



LIONSHEART



Number 72

Web Site: <http://www.lionlocomotive.org.uk/>

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Photo 1 Lion, installed in her new home, the 'Great Port ' gallery of the new Museum of Liverpool Photo - Jan Ford

<http://www.liverpoolecho.co.uk/multimedia/arts-and-culture/video/2011/11/28/museum-of-liverpool-new-great-port-gallery-set-to-open-to-public-100252-29857036/>

This video report introduces some of the features in the recently opened 'Great Port' gallery of the new Museum of Liverpool. After an annoying initial advert, Sharon Brown, Curator of Land Transport & Industry, National Museums Liverpool, gives a run down of some of the exhibits. There are some fine shots of Lion and the Liverpool Overhead Railway. A noisy background, presumably because everyone's working hard to prepare for opening day!

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Photo 2. The three Es of Lionsmeet – Enjoyment; Education; Explanation. Adrian Banks Enjoys preparing his Lion while John Owens Explains the finer points to Educate OLCO Chairman John Brandrick.





Photo 3. The Museum of Liverpool nears completion in July 2011.

On Thursday 1st December 2011, Her Majesty the Queen, accompanied by His Royal Highness The Duke of Edinburgh, officially opened the Museum of Liverpool adjacent to the Pierhead in Liverpool. The museum first opened to the public on 19th July 2011, although not all the Galleries were complete at the time. On that occasion, I was not able to attend because of a [trip to Russia](#) but I believe a number of members of the [Old Locomotive Committee](#) (OLCO) were able to be there.

The Official Opening on the 1st December saw the unveiling of additional galleries - principally 'The Great Port' gallery in which the locomotive 'Lion' is displayed. John Hawley and Jan Ford were invited to the official opening, in recognition of their contribution to the Audio-Visual presentation describing 'Lion'. The filming of this contribution ... *(will be briefly described in a later issue. Ed)*

The Great and the Good arrived at the Museum around 08:30 for the Official Opening and refreshments were provided in 'The Waterfront Cafe'. At 09:30, visitors were directed to their allocated positions, prior to the arrival of the Royal Party at around 10:00. It had been arranged that the Queen and the Duke would make separate tours - the Duke was to visit 'The Great Port' gallery which has 'Lion' as the central exhibit.

Although OLCO has never concealed its disappointment that 'Lion' would not be allowed to steam again, it has remained committed to assisting the Museum of Liverpool in the interpretation of the locomotive within the gallery. In acknowledgment of that support, Jan Ford (as current Secretary representing the entire membership of OLCO) was allocated to the small 'meeting group' at the entrance to 'The Great Port' Gallery whose members were presented to the Duke of Edinburgh. In reply to the Duke's question "What do you do?" I briefly outlined the role of OLCO as a "supporters' group" for 'Lion', independent from the museum. The Duke asked the size of our membership and I replied "Around 70".

After all the members of the 'meeting group' had been presented to the Duke, the Museum's Chairman, Phil Redmond, then led the Duke in a brief circuit of the gallery with the 'meeting group' following behind in case of further queries. The Duke's Equerry engaged me in a brief conversation about 'Lion' and soon the guests moved on to other galleries.

We then gathered in the large reception area until the Queen and the Duke had completed their separate tours. The Queen then unveiled a perspex plaque commemorating the official opening before she and the Duke were invited to sign the Visitors' Book. After receiving a posy from a seven year old boy and speaking briefly to the Mayoral Party and various Civic Officials, the Royal Party walked to the waiting limousine outside. The convoy of nine vehicles left just on 11:00.

Light refreshments were provided to the invited guests under the designation 'Brunch'. The galleries remained open for the rest of the day solely for the invited guests and the front doors remained closed to the public. The following day was the first day of public access and large visitor numbers are anticipated.

So what of the Museum? I'm too much of a traditionalist to approve of what has been called rather unkindly 'The Dented Shoebox' architectural design (see picture, left) and I'm not too sure about the 72 million pound price tag. But I was impressed with the attempts made in all the galleries to convey information about the topic in a lively manner. This is largely based on the use of state-of-the-art Audio-Visual systems and, where appropriate, interviews with people who have experience of the topic and can provide 'Oral Histories'. For a little more information on the technology behind these Audio-Visual presentations, go to the post ['Audio Visual Installations at the Museum of Liverpool'](#).

As far as 'Lion' is concerned, locomotive and tender are displayed on a short length of ballasted bullhead track surrounded by stainless steel railings (see photograph on page one). There are a few labels attached to the railings with certain data about 'Lion' but most information is presented on a group of three high-definition flat-screen displays mounted at a convenient height on stainless steel posts along the right hand side of the locomotive. In the quiescent state, a series of black and white images is continuously presented on these three screens but a small pedestal (pictured below) allows either of two short colour productions to be displayed on demand by a simple button press.



Photo 4. The small pedestal allows selection of either of two presentations.

The first is called 'Railways are the future'. This is an imagined conversation taking place in 1838 during a journey by train between George Stephenson and a railway shareholder

The second is called 'Lion takes centre stage - The Old Locomotive Committee discusses *Lion*'. This comprises *ad lib* 'pieces to camera' by John Hawley and Jan Ford filmed in the 'Lion Tavern' talking about 'Lion' and her history intercut

with archive film of 'Lion' and 'snippets' from 'The Titfield Thunderbolt'. This presentation includes video of 'Lion' recorded during the Sesquicentenary celebrations showing the locomotive operating at Manchester Museum of Science and Industry, Birmingham Railway Museum and The Science Museum Wroughton Open Day.

In the page one picture above of 'Lion', you can also just see three large projected images at high level. Normally, these cycle through various black and white images showing the Port of Liverpool and 'Lion'. I understand that, periodically during the day, these will provide a further presentation on 'Lion' but, on the day of the Royal Visit, this feature was not in use.



Photo 5. The preserved Liverpool Overhead Railway coach.

The preserved Liverpool Overhead Railway Coach is displayed at high level adjacent to 'Lion' on a short length of simulated overhead railway viaduct. There's a little about this railway on [Jan's blog](#), with links to more pictures of this coach. Visitors to the museum can enter part of the coach from the first floor and sound effects are provided.

Quite a lot of information on the Liverpool Overhead Railway is presented on the first floor of the museum. I was

To see details of Lion's move to new the museum, have a look at: http://www.moverightinternational.com/html/liverpool_museum.html



Photo 7. A 'bird's eye' view of the Liverpool Overhead Railway

The Editor's Bit

It's along time since I posted the previous issue. That was in July, when it was a good deal warmer than today. A lot has happened since then and I hope that you enjoy reading some of what's been going on. I am very grateful to Jan Ford and Alan Bibby for all the work they have put in to describe the last few month's goings on. Without them, this issue would be a great deal thinner! I am much indebted to Jan for permission to print her articles, which first appeared in her blog <http://janfordsworld.blogspot.com/> and similarly to Alan, whose Lionsmeet article first appeared on the OLCO web Site: <http://www.lionlocomotive.org.uk/>.

