

# LIONSHEART



Photo 1. Norman Barber's superb newly completed 5" gauge Lion.

Photo by N Barber

Index

|                                      |    |
|--------------------------------------|----|
| Cover Stories 1 & 2.....             | 2  |
| Welcome to a Special New Member..... | 3  |
| The Editor's Bit.....                | 3  |
| Lionsheart Archive.....              | 4  |
| Bristol Exhibition.....              | 4  |
| Lionsmeet 2014.....                  | 5  |
| Readers' Letters.....                | 6  |
| AGM 2014 Minutes.....                | 7  |
| Readers' Wants.....                  | 10 |
| Dates for your Diary.....            | 10 |
| Editor's Contact Details.....        | 10 |



Photo 2. David Cook with his father Bert's Lion, neatly displayed in a showcase in the Great Port gallery of Liverpool Museum.

Photo submitted by Sharon Brown



Photo 3. Maiden Run. Norman ready for the inaugural run.

Photo submitted by N Barber

I was in New Zealand early this year when I received an email from Sharon Brown, Curator of Land Transport & Industry at National Museums Liverpool. She announced the acquisition of a new exhibit within the Great Port Gallery. Unfortunately, I omitted to cover the story in the April newsletter on my return to the UK, for which I apologise. The relevant photo appears above and Sharon's communication is the subject of Cover Story 1, below.

Norman Barber has written within these pages before, giving us a detailed description of the production of the gilding metal fire box cladding and on the vexed matter of valve gear modifications, so he needs little introduction. He has now completed his Lion and very smart it looks in photo 1. Read more in Cover Story 2.



## Cover Story - 1

So, on 9<sup>th</sup> January, Sharon wrote: "Happy New Year to you and all at OLCO.

Thanks for the latest Lionsheart before Christmas.

Just letting you know that we have a new addition on display – a fabulous Lion model ... Lion locomotive is one of our most important objects, and certainly one of the most popular in our collections. Built in 1838 to run on the recently opened Liverpool and Manchester Railway, Lion was taken out of service in 1857 but has a fascinating history and is an important survivor from the early railway age.

Because of her interesting history and distinctive style Lion has always been a popular subject for railway modellers. When Lion was displayed in the Great Port gallery in 2011 we searched for a model to display but couldn't locate one – or one that anyone was willing to part with anyway!

In August this year we were approached by David Cook whose father Bert had made a model of Lion in the early 1980s. Sometime after Bert had passed away David found the model in a crate. Also tucked away in the crate was a typed postcard recording that the 'real' Lion was displayed at Liverpool Museum. Mr Cook tracked us down and offered the model to us for display.

The photographs showed a well-made, attractive model of Lion but when Mr Cook delivered the model to us in October we were overwhelmed by how beautiful and detailed it was.

Bert had made many models throughout his life including steam locomotives, traction engines and a diesel powered road roller. He was a member of the St Albans Model Engineering Society who ran their live steam models on a permanent track in Chipperfield.

The model is now on display opposite Lion in The Great Port gallery and looks superb. Mr Cook recently came back to see it with this sons and said his Dad would have been "chuffed to bits" to see 'his' Lion in such close proximity to 'the real thing!'"

## Cover Story - 2

Norman sent a brief note to tell us that '... I have now completed my LION and it (she?) had the official boiler steam test and maiden run on the Club track today (*1<sup>st</sup> June 2014 – Ed*). All was well and we had no teething problems of any sort! That's a first for me! I attach a picture of a self satisfied owner / builder with the engine. (*See photo 3*)

I am planning to try to attend Lionsmeet this year with the new engine, although it is rather a long way for me to travel. I note that according to the web site this will be held at Guildford although Bradford is the venue shown in the most recent Lionsheart. I assume that the Bradford location is the correct one? (*Yes, see Dates for your Diary on page 10. – Ed*)

I have had (am having) a very detailed exchange of e-mails with new member Dave Forrest, who you pointed in my direction. He is almost fanatical about getting everything correct to prototype. His wheels, carved from solid steel, are a work of art! I am afraid my LION has a lot of non prototypical features, but it seems to go well. Regards, Norman Barber'

