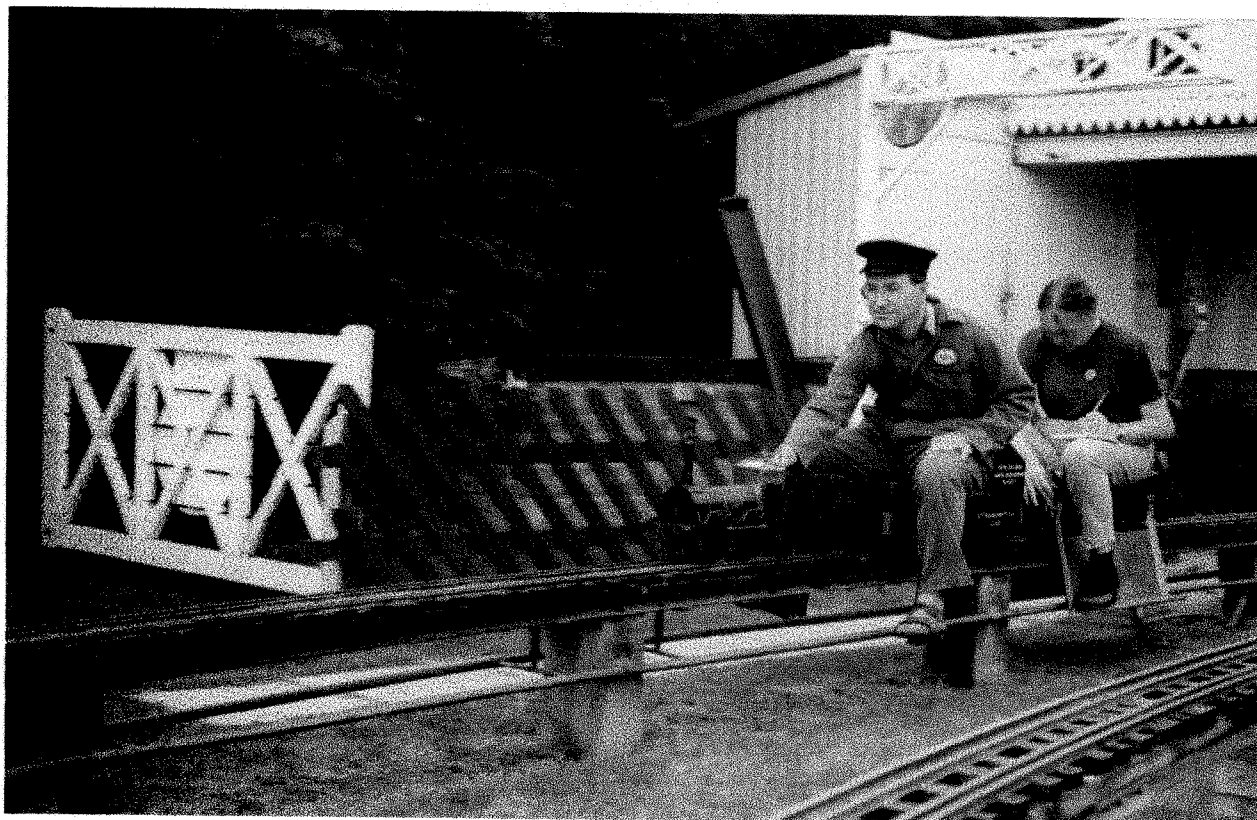


LIONSHEART

Number 53

November 2002



Andrew Neish steaming to 1st place at Lionsmeet 2002

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John Brandrick writes:

It is with great regret that I will be relinquishing the editorship of *Lionsheart*. It was a great privilege to be asked to take on this important duty shortly after joining OLCO three years ago, in particular as very much untried having had no previous experience in running a newsletter.

It has, however, sadly become apparent this has proved incompatible with a very heavy professional workload, and I am very conscious that I have not been able to do it justice. Consequently *Lionsheart* has been more 'occasional' than it ought to have been, for which I hope you will accept my sincere apology. I can only hope that in some measure the quality compensated for quantity. I wish my successor well in his (or her) task.

Finally, my thanks are due to members who responded magnificently to my requests for articles for the next *Lionsheart*. I am sure it will be excellent as a result.

Editorial:

I had better start by introducing myself as the acting editor of *Lionsheart*. My name is William (Bill) Stubbs, living in Tiverton, Devon. I first saw *Lionsheart* in about 1994 and joined OLCO only recently – you can see that I was a slow starter in OLCO. Liverpool-born, I can dimly remember my father telling me about an old locomotive on a plinth in one of the stations.

Closely reading the Model Engineer magazine since Technical School, I was smitten by LBSC's articles on the *Titfield Thunderbolt* (and by Lion at Didcot many years ago) and I have recently steamed my 5-inch version at our local track. I've seen a number of Lionsmeets around the country. But it's now many years since I saw Lion – I hope to renew acquaintanceship soon, maybe at a cleaning session!

View from the Chair

by John Hawley

Our newsletter famine is now at an end. I extend a warm welcome to our Acting Editor, Bill Stubbs, who has bravely offered to fill the post until the next AGM. Please give him every support by submitting, as far as possible, articles in the format he suggests elsewhere in this issue. Now, welcome to *Lionsheart* . . .

Progress on the Chairman's Lion

I must now divulge a guilty secret. For many years, people have been asking me when I will get on and made some progress on my Lion. I have always considered that it could wait until I had retired. Well, now I have – made progress on my Lion, that is. More about that in the report on the Bristol Exhibition, below. Did you go? It would be interesting to hear your thoughts about the show, perhaps in the next *Lionsheart*. Oh, and yes, I have retired from paid employment, though most of my energies are being directed to putting right 20 years of bodged or delayed jobs around the house. Luckily, the recent few weeks of fine weather have enabled me to make a lot of progress on the house, but sadly, little on OLCO matters. For that reason, the transfer between Editors, via myself, has been delayed somewhat. There is a lot of house related work still to do, so you will see no dramatic progress with Lion just yet.

