

LIONSHEART

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F W (Bill) Stubbs



Bill Stubbs in his Characteristic Lionsmeet Uniform

Photo – David Caseley

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Cover Story, by John Hawley

OLCO members will be much saddened by news of the death of Bill Stubbs, our game and frequent 'Furthest Travelled' attendee at Lionsmeet events. Bill passed away peacefully at his home on Friday 4th September. I was able to go to the celebration service – a Humanist Ceremony - at Taunton Deane Crematorium on Friday, September 25th – a very dignified and affectionate farewell to a much loved and respected gentleman.

I hadn't known a great deal about Bill, in spite of seeing him at many of our events – he generally kept his difficulties to himself and, not being a fellow competitor, I probably missed the opportunity to engage him in much small talk in the steaming bays. I therefore include the following, sent me by his son, Andy.

Bill Stubbs – An Interesting Career

“Bill was born in 1932 to Fred and Olga Stubbs. He and his elder brother, Gerry, were brought up in Liverpool. After leaving school, Bill secured a mechanical engineering apprenticeship at Liverpool Corporation. He then moved south with his parents, who were running a succession of children's homes. When his parents took over a children's home in the Bahamas in 1950, Bill decided to join the RAF, first as a trainee pilot (serving in what was then Rhodesia) and then in air traffic control.

Three years later, having left RAF life behind, Bill was back in the UK working at Marley Floor Tiles as a maintenance fitter. He studied hard at night school and secured a job as a trainee draughtsman with a firm at Luton Airport. It was at this time that Bill met his future wife, Margaret, who was a nurse and midwife. They married in 1954 and were lucky enough to move into an annex of the house in Leighton Buzzard owned by his brother Gerry, where they began what was to be a long and happy life together.

Meanwhile, Bill progressed to senior draughtsman and then to project designer working mainly on aircraft engine installations, including the well known VC10. In 1957 his son Andrew was born and in 1959 Bill and Margaret bought their first house in Luton, situated next to the new M1 motorway – which some of you may have heard of! In those days, there were hardly any cars - quite different from the roar of traffic of future years.

In his spare time, Bill was an active member of the Luton Sub Aqua Club. He organised many diving club holidays to Wales and the south-west and to west Scotland. Diving gave Bill an opportunity to pursue his interest in underwater photography and also pass on his enthusiasm for the sport to new members.

Bill was head-hunted to manage work for the Rolls-Royce and De Havilland aviation firms, work that ironically involved regular trips up north on the new motorway. However, Bill was soon back in Luton in a new job as chief designer on a new range of valves and control systems for oil rigs and power stations, work for which he and the team received an award at an Engineering Design conference. Having been appointed quality manager when General Electric took over, Bill was disappointed to be made redundant when the Government cancelled some contracts, though he hid this well from his family and used the experience he gained to find a new role.

Bill picked up the threads when he joined Kodak at Stevenage as a quality engineer on X-ray processing machines and the popular “Instamatic” camera range. Although very much a homebody, he made visits further afield to Europe and the USA for his work.

Towards the end of his working life Bill became a technical advisor for Kodak, writing several product manuals. He learned to use the early computers here and trained other staff. At the age of 56 he survived a heart attack and had a triple bypass. In the late 1980s he decided to leave Kodak to go freelance. He was now looking forward to permanent retirement and pastures new.

Bill spent a lot of time searching for a new home for him and Margaret, making many trips to possible locations. He soon focused on the south west and found in Tiverton a lovely town that offered a good balance of facilities, a lively community and peaceful surroundings.

Bill soon joined the Tiverton & District Model Engineering Club, a group of enthusiasts who meet regularly to discuss their interests in working models of steam locomotives and traction engines.”

Bill at Tiverton MES

I also received the following from Chris Shields, Chairman: Tiverton and District Model Engineering Society. A copy has been sent to Model Engineer:

“Tiverton & District Model Engineering Society Ltd are very sorry to announce that President Bill Stubbs passed away suddenly at home on September 4th 2009.

We first met Bill Stubbs in 1994, when he discovered our Model Engineering Society. He took an active interest in the affairs of the Society, which was looking out for a site on which to build a permanent track. He commenced the construction of his Lion, 5” gauge model steam locomotive at this time.

Bill was elected Chairman of the club in 1997. He was a very active Chairman and during his tenure, we managed to find what was to become Worthy Moor, sort out planning permission and get building underway. The track was completed in 2002 and it was fitting that Lion was also completed that year and undertook its first steaming on the new track.

Having seen the track completed, Bill stepped down as Chairman but the membership were so appreciative of his efforts he was nominated as Honorary President, a post he held for the remainder of his life. There is little doubt that his enthusiasm ensured that we obtained the site at Worthy Moor.

He further enjoyed his hobby by attending many rallies held by other clubs, with Lion, all over the country and at the Southern Federation Rally at Canvey Island Club one year won the trophy for the farthest travelled visitor. He was the regular representative of the Club at the Annual General Meeting of the Southern Federation of Model Engineering Societies and invested a lot of time researching items for the Club. Most recently he was masterminding the signalling system.

