

LIONSHEART

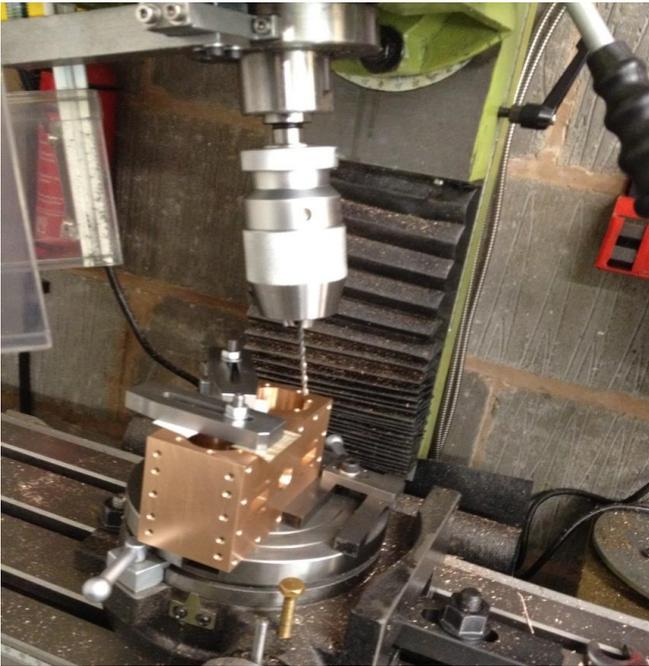


Photo 1. Cylinder block hole drilling - how it's done. Dave Forrest continues his series on how to make some of the important and fiddly bits for Lion. Here he tells us the secrets behind a successful cylinder block for his 5" gauge loco. Read the cover story within these pages. All photos in this article by Dave himself.



Photo 2. But what's this? Two OLCO members using the mill/drill? Well, this is Norman Barber's set up for making the piston rings referred to in Dave's cylinder article. I had hoped to run both articles in this issue, but my laying out skills were not up to it. So, I thought I'd give you a taster of what's to be in the next issue. Photo by Norman, of course.

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Welcome to New Member

We warmly welcome new member Mr John Hunter of Wirral. John is currently building a 5" Adams tank loco, but hopes soon to start on Lion. Welcome to the clan, John. I hope you gain some useful information from the pages of Lionsheart and we look forward to reports on your progress in the future. Hope to see you at the AGM and Lionsmeet. (See Dates for your Diary)



Cover Story

The cylinder assembly comprises the cylinder block, steam chest, steam chest cover, cylinder end covers, crossheads and guides, pistons and rods, connecting rods. There is little to report on work of "replicating the prototype", but since the cylinder block is probably the most complex single piece of machining on the model locomotive, and assembly of the cylinder components and valve gear is fairly tricky, it is considered worthy of note.

Dave Forrest continues ...

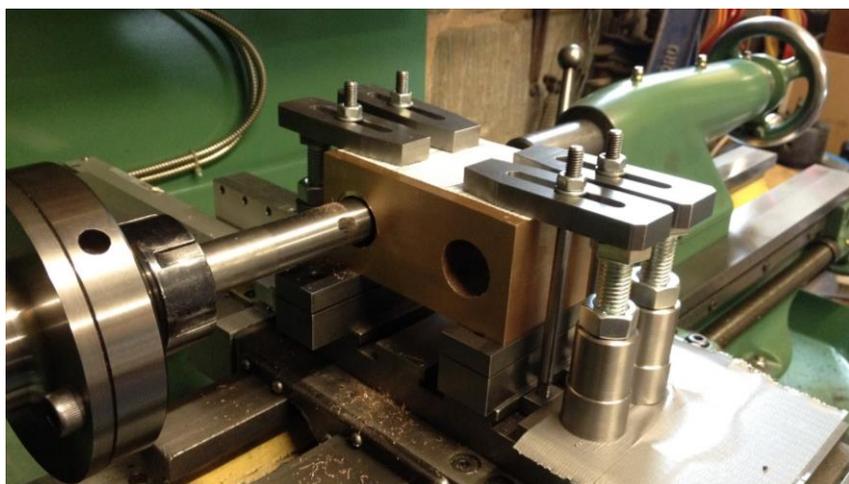
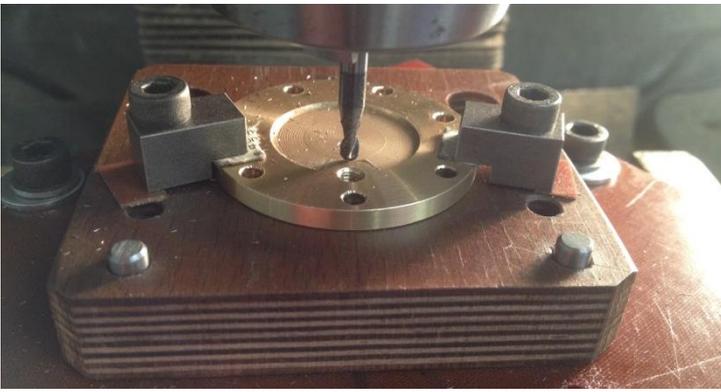


Photo 3 - Machining the cylinder bores

I went for the gunmetal casting for the cylinder block and decided that the cylinder bores would be machined on my Myford S7 using the lathe as a "horizontal borer". The set-up is shown left and required a fair amount of tooling. The boring bar is of G H Thomas design held in the collet chuck at one end and supported at the other end by a running centre in the tailstock.

The block was then transferred to the milling machine for machining the steam ports and the drilling and tapping of the many holes. The mill was used as a "jig borer" with hole coordinates positioned using the digital readout. Care is needed with the drilling and tapping as most holes are blind and some at an angle (Photo 1)



One area where an attempt has been made to replicate the prototype is with the cylinder covers (Photograph 4) with the front face being recessed rather than the 'plain' front face of the LBSC design. The 'flat' on the side of the cover has also been removed. Cylinder drain cocks have also been replicated but that is a subject for a separate article.