So now we have several alternative improvements to the original LBSC designed valve gear mechanism:

| Publication    | Date     | Vol | No   | Page(s)   | Comment ( <b>Check – May be others</b> )   |
|----------------|----------|-----|------|-----------|--|
| Model Engineer | 21/12/73 | 139 | 3479 | 1222-1224 | Modifications to a 5" G "Lion" by L A Saxby;   |
| Model Engineer | 17/06/83 | 139 | 3707 | 714-718   | Modifications to a 5" G "Lion" by K C Miller;  |
| Lionsheart     | Jul'98   | -   | 45   | 12        | Charles Taylor-Nobbs 'cardboard & dressmaking pins' idea. CAD now?;  |
| Lionsheart     | Jan'11   | -   | 69   | 1 & 2     | Notes on Tony Parsons' design;   |
| Lionsheart     | May'11   | -   | 70   | 6         | Sketch of Tony Parsons' design;  |
| Lionsheart     | Jul'11   | -   | 71   | 4         | Alan Bibby's comments on valve rocker shaft change of section;   |
| Lionsheart     | Jul'11   | -   | 71   | 6         | John Martin's sketch appears to show the valve spindle being supported by a cross beam;  |
| Lionsheart     | Jul'11   | -   | 72   | 13        | Jon Swindlehurst's suggested improvement (via Barrie Larke's letter) to the above Miller mod. Also Barrie's other comments within his letter. (But see also Barrie's letter on Pg 7 of Lionsheart 73); |
| Lionsheart     | May'12   | -   | 73   | 8         | Norman Barber's photo and letter;  |
| Lionsheart     | Jul'12   | -   | 74   | 2         | Barrie Larke's photo and letter;   |
| Lionsheart     | Dec'13   | -   | 78   | 2 & 3     | Further info from Norman Barber.   |

(If I've omitted any, especially yours, please let me know. It's a pleasure to note that readers are beginning to solve such a troublesome feature of LBSC's otherwise very effective design. Any other problem areas worth looking at? Ed)



## Welcome to a Special New Member

We welcome Sharon Brown, Curator of Land Transport & Industry at National Museums Liverpool as Honorary Member of OLCO. Though not a modeller, Sharon has done so much to facilitate our meetings, knowledge of and access to Lion over the years. If we can in any way return even half her contribution, then we will have done well.



## The Editor's Bit

We are fast approaching both the 2014 Bristol Model Engineering & Hobbies Exhibition and our own Lionsmeet. It would be a great pleasure to meet some of you at either or both of these events.

The former is a few miles north of Bristol, so no need to struggle through that awful mess of roadworks at the Almondsbury Interchange, though I think most of the work is completed now anyway. Lionsmeet, a few days later, is at the track of Bradford MES, Shipley, quite a long way north for some of us. For details, see Dates for your Diary, on page 10.

I've become aware lately of some murmurings to the effect that OLCO should become more involved with other 'Old Locos'. I've kept my head down, not wishing to get embroiled – it's hard enough writing about Lion, without having to climb another 'Learning Curve'.

I'm going to have to seriously consider giving up the idea of building my own Lion. It was my intention to build a 7¼" gauge, writing a series of article for Lionsheart as I progressed. However, my attempts to give up Editorship in order to concentrate on the project have come to nought. Is there really no-one out there who can take over this challenging but rewarding job? I'm not short of topics and copy – people are very good at sending in comments, photos, details of how they overcome various difficulties in construction, etc. The job's challenging in that it is quite a juggle to get all the text, captions and photos to fit neatly without just overlapping onto the following page. I think I get it right most times, but despite a fair bit of proof reading and adjustment, I occasionally end up with silly errors, such as 'Coop. Addresses' on the front page of LH78. Sometimes the perfect layout gets messed up during the PDF process, in which the whole file is 'compressed' digitally, in order that it gets transmitted to your inbox in the most efficient manner. Sometimes the mess up occurs during the printing process at the post office. Either way, one checks and thinks all is OK. It's only later that these mistakes are spotted!

The rewards come later, when I receive your correspondence, for which I am very grateful.

So, I'm on the look out for a gauge one, 3½" or 5" Lion – not sure I can handle a 7¼" now, anyway. Please see Readers' Wants on page 10.

Jen and I passed a few happy days in Scotland recently. Such a long, long road, but so worth it upon arrival. We heard much of the heat wave and storms lashing the south of England and were glad to be up in the mists and legends of this still fairly wild country. We had fine, dry days, we had wet, windy days, but Scotland's all the better for a bit of 'dricht', I feel. Just three photos to 'wet your whistles' ...



