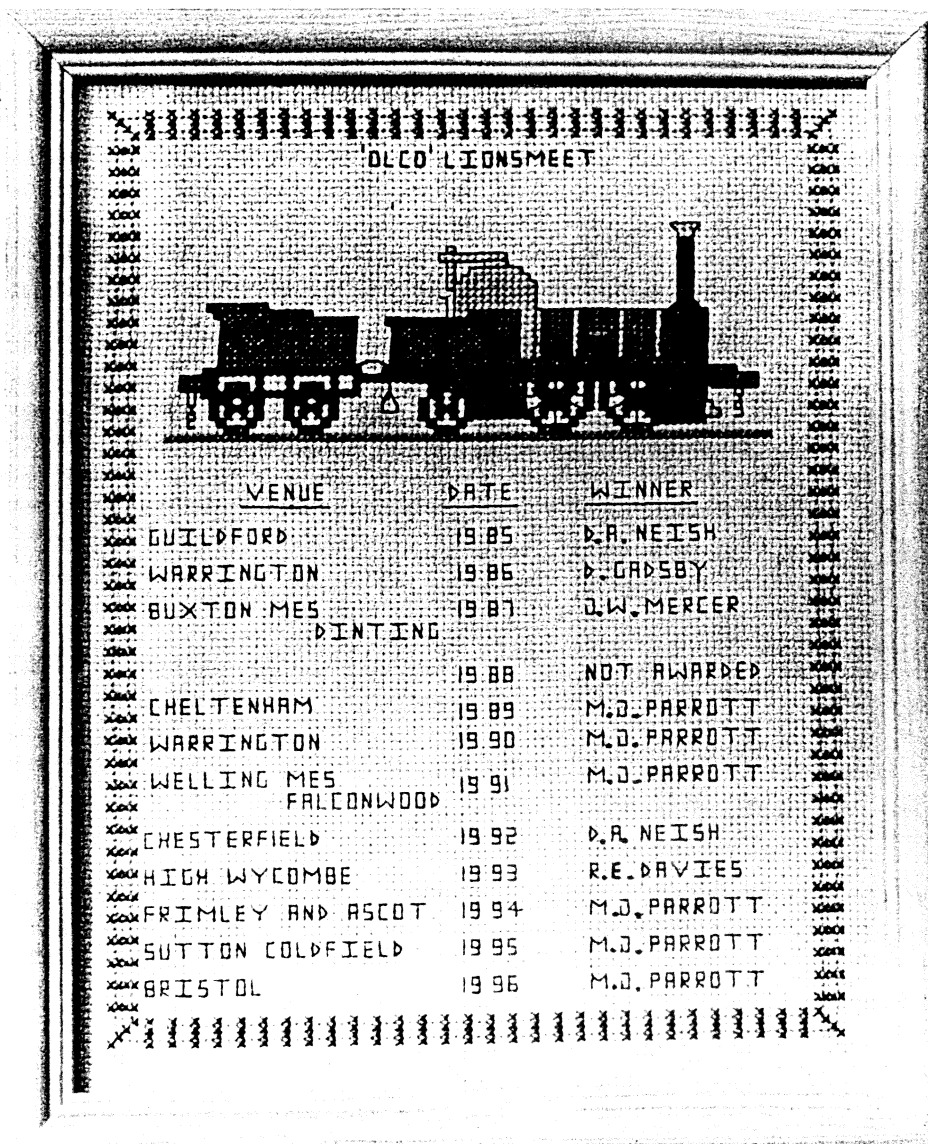


LIONSHEART

Number 43

November 1997



Our Lionsmeet Competition History in Pictures - But by whom and why?
 Details Inside

In This Issue...	
The Editor's Bit	Page 2
A Film Show in Liverpool	Page 3
Lionsmeet 1997	Page 3
The Lionsmeet Embroidery	Page 5
Lionsmeet 1997 in Pictures	Page 6
Lionsmeet 1998	Page 15
Wanted	Page 16
A Contribution from Charles	Page 16

The Editor's Bit

My first duty, though more of a pleasure, is to offer congratulations on behalf of all OLCO members to Ms Sharon Brown on her appointment as Curator of Land Transport and Industrial Collections, based at The Museum of Liverpool Life. Among her many responsibilities will be the care of Lion, our raison d'etre. She has already made contact with some of our members and has issued news of a showing of the most famous of Lion's several film appearances. More inside.

