



# LIONSHEART



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**E F Clark**

*Photo 1. EF Clark, right, discusses Lion's anatomy with fellow OLCO founder, Charles Taylor-Nobbs, during the pre-AGM morning 'Inspection'. Both did so much to get OLCO up and running and to inspire others to carry on the good work. Now it is left to the rest of us to publicise and promote Lion at exhibitions, talks, track running days and written articles.*

*Photo – John Brandrick*

Index .....	1
Cover Story – E F Clark .....	2
E F Clark, by John Brandrick .....	4
Welcome to New Members .....	4
The Editor's Bit .....	5
The Bristol Exhibition .....	6

Lionsmeet @ Shipley, by Jan Ford .....	6
Chairman's Notes .....	8
Dates for your Diary .....	10
Readers' Letters .....	10
Editor's Contact Details .....	10

## Cover Story – E F Clark

“On Sunday, 10th June 1984 a number of Enthusiasts, some accompanied by their ladies, and/or models of LION, gathered from all parts of the U.K in the History Teaching Room of the Merseyside County Museum, William Brown Street, Liverpool, to discuss what, if anything, should be done to mark the 150th. anniversary of the building of LION by Messrs Todd, Kitson & Laird, Engineers of Leeds in 1838.”

So runs the very first paragraph of the very first issue of Lionsheart, dated July 1984. The words were ‘penned’ by Charles Taylor-Nobbs, OLCO’s very first Secretary.

The article continues: “Among those present were Mr. E.F. Clark, a great great grandson of James Kitson, one of the builders of Lion, and Mr Stephen Fletcher a grandson of William Fletcher, whose efforts to save LION and have her restored in 1928 can be found in the Minutes of the Old Locomotive Committee of the now non-existent Liverpool Engineering Society for that year.”

Thus, in its founding, OLCO had a direct connection with the birth of Lion and with her ‘rescue’ and restoration.

Sadly, EF passed away this September. Charles Taylor-Nobbs passed away in March 2012. I will record some of my memories of EF later on in this issue, but for now, I can do no better than to let his son, Edwin, pay his own warm tribute, as delivered at the Thanksgiving Service on Thursday, 9<sup>th</sup> October, in the church of St Margaret of Antioch, Knotting, Bedfordshire:

My father was born in Alvestoke Hampshire on Monday the 29th of August 1927 to Elspeth and Edwin. He was the fifth Edwin Clark in a line dating back to 1796 and therefore, to avoid confusion, was known as “EFC”. His father was in the Royal Navy though his forebears were railway builders, locomotive engineers and academics hailing mostly from Yorkshire and Edinburgh.

He was soon joined by a sister Shirley and they spent their childhood in Yorkshire, Berkhamsted and in Malta with the navy. Like many boys of that era my father went off to prep school at 7 to Packwood in Shropshire. Unfortunately the war then intervened and he was evacuated to Canada with his mother and sister. They ended up in Toronto where he spent three years at the University of Toronto School. He joined the Toronto Ski Club and we still have his lift pass badges for the three winters he spent there and his canoe paddle from his summer trips to Camp Ahmek in the Algonquin Park.

In the summer of 1943 with the situation in the Battle of the Atlantic improving, he returned to England, unaccompanied, on an escort carrier. At this stage of the war, 3 of the first 5 escort carriers had been sunk by enemy action. Despite the vulnerabilities of this class of ship, he was able to take his bicycle, canoe paddle and a pair of skis with him in addition to his personal luggage on a warship, on active duty, in the middle of the war!

He then spent two years at Shrewsbury School where, amongst I am sure valuable pearls of academic wisdom, he learnt to row. School and subsequent university holidays were spent in Leeds at the old family home “Meanwoodside” where later on he briefly became a Leeds tram driver during a mass strike on one of his student vacations. The war had ended as he turned 18 and so he was fortunate to be able to go straight up to university.

My father went to Trinity College Cambridge to read engineering and like Shrewsbury School, he was the fourth generation of his family to go there. My father’s time at University was, as it is for many people a watershed moment. Those who knew him before Trinity (or are children of those people) knew him as EFC. His new university friends of course could not cope with such a long winded name and shortened this

to EF and thus you can date how long someone knew him by the number of initials they used.