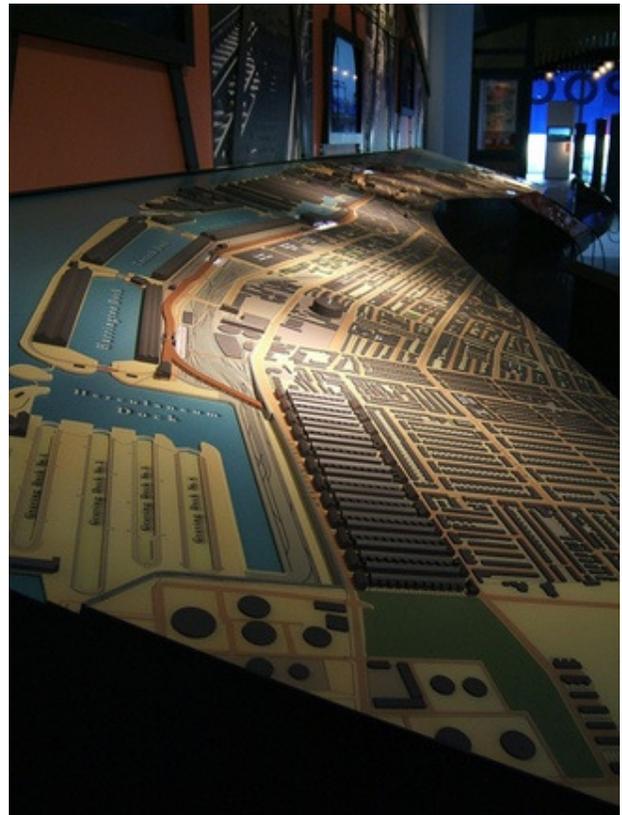


Photo 6. The large model of the docks and the route of the Liverpool Overhead Railway, viewed from the Dingle end (where the railway ran underground to reach Dingle Station).

particularly taken with a large model of the route, where white lights (representing trains) move up and down the route, pausing briefly at each station.

Sadly, there was insufficient space to display the preserved Mersey Docks and Harbour Board 0-6-0 saddle tank in the museum (there are a few pictures of the locomotive in store [on the blog](#)) but the Sentinel Steam Tractor is on show ([my earlier pictures are also on the blog](#)).

In the four months since the museum first opened, I understand it's attracted around half a million visitors. Now the additional galleries are open, it is anticipated that the museum will be even busier!

My camera coped poorly with the museum lighting conditions but I've nonetheless posted the results in [the blog, under 'Royal Visit'](#).

Editor's note: Jan has written extensively on all sorts of topics on her blog. Readers of the electronic version of this newsletter can click on the links contained in this article (in blue & underlined). All photos in this article by Jan.



by John Hawley

David Letsche

I have the very sad duty to report the passing away, in November, of David Letsche, Senior Conservator at Juniper Street and much involved in the preparation of Lion in readiness for her to take her place in the new Museum of Liverpool. David took photo on page 7 of LH66. He very helpfully described to me the assembly of gibs and cotters on Lion's fly crank.

Apologies for errors:

Readers who received Lionsheart Number 71 by post may have noticed various questionable features in the layout. Thus, on page one, the web site address 'http://www.theladsdrama.co.uk/page2.htm', appearing above Photo 2 should have been directly underneath the Spondon Village Hall address at bottom left, since it was relevant to the 'The Titfield Thunderbolt' advert.

Those who were kind enough to submit letters for publication may have noticed that their letters appeared wrongly attributed. Thus, on page six, the letter from Christchurch, New Zealand, may appear (on page seven) to have been sent in by Barrie Larke. However, it was from Jock Miller. Barrie's letter is the one from Plealey, Shropshire. This error affects all letters, covering pages four to seven, so my apologies to Alan Bibby, Tony Parsons, Stephen Fletcher, Rich Garich, Mike Lee, John Martin, Jock Miller and Barrie Larke.

The errors above arose during the printing process. Lionsheart is written on my laptop, then printed in draft and read through to spot and correct glaring errors, miss-spellings and perhaps, poor layout. Having put things right, I then create a PDF version, which is, to all intents and purposes, an image of the original. This reduces its size, electronically speaking, to help in emailing from this end, then downloading and storage at your end. It also renders the emailed version incorruptible, (I hope) though you are able to copy text and photos, I believe.

My local sub-postmaster then gets involved. I used to print just one full copy of the PDF version and take it down to him to put through the photocopier – a slow process, fraught with the risk of paper jams, double siding complexities and so on. He advised me to load the PDF version onto a Flash Drive so that he could plug it into his computer and print directly through the photocopier. (Oh, the wonders of technology). Result – much better quality, especially in the pictures and – errors! Thankfully though, they're fairly minor. All that remains for me to do is to buy stamps and envelopes then spend the afternoon stapling, stuffing and sealing envelopes, creating and sticking labels, sticking stamps and, finally, going back to the post office (three and a half miles away) to put them all in the letter box! From first arrival at the post office to final posting takes at least half a day, more if there's the slightest problem.

I make my way wearily home to complete the task – emailing. This takes, perhaps, less than an hour. So, you can understand why I prefer to email the newsletter to you.

The sharp eyed among all readers may also have spotted that each page number was repeated, very small, about 1/8" to the right and slightly above. **My fault entirely!**

Apologies for hyperlinks to web sites:

I sympathize with those readers who do not have access to the Internet. There are several links within this newsletter to web sites that expand on the topic(s) in hand. The links are sent in by readers or contributors, so I am duty bound to include them.

Welcome to New Members

We extend a warm welcome to the following new members:
J S ForrestLong Eaton;
Philip Robinson.....Bristol;

J Worgan Cheltenham
We look forward to meeting them (and current members) at forthcoming events – see back page.



Charles' 28 year Link Length Mystery Solved

We all know that LBSC, in his otherwise admirable series 'Titfield Thunderbolt' (Model Engineer Vols 108 to 111), made a few mistakes in the valve gear department, to the chagrin of many a model engineer since.

Charles Taylor-Nobbs, in his letter '5 in. gauge Lion Information', (Iss No. 3705, Model Engineer page 620) suggests a draughtsman's error on one of the Crewe drawings depicting the gab lifting links. This may, wrote Charles, have misled LBSC. 'The gab lifting links are shown as 1 ft. 7 1/2 in. and 7 1/2 in. or, when scaled, 1.726 in. and 0.664 in!' This difference in length of 12 in., Charles suggests, is not sufficient to allow one gab to 'completely disengage from the pin before the plane of the opposing jaw impinges on its pin ...'. Charles opines that '... the 1 ft. 7 1/2 in. should read 1 ft. 9 1/2 in. ...'.

Well, I don't want to get into exactly where LBSC went wrong, but I've had an awful job measuring all those links, pins, 'wagging bananas' and what not over the years and I can definitely state that the links are 1 ft. 7 1/2 in. (long) and 7 3/8 in. (short).

To my mind, there are two obvious, major problems with LBSC's gab forks: they are too long; they are the wrong shape. Indeed, they look like nothing if not an elongated Darth Vader helmet!

In the next issue, I will discuss Lion's valve gear as I see it and have a quick look at the LBSC version and try to see where he went wrong.



Lionsmeet

Chelmsford SME

by Alan Bibby



Photo 8. First job in the morning was to hook up a train incorporating David Neish's prototype dynamometer device in series with the host club's own dynamometer car, the intention being to compare the results from the two

instruments. Seen here examining the setup are John Dalton of the host club, Andrew Neish, Philip Pritchard of the Newport club, and David Neish.

This year's event was held at the Chelmsford Society of Model Engineers track adjoining Central Park Chelmsford on 30th July. We were blessed once again with excellent weather and it seemed that the entire membership of the club was there bright and early to prepare the site and to see what the day would bring. Sadly, many of our northern regulars did not feel able for one reason or another to make the journey south, and our host's efforts to draw in support from local clubs also seemed to have fallen on stony ground. This was disappointing, given that members from as far away as Guildford, Bristol and even Tiverton have regularly attended northern venues for Lionsmeet, but there it is.

