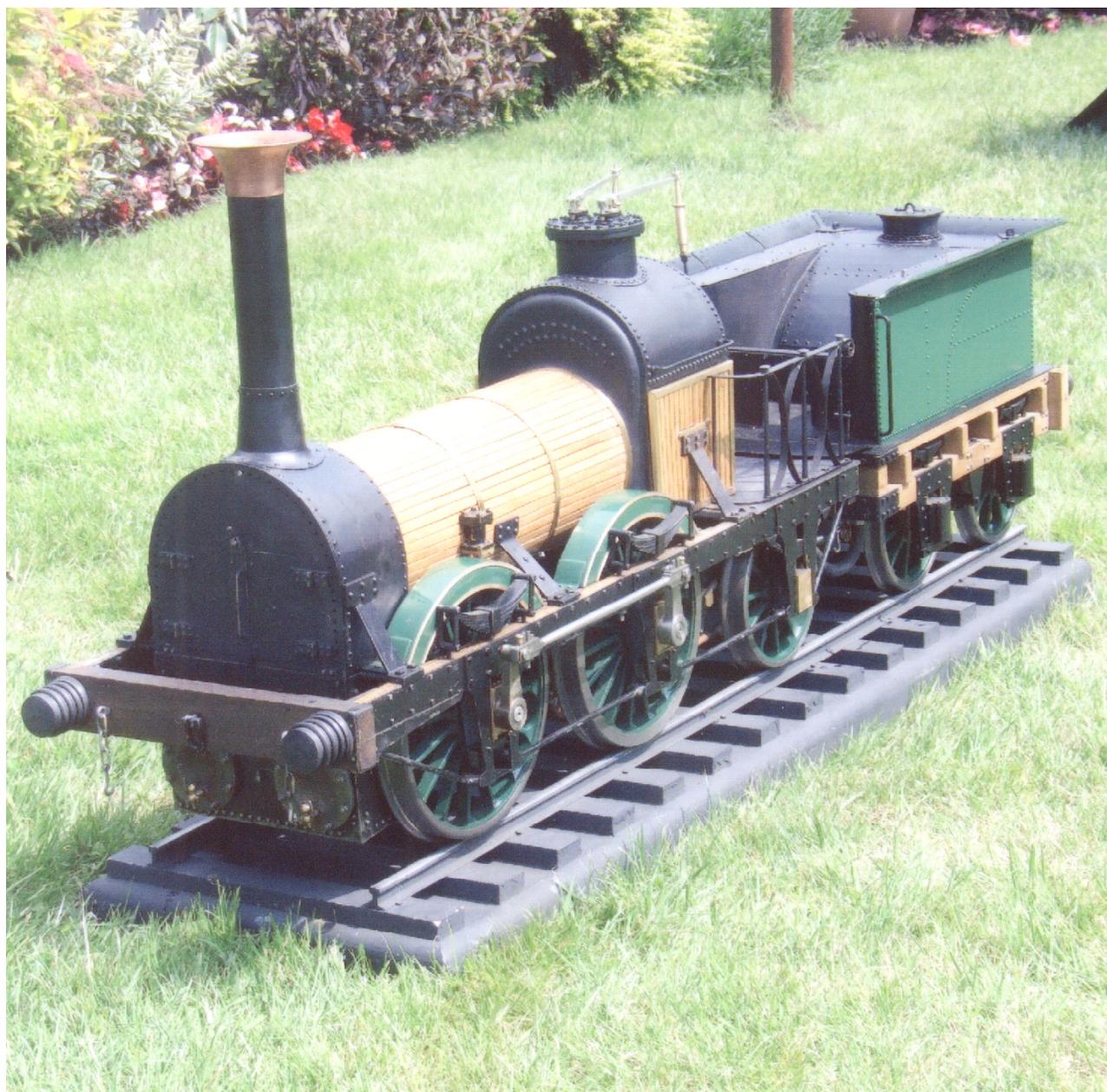


THE OCCASIONAL NEWSLETTER OF THE OLD LOCOMOTIVE COMMITTEE

LIONSHEART

Number 64

December 2008



The Latest and the Greatest

Photo Harry Frowen

See her in action at www.youtube.com/watch?v=6IYVSxaZ8Us

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Many of you will have heard rumours of a superscale Lion undergoing construction. Well, it's true. Some of you will have seen it. This is the 7¼" gauge Lion built by Harrye Frowen over a remarkably short period of time. How many hours Harrye? She has been shown at the Bristol Exhibition 2005, the Alexandra Palace Exhibition 2007 (report page 9) and has appeared "on the table" at a previous OLCO AGM.