The Bristol Exhibition

It was unfortunate that the Bristol Society of Model and Experimental Engineers held their exhibition, promoted by them as the 'Biggest in the West', on the 16th to 18th of August, completely eclipsing our own Lionsmeet. This meant that I and my 'model', (still only a boiler and wheel castings), had to attend separate events – I was not going to miss Lionsmeet at any cost, yet I felt I should support the Bristol event as far as I could. I had intended to send you all a flyer for the exhibition, but that plan came to nought.

Thus it was time for my model to undergo a somewhat hurried makeover. It's all very well bringing a pile of bits to Lionsmeet, where most attendees know and understand Lion, but it's a completely different matter at a big exhibition. Here, one is displaying to enthusiasts, yes, but also to the uninitiated – wives, children, families out for the day and so on. A display should have some meaning and perhaps endeavour to put across

an idea of the finished item, so that those who do not know what a steam locomotive comprises may gain an idea of the overall size, what goes where and what remains to be done. Having given some thought to the problem, I concluded that the best way ahead was to mount the boiler and wheels in correct relationship and in such a way as to show progress to date.

I pasted an accurate scale print of the general arrangement drawing onto a plywood frame and assumed the surface of the drawing to be on the locomotive centre line. I cut out the boiler area and inserted my boiler into that space. The wheel castings were drilled (that's the progress I referred to above) and mounted in their correct locations on timber spacers such that they were at the correct gauge distance from the drawing surface. Thus, the assembly made some sense. A pocket mounted over the tender held a batch of A5-size OLCO application forms.



As far as I could judge the model provoked some interest, though I don't think we gained any members as a result. Perhaps our Treasurer/Secretary could comment on forms received?

The exhibition itself was well attended. Being located in Thornbury, north of Bristol, close to the M4/M5 interchange, the usual city centre traffic and parking problems were avoided. My impression was one of good layout and spaciousness. There was a noticeable lack of 'camp followers' in the form of stalls selling quack remedies, charms, dubious potions for curing a thousand and one imagined ailments and the usual impediments to getting around an exhibition. Many well-known model engineering names were there – machinery suppliers, clubs, cutting tools, paints, demonstrations, material sales, publications, radio control, traction engine rides and of course, many models made by members of the host club. Did any of our readers attend? What were your impressions?

In spite of Lionsmeet, I managed to spend some time (and money) at Bristol. I purchased materials from MCM – often good value and got a very good deal in acquiring two digital measuring strips from Arc Euro Trade. I intend to create permanent fittings to the lathe and miller so that these strips may be rapidly mounted as and when required.

Lionsmeet 2002

Lionsmeet produced a surprise or two. Having been delayed by motorway bridge strengthening work, then feasted my eyes on Alfred Lloyd's Vincent Black Shadow, I found that popular opinion had placed me in charge of the event, (after all, why should the Chairman sit around with nothing to do?), so I offer my apologies to anyone to whom I appeared a little bossy!

First of all was the question of observer. Jan failed to escape my roving eye, so was cajoled by me into doing the job (or was she angling for it anyway?). After all, she carried out the task so well last year and did the competition report.

Next was to decide the running order. I have in the past asked the current cup holder to go first. Being a proven performer, he would set the tone for the meeting and be the hare for the others to chase. This put Alan Bibby in the frame. The remaining runners were chosen at random, with the exception of Frank Jones, our host for the day, who was currently steaming around and very generously offering drives of his brand new Lion. In order that he could observe the format of the competition, he was placed last. He also needed to clean out and remake his fire. Before he did so, however, he let me have a drive. I was impressed by the power of this little engine and in no time at all I was scaring myself on the bends due to my speed, though, as I observed later on, my speed was as nothing compared to that of a determined competitor.

The competition proper usually commences at 2.00pm, but due to the late arrival of the Chairman, the start was delayed until 2.15. However, when that time came, Alan had a problem and was unable to raise steam. So, since he was already on the track, Frank was asked to take Alan's place. Rather unfair on him, but time was getting on. On his trial lap, Frank was unable to haul the Guildford dynamometer car with Jan as observer on the Bromsgrove passenger car (they weigh in at about 300 lbs), so the passenger car was dropped in favour of a driving trolley. This much reduced load became the order of the day, though some drivers commented afterwards that they could probably have taken more. If Alan had been able to open the proceedings, maybe the competition would have taken a more interesting turn. It transpired later that there was also some confusion over the speed limit, set to 6 mph by the host club, due to the newness of their extension loop. Not everyone adhered to this and perhaps I should have foreseen that there might have been a problem here. Ah, a wonderful thing is hindsight!

I leave the competition report proper in the very capable hands of Observer Jan Ford, though I would like to say here and now a big thank you to Frank and his team for a very successful day. I should also thank our Edward Parrott and Ray Dodds (Chairman – Bromsgrove Society of Model Engineers) for arranging the date and venue. We all owe a great debt of gratitude to David Neish, who has not only competed at every Lionsmeet since its inception, but has kindly brought the Guildford dynamometer car to almost every meeting. Our thanks to Guildford has been expressed in the form of a donation, and their thank-you letter appears elsewhere in this issue. Now over to Jan and her very comprehensive report . . .

LIONSMEET 2002 Report

by Jan Ford

Lionsmeet this year was held at Bromsgrove SME. The host club extended the usual warm welcome to OLCO members and the weather was very hot. Only the traffic congestion on the M5 and adjacent roads detracted somewhat from what proved an excellent location. It's always sad that so few of our membership are able to attend Lionsmeet. Ownership of a model is by no means necessary and attendees are assured of a rewarding day, whatever their interests.

Bromsgrove Society of Model Engineers lies in a rural location on the edge of town, adjacent to the Avoncroft Museum of Buildings. The museum is worth a visit in its own right. Together with a wide assortment of re-erected historic buildings, it houses the National Telephone Kiosk Collection and working telephone exchanges! The Birmingham – Bristol main line lies a few hundred yards away and the day was punctuated with the sounds of passing trains. Particularly noticeable were the HS125s taking a run at the Lickey incline.