At Trinity my father, in between some engineering, became a keen member of the boat club. He displayed his talents for organisation and diplomacy by becoming secretary of the newly combined First and Third Trinity Boat Club. The college had had two boat clubs for the previous hundred and twenty years, but the war had changed many things and only one club was now required. My father drafted the new constitution for the two previously fiercely independent clubs and disposed of one now redundant boat house. In the meantime his own rowing career flourished: he became University sculling champion (beating Britain’s 1952 Olympic single sculling representative in the final) and won the 1947 Ladies plate at Henley with the college eight. My father had a 69 year association with the Henley regatta and the First and Third Boat club. This year he was still able to chose from – and fit into the same selection of blazers, caps and of course the famous First and Third striped trousers or “stripies” that he had in the 1940’s. He still went to the First and Third association dinners though it was only after I became a student myself and also eligible to go, that I realised why he always booked a room after the dinner when he only had 40 minutes to drive home.

After leaving University he was called up for National Service for which, against family tradition, he joined the Royal Air Force. In between several weeks a summer on “rowing duties” with the RAF, he was eventually posted to the island of Sylt off the Jutland peninsula where he spent the best part of two years pouring concrete to construct a modern airfield runway for what is now the main base for the German Fleet Air Arm. One of his lasting mementos of the RAF (apart from his RAF battledress which he used to do the gardening with) was, “The Mug the King gave him”. For more than sixty years he continued to use this solid pint mug for his afternoon tea and as a child I had always assumed he had been awarded this at Buckingham Palace for some particularly noteworthy service. It was only later that I learnt this had been issued to him at RAF basic training (an experience he did not enjoy) and somehow the mug had never been returned at the end of his service period.

In 1950 after being demobbed, he started his long connection with Bedford and joined the engineering firm WH Allens to “serve his time” for his engineering pupillage. One of the tasks he remembered being set by the foreman in charge was, filing by hand an off cut of a circular 6 inch steel rod into a perfect cube.

In 1952 after serving his time in Bedford, he moved to Scotland and joined the North British Locomotive company in Glasgow. This was a troubled time for the company due to the transition from steam to diesel but an extremely happy one for my father. In Glasgow my father shared a flat with colleagues and when one moved out a young lawyer named George Mathieson moved in. He later introduced George to his sister Shirley and they subsequently married. His happy time in Glasgow was augmented by summer trips sailing on the west coast and winter trips to the mountains with the Scottish Ski Club of which to this year he remained a proud member. Sadly, the writing was on the wall for the steam locomotive construction business and so my father moved back to Allens and Bedford at the end of the 1950’s.

WH Allens of Bedford manufactured high quality diesel engines, turbines and pumps, often for very demanding applications such as warships – for example the steam turbines that actually provide the motive power for our nuclear submarines were made by Allens. The company had a subsidiary in India and in 1960 my father was asked to go out to India with the company and he began his ten year association with the sub continent.

Before going to India he arranged to go to Henley with another friend from Glasgow, a fellow oarsman from Cambridge, one Paul Bircher. Before going Paul apologised to my father saying that “I’m afraid most of my family will probably be there”! Paul however did not mention at all his youngest sister Vonnie who did indeed go that year, a significant oversight in the light of future events. The regatta at Henley is an occasion where little changes and there is a photo of EF and Vonnie at Henley from nearly sixty years ago which could almost have been taken last year. This auspicious meeting soon led to correspondence between the two of them. Despite my father’s move to India, their correspondence blossomed, and on his return, my father would often leave work in Bedford, drive up the newly completed M1 for dinner with Vonnie in London and then drive home that same evening. There was of course no speed limit on the M1 in those days and my father did have a supercharged Alvis (of course maintained and serviced by himself).

My parents were married in December 1962 and shortly afterwards left for India managing to incorporate trips to the Middle East visiting: the Lebanon, the Holy Land, Jordan and Iran all before the current troubles. Whilst in India they travelled widely from Cape Comoran in the south, to the Khyber and the Himalaya in the north.

My parents returned from India to Felmersham where my sister Emma was born and after the move to Knotting and Ballards I arrived. A final trip to India now with the two of us in tow ensued and this was rounded off by a return trip eastabout, visiting: Thailand, Hong Kong, Japan, the USA and Canada.

The return to Knotting allowed my father to take a leading role in the up keep of St Margaret’s and he was particularly pleased to get the church clock going again – it is so old it only has one hand. Over many years he helped to organise for the church: fireworks displays each November, the Arts festivals, in addition to the work parties tidying up the churchyard. He was a man of great faith, but also strong tradition and refused to countenance anything more modern than the Book of Common Prayer or the King James Bible.

