

LIONSHEART

Number 58

July 2004

MANCHESTER SUCCESS



Photo: John Archer

This year's Annual General Meeting, held on the 22nd May at the Museum of Science and Industry in Manchester, was one of the best-attended for some time. The Chairman, John Hawley expressed his thanks to all the Members who had made the effort to attend.

Whilst the Museum would form an attractive venue in any case, being centrally located and with lots to see, the presence of 'Lion' herself ensured a good turnout. OLCO members formed the now-traditional 'cleaning gang' whilst John Hawley continued his now-traditional measurement of the locomotive to add still-further detail to his excellent series of drawings. These activities took place under the watchful eyes of Justin from Liverpool Museums and David Boydell from Manchester Museum.

Despite the City's reputation for rain, Manchester enjoyed fine weather which encouraged OLCO

Members to take advantage of the opportunity to ride on the footplate of 'Planet', which was giving public rides. The 'Planet' replica is only 12 years old but, nonetheless, OLCO members enjoyed the experience of travelling on an 'old' locomotive through the first passenger railway station in the world. The slip eccentric valve gear of 'Planet' seems very primitive and uncertain compared with the gab motion used on 'Lion' a few years later.

At half past two, OLCO Members convened in one of the Museum's airy meeting rooms for the Annual General Meeting. There is a detailed report of the proceedings on another page.

The afternoon concluded with an illustrated talk by Jan Ford titled 'Lion and Other Engines'.

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Editor's Piece by Jan Ford

A.G.M. Report

The full report of the Annual General Meeting appears on another page, but it was gratifying that so many people turned up. OLCO events are always meetings of like-minded people where we can all learn something new. The events are also fun. If our members turn out in similar manner for Lionsmeet, it will be a classic year.

Evaluation of Lion's Tyre

As member's will know, details of the metallurgical evaluation of Lion's tyre appeared in the Transactions of the Newcomen Society. Our President, E. F. Clark, has obtained permission to reprint this in 'Lionsheart', (subject to including Newcomen Society membership details). This reprint will start in our next issue.

Appeal

At the A.G.M., the Chairman, John Hawley made an appeal for contributions to Lionsheart. Let me express gratitude for the support received in the past and reinforce John's appeal. Each of us has something to contribute. Letters seeking advice or information on 'Lion' matters are welcome. Letters or articles expressing a viewpoint, however contentious, are welcome. Photographs of 'Lion' or 'Lion' models are welcome. Prints will be returned (at your risk) or, if you've entered the Digital Age, your images can be e-mailed. Any arcane information relating to 'Lion' or its miniature copies will be of interest to our members. The form in which you supply it is unimportant – manuscript, typescript, disk, e-mail. Don't worry if punctuation or spelling is not your strong suit – it's the information we're after! With our members' help, 'Lionsheart' can form a unique repository of information on 'Lion'.

Apologies - again

Since writing the previous paragraph, all at once, there's too much for this edition of 'Lionsheart'! Work commitments and a visit to Toronto have delayed completion of this issue and mean that various items have been held over. Perhaps the remainder of the year will be less pressured but, somehow, I doubt it. But

please keep sending material in so that we can put together some bumper issues!

Younger Generations

It comes as a shock to realise that most of the people I now meet have never seen steam traction except in preserved or museum form. As we "old 'uns" inevitably progress to the Great Locomotive Depot in the Sky, the ability to keep steam alive depends upon encouraging young people to develop the love of steam which previous generations seem to acquire naturally. So, whilst I hate to see engines with faces on, it's a price worth paying if it keeps interest in railway preservation alive. It's encouraging that preserved railways are rarely as busy as when there's a 'Thomas and Friends' event on. I was driving the North British 'Thomas' a few weeks ago at the Battlefield Line and it was standing room only on every train. Incidentally, if you're on the footplate, you can't see the face on the front!

Letters on any topic likely to interest OLCO Members are welcome.

Contact details for the editor are as below:-

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MORNING PRAYERS?

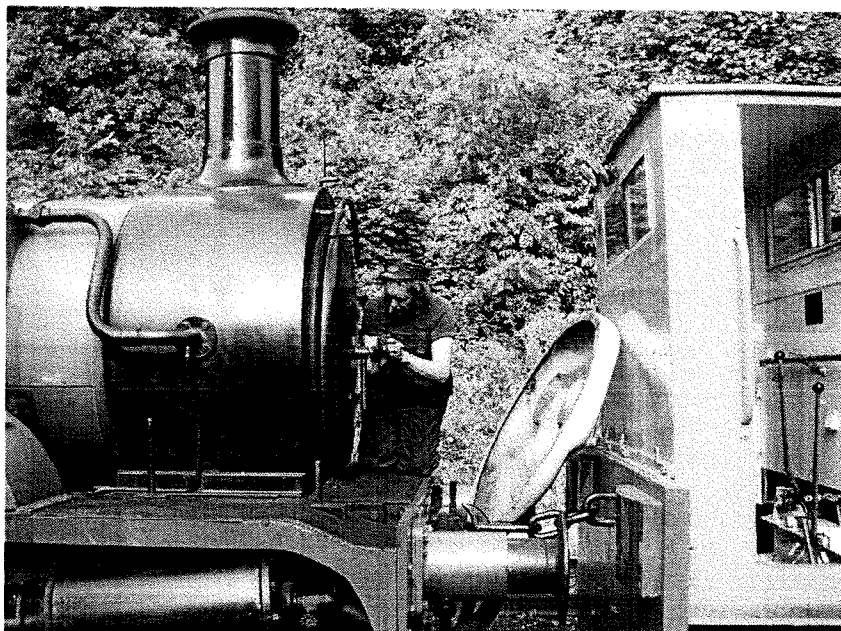


Photo: David Boydell

Despite appearances, this is not a desperate appeal to raise steam but your editor opening Thomas's smokebox prior to shovelling out the char. Thomas's 'face' is leaning against the adjacent diesel shunter, 'Rusty'. This is *another* Thomas (?!), this time a heavily-modified Hudswell-Clark, originally a saddle-tank.

