

LIONSHEART

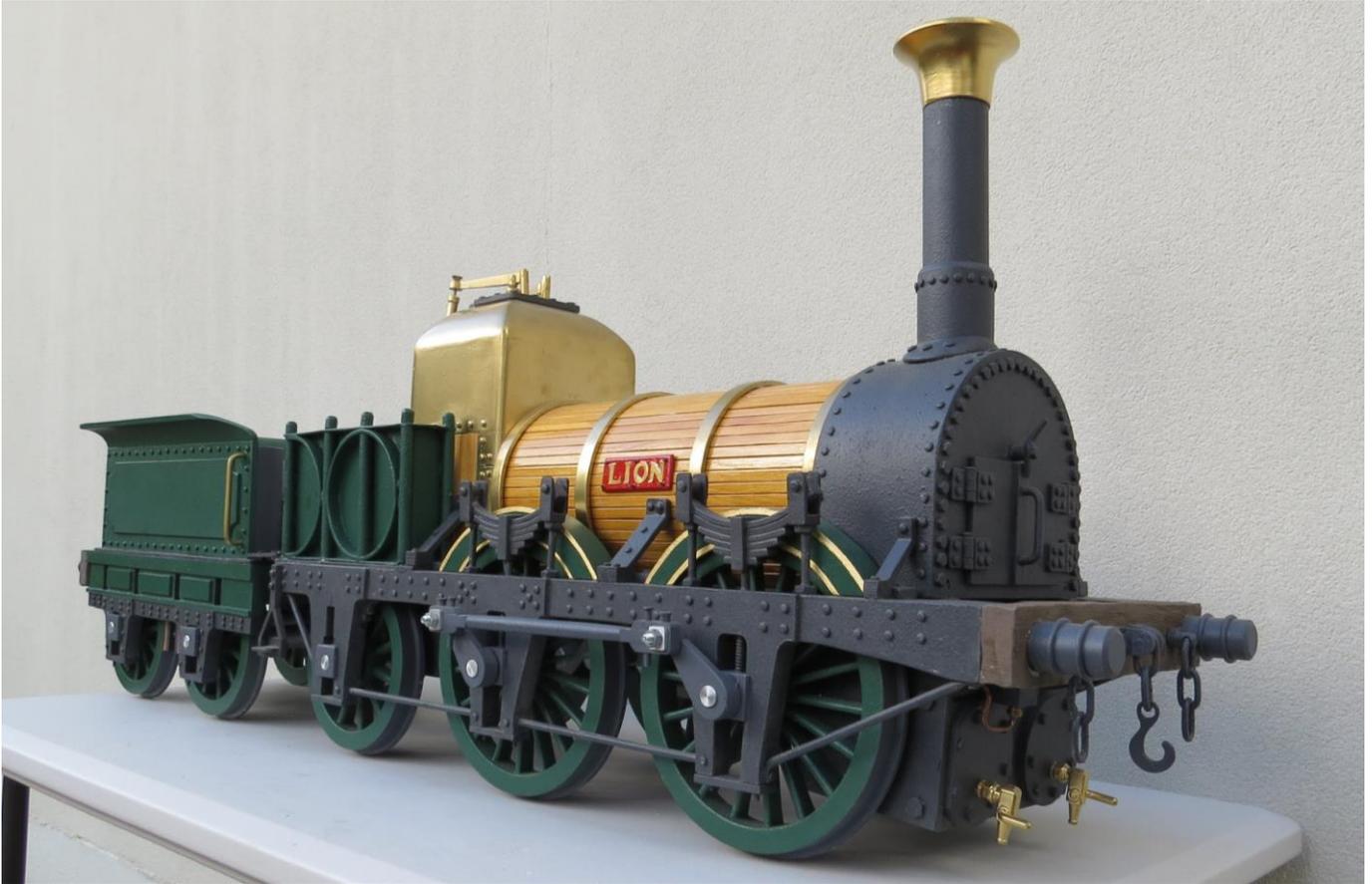


Photo 1. Wood you believe it? Australian Keith Hogan's remarkable 1/6th scale version of our raison d'être. Read more on page 2.

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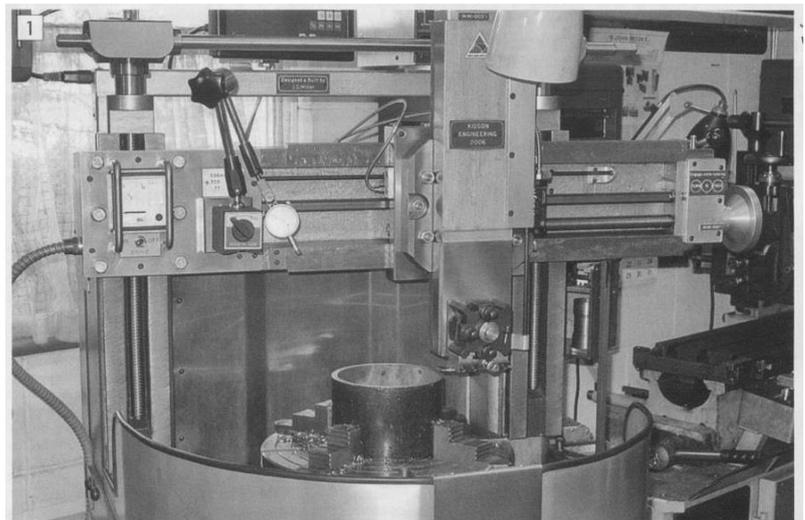


Photo 2, above. Kiwi Jock Miller's home built vertical lathe (vertical borer to UK readers). I am always impressed by Kiwi ingenuity and resourcefulness - Ed.
 Photo from MEW, with acknowledgements.

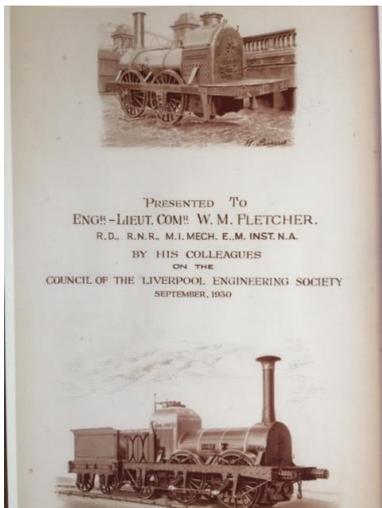


Photo 3, left. One of Stephen Fletcher's heirlooms, which came from his grandfather. The caption reads:

PRESENTED TO
 ENG^R-LIEUT. COM^R W. M. FLETCHER.
 R.D., R.N.R., M.I. MECH. E., M. INST.N.A.
 BY HIS COLLEAGUES
 ON THE
 COUNCIL OF THE LIVERPOOL ENGINEERING SOCIETY
 SEPTEMBER, 1930

For more on the Lion/Fletcher connection, see page 13



Cover Story

In August last year our webmaster, Alan Banks, received an 'out-of-the-blue' email from Australian Keith Hogan. It ran thus: My name is Keith, I am a member of the Australian Woodworkers Forum. I have been building my version of the Richard Trevithick Peny-Darren locomotive. It has taken me nearly 6 months to reach the stage I am at with the locomotive and tender. I use composite materials, timber, aluminium, PVC (whatever I can get) to make my models. A member of the Forum suggested the Lion as my next build. I really like the look of the locomotive. Do you have Plans, Models, Sketches (anything) that I could use to build a replica model of the loco? In past I have used plastic model kits and drawn up the components for my build. My version of the Peny-Darren (not 100% accurate - I have added copper lubrication lines, hexagon head bolts etc) is 1/5th scale. Are you happy with me trying to build the Lion? I have attached a couple of photos of my build. I cut all gears by hand with a coping saw - lots of tedious work.

Many Thanks - Keith



Photo 4. Keith Hogan's 1/5th scale Penydarren model. All photos in this article by Keith.

