

LIONSHEART

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IMPORTANT A.G.M. NEARS

This year's Annual General Meeting will be held on the 22nd May. Once again, the venue will be the Museum of Science and Industry in Manchester, where we are assured of a warm welcome from Museum Staff and Friends of the Museum.

The 'Planet' replica should be in operation giving public rides on the day. Whilst the Museum, in common with a number of railway sites, now operates a stricter regime in the interests of Health and Safety, it is hoped that there will be opportunities for OLCO Members to study 'Planet' at close quarters and travel on the footplate.

But, of course, the star attraction is the presence of 'Lion' herself. 'Lion' is on public display in the Power

Hall. Through the indulgence of Liverpool Museums and the kind co-operation of Manchester Museum, OLCO members can form a 'cleaning gang' whilst closely examining the locomotive. Perhaps you can stand where once the Bishop of Welchester stood?

You should find enclosed with this edition the Notice of A.G.M. and Agenda.

An important item of business this year will be the proposed Amendments to the Constitution. We would urge members to try to attend in person so that the broadest spectrum of views can be canvassed. Surely the opportunity to get 'up close and personal' with 'Lion' is sufficient inducement to make the extra effort to be there?

Another date for your diary

The Bristol Model Engineering and Hobbies Exhibition takes place at the Leisure Centre, Thornbury, near Bristol, on 20th, 21st and 22nd August.

Once again, OLCO will have a stand and a visit is recommended. You should find enclosed with this edition the colour 'flyer' for this event.

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Letters on any topic likely to interest OLCO Members are welcomed by the Editor:

Ms. Jan Ford

The Old Locomotive Committee

Brewood Hall

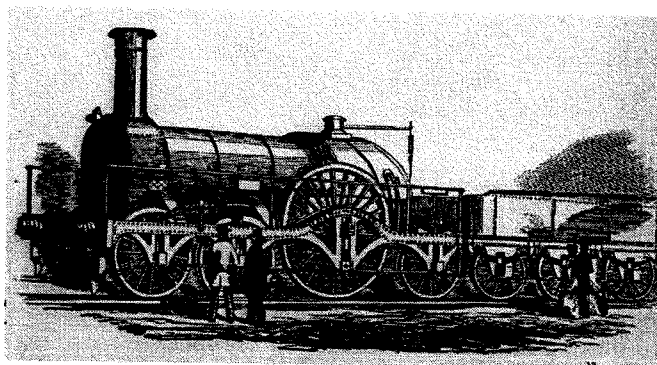
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Editor's Piece by Jan Ford



Another Anniversary

The view above, by OLCO Member John Archer, shows the 'Planet' replica at Manchester Museum of Science and Industry. It's almost 25 years since Ruston Diesels restored 'Lion' for the Liverpool and Manchester 150th Anniversary and 'Lion' steamed at this site.

Next year we celebrate the 175th Anniversary of the opening and, as mentioned last time, the Museum are hoping to do something special. What can OLCO do as part of these celebrations? When 'Lion' steamed at Manchester, we had an active costume group which supported the operation, dressed in period style. Is there any interest in reviving this? What other ideas do you have?

Apologies

I'm sorry that we've not been able to get out an issue earlier but the Editor's life seems to have got complicated recently. In addition to footplate work at a number of preserved railways, I've become involved in helping to set up a short narrow gauge line at Peak Rail for the Derbyshire Dales Narrow Gauge Railway. There is an awful lot of paperwork in setting up safety systems and putting operating members through training, but we managed to open to the public as Easter, on schedule. Two foot gauge and diesel-hauled, it's an improbable project for a dyed-in-the-wool standard gauge steam enthusiast. The photograph shows one of the locomotives, a Ruston class LBT.

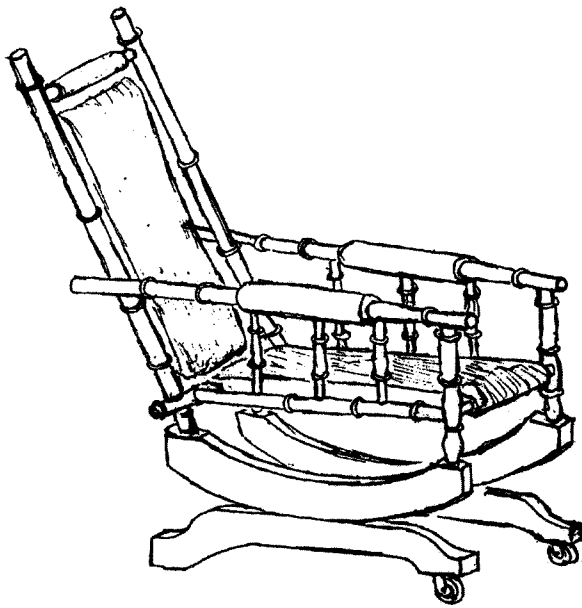
Once again, I obviously failed to convince people that 'No means No'!

In addition, my small electronics business has moved from Wolverhampton to Brewood. At present we're in temporary accommodation within Brewood Hall, whilst builders complete the conversion of a small barn.

Apologies to all correspondents for delays in responding and a big thank you to all those who have made contributions for publication.



View from the Chair by John Hawley



Thank you Jan for a very readable last Lionsheart. You must surely put in more than you receive. Keep the copy coming in, folks. That's the way to get some exchange of views, iron out problems and generally improve the health of OLCO. Photos, of course, are welcome. There are no publishing dates – Lionsheart is exactly 'what it says on the tin' (Ugh), though we do try to get it posted in good time for the announcement of important events and dates. If you know of anyone who is casting around for a project, tell them that Lion could be a good one to take on. The loco has a variety of interesting features, the valve gear, that interesting haystack firebox and wood-clad boiler and, of course, her fame as a film star.

Yet Another Nice Little Earner – Lionsmeet 2003 in Engineering in Miniature

Many of you may have had the opportunity to read Alan Bibby's report on Lionsmeet 2003 in Engineering in Miniature. Many thanks Alan, this all goes to put OLCO and Lion on the map. Moreover, Alan has very generously donated the payment he received for the article to OLCO funds.

The Bristol Model Engineering and Hobbies Exhibition - 2004

I've said it before, and it bears repeating, the Bristol Exhibition 2003 was a great success and well worth a visit. This year's show is on Friday – Sunday, 20th to 22nd August. The location is the same – Thornbury Leisure Centre, close to the M4/M5 junction at Almondsbury. In other words, your side of Bristol. (Sorry, Bill, it's not my fault that you are one of the few OLCO members who live in the sunny south of Bristol).

At the 2003 show, Charles Taylor-Nobbs and Peter Mountford gave up a lot of their time and did sterling work in manning the OLCO stand. We had many things to show and attracted lots of interest, gaining membership (and some useful funds) in the process. This is a show that seems to be gaining ground and popularity. It is almost certain to become a regular event.

I've spoken to the organisers and it would appear that we would be welcome to attend again. So, who is 'up for it'? We need volunteers to man the stand, meet the public, get them interested in Lion and to join OLCO. We also need exhibits, of course. Last year we had Keith Taylor-Nobbs's prize winning 5" gauge Lion and Charles's Gauge One Aster Lion and its train. As a backdrop I displayed my 7/4" gauge boiler and castings. We had wheel patterns, the Mike Parrott Memorial Cup, posters, Bill Stubbs's framed picture of Lion at Edge Hill, a 1:100 scale card model, membership forms galore and so on.