NORTHAMPTON HOSTS LIONSMEET

The Northampton Society of Model Engineers are kindly hosting Lionsmeet 2004. Further details are given elsewhere in this edition. We are particularly keen to encourage 'new blood' to enter the competition this year. If you have a 'Lion' model, or if you know somebody who has a 'Lion' model, try to attend. On other pages, you will find details of the requirements. The competition is based on work done in a ten-minute trial. To measure work done, Guildford M.E.S. kindly loan their dynamometer car which is coupled directly

behind the locomotive on trial. Whilst the competition is restricted to model 'Lions', models of any early prototype up to the 1850's will be welcome for display and demonstration. Lionsmeet requires a lot of organisation, both by our modellers' representative, Alan Bibby and by the host club, so we would urge members and their guests to put in an appearance, even if you haven't a model. We cannot guarantee the weather but we can guarantee a warm welcome and good company.

Final reminder

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

OLCO will have a stand and a visit is recommended. You should have received a 'flyer' for this event with your last 'Lionsheart'.

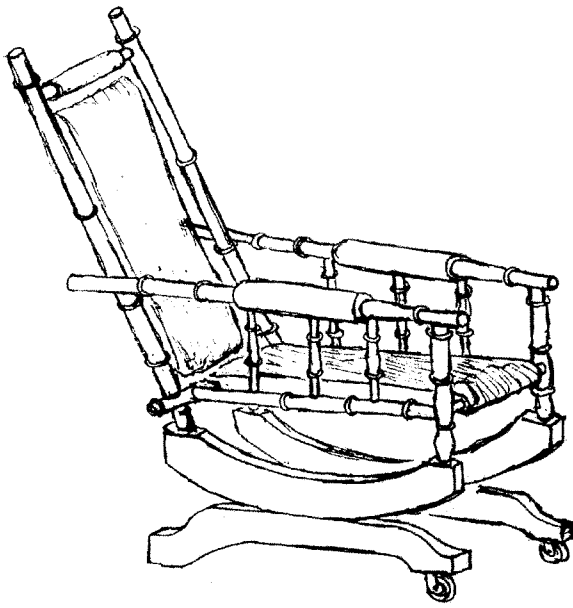
Alan McKirdy

EF and Yvonne Clark visited Alan McKirdy in Papworth Hospital on the morning of 19th June. He had had a heart operation to repair the Mitral Valve on the 15th and seemed to be getting on well. I don't know the latest, but he should be out by now. It is possible

that he might up to coming to LIONSMEET with them on 7 August. We wish him a full and speedy recovery.

John Hawley

View from the Chair by John Hawley



The AGM

I was most impressed with the excellent turnout for the recent AGM. Thanks to all for your support and contributions at the meeting. We had a full and interesting day, commencing with the ritual cleaning of Lion, punctuated by various impromptu discussions on the finer points of modelling her. I managed to carry out some important measurements, in order that I may further the set of drawings that I started off in October 1991 at the premises of Dorothea Restorations. It was there that Lion was last partly dismantled and then restored to display condition. In partly stripped state, access to her ins and outs was relatively simple. My, how much more difficult is access to the motion 13 years on, due both to the presence of the complete mechanism and to my own increased dimensions, which prevent me from getting as close to things as I used to.

I think it was a very good idea on someone's part to bring Keith Taylor-Nobbs's 5" gauge Lion along to grace the meeting. This excellent model won a Silver Medal and the J N Maskelyne Memorial Trophy for fidelity to prototype at the 1986 (55th) Model Engineer Exhibition at Wembley Conference Centre. (Report: ME 21 – 31 March 1986, Vol 156, No 3773, page 310). When will we see it at Lionsmeet though, Keith?

The amendments to the Constitution were accepted with helpful comments from around the table. I have to say that I was a bit nervous as to how this part of the meeting would proceed, but I need not have worried.

We were pleased to welcome Jennifer McCarthy and Justin Garside-Taylor from National Museums and Galleries on Merseyside, who gave us a brief report on the situation regarding Lion's stay at Manchester and raised the prospect of a meeting to discuss the possible steaming of Lion.

The AGM was rounded off by Jan's second instalment of 'Locomotives I have Driven', illustrated by a PowerPoint slide show. Now, if I'd had as many cooked dinners . . .

It was disappointing however, that no-one had worked up sufficient appetite during the afternoon to partake of the post AGM meal that was suggested in the Notice of the AGM. Understandably, some had a long return home journey to make, but we have generally managed to rustle up about half a dozen souls to grace the table at some local establishment. It was left to your Secretary and Chairman to cruise the streets of Britain's second city in search of sustenance.

We were a little nervous of the post match euphoria that kept spilling off the pavements and overflowing from the many bars and cafes in the central area. (I think it was the Cup Final, won by Manchester?). There is something a little scary about happy youth. Weak with hunger, we drove on, we knew not where, past almost derelict and empty areas, when we suddenly spied a quiet little place called the Rampant Lion. It must have been put there by a fairy godmother! Peter and I enjoyed chicken madras at a very reasonable price on an elevated outside patio. A suitable location for next year?