Well, Alan gave Keith a couple of ideas and for a while, we heard nothing more. Then in January came another email:

... I got some (*Lion*) drawings from the UK and I am building my "replica" of the locomotive. I am building 1/6th scale. I am building out of timber, aluminium, PVC (basically anything I can get my hands on). Of course it is not a "live steamer" but I am enjoying the build so far. I say "replica" because I am not building gab gear etc, although I am trying to build as many components as I can to make it look fairly realistic. So far I have spent about 120 hours building my model. Yes I am retired. My wife says I spend too much time in the shed. I thought you may like to see some photos of my build so far. Basically the chassis. For your interest, I made the leaf springs out of MDF. I hope the photos are of interest to you. Best Regards - Keith Hogan

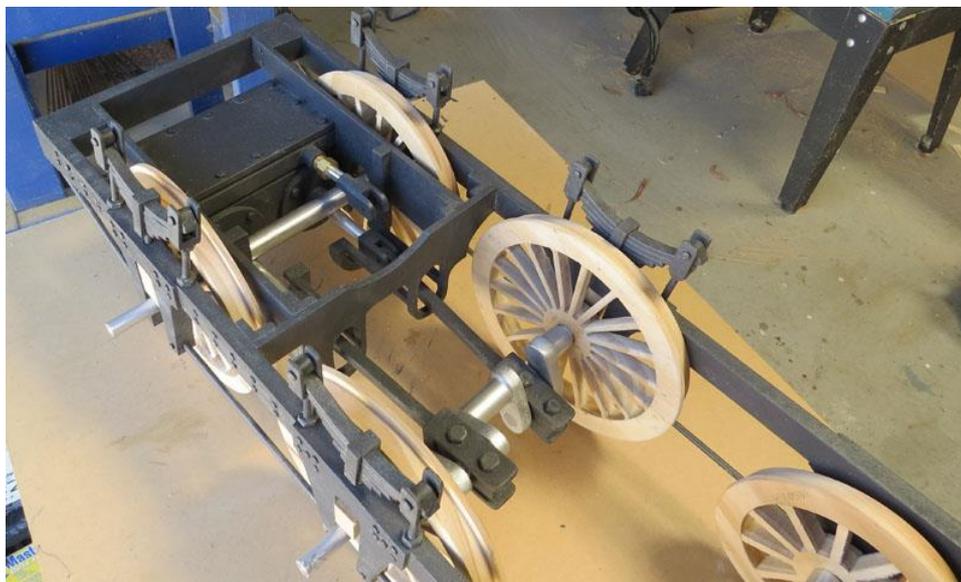


Photo 5. Keith's part built 1/6th scale *Lion* model. Chassis, springs, crankshaft, wheels, etc. And it's correctly left crank leading! (It appears to be based on the LBSC design. Ed)

Just over a fortnight later he was back, this time to me ...

Hi John,

... You are correct about the gab gear, very difficult. (*I had suggested to Keith that 'the most difficult feature is the gab gear' - Ed*) I think this loco would be easier to make entirely out of metal instead of composite (mainly wood) materials. (*Well, what do you think Harrye? - Ed*). I was a fitter and turner by trade but only worked in trade for 2 years before going into supervisory role. Retired now, (I am 61) but love turning - mainly aluminium for axles etc on locomotives. I have a nice metal turning lathe.

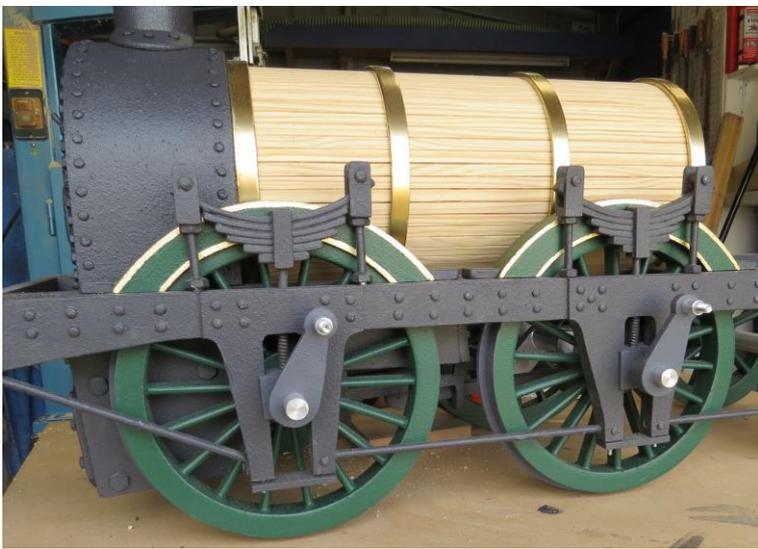


Photo 6. Boiler lagging, splashers, smokebox.
(It's looking good, Keith – stay in that shed! – Ed)

And in Feb ...

Thanks for the article. I will read with interest. (I'd sent him the Sep 1930 Meccano Magazine article. – Ed).

Attached are a few more photos for your perusal. I used gold leaf on the wheel splashguards. What a pain to use.

The stack transition piece is a bit different than prototype but had to get a bit of timber there for strength. Think it looks OK.

Best Regards – Keith

March ...

... I have loved building the Lion. I have made a few differences - particularly the supports around the Engineers fencing. I used PVC pipe to make the supports round - not sort of elliptical as they are on the prototype. Although I don't think it takes away from the character of the locomotive. I am looking forward to building the tender as I think this will add something to the overall looks of the locomotive.

The funnel was a challenge but made up some jigs and fixtures and turned it out of wood in my metal turning lathe.

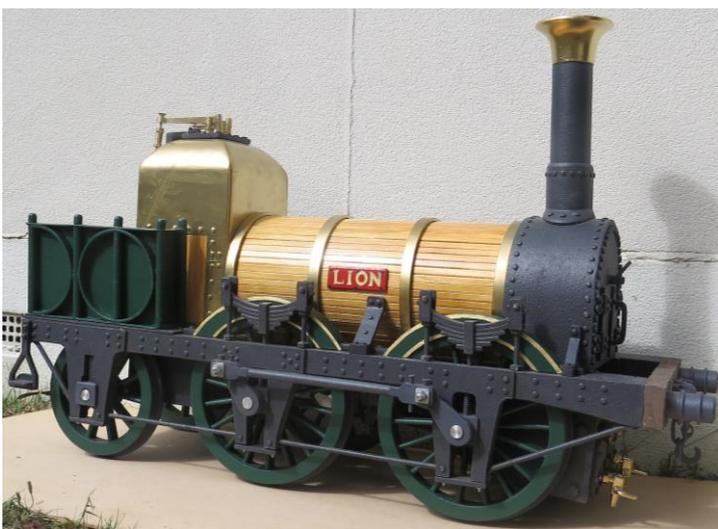


Photo 8. Really coming on now. Note the cylinder drain cocks, boiler support brackets, cab railings and rear step.

Keith used PVC pipe as the core of the boiler. It was too large to scale so he had to cut out 50mm on circumference to get it to correct size.

The wooden cladding (left) was cut from pine 9mm wide by 5mm thick - 60 slats and lots of sanding. He used contact adhesive to attach slats to boiler, PVC pipe for "brass rings" and gold paint. They have come up pretty well. He has just been working on the smokebox, very close clearances and was a bit worried about the splashguards, but with minor mods to the smokebox, they shouldn't be an issue. May have to modify or remake leaf springs but that will only be a few days work - retirement is great - no real timeframes. The brass dome is going to be a challenge, but Keith has some ideas in the back of his mind. He's looking forward to making the relief valves and gauges (making the gauge himself - good fun turning in brass).