Photo 4. Sometimes it's 'dricht', but there's always somewhere to warm your hands in Scotland. Black Five 44871 on Fort William – Mallaig line.



Photo 5. A myth corrected.  
Photos – JPH



Photo 6. Scotland's always evocative. Get yourself on the Sheerwater ferry from Arisaig to Eigg and shin up An Sgùrr, the pitchstone 'prow' far left.

It's interesting to read the late Charles Taylor-Nobbs' article 'An Improved Travelling Engine' (about Locomotion) in Model Engineer Vol 160, Iss 3817, Pg 85. He wrote: 'When a group of interested persons met together in 1984 to plan for the sesquicentenary of Lion in 1988 it was wisely decided not to include Lion our title but to revive the name of those grand originals of 1928 and reform the "Old Locomotive Committee". This choice of title seems to have presented us with a lot of real opportunities to become involved with "tall chimney" engines generally.'

However, the current Old Locomotive Committee Constitution states:

'The objects for which OLCO was re-founded in 1984 are:-

- A To support and promote activities associated with the locomotive Lion ...' (with various sub-paragraphs);
- 'B To promote knowledge of the locomotive Lion ...' (with more sub-paragraphs).

So, there it is. But, if it were '... wisely decided not to include Lion our title ...', then why did the Constitution so limit OLCO's activities? I know our Chairman has been wrestling with these problems and I do not envy him his dilemma. He did touch on the subject during his Address to the AGM, which is reproduced on page 9.

### The Lionsheart Archive

Most of the Lionsheart news letters are now on the OLCO website. See: <http://www.lionlocomotive.org.uk/>. Then, when the Lion website opens, click on 'secure folder' in the notes down the right hand side. A panel with a bunch of keys comes up: User name is 'oldlocomotive'; password is 'lion1838'. All lower case. The library's not complete yet, but we're working on it.

### The Bristol Exhibition

# BRISTOL MODEL ENGINEERING AND HOBBIES EXHIBITION

## AUGUST 15<sup>TH</sup>, 16<sup>TH</sup> & 17<sup>TH</sup> 2014

**THE LEISURE CENTRE - THORNBURY**  
NEAR BRISTOL - BS35 3JB

NEAR M4/M5  
INTERCHANGE  
5 MILES FROM M5  
JUNCTIONS 14 OR 16

**FRI 10AM - 6PM SAT 10AM - 5PM SUN 10AM - 4PM**  
**ADULT £9.50 SENIOR £9.00 JUNIOR £4.00 FAMILY £23.00 (2+3)**  
**3 DAY AND ADVANCE TICKETS ALSO AVAILABLE - SEE WEBSITE**

**FREE PARKING**

**QUEUE HOPPER**  
**ADVANCE**  
**TICKETS**  
**AVAILABLE**  
**ON-LINE**

**ACCOMPANIED**  
**CHILDREN**  
**UNDER 16**  
**FREE ON SUNDAY**

**MODEL & MINIATURE LOCOMOTIVES, HANDICRAFTS**  
**MARINE EXHIBITS, BOATING POOL**  
**WORKSHOP DEMONSTRATIONS**  
**WOODTURNING**



**CLOCKS**  
**STATIONARY STEAM ENGINES**  
**TRACTION ENGINES, HOT AIR ENGINES**  
**MACHINE TOOLS, WORKSHOP EQUIPMENT**  
**AEROPLANES & HELICOPTERS, RADIO CONTROLLED TRUCKS, PETROL AND DIESEL IC ENGINES**



ORGANISED BY THE BRISTOL SOCIETY OF MODEL & EXPERIMENTAL ENGINEERS  
REGISTERED CHARITY NO. 1094274

FOR FURTHER INFORMATION PLEASE VISIT OUR WEBSITE:  
[www.bristolmodelengineers.co.uk](http://www.bristolmodelengineers.co.uk) OR CALL 0117 405 8580

ALL ATTRACTIONS CORRECT AT TIME OF GOING TO PRESS, BUT MAY BE SUBJECT TO CHANGE OR CANCELLATION



This is the prime model engineering exhibition in the south west and can hold its head on high among others throughout the UK. There are usually various tool suppliers, machine tool & accessory vendors, artists, clocks, materials suppliers, adhesives, track components, demonstrations, radio controlled helicopters & lorries, a 5" gauge back & forth raised track plus, outside the four main halls, a jet engine, boating pool, traction engines, etc. There will be quite a few clubs specialising in locomotives and other steam vehicles and of course, OLCO! There are refreshments inside and a Tesco store is located nearby.