The Film Quiz

I much enjoyed the film quiz on page 8 of the last Lionsheart. Your work, Jan? I must confess to knowing only three correct answers – those to questions 1, 4 and 5. Pretty poor, I thought, but the bonus was that the scoring system decreed that I should watch the film. I haven't yet, even missing the recent screening on TV. However, given time . . .

The Chairman's Loco

No progress, you will not be surprised to hear. However, new member Harrye Frowen seems to be racing ahead, being well on with the tender. He is working to the scale of 1:7.85 that I suggested in Lionsheart 57. He is hitting some problems, but is solving them while I just sit around and think, though I don't do much of the latter. I had hoped to draw the valve gear, having taken measurements during the pre AGM cleaning session, but subsequent events have delayed that idea. The motors on my lathe and mill have both decided to pack up, due perhaps to failed condensers. Naturally, these items are hard to reach, so I have major work ahead. There, that's my latest excuse for lack of progress.

Thank you

My thanks to those who replied to the fractions problem. Bill Stubbs sent me a whole table to choose from. I much enjoyed Bill's scenario for a sequel to Titfield Thunderbolt. There is also the odd prequel nowadays and I'm sure lots of fun could be had by writing the story of how the track came to be laid in the first place. Obviously, the presence of the water tower meant that the line had to pass that point, but why was the line built in the first place? Was it a plot by soap flake manufacturers to increase sales by spreading soot across the nation's washing? With the availability of so

much technology nowadays, I am sure OLCO could produce a blockbuster, though who would star?

A Complaint (or, On the Dangers of being an Editor)

I was much dismayed by the apparent loss of the detailed explanation that should have accompanied my sketch, (described erroneously as a 7 ¼" driving trolley), illustrated on page 10 of the last newsletter. The text of the letter had involved a great deal of research into early County records and some twisting of the arms of various old folk who are descended from those hardy souls who laboured so gallantly in the industry to which the letter refers.

Had the Editor been able to contact me by one of the several techniques now available to us, she would no doubt have spurred me into the admission that I had simply forgotten to include the letter as an attachment to the email which alerted her to the device in the first place. No matter. Jan does a fantastic job with little reward, (save all those free rides at Lionsmeet). It is to be hoped that the letter, reproduced below, will help to dispel the incorrect, (though ingenious), 'ad lib' description that she was forced to come up with as a result of my unfortunate absence when most needed.

Due to the passage of time, the reader may be confused by the term 'accompanying illustration' in the letter below. The illustration was of course, the sketch I had sent earlier and which is reproduced on page 10 of Lionsheart no 57. To understand the letter completely, that sketch should be to hand, so please, dear reader, go and get it now (*To render the need for such exercise unnecessary, the illustration also appears at the head of this article -Ed.*)

092-2004

Dear Editor,

An Interesting Old Relic

I grew up in Devon and have maintained my connections with the county to the extent that I often return to sites of interest now pored over by industrial archaeologists, grockles and excited TV personalities. In my youth of course, a lot of these sites were working areas, such as Exeter docks, (now a maritime museum); the 3-water-wheel powered Finch Foundry at Sticklepath, once a thriving forge and iron works; and the various mines and quarries along the Teign Valley Railway, which ran past my school at Ide.

Devon once exported minerals such as micaceous haematite, used in paint; barytes for chemicals; granite for ballast and roads; clay for bricks and pipes; manganese, tin, copper and so on. A lot of this activity depended for transport in the early days on the packhorse. Then came early track ways, such as the Haytor Granite Tramway, built in 1820, (yes, the actual 'rails' were of granite, each being 15" wide, by 12" deep, being carefully cut to leave a 3" deep flange), which ran from the various quarries around Haytor rocks down to the Stover Canal at Ventiford and thence to the river Teign. The track 'fell more than 1300 ft in seven miles'.... 'The braking arrangement was the somewhat primitive device of a pole ten or twelve feet

long which was manually applied to the rim of the wheel.' (Quotations from *The Haytor Granite Tramway and Stover Canal*, by M C Ewans, published by David & Charles).

Much of Dartmoor's industrial history is now ignored by all but the most devoted historian, parts of it being somewhat remote and, in all but the best of weathers, more than a little inhospitable to the modern, cosseted, human frame. Thus, it is of little surprise to me that no-one has written a definitive history of the little known line which ran from the mines at Tamerton Foliot down to the water's edge at Warleigh Ho on the river Tavy. (Quiz aficionados should note that Westward Ho!, in the north of the county, is the only place name in Britain that has an exclamation mark!). The line was of approximately 2ft gauge, the 'rails' of 10" square section elm baulks, locally felled, with an integral 3" square flange. (One wonders if the rails were based on those of the granite tramway, above, or vice versa).

The line was less than a mile long, but fell quite steeply to the river, so the usual method of gravity descent was employed. Horsepower was used to haul empty wagons back up to the mine and a unique, though quite practical method of braking was employed. (The mine product was fairly light in weight and somewhat viscous, though to a lesser extent than the tar which issued from the tunnel in Ironbridge Gorge). At the uphill end of the rake of wagons, the man in charge of the descending train sat in the device shown in the accompanying illustration, with the wheels pointing downhill. On the descent, he leaned back, so that the un-wheeled rear 'feet' pressed against the rail, (the rails being coated with the product, deliberately when new, but by spillage as time passed), providing quite sufficient braking force. From the sketch it will be seen that the leading edge of the rear feet is bevelled, so as to prevent a 'dig-in', which might propel the unfortunate individual into the nearest wagon. We nowadays forget that seat restraints, though not a modern invention, would have been considered an extravagance by the curmudgeonly mine owner and 'a bloody nuisance' by the man in charge. He, after all, was not paid to stick around.

