

LIONSHEART

Number 65

July 2009



Photo – Jan Ford

Lionsmeet 2008 at Butterley – It's That Man Again!

Perhaps you could win the Mike Parrott Memorial Trophy? Story – page 10

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Cover Story, by John Hawley

Jon Swindlehurst wins again! Is there no one who can unseat this very successful and consistent performer? According to my records, Jon has won on no fewer than five times to date –

1997 at Peterborough;
2003 at Erewash Valley;
2006 at Southport;

2007 at Bristol
2008 at Butterley.

If Jon wins this year he will equal the record set by the late Mike Parrott, who won in

1989 at Cheltenham;
1990 at Runcorn;
1991 at Falconwood;

1994 at Frimley;
1995 at Sutton Coldfield
1996 at Bristol.

Sadly, Mike died on Boxing Day, 1997, at the young age of 39, as a result of an industrial accident. The Chairman's Trophy, customarily presented to the 5" gauge Lionsmeet winner, was presented to his wife, Suzy in perpetuity. Hence the title given to the current 5" gauge winners' trophy.

So, come on folks – the challenge is on!

The Editor's Bit, by John Hawley

I've had several goes at getting this issue out and each time something has cropped up to divert my attention. However, Lionsmeet 2009 is nearly upon us and I do want you all to be aware of it. This year it is to be held at York (full details below). I regret that this issue is arriving on your doormat so close to the event, but I hope you can make it and I look forward to seeing you there.

Primarily a competition, Lionsmeet is run each year at different locations (we don't have a track of our own). It is a good opportunity to meet like-minded people and also to have a look at the way other societies plan and run their layouts. Many clubs suffer severe restrictions on space but find ingenious ways to overcome them. Furthermore, if you are thinking of building a Lion or are part way through a project and are stuck, then come along and talk to us – we may even be able to help you!

With this issue of Lionsheart I'm almost up to date. As far as I'm aware, the only topic not yet reported on is the AGM 2009 and perhaps the Harrogate 2009 Exhibition, which will be dealt with in the next issue. If you know of any items outstanding, ie, letters you've sent in but have not been published, etc., please let me know.

I have to apologise for errors and omissions in the last issue:

The photos on pages one and two were by Cardiff Model Engineering Society member Trevor Bailey, not by Harrye Frowen as stated. Trevor also produced the Youtube film of Harrye's air test.

Page 12 stated, under 'OLCO Constitution', that said document was enclosed. Well, it wasn't and neither is it with the current issue. It was issued to members in 2004 and I don't want to burden the poor old postman unnecessarily. If you would like one, please contact me (details on back page).

There were various spelling mistakes. I frequently scan typed contributions and run Optical Character recognition over them (OCR), but errors can sometimes arise. I should do a bit more proof reading.

One thing I am concerned about is the cost of producing Lionsheart. My current printer, an Epson Stylus Color 600 is getting a bit long in the tooth. The ink is expensive and it prints slowly, often missing out pages, so I have to stand by and nurse it. The quality of photo reproduction is poor, for which I apologise. Also, ink tends to bleed through the page, which is why your last issue was in 'Draft' mode only (except page one). For this issue, I have printed each page just once onto a separate sheet in 'Finished' mode, then gone to a copy shop and printed all copies double sided. Photocopiers do not bleed through, since they deposit the image as a dry powder, which is then fused to the paper. I think laser printers work this way too, but I'm told that laser printers, though cheap for lots of text printing, produce poor colour images. But copy shops are expensive and I'd rather print at home. I don't want to go to expensive photo quality paper just to prevent the bleed problem and gone are the days of my employment when Lionsheart was produced gratis in vast quantities with the enthusiastic but unwitting assistance of British Industry!

So, does anyone have any ideas for producing good quality newsletters on standard 80 gsm paper?

Welcome to New Members

We extend a warm welcome to the following new members:

Mr G K Bullock (Norfolk)
Mr C Davies (Porstmouth)
Mr W Fearn (Nottingham)
Mr C Sheppard (Bristol)
Mr R B Wrenn (Isle of Wight)

Sadly, though, we bid farewell to John Beddard and Lionel Walldridge, who have been with us for many years. We wish them well and thank them for their interest and support.

