

LIONSHEART

Number 59

January 2005

SUN SHINES ON LIONSMEET

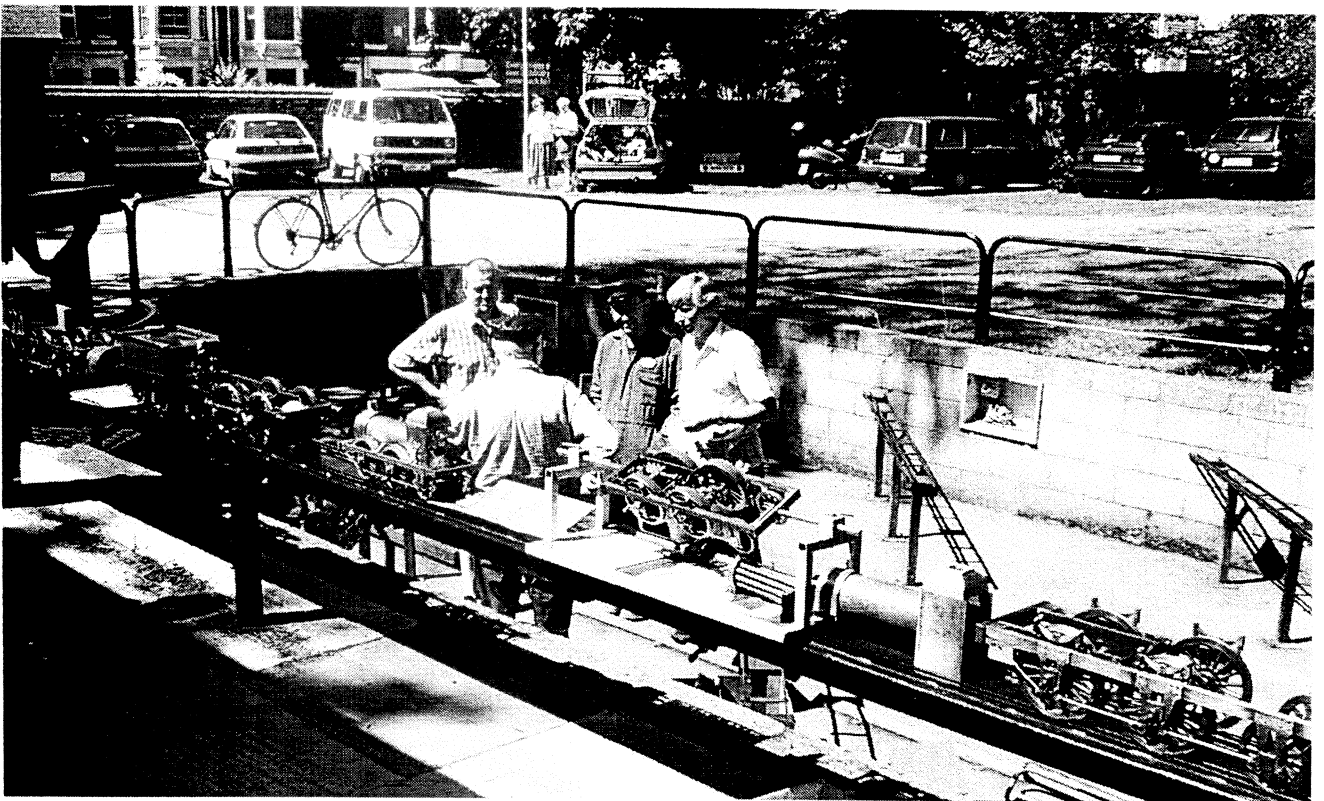


Photo: John Archer

Once again, we enjoyed marvellous weather for this year's Lionsmeet at Northampton M.E.S.

In previous years, the Guildford dynamometer car has been used but this year it was required for another competition. Accordingly, John Hawley had arranged to bring the Bristol dynamometer car to Lionsmeet. The Bristol car is a bogie vehicle with two seating positions, the leading one for the driver, the rear one for the observer. The observer surveys a fairly complex control panel logging speed, distance run and drawbar pull whilst the driver has a speed indicator. Many thanks to John Hawley, who had to carry out major servicing on his trailer to render it fit to transport the Dynamometer car, and to the Bristol Society for trusting us with it.

Unfamiliarity with the car caused a little head scratching in assembling it, configuring it for our particular task and carrying out some check calibrations to satisfy ourselves that we had carried out the work correctly. But what threatened to be a

'showstopper' was the fact that the Northampton raised track is lower than typical sites and the skirts and footboards supplied with the Bristol car were seriously 'out of gauge'. A number of ingenious (if Heath Robinson) solutions were attempted before the host club, as if by magic, produced a pair of skirts specially made for this very car on the occasion of a previous visit. Once these were fitted, our problems were over.

At the pre-competition briefing, Alan Bibby ran through the rules. He made clear that repeatedly exceeding the 8 m.p.h. line speed limit would result in disqualification (the limit was, in fact, scrupulously observed by all competitors). Since some of the competitors have built-in ballast, John Mills was allowed an 'add-on' lead saddle. The use of this saddle was offered to, but declined by, Norman Lewis. The order was agreed as Jon Swindlehurst, John Mills, Norman Lewis and the Neish family.

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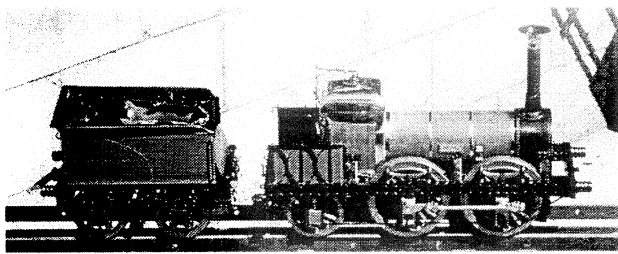


Photo: John Archer

Last year's winner, Jon Swindlehurst, competed first, as is traditional. His locomotive, illustrated above, has always been a reliable performer and did not disappoint. Jon set a very high standard with his run.



Photo: Linda Mills

John Mills, seen above immediately prior to his run, was competing for the first time. He didn't quite equal Jon Swindlehurst's performance. But everyone was impressed with the standard of his locomotive and we anticipate great things in the future.



Photo: John Hawley

Norman Lewis, shown (below left) during his competition run, has not competed for a number of years and we were pleased to see Norman and his wife at an OLCO function. Norman put up an excellent performance, particularly since his locomotive does not carry the additional ballast to improve tractive weight (which is allowed under the rules of our competition).



Photo: Linda Mills

David Neish then took his locomotive onto the track. David, pictured above facing the camera with other competitors, has been amongst one of the most consistent performers. But, like last year, he failed to equal Jon Swindlehurst's Work Done figure.