For those who man the stand there is of course, **free entry** to the exhibition. We have re-arranged the date of Lionsmeet to avoid the clash we experienced last year. So, you are all free, aren't you? And you are longing to show off your castings, patterns, part completed chassis and fully working models, aren't you? It would great to have 3½" and 7/4" gauge models on the stand.

Please contact me as soon as you can so that I can confirm our entry. I am available on telephone number 01275 472023; email ringjph@talk21.com or you can write to me at:

Rock House,
Downside,
Backwell,
Bristol,
BS48 3DH

The Annual General Meeting

More to get you out of your workshops. Do please try to put a day aside for the AGM (22nd May in Manchester), notice of which accompanies this issue. Come early and see the real Lion. Come early and help clean her and see the rest of this interesting and well laid out museum. (It's free after all). Quite a lot of the exhibits are under power of some sort, even steam. New members especially, come and meet some of us old timers.

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We also need to discuss proposed amendments to the Constitution. OLCO was set up in 1984 primarily as a support group for running Lion at venues around the country, with some of the Rules designed to reflect that full size railways are very dangerous places. Even though Lion has not steamed for several years, nothing in this basic concept has changed. The proposed amendments are intended to cover changes in categories of membership and to add minor items which have never been clearly specified.

The proposed changes to the OLCO Constitution are enclosed with this copy of Lionsheart. Please note that the proposals are as follows:

- a) text in *italics* is current and will be deleted;
- b) text in normal font is current and will be retained;
- c) text in **bold** will be added.

The Proposer is John Hawley and the Seconder is Peter Mountford. Come to the AGM and make your comments on the proposals known.

Help Wanted

On the occasions that I receive enquiries from non members about OLCO, Lion or drawings, I send off the membership application form, answers to whatever the query may be, plus a copy of an article which appeared in Meccano Magazine in, I believe, September 1930. The article is headed: 'A Locomotive Built 92 Years Ago' and sub-titled 'The "*Lion's*" Wonderful Career'. Trouble is, the photocopy I use has part of the text down the left side missing. Does anyone have this issue from which they would be kind enough to let me have (or take) a decent and complete copy? Failing that, where am I likely to find the original magazine from which to take a new image? If I am successful in obtaining same, I shall, of course, arrange with Jan for it to be reproduced in Lionsheart. Then we can all read it.

The Chairman's Loco

Well, my suggestion in Lionsheart 55 that I build my 7¼" gauge Lion to a scale other than 1:8 didn't go entirely unnoticed. I thank Alfred Lloyd for his contribution (Letters LH 56) and his timely warning about producing a "satisfactory working engine without being too grotesque".

Rest assured – I have every intention of producing a satisfactory working engine and am pretty confident that I can avoid the grotesque.

Since my tentative suggestion in LH 55 I have made some small progress towards reaching a conclusion as to the best scale for this model. But perhaps I should explain why I am even considering a departure from standard practice, that of building to 1:8 scale (1½" to the foot) for a model whose track gauge is to be 7¼".

Firstly, why take tradition for granted? Well, better to ask questions now than to blindly rush in and regret it later. The first and most obvious question to ask is – Will the standard 7¼" gauge wheels fit into an accurately built 1:8 scale model of Lion? The answer,

as a quick glance at Fig 1 demonstrates, is NO. The splashers will foul the outer faces of the wheels (my thanks to David Boydell for splasher dimensions, something I missed during my measuring sessions at Dorothea).

Perhaps this is as good a point as any to explain that dimensions in brackets in this sketch are prototype, though many before me have found that it is easy to get a different figure each time Lion is measured. Those underlined are prototype divided by 8. The drawings are to scale across the width, but vertical spacing has been arranged to fit the page so various components may not appear to be in their correct relative positions. Dimensions marked 'REF' are purely for reference and result from working to the actual sizes. The wheels are to the Model Engineers Handbook, 3rd Imp., page 158 for 7¼" gauge and, of course, I am stuck with them if I want to run the loco on club tracks.

What we have to do now is to move the splashers out a bit, but that puts them too close to the side frames, so they must also move out. Then everything else gets out of proportion. So, question the scale. Without boring you with the various iterations, I feel that the most suitable scale is somewhere around 1:7.85.

Whilst going through various documents I have amassed over many years of studying Lion, I was struck by a comment made by Charles Taylor-Nobbs on a sketch for a 7¼" gauge design. It referred to the fitting of a (smokebox support) bracket and read: "We must therefore work with a 50" smokebox to permit clearance. OR MUST WE (?)". That bracket had me worried, but I may have a solution. According to the measurements I took at Dorothea, the smokebox is 51½" wide, with the brackets adding another 7/8" each side, giving a total of 53¼". The scale wheels are 6.8" back to back. Divide 53¼" by 8 to get 6.656", giving plenty of room for a 1:8 scale smokebox and brackets. Divide 53¼" by my proposed scale of 1:7.85 to get 6.783". Now that *is* a bit too close for comfort, though on Lion there is also very little clearance and, I think, some evidence that the wheels have touched the brackets. Perhaps the scale bracket could be made slightly thinner than scale?

Fig 2 shows the result of working to a scale of 1:7.85. It gives a slightly larger (1.9 %) loco than 1:8 scale, which is no problem. It will of course, be heavier, but since I couldn't lift it anyway, that is purely academic. The 7/8" thick bracket has been reduced to 5/8" thick in scale.

However, there is a lot more research to do yet before I cut metal (that's when I will get really nervous). You may be aware that I have the boiler already made to 1:8 scale. That may work to my advantage. Geoff Wright, who also has a boiler to this design, reports that it steams well, so perhaps there will be few problems in that area. But, I do seem to remember hearing way back that there were problems with the LBSC design in that the big ends were too close to the front surface of the firebox.

continued on next page

There is no problem on 'Big Sister' of course. So, when I designed the boiler, I allowed a bit of extra clearance in this area by making the outside of the firebox slightly shorter (3/16") from back to front than exact 1:8 scale. If I site the backhead of my boiler in its correct position on a 1:7.85 scale loco, then the front face will sit a further 0.113" back from true scale position, which should give plenty of room for big ends.

As for overall length, my boiler is long enough to fit well inside the circular reinforcing angle which, on the prototype, joins the smokebox to the boiler barrel, so no problem there. Since the rest of the model is bound in no way by Model Engineering standards, then I see no problems anywhere in working to 1:7.85 scale. Of course, some things cannot be scaled accurately, the wheels, as noted above, boiler tube and barrel details, possibly even the whistle(?), though I'm not really into whistles. However, these items should not affect the overall design.

What about wheel diameters? Well, again, the wheel has to fit into the splasher and the model wheel flanges are bigger than scale. So, if we set the maximum wheel diameter to be that over the flange (which is equal to tread diameter + (2 x flange height) (BR 'P1' profile)), we get:

$$60 + (2 \times 1.125) = 62.25 \text{ inches (prototype).}$$

Now, scale the 62.25 by dividing by 7.85 to give a model 'over flange' diameter of 7.93". Subtract twice the model standard flange height of 0.203" to give a model wheel tread diameter of 7.524".