The Old Locomotive Committee
has pleasure in announcing that

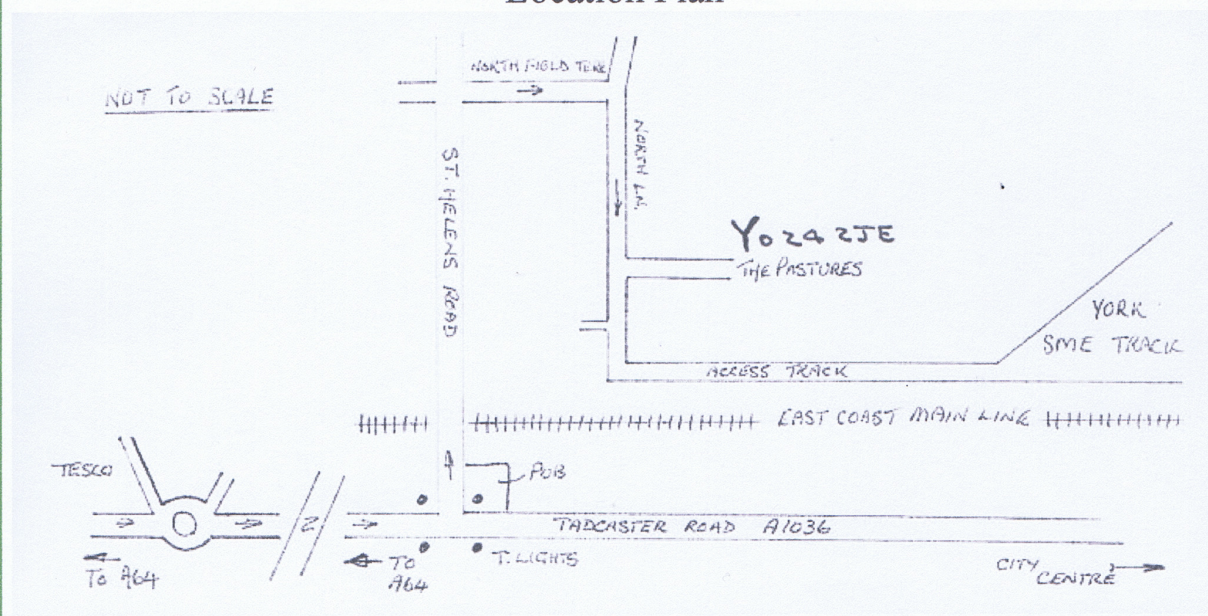
LIONSMEET

will be hosted this year by the
York City and District
Society of Model Engineers
at the Society's track at Dringhouses, York
on Saturday 1st August 2009

Lionsmeet is an informal annual gathering of all those with an interest in the Liverpool and Manchester Railway locomotive Lion in all its manifestations and gauges. All such persons are invited to bring their locomotives, in any gauge, finished or not, and any Lion memorabilia they may have to the event for display or demonstration. There will be a competition, limited to 3½" 5" and 7¼" gauge engines, to establish the hardest working Lion based on the measurement of work done by the engine during a ten minute run.

The track will be open to those wishing to practise from 10.00 am and the competition will start at 1.00pm. Period dress is optional. Prior application is unnecessary, but further information and directions are available by emailed request to: alnbbby@yahoo.co.uk, or phone 01254 812049. The clubhouse phone number is 07749 408215, and the nearby road The Pastures is postcoded YO24 2JE, for satnavs.

Location Plan



LIONSMEET: INFORMATION, 2009.

WHAT IS IT?

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

Lionsmeet is an informal annual gathering of all those with an interest in Lion in all its manifestations and gauges. All such persons are cordially invited to bring their locomotives, in any gauge, finished or not, and any Lion memorabilia they may have to the event for display or demonstration. There will be a competition, limited to 3½", 5", and 7¼" gauge engines, to establish the hardest working Lion(s) based on the measurement of work done by the engines during a ten minute run. The track will be open to those wishing to practise from 10.00 am and the competition will commence at 1.00pm or thereabouts. Period dress is optional. Prior application is unnecessary, but further information is available by emailed request to OLCO representative Alan P Bibby, email alnbby@yahoo.co.uk, tel 01254 812049.

VENUE AND ARRANGEMENTS

Lionsmeet is hosted this year by the **York and District Society of Model Engineers** at their track site at Dringhouses, York on Saturday 1st August, and we record our thanks to the club for making their track and services available for the event.

The **ground level 7¼** " gauge track is about 1560 feet long and runs through woodland around both the clubhouse and the elevated track. The **elevated track** is laid for 3½" and 5" gauges and is about 1100 feet long. It is located adjacent to the clubhouse.

The track is signalled, but the signals should not interfere with the competition. However, signals must be observed since a red could signal an opening in the track or an obstruction. The ground level track is not signalled at present. A **general speed limit** of 8 mph applies and lower speed limits may apply. All marked speed limits are to be observed in the practice sessions and competition. **Competition rules** will be posted up for the event, as will any **Notices to Enginemen and or local rules** in force at the time, and it is each driver's responsibility to familiarize himself with these. An experienced footplate man must accompany **drivers under the age of 16**. Persons **under the age of ten** are not permitted to drive.

Facilities will be provided for the **display of static models** and exhibits, which are cordially invited. Any pre 1850 material, not just Lion memorabilia, will be most welcome.

Tea and coffee will be provided by the club, but food will be the responsibility of attendees. The nearest food outlets/cafes are on Tadcaster Road, a short walk from the track, where there is an excellent fish and chip shop.

Accommodation The club does not feel able to recommend specific accommodation and it is recommended that those proposing to stay should seek advice from York tourist information office or from the Internet.

OLCO does not carry insurance cover of its own so all participants must be covered by the normal club public liability insurance.

Directions: For those with satnav, the nearby road The Pastures is postcoded YO24 2JE. The clubhouse phone number is 07749 408215.