Photo: John Hawley

The last run was by Andrew Neish, using his father's engine. Andrew can be relied upon for a spirited performance and we were not disappointed. However, the Observer was there to ensure that all the competition rules were observed, especially regarding line speed limits.

The final result declared Andrew Neish the winner. Many thanks to our Hosts, Northampton M.E.S. for their hospitality in letting us use their splendid facilities.

Lionsmeet Performance

These performance tables are an informal note of elapsed time and work done noted each time the competitor passed through the station. They were taken to serve as a check on the integrity of the final values recorded and to give some indication of how the loco was performing during the run, but they are only intended as a guide.

John Swindlehurst, dynamometer car plus 2 coaches, total 3 adults

Location	Total Distance run (feet)	Total Work done (ft/lb)	Total time (mins:secs)	Lap Work done (ft/lb)	Lap time (mins:secs)
End of 1 st lap	1000	6500	1:51	6500	1:51
End of 2 nd lap	2000	12400	3:21	5900	1:30
End of 3 rd lap	3000	18300	4:49	5900	1:28
End of 4 th lap	4000	24300	6:16	6000	1:27
End of 5 th lap	5000	29400	7:56	5100	1:27
End of 6 th lap	6000	36700	9:30	7300	1:34
End of contest	6470	38400	10:00	--	--

John Mills, dynamometer car plus 2 coaches, total 4 adults

Location	Total Distance run (feet)	Total Work done (ft/lb)	Total time (mins:secs)	Lap Work done (ft/lb)	Lap time (mins:secs)
End of 1 st lap	1000	5100	1:58	5100	1:58
End of 2 nd lap	2000	8000	4:00	2900	2:02
End of 3 rd lap	3000	11500	6:00	3500	2:00
End of 4 th lap	4000	15200	7:30	3700	1:30
End of 5 th lap	5000	18100	9:00	2900	1:30
End of contest	5520	19000	10:00	--	--

Norman Lewis, dynamometer car plus 2 coaches, total 4 adults

Location	Total Distance run (feet)	Total Work done (ft/lb)	Total time (mins:secs)	Lap Work done (ft/lb)	Lap time (mins:secs)
End of 1 st lap	1000	5200	2:38	5200	2:38
End of 2 nd lap	2000	9700	4:51	4500	2:11
End of 3 rd lap	3000	15200	6:49	5500	1:58
End of 4 th lap	4000	20700	8:39	5500	1:50
End of contest	4870	25500	10:00	--	--

David Neish, dynamometer car plus 2 coaches, total 6 adults

Location	Total Distance run (feet)	Total Work done (ft/lb)	Total time (mins:secs)	Lap Work done (ft/lb)	Lap time (mins:secs)
End of 1 st lap	1000	6200	3:05	6200	3:05
End of 2 nd lap	2000	13400	4:56	7200	1:51
End of 3 rd lap	3000	20300	6:46	6900	1:50
End of 4 th lap	4000	25900	8:46	5600	2:00
End of contest	4720	30900	10:00	--	--

Andrew Neish, dynamometer car plus 2 coaches, total 6 adults

Location	Total Distance run (feet)	Total Work done (ft/lb)	Total time (mins:secs)	Lap Work done (ft/lb)	Lap time (mins:secs)
End of 1 st lap	1000	7200	2:10	7200	2:10
End of 2 nd lap	2000	13700	3:49	6500	1:39
End of 3 rd lap	3000	20500	5:24	6800	1:35
End of 4 th lap	4000	26600	6:59	6100	1:35
End of 5 th lap	5000	34000	8:33	7400	1:34
End of contest	5950	40400	10:00	--	--

Lionsmeet Gallery

Thanks to our photographers, John Archer, John Hawley, Alan Bibby and Linda Mills for their kindness in letting us use their work. We make the usual disclaimer that our method of reproduction doesn't do justice to the photographs but we believe that, nonetheless, members get a little of the atmosphere of the day from these illustrations.

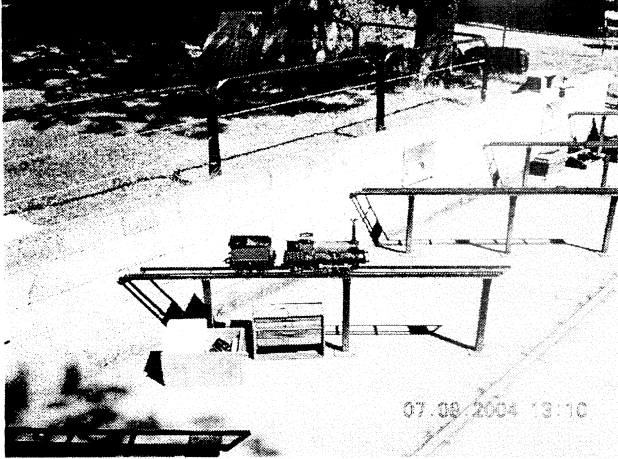


Photo: John Archer

Jon Swindlehurst's 'Lion' in the extensive steaming bays at Northampton M.E.S. The unusual diagonal bays are laid out on both sides of a diagonal traverser.

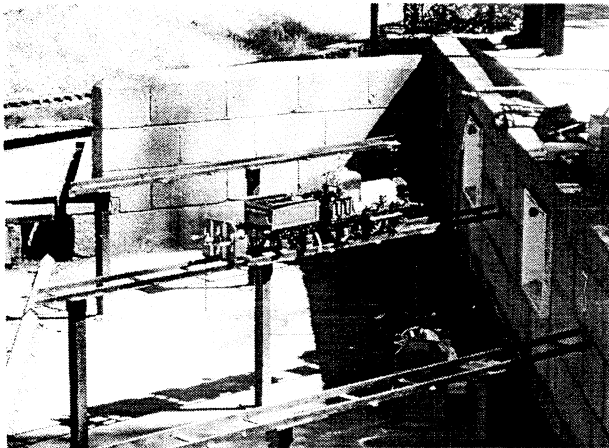


Photo: John Archer

John Mill's 'Lion' is checked for compliance with the host club's mechanical standards. The running track can be seen in the background. Once the traverser is positioned over the running track, a short length of portable track allows locomotives to be transferred between the traverser and the running track.



Photo: Linda Mills

New electronic technology baffles the Observer! The Bristol Dynamometer Car bristles with displays and controls. It took a little while for Jan Ford to get to grips with it. Before the contest, some experiments were carried out to ensure that we were recording credible measurements. The gentleman facing the camera is the genial Steaming Bay Marshal for the host club.