Having said that, we can honestly say that those who did trouble to make the trip enjoyed an excellent day out with a number of unexpected treats, often a feature of Lionsmeet gatherings. The highlight of the day was undoubtedly the exhibit table, the best seen for many years, and truly as feast for the eyes. We also saw David Neish's new dynamometer device in action for the first time, and Andy Haresnape's beautifully restored red 1965 Jaguar 'E' type,

and the meal afterwards at the Horse and Groom was the usual convivial affair, with many things put to rights!

The picture captions tell the story of this year's event, but just to recap, Lionsmeet is a 'work done' competition, not an 'efficiency' competition. The morning is given over to practice, of which there was little this year except for checking out the dynamometers, and the competition proper starts at one o'clock. Each competitor makes up to two 'free' laps to assess the conditions and choose his load, following which there is a timed run of exactly ten minutes supervised by our onboard 'dynamometrix' Jan Ford with her stopwatch and results pad. Jan also ensures that the speed limit is observed, on this occasion 8 mph. At the end of the ten minutes Jan says 'Stop now!' and the driver stops immediately, wherever on the track he may be. The dynamometer display is read, and the train returns to the start point for the next run. At the end of the day the person with the most 'work done' in foot-pounds is the winner. It's as simple as that!



Photo 9. David's device, named LionsPower, comprises an 'intelligent drawbar' incorporating a load sensing device, and a black box to do the sums and display the result. The device only records work done at present, but could be extended to include distance run, which at present is recorded independently on an electronic cyclometer.

A short discourse on dynamometers may be of interest. They measure the work done by the locomotive in hauling the train, and often give additional information such as distance run, average speed and horsepower. OLCO has had to borrow a dynamometer car for each Lionsmeet and, while we are grateful for the loan, one or two have occasionally revealed some lack of TLC on the part of their owners, or difficulty with the particular modus operandi, as well as variations in the quality of calibration and therefore accuracy of results. OLCO has long felt the need for a dynamometer of its own, which would remove the latter two problems, and with appropriate design and care perhaps the first also. David Neish was the first to come up with a viable solution and we were able to test David's prototype at today's event by running it in series with the host club's own dynamometer designed some years ago by the club's chairman who, like David, is a professional electronics engineer. David's device (was described in LH71 – Ed). It measures only work done, not distance run, though this facility could be added. The electronic cyclometer on David's driving truck was used in the morning trials for the distance run figures for comparison purposes.

With the exception of the first run, probably as a result of operating error, the results were consistent though not identical, revealing a reading 26% higher on the Chelmsford dynamometer than on David's. It is anyone's guess which device is nearer the truth! The distance run figures given by the Chelmsford car and by David's cyclometer were the same, within the vagaries of experimental error. This is reassuring, suggesting that so far as the concept is concerned the only thing needing further work is the calibration of the drawbar pull measurement. Without the resources of an accredited laboratory, this is rather hard to do with any certainty, but model engineers are a resourceful lot and by making covert use of some device of known and calibrated accuracy, such as the

scales in the local post office, one can get a fair level of confidence in the outcome!



Photo 10. Andrew Neish, as last year's winner, is ready to roll for the first run of the day, just waiting for dynamometrix Jan Ford and father to sort out their dynamometer settings! Andrew had a good run, but with only two extra bodies on board he could probably have used a heavier load. The engine produced 51081 ft lbs of work according to the Chelmsford dyno car, 38627 according to the new device, so there is clearly some re-calibration to be done on one device or the other. A respectable result either way.



Photo 11. In the second run, David Neish also elected to take two passengers, including dynamometrix Jan, achieving a result slightly ahead of son Andrew's with 53943 ft lbs.



Photo 12. Jon Swindlehurst's assessment of the track conditions led him to take a much heavier load of five adults in total and a youngster of the host club. A brave choice, all things considered, but the engine kept its feet very well on the slightly slippery aluminium track to yield a fairly amazing result for the conditions of 74605 ft lbs on the Chelmsford dynamometer. We haven't checked, but would guess this is a personal record for Jon and his engine, always good performers in any event.



Photo 13. Adrian Banks raises steam for the final run of the day. Adrian has been burning the midnight oil to get his newly built engine ready in time for the event and inevitably there was a learning curve to be climbed on managing the engine as well as coping with the competition conditions. There are always teething troubles with a new locomotive, and the engine had to be retired from the event when a piston rod gland nut unaccountably unscrewed itself from its appointed position and jammed the motion. A valiant effort nevertheless, and we congratulate Adrian on his spirit and hope to see him back next year.

The competition results were as follows.

RUN	PLACING	DRIVER	DYNAMOMETER READING	
			CHELMSFORD	OLCO
1	3	ANDREW NEISH	51081	38629
2	2	DAVID NEISH	53843	42779
3	1	JON SWINDLEHURST	74605	59050
4	RETIRED	ADRIAN BANKS	6775	NR

Next year's Lionsmeet will be held at Newport in South Wales, hopefully, probably on the 11th August, a couple of weeks later than our usual date of recent years. Our contact there, Philip Pritchard, is already working out the details. There is another excellent club just down the road from Newport, at Cardiff, home of the first true scale 7/4" gauge Lion built to John Hawley's drawings, by Harrye Frowen. That has to be a pretty good reason for taking a short break in South Wales about the middle of next August!



Photo 14. The excellent display of artifacts laid out in the exhibition tent, probably the best display we've seen at Lionsmeet in recent years. The display included no less than four 3 1/2" gauge Lions, a couple in 5" gauge, two in 7/4" gauge (one unfinished), a rather nice 7/4" Rocket, a superb model of 'Locomotion' both by Chelmsford members, and many other interesting artifacts.

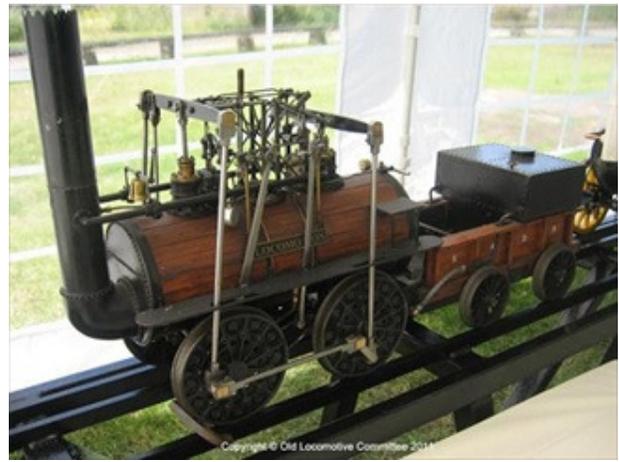


Photo 15. Don Ketley of the host club who unfortunately died in June this year built this magnificent model of 'Locomotion'. The loco is to the Reeves design but Don had difficulty keeping it in steam and was experimenting with different grates before he died. Don was a member of the Chelmsford club for nearly 60 years and was a prolific builder of models starting in 3 1/2" gauge and finishing up with a number of 7/4" locos, including a 7/4" BR Standard Class 4 tank engine that won him a Gold medal and the J.N. Maskelyne Cup at the M.E. Exhibition in 1999. His 'Locomotion' was finished in about 2002. Hopefully Don's obituary will appear in 7/4" Gauge News later this year.



And finally
Photo 16. Andy Haresnape's beautifully restored 1965 Jaguar 'E' type fixed head coupe with the 4.2 litre engine. Andy did all the restoration work himself and the results were much admired by those attending. Thank you Andy, for bringing it along!



Photo 17. Well, not quite finally. I thought I'd slip in this view of Andy's power house. Not a bit like Lion, of course, but almost as exciting!