He also always attended the Old Locomotive Company Rallies (for Lions!) and belonged to their club – becoming newsletter editor for a couple of years. One year he won the cup for the best run at their annual Rally.

He was a very supportive Chairman and then President and became a friend to many of the members. He was always prepared to discuss problems encountered by members with their models and offer solutions to overcome those problems.

There is little doubt that his enthusiasm ensured that we managed to buy a site and construct a very good and interesting track there.

The Society send their condolences to his widow, Margaret and son Andy and his partner Toni.”

Bill was passionate about trains and railways and Andy thought he would have appreciated this rendition by John Laurie of W. H. Auden’s poem, *Night Mail*. This was played during the service.

Andy delivered his own tribute to his father:

“As we have heard, my father was a devoted husband to Margaret. He wrote to me not long ago, saying that they had had a long and very happy time together, adding “...it is just so bloody unfair that Alzheimers had to strike.” It is one of the few times Bill swore, excepting, of course, when he was working in the garage on one of my many old vehicles. At those times, he was prone to robustly criticise the design principles or assembly method chosen by the manufacturer.

"Bill had a keen sense of humour and an appreciation of the absurd. His willingness to listen to other people and to help out were other strong hallmarks of his character - as many people would testify from his former life in Luton and more recently in the community around Tiverton.

"While Bill undoubtedly spent a lot of his retirement on his main interest of model engineering, he retained a sense of his roots in Liverpool through his armchair-following of Liverpool Football Club. He took me to see Luton play at home on a freezing day. After a dismal display, we left shivering at the end of the first half. Sometime later, we went to Watford to see them play Liverpool in an FA Cup round and Bill was looking forward to being able to sing that Scouser ditty that goes "Ee-Aye-Addio we won the cup!" Watford won 1-0 and Dad remarked, "It's not all fun this football lark, is it son?" We found other pursuits we could enjoy together, particularly the scuba diving club, and we spent many happy weekends away together.

"Dad was someone who went about things in a traditional way and he had a desire for order. But he also embraced modernity, with his early adoption of computing, both at work and at home. He was a careful man who paid a great deal of attention to detail. He clearly had a strong work ethic right to the end and an equally strong sense of decency that respected other people's feelings.

"Perhaps the most overriding aspect of Bill's personality was his politeness and his appreciation of this quality in others. In January 2005, Bill wrote to the Tiverton Gazette to say that he might consider giving more support to the local hunting fraternity if the messages on the backs of some of their riders weren't so impolite!

"In summary, Bill was a tremendous father and a lovely man who gave so much to us all. He enriched our lives and made the world a better place.”

Towards the end of the service, the poignant song, Imagine, sung by fellow Liverpoolian John Lennon, was played, followed by the poem:

Bill
We rejoice that you have lived,
We are glad that we saw your face.
We took delight in your friendship;
We cherish the memory of your words,
Your achievements, your character, your qualities.
With love we leave you in peace,
With respect we bid you farewell

(Donations if desired in memory of Bill, in aid of The British Heart Foundation, can be given by retiring collection or may be sent to Walter H. Squires & Son, Chapel of Rest, 11 Wellbrook Street, Tiverton, Devon, EX16 5JW – Ed.)

To the above tributes we add our own: We remember Bill as an enthusiastic competitor, to whom no task seemed too much. His willingness to travel long distances was a lesson to us all. We extend our sympathies to all his family and friends.

The Editor's Bit, by John Hawley

This issue has been rushed out, since I'm off to New Zealand soon. You will probably find it full of mistakes, omissions (can something be full of omissions – well, a colander can be full of holes!). If I've omitted any copy that you may have sent in, please remind me.

Welcome to New Members

We extend a warm welcome to the following new members:

Mr G Bilbe	(Reading)	Mr R Garich	(New Jersey, USA)
Mr J Brady	(Leeds)	Mr D Poole	(Bournemouth)
Mr M Casey	(Isle of Man)	Mr K Taylor-Nobbs	(Chesterfield)

I am always happy to add your name if you feel you've been left off, so please write, email or ring me – contact details on back page.

Sadly, though, we have to report the passing of Mr Brian Woolston, of Leamington Spa, who died in March this year. I received a very nice letter from his daughter, along with a generous donation to OLCO, which I hope we can put towards a useful project. Also, of course, as reported elsewhere within this issue, we sadly note the passing of Mr F W (Bill) Stubbs. We extend our deepest sympathies to their families and friends.

AGM 2009 - Minutes

MINUTES OF THE 25th ANNUAL GENERAL MEETING AT THE OLD LOCOMOTIVE COMMITTEE HELD AT THE LION TAVERN, MOORFIELDS, LIVERPOOL, 16th MAY 2009.

Welcome by Chairman

The Chairman, Mr John Brandrick welcomed attendees to the meeting, and expressed the hope that they had enjoyed he morning's visit to see Lion in the Juniper Street store.

Present:

A Bibby	(Lionsmeet Coordinator)
J Brandrick	(Chairman)
E F Clark	(President) & Mrs Clark
J Fearn	(Acting Secretary – Minutes)
J Hawley	(Editor – Lionsheart)
J Swindlehurst	(Treasurer and Membership Secretary)

Apologies:

D F Austin	D Neish
J Coop	Miss C E Possnett
C Edwards	P Pritchard
A Lloyd	F W Stubbs
J Mills	M Lee

Minutes of the Twenty Fourth Annual General Meeting:

The Minutes of the 24th AGM were approved.