Now as you all know, everyone has a book in them and as my father was always interested in the history of engineering and family, he researched and wrote the biography of his great great grandfather “George Parker Bidder – The Calculating Boy”, incidentally now ranked 87, 852 on Amazon. George Parker Bidder or “GPB”, another man known by his initials, was a mathematical genius who was even exhibited to George the third – such was his ability as a boy, and who later became a leading Victorian engineer. The research for this book took us to numerous sites that GPB had built such as: the then derelict Victoria docks in London, Dutch polders and disused alpine railway tunnels onto which he encouraged me to climb to add interest to the photos he took.

His abiding interest in the history of engineering led him to membership and then Presidency of the Newcomen Society – the society for the history of engineering and technology. He attended their meetings at the science museum until this year and went on many of their summer trips at home and abroad, a treat less appreciated by my mother however.

His love of ancient machinery and family also led to his long association with the Lion - the world’s oldest working steam locomotive which had been built by another of his great grandfathers – James Kitson in Leeds in 1838. He was so proud to be able to drive it again when it was restored to steam in 1980 having seen it working whilst a boy with his grandfather in the 1930’s.

His love of travel and family led us to annual trips to Switzerland and one to Canada. My parents would think nothing of packing two small children into the car and just driving across Europe to find a pension or zimmer frei to stay the night in, with no prior booking or other arrangements. Surprisingly this was always successful, though our attempts at camping and indeed sailing off the west coast of Scotland were less so. We had one memorable trip where we ran the boat aground in Loch Fyne, after which the shipwreck was described in the subsequent postcards as a “slight contretemps”.

My father was not only a professional engineer but an engineer to the depths of his soul. He built numerous things for Ballards including an efficient water recycling system and pump during the great drought of 1976. He was always able to reclaim and reuse old parts to make, amongst many other things, trailers for his much cherished Dennis mower and to use old roof joists that have held up his rare breed apple tree “The sheep’s nose” for the last twenty years.

His civil engineering skills were also manifest in the garden at Ballards. The garden walls he built incorporated amongst other things, some "loose stones" from various temples that he had visited around the globe. His long-running battle with the rabbits of Knotting was one he sadly had less success with. He purchased an air rifle many years ago to lay waste to the population of rabbits but despite the liberal firing of pellets in to the garden he never once managed to shoot one.

Those of you who knew my father well will remember his love of poetry and in particular comic and nonsense verse. He had an amazing knowledge of poetry and could finish most poems from memory if you supplied the first line. He and his uncle raised this to a form of poetic tennis where one would start, the other carry on and then they would bat it to and fro between them, with tears of laughter rolling down both their faces.

He also had an abiding love of obscure facts and esoterica. The

question "Why?" from my sister or myself inevitably led to the answer "Go and look it up" from my father. Now as the Encyclopaedia Britannica, the OED, Who's Who, the various other dictionaries and reference books were all contained in the dining room, this resulted in Sunday lunches ending with my sister and I with our noses in an Encyclopaedia desperately trying to prove the other wrong on some particularly obscure point of fact. He always encouraged us to question everything and liked nothing better than a good argument where everyone was treated as equal and anyone could argue either side just for the fun of it whether you believed it or not

However despite rowing, locomotives, exploding home brewed ginger beer and veteran lawn mowers, the things my father loved most were: my mother and the life they had built here in Knotting together. We are all so pleased you were able to come here today to remember him and to give thanks for his life.

Thank you.



**E F Clark**

**by John Brandrick**

### **E F CLARK 1927-2014**

E F Clark, President and Founder Member of OLCO died suddenly on 28th September four weeks after his 87th birthday. 'EF', as he was always known from his student days at Cambridge, was uniquely qualified to be OLCO's President, being the great, great grandson of James Kitson of Todd, Kitson and Laird who built Lion in 1838. His other great, great grandfather was G.P. Bidder the famous railway builder. EF was co-author of his biography. EF's grandfather was Colonel Kitson-Clark, the last proprietor of Kitson's of Leeds before they ceased building locomotives in 1938 when the manufacturing rights passed to Robert Stephenson and Hawthorns.

Although his father was a Naval Officer, EF reverted to the family tradition and graduated in Engineering from Trinity College Cambridge, where incidentally, his uncle was Professor of History. He served his engineering pupillage with Allens of Bedford with whom he was associated all his working life except for nine years in the 1950's when he worked for the North British Locomotive Company in Glasgow to enjoy the last few years of steam locomotive building in Britain.