All photos in the above article by Alan or Barbara Bibby, unless stated





Photo 18. The Steaming Bays at Chelmsford

The 2011 'Lionsmeet' was held on Saturday, 30th July at the Chelmsford Society of Model Engineers' track at Chelmsford.

We were using their elevated multi-gauge railway which has provision for 3.5-inch, 5-inch and 7.25-inch gauge vehicles in the form of a dumb-bell. There's a Sector Switch Unit (traverser) giving access to the steaming bays which are served by a traverser and a station area with a substantial umbrella roof, clubroom and refreshment facilities. A footbridge links the station area with an exhibition area where a marquee contained a display of various 'Lion' and other early locomotive models and gave access to the steaming bays.

Around the elevated track, a dual-gauge ground level oval track supports 5-inch and 7.25-inch models. This line had some very impressive dual-gauge pointwork.

Alan Bibby was on hand to make sure everything ran smoothly and OLCO President E.F. Clark, OLCO Chairman John Brandrick and OLCO 'Lionsheart' magazine editor John Hawley were in attendance. The morning was spent in preparing locomotives and earnest discussions. After lunch provided by the host club, the competition started at 1 p.m.

Once again this year, there were four competitors on three 5-inch gauge 'Lion' models. By convention, the previous year's winner (Andrew Neish) ran first, followed by his father, David Neish on the same locomotive. Then Jon Swindlehurst performed his run and, finally, Adrian Banks with his newly-built 'Lion'. Each competitor was allowed an untimed lap or two to determine what load he wished to carry behind the Chelmsford dynamometer car, followed by ten minutes to try to produce the maximum work done. David Neish has recently designed and built a 'LIONSPOWER' measuring unit which replaces the drawlink between locomotive and train and displays work done on a small electronic unit. This unit was used to collect comparative readings, but the contest was awarded based on the results from the Chelmsford dynamometer car.

The performances are summarised below:-

Name	Work done (ft./lb.)	Position
Andrew Neish	51081	3
David Neish	53843	2
Jon Swindlehurst	74605	1
Adrian Banks	6775	4 (retired)

Adrian had only recently completed his model - indeed, there is still more work required - but he very sportingly agreed to compete. Unfortunately, he was forced to retire after a piston gland worked loose during the run. Andrew and David put up their usual strong performance but it was Jon, taking a much heavier load, who produced the winning result.



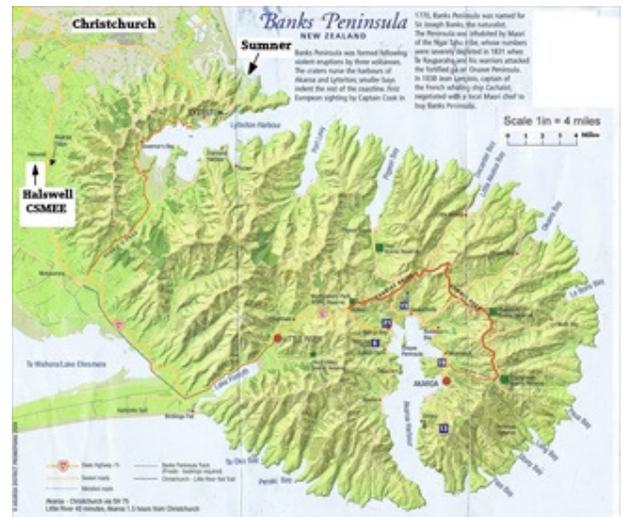
Photo 19. E. F. Clark presenting the Mike Parrot Memorial Cup to Jon Swindlehurst.

All photos in the above article by Jan Ford



Notes from a Shaky Island (2) (Cont'd from LH70)

Recap: In my first article I described a little of the railway situation in New Zealand, but gave details of two other, better informed series of articles, one (Model Engineering in New Zealand) by OLCO member Alan Bibby in Model Engineer and the other (The Railways of New Zealand) by Chris Milner in Railway Magazine. I explained that I'd visited the track of Canterbury SMEE at Halswell, Christchurch, South Island, but that I'd turned up on a non-running day, so saw nothing going on. Jen and I had a walk planned, so we left the area for a few days.



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Fig 1. The Banks Peninsula. Lyttelton Harbour at top, Akaroa at bottom. Our walk was in the south east area.

The walk was to be in part of the Banks Peninsula. This is the mass of land jutting out east south east half way down the eastern coast of South Island. The peninsula was formed following the eruption of two (some say three) volcanoes from about 11 million to 6 million years ago. Since then erosion, and rising sea levels some 7 thousand years ago, have formed two great harbour areas, Lyttelton and Akaroa. The land is steep and rugged and was

mostly covered in thick, fairly tropical vegetation until man's intervention. Even before European settlers arrived, from about 1800 onwards, about a third of the forest area had been cleared, mainly by burning. The Europeans finished off this devastation.

The English navigator James Cook sighted the peninsula in 1770, thought it an island and named it after his scientific colleague and naturalist Joseph Banks.

This was to be a four day walk. A doddle, I'd thought, as I studied the maps here at home. The first day's walk was to be 9 miles, admittedly with our packs, though we didn't have to carry bedding, cooking utensils and so on – just food, clothes, water and any other oddments such as camera, binoculars, etc that we needed for the four days. However, soon after starting from Akaroa, I knew that I'd been foolhardy. The track was steep, the pack heavy and the temperature warm. This was mid February, remember – mid winter in the UK, but mid summer in NZ. There was no shelter. Although the track remained steep, the other two factors seemed to get worse! As we climbed, the views opened out. New Zealand scenery seems so much more spectacular than that which we've grown accustomed to here in the UK. (OK, Scotland competes) Perhaps we lacked volcanoes in the old days - or perhaps I don't get out enough!

At the top of the climb though, the views were even better, the temperature lower and some of the food had been devoured. The descent into Flea Bay was via a steep, heavily forested gully, with so many strange trees, ferns, flowers and bird calls. Jen was able to put me right on many, but inevitably I forgot and had to ask again all too soon. We were accompanied by a stream, gurgling down its own route, mostly out of sight, but sometimes visible in the form of a spectacular waterfall.



Photo 20. Semi-tropical vegetation and spectacular (this is 40') waterfalls are all part of the scenery on the Banks Peninsula Walk.

Most welcome when we eventually reached Flea Bay were the camping huts, with cooking facilities, stocks of food, showers - and the other hardy souls who were also on the trip. The day was not over, however, since we had a date with a penguin expert. We forced our tired limbs over to a neighbouring homestead and were shown starving birds that had been rescued from the sea. They are fed, nursed back to weight and then sent back to sea. Most come ashore to moult, hiding for up to two weeks in burrows or man-made boxes until their new feathers are complete and waterproof. During this time they fast, which is why they don't always get back

to sea in a healthy state. We saw yellow eyed penguins and fur seals.

The remaining three days involved much hill climbing, extensive views, heat, bonhomie at the camp sites and strange toilets. One such was just a narrow corrugated iron hut, with no door. One could (I didn't) sit there all day, just looking out to sea.

We were sad to find that the sea arch near Long Bay, once much like our own Durdle Door, in Dorset, had been reduced to a pile of rubble by the 7.1 magnitude earthquake on 4th September 2010 in Darfield, some 55 miles away.

We were amused by the camp site at Stony Bay – a great tree growing through the toilet hut; an outdoor billiards table; an outdoor bath, heated from below by a wood fire (just don't sit too long in one position); a camp fire confined within the rim of a huge tractor wheel.



Photo 21. Woodshed, toilet, bath house all rolled into one at Stony Bay.