Harrye informs me that the engine can be seen with a descriptive commentary in a static state and running on air at www.youtube.com/watch?v=6IYVSxaZ8Us - a bit of a mouthful, but most of you techies can manage that quite well, I'm sure. Sadly, I'm still on dial-up, so all I get is two or three seconds of action every five minutes or so. Harrye very kindly sent me a DVD of the film, not realising how very old fashioned I really am. I can't even watch that, since I'm still on video tapes. That has to change!

However, I have seen the film, courtesy of Harrye and his wife Pat at their home in Wales. I tell you, the likeness to big sister is hair raising, especially when the camera zooms in to the moving valve gear. The 'Wagging Banana' really waggles. The motion is all the more realistic when you see that the paintwork on the mechanism is a true signal red, a la big sister, complete with bare patches and the odd smear of oil.

I hope that you are able to see the film, one way or another. We will have to work on Harrye now to get him to steam her for a Lionsmeet. There is a winner's cup for this gauge as well, though it is not often seen and has been won only once, by A L (Les) Dalton at Lionsmeet 1997 in Peterborough. I read in Lionsheart 38 that Peter Gardner was awarded the cup by default at Lionsmeet 1995 (the first year that this cup was up for grabs) in Sutton Coldfield, but since there had not been a viable competition for locomotives in this gauge, his name is not engraved on the cup. Also Harrye, what about a write up on all the work you've done?

So, come on all you builders. For years people have been telling me that they are building a 7¼" Lion, so where are they all? Mind you, I've also been saying that as well, but I think I have some excuse - I've done a bit of time as Editor and I'm still measuring Lion herself and working on the drawings.

Chairman's Notes - December 2008**by John Brandrick**

Lionsheart is back - thanks to John Hawley volunteering to take on the vital role of Editor again - undoubtedly the most onerous of OLCO offices. Those of us who have been Editor in the past will know just how much work is involved even to turn out our modest newsletter, so we should be very grateful to John who has held most OLCO offices at some time or other, sometimes two or more together, having relinquished the chair recently, his hopes for a quiet life were short lived!

However, now that Lionsheart is back on track we have some catching up to do, hence reports of events going back to 2007, which I hope will still be of interest.

The next issue will contain a report of Lionsmeet at Butterley. It will also flesh out details of the 2009 AGM, to be held, as in 2008, at the Lion Tavern, in Moorfields, Liverpool, on Saturday, 16th May. Please mark this date in your diary/calendar/ **now**. The AGM will be preceded by a visit to Lion in her current lair, where she is undergoing refurbishment, giving us a rare (and perhaps final) opportunity to see her close up. Please try to join us. I look forward to seeing you on the day.

OLCO will be represented in 2009 at the Harrogate Exhibition in May, so if you are a visitor, please come along and say 'Hello'. Offers of help with stewarding would be very welcome.

We extend a warm welcome to the following new members, who have joined since the last issue of Lionsheart:

Adrian Banks	(Kent);
John Coop	(British Columbia);
John Harris	(Shropshire);
Reginald Lees	(SouthAfrica):
John Owers	(Essex);
Anthony Parsons	(Warwickshire);
Professor Tim Watson	(Hertfordshire);
Peter Featherstone	(Rugby), who is building a Lion in '0' gauge.

Sadly, we also have to report the death of Mr J Barnes. We were also sorry to hear of the death of Mr Vernon Smallwood who was involved with the restoration of the locomotive Bellerophon.

(Editor's Note: Please forgive me if I've left anyone out – my records are somewhat mixed. Do let me know and I will include it in the next issue).

It remains for me to wish all OLCO members a Happy Christmas and New Year.

The Editor's Bit

by John Hawley

Yes, folks, we're back. Don't blink or you may miss it! I must apologise for the long delay since Lionsheart 63, which burst upon the World in April 2006. Various problems have hit the Editorial team, including bereavement. Thank you for your patience and understanding. Hope this arrives before Christmas, but if it doesn't just grab another mince pie, sit back and enjoy – it's Christmas again!