The multi-gauge elevated track of the BSME lies in mature grounds with elaborate covered steaming bays, a substantial station and adjacent clubroom. The original oval track has recently been lengthened into a dumbbell shape, with a 6 m.p.h. limit currently on the new track. Running is anti-clockwise with a colour light home signal at the approach to the station and a colour light platform starting signal leaving the station. The home signal also has a calling-on aspect for bringing trains into an already-occupied station. Because the all-over station roof impairs the visibility of the starting signal, there is a banner repeater signal under the

station roof. Opening the gates to the platform area automatically places the signals at danger and there is a 'Train Ready to Start' switch for the station staff which illuminates an 'R' sign adjacent to the starting signal. The site slopes down from North to South, so the line through the station is downhill in the direction of running whilst the "back straight" is "collar work".

The passenger cars are substantial bogie vehicles in 'Inter City' livery, weighing in at 300 lb. each and are provided with vacuum brakes and battery-powered exhausters. When not in use, they are stored adjacent to the station. An overhead crane is used to lift each car from storage, traverse it above the running track and lower it onto the rails.

The parallel steaming bays are connected by a traverser to a "shed road" which runs to the station parallel to the running track. At the station, another traverser moves the locomotive across to the running track, but a few inches above it. Finally, a re-railing ramp is used to get the locomotive from the traverser to the running track. This means that the running track rails are unbroken, avoiding problems of ensuring accurate alignment as when a conventional traverser is used.

In addition, there is a separate elevated 'garden railway' of 16mm and gauge 1 with some fearful looking mixed gauge pointwork. In the afternoon a variety of radio-controlled live steam models performed on this track.

As you may readily imagine, on public days hundreds of passengers can be carried. Lionsmeet, however, was arranged as a private event, although a number of museum visitors came to watch the proceedings. There were plenty of members of the host club present and beverages and snacks were available in the clubhouse. OLCO stalwart David Neish was an early arrival, accompanied by his son, Andrew. Jon Swindlehurst had brought his 'Lion'. Frank Jones, our host at Bromsgrove, was fielding his own 'Lion'. This had been completed and received its first boiler certificate only days before, so Lionsmeet was the "running in turn" for this brand new locomotive! Later, Alan Bibby arrived. Last year Alan won Lionsmeet at Leyland SME and Alan was keen to defend his title. Bill Stubbs had his unfinished 'Lion' on display.

As usual, informal running took place in the morning. This is when competitors can "learn the road" and develop strategies for the later competition running. We were treated to the usual exciting spectacle of diminutive locomotives whizzing round at improbable speeds. Frank Jones' locomotive performed so well that he very kindly allowed a number of lucky OLCO members and Bromsgrove SME members to take her for a spin. The writer was only prised from Frank's engine with some difficulty. For a "fresh off" she ran really sweetly - a tribute to Frank's engineering skills. Although some test running was carried out using a driving trolley and a single passenger car, the trailing weight combined with the curvature and adverse gradient made running rather uncertain. In the competition, all competitors elected to haul only a driving trolley and a second driving trolley for the observer. As a consequence, the winner would effectively be the competitor who achieved the greatest distance run in 10 minutes. As David Neish commented, this meant the driver who was prepared to exceed the 6 m.p.h. speed restriction by the largest amount.

Frank Jones was the first to compete and, as usual, started with a trial circuit. He elected to run with the Dynamometer car and a passenger car. On the falling grade leaving the station, he quickly worked speed up to 7.5 mph. However, on the left-hander over the bridge and the rising gradient to the back straight, speed fell until he stalled completely. A push start allowed him to bring the train back to the station, where the load was reduced to the dynamometer car and a driving trailer for the observer. The initial circuit had clocked up 4,500 work done and a distance of 1200 feet. His 10 minute trial started at 2:35:45 and speed was quickly worked up to 8mph, falling to 7mph over the bridge and 6.5mph on the back straight. The first circuit was completed in just over 2 minutes and the station passed at around 8mph. Peak speed recorded was about 9mph. Matters continued well until the observer's driving trolley derailed on the right hander leading into the new extension. After a quick examination, the trolley was re-railed and the run continued with less than a minute lost. At the end of the ten minutes, John Hawley determined that an allowance could be made for the

lost time, but, even with this allowance, Frank did not do enough work to take the trophy. But he has built a very fine 'Lion' which we hope to see running in the next LIONSMEET!

Next, Alan Bibby came onto the running track for his warm-up lap and started his timed run with the same load as Frank and producing a similar drawbar pull of around ten pounds. Alan held quite a constant speed, generally between 7.5 and 8mph. Work done comfortably exceeded Frank's performance.

The third contestant was Jon Swindlehurst, again with the same load and similar drawbar pull. Fairly constant speeds around 8 or 9mph were sustained and his work done figure was higher than Alan's.

David Neish came next and, dispensing with a warm-up lap, immediately started his timed run. After three laps, speeds of 10mph were being seen and, after 10 minutes, the results gave a strong result for David.

The locomotive was then handed over to Andrew Neish, who was the final competitor. With a well warmed-through steed, Andrew made good times and speeds of 10mph were seen on the second lap. Although the observer had some uneasy moments on the lightweight vehicle, knowing it had 'come off' once, we didn't derail (an unbraked vehicle at the rear of a train on the 'big railway' is often referred to as a 'swinger' - quite appropriate) and, at the end of the measured period, Andrew had just managed to beat his father's performance, winning LIONSMEET, I think, for the first time.

Trying to keep track of things when acting as observer is surprisingly difficult. I've made some rough tables of the data recorded, showing clock time, minutes elapsed, indicated work done (before applying the correction factor), distance run, and remarks, which I hope I've correctly transposed from my rather shaky manuscript notes. I've then added calculated work done in the last minute (or, in a couple of cases, last two minutes) and, similarly, distance run in last minute.

The necessity for competitors to run with similar loads took out some of the gamesmanship which is usually a feature of the competition but it was, nonetheless, a stirring performance by all the entrants.

Chairman's note: I have taken the liberty of adding the corrected Work Done value at the bottom of each table, so that direct comparisons may be made with other years. The reasons for the correction factor (i.e., multiplying the displayed WD figure by 1.5), may be unknown to some of our newer members, so I append the explanation below. This was kindly supplied by David Neish and I quote him almost verbatim. I should perhaps add that David was instrumental in the conception and construction of this car, a detailed description of which appears in Model Engineer No 3705, page 601.