Matters Arising:

The OLCO website was further discussed under Agenda item 9 (below).

Chairman's Report:

The year's main OLCO events were reviewed. Lionsmeet at Butterley was very successful thanks to the good weather (and Alan Bibby's happy knack of getting it right). A good turnout of Lions for the competition, an interesting display of unfinished locos, our excellent hosts and finally Alan Bibby's faultless organisation – to which we extend our grateful thanks. Jon Swindlehurst was the winner for the third time in succession. I look forward to the next Lionsmeet at York.

OLCO had a stand at the Harrogate Exhibition for the second year which proved both successful and enjoyable. We had a good display of Lions and the stand looked very creditable, enhanced by John Hawley's excellent drawings. There was a great deal of interest shown by the visitors, surprising numbers of whom have built or are running Lions in 3 ½", 5" and 7 ¼" gauges. Whilst we did not recruit any new members at the show, one rejoined and the pile of application forms went steadily down. Also we distributed a lot of John Hawley's list of available drawings.

Clearly there is a lot of interest in Lion and I am encouraged to continue OLCO's presence at Harrogate which is a convenient venue for those members participating and we are now into a well rehearsed routine. Nevertheless, it is still a considerable commitment in time and expense for which OLCO is grateful, especially as there is no call on OLCO's funds for recompense. So, thank you to those who attended and loaned locos and to John Hawley for preparing the drawings which considerably enhanced

the stand. My impression from conversations with our members and visitors is that we should continue our presence at Harrogate – it’s not just an exhibition – it’s an important and enjoyable reunion.

Sadly, the hope of doing similarly at Alexandra Palace earlier in the year was met with disappointment and I had the embarrassment of having to cancel the OLCO stand through lack of support, with the sole exception of Adrian Banks. It is such a pity that we weren’t able to fly the OLCO flag in the south, and I am keen, bearing in mind our nationwide membership, not to be thought of as mainly a northern society as far as our active programme is concerned. I do realise that travelling down (up?) to London is even more of a sacrifice for the usual band of supporters but I hope we can generate some help from those members more conveniently placed to consider a further attempt, so I haven’t given up on this.

Other negative areas to mention include the web site and the successor to the ‘Yellow Book’. Some of the delay with the website is my responsibility. At last year’s AGM it was decided not to spend money on this and possibly append OLCO onto the Liverpool museum’s web site. I subsequently had a kind offer of help from Andrew Neish to set up a simple web site. I haven’t acted on this so far, pending discussion of its contents at this AGM today, so clearly we need to resolve this, preferably with our own web site and have this completed within the year and before the next AGM.

We have discussed a successor to the ‘Yellow Book’ for the last six years, either in conjunction with Liverpool museum or on our own. Preferably it should be not just an amended reprint, but a fresh and re-researched book. It represents a huge amount of work and expense but it is arguably what OLCO should be doing and we should discuss this today under ‘AOB’.

I have a sad duty now to record the passing of Alan McKirdy, one of OLCO’s founder members. EF represented OLCO at his funeral. Alan was part of OLCO’s ‘Golden Age’ when Lion was running and was an important aspect of our function. We no longer have that degree of ‘hands on’ involvement with the locomotive and it will get even less once Lion is installed in the new Museum of Liverpool Life as a static exhibit. Hence my past AGM comments regarding our future function and identity. Our role is arguably now more academic in relation to the full size Lion and more to modelling interests. We are however now in the era of full size replicas, eg, Tornado, Planet, etc. and a Lion, Tiger or Titfield Thunderbolt would be a wonderful project to contemplate. Obviously, sadly, we do not have the resources to contemplate this but it might be worth exploring the possibility of collaboration with other organisations. A working Lion or Thunderbolt would certainly be a crowd puller and a more robust load puller than the original and equally sought after for films.

I raise this question to OLCO: whether we should be active in this respect bearing in mind our knowledge base and not least John Hawley’s drawings which would have a central role in any such project.

I am conscious that having recruited some members recently that they should feel that membership is worthwhile and that interest is maintained. Clearly Lionsheart is vitally important and after a recent difficult period thanks to John Hawley it is back on track. However, I am concerned that it should contain more than just a repetition of reports of OLCO events, the AGM and Lionsmeet but also articles of interest as it has done in the past. We need contributions please. There has been some response but we could do with more.

Finally, on behalf of the OLCO membership, I wish to thank everyone who has helped our cause.

To Sharon Brown, Curator of Land Transport at Liverpool and Justin Garside-Taylor and his fellow conservators for their continued valued cooperation and taking the time to meet us and keep us up to date with Lion’s developments. To our host at the Lion Tavern in Moorfields, and his staff for accommodating our AGM in a congenial and appropriate setting. To our officers – Jon Swindlehurst for the essential functions of Treasurer and Membership Secretary, not to mention custodian of the Mike Parrott Memorial Trophy. Jim Fearn for acting as Secretary and responding to my request out of the blue to circulate the Agenda for this meeting. Alan Bibby for organising Lionsmeet so successfully including managing it on the day and coping with whatever complications occur. To John Hawley for taking on Editorship of Lionsheart again. It really is a vital job. To Jan Ford, Dynamometrix. Finally to all who have supported OLCO with the exhibitions, loans of locos, etc. The Society is only as good as the contribution of its members.