For the ascent, the device was reversed, remaining at the uphill end of the rake and with the wheels pointing back up the incline. The man in charge would lean forward, both to reach and control the prime mover, (the horse) and to relieve the rear feet of the device of weight, thus minimising the braking force. (Those of us who have reached, or exceeded, a certain age may recall that this position, so close behind a draught animal, can be somewhat 'windy'). His weight was thereby transferred to the rather small wheels at the front, reducing frictional resistance to movement.

Whether by accident or design (the actual truth is lost in the mists of time), this device may have been one of man's first fail-safe devices. If tractive power was lost on the ascent, (broken traces, 'hoof-spin', etc), the driver simply leaned back and placed his considerable mass (Devon 'brakesmen' have to be seen to be believed), upon the rear feet of the contraption, thus forcing the sharp rear edges of the feet to dig into the by now congealed product with which the line was coated (rather as a traction engine sprag would into

earth). Thus, a catastrophe return to the water's edge could be avoided. The backrest and side arms prevented him from falling out. The large, curved beams under the seat were incorporated at a later date as an aid to varying the frictional forces in accordance with requirements.

The line lasted well into the 19th century, only being closed down by the usual forces operating against pioneering effort in this country – foreign competition, in this case imports made by the firm of Fowlers, not to be confused with the traction engine manufacturers. Traces of the old line may still remain, though since it is all on private land, access is not readily gained.

The Tamerton Foliot Mines were a well known feature of 18th and 19th Century Devon industry. Other sites in the county include that at Dunchideok, (details available at the local hostelry, the Nobody's Inn). There were further sites around Britain, as a search of the Internet reveals, (try 'Tamerton Mines', using Google), but I am assured by historians that the Devon product was the forerunner of what became eventually, a world famous industry. Such a pity that it all came to a rather sticky end.

The item shown in the sketch is, I think, unique and was spotted in an antique showroom in Honiton early this year, labelled as an 'Ancient Safety Seat'. I had thought to purchase it, using OLCO funds, but was thwarted by the thought that, being older than Lion herself by several years, the device may have divided

our loyalties. Also, I was more than a little reluctant to find myself introduced into polite circles as Chairman of the Ancient Safety Seat and Old Locomotive Committee, which, besides being a bit of a mouthful when stated in full, may well have left the unenlightened listener to question our integrity should he/she hear the name of such a group delivered as an acronym.

Yours sincerely
John Hawley

P.S. My apologies for the odd date at the top of this letter. For some reason, my computer is stuck into the mode of specifying the date as the number of days from the New Year (is this the Julian Date?). However, I am sure that our more technologically competent readers can sort this one out, not forgetting of course, that 2004 is a leap year.

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



World's First Passenger Railway Station opened 15th September 1830

THE OLD LOCOMOTIVE COMMITTEE

MINUTES OF THE TWENTIETH ANNUAL GENERAL MEETING

Held at the Museum of Science and Technology, Manchester, on Saturday, 22nd May 2004, following a cleaning session on LION in the morning.

Present:- John Hawley (Chairman)
E F Clark (President)
Charles Taylor- Nobbs (Vice President)
Peter Mountford (Secretary)
Jon Swindlehurst (Treasurer)
Jan Ford (LIONSHEART Editor)
John Archer
John Brandrick
Harrye Frowens
Keith Taylor-Nobbs
David Boydell
John Mills
David Wainwright
Jennifer McCarthy (Deputy Head of Museum of Liverpool Life)
Justin Garside-Taylor (Head of Industrial & Land Transport Conservation)
S Dutton (Visitor)
M Smith(Visitor)

The Chairman opened the meeting by thanking Nick Forder and the Museum for providing facilities to hold the AGM, members for their attendance and welcoming the new members.

Apologies:- Alan Bibby
William Stubbs
Alfred Lloyd

Minutes of the Nineteenth Annual General Meeting

The minutes having been circulated in LIONSHEART were taken as read and approved.(Proposed EF Clark, Seconded John Archer)

Chairman's Report

The Chairman read his report and a copy is appended to these minutes. The Report was accepted (Proposed Peter Mountford, Seconded Jan Ford)

Treasurer's Report.

The Treasurer tabled the financial statement and Treasurer's Report for the year ending 31st March 2004 and a copy is appended to these minutes. The Treasurer suggested that £500 be transferred from the current account to the deposit account to increase interest income. This and acceptance of the Report was agreed to.(Proposed EF Clark, Seconded Charles Taylor-Nobbs)

Amendments to the Constitution

The Chairman mentioned that the present Constitution had been drawn up when OLCO was more active and LION was running. The proposed changes did not affect safety but were intended to simplify processing of new member applications, auditing of the Accounts and the quorum at Meetings. The amendments were agreed to (Proposed John Hawley, Seconded Peter Mountford). A copy of the amended Constitution is to be sent to all members.

Election of Officers

It was agreed that the Chairman, Secretary, Treasurer, LIONSHEART Editor and Modellers' Representative be re-elected for a further term. Proposed John Brandrick, Seconded Charles Taylor-Nobbs)

continued on next page

Other Business

YELLOW BOOK: John Brandrick handed in several copies of the Yellow Book which he had acquired from a reduced price book outlet. As this book was in short supply he agreed to obtain any remaining copies.