The Correction Factor - a note from David Neish:

When the dynamometer car was originally made, the full deflection of the coil springs was set to 100 lbs, and the pull and 'Work Done' (WD) indications are based on this. It was found that some very big locos, during IMLEC, could sometimes exceed this figure, and the work above 100 lbs was therefore not included. We then added two more springs to give a maximum deflection at 150 lbs. This means that the WD needs to be multiplied by 1.5 to get the true value. There are two 'Pull' scales on the observer's panel, one for 100 lbs max, and the other for 150 lbs max, but the driver's panel should be multiplied by 1.5 also. When used with a 3 1/2 inch loco, we use a swing-bar connection between the tender and the dynamometer car; this doubles the pull from the loco on the dynamometer car springs, and therefore all pull and WD readings need to be halved to correct this, (in addition to the above correction).

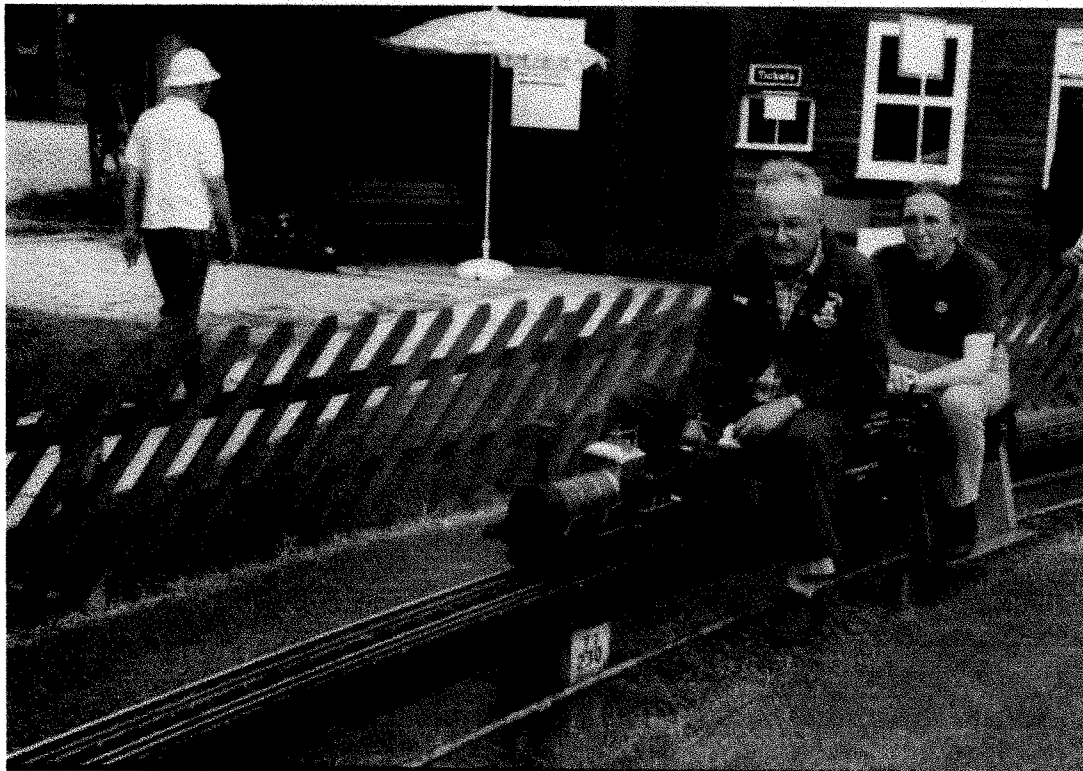
And now the good news:

The CME of GMES has very recently decided that the occasions that the pull is over 100 lbs are so infrequent that it would be better to revert the dynamometer car to its original state. This has been done, and so future Lionsmeets will not need the 1.5 correction! This is to be welcomed by all Lion drivers.

Lionsmeet Tabulated Results:

Frank Jones:

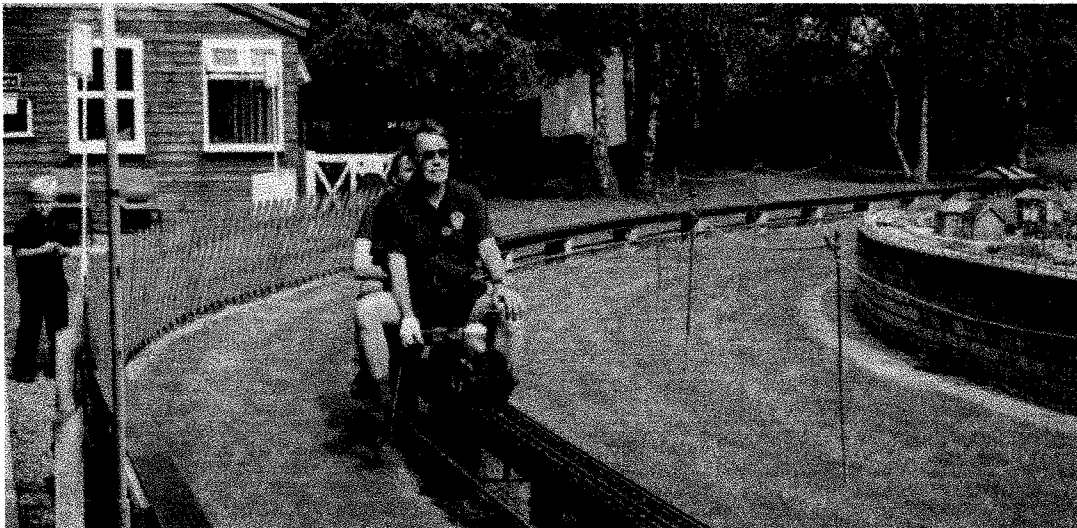
Time	Mins run	Work	Distance	Remarks	Wk last min	Dist last min
02:35:45	0	4520	1260	Start	0	0
02:36:45	1					
02:37:45	2	8380	2440		3860	1180
02:38:45	3					
02:39:45	4	9860	3130		1480	690
02:40:45	5	12260	3700		2400	570
02:41:45	6	12940	4300		680	600
02:42:45	7	15570	4940		2630	640
02:43:45	8	16900	5640		1330	700
02:44:45	9	19510	6300		2610	660
02:45:45	10	21130	7040	End of trial	1620	740
Total work/distance:		16610	5780	Laps:	4.8	
Corrected Total Work Done (ft/lbs)		24915				