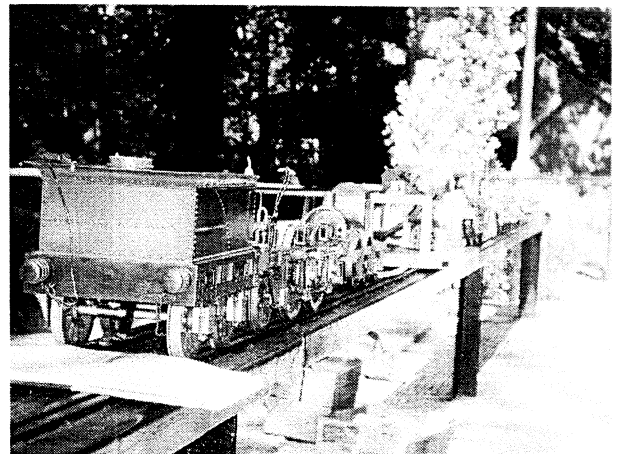


Photo: Alan Bibby

There was an interesting collection of static exhibits this year. In the foreground is Alan Bibby's engine which is currently awaiting a new boiler, so could not run.



Photo: Linda Mills

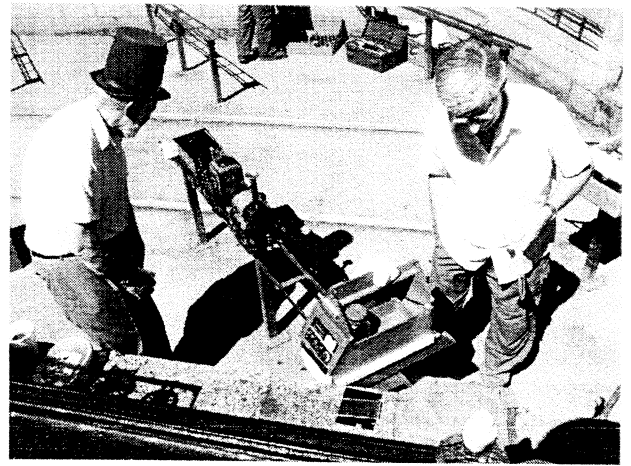


Photo: Linda Mills

John Mills completes the preparation of his 'Lion' whilst the former Editor of 'Lionsheart' looks on.



Photo: Alan Bibby

Norman Lewis sets off with a total of five people on board. His engine has no added weight of any description, and the consistency of his run was a testament to his driving skill.



Photo: Linda Mills

John Mills waters his model with the assistance of the former Editor of 'Lionsheart'. The hat, the beard, the pipework and the look of intense concentration somehow conjures images of an illicit still rather than a locomotive competition.

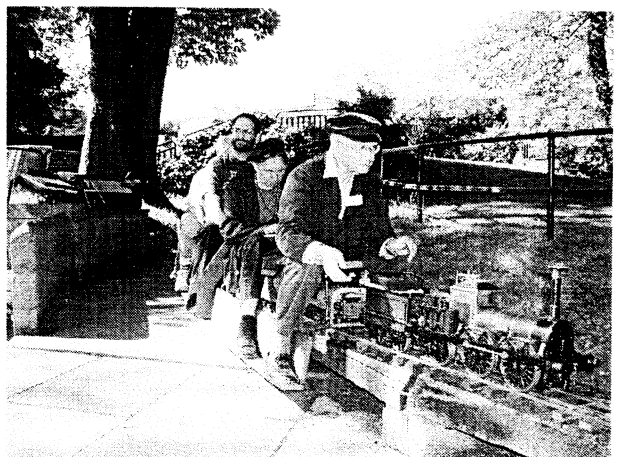


Photo: Alan Bibby

David Neish, usually a strong contender, passes the steaming bays with observer Jan Ford and four more passengers. David was a founder member of Lionsmeet and his engine runs as well as it did on that first occasion.

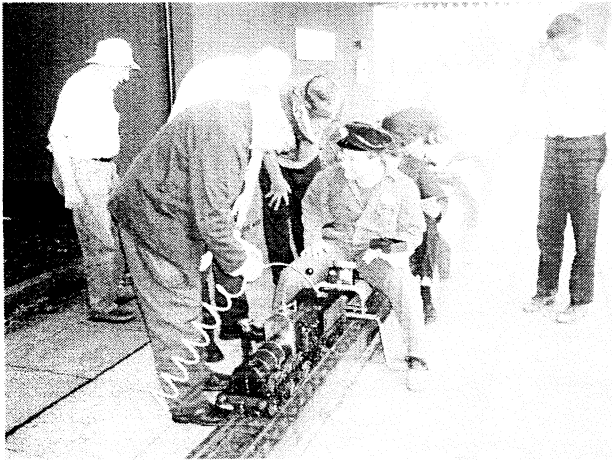


Photo: Alan Bibby

Andrew Neish waits while father David fills up the tender preparatory to his run. Andrew drove father's engine, and turned in the best performance of the day with a work done figure of 40,400 ft lbs.

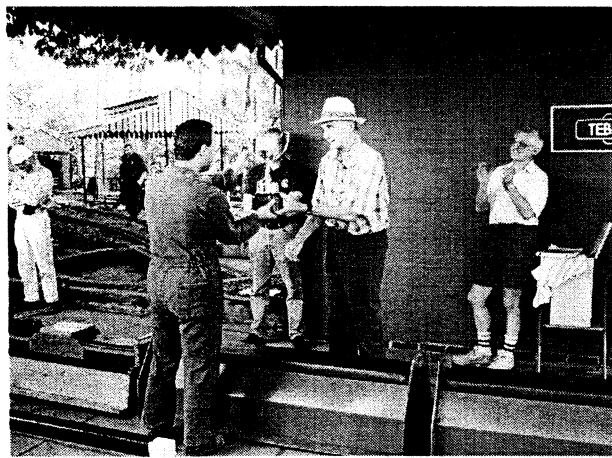
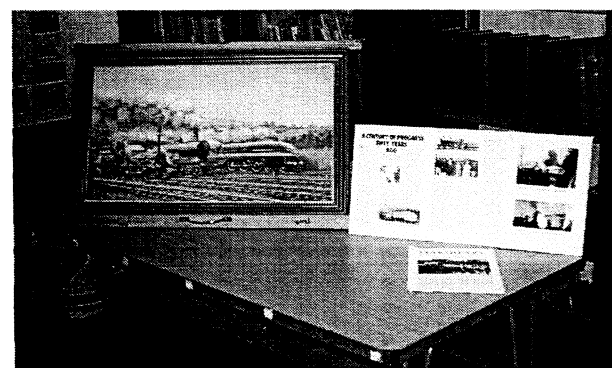
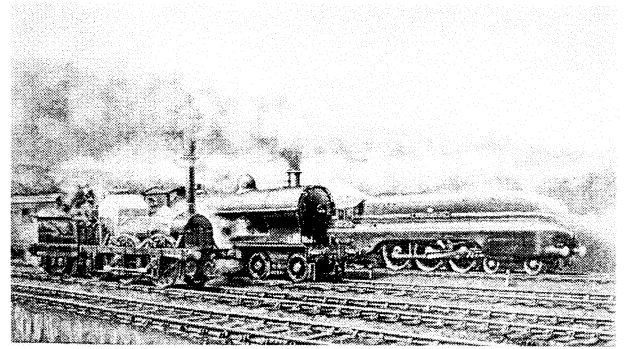


Photo: Alan Bibby

OLCO president E F Clark presents Andrew Neish with the Mike Parrot Memorial trophy while chairman John Hawley looks on.