SITE AT EDGEHILL: Jan Ford advised that she had heard about a derelict warehouse near Edgehill Station which with finance and commitment could be turned into a Railway and Industrial Museum. The NMGM representatives had no knowledge of this development. Justin Garside-Taylor felt that the biggest cost would be for security and that the proposal was really not feasible.

175th ANNIVERSARY OF THE LIVERPOOL-MANCHESTER RAILWAY: Jan Ford advised members that September 2005 was the 175th Anniversary of the L&M Railway and that the Manchester Museum would be arranging various exhibitions. She enquired whether OLCO could contribute to the event. John Hawley suggested members could support the event by a presence and provision of models. If a portable track could be obtained it would be possible to steam and run the models. David Boydell agreed to ascertain what the Museum would like and come back to OLCO.

RESTORATION OF LION: Jennifer McCarthy of the Liverpool Museum advised that the Museum was keen to have LION back in Liverpool but as suitable accommodation was not presently available the loan agreement to Manchester Museum had been extended. Knowing of OLCO's desire to have LION back in steam she suggested a meeting between OLCO and the Liverpool Museum to discuss the matter in detail. She agreed to set up this meeting. She also made the suggestion that the Yellow book be placed on the Museum's web site and also offered to see if the Museum would help to set up a site for OLCO.

P Mountford
Secretary

J Hawley
Chairman

POST MEETING TALK

Following the formal business of the AGM Jan Ford delivered the conclusion of her talk on locomotives she had driven. This was most informative and interesting and was appreciated by all who were able to remain after the Meeting.

CHAIRMAN'S REPORT 2004

This last year has been a busy one for OLCO. We presented a stand at the Bristol Model Engineering and Hobbies Exhibition in August. Thanks for the success of this venture are due in no small way to the efforts of Vice President Charles Taylor-Nobbs and Secretary Peter Mountford. They transported a considerable amount of material there and back and stayed all weekend to get the OLCO theme across to the many visitors to the show. Thanks are also due to those OLCO members who contributed exhibits. OLCO were awarded a fee for their appearance and gained new members.

It so happened that Lionsmeet took place during the same weekend at Erewash Valley, near Derby. The event somehow contrived to be a bit of a cliff-hanger. Could the Mike Parrott Memorial Trophy be spirited away from the OLCO stand at the exhibition and replaced by a photograph? What would be the outcome of the father and son battle at the beginning of the competition? Who was the first time competitor wearing a period topper? Why was a concrete block being transported vast distances by tight lipped Lion drivers? All became clear as the day wore on and our congratulations to Jon Swindlehurst, the eventual winner and a big thank you to David Neish and Guildford MES for the loan of the dynamometer car.

In the meantime, I was aware that our President, E F Clark, not being one to lie down in the face of a challenge, was busily preparing an OLCO Christmas Card, using an Edward Bawden image of the Titfield Thunderbolt. He and Charles put their own resources into the project and I am pleased to see that sales are progressing well, in spite of initial doubts being expressed at the last AGM. Profits from the sales are to go to OLCO.

Modellers' Representative Alan Bibby took time to draw up introductory notes and guidelines for Lionsmeet competitions. He also wrote the Lionsmeet 2003 report, which was published in Engineering in Miniature. He has very generously donated his fee to OLCO. Alan has already fixed Lionsmet 2004, taking trouble to avoid clashing with the Bristol Exhibition, which may well become a permanent fixture.

continued on next page

Jan Ford has very ably, though with her usual modesty, taken on the considerable task of Lionsheart Editor. It is no simple matter, even in the computer age, to take copy from a variety of sources and turn it into the very lively and entertaining newsletter that we all enjoy. She does all this while running a busy electronics company, overseeing extensive refurbishment of her home and masterminding the movement of the business to new premises.

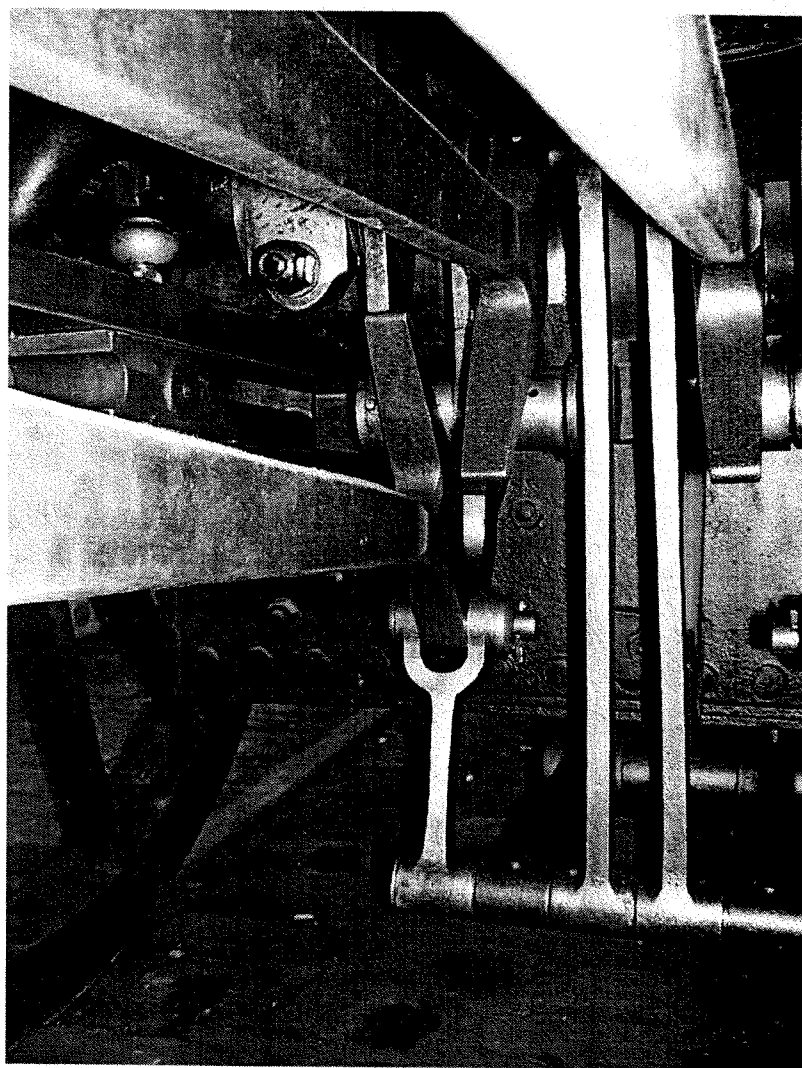
Jon Swindlehurst has returned to his former role of Treasurer. He is also doing sterling work as Membership Secretary, keeping us all informed of new members, etc. Under his stewardship, membership (and our bank balance), continues to grow.