We were much taken by the friendliness of everyone on the trail. Having said that, most of the time you see no-one on the walk, not even farmers. New Zealand's rural population is much scattered.

On our return to Christchurch on 16th February, life went on as usual. We visited friends, places, got on with jobs and sight seeing, etc.

On Tuesday, 22nd February, Jen and I met a friend in a café on Sumner's sea front. Sumner is a suburb of Christchurch, about 6 miles from that city's centre. It's a small seaside community, crammed into a narrow valley between sheer volcanic cliffs. Houses are built right up to the bases of the cliffs. There are a few steep tracks and roads up the cliff sides, then more houses, some built close to the edge, so that one can look down from the gardens above onto the rooftops below.

We'd just finished coffee and cakes and were on our way out. At 12.51 I was standing near the door, having picked up a newspaper from the rack. There was a noise – loud, continuous and accompanied by the most awful, violent and rapid vibration, much like going over a very rough cattle grid. I can't remember thinking 'earthquake'. I can't remember thinking anything, until I saw the large pane of window glass acting like some sort of wobble board. That's when I came to life, thinking 'Get Out'. There was lots of noise of items crashing to the floor. Not much in the way of screaming or panic though.

As I rushed out, a huge cloud of dust was rising in the air, away to the left, where the cliffs are. The noise and shaking lasted for about 10 seconds in all, then silence. I remembered Jen was still inside, so ran back in. We approached each other across a pile of broken glass, spilt food, liquid all over the floor, tables, chairs, the fridge – all tumbled. And now the dust was coming in. One man was still doggedly eating his lunch! I carefully replaced the newspaper in the rack. Funny what you do. Altogether it was a thoroughly frightening event, in spite of the fact that we were completely unscathed. I'll never forget that noise, though - falling rocks, rattling doors, windows, crashing masonry, alarms going.

We raced through a dusty alley, across a broken road, past piles of rubble to the steps leading up to Jen's daughter's house, but were told she'd already left to retrieve the kids from school. All around were broken chimneys, fallen walls and that dreadful dust. We retrieved bikes from the shed, a ramshackle wooden structure, surprisingly unscathed, though a real jumble inside. As we cycled, various muddy waterspouts were erupting from broken mains. We passed people, some bloodied, sitting on pavements. We were now on the way to another daughter. She lived along the valley floor, many yards from cliffs, so presumably safe. First daughter caught up with us in the car, having found kids unscathed, so we abandoned bikes, climbed into the car and went on. She had been hit by a falling cupboard and slightly hurt. Her kitchen was an awful mess.

On arrival at second daughter's house, we found the kids crying, but no damage, except for a loose chimney cap, later taken down. This house was fine. A huge boulder lay in the field

opposite, having punched straight through a house at the base of the cliff. The kids had seen a ground wave passing across the playing field. We all had a feeling of complete helplessness.

More muddy water spurted from the middle of the field. Water main damaged by that boulder, or so I thought. No! all (or most) of these 'burst mains' were the manifestation of liquefaction. The action of the quake had shaken the moist subsoil such that it settled and pushed water upwards. (Try it with bucket of wet sand) This happened a lot in the big city, which was built on a marsh. Later, when this liquid mud dried out in the sun, windblown dust from the estimated 400,000 tons of silt became a major health hazard.

The next worry was of a tsunami. We feared going towards the sea, where the road led out of the valley. We couldn't go up the hill for fear of falling rocks. All afternoon there were more shudders, some so small as to pass unnoticed, save for that fearful noise - doors, roofs, (mainly corrugated iron) windows, masonry, all rattling throughout the valley. Eventually the 'No Tsunami' bulletin was broadcast over the radio. However, we were now without power and water. (No gas mains here, luckily) no cooking, no drinking water, no toilets, etc. Also, modern phones soon give up without mains power! So we had to abandon homes and travel 80 miles up the coast to Cheviot. The local roads were littered with rubble and crowded with loaded cars (I was in the boot!). It was a scene from a disaster movie come true. Petrol stations were besieged, but we got to Cheviot at last, in the dark and were put up by friends and relatives.



Photographer unknown. Submitted by Alan Bibby, (but see Late News on back page).

Photo 22. Christchurch city centre. Dust clouds sent up by the 6.3 magnitude earthquake at on 22nd February 2011. A good aerial view of Christchurch can be seen on: <http://earthobservatory.nasa.gov/IOTD/view.php?id=49586>, on which view Sumner is the small wedge shaped valley running south west towards the word 'Lyttelton'.

There have been nearly 5000 quakes since that day. For those with access to broadband, there is an interesting Christchurch earthquake map at: <http://www.christchurchquakemap.co.nz/>. Click February 22, 2011 from the selection on the left. It takes a short while to spring into life, but when it gets going it is amazing to watch. The clock eventually starts at midnight. There are one or two small quakes at 01.15ish and 09.15ish. Get ready for 12.51 am on that date. No wonder New Zealand is known as 'The Shaky Isles'.

We were two hundred yards away from this Sumner Cliff fall. <http://www.youtube.com/watch?v=MOE6NSc4rOo>

A mile or so away, a famous Sumner landmark, known as Shag Rock, a perch for so many sea birds, had been reduced to the past tense!

The city of Christchurch suffered badly during this quake. Many lives were lost, businesses and houses destroyed. I understand quite large areas will be cleared and not rebuilt. Meanwhile, people are being re-housed, children fitting into new schools, businesses restarting. There has been some sort of government run earthquake insurance scheme in operation for some years, so a bit of financial help was available early on.

Beneath a lot of the cliff areas, large shipping containers have been placed to prevent falling rocks from rolling onto roads

and houses. Some roads, notably the Summit Road, from which one could look down onto Christchurch, is still closed due to rocks and debris.

Three weeks after the 'quake, Jen and I did the 3 day Kaikora walk. On the final night our attention was drawn to a television broadcast in a neighbouring cabin. The first pictures of the Japanese tsunami were being shown. This was devastating, shocking, difficult to comprehend. Having so recently gone through our own frightening experience, we should have been able to understand what was going on, but this was so immense that we could do no more than gaze in awe at the awful pictures being beamed around the world. Both countries are bravely coming to terms with the financial, social and economic consequences of these events, while the world stops awhile, then goes on almost unaffected. But they will be long remembered by those immediately involved.

On our return from Kaikora I rang Alan Bibby's friend, Jock Miller, of Canterbury SMEE. He had suffered little damage, despite living in a Christchurch suburb. We arranged to visit the track on a given Sunday, 13th March. Alan had kindly given me contact details for Jock in January, on learning of my visit to New Zealand.



Photo 23. Dave Markham driving CSMEE's ICE train built by Ross Fielden & presented by his widow. Dave is in the blue shirt, dark cap behind the fourth carriage.

The CSMEE track is at Halswell Domain, on the south west edge of the city. They cater for 2½", 3½" and ground level 5" & 7¼" gauges. Their web site is: <http://csmee.org.nz/>.

Jock showed us around the well equipped train shed and took us outside to see the transporter. I should have taken notes, but forgot in my eagerness. The track is about 1 kilometre in length. Several trains can run at once, owing to the sophisticated signaling system. The station platform can accommodate four trains at once and there is a pointsman on duty during running times, routing incoming trains to a free platform. Indeed, enough traffic to make a real station master envious!



Photo 24. Dave Campbell driving CSMEE's F45, club built, towards the station.