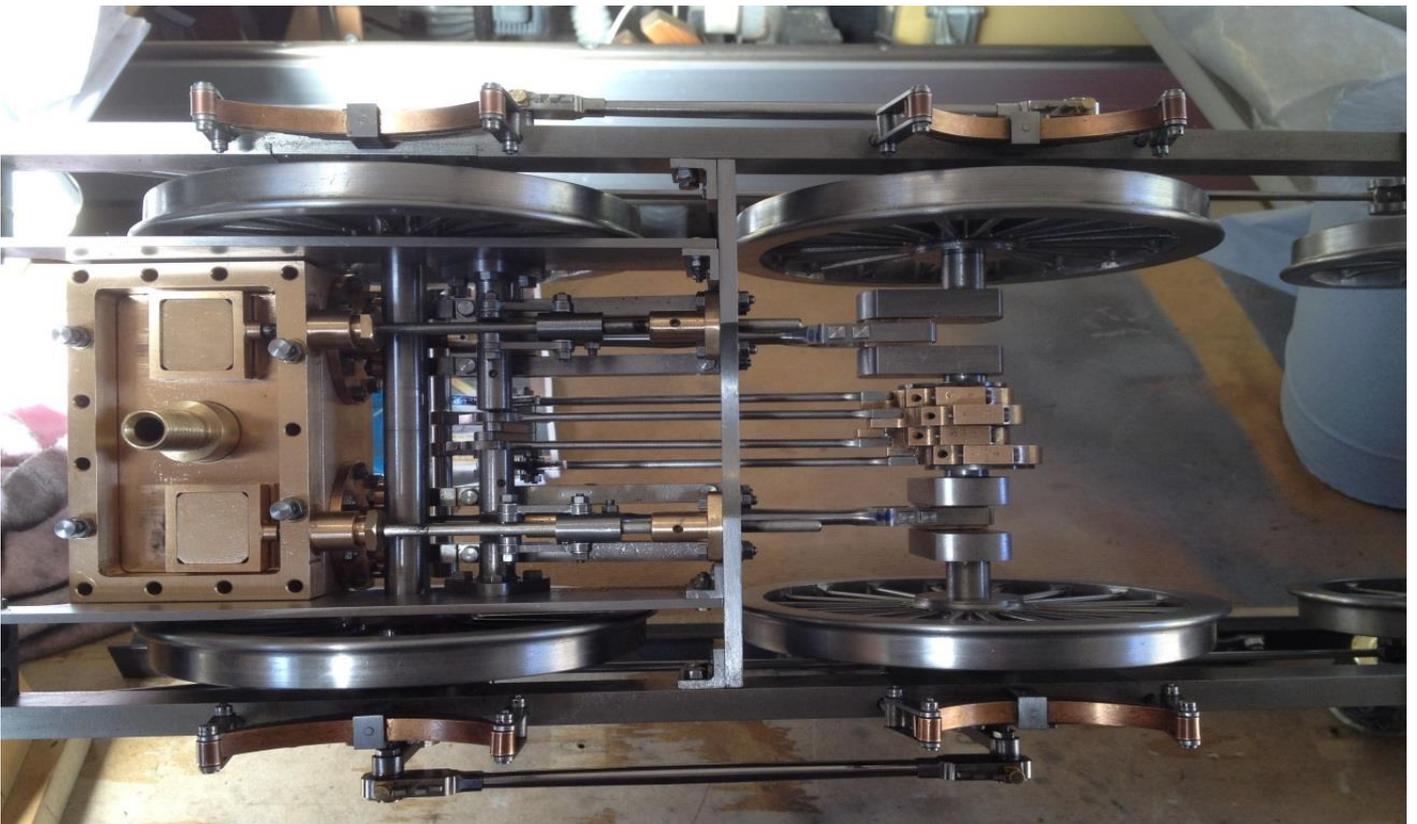
Photograph 4 – Machining cylinder covers



Photograph 5 – Connecting Rods



Photograph 6 – Cylinder assembly to inside frames and motion plate. (Inverted view)



Photograph 7 – Cylinder assembly and valve gear

The connecting rods are a fairly good replica and include square headed bolts (Photograph 5). The centre section is circular without the 'flats' as on the LBSC drawing.

It is almost impossible to assemble the rear cylinder covers, crosshead guides, etc. in situ so it is much more convenient to build up the assembly using the inside frames and motion plate as shown in Photograph 6 above. The problem then is being able to 'slide' this assembly inside the main frame – the front axle prevents this being done.

A solution to this problem is the removable front axle proposed by Desmond Hill on pages 10 and 11 of "Lionsheart" No. 40 July 1996. This is shown in Photograph 7 (above) and made assembly much easier with the valve gear also being assembled before installation into the main frame.



Photograph 8 – Carbon-loaded PTFE piston rings

One notable deviation from LBSC's drawings is the split piston rings which are made from carbon-loaded PTFE and have an overlapping joint which can be seen in the bottom left hand ring in Photograph 8. **The design, material selection and manufacturing method of these piston rings are the work of Norman Barber.** I am extremely grateful to Norman for both allowing me to use his design and guiding me through the manufacture.

'O' ring seals were used on the piston rods.



The Editor's Bit

by John Hawley

There are still a few OLCO members who receive this newsletter as hard copy. Most are emailed, which makes life so much easier for me. It's an advantage to the recipients, too, since they have no problems with storage and have the bonus that all photos are in colour. Also, the emailed copy can be zoomed, to make reading easier or to examine small detail on the photographs. To print the few hard copies I have to be sure to specify that the first sheet is double sided colour, with the rest printed as double sided black and white. In a busy Post Office that can get a bit hairy, so, for the last issue, where there were lots of photos, I simplified things by requesting that the whole issue be printed as double sided colour. But that's expensive, so for an issue such as this one, I'll stick to the original idea: first sheet double sided colour and the rest double sided black and white. That explains why most of the photographs in Dave Forrest's article are a bit crammed together on pages 1 and 2. Unfortunately, I couldn't get the piston rings (photo 7) onto sheet two, mainly because I wanted to make the assembly (photo 7) as large as space would allow. But, don't despair – in the next issue we'll see piston rings large and in colour!