Peter Mountford has been instrumental in prodding me to look at the OLCO Constitution and its applicability to the present state of OLCO. As a result, some amendments are proposed, but more of that later. Peter has also set up this meeting, which has involved much telephoning and pulling together of the various threads.

For my part I just sit back and let them get on with it, though I am still engaged in producing drawings of Lion as she now exists, with the hope that one day, this knowledge will be boiled down into a 7'4" model.

I wish to express my thanks to our President and Vice President and to the retiring Executive Officers for their help and support during the past year, and to all members for their various valued contributions and continued interest in all things Lion.

We look forward to another exciting Lionsmeet at Northampton MES on 7th August and to your exhibits for the OLCO stand at the Bristol Exhibition on August 20th to 22nd.



This photograph of Lion's motion was taken by Jan Ford prior to the AGM, thanks to John Archer for the loan of the digital camera. In the background, rear of smokebox. Left, crosshead (note the oil cup on the upper slide bar). Centre, upward- and downward-facing gabs and eccentric rods. Right, the mechanism for lifting and lowering the gabs. Extreme right, eccentric rod for right-hand cylinder.

TREASURER'S REPORT 2004

I am pleased to report that OLCO's finances continue to do well. Membership has increased from 35 up to 39 and if all existing members that are due to renew this year do so, we have a potential membership of 43. So dig-deep if you have not already renewed and a big thank you to those who have.

Income is well up on last year mainly due to many people renewing their 5 year membership and useful contributions from the Bristol exhibition and Alan Bibby's EIM article. An interesting addition this year was the Xmas card sales which were encouraging and should produce some profit for OLCO in the future.

Deposit acc. interest is down slightly from £30.64 to £24.02 due to the bank lowering interest rates. In order to improve this income I would like to propose that £500 is transferred from the current acc. into the deposit acc.

The overall balance shows an increase of £456.37 to £4134.01. With no large expenditure anticipated in the near future I am happy to recommend that subscriptions remain as they are for the present. I am sure that this has helped the steady increase of members that we have seen in recent years.

Jon Swindlehurst Treasurer

OLCO FINANCIAL STATEMENT for year ending 31/03/2004

<u>INCOME</u>	<u>2004</u>	<u>2003</u>
Subscriptions	370.00	100.00
Deposit acc. interest	24.02	30.64
Sales receipts	14.00	27.00
Bristol Ex.	50.00	0.00
Dorethea Rest.	20.00	0.00
EIM article (A. Bibby)	58.30	0.00
Xmas card sales	125.49	0.00
TOTAL	661.81	157.64
<u>EXPENDITURE</u>		
Yellow books from museum	0.00	10.00
Refreshments for cleaners	0.00	6.00
Donation to Guildford MES	25.00	25.00
Yellow books (discontinued)	0.00	6.00
Chairman's expenses	0.00	8.64
Engraving	0.00	7.50
Cost of producing Lionsheart	45.54	33.61
Treasures expenses	4.80	2.28
Xmas card expenses	125.48	0.00
Secretarys expenses	0.00	7.00
TOTAL	200.82	106.03
<u>NET PROFIT</u>	<u>460.99</u>	<u>51.61</u>
<u>ASSETS AND LIABILITIES</u>		
Cash at bank: Current Acc.	786.43	382.66
Cash at bank: Deposit Acc.	3301.59	3277.57
Stock in hand	0.00	4.62
Cash in hand	45.99	12.79
	<u>4134.01</u>	<u>3677.64</u>

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 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
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.

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.

EACH AFFILIATED INSTITUTION shall receive 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 supported by the relevant Bank Statement(s) which shall be made available for inspection at the AGM.
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. 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.

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. 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 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.