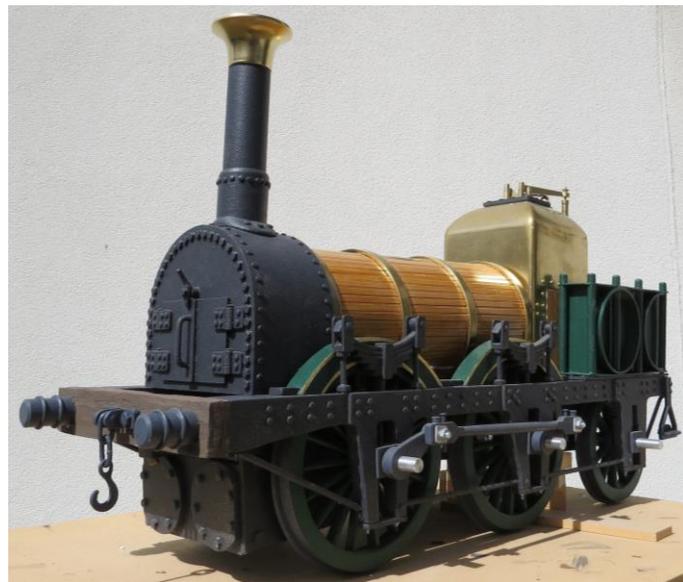


Photo 7. Smokebox, Buffers, Connecting Rod, Chimney, etc.

March again ...

Somewhat sadly, the first section of the build of the Lion has come to completion - the locomotive section. I have made up a bit of a stand for the locomotive until I get to Stage 3 - which is the base board, tracks, sleepers and ballast. Stage 2 is the Tender which will include a braking system. I should be onto the tender by the end of the week. As said before, I am giving the shed a once over. I keep a timesheet of the work I carry out, so far it comes to 352 hours - love doing it. Along with photos of the loco at different angles, I have taken an underside shot to show the workings. (See photo 9 – Ed). Onto the clean-up and then the Tender.



Photo 9. A View from Underneath



Photo 10. Almost finished

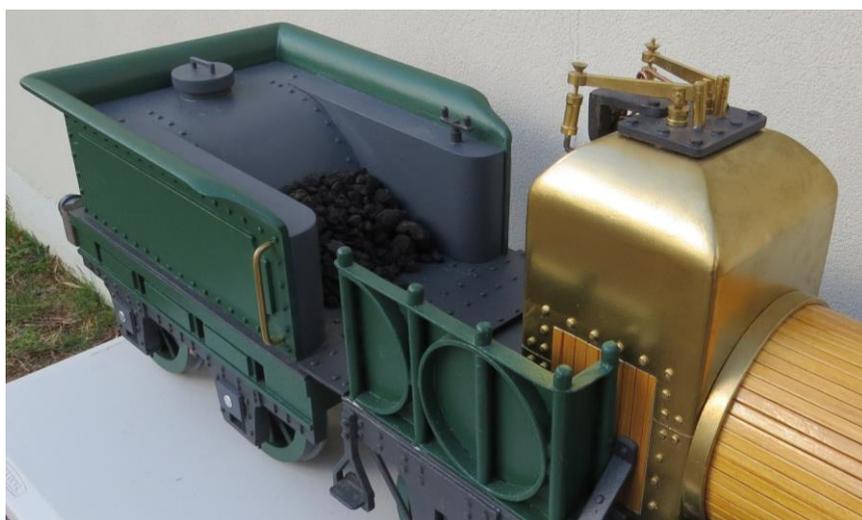


Photo 11. Closer view of dome, railings, footplate & tender

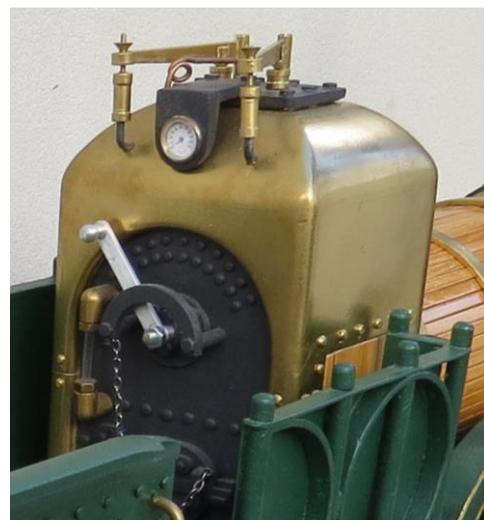


Photo 12. Close up 3/4 rear view of regulator, dome and pressure gauge.

(Well, that seems to be it for now, but we may hear again from Keith, once he's made the track. I'll keep you posted. What's remarkable about this project is the speed at which it was completed. From August to mid March, Keith has built a Lion of about 9½" gauge. As Alan Banks remarked – "What a work rate". I have to say at this point that Keith is not a member of OLCO, but I feel that I should report on any projects which may exercise my readers' interests – Ed).



Welcome to New Members

We extend a warm welcome to the following new members:

Mr B Baker, of Norwich
Mr R Holton, of Basingstoke

Mr R Hows, of Reading
Mr S Kiddell, of Yeovil

Mr D Sephton, of Worthing
Mr M Wadmore, of Colchester

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 16. I hope you will find time to contribute a few notes to this humble journal in the fullness of time – please take time to read the Editor's Contact Details on the back page to get a feel for how notes and pictures should be submitted.



The Editor's Bit

Spring at last. Still cool though, but the garden's starting to need attention and I can now go out minus a layer or two. Mind you, I'm not long back from a month in NZ (their summer), followed by a week in France (warmer than UK), so I've missed a certain amount of the UK's inclement weather. In NZ Jen and I formed part of a group cycling along the 150km Otago Central Rail Trail in the southern part of South Island, between the gold rush town of Clyde and the farming community of Middlemarch. This is along the trackbed of the railway that once ran from Dunedin to Clyde, (the Middlemarch to Clyde section being closed on 30Apr 1990). A wonderful experience, spread over 5 days: the Southern Alps visible in the distance; the viaducts over deep gorges; the tunnels; the gold mining history: the companionship; good accommodation & food (both arranged by Bike it Now

(www.bikeitnow.co.nz) combined to make this a 'must do' experience. B-i-N even arranged an evening's curling for us (our team won!). Kiwi hospitality is among the best and the food is on a par with anywhere. The trail is not much altered from the day the track was lifted, with rather coarse gravel in parts, but the ride is fairly easy (some of us were in our seventies), though the long 1 in 50 'Tiger Hill' had me panting like one of the AB class Pacifics that once plied the line. Some of the party went on to do the still extant Taieri Gorge Railway (www.taieri.co.nz), another 'must do', if you happen to be in South Island, as are the Manapouri/Doubtful Sound trip; Mount Cook Village, Kaikoura (whale watching); the Banks Peninsula and Queen Charlotte walks and so much more! I've mentioned in a previous newsletter the other tourist railways: the Tranz Coastal, from Christchurch to Picton, with quite a

lot of sea shore running and the tranz Alpine, Christchurch to Greymouth, which travels via Arthurs Pass, over the Southern Alps. There are any number of films, both commercial and private, available on the Internet. Sadly, the Kingston flyer no longer operates, but there is a nostalgic little film on:

http://www.ecasttv.co.nz/program_detail.php?program_id=1731&channel_id=60&group_id=undefined

I saw little of the railway scene in NZ this time, but was able to call upon the Canterbury Society of Model and Experimental Engineers Inc (CSMEE) at their Halswell Domain, Christchurch track site (<http://csmee.org.nz/>). Sadly, due to extreme dry conditions, a steam ban was in force, but there was still plenty of action both on and off the track. With over 1km of 7¼" and 5" ground level track;

Chairman's Message

OLCO got off to a good start this year with a successful visit to the London Model Engineering Exhibition at Alexandra Palace. In fact it got off to a rather better start than your Chairman who managed to get a nasty attack of gout a week before and it was touch and go whether I could get there. As I bring the stand and associated paraphernalia the whole thing depended on whether I could get my shoes on to drive down from Lancashire to London but I'm pleased to say that was possible and everything went off as planned.