'Lion' took part in an LMS publicity film to coincide with the introduction of the Coronation Scot. Some years ago, David Neish commissioned a painting of the event and David kindly displayed the result in the Clubhouse at this year's 'Lionsmeet'. The 'Model Engineer' article visible in the photograph tells the story of the origins of the painting. OLCO carried out their own 're-enactment' in miniature at Llandudno M.E.S. a few years ago.



A detail of David Neish's painting, showing three generations of locomotives running side-by-side on the quadruple track (then – now only double!) between Llandudno Junction and Colwyn Bay during the making of the LMS publicity film. The camera train ran ahead of the three locomotives on the fourth track.

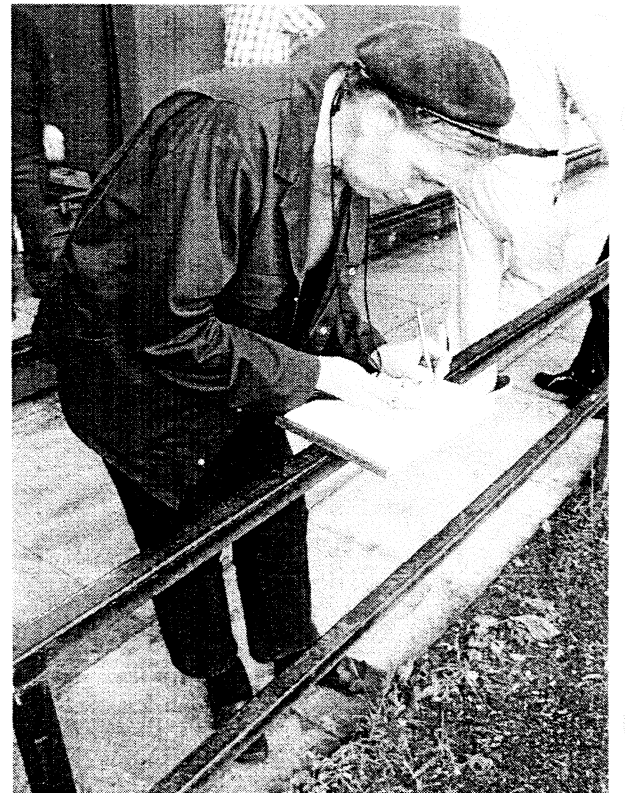
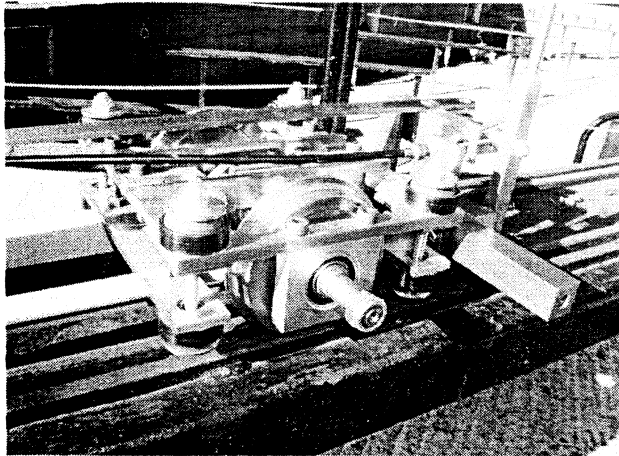
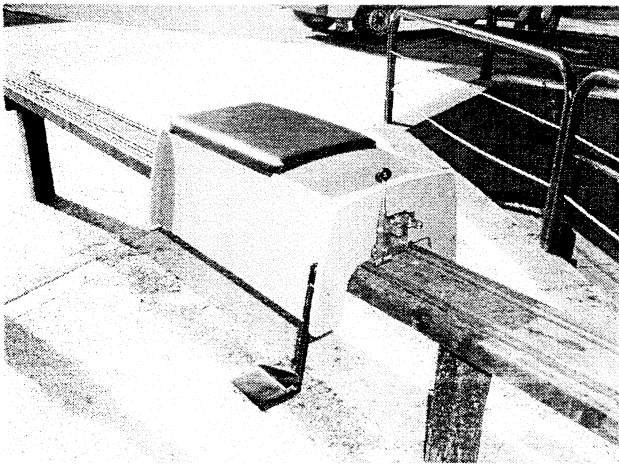
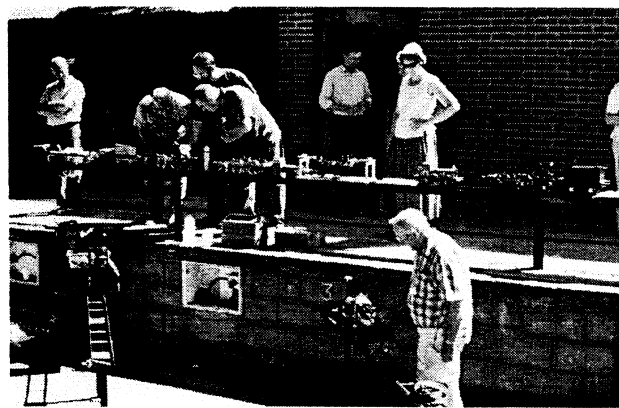


Photo: Alan Bibby

"...and 24 makes ... er, 76 ...". Jan Ford checks her sums after the competition. During the competition, all readings from the dynamometer car are checked by two people and the calculations are also checked by two people. We do try to keep the competition fair and above-board.



The above two photographs, by Alan Bibby, show the driving truck displayed at this year's 'Lionsmeet' by Jon Swindlehurst, based on a design published some years ago by Alan Bibby in 'Model Engineer', but using a swinging link suspension of his own design using the principles developed by David Hudson of Bromsgrove.



Above: John Hawley's view shows the interest in the static displays of 'Lion' models on the 'reception track' at car park level, alongside the steaming bays. A hydraulic lift is provided to move models between the car park level and the steaming bay level.

Right: John Mills prepares to move his model back off the traverser and over the curved, removeable section of track so as to couple up to the train.



Above: This view, by John Hawley, shows the steaming bays, with the competitors and the observer being briefed by Alan Bibby prior to the competition.