A quorum for an Annual General Meeting or Extraordinary General Meeting shall be one 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. 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

The Old Locomotive Committee
has pleasure in announcing that

LIONSMEET

will be hosted this year by the

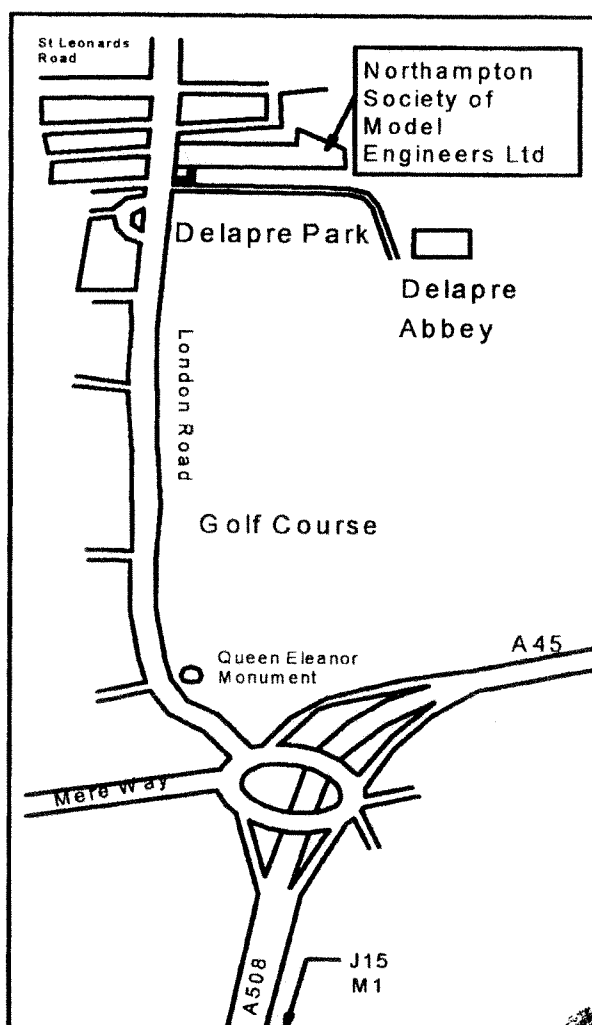
Northampton

Society of Model Engineers

at Lower Delapre Park, Far Cotton, Northampton on
Saturday 7th August 2004

Lionsmeet is an informal annual gathering of all those with an interest in Lion in all its manifestations and gauges. All such persons are invited to bring their locomotives, in any gauge, finished or not, and any Lion memorabilia they may have to the event for display or demonstration. There will be an competition, limited to 3½" and 5" gauge engines, to establish the hardest working Lion based on the measurement of work done by the engine during a ten minute run. The track will be open to those wishing to practice from 10.00 am and the competition will start at 2.00pm. Period dress is optional. Prior application is unnecessary, but further information and directions are available by emailed request to:

alan_pb@yahoo.co.uk,
or phone 01254 812049.



LIONSMEET: INFORMATION

WHAT IS IT?

Lion, at its last steaming in 1988, was the oldest working steam locomotive in the world. Built by Todd Kitson and Lairds in Leeds in 1838, it has had two major restorations and is now on display at the Manchester Museum of Science and Industry, though still in the ownership of the Merseyside Museums. OLCO, the Old Locomotive Committee, is a group founded in 1925 to secure the restoration of Lion for its centenary, and reconstituted in 1985 to support further restoration for the sesquicentenary in 1988.

Lionsmeet is an informal annual gathering of all those with an interest in Lion in all its manifestations and gauges. All such persons are invited to bring their locomotives, in any gauge, finished or not, and any Lion memorabilia they may have to the event for display or demonstration. There will be an competition, limited to 3½" and 5" gauge engines, to establish the hardest working Lion based on the measurement of work done by the engine during a ten minute run. The track will be open to those wishing to practice from 10.00 am and the competition will commence at 2.00pm. Period dress is optional. Prior application is unnecessary, but further information and directions are available by emailed request to the OLCO Modellers' Representative Alan Bibby, email alan_pb@yahoo.co.uk, tel 01254 812049.

THE VENUE

Lionsmeet is hosted this year on 7th August by Northampton Society of Model Engineers, to whom we record our thanks for making their track and services available for the event.

Water, steam oil, and 12V and 24V electricity supplies are available in the steaming bays. Water and coal (anthracite grains, beans and nuts) are available at the stations. There are 6 passenger cars for the raised track and 4 for the ground level and there may be a few members driving trucks available on loan. Offloading is by a ramp system for 3.5" and 5" models onto a feeder lift to the raised track steaming bay. For larger 5" and 7¼" models going to the ground level track there is a hydraulic lift with a capacity of 1 tonne and a length of 6 feet. Gauges are 3.5" and 5" on the raised track and 5" and 7¼" ground level. There are ladies, gents and disabled toilets, and refreshment facilities in the clubhouse. Tables will be provided for models, finished or unfinished, and memorabilia on static display, which are most welcome.

All visitors are required to sign the club's attendance book. Spark arrestors are not mandatory at the club, but OLCO recommend that they be fitted where available, and fitted in any case if they are mandatory at the competitor's own club. Extracts from the club's bye-laws will be posted in the steaming bays and these are to be read and observed by all competitors.

DIRECTIONS

Leave the M1 at J15 and head north up the A508 to the point where it joins the A45. Negotiate the roundabout and continue north up the A508, London Road, heading for the city centre. Look out for the Queen Eleanor monument on the right and the stretch of parkland following it, also on the right, till you see the entrance to Delapre park and abbey, on the right. Turn right into the park, then immediately left into the short access road to the club.

COUPLING DETAILS

Below are details of the Guildford dynamometer car and its method of coupling to the towing vehicle. **Please make sure your tender can connect to it**, to save delays during the competition.