Important PS from LIONSMEET Co-ordinator, Alan Bibby:

"I have been informed of a road closure affecting the route to the Lionsmeet venue. Referring to the map (See page 3 above), the bridge that takes St Helens Road over the railway will be closed from 9am on the Saturday morning. So, instead of continuing through the Tesco roundabout on the A1036 to the traffic lights, you must take the second exit, ie the exit after the store entrance, and go along Moor Lane instead, then work your way around to the track, hopefully with the aid of your satnav."

**MINUTES OF THE 24th ANNUAL GENERAL MEETING AT THE OLD LOCOMOTIVE
COMMITTEE HELD AT THE LION TAVERN, MOORFIELDS, LIVERPOOL, 17th MAY 2008.**

Welcome by Chairman

The Chairman, Mr John Brandrick welcomed attendees to the meeting, which started at 2.00pm.

N.B Jim Fearn writes that this pub is a grade 2 listed building and one of Robert Cain's Victorian gems. An extravaganza of etched/stained glass with magnificently carved wood and beautiful tiling. It displays a few very old pictures/drawings of Lion.

Present:

A Bibby	(Lionsmeet)
J Brandrick	(Chairman)
E F Clark	(President)
J Fearn	
J Hawley	
J Swindlehurst	(Treasurer and Membership Secretary)

Apologies:

J Coop
J Ford
H Frowen
J Griffiths
A Lloyd
J Mills
P Pritchard
W Stubbs

Minutes of the Twenty Third Annual General Meeting:

The Minutes of the 23rd AGM were approved. (Proposed J Hawley; Seconded J Swindlehurst)

Matters Arising:

The Chairman apologized for the incorrect spelling of E F Clark's name in the previous Minutes.

It was pointed out that of the six replica Liverpool and Manchester carriages constructed at Derby for the 1930 celebrations, only two, a first and a third were in the possession of Liverpool Museum. The other four being in the National Collection and not as stated all in the Liverpool Collection.

Chairman's Report:

I am going to start on a negative note and one which is of great concern to me and doubtless to all the membership and that is the absence of Lionsheart. I had hoped that the situation would be resolved last year when John Griffith kindly volunteered himself as Editor, but sadly he has found himself busier than ever since retirement with his horological work and other duties and has had to step down. We still therefore do not have an Editor for Lionsheart. Communication is obviously vital in a society with a far flung membership and I am particularly concerned for our membership, particularly our newer members who must be wondering what OLCO is all about and what they are getting for their money.

I know from personal experience that producing Lionsheart, whilst very rewarding, is also a lot of work, but we do need someone with the flair to make it an attractive and stimulating newsletter. That also involves the membership generally to supply articles of interest for inclusion. Looking through back issues, there were lots of interesting items. We do not want Lionsheart to degenerate into merely accounts of the AGM and Lionsmeet, important as these are.

On a much brighter note, I believe OLCO is actually doing well. We have had another successful stand at a major engineering exhibition, at Harrogate and, as at Alexander Palace last year, it proved very enjoyable for those participating and it is readily apparent that there is great interest in, and affection for Lion nationally. Many people are still building LBSC's version and there is growing interest in 7 1/4" Lions.

I am gratified that the policy of having an OLCO presence at major exhibitions, following on from John Hawley's pioneering efforts at the Bristol show, has been successful, not only in bringing OLCO's existence to the attention of all who are interested, but has also increased our membership. I would like at this stage to record my thanks to those members who assisted, not only for your support, but also your good company, which made it so enjoyable. Nevertheless we should appreciate the commitment both in time and expense that is involved. Personally, I feel we should continue to attend some of the exhibitions, not just model engineering, but perhaps some of the full size steam festivals.

Our membership now stands at 60. (Though that includes some who are yet to renew) The geographical distribution of our membership is interesting:

North West (Wirral, Cheshire, Lancashire, Merseyside)	23
West Midlands	8
East Midlands	4
Yorkshire	2
East Anglia	3
Greater London (within M25)	7
Hampshire, Dorset	3
South West and South Wales	6
Isle of Man	1
Scotland	1
USA	1
Canada	1
South Africa	1

Another success is Lionsmeet. We didn't quite equal the vintage turnout at Brighthouse in 2005 for the 2007 Lionsmeet at Bristol, but it was very successful for three reasons. Firstly, Alan Bibby's excellent organization (including choice of weather), the members who turned up with their Lions and finally the warm welcome and hospitality of our hosts at Bristol. The only detraction was the sudden loss of Bristol member David Caseley three days afterwards. David took a number of excellent photos of the event which hopefully, will appear in our report. (*Well, er, No, not yet, but perhaps in issue 66 – Ed*)

This year's (2008) Lionsmeet will be at Butterley and judging by the number of extra fliers I had to print for the Harrogate exhibition last week there should be plenty of interest and lots of visitors – so plenty of Lions please.

Last year I spoke about what direction OLCO should be taking. Our stated objectives in the constitution are, I believe, as relevant as ever and no change is required. Nor do I feel that the format of our two main events, AGM/visit to Lion and Lionsmeet need change. But what else should OLCO be doing? Well obviously we should be enjoying what we do and I am sure that is the case but as we now have little practical involvement with the full size Lion as we did in the 80s when she was being steamed, it seems to me that OLCO should aim to be a major source of information on Lion both full size and miniature. Much has been written already by members, notably Charles Taylor-Nobbs, and I scarcely need mention John Hawley's significant contribution with the drawings, and on which Harrye Frowen has based his 7¼" gauge replica, hopefully to form the basis of a kit. Whilst all these efforts remain the intellectual property of their creators, OLCO can act as a channel for information and assistance, a sort of clearing house, especially for modellers. Judging by the enquiries we received at the exhibitions, there is a need for this.