I'm not long back from a fairly long stay in New Zealand (South Island). They've had a rough time of it lately – a magnitude 7.8 earthquake just after midnight on 14th November last year tore up large sections of the Main North Line and threw massive amounts of debris over other lengths. NZ reader Peter Holdaway sent me the link to this youtube video, showing some of the clearing up operations being carried out following the tremendous damage that occurred:

https://www.youtube.com/watch?v=qltiJ5hXoPA&feature=em-share_video_user

This is the only track between the north of South Island and the rest of the island. Repair work will take the best part of a year. The main road north was similarly affected. (Both rail and road run side by side along the coast for many miles – very scenic). So, disrupted rail freight has to be taken by other, less suitable roads and by sea. Thus we were unable to go north to places and friends we wished to visit. On top of that, there were big bush fires near the outskirts of Christchurch. Those fires closed the only east/west railway, through Arthurs Pass. Kiwi Rail must be losing a horrendous amount of income. In the UK, we should be grateful that our trains run reasonably well to time. (Indeed, on a recent tour Bristol – Liverpool – Nottingham – Hatfield – Bristol over several days, I noted in particular that most of the trains ran almost to the second!) So, we went south, to the Catlins, and were much impressed by the scenery, which we had feared would be poor and featureless. They even have railways down there! If you go, be sure to see Cathedral Cave (We didn't – tides all wrong) 98ft high, 650ft long; Jack's Blowhole, an impressive chasm, 180ft deep and 650ft inland from the sea, with billowing waves churning and boiling in the

depths. At the petrified forest in Curio Bay, you can see the grain and growth rings in trees that were overcome by volcanic ash and mud 180 million years ago! At Waikawa museum an ancient lady gave us instructions that measured distance in *chains!* One of the things I had really hoped to see in the area was the terminus of the railway. On maps it appears to end some miles west of Invercargill, out in the sticks, but we had an urgent rendezvous, so weren't able to reach the spot. All that way ... Never mind, another reason to re-visit the area.

More videos: <https://www.youtube.com/watch?v=-ZNdVt6qVaA>. Wibly wobbly stuff.

<https://www.youtube.com/watch?v=-h91rLwW63E>. Bush fires damaged some of these viaducts.

In New Zealand, OLCO member Jock Miller introduced me to a fascinating book: 'Hamilton's Jet', by John Walsh (ISBN 978-0-473-28990-4). This tells the story of the rise and rise of CWF Hamilton & Co. Ltd. Bill Hamilton started off as a sheep farmer in southern central South Island, built a dam and never looked back. Hamilton now make water jet propulsion units for boats large and small, sea going or rapids climbing. Their story is enough to make one wonder what's keeping us back when we take months, perhaps years to build a steam loco from published designs. Jock worked for Hamilton and regaled me with tales from an insider's point of view.

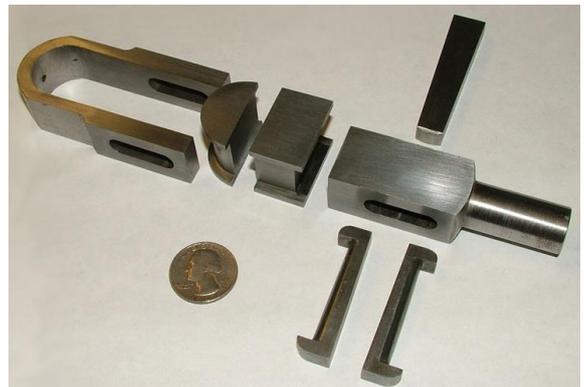
Another book we came across 'down under' was 'Only Two for Everest': How a First Ascent by Earle Riddiford and Ed Cotter Shaped Climbing History, by Lyn McKinnon (ISBN 978-1-927-32240-6). The true story behind Edmund Hillary's successful scaling of that mountain back in 1953. Ed. Cotter later pioneered The Hollyford Trail, which was to prove a bit of a trial to us during three days this February.

Make no mistake about it, the Kiwis are an enterprising lot and I am full of admiration for so many of the things I see there.

Mark Taft sent me details of what looks like a very useful Solid Modelling package – Fusion 360, for which I thank him. I've not had time to investigate it yet, but I look forward to doing so. Does anyone have experience of this software?

USA member Rich Garich remembers that I had asked for information on straps, gib keys, etc. some time ago. He bought this apparently well-made side rod end at a car boot sale for 50 US cents (about £0.40). He labelled the photo 'MystProject2'. Very apt as it turns out, since it has taken me nearly an hour to work out that it was he who sent it in. (MystProject1 is the bits all assembled – not half so interesting!) That 1980 Washington quarter dollar coin, by the way, is 0.955" diameter, for those who want an idea of the size of the parts.

Photo 9. Dis-assembled Side Rod End. Taken by Rich Garich.



Bill Harrison was very disappointed to miss us at Lionsmeet 2016 at Ruddington, Nottingham. Well Bill, Leyland is your next opportunity. I look forward to making your acquaintance there.

Jon Swindlehurst's bought himself a 1970 Triumph Trident 750cc. Hope he brings it to Lionsmeet!

Jan Ford is away on one of her frequent visits to Myanmar. She does a lot of fund raising for institutions in that country, but she also finds time to write about her fantastic journeys within the country. Dunno how she does it! Read her blog at:

<http://janfordsworld.blogspot.com/>



A Mystery Locomotive

by John Brandrick

One of the consequences of calling ourselves 'The Old Locomotive Committee' is that we often get approached at the exhibitions by visitors requesting information about old locomotives other than Lion and whilst the study of Lion is the sole focus of our society, I have in the past responded individually to requests for information on the GWR North Star, Trevithick's Catch Me Who Can, Agenoria and others. Last year, at the Bristol Exhibition, a gentleman, Mr. Colin Sagar, posed an interesting problem to John Hawley who has passed the problem on to me to investigate. Mr. Sagar's email to John is self explanatory and is reproduced here;

"John,

Monday, 22 August 2016

Further to meeting you at the Bristol Engineering Exhibition on Sunday I attach all the info I have on a locomotive I would be interested in finding where it was used / builder etc.

The information comes from a Sampler - (a very poor picture attached) which was sent by a relative who has since died & I have not been able to trace the sampler whereabouts since unfortunately.

It was made by an Eleanor Morgan and dated September 1849 for her father of his steam engine "Oak". She would have been age 19 at the time.

The 1841 census shows the family living in Co Durham (Thomas was not born in the County):-

6/06/1841 at Potter Row, Framwellgate, Durham -

HO107 / 320 / f 13

Thomas Morgan, 50, engineman

Ann Morgan, 40

George Morgan, 25, engineman

Ann Morgan, 20

Hannah Morgan, 15

Isabella Morgan, 15

Eleanor Morgan, 10

Thomas had died by 1851 - inconveniently. His will states she should receive the "Sampler of his locomotive".