Thornbury Leisure Centre is about 4 miles south of M5 J14, on the A38. I look forward to seeing you there.

An opportunity to meet up and run models of 'Lion' and other early 19th century locomotives.

### Background

Lionsmeet is organised by OLCO, the Old Locomotive Committee, which exists to foster a continuing interest in the locomotive 'Lion'. Built in 1838, Lion originally ran on the Liverpool and Manchester Railway. It is currently in the Museum of Liverpool and, when last steamed in 1988, was the oldest working steam locomotive in the world.

See [www.lionlocomotive.org.uk](http://www.lionlocomotive.org.uk) for more details.

Lionsmeet is an informal annual gathering of those with an interest in Lion in all its manifestations and gauges.

### This Year

The 2014 Lionsmeet is being held on Saturday 23rd August at the grounds of the Bradford Model Engineering Society at Shipley from 10:00. See [www.bradfordmes.co.uk](http://www.bradfordmes.co.uk)

The main purpose of the meet is to allow OLCO members and other interested parties to exhibit models of Lion and other pre-1850 locomotives and, where possible, to enjoy running them on an unfamiliar track. There may be some optional competitive events, but these will not involve closing the track to other drivers.

Locomotives of any scale are welcome, although running facilities are limited to a raised track of 3½" and 5" gauges and a ground level track of 5" and 7¼" gauges.

An indoor display area will be available and we invite visitors to bring models (finished or under construction), drawings and railway memorabilia relating to Lion, other early locomotives and the Liverpool and Manchester Railway.

### Who's Invited?

OLCO members, of course, and anyone with an interest in railways of the first half of the nineteenth century. If you're thinking of building a model of Lion, please come along and take a look; maybe even have a drive (subject to the owner's permission). If you're part way through building a model, bring it along and discuss your project with someone who's been there already.

### Location

The Bradford Model Engineering Society, located in Northcliffe Woods, Shipley. Nearest postcode BD18 3DD. The entrance to the track is from Cliff Wood Avenue, off the main Bradford to Keighley Road (A650) approximately 200 metres on the Bradford side of the Branch Pub. Cliff Wood Avenue is adjacent to the pedestrian crossing and the Track is straight through the wooden gate at the end of Cliff Avenue.

### Facilities

The Bradford MES has a raised track of 3½" and 5" gauge and is a continuous level circuit of 440 feet in length. The track is aluminium and is fitted with anti-tip rails 7.5" below rail height and 15.5" across outside edges. The rail is a minimum of 12" above ground level.

The steel 5" and 7¼" gauge ground level track is about 2000 feet long. Both tracks have steaming bays & turntables.

Further information about the track and its operation is available in documents on the 'Information for Visitors' page of the Bradford MES Website.

### Boiler Certificate and Insurance

Anyone wanting to steam a locomotive must bring a current boiler certificate for inspection.

OLCO does not carry insurance cover of its own so all locomotive drivers are advised to ensure that they have adequate public liability insurance cover. Members of a model engineering society may find that their society's insurance will suffice. The host club will need to see evidence of this.

### Food

Our hosts will be offering bacon butties to visitors from 10:00 to 11:00.

A sandwich lunch will be provided from about 12:30.

Tea and coffee will be available throughout the day.

There will be no specific charge for food and drink, although visitors may like to make a voluntary contribution to the host club.

As usual, if there's enough interest, an early evening meal will be arranged at a local pub, probably at about 17:30.

### Overnight Accommodation

I will be staying and found at the Bradford North (Bingley) Premier Inn. However, this isn't a recommendation as I don't have personal experience of this hotel.

## Event Organisation

I'm Andrew Neish, this year's Lionsmeet organiser. It would greatly assist both myself and the host club if anyone planning to attend would let me know in advance. Please include the number of persons attending, whether bringing a locomotive or other exhibit, and whether you are likely to partake of the mid-morning bacon butty, lunch, or early evening meal.

Andrew Neish 15 July 2014  
E-mail lionsmeet@neish.org.uk

Home phone 01428 723 483  
Mobile phone 07779 360 393



## Readers' Letters

From: -Jon Swindlehurst

Square Headed Bolts

Wirral  
15 April 2014

In LH 78 there was some discussion on how to make the square-headed bolts that hold Lion's side frames together. As most builders of Lion models use solid frames then the bolts need only be cosmetic and a 'dummy' will suffice. Mine are made from square stock and have a short spigot turned on the end which is loctited into a hole drilled into the frame side.