An OLCO website, long overdue, would be instrumental in this. We have discussed this in the past and I hope it will become a reality soon.

We have discussed in the past the question of a publication, either by OLCO alone, or in conjunction with Liverpool museum, to replace the Yellow Book, probably of a more technical nature especially of use for modellers. This is an ambitious venture but it would be wonderful if this were OLCO's significant, authoritative contribution on the subject of Lion.

Well, I'm sure that is enough food for thought and hopefully will stimulate useful discussion.

It remains for me to thank the various officers of OLCO for their support and it is a truism that any society is only as good as the participation and enthusiasm of its members.

I would like to thank Sharon Brown, Curator of Land Transport and Justin Garside-Taylor, Chief Conservator for making themselves and Lion available to us today.

Thank you – John Brandrick

Treasurer's Report:

Membership has continued to grow slowly and now stands at 49, but this year will be a testing time as many 5 year memberships are due for renewal.

Financially OLCO has had a quiet year with little activity, both income and expenditure are down but the interest from the deposit account is well up from £71.71 in 2007 to £105.63 this year. The overall balance now shows £5002.98, an overall increase of £138.25.

Jon Swindlehurst - Treasurer

OLCO FINANCIAL STATEMENT for year ending 31/03/2008

<u>INCOME</u>	<u>2008</u>	<u>2007</u>
Subscriptions	90.00	220.00
Deposit acc. Interest	105.63	71.71
Sales receipts	0.00	49.50
ME Ex.	0.00	50.00
Bristol Ex.	0.00	0.00
TOTAL	195.63	391.21

<u>EXPENDITURE</u>		
Lionsmeet exp. A.Bibby	0.00	15.73
Donation to Bristol MES	25.00	0.00
Cost of producing Lionsheart engraving 2005	23.00	45.29
engraving 2006	0.00	8.00
engraving 2007	0.00	6.50
Chairman's expenses	6.50	
Secretary's expenses	0.00	5.00
Treasurer's expenses	0.00	14.60
Exhibition expenses	2.88	3.63
AGM notification	0.00	19.21
Don Kennedy expenses	0.00	16.00
TOTAL	57.38	180.96

<u>NET PROFIT</u>	<u>138.25</u>	<u>210.25</u>
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<u>TRANSFER (cur. to depos.)</u>	0.00	400.00
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ASSETS AND LIABILITIES

Cash at bank: Current Acc.	249.40	227.40
Cash at bank: Deposit Acc.	4716.26	4610.63
Cash in hand	37.32	26.70
	5002.98	4864.73

Election of Officers:

There were no nominations for Chairman, Treasurer or Lionsmeet Coordinator. The following were re-elected:

Chairman	John Brandrick	Proposed – A Bibby	Seconded – J Fearn
Treasurer	Jon Swindlehurst	Proposed - A Bibby	Seconded – J Hawley
Lionsmeet Coordinator	Alan Bibby	Proposed – J Brandrick	Seconded – J Swindlehurst

Jim Fearn offered his services as Secretary and was elected. Proposed – A Bibby Seconded – E F Clark
John Hawley offered his services as Lionsheart Editor and was elected. Prop – A Bibby Seconded – J Fearn.

OLCO attendance at future exhibitions:

John Hawley was unable to arrange a stand at Bristol for the 2008 exhibition because of family commitments.

Attendance at the Model Engineer Exhibition at Ascot was discussed noting that Jon Swindlehurst's Rocket was entered and the proximity of some of our members locally to assist.

Alan Bibby was keen to attend Harrogate.
Next Year. Shepton Mallet Exhibition also discussed.

OLCO website

The Chairman had identified someone who could set up a website for approximately £500. Jim Fearn felt it could be done much cheaper and cited his (Wrexham) club who pay £5 per month as part of a Wrexham council website. He suggested OLCO might be part of Liverpool Museum's website. The Chairman agreed to investigate this.

Further discussion regarding website title and content, including contact email address of key members and services, eg castings, drawings, etc.

Any Other Business:

Lionsmeet. To appear on main agenda for AGM in future.

Venue for 2009 to be arranged (possibly Quainton Road Railway Centre).

Arrangements for 2008 at Butterley, including directions discussed.

E F Clark stated that 'Titfield Thunderbolt' Christmas cards were still available.

Future AGM venue. Lion Tavern felt to be successful and suitable for next AGM.

The meeting then closed.

Visit to Liverpool Museum Store. Juniper Street. 17.5.08, by John Brandrick.