Using similar tricks, I conclude that the trailing and tender wheel diameters (both 42" on prototype) require to be:

$$\begin{aligned} \text{Flange} &= 5.637 \text{ inches;} \\ \text{Tread} &= 5.231 \text{ inches.} \end{aligned}$$

Looking at my castings, the trailing, tender and leading coupled wheels should clean up, but the driving wheel may not. Indeed, I wonder if it would clean up even to 7.5" diameter, for a 1:8 scale loco. I've not done any proof machining yet, so I cannot say for certain. What say you, who may already have machined this particular casting? Should this wheel be tyred?

Responses to Alfred Lloyd's letter in LH 56

To answer Alfred's specific points:

1) Adequate clearance for vertical movement of axles.

- A. Lion was built in the days when track levelling standards were not up to those of today. She was thus blessed with plenty of vertical movement available for the springs to take up discrepancies in the plane of the track – probably too much in fact, since I very much doubt if the springs (or motion) could cope with the full movement available in the hornplate slots, some 1 1/2". Our models probably run on track which is just as uneven (in scale) as it was

then, so we need plenty of spring movement too. Without digging too deeply, it appears that LBSC allowed about 1/4" of free movement in his 5" gauge 'Titfield Thunderbolt'. Plenty enough, I am sure. In my model, since I shall be working as closely as possible to my chosen scale, I should have something like 1/2" of free movement.

2) Cylinder length will be greater than the original as will the width and height.

- A. These items will certainly be larger than their 1:8 scale equivalents, but then, the whole machine will be greater in proportion, so I foresee no problem here.

3) The standard port openings produce a greater valve travel than the original and therefore results in larger eccentrics, and greater movement of links.

- A. As 2), above.

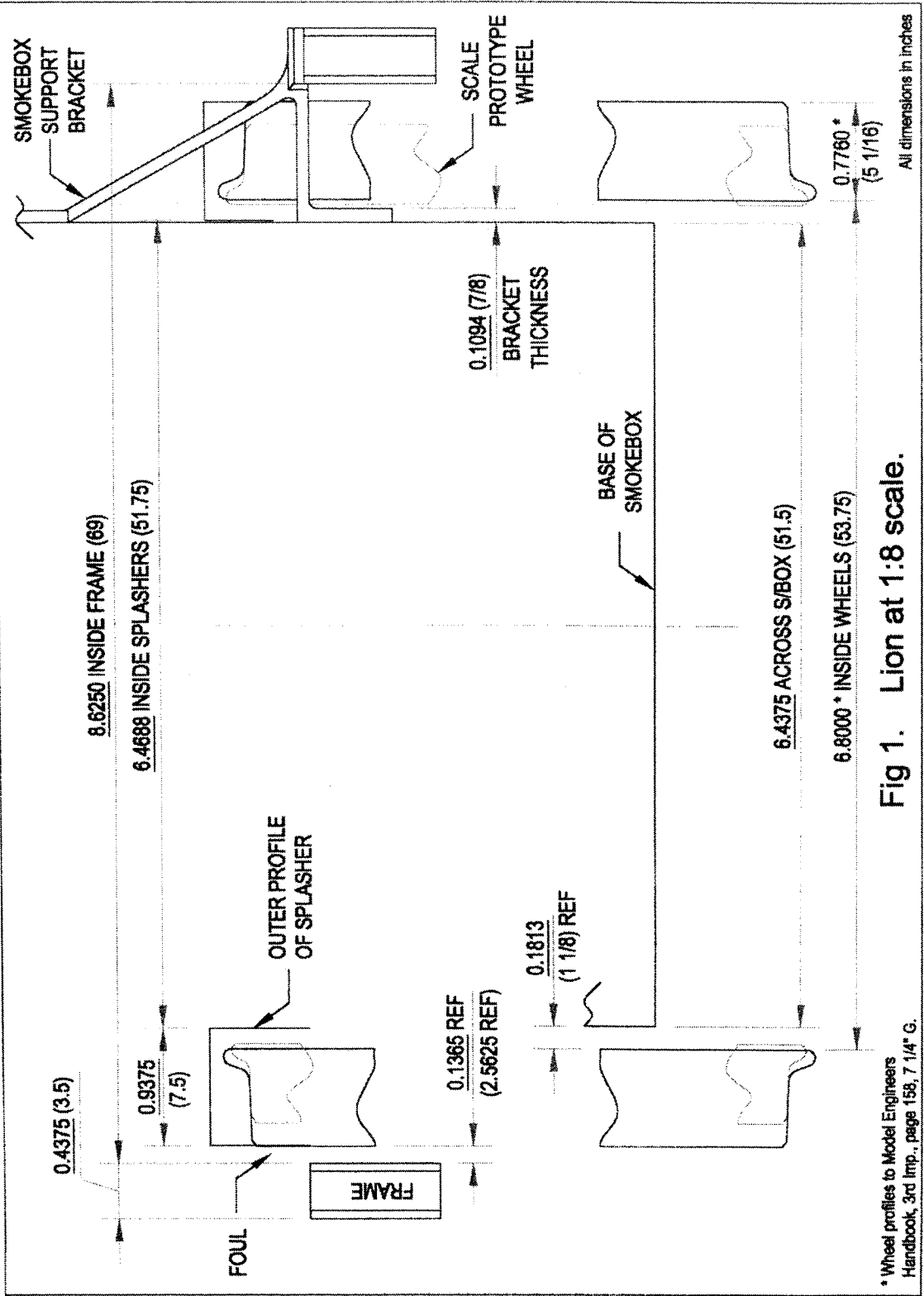
4) It is desirable in small gauge engines to provide superheated steam to the cylinders. This makes space in the smokebox restricted even if a limited amount of recessing of the smokebox tubeplate is feasible.

- A. Yes. Lion had no superheating. LBSC's 3 1/2" gauge 'Titfield Thunderbolt' did. I see no problem, though I've not done a thing about designing that far ahead yet.

5) Finding space for a cylinder lubricating system also has space implications.

- A. Again, Lion had no cylinder lubricating system. Well, there was a tallow filled two way tap arrangement, but that was about as useful as Mozart's Requiem to a teeny bopper. (To be fair, though, Lion's working stresses and speeds were low and she worked with wet steam). There are plenty of lubricator designs around, but one could probably do worse than to adopt David Neish's neat arrangement described in Model Engineer issue 3612, dated 6th July 1979. This has the virtue of being practically invisible under the ... well, if you can't see it, does it matter? Furthermore, Lion doesn't have an injector, ashpan damper or blower either, so these things have to be incorporated into the model, which can present difficulties. Where does one put the blower and injector controls, for example? We can't have dirty great handles on the backhead. These things I've not considered yet. Give us a break – you're lucky to get this far with me. I started this model back in 1973 and what have I got to show for it? I haven't even cut metal yet!

concluded after Figure 1 and 2



All dimensions in inches

Fig 1. Lion at 1:8 scale.