Thank you for your attention.

John Brandrick - Chairman



The New Museum of Liverpool – it’s coming on nicely

Photo – John Hawley

Treasurer's Report:

Membership has continued to grow slowly and now stands at 51, but this year will be a testing time as many five year memberships are due for renewal.

Financially OLCO has had another fairly quiet year with little activity but both income and expenditure are up. Interest from the deposit account is well down from £105.63 last year to £43.52 due to the bank reducing the interest rate. The overall balance now shows £5245.40, an overall increase of £242.42.

OLCO FINANCIAL STATEMENT for year ending 31/03/2009

<u>INCOME</u>	<u>2009</u>	<u>2008</u>
Subscriptions	360.00	90.00
Deposit acc. Interest	43.52	105.63
Sales receipts	15.00	0.00
ME Ex.	0.00	0.00
TOTAL	418.52	195.63
 <u>EXPENDITURE</u>		
Donation to Guildford MES	25.00	0.00
Donation to Bristol MES	0.00	25.00
Cost of producing Lionsheart	42.65	23.00
J Hawley drawing	15.00	0.00
engraving 2008	7.00	0.00
engraving 2007	0.00	6.50
Chairman's expenses	83.21	0.00
Secretary's expenses	0.00	0.00
Treasurer's expenses	3.24	2.88
Exhibition expenses	0.00	0.00
AGM notification	0.00	0.00
TOTAL	176.10	57.38
 <u>NET PROFIT</u>	 <u>242.42</u>	 <u>138.25</u>
 <u>TRANSFER (cur. to depos.)</u>	 0.00	 0.00
 <u>ASSETS AND LIABILITIES</u>		
Cash at bank: Current Acc.	448.54	249.40
Cash at bank: Deposit Acc.	4759.78	4716.26
Cash in hand	37.08	37.32
	<u>5245.40</u>	<u>5002.98</u>

Jon Swindlehurst - Treasurer

Election of Officers:

In the absence of any nominations for the various OLCO posts the following were re-elected:

Chairman	John Brandrick
Treasurer	Jon Swindlehurst
Lionsmeet Coordinator	Alan Bibby
Secretary	Jim Fearn
Lionsheart Editor	John Hawley

Lionsmeet 2009

Alan Bibby, Lionsmeet Coordinator, arranged for Lionsmeet 2009 to be held at York, courtesy of York Society of Model Engineers on Saturday 1st August. Previous problems with dynamometer car were discussed, including OLCO constructing its own.

OLCO Website

The Chairman had not acted so far on Andrew Neish's offer of help pending discussion of contents. It was felt that a 'stand alone' OLCO website would be preferable to having one tacked on to one belonging to any other official body.

Any Other Business

The Chairman raised the question of attendance at model engineering exhibitions. Harrogate is well established and supported, but he is to ascertain possible support from the membership re attendance at Alexandra Palace and Sandown Park via Lionsheart.

The subject of a successor to the 'Yellow Book' was raised by the Chairman. Should we do it jointly with Liverpool Museum or do our own OLCO publication. Furthermore, should we put it onto DVD or have it serialised in an existing journal. We also need to develop an OLCO archive.

Lion Replica. Various organisations might be approached to consider such a project.

Enquiries from visitors to our stand at Harrogate re supply of 7 1/4" gauge castings.

Don Kennedy, who gave the lecture after the 2007 AGM at Manchester is hoping to arrange a further tour around the Titfield Thunderbolt film locations, possibly in November.

Mike Chrisp is in possession of LBSC's original pencil sketches for Titfield Thunderbolt and kindly offered them to OLCO whilst visiting our stand at Harrogate

Member contacts Mike Lee has now moved to Amesbury and would like to contact fellow members in the area. His email address is: amichaellee@hotmail.co.uk

Venue for 2010 AGM suggested at Juniper Street, Liverpool. This will allow us more time to look at Lion and may well be the last opportunity of access to her before she is moved to the new museum. It will also cut out the need for us to travel into Liverpool city centre, with all its attendant problems of getting lost, parking and rail transfers.

The meeting closed. At 3.30pm.



The Gathering at Juniper Street

Photo – David Letsche

From left to right: Mike Lee; John Brandrick - Chairman; Jon Swindlehurst – Treasurer & Membership Secretary; John Hawley - Editor; Jim Fearn - Secretary; Yvonne Clark; E F Clark; Alan Bibby – Lionsmeet Coordinator; Sharon Brown – Curator Land Transport & Industry, National Museums Liverpool

(I will try to write some notes on this pre-AGM visit to Lion in the next issue – Ed)

Lionsmeet 2009

Somehow we have contrived to have two reports on this rain soaked event, so I've included both. No prizes for spotting any differences between them. However, since the results are identical, I've included only one set.