I am also pleased to extend a warm welcome to new members Ivan Fletton, John Griffiths and Peter Mountford. I hope to meet them in the not too distant future and would welcome any queries or comments they may have on OLCO or Lion related topics, especially for inclusion in this newsletter.

The presentation at Lionsmeet in Peterborough was significant in several respects. The old Chairman's Trophy, so frequently won by the late Mike Parrott, has been presented to his family in perpetuity; There is now a new trophy for the 5" people to fight for - the Mike Parrott Memorial Cup, a very fine piece, the choice being made by our current Chairman, E F Clark; We had at last a 7 1/4" competition worthy of the class; There was a counter presentation and last, but not least, there was something for the 3 1/2" winner to take away. Further details inside.

I've actually started cutting metal on my Lion project. This momentous event occurred at the recent Bristol Model Engineering and Hobbies Exhibition, advertised in the last Lionsheart. I had foolishly 'volunteered' to man the workshop for an hour or two on being offered the 'big' lathe. Since my beloved Maxi had recently failed its MOT and lost reverse gear, I found myself cycling into Bristol with a rucksack containing castings for the two trailing wheels, a couple of turning tools, packing, drills and chuck, callipers and rule (This was to be a roughing operation only).

The lathe turned out to be a 9" Harrison, more modern than mine at home, and with nice shiny handles and reverse by means of motor switching. I rather scathingly saw off the man already using it to turn 3 1/2" gauge firebar spacing collars and losing them in the swarf. I was going to set myself up to do a 'real' job. The machine was on loan from one of the trade stands in the exhibition and what a beast it proved to be. No toolholder wrench, no working power feed and, horrors, no means of stopping it other than to switch off the power. Oh, and all the geared headstock oil leaked into the tray in the two hour period. Imagine that mixed with my cast iron swarf! Actually I was rather dismayed at how little I got done in the time, but both wheels finished up faced and bored. Several onlookers expressed interest, but I don't think I gained any new members for OLCO this time.

All in all, a good exhibition, perhaps a little pricey, but a fair diversity of stands and space enough to see everything. The venue was Brunel's old train shed at Bristol Temple Meads station, a boon to those who came by train. A good feature I thought was that the central portion of the displays were at what was rail level, with more displays on the platforms, from which a good overall view could be had simply by walking up a ramp. The journey home involved almost five miles of continuous uphill work. I wished I'd made a lot more swarf!

I received a letter from our recently retired treasurer, Geoff Wright, who tells me he is going into hospital for a second hip replacement operation on November 21st. I am sure I speak for all in wishing him a speedy and successful outcome after so much discomfort in recent years. Indeed, Geoff was too ill to attend Lionsmeet this year and last. We look forward to seeing you thrash around the track Geoff, at next year's event.