* Wheel profiles to Model Engineers Handbook, 3rd Imp., page 158, 7 1/4" G.

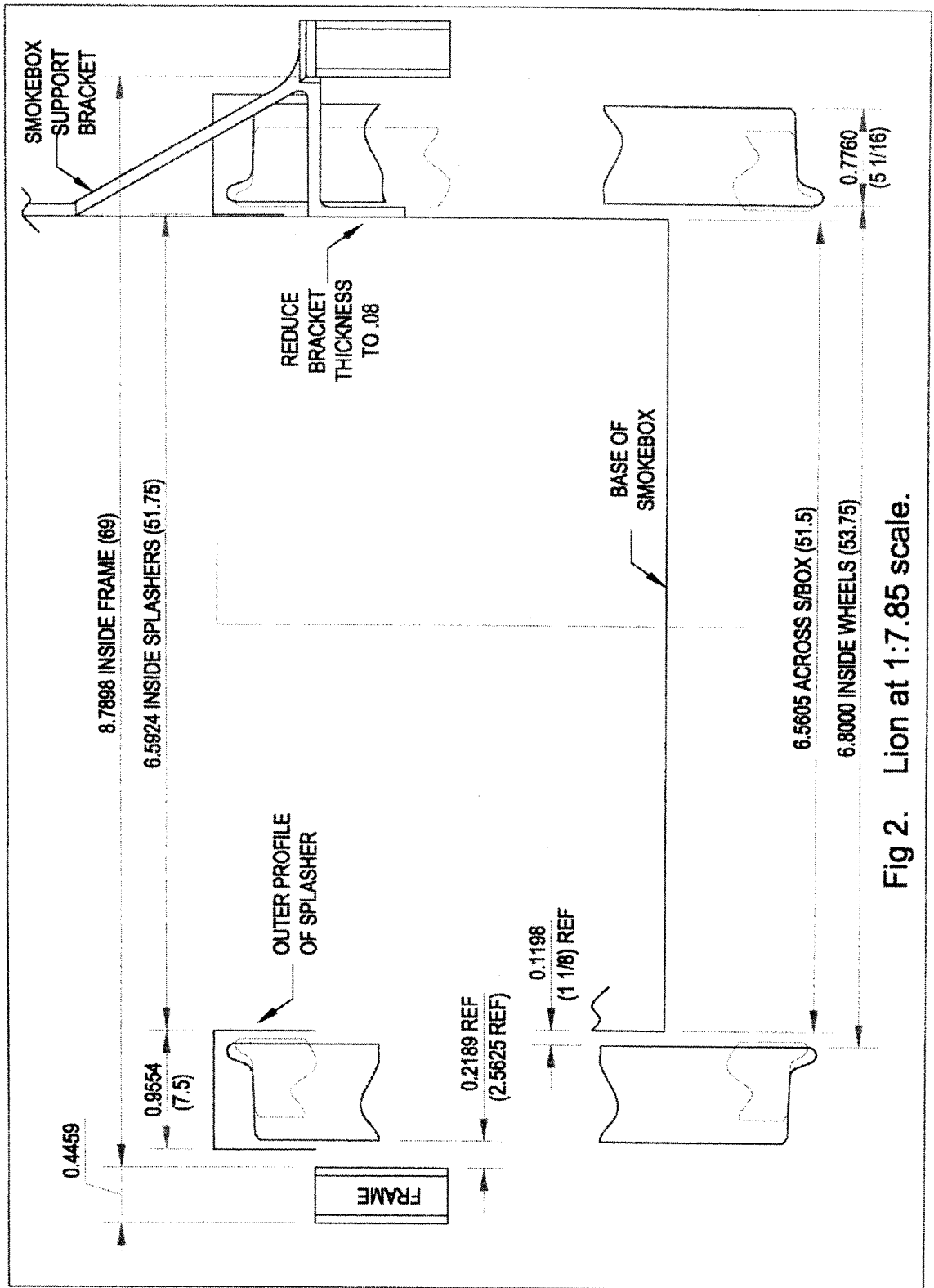


Fig 2. Lion at 1:7.85 scale.

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- 6) *A further problem in the boiler layout is to get an adequate heating surface.*

A See my comments about Geoff's boiler, above.

Over to you. I hope for comments, even if they point out some stupid assumption or oversight I have made. My thanks to all who have been encouraging me to 'get on with it', especially Jon Swindlehurst, who has given me many interesting and subtle reasons for getting into the workshop and making swarf. One such was to say that I was producing those shiny twirly bits that hang from the Christmas tree.

The Tender

I should say now that I hadn't included the tender at all in the considerations of scale detailed above. However, I recently received a call from Harry Frowen, who found that his 7¼" Gauge Society

standard wheels (6 13/16" back to back and 13/16" wide, so 8 7/16" overall) would foul the tender frame. True, as follows:

The tender frame is 76¾" wide. The side members are 4¾" thick, leaving 67¼" between side members. At 1:8 scale this becomes 8 13/32", thus fouling the wheels by 1/32". However, at 1:7.85 scale, the distance between side members becomes 8 9/16", leaving plenty of clearance. I hope this is of some assistance Harrye.

Now, questions for readers:

- a) What is the correct wheel standard for 7 ¼" gauge? Model Engineers Handbook, 3rd Imp., page 158, or 7 ¼" Gauge Society?
- b) Why does my computer, using Office 2000, write some fractions correctly, (¼) and some without shrinking (7/8)? I've looked at AutoCorrect and the option *is* ticked, so I'm puzzled.

'Titfield Thunderbolt' Quiz

Right, a different type of puzzle this time, to test how well you know the film 'Titfield Thunderbolt':

1. What was the name of the locomotive which played the part of the 'Titfield Thunderbolt'? (award 1 mark for correct answer, sackcloth and ashes for one week for an incorrect answer).
2. Which bishop deputised as a fireman in the 'Titfield Thunderbolt'? (award 1 mark each for the correct bishopric, Christian name and family name).
3. What was the time of departure of the Inspector's train from Titfield, both initially and the second time, after Dan gave permission for his home to be used as a carriage? (award 1 mark for each correct time).
4. What song does Mr. Valentine sing whilst on the platelayer's pump trolley? (1 mark).
5. What is the name of the competing coach company? (½ mark for the name of each partner).
6. What is the date of the Closure Notice and the Public Enquiry? (1 mark each for year, month of notice, month of enquiry, total 3 marks).
7. Identify the job or position of each of the following characters from their name: Chesterford, Blakeworth, Coggett, Taylor, Hawkins, Hampton. (total 6 marks).
8. What was the number of the 'Toad' brake van used in the early sequences? (1 mark).

9. What was the registration number of Harry's road roller? (1 mark).
10. What was the registration number of the Bedford coach intended as a replacement for the train? (1 mark).

For the correct answers – Watch the film!

How did you do?:-

- 1- 5 marks: You're either very uninterested in railways or recently arrived from Turkmenistan. We recommend you watch the 'Titfield Thunderbolt'.
- 6- 14 marks: You have a well-rounded personality with a failing memory. We recommend you watch the 'Titfield Thunderbolt'.
- 15-20 marks: Are you familiar with the term 'anorak'? We regret that there is no known cure for this condition but we recommend you watch the 'Titfield Thunderbolt' as therapy.
- 21 and above: We fear that you have cheated but you might as well watch the film again anyway.