We watched several trains arrive and depart, with their loads of happy kids and adults – well, a train load of kids really! We rode Dave Markham's ICE, a fascinating assemblage of streamlined coaches, followed by passenger carrying vehicles with the driver sitting about half way back along the train. How he keeps an eye on things up front I'm not sure. Has he a camera on board? Look at: <http://www.youtube.com/watch?v=yV4PQSHv1SQ6>. We saw Dave Campbell driving the American F45, powered by a bio-diesel 2 cylinder water cooled Honda engine.

Alex Cowdell came in with his Rio Grande and dropped his passengers off prior to going home, but Jock asked if he would just take us on a single trip around the track. That would have been great, but when Alex heard we were from the UK, he offered to let me drive. How can one refuse such a generous offer? In no time at all, I was receiving basic instructions and was then given the 'Off'. This was a very powerful locomotive and I had no chance to give anything more than a gentle tweak to the regulator. I had to be a bit careful in any case, since the track had been a little disturbed by the earthquake.



Photo 25. Alex Cowdell arrives with a train load. It was after they disembarked that he very kindly allowed me to drive a complete circuit. Thank you Alex

At the close of play we reluctantly left the track, but Jock had one more surprise (several, actually). He took us to his home, overlooking Christchurch. What a grand view, even though the day was a bit hazy! He explained some of the effects of the quake (fireplace and chimney breast damaged, so had to be taken down). See his letter on page 6 of LH71. He took me to his workshop, below the house. What a place! So well equipped that I find it hard to remember what was there, so long after the event. He has the usual lathe(s), mill(s), drill(s) of course. However, he showed me his beautiful Henry Milnes planer, vertical borer and many other items he'd either built or had adapted to his needs. Not only all this kit, but it's also scrupulously clean. Made me almost weep. He's been very lucky in that no serious damage was done during all the earthquakes. I trust that that is still the case.



Photo 26. Jock Miller and 3 ½" Lion in his magnificent workshop. He'll need a stronger shelf if he's to fulfill his proposed next project!

Jock then treated Jen and me to a very generous supper of scrambled egg on toast. Even that was way beyond my usual standard. (Recipe please, Jock?)

I've since had a few queries though:

I saw little, if any, sign of models of New Zealand prototypes at the track. Are there any, or do people just follow what's in Model Engineer? (Jock has since informed me that there are a number under construction (other clubs have them) as 7¼" take a while to build.)

Also, since New Zealand is entirely metric, (almost overnight in 1976) do they convert plans from imperial? I guess the more senior modelers still have imperial tools, but what of newcomers to the hobby? Perhaps they use the increasingly rare imperial tools left by those who've gone on to other things.

(Jock says: Agree your comment & most new large models have metric nuts & bolts, but dimensions to suit material, either metric or imperial, or to original drawings.)

I've found several films on the internet covering New Zealand railways. One such is the Picton to Christchurch tourist run at: <http://www.youtube.com/watch?v=Gti2SSPltf0>. Note the almost traffic free roads.

I couldn't find one on the Tranzalpine that was music, rain or leering faces free. Can our readers find one?



EARTHQUAKE ...

The railways of New Zealand's South Island were rocked by an earthquake measuring 7.1 on the Richter scale in the Christchurch region on September 4. The tremor stranded 15 trains, including ones on the Midland line to Greymouth, which suffered this bizarre warping effect. **KIWI RAIL**

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However, to break the monotony, Peter Mountford sends this thought: Feel a little crowded sometimes? A little hemmed in? Well, forget it! Check this out to see what crowded really is.

<http://www.wimp.com/vegetablemarket>

I just hope the passengers don't flush the toilets on the move!

And finally, rail travel in New Zealand isn't always plain sailing, if that's not a mixed metaphor too far!



LANDSLIDE ...

The bizarre sight of KiwiRail DC class diesel No. 4156 after it hit a landslide in the Manawatu gorge between Palmerston North and Gisborne on September 25 while hauling a milk train. The crew were uninjured. The spoil was removed from the other side. **TONY BATCHELOR**

Photo 27

Nuff Said!

Photo 28

Have you seen this Man?

This character graces the apex of the New(?) Dominion public house, on the corner of Bankfield Street and Regent Road, Liverpool. This establishment has had an unsavoury reputation (Raided by police as recently as 2008. naughty goes on!). It is currently undergoing renovation, but not as a pub (office I think). The fella on the roof has been repainted.

I understand he may be a lumberjack (Canada Dock is nearby). Hence the axe, but why the sea going hat? Why the dog? Why are his eyes shut?

Alternatively, he may be a whaler. (Whaling ships operated out of Liverpool in the late eighteenth century). An injured whale may have swum off to one side, threatening to capsize the ship, so they would need to cut the harpoon rope sharpish. Hence the axe and the sea going hat. But why the dog? Why are his eyes shut?

Someone put in a lot of expense and effort to get this erected. Come on Liverpool, who can tell us the story of this maritime dog friendly lumberjack/whaler?

If you see this man, do not approach him. (Otherwise you'll be at the edge of a thirty foot drop!)

I know little of the origin of the photo, except that it is on these web sites:

<http://www.liverpoolmonuments.co.uk/pubs/dominion01.html>

(donated by Ron Formby) and:

<http://www.flickr.com/photos/jjwillow/5171102359/in/photostream>.

<http://www.flickr.com/photos/exacta2a/3271164361/in/set-72157605299781620>



Photo 29

Readers' Letters

Lately I've been in touch with Jon Swindlehurst over the manufacture of the 'barrel' shaped conrods, etc used on old machines like Lion. Some of the communication is reproduced below, along with one or two other topics:

From Jon Swindlehurst

By email

Wirral
15th Aug 2011

My coupling rods were turned between centres. The end thirds were taper turned at about 2 deg. and then the middle section blended into the ends with a file until it looked about right. If you look closely at mine you can see they were done this way. A better but more lengthy way (and the way I will probably use on big Lion) is to first make a template out of stiff card or thin sheet metal to the profile required and then repeat the original process but use several different angles, keep checking against the template, and again blend them together with a file followed by much polishing.

Another way would be to use like a taper turning attachment where the cross slide is detached from its screw thread and made to follow an existing profile.....but by the time you have made that you may have done it by the other method if only making two! Any ideas? Let me know.

Me:

15th Aug 2011

Thanks for info on coupling rods. I've ... often thought of a copying device to do this job and also wheel profiles. Thinking's one thing though. Can I publish your comments on this subject? Might get some discussion going. I suppose an NC lathe would have this capability? On that subject, is it possible now to get NC lathes, etc for home use and is it possible to work them by hand, if say, there's a power cut or you can't be bothered to do a program?

From Jon

16th Aug 2011

By all means publish my thoughts on making Lion's coupling rods. A lot of schools have a small NC lathe so they must be generally available, but I expect quite pricey. The one I saw a few years ago was pretty crude as an ordinary lathe though and didn't even have graduations on the tailstock barrel. There have been some articles in Model Engineers Workshop recently on converting a Myford to NC.....all seems a bit like blasphemy to me!!!! If you're going to watch a machine make it for you then you may as well go out and buy one already made. They may save time when making a lot of simple items such as the square headed bolts along the frame but when only producing a few items then it probably takes longer and there is no job satisfaction.

I hope David Neish is able to do more development work of his dyno device soon and test it against others. Although it produced much lower figures than the Chelmsford dyno, David's were more in line with results we have had in the past. I pulled heavier loads at Brighthouse and Butterly and only recorded figures in the mid 50000s, so almost 75000 seems much too high.

Alan's article on the website looks good...have you seen it? (*Lionsmeet 2011 at Chelmsford, reproduced in this issue. Ed*).