Jon also wrote, a couple of days later: "RE. LH 79. Photo 9, page 10 of my reverser is my 5" version which I first used in 1995.....I'm not sure when Alan made his."

From D Royle

Lion's Colour Scheme

Oadby  
22Apr14

David phoned to say (ref LH79, Pg 10 "Lion's Colour Scheme") "Don't use car paint." It can't take the heat, so he bought Mid Brunswick Green from Stationary Engine Parts Ltd, of 12 Deepdale, Woodthorpe, York, North Yorkshire, YO24 2SA. Tel: 08448 567 309. Web site: [stationaryengineparts.com](http://stationaryengineparts.com). Note that they are mail order only.

He also emailed: 'Many thanks for the news letter and for the hard work you put in it for us all.'

From: -Alan Bibby

Lionsheart Iss 79; Reversing Lever

Blackburn  
22 April 2014

Congratulations on Lionsheart No 79 John, yet another bumper edition packed with interest, especially your travels in New Zealand. Evidently the New Zealand air is good for you ... It certainly did me good (the New Zealand air that is) and I haven't forgotten my promise to write something on my own travels there. I did a couple of slide shows for the Rotarians recently which resulted in an offer to digitalise 150 of my best 35mm slides from my early trips to NZ. (no, it's not as easy as you might think to get a really good digital image from a slide, most of the cheaper scanners leave a lot to be desired, and other methods are fraught with difficulties).

To digress briefly on the direction of travel of the reversing lever on Lion, also mentioned in Lionsheart 79, I arranged the linkage on my model so that moving the lever forward engages the forward gab, rather than the rather perverse 'correct' arrangement. I spent an enjoyable afternoon crawling over the prototype with my camera and tape while it was at Steamport in the eighties. I was half way through construction of my own model then, too far on unfortunately to correct LBSC's square firebox top flange in favour of a round one. That highly desirable mod could be rendered virtually impossible these days depending on the club boiler inspector's 'interpretation' of the current boiler code. (I throw that into the pot; it could just stir up a whole can of worms which could fill the pages for quite some time to come! ;>(  
Kind regards, AlanB

From: -Dave Forrest

Back-issue of "Lionsheart"

Blackburn  
24 June 2014

Following on from the AGM I have paid Alan Bibby a visit (he only lives a couple of miles away) and it turned out to be very helpful. He has got me thinking about joining a local MES and has offered a great deal of help in my building of my Lion. It just goes to show what good contacts are available through OLCO.

From: - Harrye Frowen

Lion Castings

Cardiff  
17Jul14

Many thanks for news letter No 79, another letter very well done. There are castings now available for super scale Lion and may also be used for the 7 ¼ gauge LBSC Lion. These are front and rear cylinder covers, eccentric straps, main horn infills cast in pairs, rear tender horns also cast in pairs. The tender axle boxes have the detailed form as on big sister. These castings will greatly improve the appearance of the LBSC Lion. See Dave McCarthy photos at <http://www.lionlocomotive.co.uk/Pictures.html>



# Minutes of Old Locomotive Committee 29<sup>th</sup> 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 28<sup>th</sup> 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.

Jan Ford, Secretary.

Jon Swindlehurst, Treasurer.

Andrew Neish remains 'Lionsmeet' Co-ordinator.

John Hawley, 'Lionsheart' Editor.

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 7. 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*



The present Old Locomotive Committee has now been in existence for 30 years. In the three decades of its existence since its formation in 1984 it has seen a transition from the exciting days when Lion was in steam regularly and members (30 years younger then!) had the pleasure of 'hands on' involvement, through the cleaning sessions as a preliminary to the AGM, to the present where our only contact with the real Lion is an annual AGM group photograph in front of it. We have shifted our emphasis inevitably to modelling activities and perhaps there is no better way of studying any locomotive than to build a model of it.

The paradox is that despite becoming more involved with Lion miniatures than the real thing, our membership has shown a healthy increase in recent years and it is apparent to me through my attendance at exhibitions with the OLCO stand, that there is no diminution of interest in Lion, in fact, if anything it is on the increase.