Musings from Bill Stubbs

Many cinema-goers and television addicts will be aware of the current obsession for having sequels of successful films (*Rambo 16*, *Star Wars 18*, and the like). There has been, however, no glimpse of a sequel to the most successful film that we in OLCO know; hence I give you my thoughts on . . .

The Titfield Thunderbolt 2 – The Sequel

The film opens with a view down the village street with the new arterial by-pass in the background. There is also a glimpse of the two multi-storey car parks and the frontages of the six estate agents' premises. Riding towards the station is the new Town Centre Manager, Mr Blakeworth OBE, on his 650cc Ducati motorbike.

Due to the popularity of the Titfield branch line steam railway service, old Dan's carriage hasn't sufficient capacity and needs to be replaced by four coaches. These are to be leased from Virgin Railways. (One of the Virgin coaches subsequently skids on some leaves on the line and sinks in the river, without trace.) Dan's carriage is re-sited and sold to a development company who give it a makeover in conjunction with a TV company. It is converted into three desirable town houses which are quickly sold for £330,000 each.

Mr Valentine still travels on the railway, of course, but is now always accompanied by two glamorous nurses. They are sponsored by Alcoholics Anonymous and two well-known distillers.

The steam roller, driven by Harry Hawkins, is shown being magnificently restored by the well known celebrity, Deb Fridnah; but it suffers a broken steering chain. This is to be replaced by a spliced rope, provided by Seth. Unfortunately, when Joan hears of this, she threatens to divorce Harry - tomorrow! (This provides the love interest in the film – will Joan propose to Deb Fridnah?)

Alec Pearce and Vernon Crump are released from jail under the First Offenders' scheme, but each has been electronically tagged and ordered to carry out 120 hours Community Service as Traffic Wardens. Vernon objects to the uniform provided and throws it into

Thunderbolt's firebox causing the loco to emit black smoke in contravention of the Clean Air Act. Prosecution of the railway company is threatened, until detailed forensic examination reveals Crump's fingerprints on a uniform button. Under the Home Office latest regulations, he is ordered to carry out a further 200 hours Community Service.

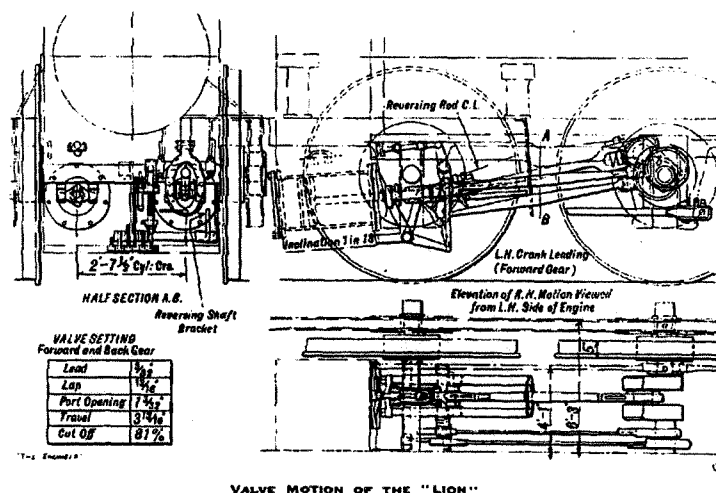
The water tank is now registered as a Grade 2 Listed Building and cannot be used for its original purpose without permission from the County Planning Department. The squire is endeavouring to seek daily consent for the use of some 400 gallons of water from Beal's Farm, but this is unlikely due to a proposed increase in water rates. This is the main plot of the film.

The *Titfield Thunderbolt* has undergone some restorative work in order to comply with Health and Safety Regulations. The work which has to be completed includes an all-enveloping cab for the footplate crew (who will have to wear full protective clothing, including hard-hats and three types of gloves). The footplate is to be considerably enlarged, to make room for the two, full-time, footplate inspectors, together with the bank of computers and three stand-by coal shovels

The Reverend Weech will retire during the course of the film, his new curate is currently attended a 14-week driver training course. This allows the producers to raise capital by advertising various preserved lines offering courses.

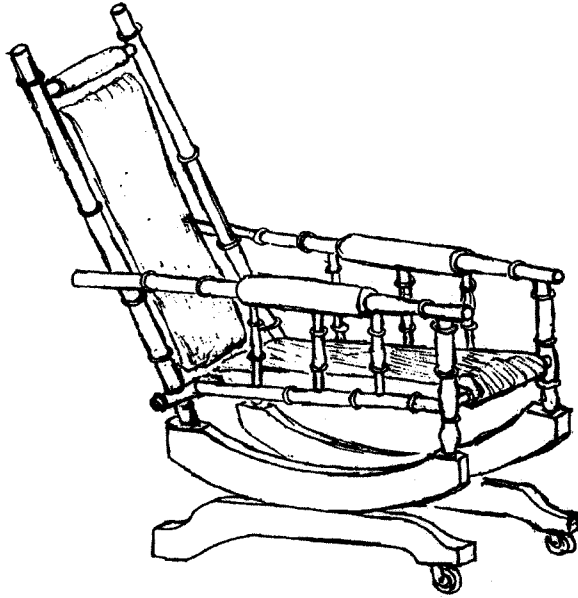
As the passenger usage increases at the run-up to the Santa Specials, budget projections, cashflow analyses, and profit/loss forecasts result in a crisis in management. A meeting is arranged at the vicarage (with sherry) and it is decided to take *Evening Star* out of the museum that night.

Unfortunately, having partaken of too much sherry, the management does not allow for the increased axle loads and they will have to pay sub-contractors to relay all of the track to Mallingford! Will they get the track re-laid in time? Will the buffet car run out of gin? All will be revealed in **The Titfield Thunderbolt 3!**



A Driving Trolley for 7¼ inch Gauge

Editors note: Somehow this illustration from the Chairman has become detached from the intended explanation which we feel sure John will have supplied, but we hope readers will find the brief notes below helpful.



John Hawley, as we know, does not like to be precipitate in completing his 'Lion'. However, as the

illustration above shows, the wooden components on the prototype 'Lion' have inspired him to embark on the construction of a driving trolley almost entirely made from wood and suitable for use with his model, when it appears. It features standards of comfort not usually associated with driving trollies which are sure to prove popular with users. At the same time, the design preserves the old-time elegance which we associate with 'Lion'.

But this has not dissuaded the designer from incorporating a number of innovations. Conventional wheelsets have been abandoned in favour of two independently-mounted wheels apparently provided with almost non-existent flanges. Where rear wheels might be expected, there are 'skates', somewhat redolent of the one-time 'Ice Locomotive' supplied to Russia. We can only assume that this arrangement is to provide the necessary resistance during the inevitable dynamometer trials of the locomotive. The large, curved beams under the seat, which we are tempted to describe as 'rockers', are presumably part of the suspension, as the small wheels mentioned above do not appear to be associated with any springing.

Whilst we might entertain some doubts as to the stability of the whole arrangement 'on the road' we are sure that O.V.S. Bullied, for one, would have applauded the designer's ability to 'think outside the box', as the modern phrase has it.