His knowledge of engineering history was very impressive and he was a member of the Newcomen Society, serving two terms as its President. In the last two or three years he was busily engaged in researching Armstrong Whitworths hydraulic cranes to assist with a project to restore one to working order in the Arsenal at Venice. He was strongly of the conviction that machinery was best preserved in working order and was bitterly disappointed, indeed furious, with the decision not to restore Lion to working order.

In 1984 EF, along with others interested in Lion, including Charles Taylor-Nobbs, founded the present Old Locomotive Committee, naming it after the original committee of Liverpool Engineering Society members who rescued Lion for preservation in 1930. He was therefore able to enjoy OLCO's 'golden years' when Lion was regularly in steam and members had the opportunity for 'hands-on' involvement including participating in special events in period costume. On one such occasion he was privileged to be introduced to Her Majesty the Queen.

Sadly he found it difficult to attend OLCO meetings in the last few years and his absence was keenly felt as he was not only a gentleman but one whose knowledge of engineering, locomotives and Lion in particular was encyclopaedic and any conversation with him was at once a pleasure and an education.

His loss to our society is immeasurable.

He is survived by Yvonne, his wife, Daughter Emma and Edwin, his son, who is a Surgeon.



### **Welcome to New Members**

We extend a warm welcome to Arnold Marshall, from Wittersham, Kent and John Williamson, from Herne Bay, also in Kent. They joined OLCO at Lionsmeet in Shipley (see report, pg 6) and may have been the furthest travelled that day.

We also welcome Jon Nazareth, of Arundel, who is planning to build a G3 (13.5mm to the foot) Lion which will be electrically powered and remotely controlled. That's an interesting project. Has anyone tried radio controlled steam? Is it feasible?

Welcome to OLCO gentlemen. We hope that your membership will bring you benefits and items of technical interest. We look forward to meeting you (and current members) at forthcoming events – see Dates for your Diary on page 10.



## The Editor's Bit

When I joined OLCO, way back in 1989, E F Clark and Charles Taylor-Nobbs were both rather awesome characters, but they soon became most helpful to me as I declared an interest in measuring Lion and producing a set of drawings. Some already existed, produced by David Royle and Charles himself. However, the series was not complete and I determined to put this right. (To my shame, I'm still working on that aim). I started the drawings in 1991, with permission from John Kearon, of NMGM. At that time, Lion was under examination at Dorothea Restorations in Whaley Bridge, from whom I received much assistance. Charles had taken many photos of Lion and was most generous in granting me access to them, which was great help in the drawing task.

EF had so much knowledge of the history of engineering as to hold, spellbound, some of us newcomers, as he discoursed on the probable provenance of some of Lion's component parts. The boiler was of special interest. Obviously (to EF) not built in 1838, since the wrought iron backhead is too big to have been produced up to the time the loco was built. Also, the backhead flange had been formed in a hydraulic press – a process that was not available in 1838. His article, How “Original” is Lion, which we printed in LH 67, discusses many interesting points. He also, much to my everlasting embarrassment, taught me how to spell ‘Stephenson’!

He was due to present a talk to the Newcomen Society in Bristol in Feb 2000, but a burst tyre (due to an appalling pot hole in one of our Somerset lanes) threatened to prevent us attending. Nothing daunted, he was out with the jack and in a few minutes we were on the road again, reaching our venue just as our anxious Newcomen host appeared at the door, looking for us. Phew, that was close.

Another of EF's presentations, jointly with Dr Paul Shelton, to the Newcomen Society was on the Metallurgical Examination of Lion's Tyre, on 9<sup>th</sup> Jan 2002. This talk was repeated, on 11Feb 2003 to the Leeds-Bradford Materials Science Group at Leeds university.

During 2003 EF worked tirelessly to produce an OLCO Christmas card based on the Edward Bawden film poster for the 1953 film Titfield Thunderbolt. This culminated in a successful print run and sales;

Following a substantial strip down and rebuild of Lion in 1994 at Dorothea, EF prepared, in Aug 1994, a comprehensive rolling road procedure at Dorothea to bed the wheel bearings in. Also in 2004 he led a delegation of OLCO members to the Museum of Liverpool Life to petition for the restoration of Lion to steam. Sadly, that was not to be and now Lion is (superbly, it must be said) displayed in the new Liverpool museum on the waterfront.

He also co-wrote the book: ‘George Parker Bidder: The Calculating Boy’, published in April, 1983. Though not strictly relevant to OLCO, nevertheless this is an interesting and thoroughly researched book on one of this country's lesser known engineers.