This year's stand was probably the best so far with much more for the visitors to see and I even managed to get down to upgrading the display boards with a chronological history of Lion and also of OLCO so the stand was more educational than before. We had a lot of interest and I am pleased to say we attracted five new members. As always, it was a pleasant and rewarding experience and I would like to thank my fellow OLCO members who supported me. Adrian Banks kept me company and under control for the whole three days of the show, which is much appreciated, as is the effort made by John Hawley who travelled all the way from Bristol on set-up day and on the Sunday. John Dalton and his friend Melvin were, as before, a great help with setting up and dismantling and also with loan of John's superb 7 1/4"G Lion. Norman Barber made the journey from Frinton on Sea with his Lion fresh from a well-earned Bronze Medal at the recent Model Engineer Exhibition at Sandown Park in December. To all those who helped me, my grateful thanks are due. Not only do many hands make light work but your company is a pleasure.

Next, we have our stand at Harrogate in May and as well as the usual excellent display of Lions we will have Dave Wilson's part finished model on show which has some interesting modifications to LBSC's design. As always, please come and say hello if you are coming to the show.

over 300m of 5", 3½" and 2½" raised track, a boating pond, club rooms, stations, engine shed and steaming bay, there is plenty to see and do. Mine host, Jock Miller showed typical Kiwi hospitality, introducing me to various club members. On another occasion, he invited me to a meal at his home overlooking Christchurch and showed me around his extensive hillside workshop. Now, I've seen several ME workshop in NZ and am always impressed by the high quality and versatility of their equipment. As an example of Kiwi ingenuity, one could do no better than to read the article on Jock's home built vertical borer, described in the January 2015 issue of Model Engineers Workshop. No doubt that machine will come in very handy on the 7¼" Lion Jock currently has on the stocks!

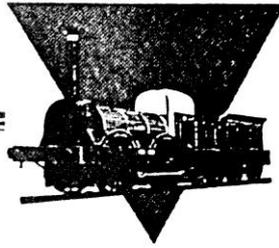
At the end of May, Saturday 30th, we have the AGM at Liverpool. Again, it would be nice to see as many of you as possible there, particularly as there are some important matters for discussion. Last year we discussed the question of criteria for the award of the Charles Taylor-Nobbs Trophy but came to no definite decision. However, your Chairman, nevertheless, made the first award, appropriately, to Keith Taylor-Nobbs who kindly brought his superb Lion to Lionsmeet at Bradford. Following this I have given much thought to the criteria for the award and will put forward my suggestions at the AGM. Briefly, I would favour a fairly objective points system based on authenticity of each significant aspect of Lion, e. g. correct chimney, framing, firebox casing, tender, etc. In this way any model of Lion would almost be 'self-judging' and make the judges' task easier. A formal list could be drawn up of all the relevant items and any Lion builder competing for the award would be scored accordingly. I am pleased to say that Keith's Lion would score very highly on this basis and the award was well deserved. I will enlarge on this at the AGM. Why not come along and have your say?

We also need to discuss a fitting memorial to our late President, EF Clark. Possibilities might include a re-issue of the Yellow Book suitably enlarged, and dedicated to his memory, and another possibility would be a model of Lion in the pump house prior to restoration, something that E. F. was keen on.

Before I finish on the subject of our AGM, I am sure members will wish to send their best wishes to Sharon Brown, Curator of Land Transport at Liverpool Museum who has been off work recently and has had to undergo surgery earlier this year for a painful shoulder condition. We all wish Sharon a good outcome and hope that she is sufficiently recovered to join us as usual at the AGM. I hope to meet as many of you all as possible in the forthcoming months.

Best wishes to you all, - John Brandrick.

OLCO



From:

OLD LOCOMOTIVE
COMMITTEE

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OLCO ANNUAL GENERAL MEETING, LIVERPOOL, SATURDAY 30th MAY 2015

The 30th AGM will be held at the Museum of Liverpool, Liverpool Waterfront, Pier Head, Liverpool, L3 1DG (website: <http://www.liverpoolmuseums.org.uk/mol/>), where 'Lion' is now on public display in the 'Great Port' Gallery.

Railway stations are at James Street (2 minutes walk), Moorfields (5 minutes walk) or Lime Street (20 minutes walk). Full details and details of buses are at <http://www.merseytravel.gov.uk/>.

Use the Museum of Liverpool website above to see a map of the area. Click on 'Your Visit' then 'Getting Here' for suggestions on travel and parking. The Museum telephone number is 0151 478 4545.

By courtesy of the Museum of Liverpool, a Meeting Room will be made available for OLCO Members from 10.30 am until 4.00 pm. Please enquire at the Information Desk in the Foyer for the location of the Meeting Room. The AGM itself will start at 1.00 pm.

Food is available at the Waterfront Café within the Museum. Alternatively, you may prefer to bring a packed lunch.

AGENDA

1. Welcome by Chairman
2. Apologies for Absence
3. Minutes of 29th AGM
4. Matters Arising
5. Chairman's Report
6. Treasurer's Report
7. Election of Officers
8. Lionsmeet 2015
9. OLCO Website
10. Any other business

Jan Ford (Miss)

Secretary

So, come on folks, we look forward to seeing you at this important gathering. The Meeting Room will be open from 10.30 am if you want to rest after your journey, but surely you'll want to be down stairs in the Great Port Gallery, (turn right after entering the building) getting up close to Lion and looking at those small details which help to make a good model great! The AGM starts at 1.00pm. See you there.



Minutes of Old Locomotive Committee 29th Annual General Meeting

Venue: Liverpool Museum, Pier Head, Liverpool Waterfront, Liverpool, L3 1DG.

Date: Saturday, 14th June 2014

Members present:

John Brandrick (Chairman)
John Hawley (Magazine Editor)
Jon Swindlehurst (Treasurer)

Jan Ford (Secretary)
Alan Bibby
David Forrest

Present as Observer:

Sharon Brown, Curator of Land Transport and Industry, National Museums, Liverpool.

Notices:

The Notice of A.G.M. and Agenda together with a pointer to the Minutes of the previous (28th) A.G.M. had been circulated to all members in 'Lionsheart' Number 79 (April 2014). For convenience of reference, the Agenda is reproduced below:-

- | | |
|--------------------------|--|
| 1. Welcome by Chairman | 7. Election of Officers |
| 2. Apologies for Absence | 8. Lionsmeet 2014 |
| 3. Minutes of 29th AGM | 9. Website |
| 4. Matters Arising | 10. Progress on distributions of 'Lionsheart' by e-mail. |
| 5. Chairman's Report | 11. Any other business. |
| 6. Treasurer's Report | 12. Charles Taylor-Nobbs Trophy. |

1. Welcome by Chairman:

The Chairman formally opened the A.G.M. at 1.00 p.m. and welcomed those attending.

2. Apologies for Absence:

Apologies for absence were notified to the meeting as follows:-

John Coop
Harrye Frowen
Richard Garich
Bill Harrison
Bob Hayter

Alfred Lloyd,
Peter Mountford
Andrew Neish
David Neish
Barry Wheaton-Mars

3. Minutes of the 28th A.G.M.:

The Minutes of the 28th A.G.M. had been circulated to Members and were accepted by those present. The Chairman signed a formal copy.

4. Matters arising:

It was confirmed that the 2014 'Lionsmeet' will be held on the 23rd August at Bradford M.E.S. The 2015 'Lionsmeet' is planned to be held at Guildford. The Website is being updated on a regular basis (last update was on 2-Jun-2014).

5. Chairman's Report:

The Chairman gave his report to the meeting. He commented that the organization was 30 years old and the main focus had transitioned from steaming the prototype to modelling 'Lion'. New members were still being recruited. The Chairman endorsed limiting our activities to 'Lion', thereby remaining true to our Constitution. Under the Editorship of John Hawley, 'Lionsheart' gets better and better. Alan Banks is also continuing to expand the Website to add an Archive of 'Lionsheart' which will be made available to current Members. OLCO will have a stand at three modeling shows at Bristol, Harrogate and Alexandra Palace. Two prototype Charles Taylor-Nobbs Trophies are displayed at the A.G.M. for comments. Our thanks go to Bob Hayter for producing these. Members are encouraged to support Andrew Neish and 'Lionsmeet', whether arranged as a competition or 'fun run'. The set of drawings of the prototype 'Lion' continue to do OLCO credit. The Chairman also thanked Sharon Brown for providing hospitality once again and giving time to OLCO.