Frank approaching the station

Alan Bibby:

Time	Mins run	Work	Distance	Remarks	Wk last min	Dist last min
03:07:00	0	26840	8800	Start	0	0
03:08:00	1	28830	9460		1990	660
03:09:00	2	31080	10060	Station	2250	600
03:10:00	3	32580	10670	Back straight	1500	610
03:11:00	4	35180	11370	Station	2600	700
03:12:00	5	36780	11990	Back straight	1600	620
03:13:00	6	39590	12700		2810	710
03:14:00	7	41250	13310		1660	610
03:15:00	8	44150	13980		2900	670
03:16:00	9	45970	14630		1820	650
03:17:00	10	48130	15280	End of trial	2160	650
Total work/distance:		21290	6480	Laps:	5.4	
Corrected Total Work Done (ft/lbs)		31935				



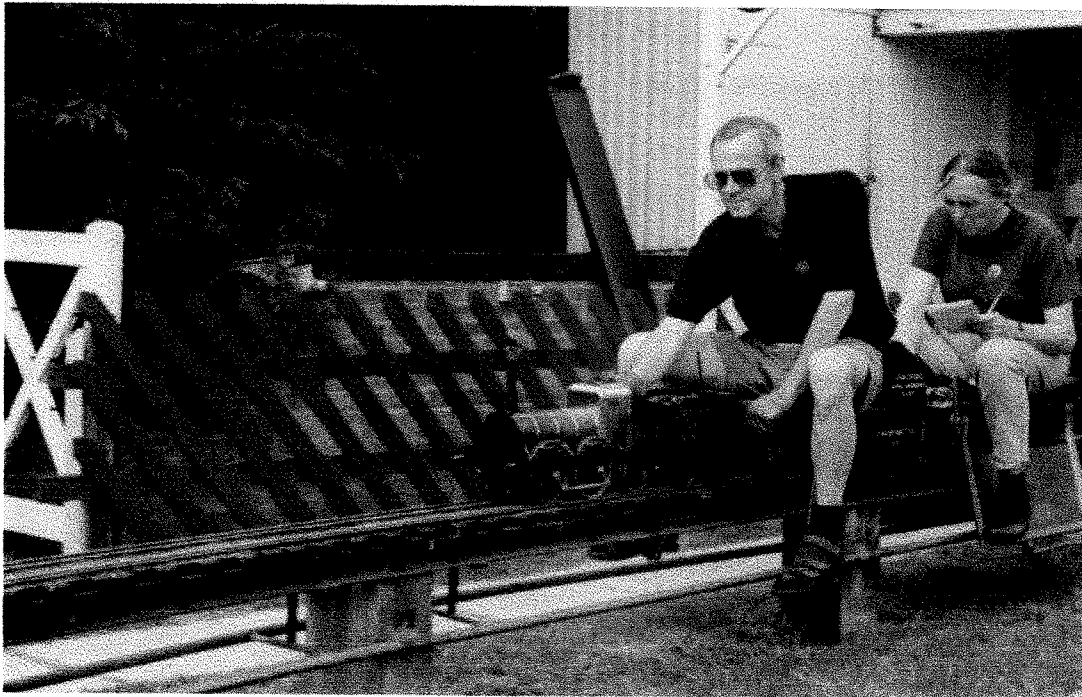
Alan lets Lion take charge

STOP PRESS

Alan has provisionally arranged for next year's **Lionsmeet** to be at Erewash Valley on Saturday 16th August 2003. Please pencil this date in your diary. More details will be announced in later editions of *Lionsheart*.

Jon Swindlehurst:

Time	Mins run	Work	Distance	Remarks	Wk last min	Dist last min
03:31:00	0	55000	17640	Start	0	0
03:32:00	1	56840	18310		1840	670
03:33:00	2	59480	19130		2640	820
03:34:00	3	61870	19820		2390	690
03:35:00	4	63920	20710	Bridge	2050	890
03:36:00	5	66830	21500		2910	790
03:37:00	6	68780	22290		1950	790
03:38:00	7	70960	23140	Bridge	2180	850
03:39:00	8	73630	23810		2670	670
03:40:00	9	74830	24480	Bridge	1200	670
03:41:00	10	77220	25300	End of trial	2390	820
Total work/distance:		22220	7660	Laps:	6.4	
Corrected Total Work Done (ft/lbs)		33330				



Jon and Jan both concentrating

David Neish:

Time	Mins run	Work	Distance	Remarks	Wk last min	Dist last min
03:49:15	0	77200	25400	Start (no trial)	0	0
03:50:15	1	78140	25880		940	480
03:51:15	2	81190	26640	Station	3050	760
03:52:15	3	82800	27350	Back straight	1610	710
03:53:15	4	85700	28160		2900	810
03:54:15	5	87700	28800	Back straight	2000	640
03:55:15	6	89900	29720	Bridge	2200	920
03:56:15	7	92790	30530	Back straight	2890	810
03:57:15	8	95180	31280		2390	750
03:58:15	9	96800	32110		1620	830
03:59:15	10	100060	32820	End of trial	3260	710
Total work/distance:		22860	7420	Laps:	6.2	
Corrected Total Work Done (ft/lbs)		34290				



David concentrating on driving, Jan still concentrating

Andrew Neish:

Time	Mins run	Work	Distance	Remarks	Wk last min	Dist last min
04:04:15	0	100270	32960	Start	0	0
04:05:15	1	101670	33540		1400	580
04:06:15	2	104920	34380	Station	3250	840
04:07:15	3	107490	35150	Back straight	2570	770
04:08:15	4	109440	35990	Bridge	1950	840
04:09:15	5	111540	36540		2100	550
04:10:15	6	113370	37360	Bridge	1830	820
04:11:15	7	116270	38070		2900	710
04:12:15	8	118590	38980		2320	910
04:13:15	9	120180	39860		1590	880
04:14:15	10	123320	40650	End of trial	3140	790
Total work/distance:		23050	7690	Laps:	6.4	
Corrected Total Work Done (ft/lbs)		34575				

(A picture of Andrew is on the front page)

MINUTES OF A SPECIAL *AD HOC* MEETING OF THOSE MEMBERS OF OLCO PRESENT AT LIONSMEET AT BROMSGROVE ON 17 AUGUST 2002

Present: John Hawley (Chairman)
 EF Clark (President)
 Charles Taylor-Nobbs (Vice President)
 Peter Mountford (Secretary)
 Jan Ford
 Alfred Lloyd
 Andrew Neish
 David Neish
 William Stubbs
 Jon Swindlehurst

John Hawley advised members that he had received a letter from John Brandrick apologising for being unable to produce LIONSHEART due to work commitments and offering to relinquish his post at the next AGM or sooner if this was considered appropriate.

Members felt that in view of his work load it would be better if a new editor was appointed as soon as possible. William Stubbs agreed to fill the post on a temporary basis until the next AGM.

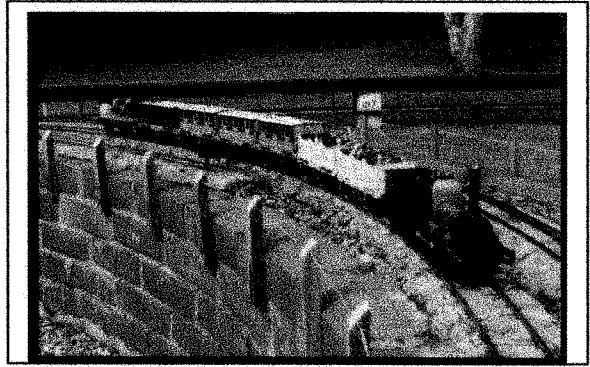
This was agreed by all.

John Hawley undertook to write to John Brandrick to inform him of the decision.

Lengths of CTNs etched in:
Some with wagon
ground you
kept about
Case & Tindler 13"



Jan enjoying a drive for a change !



Charles Taylor-Nobbs' Aster Gauge 1 Lion
with period stock

John Hawley has received a letter from Guildford Model Engineering Society:

Dear John,

On behalf of Derek Darnell and members of GMES may I thank you for your kind donation to the Society towards the maintenance of the dynamometer car.

I understand from David Neish that consideration is being given to reducing the strength of the springs in the dynamometer car but I think they will still be capable of dealing with a LION!

Yours sincerely,

Reg Loveday
Treasurer

An Appeal:

On page 17 of this issue you will see notice of the Talk to be given on the subject of Lion's tyre. We really do need help with this talk in the shape of a Lion model (any gauge) on display, both as a talking point and as a temptation to attract new members. Any offers please? You will find more details on page 17. If you can display, contact John Hawley (e-mail ringjph@talk21.com or telephone 01275 472023) so that arrangements may be set up.

Editor's note: On page 17 I have suggested the possibility of more than one model, thinking that they would be more attractive (a Pride of Lions?) - so do come along, help out the speakers and John!

THE OLD LOCOMOTIVE COMMITTEE

MINUTES OF THE EIGHTEENTH ANNUAL GENERAL MEETING

Held at the Museum of Science and Technology, Manchester. on Saturday, 25th May 2002 following a cleaning session on LION in the morning

Present:- John Hawley (Chairman)
C Taylor-Nobbs (Vice President)
Jon Swindlehurst (Treasurer)
Peter Mountford (Secretary)
John Brandrick (LIONSHEART Editor)
Alan Bibby
Sharon Brown (Liverpool Museum)
Jan Ford
Alfred Lloyd
David Neish

The Chairman opened the meeting by thanking the Museum for providing facilities to hold the AGM and members for their attendance.

Apologies:- A McKirdy
EF Clark

Minutes of the Seventeenth Annual General Meeting

The minutes having been circulated in LIONSHEART were taken as read and approved.

Chairman's Report

The Chairman read his report and a copy is appended to these minutes.

Treasurer's Report

The Treasurer tabled the financial statement and Treasurer's report for the year ending 31st March 2002. A copy is appended to these minutes.

The Treasurer's report was accepted (Proposed Alan Bibby, Seconded David Neish)

Election of Officers

John Hawley proposed a vote of thanks to Jon Swindlehurst who had completed 5 years as Treasurer for his efficient handling of the post. This was seconded by Jan Ford and agreed unanimously by all members

It was agreed that the Chairman, Secretary and LIONSHEART Editor be re-elected for a further term. As Jon Swindlehurst was precluded from further re-election as Treasurer, Peter Mountford agreed to fill this office for the coming year. This was agreed by all.

Alan Bibby was proposed as Modellers' Representative (Proposed Charles Taylor-Nobbs, Seconded Peter Mountford). This nomination was agreed by all.

Other Business

Future of LION

Sharon Brown on behalf of NMGM thanked OLCO for its support. She then gave an update of plans for the new Museum of Liverpool which is recorded below:

It is proposed that a new waterfront building be built in Liverpool - to be known as the 'Fourth Grace' (in addition to the existing 'Three Graces' - Liver, Cunard and Port of Liverpool Buildings).

An architectural competition has been launched for the design of the building and discussions have taken place with interested developers.

NMGM hopes to be involved with the development of a new Museum of Liverpool (to envelop the Museum of Liverpool Life, Merseyside Maritime Museum and Liverpool related collections from Liverpool Museum).

As part of this proposed development the re-display of the internationally important transport collection would be central. And central to this would be LION and the story of the development of railways and their impact on Liverpool, the North West and indeed the world.

Plans are in the early stages and we will not know until next year whether or not the buildings will proceed. I will keep you posted'

Charles Taylor-Nobbs mentioned that 2003 marked the 50th anniversary of the release of the film 'Titfield Thunderbolt' and suggested that a showing of the film would be appropriate. Sharon Brown agreed to obtain details of a contact who could be approached to arrange the screening.