Despite our change of emphasis we remain true to the aims laid down in our constitution. However, from time to time there have been informal suggestions that we should widen our scope from Lion exclusively. Whilst it is right and proper that we should constantly examine and question what we do and how we do it, I see no reason to change from our specific interest in Lion and having given some thought to the matter I can see many problems, not least the need to alter our constitution significantly. I believe our *raison d'être* should remain unchanged. Nevertheless there is no place for complacency and we must seek always to develop and improve OLCO.

Actually, I think we have been doing well in this respect. Lionsheart, the vital communication with our membership, gets better and better thanks to John Hawley's editorship and I am encouraged by the increasing number of articles of a technical nature submitted by members. I thank those who have taken the trouble to contribute.

We have an excellent website thanks to Alan Banks. It is regularly revised, it is very attractive, informative and will now give members access to past issues of Lionsheart. Thanks to Jan Ford for her help with this. Our website is a credit both to Alan and OLCO.

We continue to advertise our existence and purpose through attendance with the OLCO stand at Model Engineering

During Any Other Business, there was some free discussion on old locos, including oval boilers. Jan Ford recalled that an article from 'The Engineer' in 1881 which reported the oval boiler for Lion in 1840 as 3'3" by 3'6" and included an 1840 table (courtesy Harrison Aydon) was reprinted in the January 1993 (*No 29*) edition of 'Lionsheart' (which also celebrated the 'Planet' replica entering service.) (*See details pg 4 on how to access the OLCO archive of Lionsheart newsletters. Ed*)

Jan continued in a later email: The main article in that issue is called 'Planet Steams Again' and, as I admitted at the A.G.M. '41901' is a pseudonym I used from time to time in 'Lionsheart'. Even then, it was difficult to get people to submit articles. When writing as '41901', I tended to use an even-more-pompous-than-usual style (is that even possible, I hear you ask) to conceal the deception.

As I said, some of this information I've re-used in my blog, where there are a number of posts about the 'Planet' replica but when I checked, the article from 'The Engineer' and the associated table have not been used (as yet!). You can find most of what appears on my blog about the 'Planet' replica by starting at <http://janfordsworld.blogspot.co.uk/2013/11/loco-profile-6-planet-replica.html> and following the 'Related Posts Link'.

exhibitions at Bristol, Harrogate and Alexandra Palace, which have a reasonable geographic distribution throughout the UK. I thank those who have supported these either with the loan of exhibits, stewarding or both.

I am pleased to report progress with the Charles Taylor-Nobbs memorial trophy which is available for inspection at this meeting and I feel we owe our thanks and congratulations to Bob Hayter for his efforts with this and with an excellent result. Moreover for taking it on as a true volunteer and with no 'arm twisting' on our part.

The future challenge for OLCO, as ever, is to reach out to our widely distributed membership so that they feel they are part of it and involved in a movement which is vital, active and relevant. I think we do reasonably well but there is always room for improvement and I would like to see more Lions and more members at Lionsmeet. The challenge is to all members and not just to Andrew Neish who has kindly taken on the responsibility for this important OLCO event and he deserves our support. There remains the debate whether this should now be a 'fun run', whether we continue with the competition for the Mike Parrott Trophy or try to encompass both.

We should be, as I have previously commented, a source of information on Lion. The recent queries about the correct colours for painting Lion exemplify this need. In some ways, we do well. John Hawley's drawings, for example, are probably the best that exist but it would be very satisfying and symbolic of our purpose, for OLCO to publish or to be involved in the publication of a well researched, detailed, well illustrated authoritative historical and technical text on Lion. It would be quite an undertaking but I see it as our next challenge.

I would now like to thank OLCO's officers on behalf of the membership for their work on our behalf. It is so easy to take what they do for granted but as chairman it quickly becomes evident how vital they are. You are all much appreciated.

May I thank everyone who has contributed to OLCO's activities in the past year.

Finally, our thanks are especially due to Sharon Brown for affording us the privilege of holding our AGM at the Museum of Liverpool and for giving up her Saturday to be with us.