Six OLCO members visited Liverpool Museum Store in Juniper Street, on Saturday 17th May 2008, prior to attending the AGM in the afternoon. We were pleased to be joined by E.F. Clark's wife, Yvonne. Liverpool Museums have 2 warehouses in Juniper Street, Bootle. Warehouse No. 1 is unfortunately not accessible to the public because of Health and Safety Regulations on account of poor lighting. Fortunately Lion is situated in Warehouse No. 2, which is well lit. Sharon Brown, Curator of Land Transport, and Justin Garside-Taylor, Chief Conservator in charge of Lion were there to welcome us, and our thanks are due to them not only for allowing us access to Lion, but also making themselves available for our visit.

Justin gave an account of the work in hand on Lion's cosmetic restoration which largely consists of mending anything that has become damaged. The wooden boiler cladding needs to be re-varnished, and the paintwork, particularly that on the wheels, is in a bad state. The paint is being laboriously scraped off the wheels for repainting, and samples of the paint are being used to get a good colour match. Justin's assistant is researching the correct colour through the NRM. Presumably Crewe used a shade of green as near as possible to that used by the LNWR for its locomotives before they were painted black. Lion looked very different minus her splashers

and coupling rods. She was standing on sufficient length of track to be pinch barred backwards and forwards so that John Hawley could measure her valve travel, finding it rather shorter than the theoretical value, and he is now busily investigating why this should be the case. We await his finding with interest.

We repaired to the Staff Room and gathered round the table for Sharon Brown's update on the New Museum of Liverpool where Lion will eventually be on display as a static exhibit.

The Museum will have four galleries telling the story of the Port of Liverpool as a "global city" and its influence on the world. The first section will show the changing landscape from the ice age onwards. Other sections will display the history of the early settlers and their trade with Ireland, the tides in the Mersey, how Docks work, and Liverpool's part in the Industrial Revolution. Lion will of course be one of the major exhibits and will be situated so that she can be viewed from various angles, including from above. There will be a continuous visual display outlining the history of Lion, and it was suggested that this might even include a reference to OLCO. The remaining Liverpool Overhead Railway Motor Coach will be displayed appropriately on a mezzanine floor above the main display in a reconstruction of a typical station. Sadly there will be no room to display the replica Liverpool and Manchester Railway Coaches which were used for the centenary celebrations. We suggested that a model of a typical period train might be situated near the full size exhibit. In addition there will be a collection of railway signals on display to commemorate the manufacturers associated with Liverpool such as the Railway Signal Company of Fazackerly. Sadly however, there will not be room for much of Liverpool's collection, especially the sole surviving Mersey Railway Locomotive, Cecil Raikes, now in a very poor condition, and whose restoration is obviously going to be long and expensive.

I think we were all happier with what we heard this year compared with the proposed display of Lion that we saw previously which I felt looked most inappropriate. The Museum is due to open in November 2011.

All too soon it was time to leave Juniper Street to travel into Liverpool for the AGM. There seemed hardly any time to get a good look at Lion, but should any member wish to have access to Lion, this can be arranged by contacting Justin Garside-Taylor on Tel. 07900 828837 and he will do his best to arrange access.

It is likely that we will have access to Lion again next year at Juniper Street, but thereafter the situation is less sure as Lion will be moving into the New Museum sometime prior to its opening.

The party travelled into Liverpool to Moorfields to the Lion Tavern for the AGM. The Lion Tavern is a wonderful Public House and is a Grade II Listed Building. The accommodation for our meeting is not ideal in that there are no private rooms, but we occupied a good sized alcove well away from the Bar area which has in addition to some interesting prints, a lovely framed drawing of Lion signed by Hewitt Beames who was in charge at Crewe in 1930 when Lion was being restored to working order. We were provided with an excellent buffet lunch by the Landlord, John O'Dowd, who made us most welcome, and the general feeling was that we would like to go back there next year.

After the AGM John Hawley, Alan Bibby and I walked down to the waterfront to see the New Museum taking shape. The framework is already complete, giving the impression of a huge amount of steelwork for a relatively small volume compared with say the Royal Scottish Museum in Edinburgh which has a wonderful expanse of exhibition area, and is a delight to be in. So far I cannot say I am impressed, particularly as the cream coloured stone which will be used to clad the outside according to the Artist's impressions looks so different from the grey Cunard & Royal Liver Buildings nearby. Perhaps when it is finished and with an imaginative display inside I might change my mind.

Following this there was an opportunity to go to the Walker Art Gallery to see a special show of Art in the Age of Steam as part of Liverpool's City of Culture celebrations.

The show was very good and well worth a visit. In particular there was a viewing area showing excerpts from films involving railways, including as you would expect, a clip from the Titfield Thunderbolt.

Overall it was an excellent day out and I look forward to next year. There is much to see in Liverpool so why not come to next year's AGM and make a weekend out of it.

John Brandrick

Post Meeting Note:

Sharon Brown, Curator at Merseyside Museum, has said that she would like to meet with OLCO members to hear our views. The decision has of course already been made that Lion will be on static display and will not be steamed again in the foreseeable future, so despite our views on the subject this is not an issue for discussion at the AGM. Nevertheless I am very pleased that OLCO's input should be considered of value. So please have a think about how you would like to see Lion displayed.

Lionsmeet 2008 (Butterley Park), by Jan Ford

Lionsmeet 2008 was held at Butterley Park Miniature Railway on Saturday, 26-Jul-2008. The railway is within the Midland Railway Centre site in Derbyshire. It was hot for most of the day, with only brief showers.