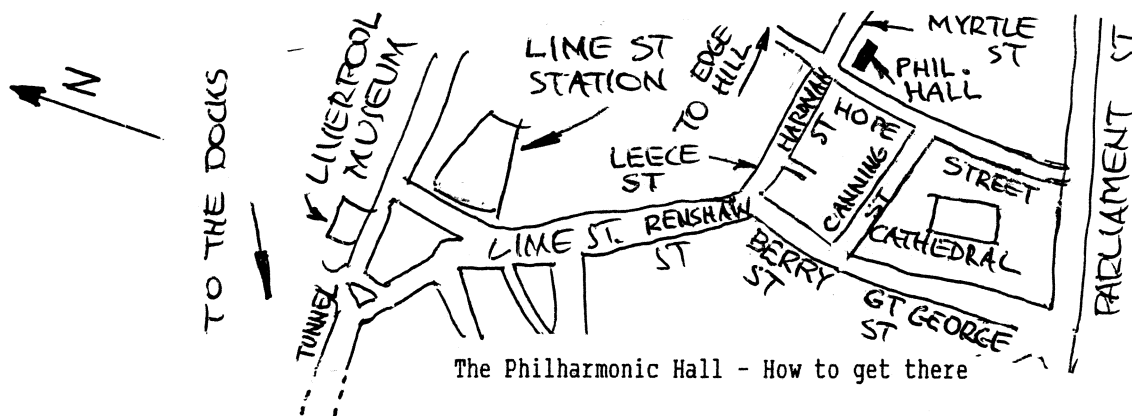
I must tell you this - I found it most amusing, but of no little interest. At a recent talk given to my Bristol ME club, the subject was miniature gas turbines. The speaker brought along two or three engines, one built into a model of, I think, a Tornado fighter. They really are small, some 4" or 5" in diameter and perhaps 8" long. He started one up for us - in the hall, though with the doors open to let out the fumes and some of the noise which was less than I had feared. They idle at some 40 000 rpm and reach a top speed of over 100 000 rpm. The bearings are a bit special of course, tool steel races and ceramic rolling elements, while the rotating members are frequently more or less off the shelf components from automotive turbo-chargers. We were told that the Americans are working on a turbine of some 8mm diameter (about 5/16").

The amusing part was that the speaker, who lives in Clevedon, near Bristol, designs and manufactures not just the miniatures, but also wood fired gas turbines. Yes, WOOD. Never in my wildest dreams could I have imagined such a fuel, but apparently, when reduced to sawdust, this is quite a satisfactory solution to the problem of power generation in some remote areas of the world. (Stranger still perhaps, is that 8000 tons of Aral Sea fish was requisitioned as a locomotive fuel in Turkestan in 1919).

A Film Show in Liverpool

National Museums & Galleries on Merseyside have at last filled the post of Curator of Land Transport by the appointment of Sharon Brown, under whose area of responsibility items such as Lion fall. She has recently written by way of introduction to OLCO Chairman E F Clark advising that as part of the Royal Liverpool Philharmonic Hall's series of Classic Films, the Titfield Thunderbolt film is being shown on Friday, 21st November at 7.30pm. Tickets are just £4.00 each, obtainable through the Booking Office on 0151 709 3789. The Hall is quite handy to central Liverpool, being in Hope Street, which runs past the Anglican Cathedral. Nearby at 7, Myrtle Street is a real Greek restaurant, open until 2.30pm (Tel: 0151 709 7225). I shall be there for lunch.

Charles Taylor-Nobbs and Ms Brown have put in a lot of work to mount a display of Lion related photographs and information, so do please try to come and give them your support. I know we've all seen the film, probably several times, but I for one will go and I know that one or two others are coming. Will you be there? Perhaps make a day of it. That area of Liverpool has such a lot to offer by way of museums and entertainment. Unless you live locally though, it will mean an overnight stay - all the more chance to acquaint yourself with this interesting and historic city. There are of course the two recent Cathedrals, Edge Hill, Albert Dock, the Conservation Centre, Walker Art Gallery, Liverpool Museum (Lion is in the Transport Gallery there, entry free). Come to think of it, make it a week.



Lionsmeet 1997

The Venue

The Peterborough venue for our meeting was ideal. As usual, the weather was fine and warm, not to say hot, but of great interest was the location of the track itself - within the walled garden of Thorpe Hall, a grand manor house built in the mid 17th century by one Oliver St John, a Cromwellian, who nevertheless, became responsible for the preservation of the Minster of Peterborough as it was then known. This was soon after the devastation wrought upon it by the parliamentary army.