Now, some of the contents of this issue may have reached you before. The AGM Minutes for example have already been issued in letter form, so why are they being repeated here? Well, letters can be mislaid, once received and read. Lionsheart is our main organ of communication. Lionsheart is a record of the club's activities. I've not included Notices of past events, since they have come and gone. In the far and distant future, information sent out by letter may well have disappeared, whereas each issue of Lionsheart has a serial number and is thus, to some extent, traceable. I hope you agree with my actions. However, I do apologise for mismatching font and margin styles in various places – I've not had time to standardise everything.

Now that we are up and running once again, I do hope that you will be prepared to put pen to paper and drop me a line of whatever you would like to have included in future issues of Lionsheart. Better than putting pen to paper though, would be if you type your message and post it to me, even better, email. My contact details are on the back page.

News of a Lion built by past OLCO member Desmond Hill back in the late 1990s has reached me. A gentleman from Exmouth telephoned recently to say that he had bought this loco some months ago and plans to recondition it. He got into contact with Mr Hill (now in his 90s, I believe) and was delighted to have quite a long conversation with him. Some of our readers may recall that Des had written an illustrated article in Lionsheart 40 in which he detailed his design for a front axle which could be removed without disturbing the valve gear. He pointed out that the design was adaptable to various gauges and I wonder – did anyone ever take up the idea? My Exmouth contact may well put the loco up for sale, once the refurbishment is complete, so watch this space.

Editor's Mission Statement

We all have to do it nowadays, so here goes. The Editor reserves the right to edit material put forward for publication. The views expressed in Lionsheart do not necessarily reflect those of the Executive Committee. However, the above editorial commitments may be waived on payment to the Editor of a substantial fee (sorry, **bribe**).

And now let us get on with it.....



Another view of Harrye's Lion. The attention to detail is beyond reproach. Photo Harrye Frowen

THE OLD LOCOMOTIVE COMMITTEE

MINUTES OF THE TWENTY SECOND ANNUAL GENERAL MEETING

Held at the Museum of Science and Technology, Manchester, on Saturday, 20th May 2006, following a cleaning session on LION in the morning.

Present:- John Hawley (Chairman)
E F Clark (President)
Charles Taylor- Nobbs (Vice President)
Jon Swindlehurst (Secretary and Treasurer)
Jan Ford (LIONSHEART Editor)
John Fraser
John Brandrick
Harrye Frowen
Peter Mountford
Philip Pritchard

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

Apologies:- John Archer
Denis Austin
Alan Bibby
Sharon Brown (NMGM)
John Davies
Chris Edwards
John Griffiths
Alfred Lloyd
John Mills
David Neish
Bill Stubbs

Minutes of the Twentyfirst Annual General Meeting

The minutes having been circulated in LIONSHEART were taken as read and approved.
(Proposed EF Clark. Seconded Charles Taylor-Nobbs)

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 2006 and a copy is appended to these minutes.

Election of Officers

Chairman: John Brandrick

Secretary: Peter Mountford

Treasurer: Jon Swindlehurst

LIONSHEART Editor: No-one was prepared to stand so John Brandrick agreed to carry out the duties *pro tem*

LIONSMEET Co-ordinator: Alan Bibby

Lionsmeet

The 2006 LIONSMEET is to be held in Southport on Sunday 13 August. Details will be published

Other Business

- John Brandrick suggested that a drive should be made for more and younger members as there still appeared to be interest (Reeves was still selling castings) and shows at ME exhibitions could encourage prospective members;
- John Brandrick again raised the matter of an updated 'Yellow Book' and suggested that information available should be consolidated and produced in a new edition. More detailed information on both the full size LION and a modellers' version would be of value. He also suggested production on CD as well as serialisation in Railway journals, Model Engineer, Engineering in Miniature, etc;
- John Fraser commented on NMGM's attitude to steaming LION and suggested that OLCO should keep pressing the Museum to change its stance;
- Alan Bibby had previously suggested a change in name of 'Modeller's Representative' to 'LIONSMEET Co-ordinator'. This was discussed and agreed to;
- John Swindlehurst mentioned the creation of a website and John Hawley agreed to make enquiries.

Secretary

Chairman

Chairman's Report

This has been a good year for OLCO. Membership is up and now stands at 46, although there are one or two outstanding subscriptions to be paid. We even have a new member all the way from Kelowna, in British Columbia. To all who have joined in the past year, we extend a hearty welcome and hope that help and advice will be a two way transaction.

Lionsmeet 2005 was, without doubt, the most successful in our history, with eight competitors, glorious weather and superb hospitality from our hosts, Brighthouse and Halifax Model Engineers. There were many more models on display, in various stages of build.