Lionsmeet 2003

This article by Alan Bibby originally appeared in 'Engineering in Miniature'. Alan has kindly consented to it being reprinted here for the benefit of OLCO members who have not yet read it.

Back in 1927 a group of Liverpool engineers got together to support a celebration of the centenary of the Liverpool and Manchester Railway, in the wake of a similar bash planned by the Stockton and Darlington brigade. They called themselves the Old Locomotive Committee and they persuaded the Mersey Docks and Harbour Board to scrap what remained of Lion, originally built for the L&M but having spent most of her long life at that time pumping water out of Princes Dock. The Old Locomotive Committee then acquired the engine, raised funds and arranged after many false starts to get her restored as closely as possible to her original condition. This was done at the Crewe works of the LMS Railway Company.

The celebrations went well, the enterprising engineers later mostly went the way of mortal flesh, but Lion survived to be restored again more comprehensively for the Rocket 150 celebrations in 1980 and for her own 150th anniversary in 1988. This work was done at Ruston's Diesels Newton le Willows works, the site of the old Vulcan Foundry. In 1984, with the 150th anniversary celebrations in mind, a new

Old Locomotive Committee was formed, most of whose members are happily still around and in good health. As well as promoting the restoration and preservation of the full size engine, now on display at the Manchester Museum of Science and Industry, the new OLCO also instituted an annual gathering of model Lions to be known as Lionsmeet. The first such gathering took place at Guildford in 1985, and has been held annually ever since.

Lionsmeet is essentially an informal day out for Lion enthusiasts. To add a little excitement a competition is held to find the locomotive capable of performing the greatest amount of work done during a ten minute run, as measured by a suitable dynamometer car interposed between the locomotive and the train. There is a very fine silver trophy to be won, named in memory of Mike Parrot who was a member of the original team, for the best 5" gauge engine. There are prizes also for the best engines in other gauges, though it has to be said the other gauges are not well supported and only featured amongst the static displays this year. Drivers are allowed to get to

know the track before their measured run, otherwise the rules are broadly along the lines of IMLEC, but since coal consumption is immaterial drivers are encouraged to have a good coal fire well before they start the run- there is no merit in stuffing the firebox with charcoal !

Lionsmeet was held this year at the Erewash Valley Model Engineering Society's track at Borrowash, near Derby on Saturday 16th August. The track is tucked away on a secluded site between a small housing estate and the A52 Nottingham to Derby road, and at a length of 550 feet with some interesting juxtapositions of gradients and curves proved to be ideal for the event. Attendance at Lionsmeet has never been good. The inaugural meet in 1985 attracted seven entries, and this years event only five, despite strenuous efforts to raise the profile of the event. It is hoped that a greater awareness of the event will perhaps improve attendance in future years.

The running order is determined on the day by mutual consent, but there is a tradition that last year's winner runs first and this honour fell to Andrew Neish from Guildford on this occasion. The engine must tow at least the dynamometer car carrying the driver, and a passenger truck which carries the official observer. In addition Andrew elected to attach a bolster wagon to carry water bottles, and an additional passenger truck. Altogether too much as it turned out, and Andrew dumped the passenger wagon during his trial laps (up to two are allowed) and did the timed run with just the dyno car, observer's car, and water wagon. This was very much a pioneering run during which everyone learned the idiosyncrasies of the track under competition conditions. Andrew recorded a figure of 34100 ft.lbs of work done.

Next to run was David Neish, also of Guildford. David set the standard at the inaugural meeting in 1985 with a figure of 72810 ft.lbs, a record that remained unbeaten for the next fifteen years. David opted for the same load Andrew had taken, but again it proved a little too much for the conditions and he came home with a figure of 30940 ft.lbs. Next was David Wainwright from the Brighthouse and Halifax club with a recently finished very nice example of the Lion genus. Period dress is optional for Lionsmeet, even encouraged, but not often worn, so it was nice to see that David had gone to the trouble of obtaining a top hat of approximately the right period. He started off with the same load, but soon dropped off the water wagon and completed the course to achieve a figure of 15220 ft.lbs. A good effort but probably handicapped by the newness of the engine. It will perform considerably better next year when it will be fully run in.

Alan Bibby ran next. Having had the benefit of studying form for the previous three runs he elected to re-attach the bolster wagon and put in a concrete lintel which happened to be lying nearby as well as a couple of bottles of water. This proved to be a good combination for his 13 year old engine which is rather well run in by now, rather running out in fact, and he managed to achieve a figure of 41350 ft.lbs. Finally Jon Swindlehurst, who had also been studying form,

coupled up to the same outfit and raised the stakes for the day to 50490 ft.lbs in a storming run which carried him to the victor's podium by a large margin. The Mike Parrot Memorial Trophy was presented to Jon by John Hawley, chairman of the Old Locomotive Committee, after a few words of appreciation

As with IMLEC, tactics play a part in the competition, but in a more open and lighthearted way, and so does luck. It can be helpful to go first on a nice rusty track, or it can be better to go later having studied how others have fared. But not if the heavens open half way through, as they did in 2001 wiping out the last three runs. And if, as last year, the host club decides that their newly extended track warrants a six mph speed limit and no additional trucks, that can put a different complexion on things. Especially if, as the day progresses, everyone realises what a superb running track it is and the speed limit is gradually, if somewhat informally, relaxed to the considerable benefit of the later runners. This year's wobbler concerned to what extent use of the brake amounted to artificially boosting the drawbar pull, and again successive contestants took an increasingly relaxed view.

All rather unprofessional, the IMLEC die-hards will mutter. Well, it isn't IMLEC. We don't get too wrought up about it, we just have a good time. Lionsmeet is a very convivial and enjoyable gathering of Lion enthusiasts, and in fact anything pre-1851 is welcomed too, and we commend it to you. We hope you will join us for the 2004 event, which will be held at the Delapre Park site of the Northampton Society of Model Engineers on 7th August.

We thank Erewash Valley Society of Model Engineers, their ladies, Guildford SME for the loan of the dynamometer car and David Neish for bringing it, and whoever organises the weather, for a jolly nice day out.



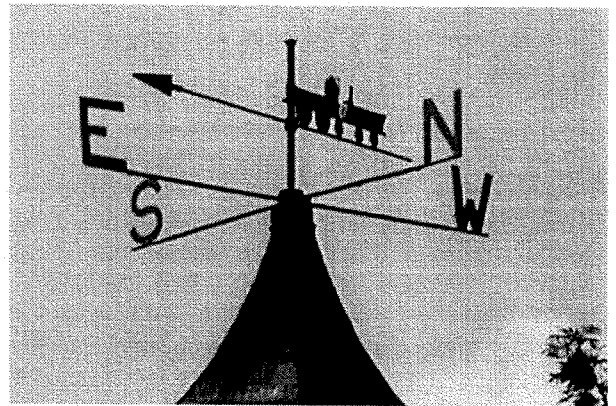
The main players line up after the presentation: OLCO chairman John Hawley, contestants Alan Bibby, Jon Swindlehurst, Andrew Neish and David Neish, and official observer Jan Ford. David Wainwright had to leave early for another function.