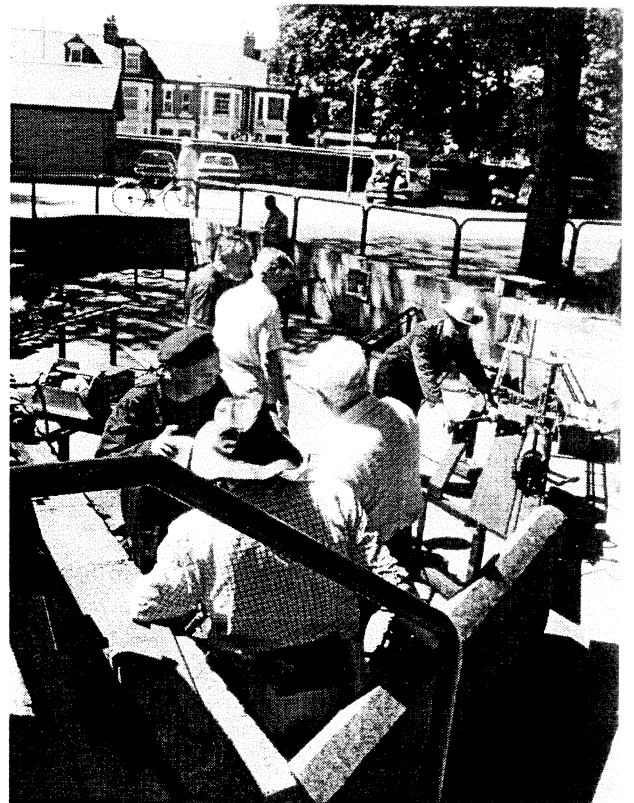


Photo: Linda Mills

Above: The steaming bay marshal moves John Mills' 'Lion' on the traverser out to the running line.

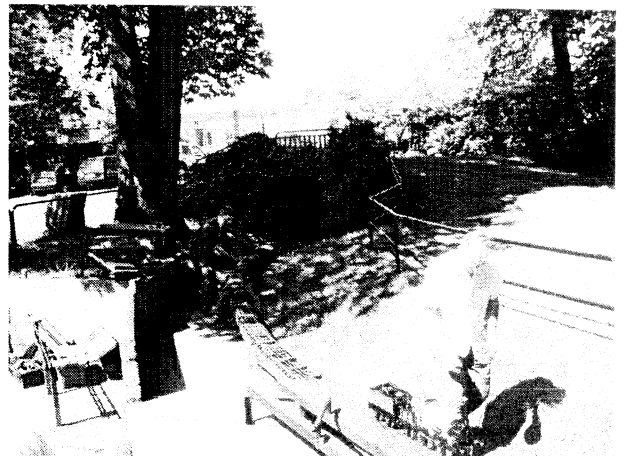
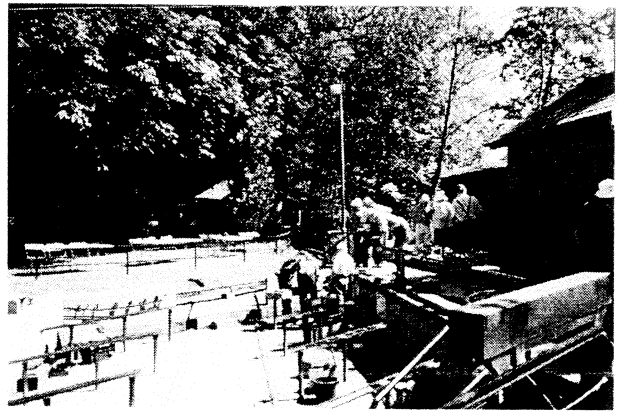


Photo: Linda Mills

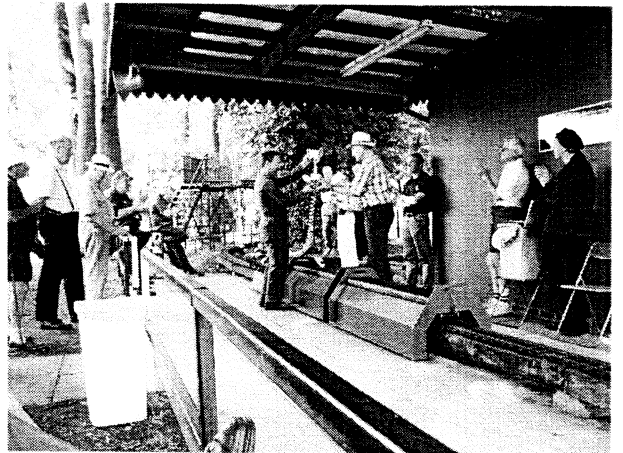


Photo: Linda Mills

Above: John Mills prepares for his competition running, whilst the steaming bay marshal checks the coupling between locomotive and train.
Below: Ready for the competition!



A general view from the car park, looking across the steaming bays to the running track. The 'reception track', with the static displays, is on the right. Note the mature trees - this is a long-established site.



A final view of the presentation of the award at the end of the competition. Another year's polishing of the cup for Andrew Neish!

What a great day we all had! And, once again, the weather was so kind.

-oOo-

Letters to the Editor

Harry Frowen writes:-

In reply to LH57 I would like to thank John Hawley for all the information that he has kindly given to me and commend him on the production of the drawings which are of the highest standard.

Also, my thanks to Charles Taylor-Nobbs for the excellent drawings of the tender.

I started this loco in January of this year, it has not been easy due to the scale needed to get this loco to fit the track 7-1/4 gauge, so far I have the tender chassis complete, but I must point out that the side beams need to be as near to size as possible. The first batch of beams were not satisfactory causing all sorts of problems after assembly. I found that the wheels could

not be taken out without taking the whole chassis apart. To solve this, I recommend Andy Wychwood of Beggar Farm, Leckwith, Cardiff CF11 8AS. He can be contacted on 02920512350.

I now come to my main concern regarding scale. The 7-1/4 society require 13/16 through wheel tyres and 6-13/16 back-to-back on the wheels. If I do not comply, the loco will not be allowed to run on multi-gauge track.

At present I am starting to assemble the loco chassis. All seems to be O.K. at present. I will let you know the answer after another 50 hours of work, will inform you of the outcome in my next letter.

Kind regards,
Harry Frowen

Editor's Piece by Jan Ford

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

Contact details for the editor are as below:-

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Lionsmeet

Another classic event and well-attended by members. I hope those of you who were there found it rewarding and that those of you who could not attend will get some 'flavour' of it from our reporting and pictures. Many thanks to Northampton M.E.S. for making us so welcome. I wish I'd managed to try out the ground level track but – thanks to OLCO Members' generosity – I got a drive on the elevated track after the competition.

Apologies - again

I'm sorry that this issue didn't manage to sneak out until the New Year. All my best intentions were frustrated by a series of events too tedious to relate. How wise were our founders in dubbing it an 'occasional' newsletter!