The car is a 4-wheel truck, designed to carry the driver. It is coupled to the loco at the front, and normally pulls a passenger trolley on which sits the official observer and any passengers. The front of the dynamometer car has two large plastic blocks to act as buffers. These extend from 2" to 3 5/8" above the rail head, and over a width of 8" centred on the 5" track, with a gap of 2 ¼" in the centre.

For a 5" gauge loco the coupling is a forked clevis ¼" wide, with a vertical gap ¼" wide in its centre and a horizontal hole 3/16" diameter (for a split pin) located 3 5/8" above rail head and ½" in front of the buffers when there is no pull. Coupling is usually by means of a strip, 3/16" thick, with a 90 degree twist so that it can couple to a horizontal clevis on the loco by means of a pin not more than 3/16" diameter. Strips with lengths of 1 ½", 1 5/8", 2 ¼" & 2 7/8" are available.

For 3 ½" locos, there is a smaller clevis, ½" wide with a ¼" slot located 2 7/8" above rail head and 7/8" behind the line of the buffers. In use the slot in the small clevis is at 35 degrees from the vertical, and a coupling strip is available with a twist to fit a loco with a horizontal clevis. This strip is for tracks where the 3 ½" running is towards the right of the 5" track; it is 3 ½" long and 1/8" thick, with a 3/16" hole.

OTHER ATTRACTIONS

The track site is a brisk 20 minute walk from Northampton town centre which has a good range of shops. We are not aware of any special events locally on the 7th, however there are a couple of web sites which might be useful.

> <<http://www.northampton.gov.uk/Tourism/default/index.asp>>

> <<http://www.northantsnews.co.uk/>>

APB v4 9.5.04

THE LIONSMEET COMPETITION

OBJECTIVE:

The aim of the competition is to find the locomotive capable of performing the greatest amount of work done during a run lasting ten minutes, as measured by a suitable dynamometer car interposed between the locomotive and the train, in each of the competing gauges. If no dynamometer car is available then the work done will be estimated based on the load hauled and distance run.

ELIGIBILITY:

Participants need not be members of OLCO, but if they win the competition they will be required to join OLCO and pay the subscription before an award can be made. If a winning driver declines to join the award will be offered to the runner up. Drivers and owners must provide evidence of public liability insurance cover. This will normally comprise a valid boiler certificate and membership card issued by a club in membership of a recognised national association or federation. The driver need not be the owner or the builder of the locomotive entered. The competition is open to Lion locomotives in 3½", 5" and 7¼" gauges, and prizes will be awarded in each of these three classes.

PROCEDURE AND RULES:

The marshall will determine the running order and, an hour before the start of the competition, will give each driver an approximate running time. The marshall will designate in agreement with the official observer the starting point for the timed runs, which will be the same for every driver. The finishing point will be wherever the train happens to be after ten minutes.

Drivers and observers should familiarise themselves with any additional requirements imposed by the host club and posted in the steaming bays, for example regarding speed limits and/or spark arrestors/deflectors, and ensure that they have a suitable coupling ready (see separate sheet, or Lionsheart no 48, page 3). Drivers may select the load of their choice, in terms of the number of trucks and number and distribution of passengers. Passengers must be members of the host or guest clubs or their families or friends.

Drivers should be ready to run, with their passengers, at the allotted time. They should have a good coal fire before they leave the steaming bay, but their coal consumption will not be measured and plays no part in the calculation of results. When called to run, drivers should back their locomotive onto the train, and load the train, including the official observer, under the direction of the marshall. They may perform up to two trial laps of the track if they so choose, and then proceed to the designated starting point. Drivers may at this point increase or decrease the load to be hauled by whatever means they may choose. The dynamometer car meter readings of work done and distance travelled will then be recorded by the official observer and checked by a second observer or marshall. The driver may check the reading. The meter will not be reset but readings will be taken and checked at each point of measurement as with a gas meter and the differences calculated. The official observer and checker will both sign for the reading.

The driver is to observe all requirements published herein, all local club requirements, and all directions of the official observer. The official observer will tell the driver when he may start the timed run, when he exceeds any speed limit which may have been set, when two minutes and one minute from the end of the run, and when the run is to stop. The driver should do nothing which would artificially increase the dynamometer car readings, such as leaning on the locomotive or tender. The official observer, or appointed lineside marshalls, will warn the driver of any transgressions and the driver will be disqualified on the fourth such warning. The running time will be ten minutes. The driver may stop for up to five minutes for any reason at his discretion, but the stopwatch will continue running and no extra time will be allowed to compensate for the time stopped. The driver may drop off passengers and/or trucks during the run, but may not pick up. The stopwatch will continue running whilst this is done. The driver may take on consumables during the run, which he should request at the designated location.

At the end of the run, at the official observer's direction, the driver will immediately close the regulator and bring the train to a halt. The official observer and a second observer or marshall will record and check the dynamometer car readings. The official observer and checker will both sign for the readings. The driver may check the reading.

At the conclusion of the competition the work done and distance travelled by each locomotive will be calculated from the relevant meter readings, checked, and the results published. The driver of the locomotive producing the most work done in each gauge will be declared the winner in his class, and a senior member of the Old Locomotive Committee will present the prizes as follows:

- 7¼" gauge: The 7¼" Gauge Cup,
- 5" gauge: The Mike Parrot Memorial Cup.
- 3½" gauge: there is no trophy, but it is customary for the chairman to make a presentation of fine wine.

The cups may be held by the winners till the following year, provided they are members of OLCO. The wine may be disposed of at the recipients discretion.

APB v3 8.5.04