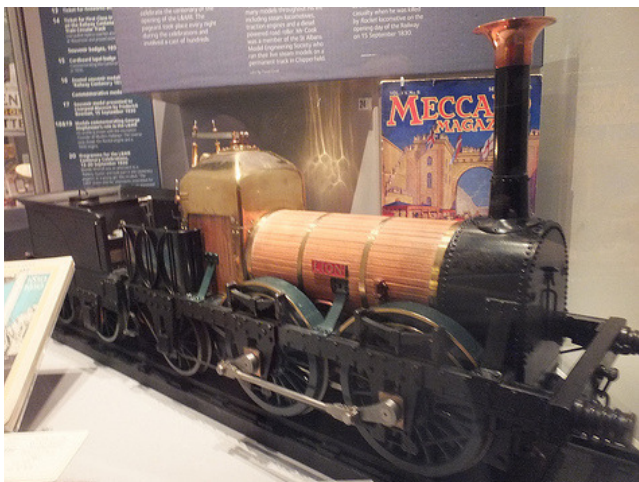
Thank you. John Brandrick - Chairman OLCO.

And '41901'? Well identified Mr. Chairman as a Stanier 0-4--4T. There's a post at:

<http://janfordsworld.blogspot.co.uk/2009/01/steam-around-morecambe.html> but I see I've not yet described a series of footplate rides I had on the engine at the time (which is why it's one of the few loco numbers I remember). But another pair of posts describe a visit in 2013 at <http://janfordsworld.blogspot.co.uk/2013/12/railways-around-morecambe.html> (railway topics) and <http://janfordsworld.blogspot.co.uk/2013/12/return-to-heysham.html> (more general).

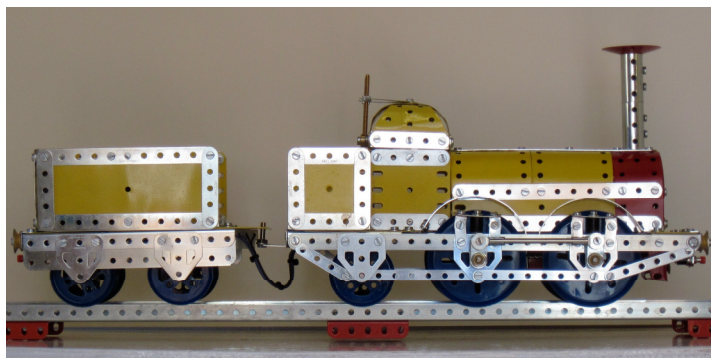
I talked to Alan Bibby about Edge Hill. Liverpool has been a source of interest since I was young, so I've recently added <http://janfordsworld.blogspot.co.uk/2014/06/liverpool-again.html> which links to various posts about Liverpool & Edge Hill.

I've also added <http://janfordsworld.blogspot.co.uk/2014/06/old-locomotive-committee-agm-2014.html> about the AGM. The linked picture album includes the text displayed adjacent to the model 'Lion' but the model pictures are rubbish. I think my earlier picture of the model in the album at <https://www.flickr.com/photos/janfordsworld/sets/72157633526784917/> (photo 8) is better.



Photos 8 & 9. This is Jan's close-up of Bert Cook's Lion. Note the Meccano box cover in the background ...

Photo – Jan Ford



... Which brings us nicely onto Robert Ord's 1/16th scale Lion. This Model was hastily built for the Meccano Magic Exhibit held on the 25th and 26th of May at Locomotion, Shildon. Robert is now designing a 12th scale model with colours as near as he can get to those of the original.

Photo – R Ord.

## Readers' Wants

1 Your overworked Editor is tentatively looking for a pride of Lions, both for exhibition and running purposes. He is prepared to consider sizes from Gauge One upwards. It is preferred that they be in running order, with a minimum of repair/refurbishment work required.

2 Wanted: Cowells lathe, 90CW or 90ME, in good condition. Contact Editor in first instance.

## Dates for your Diary

**Bristol Model and Engineering Exhibition 2014.** Friday 15<sup>th</sup> to Sunday 17<sup>th</sup> August. Thornbury Leisure Centre, BS35 3JB. Visit the OLCO stand and have a chat with me and my helpers. Website: <http://www.bristolmodelengineers.co.uk/Exhibition/exhib.htm>

**Lionsmeet 2014.** Saturday 23rd August at the Bradford MES track at Shipley. (Website: <http://www.bradfordmes.co.uk>).

Sat. Nav. N53.825837 W1.780944. Nearest Postcode BD18 3DD.

## Editor's Contact Details

If you would like to contact the Editor on any issues raised in this newsletter, or for any other reason, the details are below: I'm always glad to receive your notes, comments, articles, pictures, etc. Please consider that all or part may be published, although I reserve the right to edit them. In descending order of preference they should be:

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

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

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

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

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

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