I made contact the National Railway Museum - their unhelpful comment was that it was "It's a child's drawing of an imaginary loco as no loco's had two steam domes" - I know this to be wrong.

Researching the book British Steam locomotive builders by James W Lowe and published by Goose 1975 there are at least three possible builders. This & information I received from the Industrial Railway society. - is attached.

If you or your colleagues are able to throw any further light on this locomotive which has some similarities with a "Larger Sampson" & which railway company owned it, I would be very appreciative.

Yours - Colin Sagar"



Photo 10. The Sampler of 'Oak', sent in by Colin Sagar. Anyone have information about it?

There follows the information Colin has on the three possible builders and details received from the Industrial Railway society:

"Loco Builders – Re Sampler – possible builders for [Illustration dated 12 Sept 1849]

Shepherd & Todd – Railway Foundry, Leeds

Established 1838, Charles Todd left in 1844 and E.B. Wilson joined the firm in 1845 leaving a year later. The firm became Fenton Craven & Co in 1846. The partnership of Fenton and Craven lasted less than a year and at the end of 1846 E.B. Wilson took over the business completely.

In 1840 S & T are known to have built locos with two domes with spring balance safety valves on top, one dome on the centre of the barrel and one on the raised firebox, outside frames and cylinders were set below the smokebox. About ten locos were built per annum and in 1846 the works were expanded to be able to increase this to over fifty per annum.

Fluted dome and safety covers became almost a trade mark of Wilson's locomotives. The locos were highly finished with mahogany strips around the boiler polished and varnished. Springs were initially Indian rubber but these were later changed to leaf springs. Outside frames were provided for leading and trailing wheels and inside frames for the drivers which stopped short of the firebox to enable a wide firebox to be used. Inside cylinders had slide valves operated by Stephenson's motion.

Built locos for the Manchester & Leeds, Liverpool & Manchester, York & North Midland Railways among others

Benjamin Hick – Soho Ironworks, Bolton

Established 1833, locomotives from 1834 to 1839 incorporated inside frames, two domes with spring balance safety valves on top, one dome on the barrel near the chimney and one on the raised firebox, the cylinders were low set under the smokebox with piston rods to the leading axle. Many had a manhole cover fitted to the barrel behind the first dome. though this had disappeared from their locos by 1849.

Built locos for the Manchester & Leeds, Liverpool & Manchester, among others.

Laird & Co. - Greenock

Builders C 1841 also built locomotives of this style.

Info above extracted from - British Steam locomotive builders by James W Lowe. Published by Goose 1975.

Information received from the Industrial Railway society:

If you have looked for Framwellgate it was a village north of Durham City on the Great North Road, where a colliery was sunk in 1838. The owners went bankrupt and the colliery changed hands ten years later, the year before the date of this sampler. The colliery did have a rail link, but no locomotives are known before 1876 and those that are known were four-coupled saddletanks.

Both of these factors would suggest that the loco on the sampler has nothing to do with the colliery. The size of the driving wheels would suggest a passenger engine, which might suggest that 'engineman' refers to someone who drove locomotives on the 'main line'.

In 1849 the leading railway in the North East was the York, Newcastle & Berwick Railway, and the High Level Bridge at Newcastle and the Royal Border Bridge at Berwick were under construction; but there are gaps in our knowledge of the YN&BR locomotives.

I suspect it would be more profitable to concentrate not on the name but on the design and type of the loco, as indeed you have in the word document that you sent me. There cannot be many builders who adopted two domes, or who built 0-4-2, or 0-4-4, tender engines, probably for the North East

Ex Colin E. Mountford, author of The IRS books on Durham in the last few years. ”

Although this has produced a fascinating delve through several books, as is often the case, my efforts have raised more questions than answers and I have to confess, at this stage, that I have been unsuccessful so far in finding an answer for Mr. Sagar. So, if any readers of Lionsheart can help, I and Mr. Sagar would be most grateful.

The first question is on which railway did Thomas Morgan senior work? It might be assumed from the entry in the 1841 census that it was local to him, for example, the York, Newcastle and Berwick. However, I am always surprised at how mobile people were in the 1830's in search of work. The railway navvies were a very itinerant bunch, many men followed Gooch from the North East to Swindon and I was fascinated to learn recently that Edward (Father) Fletcher, for many years the Locomotive Superintendent of the North Eastern Railway, born in Co. Durham, employed at Stephenson's at Newcastle, became the engineer of the Canterbury and Whitstable Railway in 1830 at the age of 23 and drove the locomotive Invicta on the opening day. How would he have learned there was a job for him in far away Kent? Communications must have been surprisingly good in the 1830's!

So we do not know where Thomas Morgan was employed to drive a locomotive. A communication Mr. Sagar received from the Industrial Locomotive Society drew attention to a colliery near Framwellgate which had a rail connection to the main line but there were no recorded locomotives at the colliery until 1876 and these were four coupled saddle tanks.

Now to Eleanor Morgan's embroidery sampler depicting her father's engine, 'Oak'. It is remarkable for its accuracy. It makes the comment from the NRM that it was "a child's drawing of a locomotive" seem quite inappropriate. How did she achieve this? Did she do a remarkably good job of copying the real thing, remarkable when you consider the caricatures that appeared

in some of Ackerman's prints. Did she take accurate measurements and make a drawing like John Hawley has done with Lion? Or, as I suspect, she obtained a drawing of a locomotive which closely resembled her father's?

The picture of Oak has many features similar to Samson (Fig 1) built by Benjamin Hick at Bolton for the Liverpool and Manchester Railway. Notable is the close wheelbase but especially significant in my view are the domes. The dome over the raised firebox casing has a shorter parallel part than the one on the barrel so that the tops of both are the same height above rail level. I can find no other locomotive with two domes where this is the case. Shepherd and Todd also built locomotives for the Hull and Selby Railway with two domes but both were identical (Fig 2). As an aside, note that both were simply steam collectors and there appears to be a smokebox regulator. Another Hull and Selby locomotive is shown in (Fig 3), also by Shepherd and Todd. Apparently, Laird & Co of Greenock also produced locomotives with two domes but I have no illustration.