Had a look at the Lionsheart Archive yet? This holds all the newsletters to date, from the first in 1984 up to No. 80, back in July this year. It's an excellent resource and could one day be expanded to contain other OLCO related documents. This archive was suggested by US member Rich Garich. The archive was put in place by the concerted efforts of previous Lionsheart Editor and prolific blogger on her own railway and other adventures - Jan Ford and our Web Master - Alan Banks. Congratulations to all involved. To access the archive, go to [http://www.lionlocomotive.org.uk/lionsheart/lionsheart\\_members.php](http://www.lionlocomotive.org.uk/lionsheart/lionsheart_members.php). Enter the ‘User name’: oldlocomotive, and then ‘Password’: lion1838. That's it. No capitals, no spaces. Enjoy the read.

I sometimes spend more time than is good for me cruising the ‘Net’, late at night. There's some fascinating stuff out there. Oh yes. I know what you're thinking – why doesn't he just get on with his Lion? Well, baby, it's cold and dark out there in my ‘playpen’. Anyway one of the things I came across was the Hulet ship unloader, an amazing machine used primarily for unloading iron pellets from ships on the Great Lakes. It's like a huge pre-historic monster, crunching its way slowly down through the cargo. But the position of its ‘handler’ is most unusual. Watch it on: <https://www.youtube.com/watch?v=1RJfnk2S330>. And how much do you know about 3D printers? Have a look at: <http://www.3ders.org/articles/20140625-china-building-world-largest-3d-printer-to-construct-houses.html>. The title is a bit of a give-away, but still, have a look.

I've little else to say in this issue, especially on progress on my own projects. I've made the individual components of the crankshaft for my 5” gauge Lion. Assembly should be easy, but I'm not doing it strictly to the ‘words & music’ of you know who, so I'm having to feel my way forward.



## The Bristol 2014 Exhibition

This took place at Thornbury, a few miles north of Bristol on Fri 16th – Sun 17th Aug. I was very grateful for help on the stand from John Brandrick and Harrye Frowen, both of whom had travelled considerable distances to attend. We had a considerable number of visitors who were very interested in what we had to show.

One disappointment for the organisers this year was that the ‘big beasts’, such as Warco, who market machine tools, were not in attendance. It is suspected that such companies are of the opinion that the expense of travelling to the show and setting everything out is hardly rewarded in financial terms. They would rather rely on their web sites to attract customers. That's a pity – such stands are always well attended by visitors to exhibitions and give the show that ‘solid’ feel. It's one more example of the Internet laying waste to our cherished ideas of what we think a show like this should contain.



Photo 2. The OLCO stand at the Bristol Exhibition.  
(Oh dear! I'll have to get the iron out next time!)

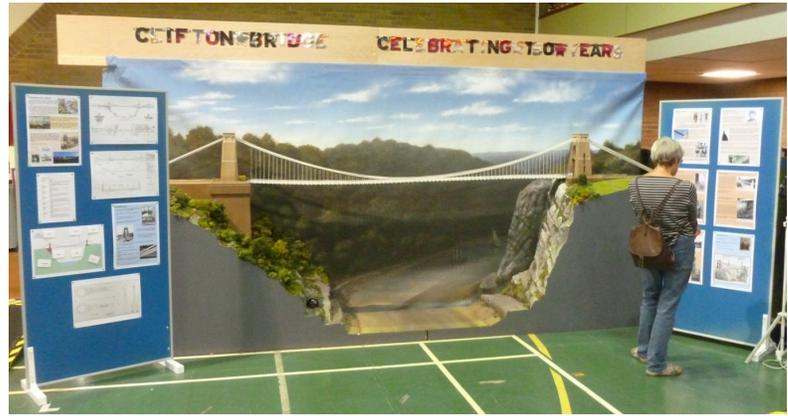


Photo 3. Brunel's Clifton Suspension Bridge, Bristol, celebrates its 150<sup>th</sup> year.  
Photos – John Hawley



## Lionsmeet 2014 @ Shipley

by Jan Ford

The Bradford Model Engineering Society was constituted in 1908 and claims to be the fourth oldest model engineering society in the world! Their website is: <http://www.bradfordmes.co.uk/>. On Saturday, 23rd August 2014, the Society hosted the 2014 'Lionsmeet' at their picturesque site in Northcliffe Woods, Shipley. 'Lionsmeet' is the annual get-together of live steam models of the 'Lion' locomotive organised by the Old Locomotive Committee (usually referred to as 'OLCO'). Having been associated with OLCO myself for more than 25 years, my own blog has quite a few posts. You can find all my posts about 'Lion' - both the full-size version and live-steam models at: <http://janfordsworld.blogspot.co.uk/search/label/OLCO>.

