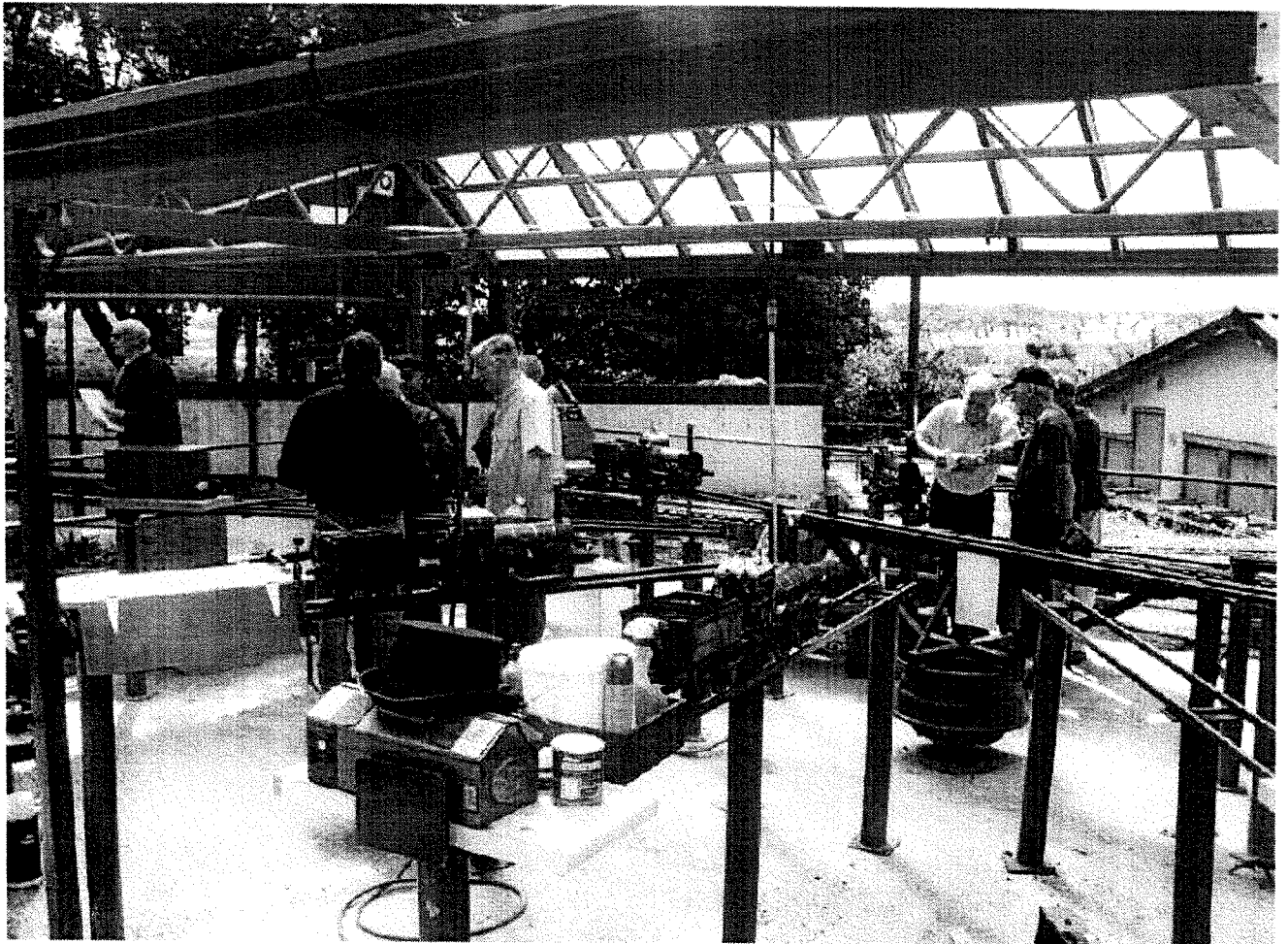


LIONSHEART

Number 62

December 2005

LIONSMEET 2005



Part of the steaming bays at Ravenssprings Park

This year, 'Lionsmeet' commanded an excellent turnout and a traditional North Country warm welcome from our hosts, the Brighthouse and Halifax Model Engineers. We're indebted to John and Linda Mills for supplying most of the 'Lionsmeet' photographs which appear with this story. We had 'Lions' a-plenty and a

'Rocket' (although not all steamable), a 'Tiger' and a 'Thunderbolt'

As usual, the morning allowed informal running so that competitors could familiarise themselves with the circuit - a traditional oval. Alan Bibby steamed in the morning but decided not to compete this year.

continued ...

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By convention, the previous year's winner is the first to compete so, at two o'clock when the competition started, Andrew Neish was the first to run, driving his father's engine. Andrew took the observer, Jan Ford, and four passengers. His speed peaked at a little over 8 m.p.h. indicated and his lap time was around a minute. At the end of the 10-minute competition, he'd travelled 5,790 feet and produced an excellent 45,050 ft/lbs of work.

Since the engine was already on the track and no other competitor objected, David Neish took over his engine for the next run. But with a heavier load of seven adults, on his trial circuit he made a poor start on the right-hand curve with an adverse gradient. Dropping one passenger still left the loco. struggling for adhesion, so a second passenger was dropped. This was not destined to be one of David's classic runs and, when the trial ended, he'd done 4,000 feet and 29,590 ft/lbs of work.

Next up was Martin Reeves, in his first 'Lionsmeet' with his 'Tiger'. For his trial circuit, he started with four adults, reducing this to three adults before the competition. His distance run was almost the same as Andrew Neish but, with his lighter load, the work done was substantially less at 32,560 ft/lb.

Geoff Cocking came onto the circuit with his 3.5" 'Thunderbolt' but was having problems with his engine. It was agreed that he could withdraw and complete later in the event.

John Mills elected to take the driver, the observer and four adults. His engine performed well, giving top speeds around 11 m.p.h. and he logged a distance of 6,960 feet and an amazing work done of 59,800 ft/lb.

John was followed by Jon Swindlehurst, who has been a very consistent performer. He took the driver, observer and 5 adults, wheeling this heavy train around the circuit only slightly slower than John Mills. The engine's steaming was rock-solid. Whenever the engine was eased for the less-demanded section of the circuit, the safety valve immediately started fizzing. However, on the ninth lap, Jon had some concerns over the water pump and this distraction may have lost vital seconds. The final result was an impressive 6,420 feet and 55,400 ft/lb.

Jim Fearn then made his debut with his 'Lion'. Knowing that a heavy load would be needed to take the title, he started his trial lap with driver, observer and four adults, dropping first one passenger, then a second, to produce competition figures of 5,140 feet run and 36,700 ft/lb. Top speed was around 9 m.p.h. The first four laps were produced with the engine readily blowing off but, by the sixth lap, Jim was having to deal with clinker.

The last 5" competitor was David Wainwright, who is secretary of the host club. In addition to driver and observer, he carried a total of 5 adults and children. With the heavy load, David's start was quite cautious but slip-free. By his 6th lap, top speeds of 10 m.p.h. were being seen. But by the 8th lap, top speed was noticeably slower and on the 9th lap, the engine was showing signs of being winded. Distance run was 5,550 feet, work done 13,920 ft/lb.

Finally, Geoff Cocking returned to the track with 'Thunderbolt', complete with spare water bottle

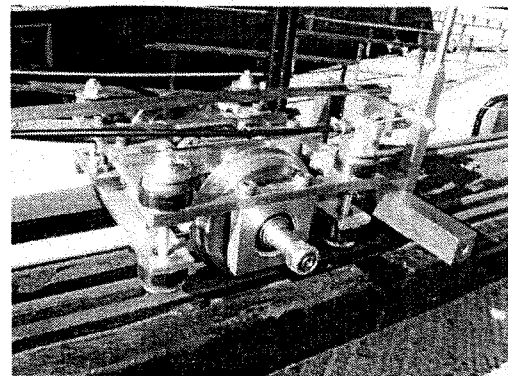
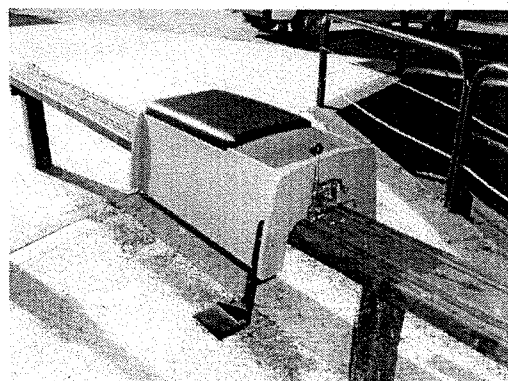
strapped to his waist. He started his trial run with driver, observer, one adult and two children but had some difficulty starting away this train. In the competition, top speed was around 7.5 m.p.h. and he travelled 3,030 feet, producing work done of 13,920 ft/lbs. This was a very good performance for a small engine.

After a detailed review of the figures, John Mills was declared the 5" winner, taking the cup, whilst Geoff Cocking took the Chairman's prize (wine) for 3.5".

We had been made to feel particularly welcome, we had been fed and watered by the ladies of the host club and everybody agreed that this had been a very successful event. Our thanks go to the host club and to Alan Bibby for making the arrangements.

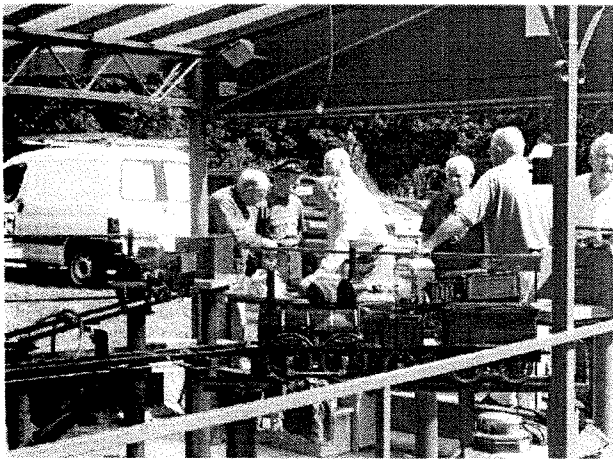
Pictures of the event start on page 3 – tabulated results are on page 6.

Correction

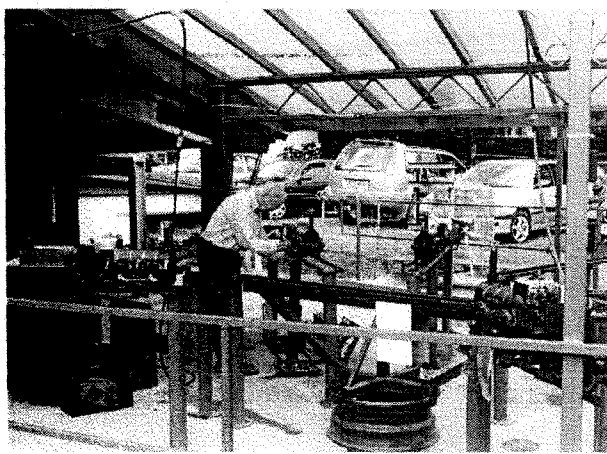


Lionsheart No 59 gave an account of the Lionsmeet event held at Northampton last year, including pictures of a driving truck attributed to Jon Swindlehurst, with a novel swinging link suspension. The truck illustrated was in fact built by OLCO member John Mills of Bradford. Lionsmeet organiser Alan Bibby, who supplied the pictures and caption, apologises for the error and for any embarrassment caused.

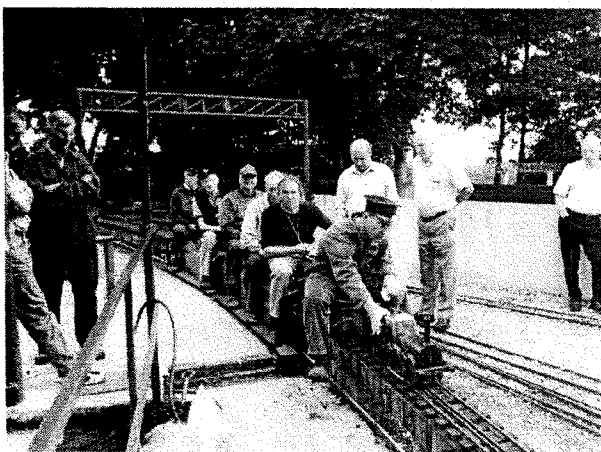
Jon Swindlehurst has indeed built a driving truck to this design published by Alan in Model Engineer some years ago, but with the standard rubber suspension. Jon in fact built the prototype to the draft of Alan's constructional series for Model Engineer as a validation exercise, a much appreciated contribution to the design process. Examples of the truck have been built as far afield as Switzerland, South Africa, Zimbabwe and New Zealand.



Another view of the steaming bays. There were plenty of host club members on hand to give help and encouragement to OLCO members.