Evaluation of Lion's Tyre

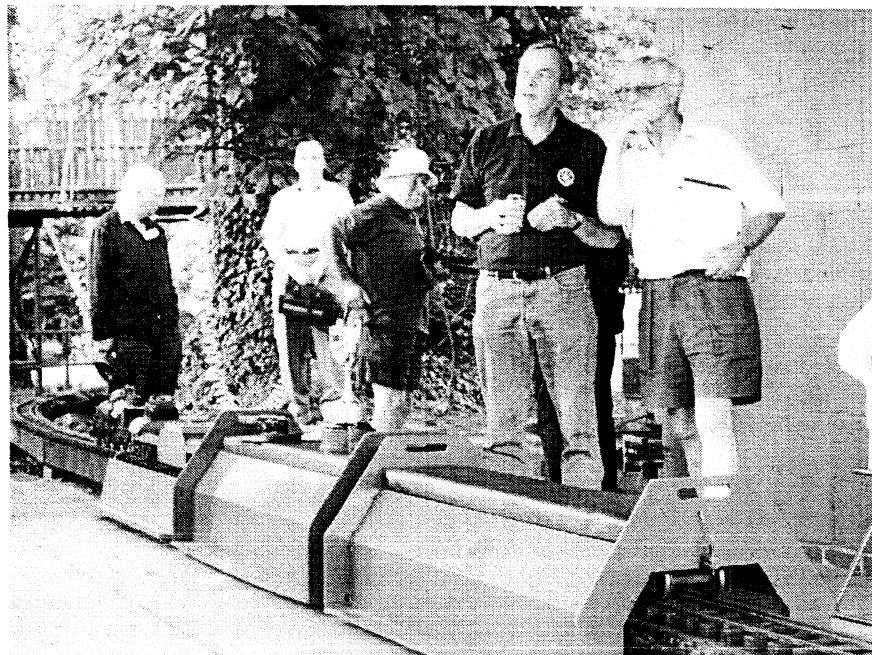
As some consolation for the prolonged wait, rather than serialising the reprint of the metallurgical evaluation of Lion's tyre, it should appear complete with this issue, as a separate appendix. Apologies for the gremlin who stole the 'g' from our last issue,

leaving reference to a 'metallurgical evaluation'. This appendix is copyright The Newcomen Society and we also attach details of Newcomen Society membership. Thanks, again, to our President, E. F. Clark, for arranging to make this information available to our members. There have been some problems in reproducing the photo-micrographs, but we have done the best we can.

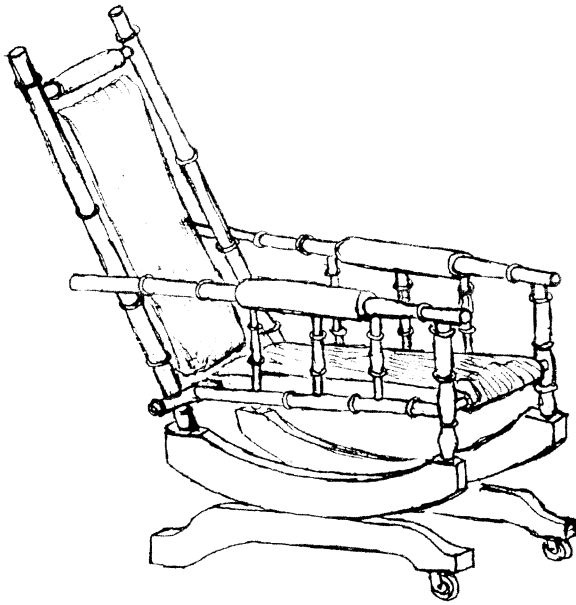


Caption competition

I was intrigued by this photograph (below) of Alan Bibby and John Hawley. Can you decide who is saying what to whom? Please offer your suggestions. There might be a small prize for a sufficiently amusing (but printable) response.



View from the Chair by John Hawley



Lionsteam – They didn't say Never – not quite

Those who attended the AGM back in May were somewhat taken aback to be offered (by National Museums Liverpool, during the meeting) a chance to discuss the possible future steaming of Lion, perhaps for the 2008 Liverpool City of Culture celebrations. The brief, from NML, was that 'any proposal put forward by the Committee must be new and of sufficient merit to overturn the original decision by our trustees not to steam her.'

That we were pleased to be offered the chance to contribute to any activity in this direction would be an understatement. How to proceed though, was the immediate problem. Who would represent OLCO at the talks and what could we put forward that could be considered to be 'of sufficient merit'? Numbers would of necessity be very limited and news of any discussions on the subject had to be confined to just a handful of people.

The obvious first choice was OLCO President EF Clark, one of our founder members. He rapidly came up with an 'Aide Memoire', suggesting that there were two grounds on which to argue the case: Theological and Practical.

I won't attempt to use EF's eloquent words, or to precis all he said, but the theological case, probably the more critical of the two, argues that, whereas some objects in galleries were conceived and brought into being as art, to be viewed and appreciated as static items under closely controlled conditions, Lion and like machinery were built to do a job and can hardly be appreciated whilst they are inert, stuffed and mounted. Such an artefact, be it a blacksmith's forge, a horse drawn tram or a steam locomotive, needs to be put to work for us to appreciate what it did; how it smelt, sounded, performed.

We are well aware that Lion is not all original. During her working life, many components wore out and were replaced during routine maintenance. She has been re-boilered, the front wheels have been re-tired,

rear hornplates repaired, the brass haystack added in the 1930 restoration and so on.

Thus it would be merely a continuation of her working life to restore her to steam and to carry out the very minor repair and maintenance tasks that would arise as a result of the light duties to which she would be put in the future. (A replica would not do – different materials, manufacturing methods and construction would nullify the 'realism' of the 'original'. Furthermore, the longer the period between the 'original' and the replica, the more pronounced this departure becomes).

Once the theological argument was won, the practical problems may well be more easily solved: to whom to put out the prestigious task of restoring the second oldest workable locomotive in the world (the oldest being John Bull, built in England in 1831, now in the Smithsonian Museum in Washington and last steamed in 1981); funding; where she would run and so on.

There are many sites where Lion could be run, advertising her history, the skills that produced and maintained her, the lucky escape she had from being scrapped once the Mersey Docks and Harbour Board had worn her out on pumping duties (how many locomotives can boast that experience on their CV?).