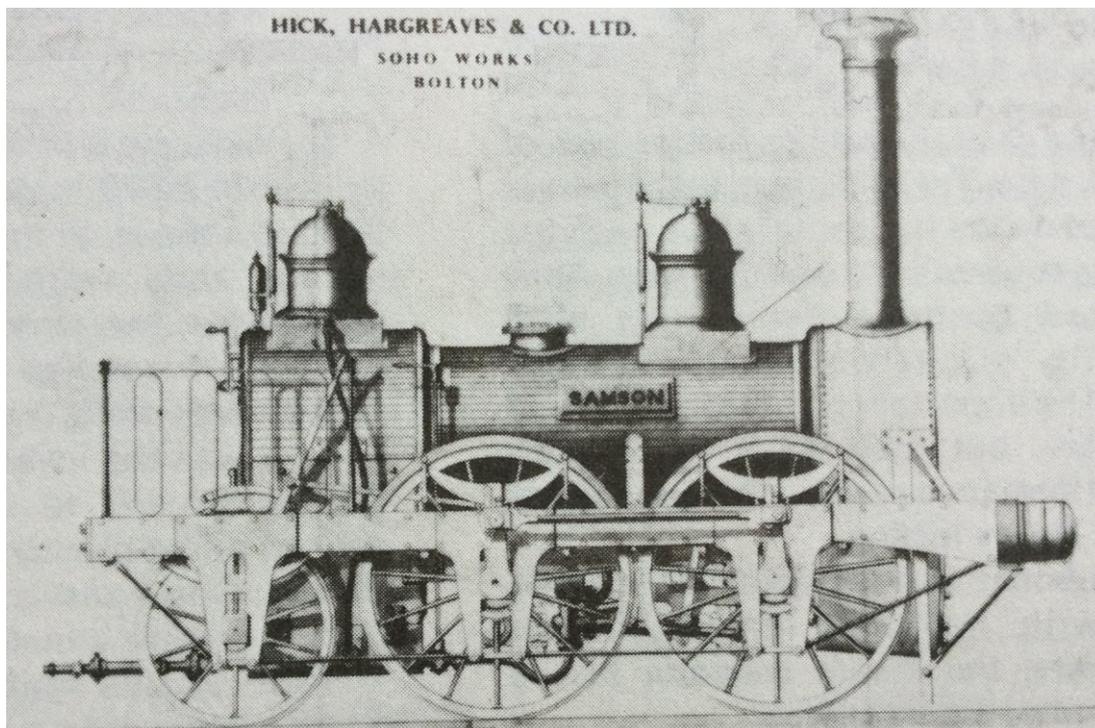


Fig 1 Enlarged Samson by Benjamin Hick of Bolton. From James Lowe 'British Locomotive Builders'.

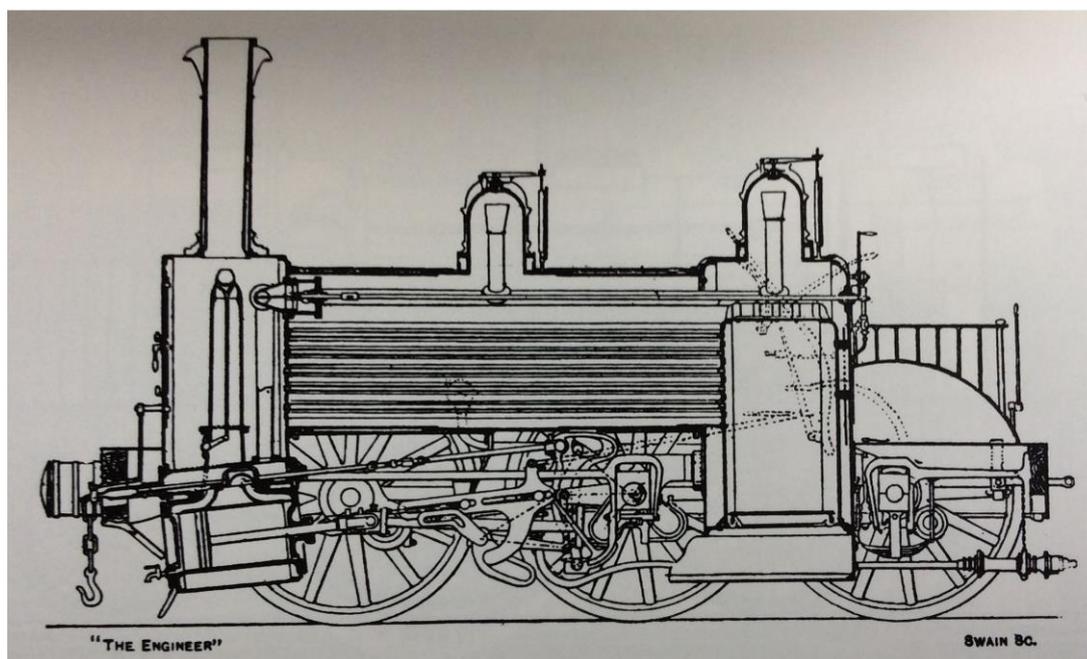


Fig 2 0-6-0 for the Hull & Selby Railway. From North Eastern Record vol 3 by J.M.Fleming.