Lionsmeet 2009 - York - A Dynamometrix's Tale



Bill in pensive mood just before his run. Photo – Jan Ford

'Lionsmeet' is a peripatetic event, moving from year-to-year between the tracks of different model engineering societies. To even up the travelling for our widely-spread membership, the event organiser, Alan Bibby, intentionally rotates the venues between north, south and midlands. This year, we were the guests of the York Model Engineering Society at their track at Dringhouses.

Over the years, we've had a pretty good record of picking days which enjoyed good weather but I'm afraid the first of August at York was pretty foul. Heavy rain eventually died out before the contest finished but it remained overcast and pretty cool. A number of our regular competitors were unable to attend this year but the enthusiasm of members who were able to share the day with our hosts at York was undimmed.

The track is situated in a partially wooded area next to the East Coast Main Line and we were treated to a procession of mainly electric trains all day. I'm afraid I find modern traction fairly boring and the only sight which I found mildly notable was the sight of three Class 66 coupled together hurrying south. 'Lionsmeet' was held on the multi-gauge elevated continuous track which I think is a little under 1200 feet in length. There are covered steaming bays with a traverser to access the continuous track. The layout is a 'squashed oval' with clockwise running and a system of 3-aspect colour light signals to allow multiple trains (although, for 'Lionsmeet', only one competitor at a time is on the track). Outside the elevated track, there's a dual gauge ground level track with signal box and pointwork leading to outside steaming bays and a traverser.

A diesel-outline loco with a Great Western 'Toad' brakevan performed on the ground level track for a while but most of the action was on the elevated track. The 'Lionsmeet' challenge is simply a contest to see which locomotive can produce the most work done in ten minutes. It's not an 'Efficiency' trial like the more elaborate IMLEC competition. The locomotive hauls a Dynamometer Car to measure distance and drawbar pull so that work done can be calculated.

This year, we had borrowed the Bristol M.E.S. Dynamometer Car. This is a bogie vehicle with a seat for the driver at the front, an impressive-looking control panel in the middle for the operator and a seat for the operator at the rear. For recent 'Lionsmeets', I've normally been the operator so Alan and I have coined the term 'dynamometrix' for this exalted (?) post.

A bogie passenger car formed the final vehicle in the consist, allowing the driver to choose the appropriate 'ballast' (passengers) for his run. This last vehicle fortunately had a handbrake at the front, allowing the dynamometrix to reach behind and apply some braking effort.

Bill Stubbs was the first in steam and he sportingly volunteered to compete first. By tradition, the previous year's winner goes first but Jon Swindlehurst was still readying his model. Unfortunately, Bill got the worst of the weather and probably the worst of the track conditions. One adverse incline on a curve under the trees proved troublesome to Bill but this spot gave all the competitors problems. Bill started his run with the dynamometrix and two passengers but 'dropped' one of the passengers to ascend the troublesome incline (the rules allow the load to be reduced but not increased during the timed run).

Jon Swindlehurst was the next competitor and with the dynamometrix and two passengers he completed a solid run, during which his mechanical lubricator failed. Unfortunately, the dynamometrix also broke off the hand brake handle so the passenger car had to be replaced by one with a serviceable brake.

David Wainwright was next to run. He started with the dynamometrix and two passengers but suffered badly on the incline in the wet conditions and 'dropped' two passengers.

Alan Bibby took the dynamometrix and two passengers and completed a solid run. Then, the problems started. The Dynamometer car showed a lower distance run than Jon (confirmed by observation) but a much higher Work Done. Unable to find a satisfactory explanation for this anomaly and with Jon unable to run again because of his lubricator failure, the Committee agreed that Alan should repeat his run. He made a good first circuit but, on the second circuit, the leading bogie of the passenger truck derailed. It was agreed that Alan should start again. This time, the passenger truck derailed as soon as the train passed the site of the first derailment. Members of the host club examined the permanent way and made some urgent repairs. Finally, Alan made a successful 10-minute run with credible figures recorded but they did not quite come up to Jon's achievement and so Jon took the winner's cup home again.

The performances are summarised below:-

Name	Distance	Work done	Position
Bill Stubbs	3470	12200	3
Jon Swindlehurst	6250	18400	1
David Wainwright	3540	11200	4
Alan Bibby	5710	14800	2

It was generally agreed that there should have been a special award to Alfred for attending in the atrocious conditions on his Vincent 'Black Shadow' motor cycle.

(Yes, and he had no better weather on the way home either. Jan, John Archer and I passed Alfred somewhere near Tadcaster. He was skilfully piloting his Vincent through pouring rain and spray. We didn't dare attract his attention, but gave him as wide a berth as we could, to minimise the spray. I trust he arrived safely home with no more than a slight wetting. Ed)

Posted by Jan Ford at Monday, August 03, 2009



Alan prepares his engine whilst John drinks to his success.