Somehow, I became embroiled in the thought processes, though I contributed little of value. However, we had a stroke of luck at Lionsmeet in Northampton when Jan Ford produced an email originating from Julian Birley, a Director of the North Norfolk Railway. This suggested that others, besides OLCO, were keen to see Lion restored to working order. EF and I travelled to London to meet Julian and David Morgan, MBE, Chairman of the Heritage Railway Association, for a very useful discussion on tactics. We thank them for their hospitality. During the meeting, Julian disclosed that there were now sufficient restored vehicles in various locations to re-create the Titfield Thunderbolt train if need be. (Just imagine how that would go down with the many thousands of visitors to our preserved railways).

Gradually, we worked up arguments for steaming. We included that a prompt 'Yes' may enable Lion to steam in time for the Liverpool and Manchester 175th anniversary celebrations to be held in the latter city in September next year. Her boiler ticket would easily encompass the 2008 Liverpool City of Culture celebrations. In the meantime, she would be a superb ambassador for Liverpool in the period leading up to this event.

Meanwhile the meeting with the museum drew ever nearer. Jan drew an analogy with old buildings - they are part of our heritage, like Lion, but are continually being adapted to meet changing circumstances. Thus their history evolves and, properly done, is enhanced. (If Lion had not been used as a pumping engine, film star, etc., would she be so well known as she is today?)

We were given a Classification list by the museum. This put Lion as 'Not to be operated'. Nevertheless, we had an invitation to challenge this.

The meeting took place in Liverpool on 17th November and was attended by EF, Jan, Julian and myself. (David was unfortunately otherwise engaged). NML were represented by Sharon Brown, Janet Dugdale, Sharon Granville, Justin Garside-Taylor and John Kearon.

Shocking

It came to my notice quite recently that DIY chaps (most OLCO members I suspect), are soon to be restricted in the amount of electrical work they may carry out themselves in their own homes. 'All electrical work carried out after 1st January 2005 will have to be certified by the NICIEC electrician who carried out the work or by the local council', to quote a leaflet I picked up the other day at B & Q. The new safety laws are to protect homeowners from cowboys, I am informed.

But surely, cowboys are the very people who won't obey the new rules, so how are we to be safeguarded? The buck stops when you come to sell your house and are asked by the purchaser's solicitors for that certificate. By then, your friendly neighbourhood cowboy will be long gone. And anyway, how can anyone prove when the work was done?

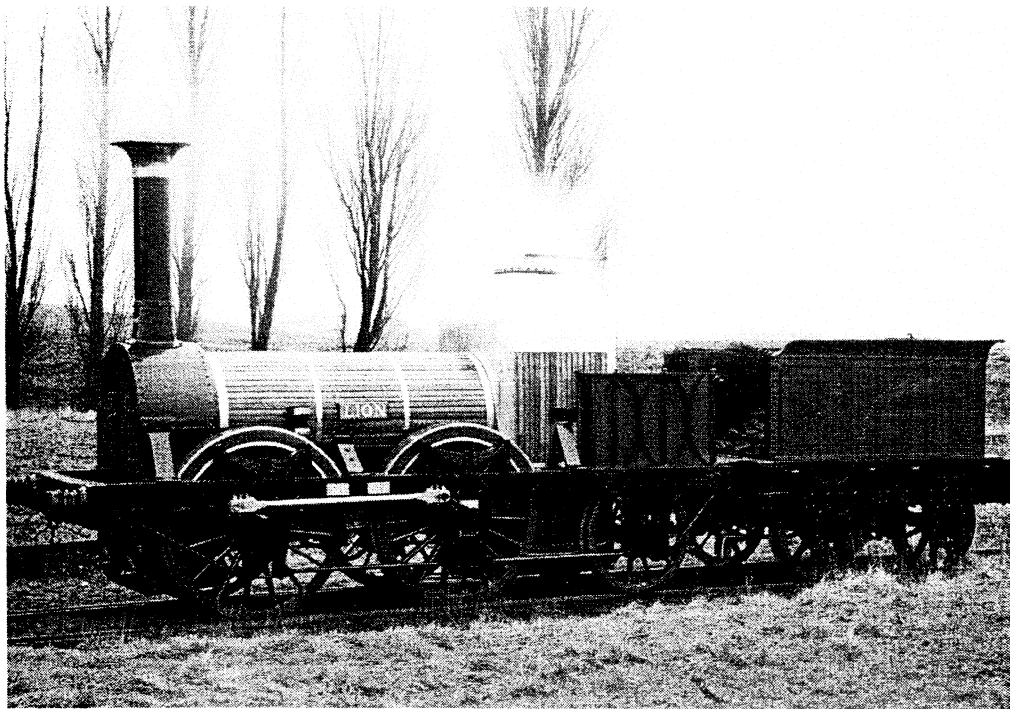
Yes, I know it's for our own good, but how many people are killed by falling from ladders at home? Is this another unenforceable law, such as that relating to the use of mobile phones in cars? Another manifestation of the 'Nanny State'?

Season's Greetings

Despite the rather glum tones above, may I take this opportunity to wish you all a peaceful and happy Christmas and New Year. We had snow down here in November, but today is as mild as can be, though damp and grey. Never mind, summer's coming!

Was it all worth it?

Well, we were warned that we should come up with proposals that were 'new and of sufficient merit to overturn the original decision by our trustees not to steam her.' We thought we were in with at least a fighting chance, otherwise what was the point of the meeting? However, it soon became evident that the result was a foregone conclusion and that whatever we said would cut no ice. To say that we were shocked and dismayed would not be too strong. After all, if Lion is not to be steamed for the Liverpool and Manchester 175th anniversary celebrations, then what event is of more significance? Unless the museum has a dramatic change of heart, I see no prospect of Lion ever being steamed again. Full stop.



NEW LAW ON WIRING

£100 to get your wiring approved!

The UK's electrical safety body, the NICEIC, says the stringent new safety laws that will now protect Britain's homeowners from dangerous electrics and cowboy electricians are long overdue.

Or to put it another way, you will find it much more expensive to get brother-in-law etc., who is a qualified electrician, but employed by a company, and not therefore registered with NICEIC himself to carry out the fitting of a couple of new plug sockets for you on a Saturday morning. Why, because when you come to sell your house, all electrical work carried out after 1st January 2005 will have to be certified either by the NICEIC electrician who carried out the work or by the local Council. B&NES have indicated this will require two visits to the site and is likely to cost around £100.

And that includes small outdoor jobs like installing garden lighting or a pump for the garden pond or water feature.

New research from the NICEIC suggests that there is widespread lack of knowledge of electrical safety among the public, with as many as 52% of people not being aware of how often wiring should be checked by a qualified person.

"Many homes inspected by the NICEIC are simply electrical disasters waiting to happen. Under the new law, homeowners will be protected as long as the electrician hands over a certificate once they've completed the work. So, if you don't get a certificate or you do DIY electrics yourself - you will not only be sitting on an electrical time bomb - you'll also be breaking the law," says Jim Speirs,

director general of the National Inspection Council for Electrical Installation Contracting.