When I dropped the fire on my Lion last Sunday I noticed that the stainless steel firebox arch had developed a large hole. I think it must have been in for about 5 yrs so it has not done too bad. So, this weeks job is to make a new one,.... amongst the 10001 other jobs already listed.

From Jon

19th Sep 2011

It wasn't the fire bars that needed replacing on my Lion, it was the stainless steel 'brick arch' that I use to prevent bits of fire being lifted through the smokebox. It used to get really blocked up after about an hours run but with the arch in place it has reduced the amount of rubbish in the smokebox by about 80%. I seem to remember doing an article about it for Lionsheart a few years ago. (*LH56 page 11 - Ed*). The new one is now in place and seems to be functioning well.

Me:

11th Oct 2011

Just a bit more on barrel shaped turning. Sounds a bit like hard work to me, but this is exactly what an NC machine would do, I think. However, I'm still no wiser as to how they did it in the good old days. Another teaser for our readers, I suggest, whenever I can get around to doing the next issue.(I attached an article from Engineering in Miniature of Oct 2011)

From Jon

12th Oct 2011

An important thing to remember is that these barrel shaped objects in full size were NOT turned, they were forged, by a highly skilled blacksmith. Dare I say that the CNC approach is for the rich people with not much skill !!! I still think the most convenient way for 'us' to use, is to make a card or sheet metal template then rough turn the shape by manipulating the lathe slides. When the profile is about right (checked against the template) finish off with files and then go through the grades of emery.

(If you can add to our fund of knowledge on this subject, then please write in. Contact details on back page. Ed)

From John Coop

By email

Lakefield; Ontario
23rd Aug 2011

Canadian TitBolt ThunderField

Apologies for the long time in replying to your email and Lion newsletter. I hope you are in good spirits and health. A couple of events made me think of you in the last little while; the New Zealand earthquake & the problems in Bristol. I once again hope that they have not caused you or yours any personal distress.

I have run into some personal problems albeit very trivial I suppose. We purchased a fairly large chunk of property when we moved from Western Canada. The motive was to ultimately build my own live steam railway. Well, to quote the old saying "When you are up to your ass in alligators, you forget that your first objective was to drain the swamp" All this lovely grass, forest and trees is proving to be a maintenance task that I vastly under estimated. It is compounded by the fact that I greedily surveyed the nice open rooms in the basement and garage for shop space. Forgot, no wallboard, crooked walls, electric outlets and lights, benches, etc., all thoughtfully provided by the previous owner of the house we had out west. I am trying to get the basics going so I can do some work in the winter. We are also wondering whether this place is viable in the oncoming years.

Re: Lion, what do you see the role of the OLCO now that "Lion" is famous? I suppose one advantage in the past was the relative obscurity of her so that access and affection was more direct. I am a little sad that the greatly increased maintenance tasks here have virtually eliminated any time to keep up my CAD skills which I had hoped would be my contribution in some way to the "cause". We are even contemplating a sojourn in the UK to see whether moving back may be an ultimate option. A winter stay in the Cotswolds would allow me to bring my laptop and do some 3D modelling which I do like doing.

I hope I have not burdened you with my problems ("Everybody should have such problems") you may be saying. I find email quite an impersonal way of communicating, would be better discussed over dinner at the "Railway Inn"

(I'm all for your final suggestion, John. What do readers think regarding the future role of OLCO? Ed)

From Barrie Larke

By email

Plealey, Shropshire

25th Aug 2011

Lion valve gear

... I have been doing a little drawing myself checking on both LBSC's, Saxby's and Millers's dimensions and whilst I haven't fully drawn out all the valve gear I have checked on certain aspects. Jon informs me that he found that his reverse gabs fouled the front axle slightly necessitating grinding a little of the gab fork end and I would say that is right according to my drawing, although Saxby never mentioned that. Jon made his gabs to LBSC's stated length. Miller advocates moving the rocker shaft 3/64" further forward to give equal angular travel of the rocker shaft and die block from fully forward to fully back travel of the eccentrics. My drawing confirms this also but will exacerbate fouling the gab on the front axle when the gabs are made to Saxby's dimensions.

I mentioned this to Jon and he made the good suggestion to shorten the gab length by 3/64" instead of moving the rocker shaft forward this amount. This should eliminate the fouling problem while at the same time correcting the angular travel, but it all needs to be checked out on the job when I get that far.

There is no doubt in my mind that the valve gear needs to be fully drawn out accurately once and for all, so that future builders of Lion don't waste their time finding faults after following LBSC. He did a sterling job initially but from what I gather his gabs led to problems engaging forward and reverse which is why Saxby altered them. Miller found the unequal angular travel which makes the die block in the rocker shaft extend further out of the rocker fork when the valve is in it's fully rearward position compared to it's fully forward position.

I have now made my rocker shafts in one piece from the solid instead of LBSC's three pieces silver soldered together. It is my preferred method of making these but making them this way is not essential. I have decided to make my die blocks longer than LBSC, he made them square mine are oblong being 5/16" long x 3.16" wide so I have extended the slot to allow for this. I have no doubt some will question the need to do this but it just seems a better engineered method. I always have to be different, don't ask me why. Jon does not think I am wrong in this and he is my reference point so to speak. After all he seems to have more success than most though I'm sure members will want to challenge that. I have taken on board Saxby's suggestion of bridging the fork ends to eliminate spreading of the slender forks.

My progress is painfully slow, my own fault to some extent because I won't compromise on standards and take short cuts. An instance of this is I like to machine radii on levers etc even though they are "in the wind" as they say. Perhaps it's because I'm only average when it comes to filing so my rotary table does a much better job than I can file. Is it slower than filing? Hard to say it depends on how you want the finished part to look. I do know that I have a keen eye for both "out of squareness" and "out of roundness" and both offend me so that's why I go to a lot of trouble. Shall we say it's my way of getting satisfaction but yes I am slow. Also I find age has slowed me further still.

Well that's my bit of news. Regards, Barrie

(I think that at this point I should apologise without reservation for my lack of progress on drawing Lion's valve gear and presenting it within these pages. I've more or less got to the stage where I'm happy with the dimensions that I've laboriously measured (and re-measured) over the years. However, like Barrie, I'm finding that I'm slowing down, there is more to do and I'm getting more determined to get things right. Ed)



The David Royle drawings

Here are two more drawings submitted by David Royle. Their titles are self explanatory.