6. Treasurer's Report:

The Treasurer presented his report and written accounts which were distributed to those present. Membership has fallen slightly to 77. There remains a healthy balance. Refer to separate document for details. Acceptance of the report was proposed by Jan Ford, seconded by John Hawley and the motion was passed unanimously.

7. Election of Officers:

There being no candidates for Executive Officers other than those currently serving, Alan Bibby proposed re-electing the present holders. This was seconded by David Forrest and carried unanimously. The Officers remain:-

John Brandrick, Chairman.
Jon Swindlehurst, Treasurer.
John Hawley, 'Lionsheart' Editor.

Jan Ford, Secretary.
Andrew Neish remains 'Lionsmeet' Co-ordinator.
Alan Banks remains Webmaster.

8. Modellers' Activities:

In the absence of Andrew Neish, the Chairman reported that the 2014 'Lionsmeet' will be held on the 23rd August at Bradford M.E.S. Further details will be made available shortly. The Chairman would welcome feedback from the Membership about the future format of 'Lionsmeet' and whether the timing (late August) is correct. Although the Chairman is reluctant to abandon the format of a competition for the Mike Parrott Cup, alternatives should be considered, for example starting earlier in the day, running the Mike Parrott Competition and concluding with a 'fun run'. The proposal to award enhanced prizes to increase interest was discussed, together with the possibility of including other award criteria, for instance, ease of handling.

9. Website

As reported above, Alan Banks is continuing to expand the Website. An Archive of 'Lionsheart' will be available to current Members. In a general discussion, the Chairman commented that there are many technical features of early locomotives which are of interest.

10. 'Lionsheart' by e-mail.

John Hawley reported that there are now only a few print copies of 'Lionsheart' distributed. The majority of members are happy to receive the publication as a 'PDF' file which, of course, they may print locally if required.

11. Any Other Business.

- a) The Chairman suggested that, in view of the generous support provided by Sharon Brown to OLCO, she should become a Paid-Up Member, rather than an Observer. A motion to this effect was proposed by Jan Ford, seconded by Alan Bibby and carried unanimously. Sharon Brown expressed her appreciation for this gesture.
- b) John Hawley apologized that the inclusion of the Bert Cook model of 'Lion' in the display cabinet at the Museum had not yet been reported in 'Lionsheart'. He stated that details will be included in the forthcoming 'Lionsheart'.
- c) There was a discussion of the 'Lion' models to be included on the OLCO stand at the Bristol Exhibition. Alan Bibby offered to provide one of his models if suitable transport arrangements could be made. John Hawley commented that at least one 4 mm. scale model of 'Lion' was under construction.
- d) John Hawley thanked Jan for scanning a number of editions of 'Lionsheart' with a view to them being used for the Archive on the website.

12. Charles Taylor-Nobbs Trophy

Two prototypes of the Charles Taylor-Nobbs Trophy made by Bob Hayter were displayed – one including short lengths of aluminium rail, one without the rails. Discussions preferred the version without rail. A motion to approve this version of the design was proposed by Jan Ford, seconded by David Forrest and carried unanimously. It was noted that an additional label will be needed with the year of award and winner's name. These trophies will be retained by winners and the Chairman will decide how many trophies or parts for trophies will be put in hand. There was a general discussion regarding who should judge the award and other practicalities. It was felt that this was not an annual award but would be made only when justified.

13. Meeting Closure

The Chairman closed the meeting at 15:05 with a Vote of Thanks to Sharon Brown for once again hosting the A.G.M.

Prepared by: Jan Ford, Secretary

Date: 18-Jun-2014



Photo 13. The chosen Charles Taylor-Nobbs Trophy, comprising a baseboard surmounted by a sleeper and chairs with a centrally mounted steel wheel upon which is secured the citation. Photo Jan Ford



Models under Construction

Jon Swindlehurst reports that most of the 'tin' bashing on his 7¼" boiler is over and that he is in the process of turning lots of bronze bushes. Those wheels look very smart, neither cast nor machined from solid. Perhaps he will do us an article on them one day ... And is that a crack I see at the right hand end of the front buffer beam (photo 15), just like big sister's?

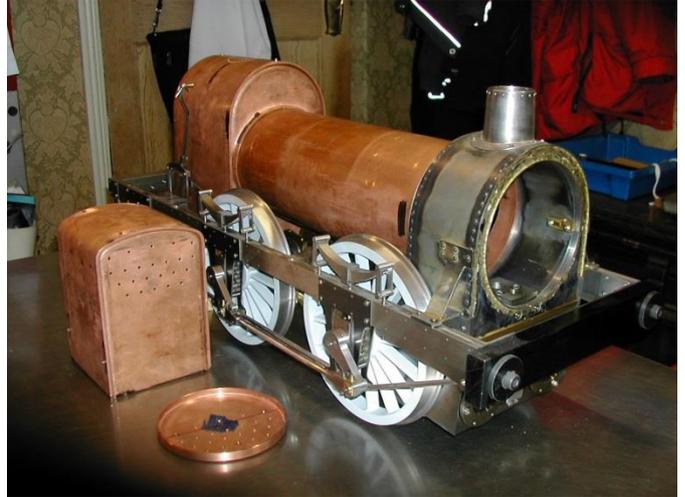
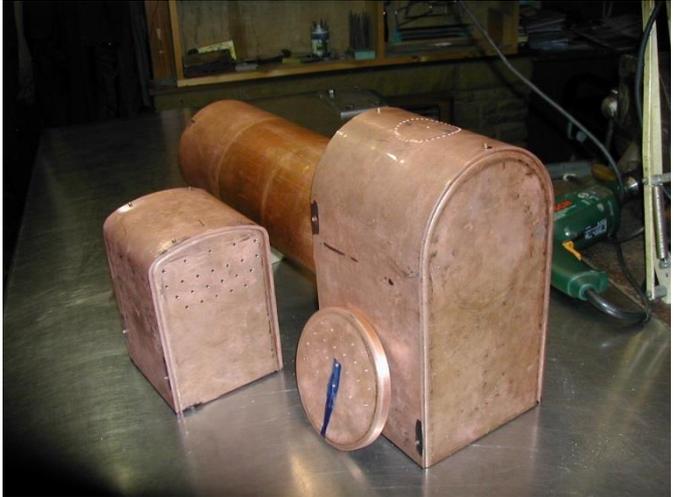


Photo 14. Jon's boiler being set up prior to brazing. Photo 15. The boiler is tried out in the frame.

Both photos by Jon Swindlehurst

Another Jon, that is Jon Nazareth, reports that his tender chassis is coming on well. He writes: Attached are some pictures of the under frame for the tender, all in styrene. I don't think that it will be an easy thing to paint with all of those cross members to get in the way.



Photo 16. Jon Nazareth's tender chassis in styrene.

This & photo 17 by Jon Nazareth.

Photo 17 Jon was concerned about the painting of the cross members, but it all looks good to me.



Photo 18. Mike Rowan steams his 7¼" Lion, still awaiting brass haycock. Photo submitted by Mike



The London Exhibition

As usual, OLCO was well represented at the London Model Engineering Exhibition in January at the Alexandra Palace. We had a whole table full of Lions, some finished, some in build and some single components, ie, boilers and even John Dalton's 7¼ " G discarded crankshaft, the webs of which had worked loose after many years of sterling service.