Electricians have never been regulated despite faulty electrics causing an average of 19 deaths and 2,000 injuries every year. The NICEIC welcomes the Government's decision to finally clamp down on the cowboys who cause these deaths and is advising homeowners to make sure they only employ Government-approved electricians such as those from the NICEIC. (The figures pale into insignificance compared to the 3,500 people killed on the roads every week.)

From 1st January it will be a legal requirement for all electricians, gas installers - or any tradesperson fitting a kitchen or bathroom - to comply with Part P of the Building Regulations.

Homeowners across England and Wales must - and they will be committing a legal offence if they don't - use a registered electrician for any work on the electrical system in the home, such as sockets, switches, circuits and fuse boxes, claims NICEIC.

What is Part P?

Part P is a brand new part of the Building Regulations for England and Wales. It comes into effect on 1st January 2005, and brings all electrical installation work in dwellings into a 'controlled service' under the Building Regulations. This means that, for the first time, the techni-

cal standard of electrical installation work in dwellings (generally houses and flats) will be subject to statutory requirements.

These requirements will apply not only to new construction, but also to any alterations or additions to existing installations, including full or partial rewires.

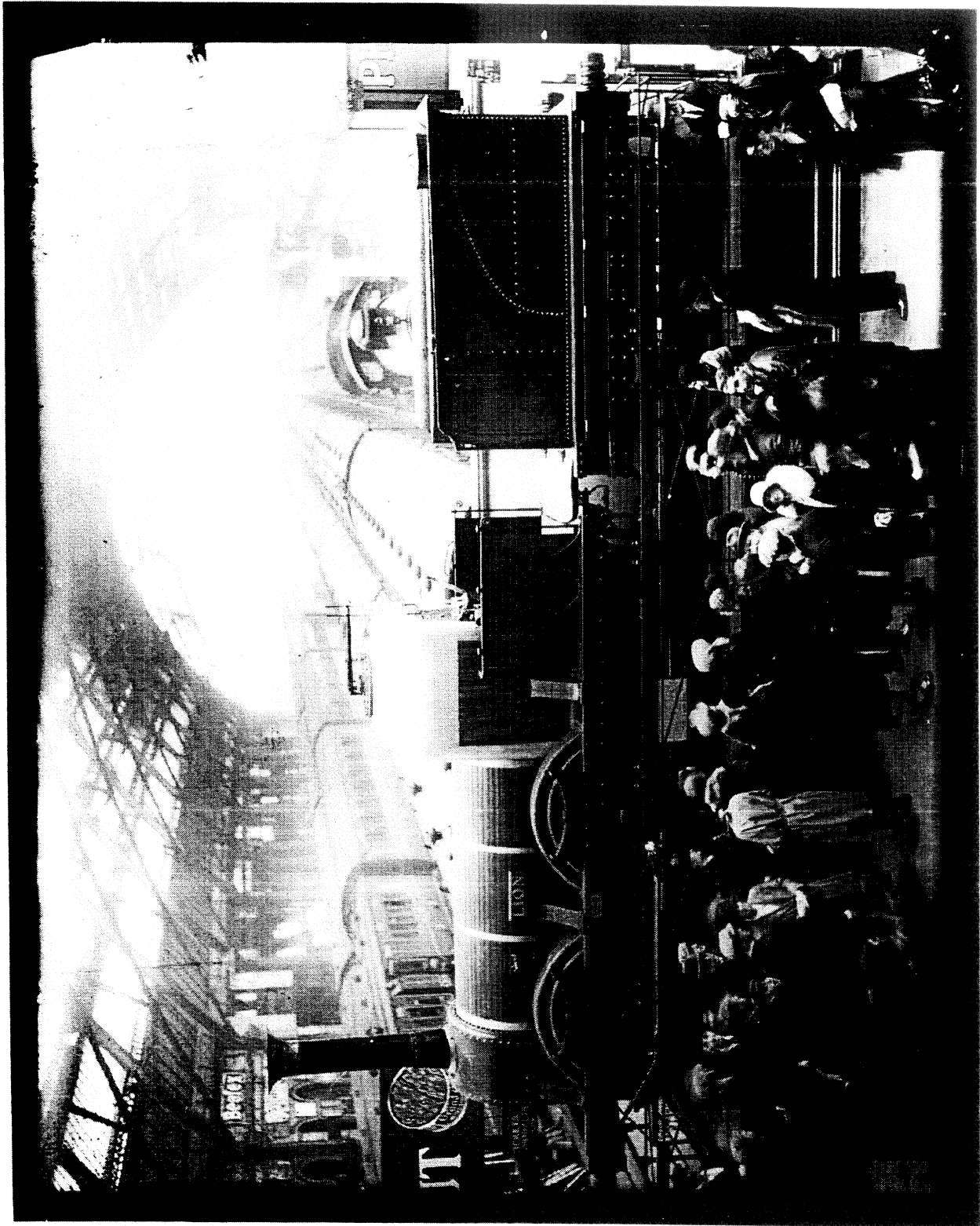
What is the purpose of Part P? The law, which applies to electrical installation work in dwellings and connected gardens, greenhouses and out-buildings, is expected to raise the competence of electrical installers, and significantly reduce the number of deaths, injuries and fires caused by defective electrical installations.

How will it be enforced? Part P will be enforced by Local Authorities and failure to comply will be a legal offence.

How will this affect me? When the time comes to sell your property, your purchaser's solicitors will ask for evidence that any electrical installation carried out after 1st January 2005 complies with the new Building Regulations. There will be two ways to prove compliance:

1. A certificate showing that the work has been done by a government-authorised electrical contractor, such as an NICEIC contractor.

2. A certificate from the local authority saying that the installation has approval under the Building Regulations.



The Museum kindly supplied a copy of a photograph from the 1930's showing 'Lion' displayed on the concourse at Liverpool Lime Street Station and this is reproduced as a tribute to a "grand engine".

Sun sets on hopes of 'Lion' steaming

In previous issues, we have raised the possibility of 'Lion' steaming again. Well, it won't. The Museum kindly agreed to a meeting which finally took place in November. OLCO was represented by the President, E.F. Clark, the Chairman, John Hawley and Jan Ford, ably supported by Julian Birley, Director of the North Norfolk Railway and fellow supporter of the idea of re-steaming 'Lion' and re-creating 'The Titfield Thunderbolt'.

The Museum stated unequivocally that the Trustees 1994 decision that 'Lion' should not be re-steamed had

been upheld. Accordingly, 'Lion' and 'Cecil Raikes' will be displayed statically within a proposed new museum. OLCO were invited to work with the Museum in producing a multi-media Visitor Experience giving an "imaginative context in the museum".

We will report in more detail in the future and invite suggestions for a suitable imaginative context for the visitor experience.

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