The OLCO stand at the Bristol Model Engineering and Hobbies Exhibition attracted a constant flow of visitors. Our star at this event was Harrye Frowen's 7 ¼" model, which is in an advanced stage of construction. We gained two or three members as a result of our appearance. Being a one product group though. I'm not sure that we should appear every year.

Lion was presented to the outside world for the Museum of Science and Industry in Manchester's 'Riot of Steam' gala for four days in September, along with the replicas (replicas, mark you), of Rocket, Sans Pareil, Planet and Novelty, the latter being brought over specially from Sweden. Our thanks to Jan Ford, John Archer, Charles Taylor-Nobbs and John Brandrick for helping to present the event. Also to those who come along in support. Sadly, I was away on holiday so was unable to be there.

EF and Jan attended the stage presentation of Titfield Thunderbolt in Coventry, in which the parts of fourteen main characters were played by just five actors, including Kate O'Mara and Steven Pinder. Other locations for the play were Hornchurch, Windsor and Eastbourne. I am not aware if any other of our members managed to attend - it all happened at fairly short notice.

And now I would like to pay tribute to the retiring OLCO Executive Officer team:

To Alan Bibby for his sterling work in bringing Lionsmeet to the attention of a wider audience by advertising and then reporting the Lionsmeet competition in the Model Engineering press. Alan is available for re-election.

To Jon Swindlehurst, who has looked after our finances for several years now - he is in his second five year stint of office. Jon was rather unfairly saddled with the post of Secretary last year. He is available for re-election as Treasurer/Membership Secretary only. The post of Secretary now becomes open for election.

To Jan Ford. I think we all agree that without Jan as Lionsheart Editor, our group may well have fallen apart. She keeps us together, she keeps us informed, she keeps us entertained. On top of that, she always injects some aspect of her wide ranging personal experience into our newsletter. I have found her detailed photographs of Lion's more hidden parts of considerable help in my self imposed task of surveying and drawing Lion. Jan now retires as our Editor for the second time and we wish her well in the running of her railway signalling business and other activities.

I am also unavailable for re-election at this meeting. In standing down I would like to thank you all for your unwavering support during the last six years. It has been a privilege to serve as Chairman and I extend my best wishes to the new Committee of Executive Officers, whoever they may be.

Speaking of retirements, I cannot let this connection pass without comment. John Kearon, Head of Shipkeeping, Industrial & Land Transport Conservation at National Museums Liverpool, retires at the end of this month. John was closely connected with Lion in years gone by as she underwent cosmetic refurbishment at the works of Dorothea Restorations in Whaley Bridge. We wish him a long and happy time 'out of harness'.

John Hawley

TREASURER'S REPORT 2006

I am pleased to report that OLCO's finances continue to do well. The gradual increase in membership of recent years has continued and now stands at 46 (42 in 2005). Income is slightly down on last year mainly due to fewer people having to renew their 5 year membership. Expenditure has doubled but is still low, giving a profit of £218.88. Deposit acc. interest is slightly down at £59.40 due to a reduction in interest rate.

The overall balance now shows a healthy £4654.48. 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 31/03/2006

<u>INCOME</u>	<u>2006</u>	<u>2005</u>
Subscriptions	130.00	230.00
Deposit acc. interest	59.40	77.93
Sales receipts	30.00	10.50
Bristol Ex.	35.00	0.00
TOTAL	254.40	318.43
<u>EXPENDITURE</u>		
Lionsmeet exp- A.Bibby	8.00	11.80
Donation to Guildford MES	25.00	0.00
Cost of producing Lionsheart	0.00	0.00
Treasures expenses	2.52	5.04
TOTAL	35.52	16.84
<u>NET PROFIT</u>	<u>218.88</u>	<u>301.59</u>
<u>ASSETS AND LIABILITIES</u>		
Cash at bank: Current Acc.	459.13	313.13
Cash at bank: Deposit Acc.	4138.92	4079.52
Cash in hand	56.43	42.95
	<u>4654.48</u>	<u>4435.60</u>

It was easy enough for me to state that OLCO should have a stand at the London ME Exhibition at Alexandra Palace in January 2007, but quite another to turn it into reality. It does of course rely on the participation of other people, and despite doing my usual trick of leaving everything to the last moment, those members whom I approached for help proved very supportive. I cannot say how grateful I am to them, not only for agreeing to go down to London for a long weekend, which is an expensive enough outing, but also for the loan of locomotives, otherwise I had visions of our stand being just me and a few photographs as my own Lion so far is just a box of castings. As it turned out we had a very successful stand, and very favourable comments afterwards in the show's report in Engineering in Miniature.