It is standard practice at these exhibitions that there are some periods of non activity, but at others, there are so many people hovering round that it's difficult to see the stand. Luckily, no snow this year, but it was still pretty parky up on the hill. Our thanks go to John Brandrick, who did so much to design, transport and organise the stand. Thanks also to those who helped put up the stand and/or lent models for the display: Adrian Banks, Norman Barber and John Dalton with friends Melvin and Roy.

We had many visitors, some new, some old friends. It was a great pleasure to see David and Andrew Neish, who were keen to spread the message about Lionsmeet 2015, at Guildford on 8th August. (Please see Dates for your Diary, page 16) I think we gained several new members during the three days of the show.

Below are a few of the pictures of the stand:



Photo19. Some of the visitors to our stand. Note the 'skirt' around the table. Meant to hide our various carrying cases, flasks and sandwich boxes, this skirt is somewhat of a 'mini'! No bottles though - we're a sober lot when on 'company' business.

Photos 19 – 22 by the Editor.

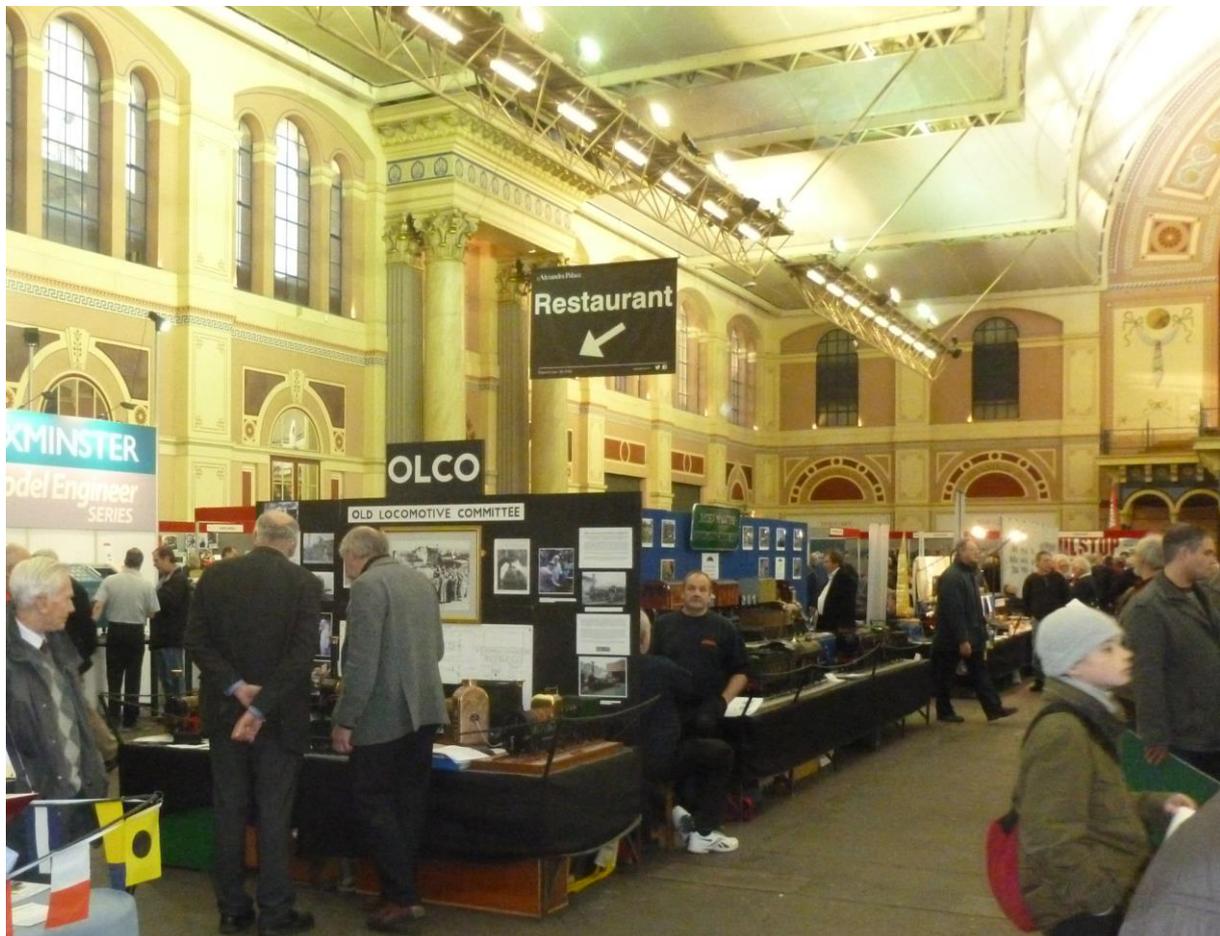


Photo 20. A general view of the OLCO stand, with the magnificence of the Alexandra Palace in the background. Somewhere to the right, out of shot, is the café, from which one gains glimpses of the skating rink. The skills (and bravery) of some of those on the ice is a sight to behold!



Photo 21. Adrian stands proprietorially over our stand. Note the splendid backdrop display, devised and erected by John Brandrick, with a little help from the rest of us. The white cable snaking its way across the exhibits is a security device. Try to take an artefact and you have to disconnect the cable – and be subjected to an ear-splitting screech from the little black box at the left end of the table.



Photo 22. Sometimes it's difficult to get near the stand. We gained new members at this show, thanks to the efforts of John and Adrian's subtle and seductive recruitment skills!



Photo 23. OLCO's Pride of Lions: from L to R: Adrian Banks' 5" (in Ealing Studios Livery); John Brandrick's boiler for 5" (made by the late Alec Farmer); John Dalton's 7¼" (at rear); John Hawley's part built 5" (centre); Alan Bibby's 3½" (front); John Hawley's 7¼" boiler; Norman Barber's 5" (Bronze Medal at Sandown Park Exhibition in December) Photo Adrian Banks



Readers' Letters



Stuart Oliver's Lion from Carlisle, at Edinburgh SME.
(Photo courtesy of Robert McLuckie.)

Photo24. Eagle eyed Jon Swindlehurst wrote, in January: "Have you seen the latest copy of ME. In Club Chat there is a photo (see left) of a 7 1/4" Lion. It looks a bit like the one that Peter Gardiner had, built by Eric Lindsay, I think. You probably know better than me." Well, Jon, I have to say that I do not know, but, as you say, there is that straight row of rivets on the tender (probably not visible in this picture) where the curved row should be. I don't have a good enough picture of the Eric Lindsay Lion to comment. However, I can say that the straight row of rivets above does seem to accord with those on page 7 of LH 31 (September 1993) Does any one else have further information? It's good to hear of these old Lions – there must be so many around.
(With acknowledgements to Model Engineer)

(PS. Help! Does anyone know how to de-skew scanned pictures – Ed

Ron Hows writes: I found you by searching the web for information on the Lion Loco (I have just purchased a 10.25" gauge version) and was interested to obtain some drawings. I am aware that the 10.25" gauge version is not a common option so am interested in the 7.25" gauge version to check some of the details.

(10¼" G! Hmmm. Can't be many of them around. It would be nice to hear your story Ron. Is it in working order? – Ed)



Aster Gauge One Lion and Train for Sale

Aster Lion, factory built and professionally painted, complete with 7 vehicle train comprising 3 First class coaches (Experience, Huskisson and Traveller), 3 open 2nd class coaches and a Mail class coach. All are in excellent condition, with boxes and packaging. Spare set of name transfers. The locomotive has not been steamed, the whole train having been subject to display only. This is the well known and popular Gauge One locomotive, built closely to drawings supplied by OLCO.

Offers in the vicinity of £2200 please, to Mr Stephen Fletcher JP FRSA, email: stephen.fletcher1@mac.com. Tel: 07535 464 464.

For any who wish to see a live steam Aster gauge one Lion in action, there's a video available through the OLCO website: <http://www.lionlocomotive.org.uk/>. Click on 'Links'; 'More on the Aster Lion', then on 'Aster Lion Video'. The comment underneath states: 'Aster Lion at Bill Layton's garden railway July 2006'.