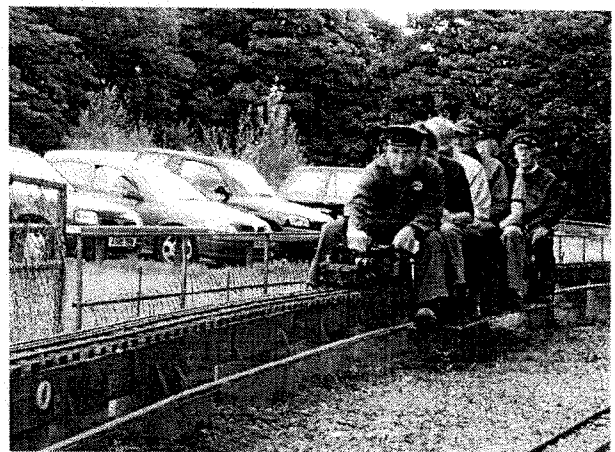
David Neish prepares his 'Lion' on one of the tracks radiating from the turntable.



By convention, the previous year's winner is the first to compete. Andrew Neish prepares his 'Lion' as fellow competitors Jon Swindlehurst and John Mills look on.



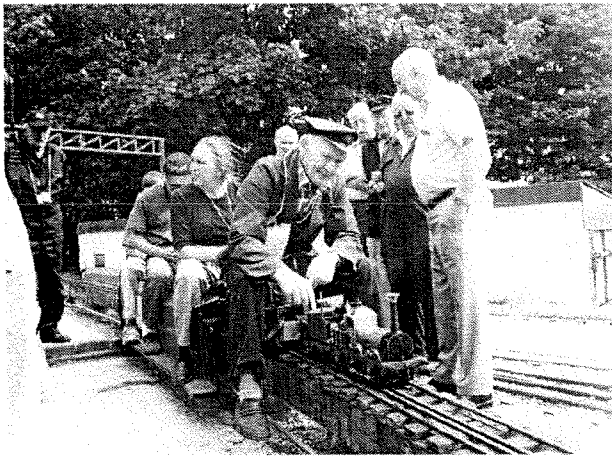
Jon Swindlehurst and John Mills discussing Andrew's run.



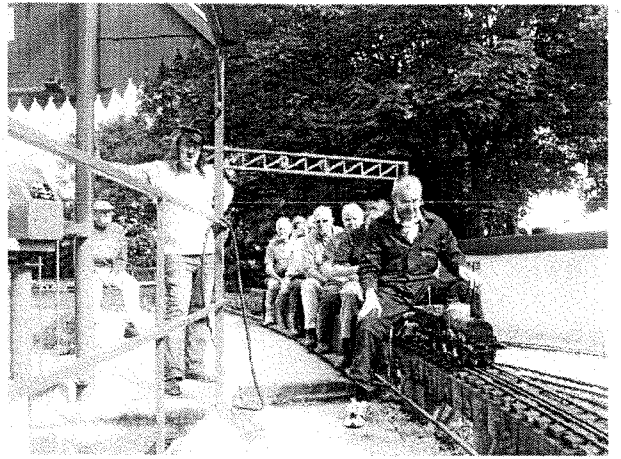
Andrew during his customary 'all out' run.



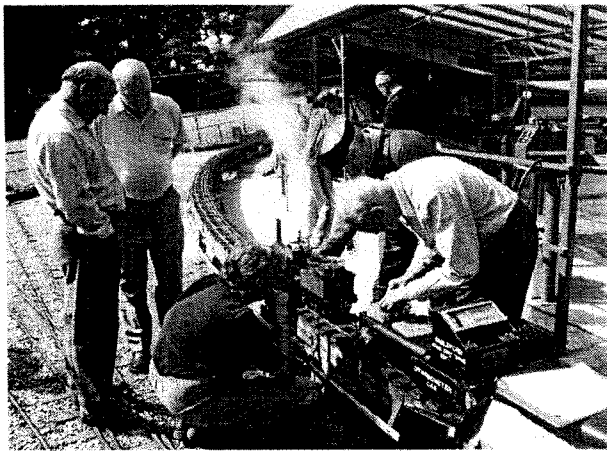
Socialising in the spacious steaming bay area.



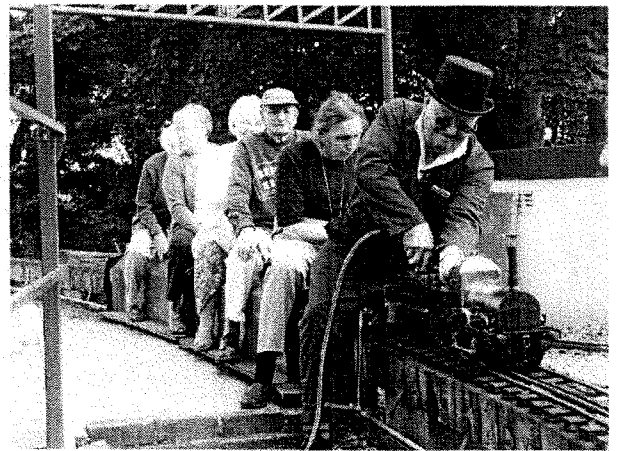
Geoff Cocking readies his 3.5" gauge 'Lion' for the competition. He had to retire, but was allowed to compete later, after attention to his locomotive.



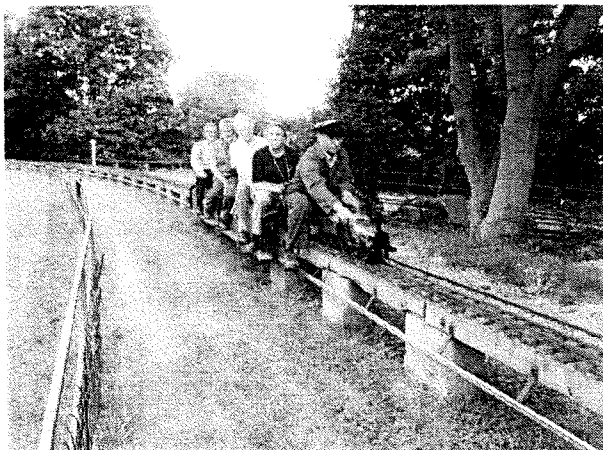
Jon Swindlehurst gets ready for his run. Martin Reeves, who had competed earlier, is on the left of the picture.



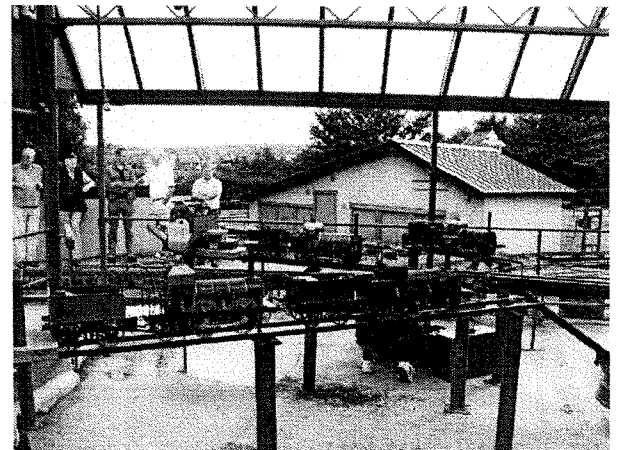
Attaching John Mill's 'Lion' to the Guildford dynamometer car required the assistance of David Neish to rummage in the container of variously-sized drawbars.



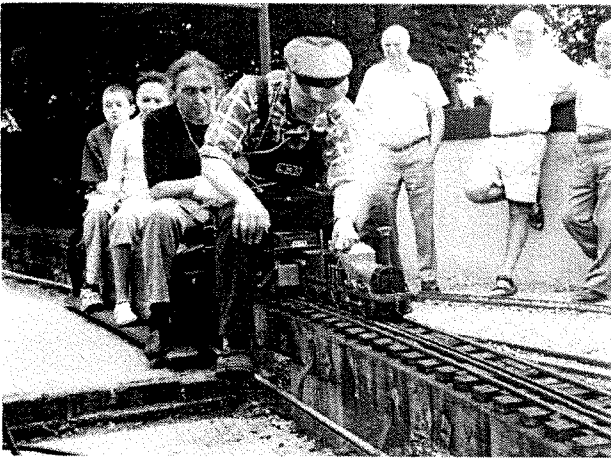
David Wainwright, who is secretary of the host club, waters his engine, wearing his traditional hat.



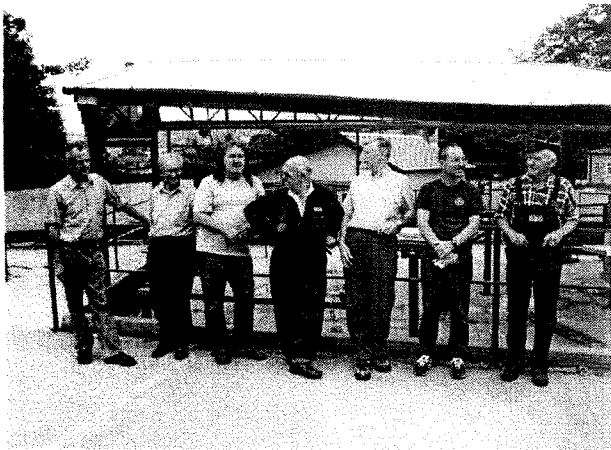
John Mills, with his 'Lion' running fast on the long straight approaching the station.



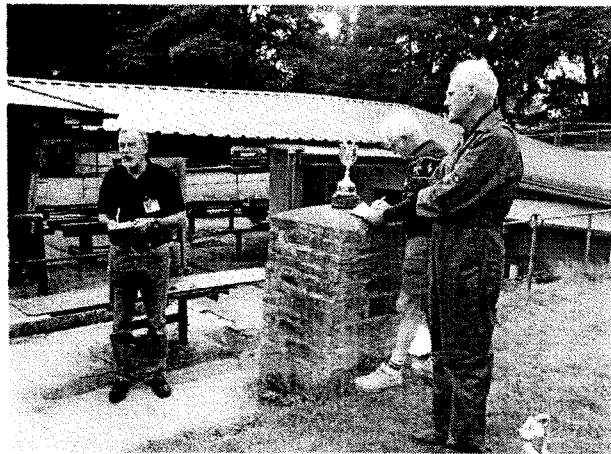
'A pride of Lions' – 2005 will surely be remembered as one of our most successful 'Lionsmeets' to date.



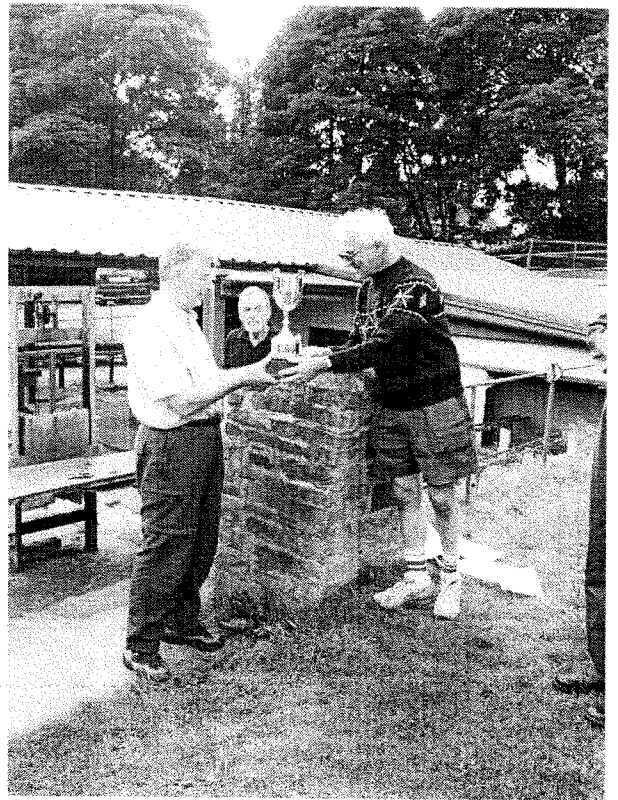
On his second attempt, Geoff Cocking put in a creditable performance for a small engine.



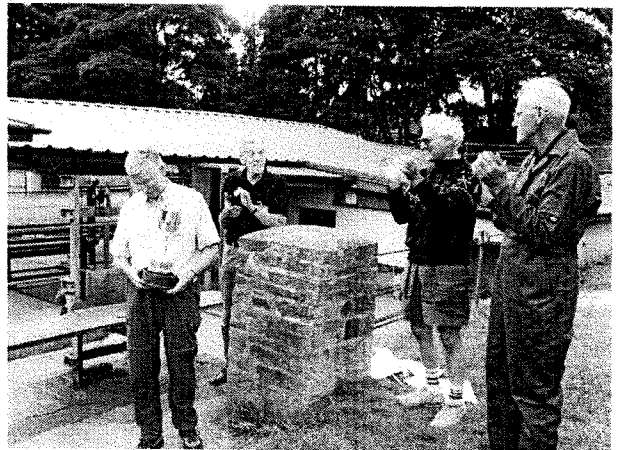
The competitors line up prior to the awards. Left to right, Jon Swindlehurst, David Neish, Martin Reeves, David Wainwright, John Mills, Andrew Neish, Geoff Cocking.