However, it was not all plain sailing. I set off for London with an intermediate stop in the Midlands to leave my wife with friends for the weekend, and intending to commute back on some of the days. However, mid January was subject to some very high winds, and travelling across to get on the MI I ran up against my first snag, mainly a closed slip road onto the MI near Leicester. As I circled round the interchange I could see an endless line of stationary traffic on the motorway itself. I had to make quite a long detour to get eventually onto the A5, passing a number of trees partially blocking the road, and a large van which had been neatly deposited on its side in a field next to the road. When I did eventually get onto the southbound MI I had it virtually to myself, the rest of the traffic still being incarcerated further north. The northbound traffic was less fortunate, with an almost endless column of hapless souls whose way north was blocked by several heavy goods vehicles sprawled across the carriageway in a rather undignified mess.

It was well into late afternoon and getting dark by the time I arrived at Alexandra Palace. There I met with John Mills and Alan Bibby who had had more luck getting down from the north, and also John Hawley whose principal misadventure that day was to have his greenhouse demolished by a falling tree. It is a bit disheartening looking at a bare table in the Exhibition Hall, particularly when you have not done this before, and wondering just how on earth you are going to turn it into a presentable show to do credit to OLCO. The first problem was that the format was not exactly as described by the organizers, and having designed and built a display board specially for this event, the first problem was how to re-arrange things from what I had had in my mind's eye. However, we found a suitable way of erecting the board alongside the table. I breathed a sigh of relief when the board seemed to go together as planned and appeared very stable when weighed down with the 2 bags of sand I thoughtfully brought with me, which incidentally acted as excellent ballast in my Land Rover during the windy trip southwards. John Hawley had brought Harrye Frowen's 7¼" gauge Lion chassis and his own Lion boiler for display. These formed the centre piece. Representing 5" gauge were John Mills and Alan Bibby's Lions. The stand looked pretty good when we finished it, and we all left feeling we had done a good job. The next morning however, necessitated a slight re-arrangement. Our neighbours on the next stand, the Thames Barge Society, insisted on the area between our stands be cordoned off as a sort of sitting area for them and us, thus preventing access to one side of the stand. It was actually a fairly simple matter to move one of the Lions across to the other side, and actually the arrangement proved very satisfactory, the Thames Barge people obviously being old hands at this game. They in fact proved to be pleasant and congenial companions.

The first day went off very well with lots of interest. We made it our business to introduce ourselves and talk to anyone interested in our stand rather than just sit there and wait for them to ask us questions. This proved to be a very good approach as we got talking to some very interesting people including a man who had machined Bullied Pacific Cylinder Blocks at Ashford Works, and a very elderly gentleman who had worked with the archaeologist Sir Mortimer Wheeler as a restorer. He was very interested in Lion, had started building a 3½" version, and had done a lot of research into what Lion originally looked like and subsequently took the trouble to write to me with his findings which were most interesting. We were in fact surprised just how many people had started building Lion, particularly the 3½" gauge version. There seemed to be a lot of them out there. The only snag we encountered on the first day was that the organisers had a very limited supply of extension leads, and we were unable to run our video. The next

day therefore found me waiting for the shops to open in nearby Wood Green to purchase not only an electric extension cable, but also a clean shirt, as I had not been able to return to the Midlands as planned and had to make other arrangements overnight. The Saturday and Sunday were straight forward, and as before we had plenty of interest in our exhibits and met a lot of people. We managed to sell off the entire stock of the Yellow Book, and also all our remaining copies of Simon Casten's book on the Titfield Thunderbolt. It was amazing how many people thought we were interested in old locomotives generally, and during the course of the show I was asked if I had any information about the Great Western North Star, Trevithick's Catch Me Who Can and Jenny Lind. I was pleased to be able to write to all these people afterwards enclosing some hopefully useful material.

I am pleased to say that we recruited 5 new members through the exhibition, and it was also a pleasure to meet many of our existing members visiting the show.

Our efforts were rewarded by a donation to the Society from the organisers.

We felt that as far as London was concerned it would perhaps be a bit ambitious trying to do it every year, and that every 2 years would be more reasonable. I have therefore drawn a deep breath and arranged to have a further stand at the 2009 exhibition, so hope to see you there.