Photos – Jan Ford

Alfred departs on his 'Black Shadow'

25th LIONSMEET, YORK 2009

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A Coordinator's Tale

The omens were not good for this year's Lionsmeet at York. We were unable to have the use of the Guildford dynamometer car as usual, so the Warrington club was approached for the loan of their car, which is of the same basic design. We had used the Warrington car at the 2006 Lionsmeet at Southport where at least one competitor experienced difficulty with the car apparently dragging for reasons that were not apparent. Indeed, even prior to last year's event at Butterley Park, the Guildford car had required attention to put it into a serviceable condition. We were told that the Warrington car gets very little use so it seemed prudent to check it over before we used it for the event. Just as well since there proved to be some problems there too, mainly that the drawbar pull and work done indications were way below the expected values. These machines are rather complex and best fixed by people who understand them, so the car was duly returned to Warrington for the attention of its maker, and the Bristol club was meanwhile approached for their car, as a precautionary measure. This would have been used for IMLEC a few weeks prior to our event and so would have had a good workout and proved to be in good order. And so it turned out, though the Bristol car requires some assembly and is slightly more complicated than the others to operate.

(I feel that we should mention here that Bill did a sterling job in collecting the car from the Bristol track, taking it up to York, then returning it to the Bristol track. Ed)

Then, three of our strongest contenders, John Mills and David and Andrew Neish, sent apologies in the weeks before the event, and given the poor level of support generally, further efforts were made to drum up interest, trying to ensure that we had an

event at all! When the day arrived it looked as though we would have only two competitors with a possible further two: more of a social event than a competition!

The York City and District Society of Model Engineers Ltd operate from their own site in a rather nice piece of secluded woodland alongside the East Coast Main Line a couple of miles south of the city, just off the Tadcaster Road. There they have built 1035 feet of triple gauge elevated track and a longer length of ground level 5'7¼" gauge track enclosing the elevated track and the well equipped clubhouse, workshops, steaming bays, carriage sheds and station. They have around 160 members and have twice won the Northern Models exhibition 'Best in Show' award for their club's stand. However, as in so many clubs, it is a small caucus of keen members who make things happen. They gave us very good support on the day, and quite a few of their members turned up just to see the event. Given that their support seemed to considerably exceed that from OLCO's own members, we decided to offer their members the opportunity to enter the competition, or simply to drive in the usual fun session after the competition, using our locomotives. Two York members are currently building Lions, and one expressed an interest in the competition, but withdrew after seeing the furious pace of some of the OLCO entries! In fairness, he said he was not very experienced in steam driving; however a couple of the younger members of the club were not so bashful and happily took the regulator for a couple of laps each while we sorted out what to do about a problem of which more later.

We are usually blessed with good weather for Lionsmeet, but this time the weather forecast was ambivalent to say the least, and though we were promised a clearance in the afternoon, in the event the drizzle came and went through most of the day and everyone was toggled up in waterproofs to keep dry. By convention, last year's winner, on this occasion Jon Swindlehurst, would be the first to run, but because Bill Stubbs' engine was already in steam from the practice session and checking out the dyno car, and Jon was not, it was agreed that Bill would go first, with Jon to follow. As ever, Jan Ford served as 'dynamometrix', measuring and recording the performance data with her usual skill and diligence.

Tracks in woodland sites are often very attractive scenically but adhesion does tend to suffer from residues dripping from the trees, especially in wet weather, so the track was fairly greasy throughout the competition. Nevertheless Bill elected to take a total load of four: including himself as driver, Jan Ford as 'dynamometrix' and two youngsters from the host club, and in the event everyone else followed suit with four up. Bill had a good run eventually but had to set back and then to drop one of the youngsters following difficulties climbing the long rise approaching the far end of the track. If he been able to gather enough momentum to gain the top with the load he had he would have finished in second place without a doubt. So often tractive effort alone just will not cut the mustard in these conditions and momentum is the thing that saves the day, and Bill just did not have enough of it, and that knocked his result down to 12200 ft lbs of work done, still a creditable effort in the conditions, leaving him in third place. .

The track brought to mind the writer's first and record setting entry at Rugby in 2000. The two tracks are very similar in shape with a long climb to the apex loop and then a long fast run down to the bottom loop. The trick is to pick up speed on the down grade and to get round the lower loop just as fast as you dare, then open up the throttle to hit the upgrade going flat out. That way, on that occasion, with a ridiculously heavy load, there was just enough momentum to get round the top loop and keep the run going. There was no speed limit in those days, and we were coming down the long straight consistently at fifteen miles per hour, braking to twelve for the bottom loop! The passengers joined in the spirit of things by leaning into the bend.

But we digress. Jon Swindlehurst ran next, and there is really nothing to say about his run. It was classic Swindlehurst; he didn't put a foot wrong and ran at consistent high speed to return a winning figure of 18400 lbs ft of work done. He also had four up. True to form, he had recce'd the track a few weeks earlier. Jon's son Guy was sporting a rather impressive looking camera for the occasion; a bad mistake, because as soon as this was spotted he found himself appointed official photographer for the day.

David Wainwright had arrived just in time to see the start of the competition and he ran next, again with four up. He had the misfortune to set off just as a shower of rain started, and after the early runners had polished up the track a little, and of course he had not had the benefit of a practice run in the morning. He is normally a strong contender, but the conditions, and maybe to some extent his unpreparedness, meant that he had to drop his two passengers leaving only himself and observer Jan on the train. He completed the run with a work done figure of 11200 ft lbs.