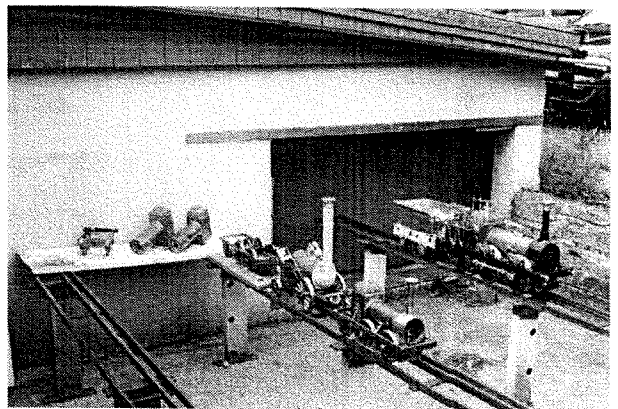
"And the winner is...". Alan Bibby reads out the validated results. John Hawley and the Chairman of the host club look on.



John Mills was this year's winner. The Chairman, John Hawley seen here presenting him with the trophy.



John Mills carries away the Cup for the first time to the warm applause of the onlookers.



Some of the interesting part-built locomotives displayed by the host club.

Lionsmeet Performance

The only definitive figures are those on the results sheet which are witnessed and against which the awards are made. But Jan Ford has kept some unofficial figures showing the situation at the end of each lap which may be of interest. These figures should be used with caution: readings were taken only approximately at the end of each lap so some variation can be seen which is not related to performance.

Andrew Neish

Approx. Location	Total Distance run (feet)	Total Work done (ft/lb)	Lap Work done (ft/lb)
End of 1 st lap	640	5140	5140
End of 2 nd lap	1210	9240	4100
End of 3 rd lap	1830	14140	4900
End of 4 th lap	2340	18640	4500
End of 5 th lap	3050	23840	5200
End of 6 th lap	3650	28010	4170
End of 7 th lap	4280	32910	4900
End of 8 th lap	4880	37740	4830
End of 9 th lap	5550	42740	5000
End of contest	5810	45040	2300

David Neish

Approx. Location	Total Distance run (feet)	Total Work done (ft/lb)	Lap Work done (ft/lb)
End of 1 st lap	620	4270	4270
End of 2 nd lap	1200	8770	4500
End of 3 rd lap	1840	13670	4900
End of 4 th lap	2460	18270	4600
End of 5 th lap	3080	22570	4300
End of 6 th lap	3710	26770	4200
End of contest	4000	29590	2820

Martin Reeves

Approx. Location	Total Distance run (feet)	Total Work done (ft/lb)	Lap Work done (ft/lb)
End of 1 st lap	620	3280	3280
End of 2 nd lap	1230	6580	3300
End of 3 rd lap	1840	9880	3300
End of 4 th lap	2460	13280	3400
End of 5 th lap	3070	16180	2900
End of 6 th lap	3720	20080	3900
End of 7 th lap	4420	24080	4000
End of 8 th lap	5000	27980	3900
End of 9 th lap	5520	30780	2800
End of contest	5760	32560	1780

John Mills

Approx. Location	Total Distance run (feet)	Total Work done (ft/lb)	Lap Work done (ft/lb)
End of 1 st lap	620	5600	5600
End of 2 nd lap	1220	11000	5400
End of 3 rd lap	1850	15300	4300
End of 4 th lap	2480	21500	6200
End of 5 th lap	3070	26300	4800
End of 6 th lap	3720	32100	5800
End of 7 th lap	4330	37900	5800
End of 8 th lap	4950	42800	4900
End of 9 th lap	5550	48300	5500
End of 10 th lap	6200	54400	6100
End of 11 th lap	6820	58400	4000
End of contest	6960	59800	1400

Jon Swindlehurst

Approx. Location	Total Distance run (feet)	Total Work done (ft/lb)	Lap Work done (ft/lb)
End of 1 st lap	610	5170	5170
End of 2 nd lap	1240	11400	6230
End of 3 rd lap	1850	15500	4100
End of 4 th lap	2460	20300	4800
End of 5 th lap	3100	25700	5400
End of 6 th lap	3760	31000	5300
End of 7 th lap	4320	36500	5500
End of 8 th lap	4920	42600	6100
End of 9 th lap	5530	49600	7000
End of 10 th lap	6140	54130	4530
End of contest	6420	55400	1270

Jim Fearn

Approx. Location	Total Distance run (feet)	Total Work done (ft/lb)	Lap Work done (ft/lb)
End of 1 st lap	580	9300	9300
End of 2 nd lap	1210	13900	4600
End of 3 rd lap	1830	17600	3700
End of 4 th lap	2430	21000	3400
End of 5 th lap	3060	24290	3290
End of 6 th lap	3690	27150	2860
End of 7 th lap	4310	30700	3550
End of 8 th lap	4940	34900	4200
End of contest	5140	36700	1800

David Wainwright

Approx. Location	Total Distance run (feet)	Total Work done (ft/lb)	Lap Work done (ft/lb)
End of 1 st lap	570	4900	4900
End of 2 nd lap	1190	9450	4550
End of 3 rd lap	1820	13400	3950
End of 4 th lap	2450	18100	4700
End of 5 th lap	3090	23900	5800
End of 6 th lap	3760	29100	5200
End of 7 th lap	4280	34400	5300
End of 8 th lap	4920	38300	3900
End of contest	5550	43140	4840

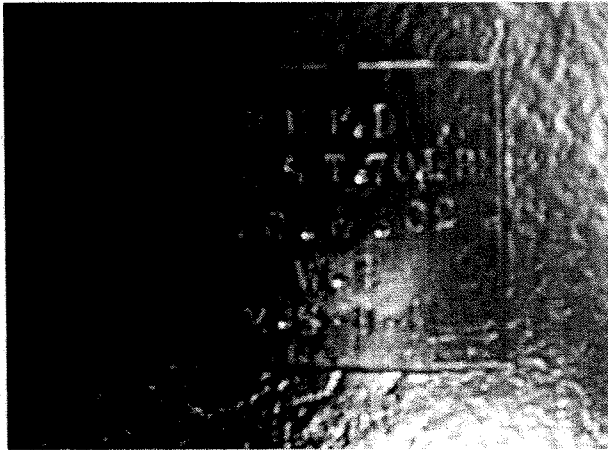
Geoff Cocking (3.5" 'Thunderbolt')

Approx. Location	Total Distance run (feet)	Total Work done (ft/lb)	Lap Work done (ft/lb)
End of 1 st lap	550	5010	5010
End of 2 nd lap	1230	11960	6950
End of 3 rd lap	1840	17960	6000
End of 4 th lap	2420	23260	5300
End of contest	3030	27840	4580

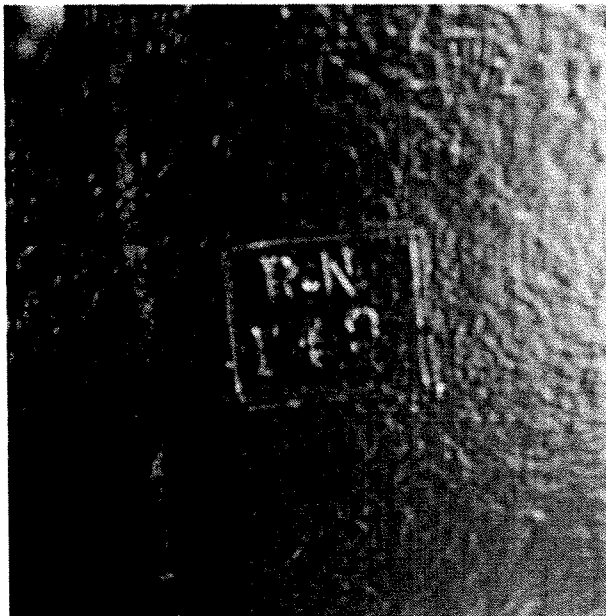
Lion's boiler

Lion's current boiler is certainly not the original but is, nonetheless, venerable. The following photographs show some details on the boiler backhead. These photographs were taken on the day of 'Lionsmeet 2005'. The Editor had arranged to meet the Chairman, John Hawley, at the Museum of Science and Industry in Manchester, where John was engaged in his apparently perpetual task of making measurements of 'Lion'. These photographs are particularly poor because the Editor's digital camera chose this inappropriate day to develop a fault in the optical unit!

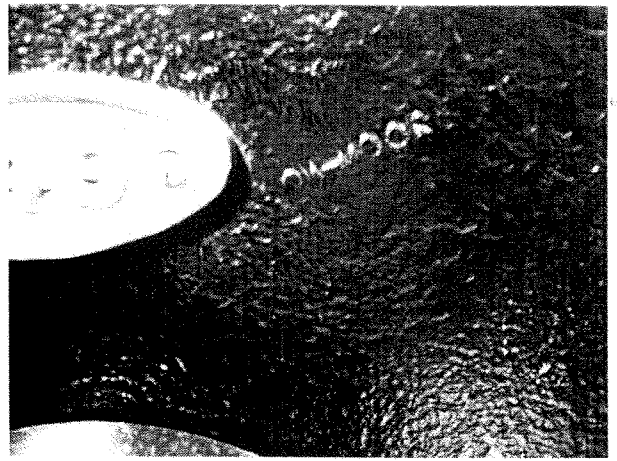
This area of the backhead had been surveyed by John Hawley as long ago as September 1992, when 'Lion' was at Dorothea Engineering.



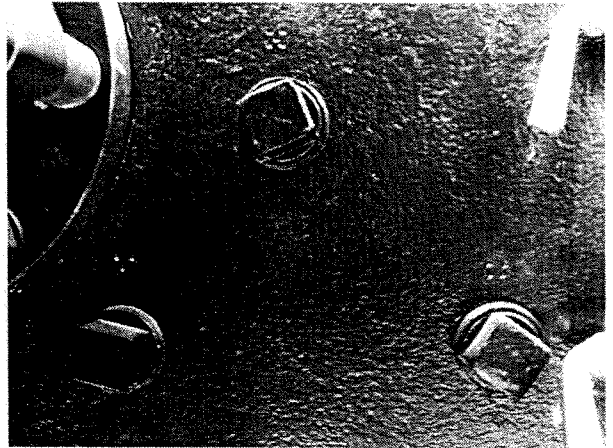
This test mark reads 'REP.D TEST.70.LB 20.6.02 W.E M.S.U.A.'. It's on the right of the regulator gland and about 2.75" tall and 3" wide.



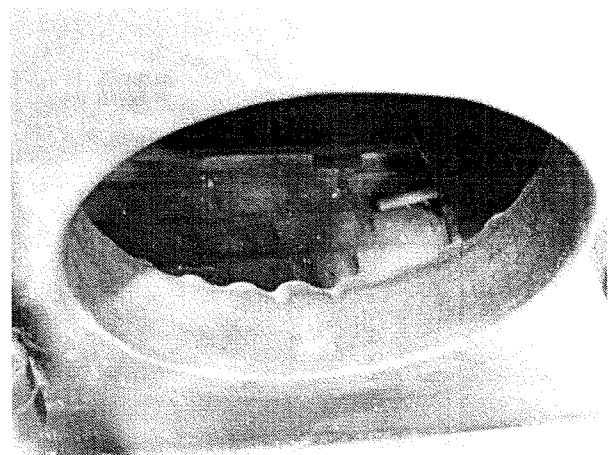
This mark reads 'RN 149', apparently the boiler serial number (which also appears on the oval brass plaque mounted in the centre of the backhead). It's on the left of the regulator gland and about 1.25" square.



Here is the brass plaque, just above the regulator gland. Of particular interest, just to the right of the plaque, are the stamped letters 'LOW-MOOR' (about 2.25" long and inclined upwards to the right). Low Moor, of course, was a renowned wrought iron much prized for boiler work.



Just to the right of the regulator gland, there are three longitudinal stays with 'pop' marks visible on the backhead to identify them. The stay bottom left has 3 'pops' arranged as an inverted triangle, the one on the right 4 in a square and the one above 5 arranged as a quincunx.

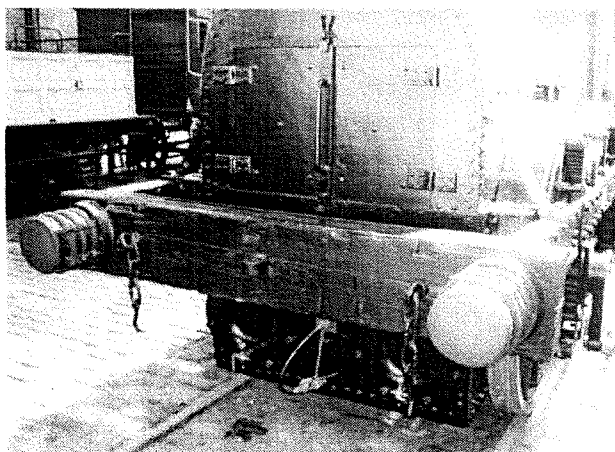


Finally, this detail of the firehole shows the firehole ring and the rivets attaching the inner firebox to the ring. There is no grate, so the brick floor is visible.