Post Report Note by the Editor

Sadly, it has not been possible to organise sufficient display material for an OLCO stand at the 2009 exhibition, so it has had to be abandoned as far as OLCO is concerned. I'm sure that we could put on a good show in later years though.

Report from Sharon Brown. Curator of Land Transport Liverpool Museum

The meeting was pleased to welcome Sharon Brown who addressed the meeting on the future plans for Lion in Liverpool. Lion had been inspected over the pit at Manchester to assess the extent of restoration work required prior to its move back to Liverpool at the end of February 2007, where it will be in store at the Museum's Juniper Street Depot until it is placed on permanent display in the new Liverpool Museum. This £11.3 million development was due to be started in March 2007, and to open in stages from 2010, Lion would not be on public display until then, although Lion could be visited in the Museum Store at Juniper Street by prior arrangement. Normally this can only be arranged on Mondays - Fridays, although Sharon felt sure that a special arrangement could be made for future OLCO AGMs at weekends. The intention was to restore Lion to a reasonable condition rather than a very smart exhibition finish, and it was intended that the work would be carried out by the Museum's own conservators in Liverpool rather than contracted out. We were shown an artists impression of how Lion would be displayed (copy enclosed).

Sharon confirmed, in answer to a member's question, that the replica Liverpool and Manchester railway carriages, which were constructed by the LMS Railway at Derby in 1930, were now the property of Liverpool Museum.

The Chairman then thanked Sharon Brown for coming to speak to us.

Any Other Business

OLCO stands at exhibitions following the success of the OLCO stand at the London Model Engineering Exhibition, and the possibility of future exhibition attendances was discussed. The possibility might be alternate years in London and Harrogate as well as attendance at the present Bristol Exhibition. Also attendance at any major railway Open Days could be contemplated; for example, if there are any other Open Days held at Crewe Works.

Website

It was agreed that we should work towards an OLCO website. We need to decide on a title which should include the terms OLCO, or Old Locomotive Committee and Lion. We should state our objectives as laid down in our constitution, and include the history of our organization and of Lion. There should be information re. modelling Lion either in the form of LBSC's Lion or more authentic models such as Harrye Frowen's Lion which is being built to John Hawley's drawings, and will ultimately, hopefully, form the basis of a kit. The website should also include a membership form.

OLCO Constitution

The Chairman wondered whether all members had a copy of this, and it was agreed to distribute the OLCO Constitution with the next Newsletter (enclosed). This should form the basis of a "Welcome Pack" for new members.

Future AGMs

With Lion's move to Liverpool, this would be the appropriate venue for next year, possibly in the Lion Public House, or alternatively in the Maritime Museum, Your Chairman has volunteered to do the necessary research on the Lion Public House.

Mr. E. F. Clarke raised a number of issues. Firstly, Christmas cards are still available which are based on the Ealing Studios poster for the Titfield Thunderbolt. Secondly, the possibility of constructing a model of Lion as a pump was suggested.

Cont'd

Lion spent almost 70 years in this form and this would represent an important part of its history. Finally, Mr. Clarke drew attention to a number of important anniversaries which will occur within the next 3 decades, all of which would raise the question of Lion being put into working order. He stressed that it would be worth considering doing this now whilst the facilities and engineering expertise still exist as this may present significant problems later.

The Chairman thanked the members present for attending and closed the meeting.

After the formal proceedings members adjourned to the Lecture Theatre for Don Kennedy's illustrated talk "Titfield Revisited."

CHAIRMAN'S REPORT

The Chairman welcomed a number of new members to OLCO, but also had the sad duty of reporting the death of our members Mr. J. Barnes, and also Mr. Vernon Smallwood who had close ties with OCLO.

Lionsmeet this year at Southport was a little disappointing compared with the previous one at Brighthouse. Unfortunately the date clashed with events elsewhere and some of our regular attenders were unable to be with us. The Southport Society made us very welcome and there was a great deal of interest in our visit. There were also technical problems with the Warrington Dynamometer Car and our miniature Lions had trouble realising their full potential consequently. The scores were well down on the previous year. After the formal competition they all seemed to run very well.

Jon Swindlehurst was the decisive winner.

Our thanks are due to Alan Bibby for arranging the event and for coping so well with all the difficulties on the day, to Southport MES for their excellent hospitality, and Jan Ford for her excellent dynamometry, and finally to all the members who supported the event, in particular Bill Stubbs who came all the way from Tiverton in Devon.