David Wainwright sportingly dons his (almost) period topper to fire up his engine. Behind David's engine is John Mills' almost completed model.



Grim determination shows on Jon's face as he hurtles down the final straight to victory.



The host club even went to the trouble of modifying their station weathervane in honour of the occasion.

Don't miss future issues of Lionsheart!

If your subscription is not up-to-date, you should find enclosed a reminder showing whether payment is required for 2004 or, in the case of the more absent-minded amongst us, for 2003 and 2004. Remember, £20 will give you a full five year's membership – a saving over paying annually. You should also find enclosed a renewal form. Please complete the renewal as appropriate and return, with your payment, to:-

Mr J Swindlehurst
Old Locomotive Committee
20 Ford Lane
Upton
Wirral
CH49 0TT

Proposed Changes to Constitution

The proposed changes to the OLCO Constitution are shown on the following pages. Please note that the proposals are as follows:

- d) text in *italics* is current and will be deleted;
- e) text in normal font is current and will be retained;
- f) text in **bold** will be added.

OLD LOCOMOTIVE COMMITTEE CONSTITUTION - ADOPTED 15th JUNE 1985
(For amendment history see final sheet)

1. The OLD LOCOMOTIVE COMMITTEE (OLCO) is so named to establish its continuity with a group of members of the former Liverpool Engineering Society who adopted the same title circa 1928 when they arranged the rescue and restoration of the locomotive built in 1838 by Messrs. Todd Kitson and Laird of Leeds and identified as LION.
2. The objects for which OLCO was re-founded in 1984 are:-
 - A To support and promote activities associated with the locomotive LION by the following means:-
 - (i) To organise supporting activities for the locomotive when it is away from its usual place of preservation.
 - (ii) To organise supporting activities for the locomotive at its usual place of preservation.
 - B To promote knowledge of the locomotive LION by the following means:-
 - (i) To foster and promote appropriate study and research directly.
 - (ii) To act as a channel of communication between those engaged in such study or research and also those engaged in building models of the locomotive LION.
 - (iii) To collect and preserve or cause to be collected and preserved, documents and other historical matter relating to the locomotive LION, or references to such items.
 - (iv) To publish or cause to be published whatever material (including a newsletter for members) appears to the members of OLCO and its Executive Officers to relate to LION, the activities of OLCO and associated matters.
 - C To promote or carry out whatever other activities studies or the like or to purchase or acquire whatever items as shall seem appropriate from time to time to the members of OLCO and its Executive Officers in furtherance of these Objects.

The Executive Officers shall define from time to time as required what matters and activities are deemed to be associated with the locomotive LION and what falls outside the remit of OLCO.

3. The expenses of OLCO shall be met from subscriptions and such other funds as OLCO shall by donation or otherwise acquire. Such funds shall be applied solely towards the objects of OLCO as defined in Rule 2.
4. All paid-up members of OLCO at the time this constitution is adopted shall be confirmed as members but thereafter all admissions to membership shall be made by *a properly-constituted meeting of the Executive Officers who may in their absolute discretion refuse to accept or renew any application.*
means of a completed application form which shall be submitted to the Treasurer with whatever subscription fee is in force at the time of that submission.

Individual Executive Officers shall have the power to suspend temporarily the membership of any member, provided such notice is clearly given in the presence of at least two witnesses who shall be paid-up members of OLCO. Such suspension shall have immediate effect and shall continue for 14 days. Unless a properly constituted meeting of Executive Officers is held within 14 days and confirms the continued suspension of the member concerned, the temporary suspension shall lapse and the member concerned shall resume the full privileges and duties of membership. While suspended the member may not participate in any OLCO activities under Rule 2A.

5. All paid-up members at the time this constitution is adopted by their act of adopting this constitution, and all members hereafter to be elected by accepting membership of OLCO, explicitly undertake that when participating in any of the activities described in Rule 2A above they will conscientiously obey the instructions of the Executive Officers or persons specifically delegated by them as regards all matters concerned with or arising out of such activities.

These undertakings shall also be deemed to have been accepted individually by all members of any society, association or other body which accepts corporate membership of OLCO.

6. There shall be the following categories of membership of OLCO

Individual Members
Junior Membership
Family Membership
Affiliated Institutions
Honorary Members

Membership shall be for one year or five year periods.

The OLCO year shall commence on 1st April and terminate on 31st March. Subscriptions shall fall due on 1st April commencing a given membership period.

Applications accepted at any time during the six month period immediately following the start of a given OLCO year shall be deemed to have started at the beginning of that OLCO year.

Applications accepted at any time during the six month period immediately preceding the end of a given OLCO year shall be deemed to have started at the beginning of the following OLCO year.

Membership shall be deemed to have lapsed on 31st March following a full year of non payment of the due subscription fee and following the issue of at least one reminder notice to the defaulter at that defaulter's last known address.

All membership is subject to Rule 4. The qualifications for the above categories are as follows:-

INDIVIDUAL MEMBERS shall be over the age of 18 years and each individual member shall pay a full subscription as per Rule 8. **Individual membership may cover all persons at the same postal address in which case only one vote per postal address shall be permitted.**

JUNIOR MEMBERS shall be over the age of 12 and shall not have attained their 18th birthday with rights similar to Individual Members but not being entitled to vote and paying a reduced subscription.

FAMILY MEMBERSHIP shall be available to not more than 6 persons at the same postal address. Individually such members over the age of 18 shall have all the privileges of and shall make the undertakings (as per Rule 5) of individual membership. Family members under the age of 18 may participate in OLCO activities as per Rule 2A only to the specific extent and under such conditions as laid down in each case by the Executive Officers.

AFFILIATED INSTITUTIONS may become members on the condition that individual members of such bodies must be aged 18 or over to be permitted to participate in activities as per Rule 2A and if participating in such activities must abide by Rule 5. There shall be no such restrictions on participation in OLCO activities other than under Rule 2A.

HONORARY MEMBERS may be elected by the Executive Officers in their absolute discretion on such terms as they shall decide in each case.

7. Apart from participation in the activities of OLCO, members for the duration of their membership shall be entitled to the following:

INDIVIDUAL MEMBERS shall receive one copy of all the regular publications of OLCO and shall be entitled to attend and vote at all General Meetings. **Only one copy shall be sent to a given postal address.**

JUNIOR MEMBERS shall receive one copy of all the regular publications of OLCO and shall be entitled to attend but not vote at all General Meetings.

FAMILY MEMBERSHIP shall receive one copy of all the regular publications of OLCO but only one person from each such membership shall be entitled to attend and vote at all General Meetings. His or her name shall be notified in writing to the Secretary of OLCO prior to any General Meeting.

EACH AFFILIATED INSTITUTION shall receive *two copies* **one copy** of all the regular publications of OLCO and may appoint one delegate to attend and vote at all General Meetings. The name of the delegate shall be notified in writing to the Secretary of OLCO prior to any General Meeting.

HONORARY MEMBERS - see Rule 6.