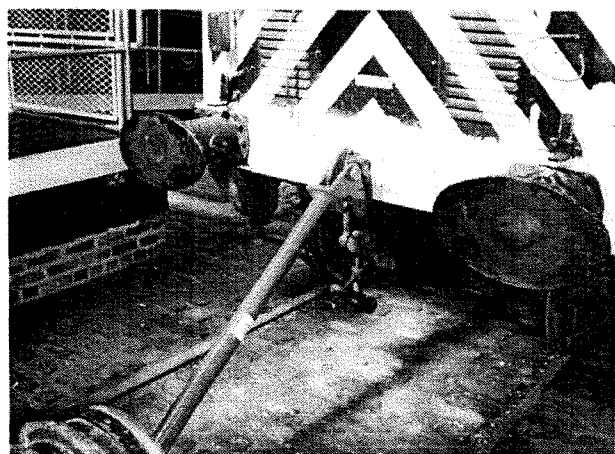
Lion Move

Earlier this year the Museum of Science and Industry in Manchester undertook a re-organisation of the Power Hall which involved altering the position of a number of railway exhibits. This meant that 'Lion' emerged into the sunlight whilst the various exhibits were re-arranged. The detailed procedure for moving 'Lion' had to be agreed between the conservators at Manchester and Liverpool before the work could be undertaken by the Railway Officer, David Boydell. David kindly supplied a number of photographs which he agreed might appear in 'Lionsheart'.

Later in the year, 'Lion' re-appeared outside for the 'Riot of Steam' event.



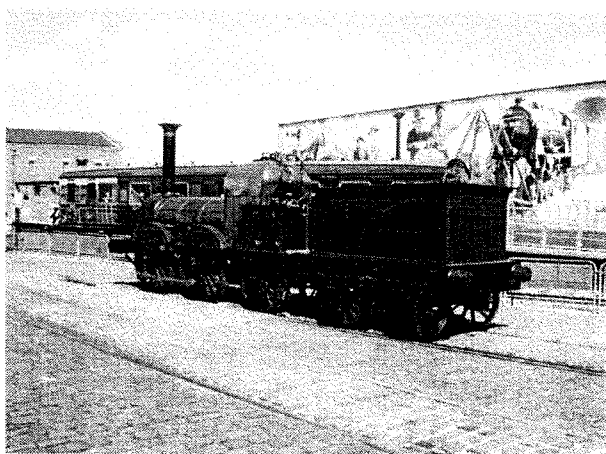
'Lion' has no front drawhook – just a small 'eye' in the centre of the buffer beam and two safety chains.



This is the Museum's battery electric shunter with a special rigid towbar, approved for moving 'Lion', already attached to the drawhook and awaiting connection of the other end to 'Lion'.



With the towbar attached to the 'eye' on the front of 'Lion', the locomotive could be gently moved outside the power hall. The improbable structure in the left background is set to become Manchester's tallest office block.



'Lion' suns herself whilst, in the background, the battery electric locomotive moves the part-restored medical officer's coach.



A final picture of the Dick, Kerr battery electric shunter with 'Lion'. The building in the background is the Byrom Street Warehouse, now one of the main exhibition buildings on the Museum site.

THE OLD LOCOMOTIVE COMMITTEE

MINUTES OF THE TWENTYFIRST ANNUAL GENERAL MEETING

Held at the Museum of Science and Technology, Manchester, on Saturday, 21st May 2005, 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)
Alan Bibby (LIONSMEET Co-ordinator)
John Archer
John Brandrick
Harrye Frowen
Alfred Lloyd
John Mills
Christine Possnett
David Wainwright

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

Apologies:- Stephen Fletcher
John Fraser
John Griffiths
Alan McKirdy
David Neish
Sharon Brown (NMGM)

Minutes of the Twentieth Annual General Meeting

The minutes having been circulated in LIONSHEART were taken as read and approved.
(Proposed David Wainwright, Seconded Jan Ford)

Chairman's Report

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

Treasurer's Report.

The Treasurer tabled the financial statement and Treasurer's Report for the year ending 31st March 2005 and a copy is appended to these minutes.

Election of Officers

The Chairman, John Hawley, had advised that he would not be available for re-election but because of lack of any other nomination being accepted he agreed to stand for a further year on

the understanding that he would definitely not be available next year. John Hawley was then re-elected (Proposed Jan Ford, Seconded Alan Bibby).

The Secretary Peter Mountford had also advised that he would not be available for re-election and again due to a lack of nominations Jon Swindlehurst, the Treasurer was persuaded to take on the position. He agreed on condition that it would be for this year only. Jon Swindlehurst was then elected (Proposed Jan Ford, Seconded Alan Bibby)

Jon Swindlehurst was re-elected Treasurer, he being the only nominee.

Jan Ford reluctantly agreed to continue as Editor for the year but advised that she would not be available next year.

Alan Bibby agreed to continue as LIONSMEET Co-ordinator and was re-elected.

Other Business

A general discussion took place regarding the decision of the NMGM not to have LION restored to working condition and how the meeting attended by members of OLCO indicated that the Museum had had no intention of allowing Lion back to running condition, preferring to keep it for a static display.

EFClark felt it was essential for LION to be back in steam by the time of the bi-centennial in 2030 and John Brandrick suggested that policies of the Museum Curatorial staff could change. Suggestions on proposing that a replica be built were not favoured as OLCO was only interested in LION and replicas were normally only built when the original was no longer in existence.

Jan Ford asked members to let her have contributions for LIONSHEART as the lack of support for the newsletter and the general lack of enthusiasm of members to accept nomination as office bearers indicated that OLCO was 'not in the best of health'!

175th Anniversary of the Liverpool-Manchester Railway

Anna Bunney, Publicity Programme Manager for Manchester Museum Of Science and Industry advised that a four day festival to celebrate the Anniversary if the LMR was to take place from 15th to 18th September at the Museum. Several period locomotives and replicas would be in steam during the festival. She then enquired whether OLCO would be interested in having a display or other arrangement around LION over the period of the festival. Jan Ford, John Brandrick and Charles Taylor-Nobbs agreed to be available to attend and talk to interested people about LION. Ms Bunney stressed that the Museum could not provide security for any models or the like brought by members

Lionsmeet 2005.

Alan Bibby advised that the next Lionsmeet was to be held on 7th August 2005 at Brighouse, West Yorkshire.

Secretary

J Hawley
Chairman

Chairman's Report

We've had a fairly mixed year, starting with a high – the offer, at last year's AGM, from National Museums Liverpool, to discuss the possible future steaming of Lion. OLCO were challenged to come up with ideas that were, to quote NML 'new and of sufficient merit to overturn the original decision by our trustees not to steam her'. This seemed a wonderful opportunity for OLCO and NML to work together towards a common aim, namely to put Lion back into proper working condition and to present her to all and sundry once again as the 'oldest working locomotive in the world'.

OLCO President EF Clark worked tirelessly to pull people and ideas together, backed by some good arguments from Jan Ford and the occasional comment from me. By good fortune David Boydell, of the Museum of Science & Industry in Manchester, received an email from Mr Julian Birley, Director of the North Norfolk Railway. David passed the communication on to Jan, who handed it to EF at Lionsmeet 2004. Thus OLCO were put in touch with David Morgan, Chairman of both the Steam Heritage Trust and of the above railway.

EF and I travelled to London on 30th September for a very useful meeting with those two gentlemen, who encouraged us greatly with their wholehearted support for the project.

Finally, OLCO members Jan, EF, Julian and I had our meeting with NML on 17th November, each of us having a very long return journey that day. It soon became clear that there would be no 'discussion'. NML presented their case for the static exhibition of Lion in Liverpool as a *fait accompli*. OLCO put its case, but NML were unmoved and no actual discussion on the possibility of steaming Lion took place. We were left feeling that we had had an entirely wasted journey.

We had hoped that, given the will, Lion could have been put into working order in time for the 175th anniversary celebrations of the opening of the Liverpool & Manchester Railway. She could then have visited various heritage railways around the country, acting as ambassador for the 2008 Liverpool City of Culture event, for which her ticket would still have been valid.

Sadly, we draw the inevitable conclusion that most of us present today will not see Lion in steam again. For their part NML had powerful reasons for not steaming Lion and, as her owners, they must have the final say. We feel however, that they have missed a valuable opportunity.

Some correspondence has appeared in the Steam Railway magazine, most of it lamenting the decision. I had thought to add to it, but have so far held back, since my feelings may not have been representative of those of OLCO members.

Now, on a happier note, may I thank Alan Bibby, Modellers' Representative, for organising the very successful Lionsmeet at Northampton on 7th August. We congratulate Andrew Neish on his winning performance, not his first, I may add. Lionsmeet this year is at Brighouse and Halifax MES on Sunday, 7th August. Details follow shortly in the next issue of Lionsheart, but I urge you now to make a note in your diaries and to come along to compete or to otherwise support the event. I would like to thank Alan and David Wainwright in advance for their efforts in organising this meeting.

Jon Swindlehurst has carried out his duties as Treasurer with his usual competence. Our thanks are due to him for taking on this duty for a second term of office. He has also been Membership Secretary for the past year.

And now to Jan. She has put in sterling work to keep us all informed, enlightened and amused via our newsletter, Lionsheart. I am sure I speak for all when I say 'well done and thank' you for the past year's work. However, Jan is not a modeller, being more interested in full size locomotives. The prospect of Lion not being steamed again has left her feeling that she would welcome someone of a more modelling frame of mind to take over Editorship.

Finally, I must thank secretary Peter Mountford for his organisational abilities in this post. He has more than once prompted me to do or to say the right thing, or even anything at all! He has certainly kept me on my toes. Peter and I stand down at this AGM. We trust that our successors enjoy their duties as much as we have. We look forward to the following Election of Officers and hope that there are lots of nominations for the meeting to vote on. We all enjoy the comradeship and help we get through membership of OLCO, but that membership infers duties and responsibilities, thus ensuring the continuity of OLCO as the leading group with respect to research and publicity on all matters concerning Lion.

Thank you for your attention.

TREASURER'S REPORT 2005

I am pleased to report that OLCO's finances continue to do well. Membership has increased slightly from 39 up to 42. Income is well down on last year mainly due to fewer people having to renew their 5 year membership. However, expenditure is also well down on last year so profit is only slightly reduced at £301.59. Deposit acc. interest is well up from £24.02 to £77.93 due to the Bank very kindly changing OLCO's Acc. to one that pays better interest and also because I transferred £700 from the cheque acc. into it shortly after last year's AGM.

The overall balance shows an increase of £301.59 to £4435.60. 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 31/03/2005

<u>INCOME</u>	<u>2005</u>	<u>2004</u>
Subscriptions	230.00	370.00
Deposit acc. interest	77.93	24.02
Sales receipts	10.50	14.00
Bristol Ex.	0.00	50.00
Dorethea Rest.	0.00	20.00
EIM article (A. Bibby)	0.00	58.30
Xmas card sales	0.00	125.49
TOTAL	318.43	661.81
 <u>EXPENDITURE</u>		
Lionsmeet exp. A. Bibby	11.80	0.00
Donation to Guildford MES	0.00	25.00
Cost of producing Lionsheart	0.00	45.54
Treasures expenses	5.04	4.80
Xmas card expenses	0.00	125.48
TOTAL	16.84	200.82
 <u>NET PROFIT</u>		
	301.59	460.99
 <u>ASSETS AND LIABILITIES</u>		
Cash at bank: Current Acc.	313.13	786.43
Cash at bank: Deposit Acc.	4079.52	3301.59
Cash in hand	42.95	45.99
	4435.60	4134.01

The Bristol Model Engineering and Hobbies Exhibition 2005: Report by '14294'

Taking place over Friday, Saturday and Sunday, 19th to 21st August, this event was judged by one and all to be a great success, as it has been for the four years since its inception at The Leisure Centre, Thornbury, near Bristol. It could be said that if you've seen one exhibition, you've seen them all. Not a bit of it, in this case. For a start the venue is in a spectacular part of the English countryside, with the Cotswold hills rearing up nearby and the broad Severn Valley laid out before the eye but a short distance away, with the Welsh hills visible in the distance. Access from the M4 and M5 motorways is easy, parking space free and extensive, only two or three minutes walk from the entrance door. Admission charges range from £2.50 per child to £14.00 for a 2 + 3 family. Compare those prices to the charges at the January 2004 London Model Engineering Exhibition - £5.50 to £22.50 respectively. Also, there were three-day tickets for just £10.00 per adult and the Bristol show was open for marginally longer.

Let's get the moans over first. The exhibition is staged in two large sports halls. The lighting was a bit odd and although I took some photographs, I was unable to get good enough quality for reproduction. So, sorry folks, no pictures -- you should have been there. Secondly, the hot air hand dryer was not working in the gentlemen's toilet. Good -- I hate those things. But there were no other hand drying facilities, so I got into a bit of a flap. However, these shortcomings can hardly be laid at the door of the host club's feet and I would guess that Thornbury Leisure Centre is not used to such a large number of people. There -- that's that. Now enjoy the rest of this report.

Inside there are two spacious halls, the first, measuring 47m x 23m, being mainly for clubs and societies. Hall Two measures about 41m x 26m and is mainly for trade stands. I say mainly, but there were some variations. Myford Ltd., College Engineering, Reeves 2000 and some other traders were in Hall One, while Hall Two featured the host club's workshop facility, with staff on hand to answer questions (I bet they had some corks!), three large model display stands and two model railway layouts ('0' and '00' gauges).