The writer (Alan Bibby) normally does not run, finding the workload of running the event, liaising with the host clubs officers and answering questions from all and sundry more than enough to keep him occupied. There being only two competitors until David arrived, he allowed himself to be persuaded to run, in a forlorn attempt to make up the numbers. Having driven his Lion on two occasions in the year to date as far as he could remember, he was not expecting to do well. However, at some point, the Rugby spirit kicked in and having scraped successfully up the bank and round the top loop for the first time, he had the measure of the track and completed the run with ever increasing confidence and speed to finish with a work done figure of - wait for it - 38600 ft lbs, twice Jon Swindlehurst's figure! Clearly this could not be right! But Jan and others who had seen the meter reading insisted that that is what it said. Jon confidently expected to have won the competition for the sixth time, matching Mike Parrot's previous record, and he looked distinctly glum. And unbelieving. As did the driver, who having organized the event for a fair number of years, had a pretty good feel for what is possible and what is not, and clearly such a figure seemed to be firmly in the latter category. Neither dynamometrix Jan nor anyone else could explain to how this remarkable figure had come about, and the various theories put forward all lacked either credibility or demonstrability. While we chewed over the options we gave two of the local youngsters a run, and asked York member (and OLCO member) Dave Wilson again if he would like to run. Again he declined.

To resolve the matter, Alan proposed that the suspect reading be disregarded and that he run again. This he did, after two false starts due to derailment at a point where the track had unaccountably acquired a large step down, to complete an uneventful

run with the track repaired, resulting in a work done figure of 14800 ft lbs, in exactly the same distance run as in the first attempt, namely 5710 feet.

The fires were dropped, the kit packed away; the speeches were made and we all headed for home. There seemed little interest in the usual evening meal after the event given the damp state of affairs, so we gave it a miss. So ended a day which, while not the best Lionsmeet ever, had its moments and was enjoyed by those present, OLCO and York members, and visitors, alike. Much discussion took place on topics of interest, and the two York members building Lion gained some useful insights into the process. The host club looked after us very well, and paradoxically it was the weather rather than the poor attendance of OLCO competitors that detracted from the day.

Next year's event will be held at Kinver in the West Midlands, a very attractive site and a good club where we will again be very well looked after, and we will hope and pray for better weather. If it is not very much better supported by OLCO members and Lion owners, then it could well be the last Lionsmeet.

Alan P Bibby, 3rd Aug 2009

Bearding Lion in her Den

Hurry along the train leaves at 05:06. Yes that's right 6 minutes past five in the morning. I have bade "Au- Revoir", to my cousin and now hurry through the dim rain soaked streets of my home town to the single platform railway station. Thoughtful as I walk along as it might be the last time I see town and cousin.

Born in Ammanford, in South Wales but now living in Canada for over fifty years I am off to see the ancient locomotive "Lion" presently in Liverpool where she is to receive some restoration before going on display in Liverpool's new museum. I will travel up the Central Wales line now renamed boldly "The Heart of Wales Line" well I suppose it is. The London & North Western railway stabbed through the homeland of the Great Western to reach Swansea. To me as a lad it was a magic carpet route from the black grime of 1950's Lancashire to the green hills and soft light of Wales and my summer holidays.

At the station now, three people waiting. The television monitor, incongruous in this pastoral, rain dripping dimly lit setting, shows the train is on time.

Soon a light in the distance heralds the approach of a Sprinter DMU, two coaches today. The Royal Welsh show in on in Builth Wells and the extra capacity is to cater for the anticipated influx of custom. Well there are three passengers here this morning. Last night I was the only person to alight.

We are off after the oddly blinking red light signal changes to white. No red and green and clanking signal arms any more.

I am to connect with Mr. John Hawley up in Craven Arms. I breathe a sigh of relief as the train gathers speed. The train crew do seem to mean business and I am reassured that we may keep good time as Mr. Hawley has strict orders to proceed to Liverpool after meeting two trains that I am not on.

A short delay at Knighton, and I arrive at Craven Arms. Raining, there is Mr Hawley, a quick hustle to his car. "You are John Coop?" he inquires. I have the advantage having seen his picture in Lionsheart, but he has never seen me. Yes! Ok. I inquire if I have put him much out of his way having to divert to Craven Arms, he points to the station exit and the main road (*50 yards. Ed*) beyond. "That much."

What follows is a hearty English breakfast meal stop, (*The Lazy Trout. Ed*) whirling around roundabout after roundabout me calling out the route indicated on his SatNav gadget

Finally after travelling through a cavernous Mersey tunnel a hush falls over the proceedings, we are approaching Lion's location.

There she is!!

We have pulled up outside a typical industrial looking building, then inside. She is bigger than I thought. Struck in real life by the enormous bell mouthed chimney. Only a quick look for now however as our hosts shepherd us into their mess room. Cup of tea, welcome! John's car inside the shop now as apparently outside there is a thriving local business in used car parts.

Visits to "LION" are old hat for John but I am made to feel really welcome by the men's apparent acceptance. No inquiries made, no quizzical or circumspect looks here.

Now to Lion! My tactic is photograph her from buffer beam to footplate but as a grand gesture of gratitude to John Hawley I have offered to be unstinting in my efforts to hold the other end of his measuring tape when asked.