LION Drawings

John Hawley reported that he had been unable to progress the drawings of LION as he no longer had access to a CAD system at work. It was proposed by Charles Taylor-Nobbs and seconded by Jan Ford that as the recording of LION was an important function of OLCO John Hawley should investigate the availability and cost of a suitable program.

e-mail Addresses

It was suggested that members who had e-mail addresses should give these to the Secretary as this would enable the speedier and less costly means of advising members of forthcoming events and reduce the number of LIONSHEARTs that have to be printed and posted.

Loan of Dynamometer Car

John Hawley commented that Guildford MES received donations from other parties who had borrowed the Dynamometer car and suggested that OLCO also make a donation for the use of the car used at LIONSMEETs. An amount of £25 was agreed. **Editor's Note:** see page 7 for response.

'Yellow Book'

Sharon Brown expressed the wish to have the yellow book republished but in a rewritten form and advised that Dr Jarvis was prepared to help with the writing. John Hawley stated that it would be necessary to establish who held the copyright and who would pay for the printing costs. She is working on a reply to a letter (dated 15 May 2002) from John Hawley.

It was proposed by John Hawley and seconded by Jan Ford that OLCO would be prepared to give financial and editorial support to the project. This was agreed by members.

There being no further business the meeting closed at 4.15pm.

P Mountford
Secretary

J Hawley
Chairman

Chairman's Report - OLCO AGM - 25th May 2002

In reviewing the past year's activities I feel that Lionsmeet 2001 was a bit of a curate's egg in that attendance was good, but that the weather for all but the first competitor was atrocious. However, that he went on to win may not have been entirely due to the weather. Alan Bibby is no mean competitor, though I'm sure he would have preferred a more even match. It was a great pleasure to us that Jan Ford was able to attend, after so many years of absence in caring for Peter during his long illness. Jan threw herself in at the deep end by acting as observer throughout the afternoon.

Furthermore, she kindly wrote one of the two reports on the day's events.

It was my pleasure to attend, on 9th January, a joint presentation to the Newcomen Society in London by our President, EF Clark and Dr Paul Shelton of the University of Teesside on the subject of "The Metallurgical Evaluation of the Tyre of the Lion Locomotive". The tyre in question was the front left, which had been removed from Lion in 1988/9 due to excessive flange wear. David Neish also attended and was on hand with his 5" Lion after the meeting to explain the finer points of the locomotive to the numerous attendees. There are plans, not yet finalised, to make a similar presentation to the North West branch of the Society, perhaps later this year. It would be rewarding for those who have put in so much effort to bring this about to see a good attendance of OLCO members and perhaps a model on display. More details will be announced in Lionsheart. The Newcomen Society are grateful for the help and support of Justin Garside-Taylor, Sharon Brown and Helen Gurney of NMGGM and for the loan of a tyre segment to illustrate the paper.

Editor's Note: see details on page 18.

I find myself still a little exercised at the time it takes to get out the newsletter. With some communications being made by e-mail, those 'not connected' suffer a big disadvantage. Last year Alan Bibby, Peter Mountfield and I had to make late arrangements for Lionsmeet. The date of 18th August was announced at the AGM on 9th June. However, the newsletter detailing the event appeared in early August. And now to Lionsmeet 2002. This year we find ourselves again concerned that nothing appears to have been arranged and that, as last year, we will be involved in finding a host club, advertising in the press, arranging loan of a dynamometer car, sending publicity to clubs local to the event, posting details to the Lionsheart Editor, running the event, writing a competition report, letters of thanks and so on. By the time members are informed, many may have made alternative arrangements.

The AGM and Lionsmeet dates and venues should be set early in the year and announced by newsletter without delay. It is only fair to give people as much notice as possible in order that they may make arrangements. The finer points of Lionsmeet can then be given in an issue following the AGM, along with the minutes. A further issue could be made reporting the competition, making three in all but, with an eye to costs, perhaps two issues may be acceptable.

However, newsletters need news! I heartily endorse John's plea in the March issue for articles. Could we please all make an effort to send in something - even news of the job in hand. Bear in mind that this is the 50th anniversary of the making of The Film. If you have any reminiscences, proposals to celebrate, etc., please send them to the Editor.

The yellow book replacement progresses. EF and I are in discussion on content, style, etc and are liaising with Liverpool Museum. We thank you for your comments.

Members sometimes ask me for OLCO application forms. It may be helpful if we each hold a small stock, thus being able to strike while the iron is hot, so please take a few from the pile.

Finally, I would thank you all for your attention and support during the year. We depend upon each other to carry out our allotted tasks and to ensure the future of OLCO. I wish you success in building, competing, your committee work or just plain membership.

At this, the final meeting with Jon Swindlehurst as Treasurer, I would like to propose a vote of thanks to Jon for his unstinting work in this post. His efficient and prompt handling of our finances and membership details have seen numbers rise from about two dozen to the current 32.

OLCO FINANCIAL STATEMENT for year ending 31/03/2002

INCOME	2002	2001
Subscriptions	85.00	95.00
Deposit acc. Interest	48.67	89.31
Donations	0.00	0.00
Sales receipts	<u>23.05</u>	<u>44.45</u>
TOTAL	156.72	228.76

EXPENDITURE

Advert in ME re Lionsmeet	0.00	48.47
Engraving	7.50	0.00
Cost of producing Lionsheart	0.00	0.00
Treasurer's expenses	6.84	1.90
Secretary's expenses	<u>0.00</u>	<u>20.00</u>
TOTAL	14.34	70.37
NET PROFIT	142.38	158.39

ASSETS AND LIABILITIES

	2002	2001
Cash at bank: Current Acc.	361.77	278.22
Cash at bank: Deposit Acc	3246.93	3198.26
Stock in hand	31.62	54.67
Cash in hand	<u>12.71</u>	<u>2.55</u>
	3653.03	3533.70

TREASURER'S REPORT 2002

I am pleased to report that OLCO's finances continue to do quite well. Membership has fallen slightly from 34 down to 32. Next year will be an important year as 15 members who took the 5 year option will be due to renew their membership.