Out in the fresh air there were steam road vehicles giving rides; a portable 3-gauge track doing ditto, a boating pool, and gas turbine and internal combustion engine demonstrations, the gas turbine being quite awesome.

Mind you, with but two exceptions, there were no prizes to be gained at this show, unlike its London counterpart, which has more categories and awards than one can shake a stick at. This show was much more for the average 'man-in-the-street' modeller. Exhibits appeared to be achievable, whereas, from my perspective, most of those in London are so perfect.....

The two exceptions? Well, one is for Best Society Stand, won this year by the National 2 1/2" Gauge Association, who were presented with the CuP Alloys Trophy. A most excellent display, featuring almost twenty locomotives and other vehicles, including photos and notes on LBSC's Ayesha, for which, I believe, they intend to make available plans and patterns. The second award, (though not a second prize, by any means!) by the Stroud and Swindon Building Society was for 'Best in Show' model, won by Chris Vine for his 7 1/4" gauge LNER Class B1 "Bongo". The finish on this loco had to be seen to be believed, even though Chris claims to use it fairly often at club events. Even the lamps on the buffer beam and at the back of the tender were genuine working oil lamps, though a 'trade secret' is involved here. I would suspect that the judges were hard pressed to choose between "Bongo" and Ingvar Dahlberg's immaculate 40% scale Mercer T35 Raceabout, with its working engine and accessories, such as the camshaft grinding attachment.

Elsewhere in the show I was taken by the very finely detailed 5" gauge Deltic, by Brian Waite, with its engine alongside and demonstration models of the deltic engine layout. The work of two artists was displayed -- Julie West, who works live at the show and John Gibb. Handicrafts were also displayed -- ingenious working padlocks, fashioned in wood; a 1/12th scale Georgian room and furniture; embroidery and paintings.

There was Meccano; ornamental turning; wheelwrights; radio controlled helicopters, (in a well netted enclosure); track and accessories; the OLCO stand (I think John Hawley will write a separate report on that); Stirling engines; threshing machines and 'hands on' demonstrations for the younger visitor.

Camden Miniature steam Services had many interesting books, not all on model engineering, some not even in English. An auction house specialising in models and machinery had a stand. There were clocks; planes; raw materials; brazing and adhesives; cutting tools; lathes; mills; drills; videos; motors and converters; boiler makers and almost everything the model engineer may need -- all under the one roof.

There were the usual stands selling 'odds 'n sods', such as tweezers, magnets, scribes, lapping paste and some items I just didn't understand. Then there were the second hand kit merchants, though I think some of their stuff is a bit pricey and not always suitable for the model engineer. I noticed a refreshing absence of peddlers and cranks, pushing time wasting stuff like anti mist creams and dodgy denture glue.

The inner man (person?) was well catered for in the Severnside Suite, which gave out onto a balcony overlooking the whole of Hall One. This was a boon for the tired visitor, after several hours 'on the hoof'. One was able to relax with a cuppa and a pasty and watch all the activity below. It was up here that I realised why John and Harrye were so pleased with their OLCO stand location, No 98. It was directly adjacent to the main thoroughfare between the two halls -- almost impossible to miss. (I also suspect that they were rather happy to be in close proximity to a major trade stand from South Devon, monitoring the movements of the very attractive and eponymous sales lady).

The big advantage of this event is that, though comprehensive, there is plenty of room between displays for the visitor to move about, view the exhibits or even stand and talk. I have been to shows where it's 'sardine room only', where exhibits are impossible to view in peace and where catering and comfort breaks are a struggle.

During my visit I spoke to several traders as well as my fellow visitors and to strangers. To a man (Oh, dear, PERSON), they were generally well pleased with the whole event. And yes, there were complete families -- babes in arms, grandmas, and I noticed quite a few disabled people in powered and non-powered wheelchairs.

So, Bristol -- a pretty good show. Keep it up and I may well come again next year. Perhaps you can justly claim that this was "an interesting show for all the family".

THEATRE REVIEW
by our occasional drama critic, Jan Ford

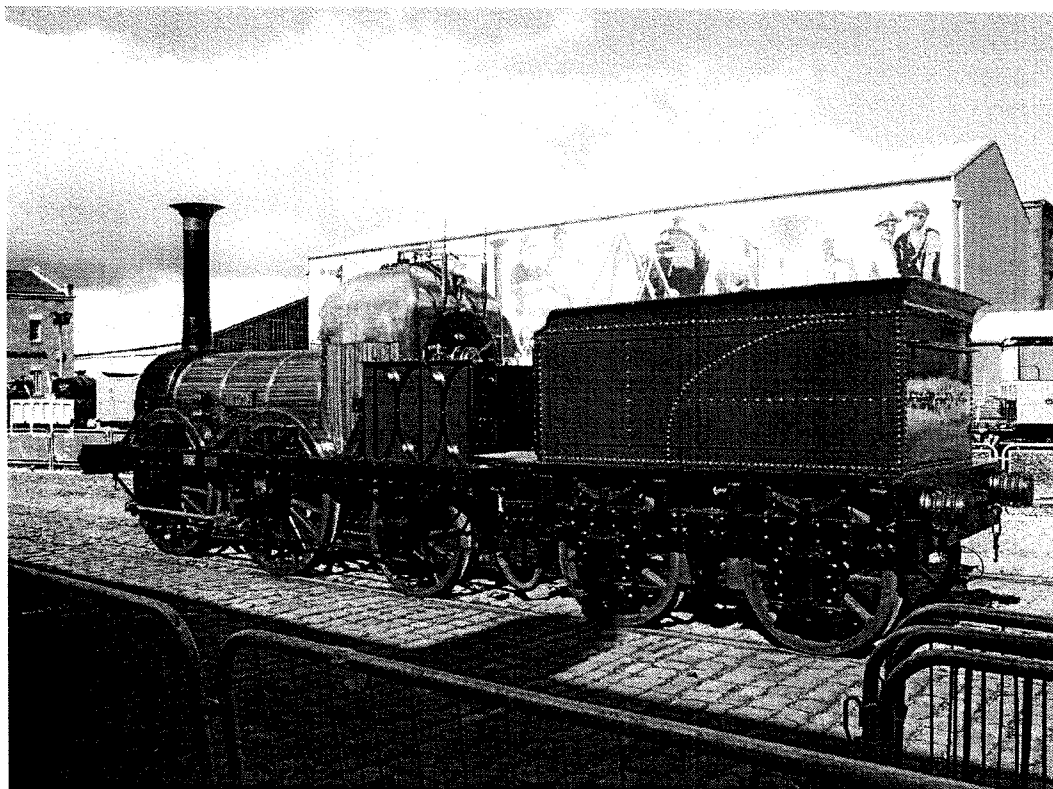
No, there's not been much call for a drama critic in OLCO. But when 'The Titfield Thunderbolt' is adapted for the theatre, we had to check it out.

How can you adapt one of the best of the Ealing Comedy Films for the stage? Well, the 'Telegraph' drama critic Charles Spencer, having seen the production at Hornchurch, commented "You can't, but you can have a lot of fun in trying". His review encouraged E.F. and Yvonne Clark to see the staging in Coventry and Jan Ford went too.

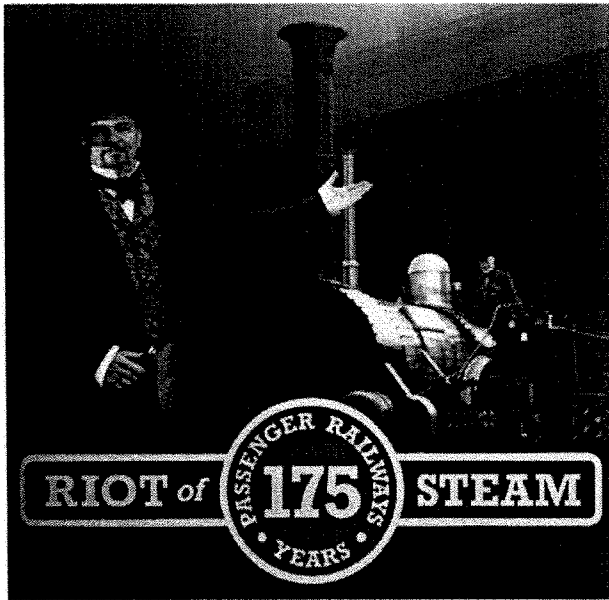
It's a strange mixture of the familiar and the new. Chunks of dialogue taken straight from the screenplay, interspersed with all sorts of plotlines not in the original, yet all done with such apparent affection that it remains true to the spirit of the original.

The original John Gregson role, Squire Chesterford, is transformed into Lady Edna Chesterford, played in "jolly hockeysticks" mode by Kate O'Mara. The Reverend Weech becomes much younger, as played by Steven Pinder and the Union Representative at the Enquiry, Mr. Coggett becomes Miss Coggett. A number of these changes are predicated by the multiple roles adopted by the actors - five actors cope with fourteen roles, involving some amusing on-stage quick-changes. The sheer gusto and good nature of the cast soon dispels any thoughts of wobbly sets or improbable plotting.

The short season (Hornchurch, Coventry, Windsor and Eastbourne) is now finished but, if there is another season, and I certainly hope that there will be, I strongly recommend that you check it out for yourselves.



This is the REAL 'Titfield Thunderbolt', exposed to public adulation at the 'Riot of Steam'.



On the 15th September 1830, the Liverpool and Manchester Railway commenced passenger operation. 175 years later, the Manchester terminus is now part of the Museum of Science and Industry in Manchester. To celebrate, the museum staged a four day gala on 15th, 16th, 17th and 18th September 2005.

If you missed it, you missed an excellent event. Well, maybe you can catch the 200th anniversary?

The working replicas of 'Rocket', 'Sans Pareil' and 'Novelty' were on hand, supported by the mainstay of museum steam operations, the 'Planet' replica. Twice a day, a cavalcade of these four locomotives was held, with an excellent and informative commentary given by Michael Bailey. For the rest of each day, 'Rocket', 'Sans Pareil' and 'Planet' alternated in giving passenger rides, each with its own reproduction coach (or, in the case of 'Planet', two coaches).

It's hard to comprehend just how much organisation was needed to bring the whole gala together. Everybody at the museum is to be congratulated for their imagination in making it happen, providing the finance, and then providing the staff (paid and volunteer) to run the event over four days.

Particularly noteworthy was the appearance of 'Novelty', which lives in Sweden (Ericsson, the designer, was a Swede). Although the museum in Manchester has a non-working replica of 'Novelty', there is no substitute for a working locomotive (as we have commented regarding 'Lion' a few times). Interestingly, just as occurred at the original Rainhill trials, 'Novelty' was a firm favourite with the crowds. Something to do with her diminutive size and the way she dashed about. The first day of the gala was also rather wet, again, like the original Rainhill trials, I believe. 'Novelty' has now gone back to Sweden so who knows when there will be such a special meeting of replicas again?

Your Editor was present on each of the four days, along with OLCO member John Archer. Jan managed to drive and fire all the locomotives.

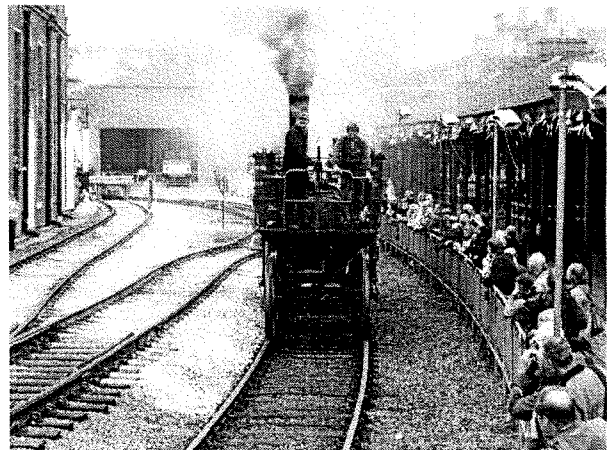
'Lion' was the only 'original' locomotive present representing the 1830s and, when not wet, Liverpool Museum allowed her to be positioned outside to provide better photographic opportunities. Charles

Taylor Nobbs and John Brandrick shared the task of telling the visitors a little of the background of this remarkable survivor.

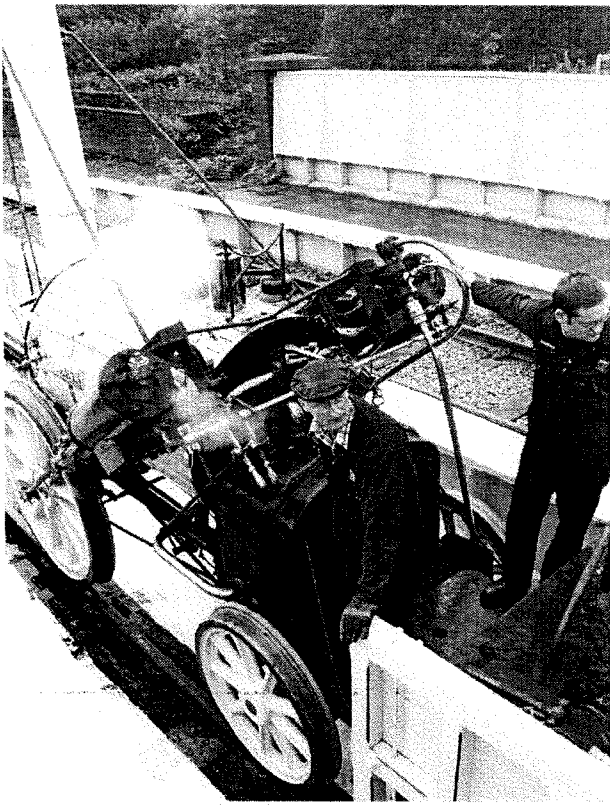
Jan Ford's photographs accompanying this article, plus others, can be seen on the internet at:- <http://janford.fpic.co.uk>.