Interesting to see her up close. Pretty stunning when it is pointed out by Justin Garside-Taylor, our host, that she is only eight years younger than "Rocket". Pretty amazing, either the Rocket was, as suggested by some, a one off job for Rainhill or the nameless designers at Kitson's had thoroughly grasped the basic layout of the steam locomotive.

The day passed, the preservation shop providing a quiet insulation from the frantic life of today.

Lasting impressions now are of heavy construction and the confidence and pride of the Victorian engineers and artisans in that they took pains to provide polished brass and varnished wood on their product. That enormous polished brass dome must have an interesting history, an impressive piece of metalwork even by today's standards, think of the cost in today's money.

Donning a hard hat allowed me to see under the locomotive. Surprise, the real thing has more space than I would have thought.

The shop staff have left the most lasting impression. It was a novelty to be in the presence of people whose main interest is mechanical engineering and the obvious sheer interest they have in being involved with things that have been made. Their acceptance of me will also be a cherished memory. I appreciated that they seemed to trust that my behaviour would be responsible. Of course John Hawley's credentials and reputation may have had a lot to do with their attitude.

Well, time flew by and it was time to leave. Little pieces of the day's impressions creep in to my reverie from time to time.

We bid farewell and thanks to the very amenable staff at the shops.

I had an appointment in Welshpool the following day and we spent the night at a pub just outside the town. My Lion day was not over though. After a wash and brush up, John's drawings came out. Over a pint, great to look over locomotive drawings in the sunny congenial surroundings of a traditional "British" pub bar. Dinner, more chat and a sound sleep.

A good day.

Thanks Mr. Hawley, the staff at the Liverpool museum shops and last but not least "Lion"

John B. Coop

21 July 2009

British Columbia

Letter to the Editor.

Dear Ed.

"Thoughts on Lion"

I have recently visited Lion and also received the July 2009 copy of "Lionsheart" Both personally and as a group there seems to be an underlying question. What is the future of OLCO and how will we have any influence over Lion's affairs.

Since I retired two years ago, I have tried to realize an ambition that I have had most of my working life, that of learning shop techniques and consequently building live steam locomotives. Well it is proving to be a task much bigger than I anticipated and although stuff is being produced it is taking much longer than I thought.

This affects my ambitions for a live steam model of "Lion" It may never happen.

I think I may be able to contribute to the story of "Lion" in another way. I am interested in producing a computer record of "Lion" A three-dimensional computer model of her.

John Hawley has labored long and hard to produce a set of drawings of 'Lion', if he agrees his drawings could form a terrific base for producing the computer model. John has also mentioned that there used to be a book describing the locomotive. More on that later.

I know that the Rocket at York was measured up and a computer record made of her.

I think "Lion" is of equal significance in British industrial history and all the information that must be possessed by various OLCO members should be recognized officially.

Maybe the Liverpool museum or the government through a Heritage Fund Grant may be interested in participating to defray the cost of new information that would tell people about "Lion"

My final years in industry was as a 3D CADD modeller, I produced models of machinery and plant on the computer.

My contribution to a new project telling Lion's story would be to produce computer generated information that could either be used as "Pushbutton displays" in the museum or 3D cutaways etc., in a new book.

John says that there is also a terrific resource out there in the form of photographs and historical information.

What do you think?

Regards - John B. Coop

29 August 2009

British Columbia

Snippets, by John Hawley

Not a lot, but I believe that the third film of Harrye Frowen's Lion is now on the Internet. This shows the loco in steam with Harrye in the driving seat. Harrye tells me that she goes well, so I hope he'll be bringing her to a Lionsmeet before long. Will we ever see serious competition in this gauge, I wonder. You can just type 'Harrye's Lion' into Google. Alternatively, Harrye has just sent me this address: <http://www.youtube.com/watch?v=WVVKzyvxjws>, which leads you into nearly 10 minutes of film showing his Lion during various stages of construction and actually running in steam. Thank you Harrye and well done on a magnificent achievement.

AGM 2010

Next year's AGM has been arranged for **Saturday, 15th May at Juniper Street, Liverpool L20 8EL**. Please make a note in your diary now – this may be our last chance to get up close to Lion, since the new museum is coming on apace and, Lion being the centre piece, she may have to be installed well before the opening date. Bring your own food, but I believe we may be granted access to the tea urn.

Editor's Contact Details

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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I am writing this during the last days of November 2009. Now, I know it's a bit early, but I would like to take this opportunity to wish everyone a Very Merry Christmas and a Happy New Year. My New Year's resolution – to start cutting metal... when? Ah, well, that's another mystery!

Please read on – Chairman John Brandrick has kindly offered to add an Appendix to this issue and has therefore taken on the task of printing and mailing this issue. However, in the future I shall endeavour to email Lionsheart to as many readers as I can, thus greatly saving on printing and mailing costs. Please let me know by writing or phoning me at the above address if you don't have email, or if you are only on 'Dial-up'. I've not emailed such a large file in the past and I believe there are ways of reducing the file size – but how? If you have any advice, please let me know....

John Hawley – Editor

Tailpiece



Have we got the bottle? You bet. All will be revealed in our next issue.

Photo – Jon Swindlehurst