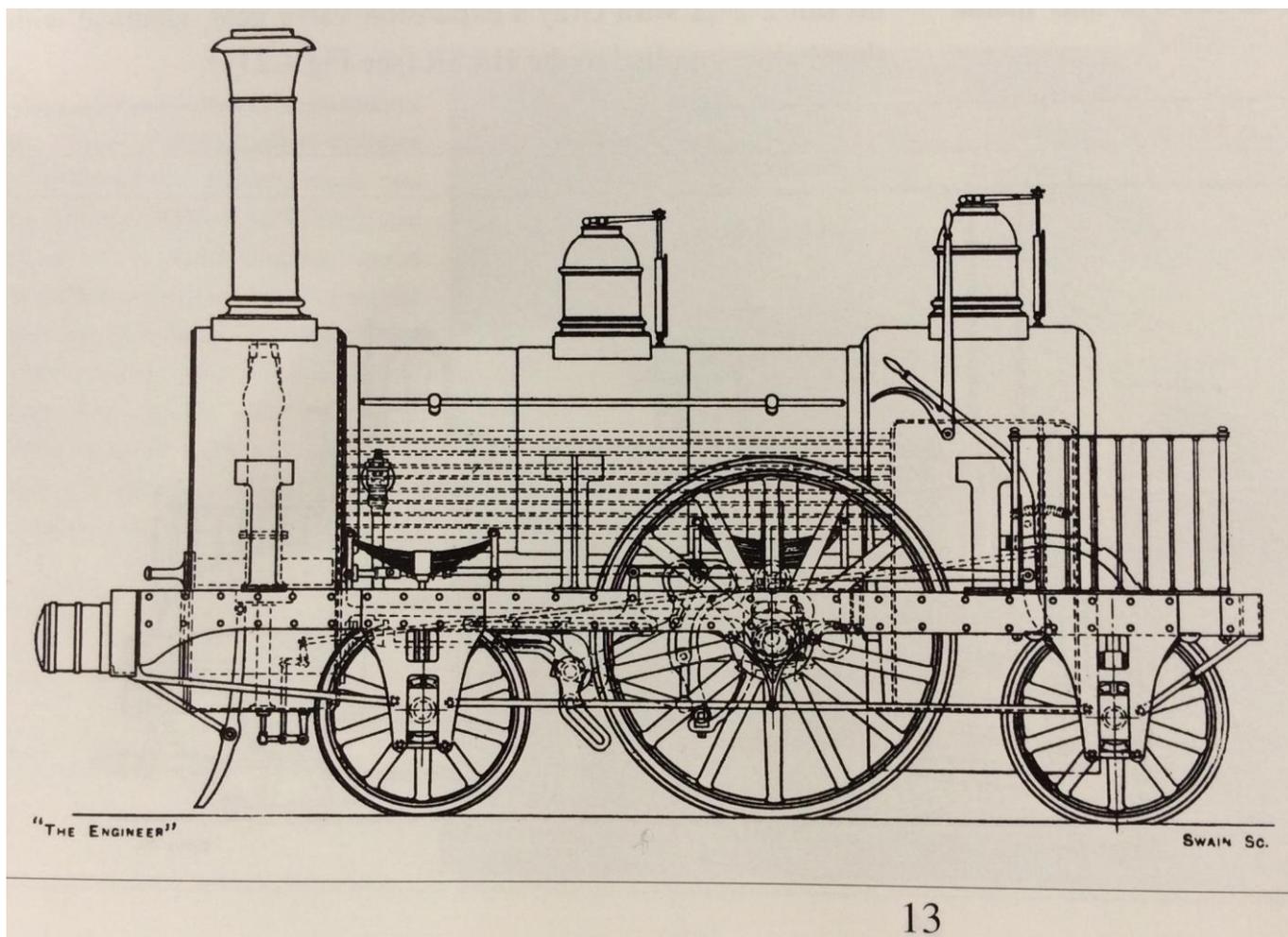


Fig 3 2-2-2 for the Hull & Selby Railway by Shepherd and Todd 1840 for John Gray. From North Eastern Record by J.M.Fleming.

So, it seems to me that the locomotive depicted on the sampler was by Benjamin Hick. The problem with this is that according to James Lowe's excellent book 'British Steam Locomotive Builders', (also consulted by Mr. Sagar) only nine locomotives of this type were built by them and none were named 'Oak' unless renamed later, possibly having been sold by the original owning company.

My sources of reference so far have been James Lowe's book, North Eastern Record vol 3 by J.M.Fleming for the North Eastern Railway Association and published by the Historical Model Railway Society and the photographs of Patentee locomotives of my own taken at the NRM with two domes (which makes their comment to Mr. Sagar seem particularly silly as there are such exhibits in their own collection!)

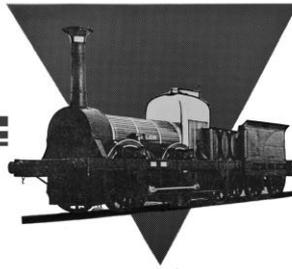
So where to next?

My last hope was Francis Whishaw's 'The Railways of Great Britain and Ireland' published in 1842. The original book had an appendix with details and dimensions of all the locomotives on the railways at that time, including the original dimensions of Lion. David and Charles published a reprint a few years ago and I managed to acquire a copy but sadly, presumably to contain costs, they decided to exclude the appendix. I thought I had recently made a breakthrough. As some of you will be aware, many libraries, especially in American universities, are scanning old books and publishing reprints at affordable prices. I have obtained D.K. Clark's 'Railway Machinery' (1855) and others in this way. My hopes were raised recently when I found a company in Delhi who were publishing reprints of Francis Whishaw's book and judging by the number of pages this included the all important appendix. All this for £22 including postage. The book arrived and sure enough there was the appendix but the poor wretch assigned the task of scanning about 600 or so pages must have got very fed up because most of the pages have vital bits missed off them and folded plates have not been unfolded and look ridiculous, so my hopes were dashed! One day, I hope I will find the time to examine an original copy (perhaps in the NRM library!) and maybe find a locomotive called 'Oak'. So, apart from being pretty sure the locomotive depicted on the sampler is a Stephenson Patentee, enlarged Samson and almost certainly one built by Benjamin Hick, the actual 'Oak' locomotive driven by Eleanor Morgan's father remains a mystery both as regards its maker and the railway on which it ran.

Anyway, I haven't given up and someone somewhere must know the answer to solve the mystery for Colin Sagar and myself for it has now become my problem too!



OLCO



OLD LOCOMOTIVE
COMMITTEE

As from:
THE SECRETARY
BREWOOD HALL
BREWOOD
STAFFORD ST19 9DB
ENGLAND

OLCO ANNUAL GENERAL MEETING, LIVERPOOL, SATURDAY 17th JUNE 2017

The 32nd AGM will be held at the Museum of Liverpool, Pier Head, Liverpool Waterfront, 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 (5 minutes walk), Moorfields (15 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'; 'Getting Here' and then 'Parking' for car parking details.

By courtesy of Sharon Brown, Curator of Land Transport, a Meeting Room will be made available for OLCO Members from 10.30am until 4pm. Please enquire at the Information Desk in the Foyer for directions to the Meeting Room. The Museum telephone number is 0151 478 4545.