In the course of the preservation, several out-buildings of the former abbey church were demolished. Some of the decorated stones from the demolition found their way to Thorpe Hall and can be seen built into the surrounding wall.

Thorpe Hall is now owned by the Sue Ryder Foundation and is used as a Hospice and Palliative Care Unit. The walled garden in which the railway is situated is dotted with ancient apple, pear, plum, sycamore and other trees. Most of the fruit trees carry metal nameplates - names now no longer in fashion. I counted many:- Bismark, James Grieve, Waltham Abbey, Durondeau, Rode Island Greening, Annie Elizabeth, Hipernicum, Clapps Favorite, Nouveau Poiteau and Beauty of Kent. There were probably others.

The garden offers a secluded site for the railway, relatively safe from vandalism. The Peterborough club in turn keeps the garden tidy and makes donations to the Foundation. I found myself wondering, though, whether the noise of even this well run railway intruded at all upon the patients. Presumably not, since I understand that Peterborough Society of Model Engineers have been there for about 13 years.

The track is well landscaped and reasonably compact, in spite of its 1100ft length. All rails are elevated and of aluminium, of 3 1/2", 5" and 7 1/4" gauges. For the track plan, see Lionsheart No. 42. An excellent block colour light signalling system was in operation, though on the day of our visit, it was being a little temperamental, perhaps not taking too kindly to strangers, though more probably it was all due to the hot weather

So much for an all too brief history and description of the site upon which our battle was shortly to take place.

The Morning Session

During the morning practice session, I had the very great pleasure of driving David Neish's 5" Lion, a past Lionsmeet winner. In fact, this was my first ever drive of a steam locomotive (apart from Defiant at Birmingham, though that was under the expert eye of our previous editor, Jan Ford). I was impressed with the power of this little engine and by its free running, but I know now why some drivers wear gloves! Mind you, running light must be easy compared to running with a full load.

On display were Peter Gardner's 7 1/4" gauge Bury coppernob 'LIVERPOOL'. He had also brought along a 5" driving trolley. I was very impressed with Peter's device on this vehicle for measuring distance, speed, etc - a bicycle computer. This counts the pulses from a magnet mounted on the axle. It can be calibrated very accurately for wheel circumference and is of course, small, light and runs on a very small battery. Also on show were Keith Hickton's and Lionel Walldridge's 5" boilers, my own 7 1/4" boiler and Lionel's cylinder and frame assembly.

Refreshments and the very welcome teapot (more than just a refreshment, I feel, on a hot and busy day) were amply supplied by the ladies of Peterborough Society of Model Engineers.

The Competition

There were eight competitors, so runs were limited to 10 minutes each. There were six locomotives, thus two would remain on the track for consecutive runs.

First to go was Edward Parrott, on his late father's 5" Lion, with Dick Everett acting as observer of the Guildford dynamometer car. This loco, built while Mike was still at school, has had a very busy and successful life, winning more Lionsmeets since their inception in 1985 than everyone else put together. Edward, understandably nervous as the first driver on, put up a very creditable performance and I'm sure we will see him competing at the highest level in the not too distant future.

Edward's uncle Chris was next to go, with the same engine and observer, plus 'half' a passenger, probably Edward's younger brother David, though I have no photographic evidence to prove it. Again a good run, though Mike has left a huge mountain to climb for anyone who aspires to approaching his record. One day, I hope to see Susy going after the prize.

Jon Swindlehurst and David Neish each made good runs. Having sampled the track beforehand, I was as much impressed by their courage as by their skills, since I felt that in one or two places, the track seemed to have a slight adverse camber on some of the curves, leading to a fear on my part of tipping over. I, of course, had been travelling slowly, but these people were really 'motoring'.