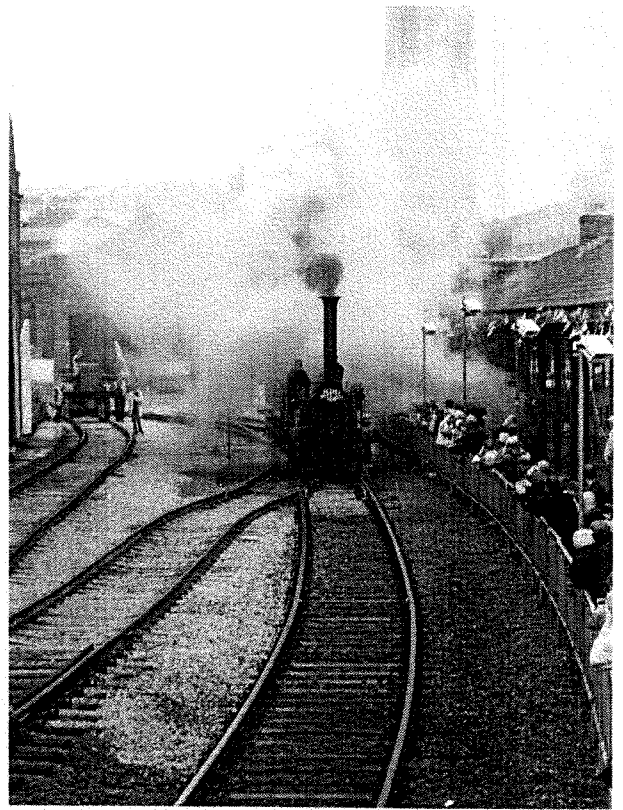
'Novelty' at speed.



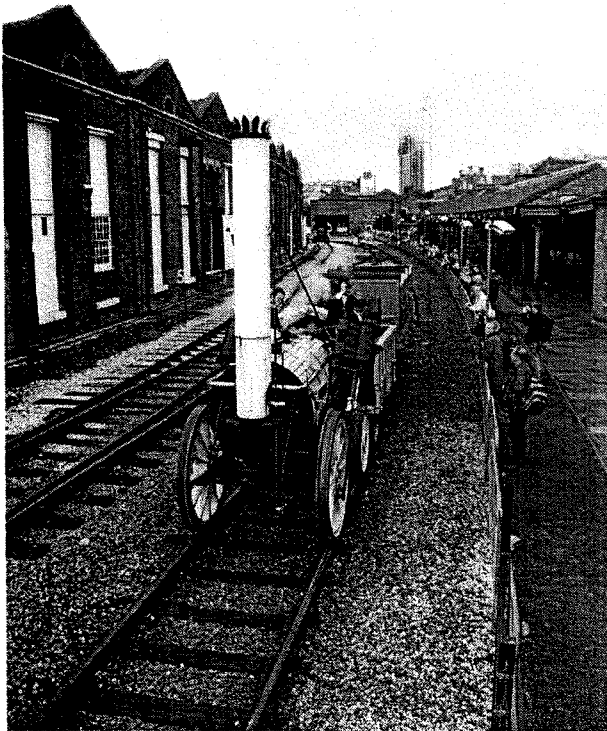
The improbable-looking 'Sans Pareil' during the cavalcade. Note that, because the locomotive has a return-flue boiler, the chimney is not on the locomotive centreline.



'Rocket', of course was the winner of the Rainhill trials.

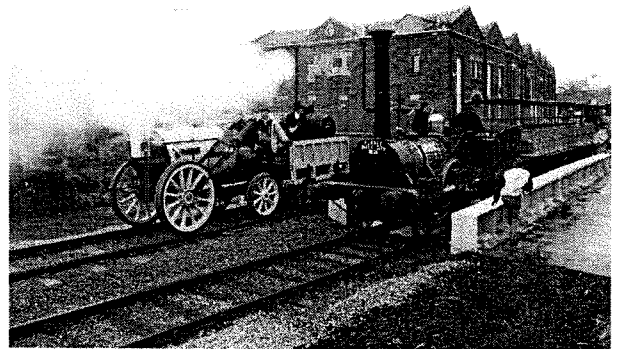


The 'Planet' replica darkens the sky on her first run-past.



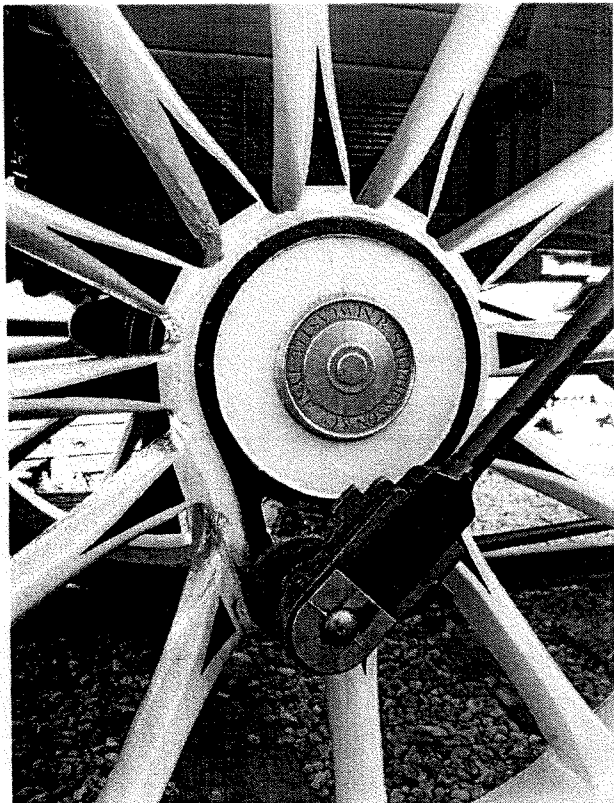
Despite her rather flimsy appearance, the original 'Rocket' was capable of at least 35 m.p.h.

(right) 'Rocket', 'San Pareil' and 'Lion'.

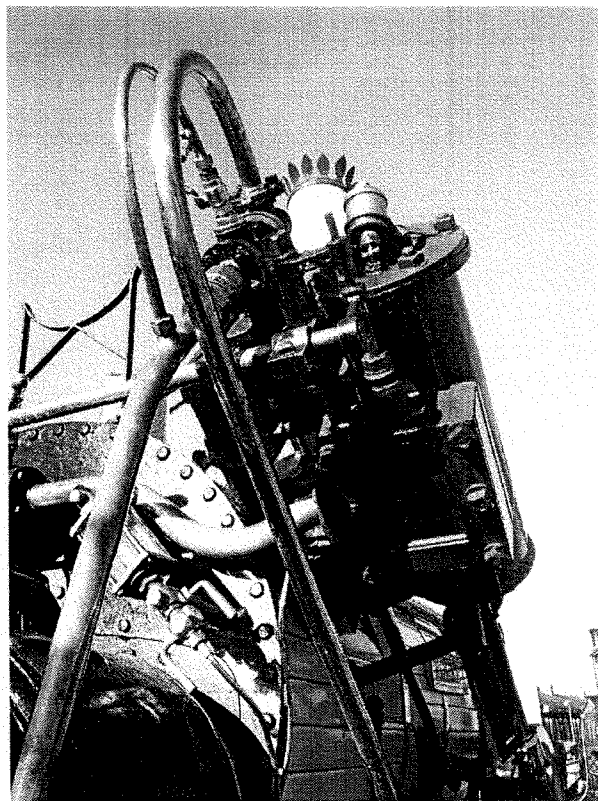


'Rocket' alongside 'Planet'. The building in the background is the original 1830 warehouse of the Liverpool and Manchester Railway.





'Rocket's' driving wheel. The coachpainting was done by one of the two NRM driver's who accompanied the locomotive to 'Riot of Steam'.



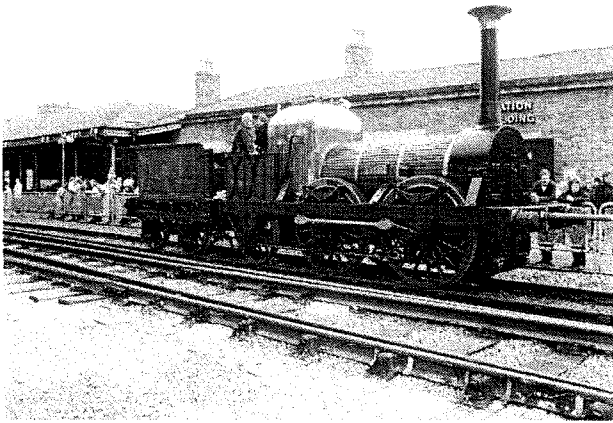
An unusual angle on the right hand cylinder with the water pump and bypass loop to the left of the cylinder.



'Rocket', showing one of the copper circulating pipes connecting the firebox to the boiler. Note the angle of the cylinders, which exacerbated hammer blow on the rather weak track of the 1830s. Later Stephenson locomotives quickly adopted the horizontal (or almost horizontal) layout.



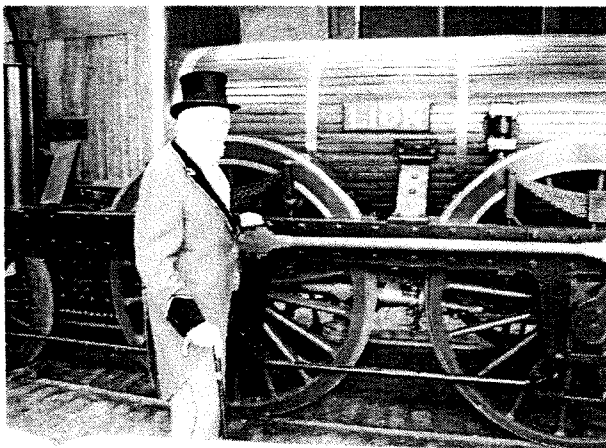
Michael Bailey presenting the commentary to the cavalcade.



'Lion' is shunted by the museum's battery electric, watched by a crowd of visitors.



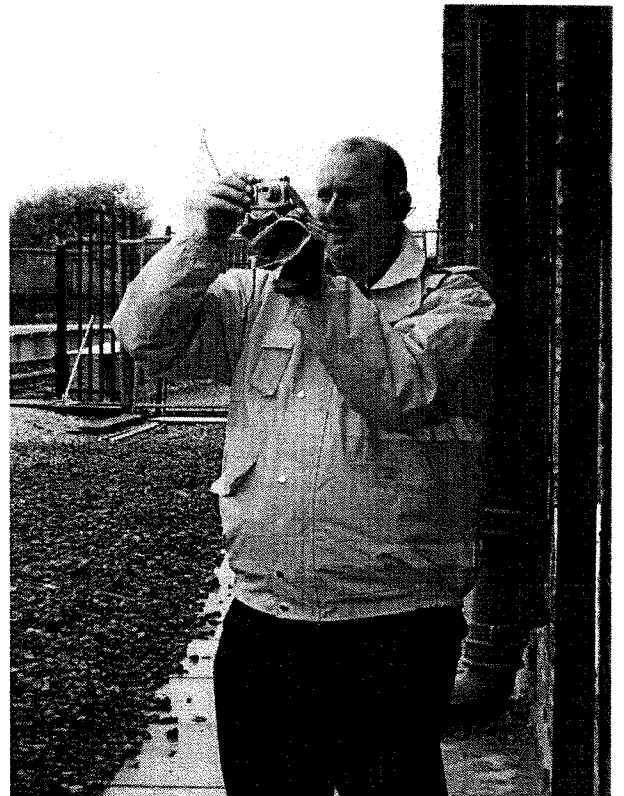
'Novelty' poses, with a descendant of Braithwaite and his lady wife, both in period costume. Braithwaite, who owned an engineering company, produced the original locomotive with Ericsson.