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 28th AGM
4. Matters Arising
5. Chairman's Report
6. Treasurer's Report
7. Election of Officers
8. Lionsmeet 2017
9. OLCO Website
10. Progress in distributing 'Lionsheart' by e-mail
11. Any other business

Jan Ford (Miss) – Secretary



Minutes of AGM2016

The Minutes of the 31st AGM can be found on page 14 of LH 87. Alternatively, go to the OLCO website (at the top of this newsletter). Click on the 'member's only secure folder'. You will be asked for a username, which is:- 'oldlocomotive' and a password, which is:- 'lion1838'. Just like that: all lower case and no gaps between words. Click on the relevant archived Lionsheart. (*Or I could send you a copy. – Ed*)



Lionsmeet 2017

From Andrew Neish (andrew@neish.org.uk)

Lionsmeet 2017 will be held at Leyland SME on Saturday 22nd July. Their track is in Worden Park, post code PR25 3BD. More info on their website www.leylandsme.co.uk. The raised track will accommodate 3½" and 5" locos, while the ground level track is 5" and 7¼" gauge. They have a dynamometer car, so I plan to offer competitive runs in the morning, subject to interest. Part-built models and relevant items of interest will be welcome. (*Lionsmeet is an interesting and friendly event, with lots of food, steam and (usually) sunshine. Do please make every effort to come along and support the event, the host club, the catering arrangements and meet lots of like minded people. – Ed.*)



Chairman's Message

Being free this year from family obstetric events and inconveniently timed attacks of gout, your Chairman managed to get OLCO off to a good start for 2017 with the stand at Alexandra Palace in January and at the Northern Association exhibition at Oldham in February. I have to admit that this year I viewed the prospect of a five hour drive down to London in January with some apprehension but in the event it was a lovely sunny morning and the views over London from the terrace at Alexandra Palace were worth the trip. Less pleasant, I must say, were the instructions for revised arrangements for exhibitors unloading and loading at the end of the show. I don't know who wrote them but they were in an unpleasantly authoritative vein more suited to the former German Democratic Republic. I must say that, despite this, on arrival the arrangements worked efficiently and the marshals were very pleasant and helpful. Unloading was accomplished quickly and the only drawback to the new arrangements was having to park quite a way from the hall at the bottom of the hill, inconvenient if you had left something in the car and had to go back for it.

I met up with Adrian Banks my stalwart helper over the years and also with Mick Rowan from Chelmsford who kindly brought his superb 7 1/4" gauge Lion to grace the stand. The three days of the show were very pleasant with the opportunity to talk about Lion to all sorts of people and to meet old friends. I was particularly pleased that our member Norman Barber came along to say hello. It was nice to see him as he is recovering from two nasty illnesses and we wish him well for the future.

I have to admit that I had begun to wonder whether I would feel enthusiastic about repeating the visit next year and I know that Adrian is beginning to find the daily trip from North Kent increasingly tedious. I was inclined to change my own mind as I found talking to our visitors a real pleasure and you always meet someone who is particularly interesting as well as old acquaintances. Sadly, there was an unnecessarily unpleasant episode at the end of the show which sealed the decision for me and Adrian and we will not be returning next year. Adrian and I left just before the show closed to bring our cars up leaving Mick Rowan, who kindly did a day stewarding with us, to look after the stand and exhibits. Just after closing time a visitor came to talk to Mick and was approached by one of the organisers and told rather abruptly to leave immediately. Had he been asked politely he would probably have agreed but he obviously found this approach unacceptable and refused to go. Poor Mick got the brunt of all this having done nothing more than been polite enough to speak to the man. The man left on being threatened with attention from the security people and the lady organiser left the scene having noted our club's identity uttering the words "and you won't be invited next year". Well I guess that clinched our dilemma for Adrian

by John Brandrick

and me. In many ways I will miss the show and the opportunity to maintain contact with our members in the South East. What I will not miss are the rather aggressive instructions to exhibitors, the five hour trip up and down the motorways especially the journey back home on Sunday night after a tiring day, four days away from home and the not insignificant expenses involved in staying in London. It is now ten years since we first put on a stand at Alexandra Palace and I much regret curtailing our activity in the South East and the lack of representation to our membership down there but unless anyone else is keen to take it on, I do not think OLCO will be at Alexandra Palace in the future.

Now, on a pleasanter note, the two day exhibition at Oldham in February, organised by the Northern Association of Model Engineers was, as well as being just down the road for me, very enjoyable. Our stand was located in the entrance hall away from the main exhibition hall and my anxieties about being next to the toilets and of an icy February draught from the entrance proved unfounded. The bonus was having the Model Engineer magazine stand and editor Diane Carney as neighbours. Even better, all the visitors had to come past both on entering and leaving the show and many stopped to admire John Mills' award winning Lion and to chat. Thanks, John, for your support. The smallest of Alan Bibby's stud of Lions was also on show to represent the 3 1/2" gauge version. Thanks Alan.

The next Show will be at Doncaster next week and then there will be Bristol in August which will be four OLCO stands at shows in one year so we will be getting plenty of exposure in 2017. If you are going to either of the shows please come along and say hello, better still support us with a day stewarding. It is surprisingly rewarding. As to the future, the Northern Association exhibition will now take place every two years as will the Model Engineer exhibition. I would consider an OLCO stand at the ME exhibition as an alternative to Alexandra Palace depending on what support is forthcoming. On a two yearly basis and presumably being staged in the Autumn rather than January it would be more acceptable and would re establish our presence in the South East which I think is important as we are a national (actually international) society. Perhaps this could be discussed at the AGM in June. There are lots more OLCO matters to discuss and those who have made the effort to attend in the past will, I am sure, confirm that the AGM isn't just a dry and boring formality but an opportunity for relaxed and congenial discussion as well as the pleasure of meeting other members. So why not come along, meet your OLCO friends, see Lion in person and visit Liverpool which is a superb City with so much of interest to see.