Until 2013 'Lionsmeet' had always included a not-too-serious competition to see which model could produce the greatest 'work done' in ten minutes. As an experiment, the competition was omitted in 2013 and, following a fairly favourable response, the competition was also omitted from the 2014 event.

I travelled by train to Shipley (as described in the post [Day Trip to Shipley](#)) and then walked to Northcliffe Woods where a plaque on the main gate records their opening on 12th June 1920, the gift of Sir H Norman Rae MP, as an open space for recreation and benefit of the public, forever. The [Friends of Northcliffe](#) are a local community group involved in managing the area. A pleasant walk through the woods led me to my destination. Uniquely, the Clubhouse is a converted Bandstand! The flat area in front of the building, originally for the audience, now boasts a raised oval track around 440 feet long with dual-gauge 3½" and 5". This track was relocated by the society from its previous home and, unusually, the dual-gauge track is 4-rail (aluminium) rather than the more common 3-rail.



Photo 4. David Neish was the first driver out onto the track.



Photo 5. Lionsmeet 'Fixer', Andrew Neish is all smiles despite the rain.

Photo – John Hawley

David Neish was the first driver out onto the track, with his extremely reliable 'Lion'. Later, his son Andrew (who had organised the event) took over the engine. Later a number of drivers, including Jon Swindlehurst, David Wainwright and a local 'Lion' sporting a very nice 'Lowmac' well wagon as a driving trailer put their 'Lion' models through their paces.

Alan Bibby was particularly unfortunate - he waited until his grandsons arrived so that they could assist in preparation and receive some driving tuition but, by this time, it had started to rain quite heavily. To add insult to injury, having given the crew a good soaking, the rain stopped and the sun came out again. Only a few weeks previously I'd experienced something similar when driving at

the Battlefield Line on the 19th July (described in the post [Another Busy Week](#)). Once again, I was reminded of my saying: "Anyone can work on the footplate in good weather. It takes an engineman to do it in bad weather".



*Photo 6. David Wainwright prepares his 'Lion'.*



*Photo 7. Alan Bibby and grandsons had a pretty sordid time in the rain.*

The host Club made us very welcome throughout the day with beverages, a morning bacon bap and, later, lunch. With the drivers mentioned above, the Chairman of OLCO, John Brandrick, Magazine Editor John Hawley and OLCO member Keith Taylor-Nobbs present, there was plenty of earnest discussion. Jon Swindlehurst's 7.25-in 0-4-2 locomotive under construction was much admired but some were perplexed by his decision to fit Stephenson Link Motion!

An early live-steam model of 'Lion' stirred considerable interest - the maker's plate is marked 'Worthing Works 1953'. The owner hopes that it will be in steam again next year.

More recent developments at Bradford Model Engineering Society have centred on the construction of a ground level dual-gauge 5" and 7.25" track with a circuit of around 2,000 feet with a station area, turntable with steaming bays, carriage 'shed' (actually large concrete pipes) and a siding leading to the Store Room at the rear of the Clubhouse. The layout features dual-gauge points and diamond crossings.

Seeing my interest, I was offered a ride around the track behind the Club's Petrol-Hydraulic locomotive (using a Honda engine). When we arrived at the station, which has three lines passing through it, I was shown the very professional signalling control panel. A small compressor is mounted below the control panel, providing air for the pneumatic operation of the main points. Very rugged colour light signals are provided where required.

Before people started to leave, John Brandrick gave a vote of thanks to Bradford Model Engineering Society for their hospitality - it had been a good event.