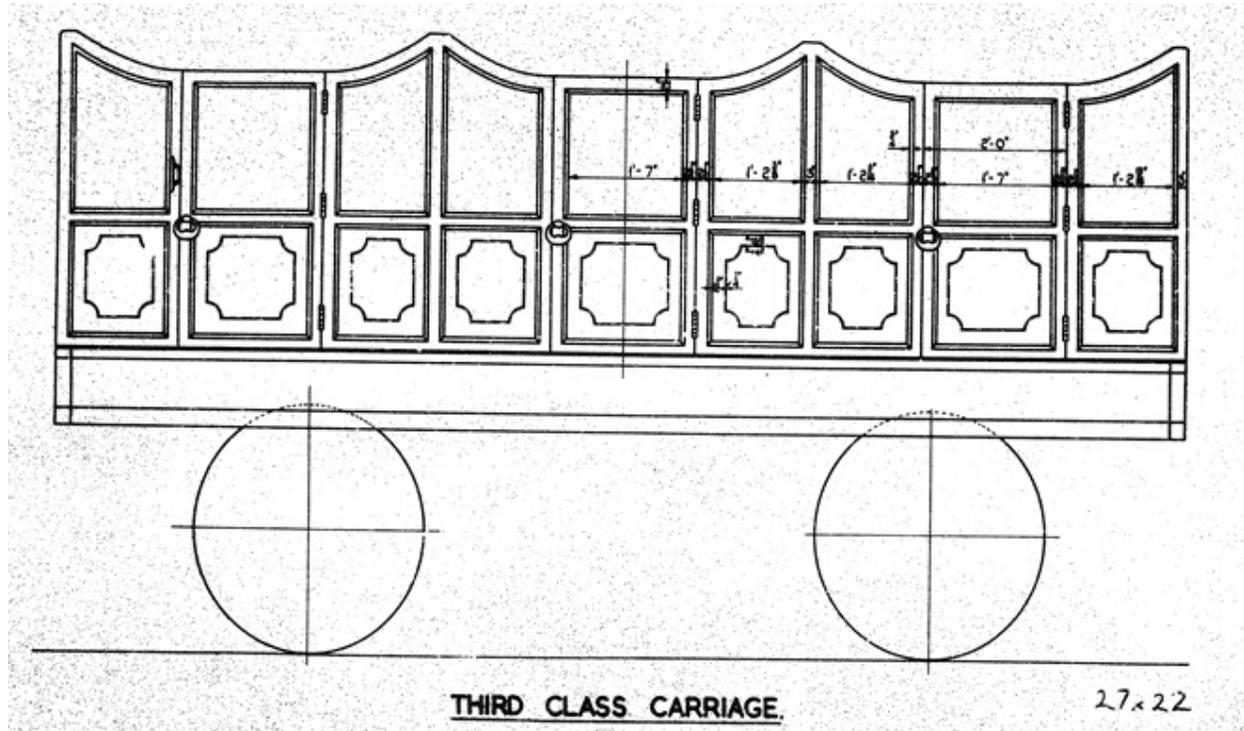


Fig 2.

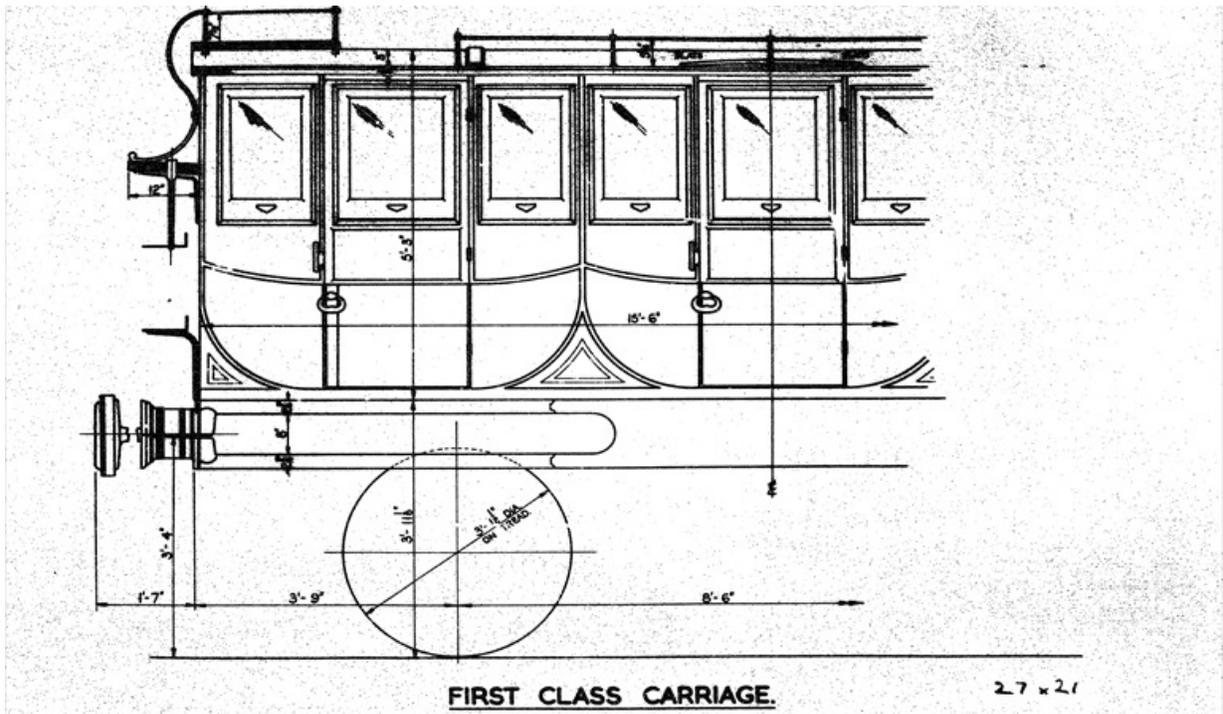


Fig 3.

Dates for your diary - 2012

John Brandrick has just rung me with dates for forthcoming events:

Event	Date(s)	Location
Alexandra Palace Exhibition	Fri 20 th to Sun 22 nd January	Alexandra Palace, naturally. N22 7AY.
EIM Northern Modelling Exhibition	Fri 2 nd to Sun 4 th March	EventCity, next to the Trafford Centre, Manchester, M41 7TB.
Harrogate Exhibition	Fri 11 th to Sun 13 th May	Great Yorkshire Showground, Harrogate, HG2 8PW.
OLCO AGM	To be arranged	
Bristol Model and Hobbies Exhibition	Fri 17 th to Sun 19 th Aug	Thornbury Leisure Centre. BS35 3LG.

If you can help out at any of these events, please contact OLCO Chairman John Brandrick at: jbrandrick@mail.com,

Late News

With regard to photo on page 9, I understand that it may have come from this web site:

<http://keithwoodford.wordpress.com/2011/02/26/the-christchurch-earthquake-of-21-february-2011/> which is written by Keith Woodford, Professor of Farm Management and Agribusiness at Lincoln University, New Zealand. He writes:

(I am unable currently to credit the photo that heads this post, as it is not mine and I do not have the source. [Update: I have now seen this photo credited to Gillian Needham.] It appears to be taken from the lower to medium slopes of Cashmere and is looking directly down Colombo St. New Brighton is upper right. What appears to be smoke is predominantly debris and dust from the collapsing buildings. The photo has been taken in the immediate aftermath of the quake.)

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:

I'm always glad to receive your notes, comments, articles, pictures, etc. Please consider that all or part may be published, although I reserve the right to edit them. In descending order of preference they should be:

- typed on a computer and emailed;
- typed on a computer then printed and sent by post;
- typed on a typewriter and sent by post, or
- if you want to find out how desperate I am, try a good old fashioned handwritten letter.

Just run a spell checker over your computer work first though and always read through what you're sending, even if hand written, to avoid subsequent mis-understandings. I am not keen to receive contributions via floppy or CD

As for photos, the advantage of sending them by email is overwhelming – I can put them straight into the document, scale them, crop them and all sorts, getting a 'first generation' print. If you send a photo by post, then I have to scan it (losing quality) and possibly send it back, which I cannot guarantee. Photos which have been printed onto plain paper and sent to me don't really work, especially via the scanning process. When sending pictures, please include the photographers name, or details of the publication from which it was taken, so that I can bestow the proper accreditation.

Also, please, if you change postal or email address, don't forget to let me know. *Ed.*

Thank you for the many kind comments regarding LH. I'm sorry if I've not replied if you wanted one, but perhaps you could send me a reminder. If you've missed any recent issues, let me know. I may be able to reprint.

I wish you all a warm and peaceful Christmas and a happy and prosperous New Year. The world's gone through some pretty sticky bits lately, but let us all look forward to better times in the not too distant future.

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