The OLCO stand at the London Exhibition in January was very successful. A fuller Report will appear in the next edition of Lionsheart, but our stand received a great deal of interest. We made about £85.00 from the sale of publications and drawings, and also received a donation of £50.00 from the Exhibition Organizers. Overall, it was a very creditable effort by OLCO, and the Chairman thanked various members who responded magnificently to support the event.

Regarding the future of OLCO, your Chairman, a relative newcomer to the Society, reflected that its early years were a golden era when Lion was in steam at various locations throughout the country, and members could be actively involved with this. After Lion's last steaming, we have patiently waited for a second coming, only to have our hopes dashed by the decision that Lion will probably not be restored to working order at least for the foreseeable future. So what is our function? We have to ask whether OLCO represents an ageing cohort of enthusiasts who gradually die out, or whether we can continue to develop. I do not believe that OLCO has a crisis of identity however, nor is there any need to change the constitution whose stated aims are still fully relevant. However, OLCO does need to look to its strengths and decide its future function. There are two aspects to OLCO activities, those relating to Lion itself, and the considerable interest in building models, both of those based on LBSC's version, and larger more authentic models. Lionsmeet is a viable and enjoyable event, and with adequate publicity will not only survive but get better. OLCO represents a huge wealth of knowledge regarding both the full sized Lion and aspects of modelling, and this should be carefully conserved for the future. We should co-operate actively with Liverpool Museum to produce an updated version of the yellow book which could also appear in DVD form. We should also contemplate OLCO's own publication of a more technical nature for the benefit of modellers, or those interested in the full size Lion. Mention was made of Harrye Frowen's excellent model using John Hawley's drawings, and which will form the basis of a kit with OLCO involved in its marketing. There is clearly a need for OLCO to increase its profile, not only in the world of model engineering, but also throughout the railway preservation movement. The question of an OLCO website is further discussed under "Any Other Business," and the Chairman noted that one of his daughters had found a great deal of information on the Internet about Lion from all sorts of sources, even some from the USA. Therefore there is plenty for OLCO to do, and we can certainly consolidate what we have.

Cont'd....

The Chairman hoped that future meetings would have access to Lion after the move back to Liverpool. He thanked the various Officers of the Society for their continuing efforts as it is so easy to take them for granted, and he also thanked the membership for their support.

Finally, attention was drawn to the fact that this was the last meeting in Manchester, and on behalf of OLCO the Chairman wished to thank Nick Forder and his team for their excellent co-operation over the last few years. Thanks were also due to Sharon Brown and her colleagues for allowing us access to Lion, and in particular supervising our cleaning sessions in the past. I look forward to continue developing our excellent relations with Lion's custodians, and working together for Lion's benefit.

John Brandrick
Chairman

TREASURER'S REPORT 2007

The report this year is only provisional due to the AGM being before the normal end of financial year of 31st March. It is hoped to be able to produce a complete balance sheet for Lionsmeet in July. The sheet now is mainly complete except for Deposit Acc. interest (notification only received from the bank in early May usually) and a few uncleared cheques.

Membership has remained fairly static at around 46. Although 6 people did not renew, in recent weeks we have had 6 new members sign up for 5years. Clearly the stand at the ME exhibition was a good idea.

The overall balance now shows £4830.02 an overall increase of £175.54 but this should rise by approx. £60 when we receive details of the Depos. Acc interest.

Jon Swindlehurst

Treasurer

OLCO FINANCIAL STATEMENT for year ending 18/02/2007

<u>INCOME</u>	<u>2007</u>	<u>2006</u>
Subscriptions	210.00	130.00
Deposit acc. interest	N/A	59.40
Sales receipts	49.50	30.00
ME Ex.	50.00	0.00
Bristol Ex	0.00	35.00
TOTAL	309.50	254.40

EXPENDITURE

Lionsmeet exp. A.Bibby	15.73	8.00
Donation to Guildford MES	0.00	25.00
Cost of producing Lionsheart engraving 2005	45.29	0.00
engraving 2006	8.00	0.00
Chairman's expenses	6.50	0.00
Secretary's expenses	5.00	0.00
Treasures expenses	14.60	0.00
Exhibition expenses	3.63	2.52
AGM notification	19.21	0.00
TOTAL	16.00	0.00