*Photo 8. This early live-steam model of 'Lion' stirred considerable interest. All photos in this article are by Jan Ford unless stated.*



*Photo 9. OLCO Chairman John Brandrick, left, presents the Charles Taylor-Nobbs Trophy to Keith Taylor-Nobbs. Photo—John Hawley*

(Keith Taylor-Nobbs was the first recipient of the newly inaugurated Lionsmeet Plaque, presented by Chairman John Brandrick. A very worthy winner, I think we all agreed. Afterwards, Keith did a little presentation himself – he gave me a box of bits, and on enquiring, I was told that this was an Aster Lion which his father, Charles had started some years ago. “You’ll probably finish it in an afternoon”, said Keith. Hah! I’ve made little progress so far, but that’s not due to any problem with the kit. I just need time. In fact that’s at the top of my Christmas presents wish list! Ed)



Photo 10. David Brimacombe shunts the 7 1/4” gauge wagons into their ‘Hobbit homes’ – concrete drainpipes set into the ground and covered over. An excellent stabling solution. Photo - John Hawley



Photo 11. After the event, we had a very excellent supper at the nearby hostelry, then slowly departed through the rain soaked streets to our respective homes. Bradford MES Secretary John Mills is on right, with wife Linda on left. Photo – A Willing Waitress



## **CHAIRMAN'S NOTES.**

### **The Year---In Retrospect.**

I hope the OLCO membership will not be too shocked to see a 'Chairman's Notes' item in this issue of Lionsheart. Every society journal I get seems to have one so my contribution is obviously long overdue and so this is the opportunity to anticipate my New Year resolution and unload my considerable burden of guilt. My only plea of mitigation is that our worthy Editor is too gentlemanly to have twisted my arm in the past!

Undoubtedly, the significant event of 2014 is a very sad one, namely the loss of our President and Founder Member EF Clark. With his passing we have lost a man whose knowledge of Lion's history was unsurpassed. It is sad that he was not able to participate much

in OLCO events in recent years as his company and rich source of knowledge was such a pleasure. He was a true gentleman and his enthusiasm for Lion was infectious. I have a pleasant personal recollection, when EF came to stay before one of the AGM's. After dinner we retired to the sitting room where I listened, fascinated by his engineering anecdotes. At about 2-45 a.m. I had politely remind him of the time and that we had to be up in the morning for the AGM!

His obituary appears elsewhere in this issue but it occurred to me that because of the wide distribution of our membership, not many of our members would have had the pleasure of meeting him. Consequently, I am very grateful to EF's family for allowing us the privilege of printing his son Edwin's eulogy. It is a comprehensive, warm and detailed portrait and says much more about EF than I could convey in his obituary. For those who never met him, you will realise what we have lost. I will say no more and commend his eulogy as a fitting memorial.

This year we attended Model Engineering exhibitions at Alexandra Palace, Harrogate and Bristol with the OLCO stand and I must thank all those who supported me in this, not just for loan of models and stewarding but also for your company. I have come to regard the exhibitions as a vitally important adjunct to our other meetings as a means of contact with our nationally distributed membership and I always find the effort of organising these well repaid in the pleasure of being there. It is an opportunity to meet members, to recruit new ones (thanks mostly to Adrian Banks' impressive sales technique) and to meet so many interesting people including ones from abroad.

Our AGM in Liverpool was held later in the year than usual, in June, owing to your Chairman not being available in May. Considering the competition from the lovely sunny spell that day I was gratified by the turnout and I am always relieved when we get a quorum for the meeting, which was much more easily achieved when our membership had dwindled to 45! AGM's tend not to be the most attractive item in the year's programme and I'm therefore grateful to those members who take the trouble to attend. I am ashamed to say I am not a good attender at other society's AGMs. And lest anyone fears that attendance will land you with a job (it happened to me!) there is no coercion, and anyway, you might even enjoy it!

We had the Charles Taylor-Nobbs Trophy for inspection (thanks to Bob Hayter for all the work he put in) and it met with approval. We discussed the criteria for its award and also who should judge but without formal conclusion, however, there is more to report on this later. We had a less formal interlude in the proceedings with a discussion on Lion's boiler and I hope to make this the subject of an item in Lionsheart next year assuming John Hawley will twist my arm from time to time.

Once again, we must thank Sharon Brown, Curator of Land Transport for her support, not just in granting us accommodation for our meeting but for giving up her own time to join us and make sure we are well supplied with tea and biscuits. I am pleased to say that by a unanimous vote Sharon was invited to become an honorary member of OLCO and I'm pleased to say she accepted. I think this is a long overdue gesture.