Stephen is one of the founder members of our present Old Locomotive Committee (OLCO), being present at the first ever meeting on Sunday, 10th June 1984, when '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.', to quote from the first issue of Lionsheart.

When I say 'our present OLCO', I have to explain a bit of Lion's history, which may be 'old hat' for our long standing members, but may be useful to those more recently recruited to our ranks: Lion was built in Leeds in 1838 by Messrs Todd, Kitson & Laird for the Liverpool & Manchester Railway. She performed humble duties for a number of years before being sold 'Out of Service' to the Mersey Docks & Harbour Board in 1859. There, among other duties, she was used as a power source for a ladder pump at the Princes Graving Dock until she was 'discovered' and 'rescued' in the late 1920s. I use inverted comas because those two words are not strictly true: Lion was known to be in this situation and the circumstances leading to her removal from the dock were the result of careful and considered negotiations between the MD&HB and the Liverpool Engineering Society, a number of whom formed the original 'Old Locomotive Committee' for this very purpose. One of these was William Marsden Fletcher, Stephen's grandfather. Our current 'OLCO' is so named to honour those who, all those years ago, strove so hard to get Lion out of the pumping house and restored to working order by mid 1930, in time for the Centenary celebrations of the L&MR.

There are two versions of the story of Lion's 'discovery' and 'rescue'. The first was told by C W Reed in the June 1953 issue of *Railway World* (Resurrection of the old Lion) This was later debunked by A E Jarvis, then Curator at the then Merseyside County Museums in the January 1980 issue of *RW* (Untwisting the Lion's tale). I once promised Mr Jarvis that I would precis his article for the OLCO website, but so far I have failed to do so. This is an omission I must make haste to rectify.



Photo25. Lion at Wavertree, September 1930, with members of the original Old Locomotive Committee. William Fletcher is fourth from the right. Note the celebratory scenery (left) and the bunting (right). Photo submitted by Stephen Fletcher.

Stephen has also sent me images (below) of some other bits and pieces from the early 80s which he may be persuaded to part with: One off 'Lion Steams Again' medallion with chain; One off 'Merseyside County Museum' medallion with chain and 2 off 'Merseyside County Museums' tin badges. See images below. Contact details above.



Photos 26, 27 & 28. Medallions, etc. on offer from Stephen Fletcher, who took the photos.



And Now for Something Completely Different

Last September I opened the door in response to the post man's urgent knocking. He must have spotted my look of surprise when he handed me a cardboard tube 2" diameter by 15" long. "Not expecting anything like this then, sir?" he asked. I must have mumbled something in reply, but I can't recall what. "Well, I hope it's a pleasant surprise" he said and off he went. It took me a moment or two to register that this tube came from the US. I hadn't a clue what it contained until I opened it! Inside were two superb pictures of a Union Pacific Big Boy locomotive (there – I said this would be something completely different!) one 54" long and the other 40" long. The quality is superb. I can see every nut, bolt, rivet, the motion, platemwork and so much more. I've had one framed and have put a picture of it below, but my photographic skills (or lack of them) have not been sufficient to avoid reflection in the glass (top left) or to get the picture absolutely level (bottom right).



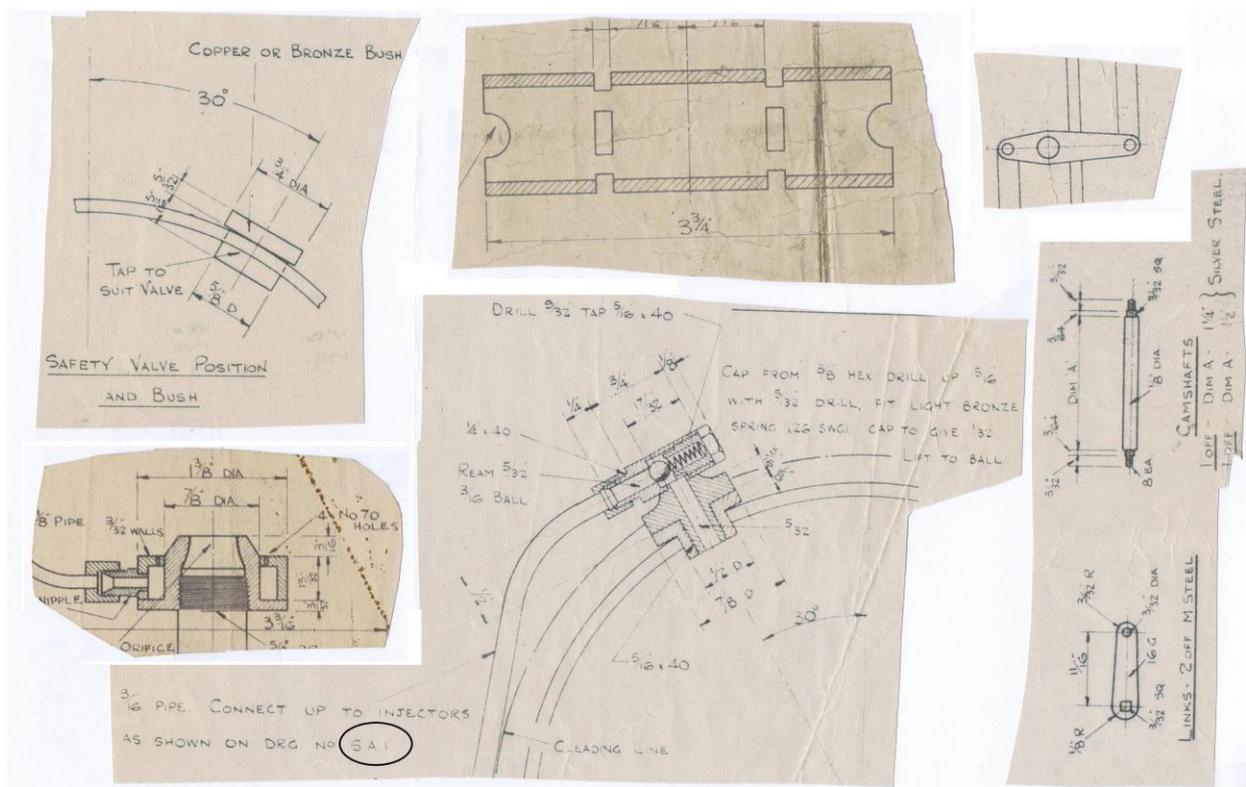
Photo29. The picture from Rich. It's 17 x 58 inches. Now, where to hang it!

I am most grateful to my friend, OLCO member Rich Garich for sending me these superb pictures. I am much indebted to him. But perhaps I should explain – for some years I've been interested in this, one of the largest steam locos ever to have graced the rails, of any gauge, on any continent. The Big Boy was built to haul, unaided, 4000 ton trains eastward over the Wasatch mountains in Utah. Over the years I've come into possession of two part completed 3 1/2" gauge models. Now – can I ever hope to finish them to that sort of detail? My interest stems from this being arguably the ultimate, where Lion was an early locomotive. 103 years of progress!

25 of these engines were built by the American Locomotive Company (Alco), between 1941 and 1944 and operated until 1959. Of those, 8 were preserved in varying states of repair, but one (No 4014) is now being restored to operating condition.

One of my part completed models comprises little more than the wheeled chassis and completed tender. I bought it privately from a man in the South East of England about 20 years ago. He had been given(?) it by the builder's widow. Apart from that I know nothing of its history. The other was started in 1949 by a Mr Jones, of Cheltenham. He worked on it until his death in 1982, since when it has languished in his garage until last year, when I bought it at auction. Sadly, he left very little in the way of documentation, especially of drawings. I have just a few scraps, which appear to have been cut from larger drawings.