<u>NET PROFIT</u>	<u>175.54</u>	<u>218.88</u>
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<u>TRANSFER (cur. to depos.)</u>	400.00
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ASSETS AND LIABILITIES

Cash at bank: Current Acc.	#	274.40	459.13
Cash at bank: Deposit Acc.		4538.92	4138.92
Cash in hand		16.70	56.43
		<u>4830.02</u>	<u>4654.48</u>

includes some uncleared cheques

I do not know why but the Clerk of the Weather lately seems to delight in teasing us OLCO folk. Firstly, our attempts to put on a show at Alexandra Palace were enlivened by the high winds which swept the country, and later in the year when we were due to set off for the Bristol Lionsmeet the West Country was subject to severe flooding. However, we need not have worried because of Alan Bibby's happy knack of arranging good weather for Lionsmeet, at least most of the time. I had arranged to stay overnight in Bristol with my wife and eldest daughter, letting them loose around the shops whilst I and my dog found our way to the Bristol Society's track at Ashton Court. There I found Bristol Society Members knowledgeably studying the cloud formations blowing in from the west and predicting, to my relief, good weather, and so it turned out. I had brought with me the OLCO display board which was erected outside the Club House, and some suitable material displayed for the interest of visitors. I then had a look round the track which is impressive. There is a mixed gauge ground level track in addition to the raised track which we were to use. The line side buildings represent both Great Western and Midland influences as one would expect in Bristol. Competing Lions of Jon Swindlehurst, (last year's winner), John Mills, David and Andrew Neish and Bill Stubbs presented themselves. Alan Bibby, busy organizing the event, opted to steam his afterwards. In addition Harrye Frowen brought along his 7¼" gauge chassis which we saw running on compressed air. There was also a 7¼" gauge completed Lion built by Mr. Peter Merris of the Avonvale Society. Refreshingly his Lion was masquerading as Thunderbolt and painted in the Ealing Studios Livery. Unfortunately we did not see it run.

For once Bill Stubbs from Tiverton was not the furthest travelled competitor, being outdone in this respect by the Northern contingent. He arrived as usual with his distinctive hat, this time with an arrow stuck through it, which he wears to amuse the children at the Tiverton's Society's track. However, I suggested it was not a good idea at Bristol as the increased wind resistance might impair his performance in the competition. The Bristol Society kindly provided their Dynamometer Car, OLCO providing our own Dynamometrix in the form of Jan Ford, who is now regarded as indispensable for the Lionsmeet event.

I will not describe each individual run, but Jon Swindlehurst was the decisive winner. Alan Bibby has provided a summary of all the Lionsmeet results from 2000 onwards, including Bristol, which makes interesting reading. (To be published in a forthcoming issue – Ed)

The Cup was presented to Jon Swindlehurst by the Bristol Chairman, Mike Keighley. Your Chairman, whose main function is talking rather than doing anything useful, made a short speech thanking members of the Bristol Society for hosting the event, and to their ladies who provided us with refreshments during the afternoon. Finally, of course thanks our due to our own Alan Bibby for organizing the event, and to Jan Ford for superbly observing all those funny dials on the dynamometer car, and for ensuring that the contestants did not let their Lions exceed the speed limit.

We had a wonderful day, but were sad to learn afterwards that Bristol Member David Caseley who took photographs of the event, died a few days later. Some of his photos will be reproduced in later issues.

Snippets

Lion almost moved

Lion was all set to move temporarily to the NRM at York in January 2008. Permission had been obtained from Liverpool Museums for Lion to be moved to the NRM to be exhibited alongside the newly rebuilt locomotive Duchess of Hamilton. As many of you will know Duchess of Hamilton is being restored to its pre-war streamlined condition at Tyseley, and will then be on show at York. Unfortunately there were delays completing the locomotive, and also with some building work at York, and so this welcome venture has been cancelled. There is just a possibility, I understand, that it may take place later in the year, but there are no firm arrangements at present.

Congratulations to John Mills

Readers of "The Model Engineer" magazine will be aware of John's success. John's Lion won both a Silver Medal and the New Zealand Cup in last year's Model Engineering Exhibition at Ascot. Incidentally, Jon Swindlehurst's Lion was also on show, as was his model of Rocket which is also a competition entry at Harrogate. We wish him the best of luck.

Harrye Frowen's Lion

Harrye's Lion is now nearing completion. Some months ago I received from Harrye a very interesting DVD of his Lion on air test. I understand this can be seen on YouTube. (See caption to photograph on page 1).

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