John Brandrick



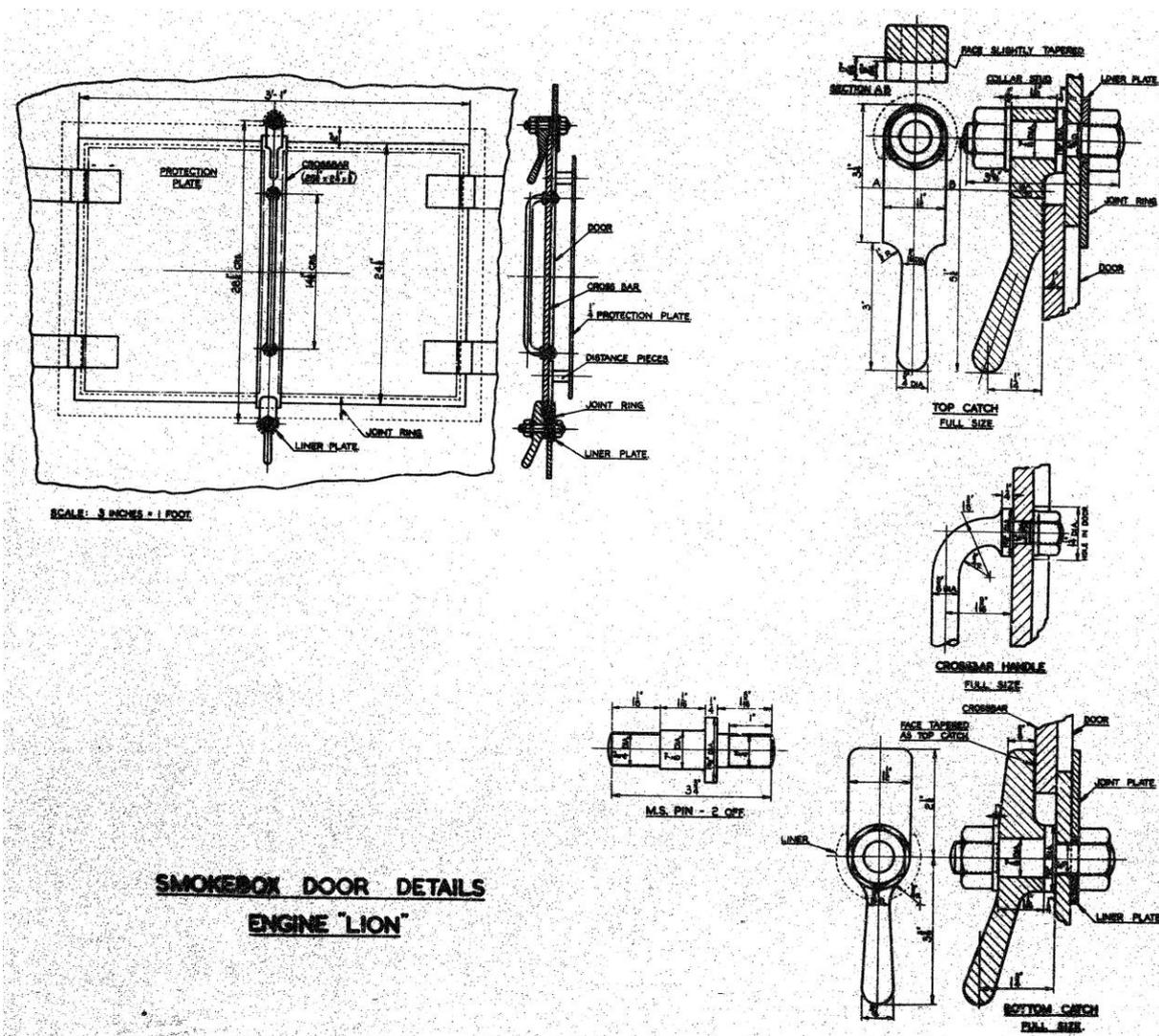


Fig 4. Details of Lion's smokebox door and handles. From an old BR drawing in my collection



Photo 11. Titfield Thunderbolt at Mallingford. The brass haycock to oaken strakes area looks a bit of a mess.

Photographer unknown

Readers' Letters

From Norman Barber

By email

Frinton-on-Sea.

23Jan17

(In the last issue, under the heading Computer Problems, at the top of pg 17, I complained of some difficulties I experience when editing readers' contributions. Norman Barber sent a very helpful letter, part of which I reproduce below: - Ed.)

“... I note from your original comments in Lionsheart that you have been having some problems with editing contributions. For some years I edited the Colchester SMEE magazine and invariably received contributions in this form. I used (and still use) Windows 7 and Word but consider Word very unsatisfactory software with which to compile a magazine which has to include pictures and drawings. I used a desktop publishing programme to assemble the magazine. This provides tremendous flexibility in how the content is presented and is far easier to use than Word for this sort of work. I always prepared the text of articles in Word (but never had any of the problems with justification which you report) and then pasted the text into the desktop publishing programme. The programme I use is called Serif PagePlus 11 and I purchased it very cheaply (about £10 as far as I can remember). No doubt a more sophisticated item of software such as Microsoft Publisher would provide even more flexibility but that cost in the region of £100 when I wanted it and I was not prepared to pay that much. The Serif programme does all I ever needed - I used it to produce the attached pdf file. **

If I can be of any further help let me know ...”

*(Thank you, Norman. I've had little time to investigate alternatives to Word, but I will try to look into it. ** = The article on piston rings mentioned above and which I intend to publish in the next issue of Lionsheart - Ed.)*



Dates for your Diary

The 24th National Model Engineering and Modelling Exhibition 2017. Fri 12 – Sun 14 May.

Times: Fri & Sat: 10am – 5pm; Sun: 10am – 4.30pm.

Doncaster Racecourse, DN2 6BB. <http://www.thedoncastershow.com/page3.html>

OLCO AGM. Sat 17Jun.

Time: 1.00pm. See 'Notice of AGM' on page 9.

Museum of Liverpool, L3 1DG. <http://www.liverpoolmuseums.org.uk/mol/>

Lionsmeet Sat 22Jul.

Time: Not sure yet, but come as early as you can and get some circuits in! See 'Lionsmeet 2017' on page 9.

Worden Park, Leyland, Post Code PR25 3BD. More info on their website www.leylandsme.co.uk.

Bristol Model Engineering & Model Making Exhibition 2017. Fri 18 - Sun 20 Aug.

Times: Fri: 10am – 5pm; Sat: 10am – 5pm; Sun: 10am – 4pm.

Thornbury Leisure Centre, BS35 3JB. <http://www.bristolmodelengineers.co.uk/Exhibition/exhib.htm>

If you are attending any exhibition, please come and say hello

or better still help out with the stewarding as it gives the 'regulars' a break to get to see the show themselves.

Further Reading

If you would like to read earlier issues of Lionsheart, you can find them on the OLCO website:

<http://www.lionlocomotive.org.uk/>. (Better still, if you're reading this on a screen, just click on the website at the top of page one). When the site comes up, click on the member's only **secure folder**, near top right. You will be asked for a username, which is: 'oldlocomotive' and a password, which is: 'lion1838'. Just like that, all lower case. Happy reading.

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).

John Hawley, Rock House, Downside, Backwell, Bristol, BS48 3DH Tel: 01275 472023.

Email: ringjph@talk21.com