We were, as usual, made very welcome by the host club and it was a most successful gathering. The format followed the usual pattern, as outlined in the poster for the event.

The writer was, once again, 'volunteered' to be the official observer of the dynamometer car readings and enforcer of the competition rules. Alan Bibby proposed the title 'Dynamometrist' for this role, but I rather prefer 'Dynamometrix'. This year, we had seven contestants on six 5-inch 'Lion' models. By convention, the previous year's winner runs first; the order of the remaining contestants is determined by drawing lots. Each run was for 10 minutes.

Jon Swindlehurst: Jon elected to haul three bogie coaches in addition to the obligatory dynamometer car (once again, kindly loaned for the occasion by Guildford Club, through the good offices of David Neish). In addition to the Driver and Dynamometrix, he elected to take four adults and two young people as load.

Richard (Southport Club): Richard took the same three bogie coaches and five adults (plus Driver and Dynamometrix) as load. This was the first outing of the locomotive for some time following boiler repairs, but Richard's Work Done was within 5% of Jon's figure.

Martin Reeve (from the Host Club): Martin agreed to substitute a 4-wheel driving trolley for the leading bogie coach (to provide a more effective train brake), giving a load of 2.5 bogie coaches and five adults (plus Driver and Dynamometrix) as load

David Neish: David ran with the same 2.5 bogie coaches and a load of 3 adults and a young man (plus Driver and Dynamometrix). The young man was David's grandson, Douglas, giving three generations of the Neish family in attendance.

Andrew Neish: Andrew then took over his father's engine (permitted by the rules provided no other competitor objects). He added a coach to give 3.5 bogie coaches and a load of 4 adults and Douglas (plus Driver and Dynamometrix).

John Mills: As John started his practice run, the bumping and boring between locomotive and train indicated that all was not well. Observing the locomotive from the side, there seemed to be a serious valve timing problem. John returned to the steaming bays to see if repairs could quickly be effected (again, permitted by the rules provided no other competitor objects). Sadly, as we all rather feared, repairs would require some disassembly and John retired from the competition.

Bill Stubbs: Bill took just 1.5 bogie coaches and an initial load of 1 adult (plus Driver and Dynamometrix). However, suffering some adhesion problems, Bill 'dropped' the adult and carried out his competition run with Driver and Dynamometrix. The locomotive became 'winded' a couple of times, each time necessitating a pause for a 'blow-up'.

Alan Bibby verified and announced the results then Alan from Butterley Park formally returned the Winner's Cup to Jon Swindlehurst, who will thus be required to polish the Cup for a further year! And so, another most enjoyable event came to a close, thanks to the efforts of Alan Bibby and the excellent arrangements made by all the members from Butterley Park.

Results:

Run	Driver	Loco Owner	Distance Run (ft)	Work Done (ft/lbs)
1	Jon Swindlehurst	Jon Swindlehurst	6,410	52,500
2	Richard ? (Host Club)	Richard ?	5,620	50,480
3	Martin Reeve (Host Club)	Martin Reeve	4,530	41,200
4	David Neish	David Neish	5,460	46,100
5	Andrew Neish	David Neish	5,500	49,000
6	John Mills	John Mills		Retired
7	Bill Stubbs	Bill Stubbs	2,520	8,200

Obituary: Alan McKirdy

Sadly, we have to announce the recent death of Alan McKirdy, a past Chairman of OLCO. E F Clark writes that he and Yvonne attended the funeral in the beautiful Lady Chapel at the east end of the famous and enormous parish church, Holy Trinity in Long Melford on Thursday 7th May at 2.15 p.m. E F writes “The Rector who took the service gave a good, but concise eulogy which outlined Alan's career - which had remained a bit of a mystery to most of us in OLCO.”

We reproduce below the eulogy delivered by the Rev. Ian Friars, the Rector of Long Melford. He was ably assisted by Chris Grout who was Alan's assistant for many years and to whom he has left his organ business. We are much indebted to them for granting us permission to print the following:

“Alan was born at Staines in Surrey in 1926. He was the second of two boys born to Lochart and Gladys McKirdy. His father was a captain in the merchant navy, who spent long periods of time at sea. Alan, his brother Giliis, and his mother lived in Staines where the boys attended a local school. Later, Alan went to be educated at Hailebury boarding school, where he attained the higher school certificate. Sadly, at the end of this time, his brother died from meningitis.

Alan joined the army towards the end of the war, doing his preliminary training at Lanark, before joining the Royal Engineers at Preston. He always spoke well of his time in the army, but declined the offer of Officer training, leaving in his early twenties as he had secured a place at architectural college.

However, Alan decided that a career in architecture was not for him and instead went into the theatre. He joined the Windsor Repertory as a stage manager and occasionally took a small acting role. Touring the country with various productions was an enjoyable and enlightening experience for him, the highlight being a trip to New York with a production of Macbeth.

Alan had always done small woodworking and restoration jobs in his spare time and greatly enjoyed practical work, so, although he enjoyed theatre life, he decided to set up in business as a cabinetmaker, with a workshop in Highgate, doing individual commissions and antique restoration. However, some years later and still living with, and now supporting his mother in Staines, he decided a better income was required, so he joined a firm of insurance brokers in the city.