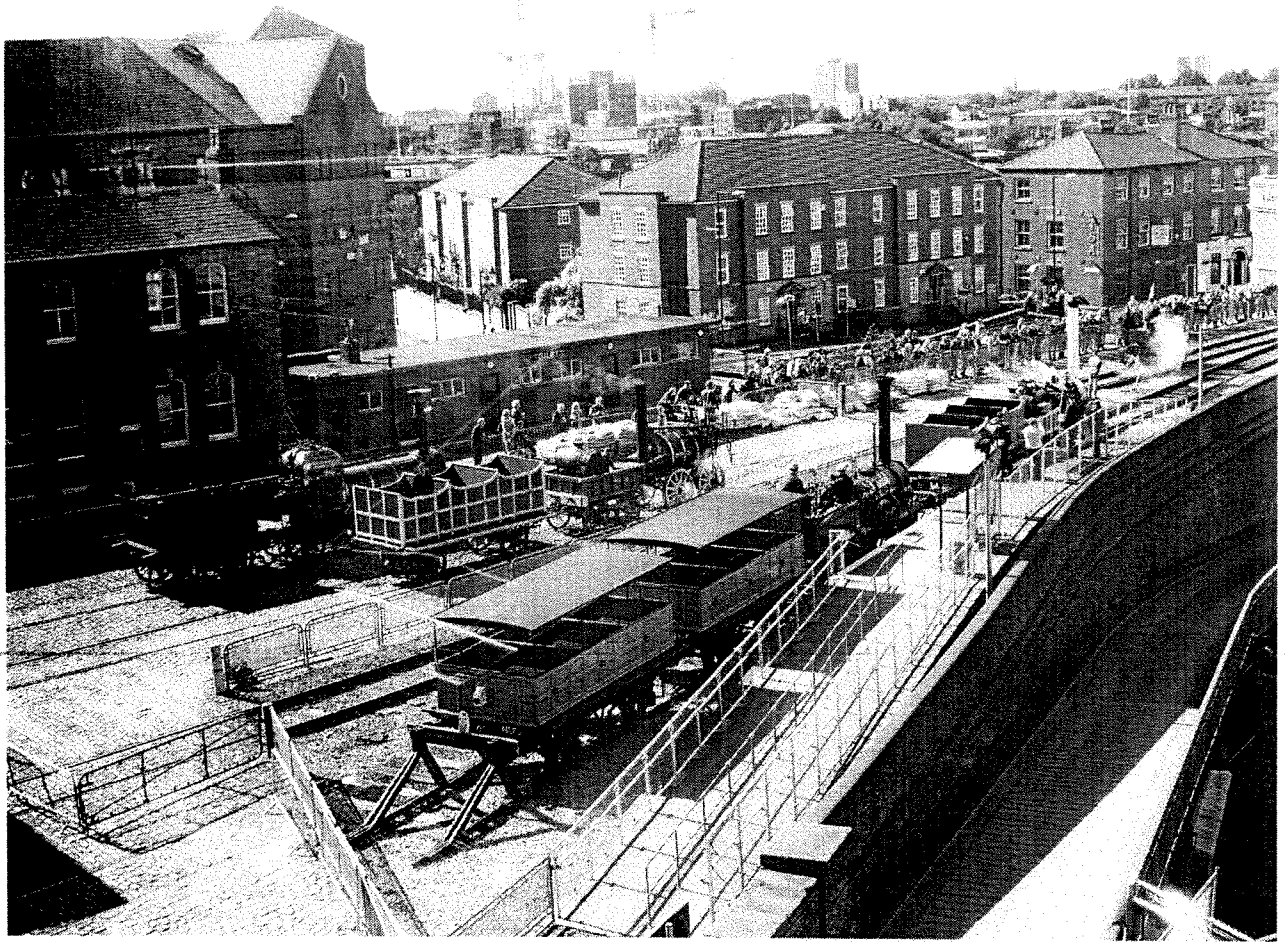
Charles Taylor-Nobbs, also in period costume, explained 'Lion's' remarkable history to visitors.



'Mr. and Mrs. Chadwick take the train'. During the festivities, museum staff performed an educational play, explaining some of the thrills and technicalities of railway travel in the 1830s.

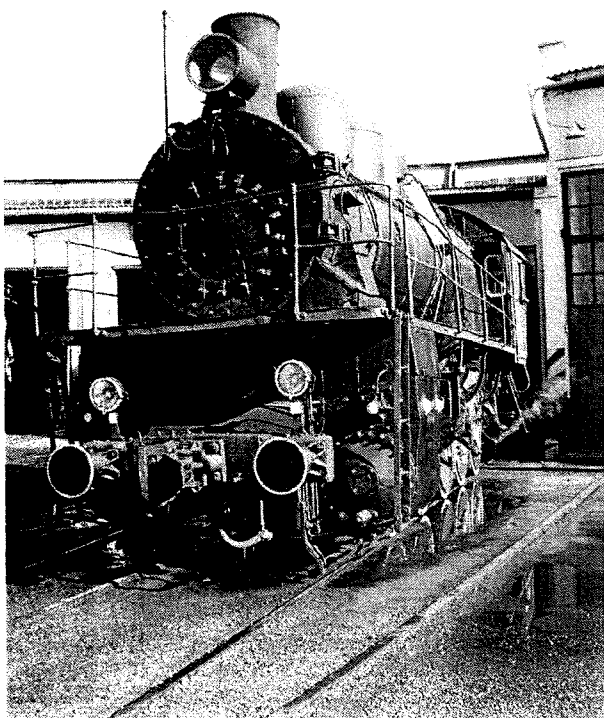


David Boydell is Railway Officer at the museum, and responsible for many of the arrangements at 'Riot of Steam'. In his spare time, he is also an OLCO member.



Our final photograph of 'Riot of Steam' is an elevated view of the main part of the site. Left to right, 'Lion', 'Sans Pareil', 'Planet', 'Rocket' and, wreathed in steam, 'Novelty'. In the background, eagle-eyed readers may see a Virgin 'Voyager' waiting for signals.

Editor's Piece by Jan Ford



"It's a long, long time from June to December". Well, your editor warned that a combination of work and other commitments would make the production of 'Lionsheart' more problematic. Suddenly, Christmas is upon us again and we've not yet reported on the late Summer action - 'Lionsmeet', as always, and the 175th Anniversary of the opening of the Liverpool and Manchester. But here, at last, we have the sixty-second edition of 'Lionsheart'. What will 2006 bring? We shall see, but I'm afraid this will have to be my penultimate 'Lionsheart'. Hopefully, I'll be able to do a Spring Edition but, at the next A.G.M., I really will stand down as Editor.

E. F. Clark has supplied copies of further interesting documents and articles concerning the history of 'Lion'. Subject to copyright issues, we hope to include reviews or reproductions in the next edition of 'Lionsheart'. You may be aware that publishers are taking a far more aggressive stance on copyright, suggesting that relatively minor infringements will receive their attentions. We are becoming a more litigious society!

And the locomotive in the picture? A Russian 'E' class 0-10-0 which I drove on a recent organised tour to Ukraine.

Contact details for the editor remain:-

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Letters to the Editor

We eavesdrop on correspondence between E. F. Clark and John Hawley. E.F. Clark writes:-

Tapping holes for firebox stays

A point for you to consider about tapping holes for firebox stays – so that you can screw the inner end of the stay into the inner firebox wall, it has to pass through the (tapped) hole in the outer firebox wall. I must look in the LMA Handbook and see whether both holes are the same diameter.

If so, it is quite a problem to ensure that the starting points of the thread in each part are correct in relation to each other. It needs an extra long special tap. I remember my boss at NBL being upset by the cost of the lubricant the Boiler Shops insisted on having for the job. It had to be pretty good because they had plenty of holes to tap and did not want to be forever changing taps which would be a foot or more long. I suppose they reckoned to get the swarf out through the mudhole doors. When I tell you that they used a palm oil and graphite grease, you will see what I am talking about. However, it does not do to argue with a boiler maker, particularly as most of them were deaf anyway from the incredible noise levels in the shop most of the time from the rivetting – and he lost the argument!

'Lion' as a pump engine

I don't know if you have ever seen a copy of the drawing of 'Lion' installed as a pump. The drive was taken off the right hand end of the driving axle with a large bevel gear – probably a solid chunk of cast iron with the teeth cast in. It is not clear whether it was mounted on the stub end of the axle where the flycrank would have been or whether there was some sort of extension shaft; and, if so, whether there was an outboard pedestal bearing to carry some of the weight. One can do some rough estimates of weight and I would guess that the bevel wheel probably weighed not far off what the driving wheelset with axle weighed (probably between 1 and 2 tons). If so, it would have been much too heavy just to hang on the overhung end of the axle. It would also have been useful to be able to make small adjustments of level by screwing rather than having to lever, push and wedge the whole locomotive. There would also have had to be arrangements to secure the frame pretty securely once everything was lined up.

E. F. Clark

Should 'Lion' roar again?

We have covered in earlier 'Lionshearts' the various attempts to seek permission to put 'Lion' back in steampable condition. Readers may not be aware that, at the end of 2004, the wider railway press became involved in the saga.

Julian Birley of the North Norfolk Railway was interviewed by Howard Johnson for Steam Railway and is reported as saying "I'm bitterly disappointed that the museum wasn't able to take the proposal more seriously". Sharon Brown, for the Museum, is quoted as commenting "It's a big part of Liverpool's history, and we want it as a major feature of our new galleries". The Museum's hope is that 'Lion' will feature in the new display area planned to open in time for the 2008 European City of Culture Celebrations.

The Editor of Steam Railway, Tony Streeter, commented that there are other engines from the era which are comparatively original, citing 'Braddyll', 'Derwent', 'Coppernob' and 'Fire Queen', whereas 'Lion' has been steamed in the 1930s, the 1950s and the 1980s. With this history of operation, Tony Streeter suggested that maybe the museum has got the balance wrong in turning down the proposal to re-steam 'Lion'.

Various letters have also been published – Pete Skellon of Barrow-in-Furness wrote that those charged with saving steam locomotives as part of our heritage do have a delicate balancing act to consider but they also need to be more acutely aware of what exactly is the heritage that needs saving, concluding that the value of 'Lion', as an operational exhibit, is currently too precious to waste. Neil Howard, of Rail Train of Events, finishes by saying "The North Norfolk has the wherewithal to revive 'The Titfield Thunderbolt', which has a very real claim to being part of Britain's railway, cinematic and social heritage. 'Lion' must steam again."

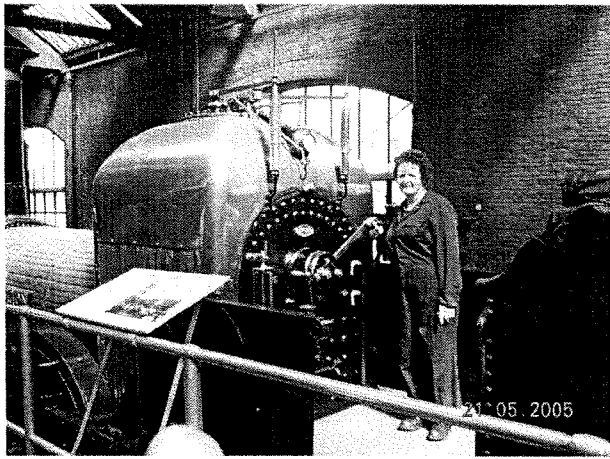
Michael Whitehouse, of Birmingham Railway Museum, took a more measured view in remembering the steaming of 'Lion' at Birmingham in the '80s. "I don't think it had ever been to Birmingham before and over 10,000 people and hundreds of school children flocked to see it and ride the 'Old Time Train' which is still an event they remember and probably will for the rest of their lives. It is right that their children should have a similar opportunity, but a little more time needs to run yet. Perhaps there will be a suitable celebration around 2010? Until then, we should make the pilgrimage to Liverpool to see 'Lion', remember, imagine and anticipate."

What do OLCO members think?

Obituary: Mary Kitson Clark

E. F. Clark advises us of the death of his Aunt, Mary Kitson Clark (also known as Mary Chitty) at the beginning of February, 2005, at the age of 99. An obituary in 'The Independent' on 18th March 2005 describes her life as an archaeologist and historian.

E. F. Clark recalls her work in the Drawing Office at Airedale Foundry during the second world war and remembers her climbing very gamely over 'Lion' in the Transport Gallery at William Brown Street during one of the earliest OLCO A.G.M.



A PASSION FOR THE PAST

C. E. Possnett

My name is Christine Possnett, I joined OLCO (5 years) membership in 2004. Born at Clatterbridge Hospital on the Wirral, around half a century ago.

Ever since I can remember, I have always been fascinated with the magnificent steam giants, but fearful of them as they came into a station platform, with the noise of steam, whistle and belching black smoke; I used to hide behind anyone's legs.

My first experience of being among them was at Bury Transport Museum (East Lancashire Railway) which houses steam, diesel, shunting locos, steam roller, buses. After returning there in family car, complete with newspapers (as they did their own recycling), picked up some leaflets and, one being a membership form, decided to join, 31st October, 1976. My first job, all day, was washing up, the pet hate at home I was doing there and listening and talking to other members in between. I was enjoying it and gaining confidence, going down either a Saturday or Sunday each weekend. I was then asked to go every other week to let other members do their part.

I saw an advert in the local paper about the Museum of Science and Industry in Manchester and enquired about membership and what I could do. I was told that help was needed to polish the cars and engines in the Power Hall. This was how I started. I then helped out in between in the Buffet Car (now gone), helped out on the Friends' Table, persuading visitors to join, finally, among other jobs, getting what I really wanted, work on the loco. This was called 'Agecroft No. 3' (was a colliery engine) built by Robert Stephenson and Hawthorn in 1951. Learning anything was not easy for me, but everyone helps out when needed, from heaving coal to repeating how it's done safely. I was also on 'Lord Ashfield', now 'Planet'. I'm Senior Fireman, Guard and Operating Officer, hoping to get to grips for driving.