Lionsmeet was held at Bradford this year. We had a better than usual turnout of Lions and a very pleasant day despite the rain. Bradford's track is fairly short by the standards of most clubs these days but is set in delightful parkland. There is also a ground level track but your Chairman missed the opportunity to travel on it, probably through talking too much. I was very pleased to see Norman Barber and his wife who had made the long journey from East Anglia to join us. Norman brought his excellent recently completed Lion which will be on show this month at the Model Engineer exhibition at Sandown Park and, I'm pleased to say also on the OLCO stand at Alexandra Palace in January. The other aspect of this year's Lionsmeet which was pleasing was the interesting display of static exhibits which included Keith Taylor-Nobbs' Lion which was a Silver Medal winner at the Model Engineer exhibition some years ago. Not only was the workmanship of a very high order but the attention to detail was notable and this reflected a significant input from Charles himself. I had felt when we initiated the Charles Taylor-Nobbs trophy that it would be fitting if Keith were the first recipient and having discussed this informally with some of our members, having the Trophy on hand for inspection at Bradford, I made an 'executive decision' and grasped the opportunity to award it there and then. Keith was delighted with the gesture which I felt was a tribute also to his father Charles.

I often contemplate what a friendly fraternity exists in the Model Engineering world. Everywhere we go as a nomadic society we experience wonderful hospitality and Bradford was no exception. We were made very welcome and as ever it was the ladies of the club who fed us although I recall a significant input from one of the men in the kitchen and not just with the washing up! It was a very enjoyable day. Thank you Bradford.

#### **And---The Year in Prospect.**

We will be at Alexandra Palace in January. Thanks to good, much appreciated support, we will have more than ever on show this year and hopefully a revitalised display of drawings, pictures etc. as the stand was getting a bit 'deja vu'. It should be good so please come and say hello if you are visiting. We also had an invitation to have a stand at Sandown Park which was not feasible this year but possibly worth contemplating next if there is sufficient support. We will certainly be at Harrogate and Bristol, both always worth the effort.

Next year's Lionsmeet will be courtesy of the Guildford club in August and I'm sure that will well worth your support. I should also mention that the Canvey Island club are contemplating a rally for pre-1900 prototypes for which Lion obviously qualifies. The date is yet to be announced but I have done my best to make sure it doesn't clash with our programme.

What of the future for OLCO? We have done well to increase our membership in recent years at a time when most societies are contracting. We have fallen back a bit in the last year but we are still doing reasonably well. I am convinced that our presence at Model Engineering exhibitions is a significant factor but I am also aware of OLCO's other achievement, our excellent website. We are so fortunate in the efforts Alan Banks has made on our behalf and I can't thank him enough. So what should be our next objective? I repeatedly mention at the AGM the possibility of a new book about Lion (without doing much about it). It would be a major undertaking, even a revamp of the 'Yellow Book' in conjunction with Liverpool Museum but I think if we are looking for a suitable memorial to our late President nothing could be more appropriate than a history of Lion dedicated to his memory.

It remains for me to wish you all a very Happy Christmas and hope that 2015 is a good year for everyone.

Best wishes, John Brandrick



## Dates for your Diary

**London Model Engineering Exhibition 2015.** Fri 16th to Sun 18<sup>th</sup> Jan. Alexandra Palace, Alexandra Palace Way, London, N22 7AY  
Web site for tickets, how to get there, etc: <http://www.meridienneexhibitions.co.uk/our-events-detail.php?id=000000002>

**OLCO AGM** – To be announced

**Lionsmeet 2015:** Sat August 8th. Location to be announced.

**Bristol Exhibition 2015.** Friday August 14<sup>th</sup> to Sunday 16<sup>th</sup>, Thornbury Leisure Centre, BS35 3JB.

Web site for tickets, how to get there, etc: <http://bristolmodelengineers.co.uk/Exhibition/exhib.htm>

Do come along to any or all of these events, but please book early. We'd love to meet you and discuss Lion (or any other) topics.



## Readers' Letters

From: -Jon Nazareth (jonnazareth@btinternet.com)

To: -ringjph@talk21.com;

Date: -Saturday, 6 December 2014, 10:24

Dear John.

Without having to buy a complete set from Reeves, do you know of any drawings for the front and plan elevations for the tender? I have the ME magazines but they are not very helpful although, I do have the one from 1985 with the article by C E Taylor-Nobbs. It's very good but I always get confused when elevations are split as in the case of the plan in this article. Hope you can help.

Regards – Jon

*(I hope someone, somewhere, can help with this query from our newest member. If not drawings, then perhaps good photos? Ed)*

## Merry Christmas and Happy New Year to all our readers

### 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:

- a) typed on a computer and emailed;
- b) typed on a computer then printed and sent by post;
- c) typed on a typewriter and sent by post, or
- d) 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.

**John Hawley, Rock House, Downside, Backwell, Bristol, BS48 3DH Tel: 01275 472023. Email: ringjph@talk21.com**