He had always been very fond of 18th century arts and architecture and it was his ambition to live in an 18th century house. He realised this, by moving, with his mother, to an 18th century mill house in Witham, Essex in the early sixties, commuting to the City every day. Whilst there, he got involved in many community activities, including local government (as a councillor), a gramophone club, and the local operatic society. Alan loved opera and attended many concerts in London. He was also a good cook and liked entertaining, giving many fondly remembered dinner parties.

He loved the church and was a great admirer of church buildings, and from an early age, often attended Sunday Mass. He also had a great passion for pipe organs, so in 1978, after his mother died, he set up a business as an organ builder and restorer in Long Melford, where he lived and worked for the next thirty years. He worked on numerous church organs, including making the entire casework for the Johnson organ in Malmsbury abbey. There was also major restoration work on several splendid 18th and 19th century chamber organs, barrel organs, furniture and other keyboard instruments. One of the chamber organs was sold to Rudolph Nureyev and Alan had a chance to reacquaint himself with New York whilst installing it in his apartment.

During this time he got involved with another great passion, steam engines. He joined OLCO, a society of enthusiasts, who supported Liverpool Museum in maintaining and running Lion, the second oldest working steam locomotive in the world. A highlight of his time with them was when he was introduced to the Queen during a steaming event at Crewe in 1987.

Alan was an excellent craftsman, with endless patience and a great eye for detail. These qualities would be put to good use when he later transferred his attention to making miniature keyboard instruments and pieces of furniture for serious collectors of 12th-scale miniatures. Many pieces were commissioned to replicate full sized pieces owned by private collectors and museums. He exhibited at various shows each year, including some in America, gaining a reputation for fine quality craftsmanship. He also did some workshops in America, teaching miniaturist enthusiasts some of his skills. Since the early fifties, Alan had been a dedicated motorcycle enthusiast and used bikes as his preferred means of transport, often surprising people who didn't know him by turning up in full black leathers, boots and helmet. To add to his air of individuality, he enjoyed taking snuff, a rare sight these days.

A man of many interests, who, even into his eighties, still had great plans and projects, Alan will be remembered for his generosity, boundless enthusiasm and optimism, and considerable skills by all those who knew him.

He was a unique individual.”

(Editor's note: Can anyone confirm for me whether or not Alan was a Joint Founder Member of OLCO?). He was a colourful character, with many interests and an all consuming passion for riding about the countryside on his beloved BMW motorcycle. He had developed a system of reproducing, in model form, the wooden lagging on Lion's boiler. (Now we may never know the secret....). Alan ran an organ repairing business in Suffolk for several years and I was once privileged to see some of his work on miniatures – a very finely detailed 12th scale pianoforte, complete with working castors).

Lionsmeet 2006 (Southport), by John Brandrick

Lionsmeet 2006 was kindly hosted by Southport MES. It was unfortunate that we clashed with events elsewhere, and consequently David and Andrew Neish were unable to come from Guildford, and our friends from Brighouse were also unable to attend. Consequently there were only 4 visiting OLCO Lions, augmented by one from the home club. It was sad that the OLCO turnout was so poor because the Southport people had gone to a lot of trouble on our behalf. A large number of their members turned up to see us, the Press attended, and also a member of the local Videography Society to record the event. Also the Clerk of the Weather was unkind, teasing us with the threat of rain during the day, although it did not actually do so.

Southport's track is very pleasantly located not far from the sea and in association with the local Model Yacht and Boat Club. The larger of the 2 tracks has 2 loops and a double track section in between. It is 1700ft. in length. The track is steel. The Club has a well appointed Club House, and we were very well looked after during the day from the point of view of refreshments.

Unfortunately, we were not able to use the Guildford Dynamometer Car this year, and the Warrington one was substituted which seems to have given our Lions a hard time. Bill Stubbs came all the way from Tiverton and took advantage of the morning practice session which gave us some intimation of difficulties that lay ahead. He was soon struggling and had to reduce his load. John Mills, last year's winner, who had an excellent run at Brighouse also struggled and sadly had to retire as time was running out. Bill Stubbs had better luck and came 2nd. Richard Spencer from the home club came 3rd, very closely behind Bill. Jon Swindlehurst did very well and was a convincing winner despite having only returned from holiday in the early hours of that morning. His performance was not affected by lack of sleep or jet lag. Fortunately Jon does not take his Lion on holiday with him, otherwise the result might have been different. Alan Bibby bought his Lion along but decided not to run as he had plenty to do to run the event, particularly in view of the various difficulties we experienced.

Charles Taylor-Nobbs presented the Mike Parrott Memorial Trophy to Jon, deputising for our President, E.F. Clark, who was unable to attend. Thereafter, following the formal proceedings, various Lions got up steam again and took to the track. Surprisingly all seemed to do better this time, including Jon Mills Lion which performed more like its usual self. After fires had been drawn and ashpans emptied we transferred to a nearby Pub with our hosts who had kindly ordered bar meals for us.