Away from the railway side of things, I am a member of 21 other societies, groups, associations and trusts. Don't worry, I won't go into them all.

I have a passion for the architecture of fairground rides and always charmed by the music of the

fairground organ. For these, I am in the Fairground Association of Great Britain (FAGB), the Fair Organ Preservation Society (FOPS) plus FOPS North West Group. With the latter I have been active in small ways. Taking money at rallies for those coming to see it, these being at Abbotsfield Park, Urmston, Astley Green Colliery (where I was given a map detailing where engines, cars, stall holders were to be directed when they came in at the gate) and Astle Park (where I did steering-competition). Other jobs at venues include hospitality refreshments, sandwiches, cakes etc., selling raffle tickets and handing out prizes. Being on the other side of a rally, rather than a "punter" makes one realise just how much work goes into it, preparation, marking out where vehicles go, etc. It must be a headache from start to finish for organisers but, when it all goes smoothly, it makes it all worth while. Then, everything to pack up, pull down and away until another venue.

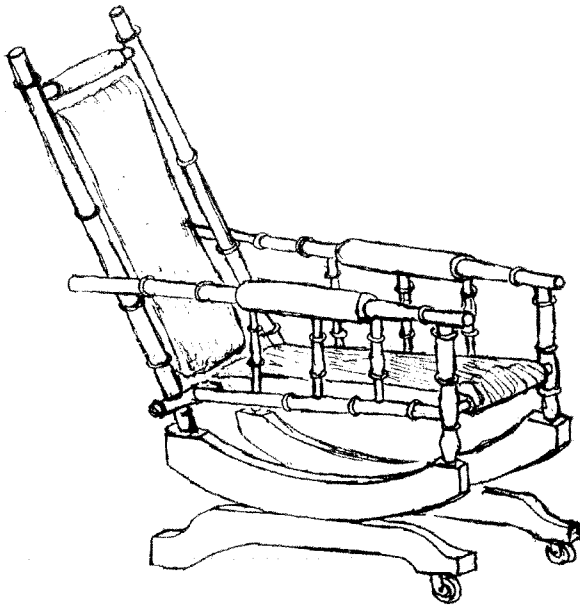
When a visitor, I did an International Steering Competition on a traction engine. I have seen both ladies and owner's children doing it. The driver asked where I was from. I replied "Altrincham". "This is International", he said. Over the 'Tannoy' came the announcement "Christine Possnet, from Altrincham, ENGLAND!" The driver said "It's just like driving a car, but turn it a lot, one hand in the cab roof side, steer with the other hand". Of course, it set off and as I was turning the wheel, the flywheel at the side frightened the life out of me! The driver was shouting "Turn the wheel!". Barrels are easier than cones of the large variety, thought it was easy, doing O.K. until the next but one. I clipped it with the back wheel, turned round to look - crunch! - over the last one. Then, turned the engine to go straight back, as they did the year before with cones. No! We had to go round them again, nearly knocking the crushed barrel into the opponent's way. However, I did come in second and, after a bit more embarrassment the public address announced "The lady who came second musn't want her prize!" I shouted that I was there, then, whether he left the 'mike' on purposely or not I don't know, he said "We were just going to share them out!" There were roars of laughter from the crowd. That one of my "Have a Go" stories.

Other railway groups are the Altrincham Electric Railway Preservation Society (AERPS) and Mid-Cheshire Rail Users Association (MCRUA). I have been active as a courier on several occasions for both these groups on our rail trips or supported them by attending on coach trips to railways (which include dropping off or carrying on further to the city or other points of interest for those who do not want the train journey).

Other groups are Woodland Trust, Wildlife, Gardens, Birds to conservation of the land. A lot of these just get donations or memberships and some catalogue items.

My title is "A Passion for the Past" - if we don't care about the latter, these will be a thing of the past. I look after these as much as I do on the trains, treat them with lots of tender loving care.

View from the Chair by John Hawley



Observations on AGM 2005

I think we all enjoyed our by now ritual procedure during the AGM day at the Museum of Science & Industry in Manchester: Meet in the morning, clean Lion, lunch in the museum's rather fine refreshment area, ride Planet (rather wet, as I recall), then saunter up to the Meeting. I must say that I was very pleased with the room we were given for the meeting – airy and spacious. My thanks to the museum for their consideration.

By the way, has anyone visited the rest of the museum? There is far more than just the Power Hall, in which Lion is displayed. I have only seen a few displays in the building 'across the tracks' from that hall, but I seem to remember a sewers display somewhere? Then there is the 1830 warehouse, in which we had our 1999 AGM. What else is there to see?

It was a pleasure to see Harrye Frowen's very well detailed 7 1/4" Lion, not to 1/8th scale as is generally the case for this gauge. Instead, due to standards imposed on the wheel width and back to back dimensions, Harrye is working to the rather odd scale of 1/7.85th and the loco looks all the better for it. Harrye kindly loaned his Lion for the Bristol Exhibition and it attracted a lot of interest.

I was generally pleased with the AGM – nice room, good turnout, positive response to Anna Bunney's request for Lion 'interpreters' at the Riot of Steam on 15th – 18th September. But, why, oh why are members so reluctant to take on duties as OLCO Officers? The meeting almost ground to a halt as I tried to find a replacement for Peter Mountford, who retired as Secretary, having served a year beyond the nominal five years. In the end we more or less shanghaied Jon Swindlehurst into the job, despite him already being Treasurer. A bit unfair that, I think.

I am sure that we will be looking for more replacements next year as well. Let us hope that there

will be a little more enthusiasm to take on positions of responsibility when they arise from now on. The tasks faced by OLCO Officers are hardly taxing, (except yours, Jan) and we should all be prepared to take a turn in carrying the activities of OLCO forward. I look forward to next year's AGM.

Lionsmeet 2005

Congratulations to John Mills, winner of this year's event. I didn't ride behind John, though I did ride behind Jon (good job this isn't a radio show). Ten minutes is quite a long time, especially when one's hosts have warned of the pitfalls awaiting those who take a certain corner too fast. To keep our little locos going at high performance for ten minutes must be no mean feat. However did we manage in 1995 and 1996, when the run time was twenty minutes?

Praise is due to all other competitors too, for all their efforts. The Work Done figures are a credit to all who took part.

The day got off to a good start by the warm welcome and excellent refreshments offered by our hosts, the Brighthouse & Halifax Model Engineers. However, none of this would have happened were it not for the detailed arrangements undertaken early on by OLCO's Modellers' Representative Alan Bibby and B&HME's Secretary David Wainwright, who, incidentally, also wears an OLCO hat and a rather splendid one at that. I am sure I speak for all when I say 'Thank you' to all concerned.

The Bristol Exhibition

We had a very good show, I thought. Harrye's Lion was, of course, centre stage and drew a lot of interest. My boiler put in yet another appearance. I am warned by those in the know that if I polish it a few more times it will fail its next pressure test. We had the Yellow Book on sale and managed to shift a few, along with countless membership forms, though I'm not expecting a dramatic increase in our numbers. People love bits of paper at these shows – a form of trophy hunting.

I was quite surprised that so many people knew of Lion's temporary placement in the Museum of Science & Industry in Manchester. So she is certainly well known and her movements are a matter of interest to other than OLCO members.

Also on the stand was my stab at a 1/8th scale mock up of Lion's valve gear. I have never, ever, made a model, despite many years of interest and membership of the Bristol club, besides OLCO. So, I know nothing of valve gear. Show me a launch type Stephenson's link motion with Caprotti flip-flop cams and I go all glassy-eyed. So, if I am to get on with the full size Lion drawings and perhaps a model later on, I thought I should at least get my head around how the gab gear works. The mock up was almost complete for the show, but in spite of burning the midnight oil at both ends, I was unable to finish it to my satisfaction. Perhaps I spend too much time mixing my metaphors! Anyway, visitors showed a polite interest and wished me well with its completion.

Harry's cylinder castings and the wheel pattern loaned by Keith Taylor-Nobbs were on display. Funny, though, some people are very knowledgeable, but others wondered where the cylinders fitted!

To complete the OLCO display we had a Lion general arrangement drawing as a backdrop and a poster featuring two of the leading characters from the Titfield Thunderbolt film. The GA is to roughly 1/7.6th scale, so is a little larger than Harry's model.

Harry and I took turns at the show. This worked well and as an exhibitor he was able to get a good look at everything for free. When my turn came I spent pots of money on things like a milling vise, from the Myford stand, some carbide tool tips and a couple of large readout displays for my digital readout bars. (Eyes like a wheel, I'm afraid). I had thought of writing a report on the whole show, but I wasn't the only OLCO member there, so I'll restrict myself to the OLCO stand.

I was sorely tempted to buy a mini lathe - one that I can put on the bench, take indoors (when she's not looking), take to a friend's house - whatever. After all, most of the turning, even for a 7 1/4" Lion, is pretty small stuff and I'm always a bit cost conscious when I switch on my large (ish) Harrison to turn a 1/4" poggle pin and all the lights go dim. But what to buy? Arc Euro trade had some nice examples, though comparing them to Warco, they seemed a little short on the versatility side. Sometimes, choice can be a right nuisance. Any ideas, readers? Are these 'Show Offers' genuine reductions or just a scam? What about the relative merits of Arc versus Warco? I don't want a Myford - it's too big and permanent and expensive. I know they last a lifetime and that would be fine if I were a mere slip of a lad.

So, on the whole, a good show. I think we put OLCO on the map and sent some people away with a better understanding of who we are and what we do. I wouldn't do it every year, though. Photos in the next issue perhaps.

Public Houses

Yes Please! Seriously though, Jan asked on page 14 of LH 61 if anyone knew of any other 'Lion' public houses with a railway connection. Well, they must all be in the Manchester to Liverpool corridor, since that's where the Liverpool & Manchester Railway ran, right? Well, yes, up to a point. However, the two contenders I submit are well away from that area:

Firstly, there is The Lion Inn, pictured in LH 38, page 11, complete with an image of Lion herself on the pub sign. This hostelry is, (or was) in the village of Waters Upton, on the A442, half way between Telford and Whitchurch. We had our 1996 AGM there. Anyone know if it still so named, if the pub sign is still displayed and whether the landlord Chris. Arnold is still incumbent?

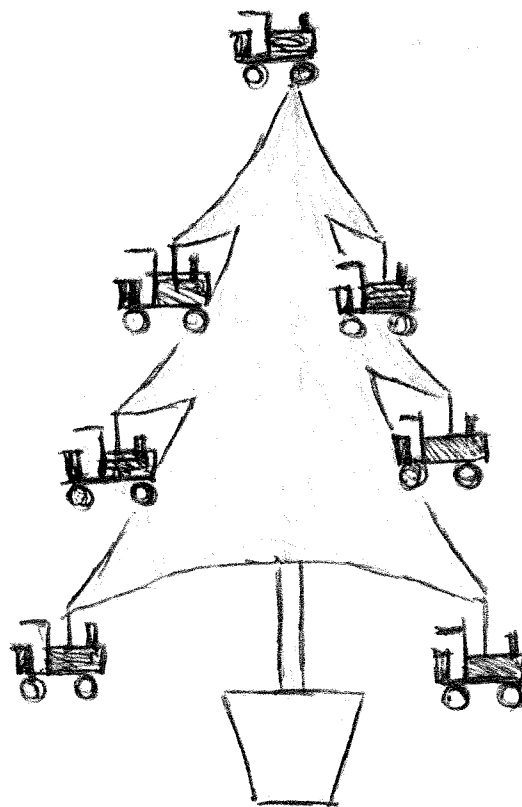
My second submission is much further away from the above corridor, but sadly can hardly qualify now. The aptly named Titfield Thunderbolt pub was situated on the A367 Bath - Radstock road near the village of Dunkerton, in Somerset. Aptly named, since it was situated very close to the Limpley Stoke to Camerton branch line on which most of the film Titfield

Thunderbolt was filmed. It too featured in LH 38 and at the time was up for sale. I have to report that it is now just a private house, with no feature at all to link it to its historical past.

OK, that's my submission. Over to you.

Season's Greetings

Winter appears to have come and gone already and it's only mid December. In Bristol, we've had snow, ice, sufficient fog to seriously disrupt our noisy neighbourhood airport (hooray) and more rain than you can shake a broom at. It would be nice to feel that it is all downhill now until Spring time, but now doubt there is more to come. Anyway, the point of this final paragraph is to wish you all the best for the coming Christmas and a Very Happy New Year. As for New Year resolutions - well, how about joining the queue for a post on the OLCO Committee at the AGM. I don't know the date yet, but rest assured, you've got plenty of time to prepare for an interesting and fulfilling task. Your existing committee has more than met the requirements of the Constitution, so I look forward to lots of nominations for the posts which will be advertised in the forthcoming Notice of AGM2006.



A MERRY CHRISTMAS
TO ALL OUR READERS