I displayed the more complete model at last year's Bristol Exhibition, (actually on the OLCO stand – sacrilege!) hoping that someone may recognise the few drawing scraps and say "Yes, those drawings come from so and so ...", but to no avail. Now, since I have a little space left in this newsletter, (I like to fill an even number of pages) I will show some of these scraps:



Above - These and a few other similar drawing scraps are all that I have to go on. I don't know the source of the drawings in order to acquire a new set. They are almost certainly English, since, as Rich pointed out, the term "silver steel" and the ME threads shown indicate a non-US design. Does the term '... DRG No S A 1' (circled) in the note at lower left have any significance, I wonder?

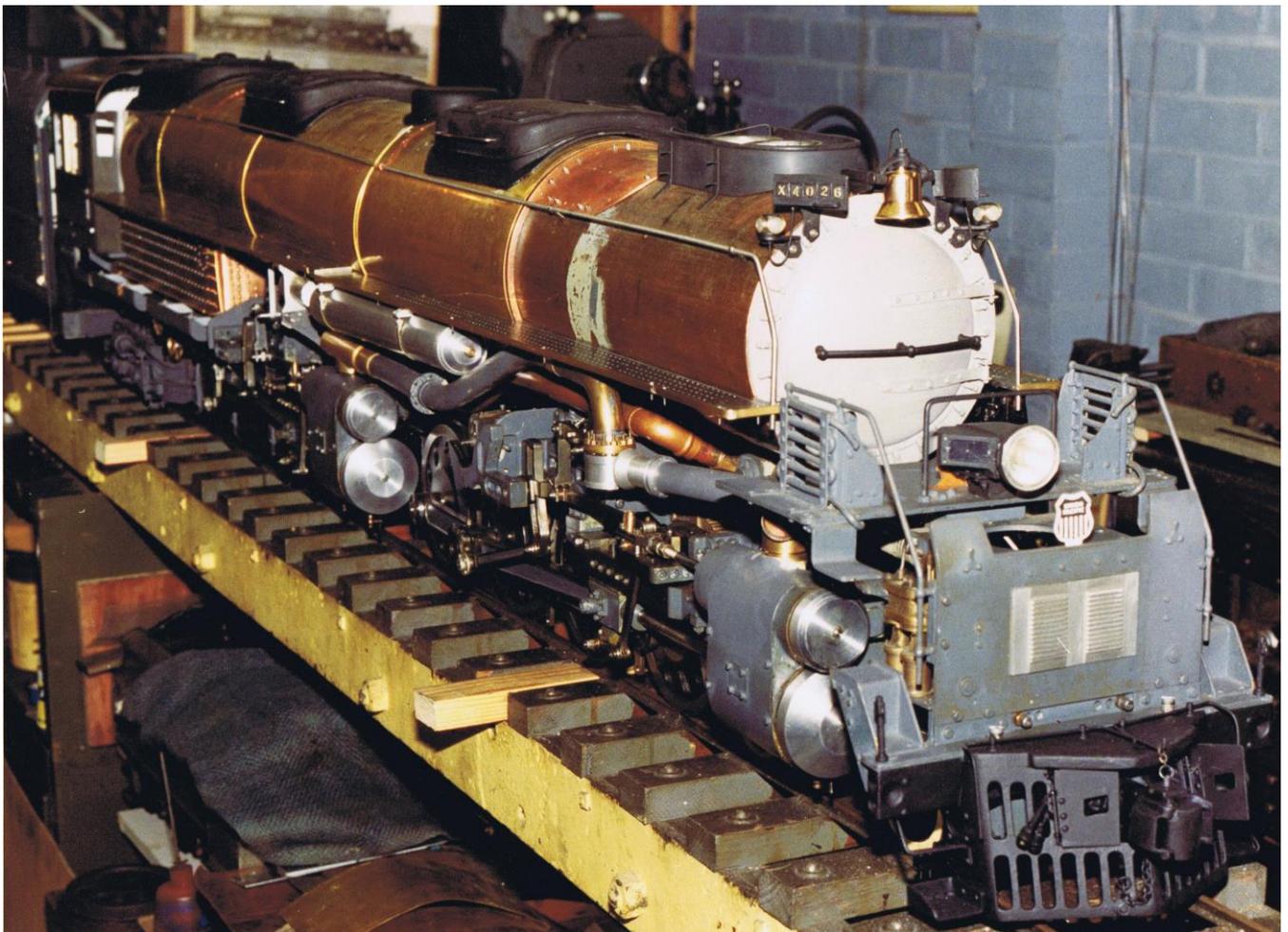


Photo 30. A photo found among the boxes of bits of the late Mr Mr Jones' 3 1/2" gauge Big Boy. The two chassis are well advanced, but that boiler is just a 6 1/2" O/D x 57" copper tube with chimney and sandbox mouldings resting on top. The tender is complete. Overall length, including tender is 120". (I think it's a bit over scale) The loco's been sitting like this for about 30 years! I've tried BB on compressed air, but all I get is lots of hissing - no movement. The motion is stiff and I should think any seals may have perished years ago. It's a big job, but I have the rest of my days to go about fixing it. In the meantime, she makes a useful 350lb door stop!



Dates for your Diary

OLCO AGM – Saturday, 30th May @ 1.00pm in the Museum of Liverpool, Pier Head, Liverpool Waterfront, Liverpool, L3 1DG. To find the meeting room, ask at the reception desk. The room is booked from 10.30am until 4pm. Please come along and see Lion in her new setting in this magnificent museum on Liverpool's historic waterfront. Also, meet fellow OLCO members. I look forward to meeting you there. See page 6 above for more details. No booking required.

Lionsmeet 2015 - Saturday August 8th. Stoke Park, Guildford. Postcode GU1 1TU. www.gmes.org.uk. An informal opportunity to meet up and run models of 'Lion' and other early 19th century locomotives. Locos of any scale are welcome. If there is sufficient demand, bacon rolls may be on offer during the morning. A sandwich lunch will be provided from about 12:30. Tea and coffee will be available throughout the day. As usual, if there's enough interest, an early evening meal will be arranged at a local pub, probably at about 17:30.

There will be more details available in the next Lionsheart, but *if you feel you'd like to come, please give organiser Andrew Neish some early prior warning*, so that he has an idea of food required for people and fuel, etc required for locos.

Andrew is at: E-mail: lionsmeet@neish.org.uk. Home phone 01428 723 483. Mobile phone 07779 360 393.

Bristol Model Engineering & Hobbies Exhibition 2015 - Friday 14th to Sunday 16th August, Thornbury Leisure Centre, BS35 3JB. *Booking advised*. More details available in the next Lionsheart

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

Canvey Railway & Model Engineering Club Pre-1900s Rally - Saturday 5th September. A gathering of model locomotives & traction engines based on prototypes built up to 1900. *They would appreciate it if you would let them know you are coming. Please ring Greg on 01375 373402*. More details available in a forthcoming Lionsheart. SS8 9RA.

London Model Engineering Exhibition 2016 - Friday 15th to Sunday 17th January. Alexandra Palace, Alexandra Palace Way, London, N22 7AY. *Booking advised*. <http://www.meridienneexhibitions.co.uk/our-events-detail.php?id=0000000002>

Do come along to any or all of these events, but please book or advise the host early where noted. Boiler certificates will be required if you wish to steam your model. We'd love to meet you and discuss Lion (or any other) topics.



And Finally ...

Photo 31. I quite often buy birthday cards featuring railways, especially those with some historical, significance. This one has been in my collection for some time. I've thought it just a wooden mock-up put in a park somewhere to enhance the scene. However, on looking more closely, I think I read the name North Star on the side frame. There appear to be no wheels. I cannot read the display board on the right, but the signpost part hidden in the tree near top right *may* include the words 'station' and 'square' pointing to the right and 'Shop' and 'library' pointing to the left. Does anyone know where this might be? Is it a wooden mock-up, or is it really an old locomotive (surely not).



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

The advantage of sending photos 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, I have to scan it (losing quality) and return it to you, 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)

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 send by email, or reprint (but at lower quality than original).

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