Despite the disappointing attendance it was a very enjoyable day, and our thanks are due to Southport MES, and in particular to Gwendoline Baguley who co-ordinated the event from the Southport end. Finally, thanks to those OLCO members who attended with their Lions. I was particularly pleased to see Bill Stubbs who had travelled all the way up from Tiverton to be with us. I would like to thank Jan Ford for once again taking on the all important task with the Dynamometer Car. She is now our official Dynamometerist. Last but not least, thanks to Alan Bibby for organizing the event. It does involve a lot of work both beforehand and during the event itself, and Alan coped very well with the various problems which were encountered on the day. Alan has kindly provided the statistics for this year's competition, and has also provided some interesting information of Lionsmeet winning performances over the last 20 years right from the initial Lionsmeet in 1985. It is interesting that there is such a wide variation.

Results:

Run	Driver	Loco Owner	Distance Run (ft)	Work Done (ft/lbs)
1	Jon Swindlehurst	Jon Swindlehurst	6,182	29,010
2	Bill Stubbs	Bill Stubbs	5,100	16,080
3	Richard Spencer	Richard Spencer	3,659	14,920
4	Dee Spencer	Richard Spencer	1,756	6,690
5	John Mills	John Mills	624	2,090



Photo – Jan Ford

Lionsmeet 2006 at Southport

Once again Jon Swindlehurst is presented with the Mike Parrott Memorial Trophy!

Snippets, by John Hawley

You will by now have gathered that some of the items in this issue are a bit out of date. Well, it's partly because we had no Lionsheart newsletter between Numbers 63 (April 2006) and 64 (December 2008), so a lot of news didn't get reported except via the good efforts of our Chairman John Brandrick, who had no medium through which to contact members. I hope now that I've caught up with all your news, but do contact me if there is anything outstanding. Here are one or two items:

Congratulations to John Mills

John Brandrick wrote in December 2006: "Congratulations to John Mills who won this year's LBSC Memorial Bowl Competition held at Sunderland. Whatever problems John experienced at Lionsmeet there is clearly not much wrong with either locomotive or driver. John and his Lion are proudly displayed on the front cover of Model Engineer No. 4284."

Jon Swindlehurst wrote in September 2007: "Although I was unable to go to Ascot (2007), I believe John Mills got a silver medal and an award for his Lion...."

Help Wanted

I have found a note, probably from Secretary Jim Fearn, saying that a Mr D F Austin asks if anyone would be prepared to manufacture a Lion crank axle for him, presumably in 5" gauge. Tel: 01270 874721 (Stoke on Trent).

John Brandrick wrote in December 2006:

“Thank you to John Hawley

I had a very nice letter recently from Harrye Frowen. Harrye is building a 7 ¼” gauge Lion and wrote to express his appreciation for the huge efforts that John has made preparing very detailed drawings of Lion. I would like to acknowledge the very significant contribution that John had made to OLCO in this respect. When I mentioned this to John he very modestly said that it was Harrye’s encouragement to produce them that really stimulated them. So thank you Harrye for your kind comments, and also for your more recent letter about wagging bananas. These are of course the rocking arms that transmit the motion to the valve spindles. Members requiring information on the 7¼” gauge item will find it at:

http://homelsces.co.uk/model_engineers_digisal_workshop. Thank you Harrye for this information.”

(Editor’s note: I can’t find this web site. Perhaps it is now closed down. Any ideas Harrye?)

Letters to the Editor:

Dear Ed,

From Harrye Frowen.

R.E. Lion 7 ¼” Gauge Replica

In reply to Lionsheart number 64 Dec 2008, the number of hours on this build were recorded as 5565 hours from start to steam just over 4 years, a further 150 hours were spent scaling John Hawley's full size drawings of the loco, and a further 70 hours recorded on the tender by Charles Taylor-Nobbs. The scale is at 1/7.8 *. The wheel patterns were made about 40 years ago. All the other parts are made by fabrication, casting or machined from solid. It would be possible to reduce the build time by casting in lost wax as many hours were spent fabricating the horn infills, axle boxes, crosshead pumps, note these are handed left and right.

John Hawley and I started to have some of the parts laser cut. There are loco Horns, Gabs Rods, Spectacle plates, spare at present. It was my intention to produce a kit for Lion, and as there was no interest in the project I have now moved on to building William Hedley's Puffing Billy. This is sad in a way after all the time John Hawley spent producing all the drawings.

John Hawley replies: Don’t worry, Harrye. I don’t in any way begrudge the time spent on the Lion drawings. It is a long and continuing process and I see no end to it yet. In fact I am now working feverishly on the footplate and cab rail drawings, again in response to stimulation from a modeller.

** The reason we chose this scale was explained in Lionsheart Number 57 (April 2004)*

If you would like to see Harrye’s Lion running on air, see the 11 minute video Lion Loco I, dated 21Dec07 on www.youtube.com/watch?v=6IYVSxaZ8Us.

There is a 6 minute update – Lion Loco II, dated 29Feb08 on www.youtube.com/watch?v=EjtRd48QCnw. Be careful with those upper and lower case characters!

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If you would like to contact the Editor on any issues raised in this newsletter, or for any other reason, the details are below:

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