Income has fallen a lot this year but the good news is that expenditure has also fallen, so net profit is only down slightly.

Deposit account interest is down from £89.31 to £48.67 due to the bank lowering interest rates.

The overall balance shows an increase of £119.33 to £3653.03. With no large expenditure anticipated in the near future I am happy to recommend that subscriptions remain as they are for the present. Hopefully this will help to attract more new members.

As my 5 years as treasurer is now coming to an end I would like to thank all the members who have cooperated well and made my task a fairly easy one. A special thanks to John Hawley for all his advice and checking my 'sums' from time to time.

Thanks again

Jon Swindlehurst,
Treasurer

LION - small scale models on CD

A letter received by Peter Mountford from a Ray Morris is reproduced in edited form as follows:

"I was given your name by Sharon Brown of the Liverpool Museum when I enquired about LION. My hobby is designing small scale models in card of locomotives. One of these is LION which I reproduced from small drawings and several photos from books. I had to estimate some dimensions, but hope to visit Manchester to photograph the footplate etc.

The model designs are produced on CD and sell over the Internet. I have LION as a free sample for downloading on my web pages. The model is at a scale of 1:100 and I enclose a printout. Normally it would be printed on thin card to be cut out and glued.

I would be grateful for comments on the design and if you could use it in any form of fund raising for the continued restoration work then I would be happy to donate it.

My address is: Ray Morris, 8, Normanby Drive, Connahs Quay, Deeside, Flintshire, CH5 4JX

Phone: 01244 818656, e-mail: 'Raymorris@trspartan.freemove.co.uk'

Editor's note: Ray enclosed two A4 colour paper prints (showing the parts for the loco and tender). Interested members can have copies by contacting me.

The Metallurgical Evaluation of the Tyre of the Lion Locomotive

The very successful talk on the above subject, given jointly by EF Clark and Dr Paul Shelton to the Newcomen Society in London on 9th January last, is to be repeated to the Leeds-Bradford Materials Science Group at the Material Science Dept. of Leeds University on 11th February 2003. Light refreshments may be purchased at 5.30 for a 6.00 start. It would be rewarding for those putting in the effort to mount this presentation to have a full house, so I would urge any OLCO members (and friends) living within reach of the area to attend this very interesting evening.

It would be helpful to all at the meeting have a model (or models) of Lion on display, with owner(s), of course. Thus an impression of the evening's topic can be gained. Also, questions pertinent to Lion can be answered before and perhaps after the talk. Do we have volunteers, please? Contact John Hawley on 01275 472023 or e-mail at 'ringiph@talk21.com', thank you.

A Secretarial Request to all members

As you will note from the minutes enclosed with this edition of *Lionsheart*, the committee thought it would be beneficial if those members who had access to e-mail could advise the Secretary of those details. The opportunity is also being taken to update address and telephone number information. Please complete the cut-off strip below and send it to me at: Peter Mountford, 63 Grove Road, Birkenhead, CH42 3XT, or e-mail to 'peter@olco.org.uk'

This information will only be made available to the Chairman, Secretary, Treasurer and Editor. If I don't hear from you I'll assume that your details are correct and that you do not have e-mail or do not wish to communicate by this means.

Regards
Peter Mountford
Secretary

Name:
Address:
Tel No.
e-mail:

Has anyone any Film Footage of Lion?

John Hawley has had a request from Sharon Brown of the Museum of Liverpool Life requesting any film of (full-size) LION. This would be used by the BBC as background for some scenes in a film about the Brontes. The BBC would pay a copyright fee. Sharon would also be interested to have a copy of any film.

Her details are:

Sharon Brown, Curator of Land Transport and Industrial Collections
Museum of Liverpool Life
Pier Head
Liverpool
L3 1PZ

Tel: 0151 478 4064 e-mail: sharon.brown@nmgm.org

Welcome to New Members

A warm welcome to **Mr I A Kemp** (rather belated I'm afraid, but welcome!), **Mr D Wainwright**, **Richard Paul**, and **Andrew Neish** (I've heard that surname somewhere before. He's only just joined and he wins Lionsmeet and gets his picture on the front page of *Lionsheart*. He would appear to be in need of encouragement!)

Crossword Puzzle Answers:

These are the answers to the puzzle set in the last edition of *Lionsheart*.

Across: 1. Belpaire, 5. Sock, 10. Roo, 11. Ben, 12. Titfer, 14. Tilt, 15. One, 17. Sharp, 18. Leather, 19. Ease, 21. Mao, 22. Innate, 23. Ant, 25. Thane, 26. Avec, 29. Isle, 32. Trigger, 34. Lada, 35. OK, 36. Challenger, 37. Tich.

Down: 2. Elephant, 3. Antipathy, 4. Rattle, 6. Or, 7. Cornea, 8. KO, 9. Retain, 13. IL, 14. Treat, 15. Ohm, 16. Eroica, 20. Sea, 23. Aerial, 24. Tangent, 27. Pilot, 28. Old, 30. Saki, 31. Each, 32. Trap, 33. Reef.

Editorial Tailpiece

I hope that you have all enjoyed a good read. My thanks to John Brandrick for his appeal for articles, it had created a good response – so much so that some articles have had to be carried over to the next issue of *Lionsheart*. I can assure the contributors that the articles have been carefully filed, you can all look forward to a suggested design for a Broad-Gauge Freight Loco; details of overcoming problems with model safety valves for LION; and photos of *Planet*. My grateful thanks also to John Hawley who had accumulated and sorted the information and helped me a very great deal.

As with all editors of newsletters, I ask for articles, news, dates of forthcoming events, pictures and photos. I compose this in Microsoft Word software, which will also accept some other formats including straight text files. You can send them to me on disk, e-mail, or on paper - even in good old-fashioned hand writing!

My details are: F W Stubbs, 6 Rippon Close, Tiverton, Devon, EX16 4HF
Tel: 01884 243309
e-mail: w.stubbs@ukf.net

Many thanks – Bill Stubbs