8. The subscription rate for the forthcoming **one year and five year membership periods** shall be determined by the Members at the Annual General Meeting on the recommendation of the Executive Officers.
9. Moneys and all other property acquired for the purposes of OLCO shall be vested in the Executive Officers as Trustees for the members.
10. The accounts of OLCO shall be prepared on an annual basis and shall be presented for approval to the Annual General Meeting. *They shall be subject to audit, the auditor having been approved by the members.*
11. The Executive Officers of OLCO shall manage its affairs. There shall be not less than 4 and not more than 12 Executive Officers who shall be elected at the Annual General Meeting for the period until the next AGM. *but shall be eligible for re-election up to 4 times, after which they shall not be eligible for election for 1 year.* Only members entitled to a vote at a General Meeting shall be eligible to serve as Executive Officers.

Minutes of any meeting shall be recorded in writing and shall be signed by the Chairman of such meeting at the next succeeding meeting. The signed Minutes shall be lodged with the OLCO Secretary.

Nominations for election as Executive Officers may be self-nominations but all nominations must be seconded at the Annual General Meeting by a fully paid-up member entitled to vote at the meeting, prior to the election. Such nominations may be made at any time prior to the election.

The Executive Officers may co-opt any paid-up member who would be entitled to a vote at a General Meeting as an Executive Officer to fill a casual vacancy, but such co-opted Officers shall serve in this capacity only until the next Annual General Meeting when they shall be eligible for re-election in the usual way. *Such a co-opted Officer may only serve as an ordinarily elected Officer for 4 years before ceasing to be eligible for re-election.*

At a meeting of Executive Officers, three shall be a quorum, **one of which should be the Chairman as elected at the last AGM. If such Chairman is not present, then one shall be elected by those present, to serve only for the duration of such meeting.** and In the event of a tied vote, the Chairman of that meeting shall have an extra casting vote. No proxy or postal voting shall be permitted.

When the members elect the Executive Officers at the Annual General Meeting, two of these Officers shall be elected specifically as Chairman and Secretary. Apart from the Officers elected to these two posts by the members, the Executive Officers shall have power to appoint any of their number to other specific posts; to create sub-committees; to appoint individual members for specific tasks; and to conduct their affairs and meetings other than as set out in this Rule, in any way as appears to them will best serve the interests of OLCO.

12. Annual General Meetings of OLCO shall be held once in each calendar year at a time and place to be advised to the entire membership not less than 14 days in advance. At this meeting the Executive Officers shall present a report and *audited* accounts as per Rule 10 for adoption by the membership. Elections shall be held for Executive Officers as per Rule 11.

Extraordinary General Meetings of OLCO shall be held at the discretion of the Executive Officers or at the written request of not less than 20% of those members who are entitled to vote at an Annual General Meeting. The time, place and proposed business of such meeting shall be advised to the entire membership not less than 14 days in advance.

Decisions and elections at Annual General Meetings and Extraordinary General Meetings shall be by a simple majority vote of those members present and entitled to vote. No proxy or postal voting shall be allowed. In the event of a tied vote, the Chairman of the Meeting shall have an extra Casting Vote.

Except as provided in Rule 13, a quorum for an Annual General Meeting or Extraordinary General Meeting shall be one quarter **fifth** of all the members entitled to vote at an Annual General Meeting.

The Chairman of OLCO for the time being as elected by the members shall normally preside over Annual General and Extraordinary General Meetings. If a new Chairman is elected during the course of the meeting he shall take the chair immediately after his election. If the elected Chairman of OLCO cannot be present to take the chair at an Annual General or Extraordinary General Meeting after it has convened with due notice having been given, the members present shall elect a Chairman (for that meeting only) from amongst the Executive Officers present. If no Executive Officer is present, they shall elect one of their number.

13. Any Amendments to this Constitution shall only be made by an Annual General Meeting or Extraordinary General Meeting, *at which not less than one half of the members entitled to vote at an Annual General Meeting, are present.* No proxy or postal voting shall be permitted. Comments on any proposed amendment may however be submitted, by letter only, to the Secretary for consideration at the Meeting.

Any such proposed amendment shall be submitted in writing by its proposer and seconder to the Secretary not less than 21 days before the date of the proposed meeting. The Secretary shall circulate the text of the proposed amendment along with the notice convening the meeting to all members as per Rule 12.

14. Any proposal to wind up OLCO shall be subject to the same arrangements as set out in Rule 13 for amendments to this constitution. In the event that OLCO is wound up the Executive Officers shall after discharging all debts and liabilities dispose of any remaining funds, assets or other items in any way they think best, but always bearing in mind the purposes for which OLCO was re-founded in 1984.

15. All matters not covered by these Rules as now set out or as amended hereafter shall be determined as necessary by the Executive Officers.

Amendment History:

AMENDED 5th MAY 1990 to issue B
AMENDED 22nd MAY 2004 to issue C

List of OLCO Stock

OLCO carries a stock of interesting 'items for sale', which is published from time to time, space permitting. If anything catches your eye and you would like to order, please write, ring or email and I will bring it along to our next event, be it the AGM or Lionsmeet. I can post things, of course, but that will incur charges which I will advise at the time of order.

Item	Title & Details	Author, etc	Price each (£)
Books:			
1	Lion (The Yellow Book, soft cover 28pp) The story of what was once the oldest working locomotive in the world.	Jarvis & Morris	1.00
2	Railways in England 1826 & 1827 (Hard cover 89pp) A fascinating account at a bargain price. See pp 43 for an account of the Liverpool & Manchester Railway.	Oeynhausien & Dechen	5.00
3	Railways Began Here (Soft cover 17pp) Stations of the Liverpool & Manchester Railway on Merseyside. ('the world's first <i>real</i> railway'),	Paul Rees	0.50
4	George Parker Bidder (Hard cover 518pp) Describes the life of OLCO President E F Clark's Great Grandfather. Bidder and James Kitson (of Todd, Kitson & Laird, builders of Lion), were contemporaries and knew each other. Kitson is mentioned in the book. Bidder had connections with Crewe in that he was Engineer to the North Staffordshire Railway which had a branch to Crewe from Kidsgrove.	E F Clark	21.00 *
5	A Short Account of George Bidder (Soft cover 36pp) 1995 facsimile A challenge to all who believe in their powers of mental arithmetic.		1.95 *
6	On the Trail of the Titfield Thunderbolt (Soft cover 36pp) A detailed guide to locations used in the film. Anecdotes and brief biographies of key personalities. A useful companion to the film	Simon Castens	4.95
Badges:			
7	Lion, with train (rectangular 1.35" x 0.8", enamelled)	-	1.00
8	OLCO, with logo (round 1" dia, enamelled)	-	1.00
Images:			
9	Poster – Lion at Edge Hill circa 1840 – 14.5" x 19" From J W Petrie painting		1.00
10	Postcard – Scene as item 9	-	0.15
11	Postcard – Lion Restored at Ruston Diesels Ltd – 1980	-	0.15
12	Christmas Card – Edward Bawden's "Titfield Thunderbolt" With envelope 4 1/4" x 3 1/2".	-	0.31

All items are available from John Hawley, (tel: 01275 472023), with the exception of the Christmas Card, which is available from E F Clark (tel: 01234 781224). Please make cheques payable to OLCO, except where shown thus *, in which case cheques to be made payable to KSL Publications.