Bob Grimshaw, with his 3 1/2" Lion on the aluminium track elected to run solo. The short tender enabled him to sit on the dynamometer car and give it some work to do whilst still being able to reach the driving controls. For such a small engine, he travelled a good distance.

The big boys, 7 1/4" gauge, were led by Peter Gardner. At last we had a competition worthy of the name in this size, with three competitors in all, albeit with only two engines. John Dalton made the run after Peter, followed by his father, Les, who made the final run of the day.

As the Competition drew to a close, it was time to calculate the results. These are tabulated as follows:-

Competitor	Load (inc Driver)	Gauge	Distance (feet)	Work Done (ft lbs) (Corrected)
Edward Parrott	2A	5	6130	12885
Chris Parrott	2A + 1C	5	6350 (same loco)	14925
Jon Swindlehurst	4A	5	6900	30180
David Neish	3A	5	6160	21750
Bob Grimshaw	1A	3 1/2	5830	7163
Peter Gardner	10A	7 1/4	4050	44978
John Dalton	7A	7 1/4	6845	83063
Les Dalton	10A	7 1/4	6000 (same loco)	91335

Note - A = Adult; C = Child.

So, based on Work Done, the 5" gauge winner by quite a margin was Jon Swindlehurst, a well deserved position, after such a close second place in Bristol last year. Jon walked away as the first winner of the Mike Parrott Memorial Cup. Bob Grimshaw, as usual, was the 'winner' in his class. It would be good to see one or two more Lions of this size at Lionsmeet. Are there any out there willing to give it a go? For his pains, Bob was presented with two bottles of wine. I do hope he gave them time to cool a little.

I was quite surprised to see the impressive performance put up by father and son newcomers to OLCO Les and John Dalton. They obviously know their engine well and have it tuned to a fine pitch. Les was duly presented with the 7 1/4" Cup. This was, in effect, the first time we have had a real competition in this gauge, so power comparisons with previous years cannot be made. 1995 saw Peter Gardner and Geoff Wright turn up at Sutton Coldfield, but heavy stock and Geoff's leaking superheater made the competition impracticable. For 1996 at Bristol, Geoff's incapacity meant that Peter's was the only large Lion. Next year... well, let us wait and see.

Each winner was presented with the appropriate trophy by our Chairman, E F Clark.

The Lionsmeet Embroidery

Following the presentation of trophies, Sue Parrott was called forward by the Chairman and presented with the old 5" 'Chairman's Trophy'. This was to be for her family to keep in perpetuity as a lasting tribute from us all in memory of her husband Mike, who died so tragically last Boxing Day. Mike was a most successful and worthy winner of so many Lionsmeet competitions and a very useful member of our small community, besides being a past executive committee member. This was our way of paying tribute to him.

Susy surprised and delighted us all by then announcing that she had a presentation of her own to make. What could this mean and to whom? She then unveiled the remarkable piece of work you see on our front page - entirely her own idea and work. This is an accurate representation of Lion with below it a record of all past Lionsmeet winners with dates and locations. Susy went on to explain that the one constant thread running through all of these meetings was the presence of Mike and of David Neish, to whom she then handed the work. These two alone had attended and competed at every meeting - a truly enviable record. I could see that David was very touched by this remarkable gift as he made his thanks to Susy.

Observations

It is interesting to compare Jon's winning 5" gauge figure with Mike's winning figure in 1995 at Sutton Coldfield which, like Peterborough, has aluminium track. The Sutton Coldfield runs were of 20 minutes each, twice as long as Peterborough.

	Distance(ft)	Load	Work Done(ft lbs)
Mike(1995)	14280	2A + 2C	41370
Jon (1997)	6900	4A	30180

In almost exactly half the distance, Jon's Lion did 75% of the work which Mike's did in 1995. The dynamometer car was the same(Guildford's, courtesy of David Neish). The secret may be to be brave and put as much load up behind as you dare. This perhaps is sharply demonstrated by Les Dalton's figures in the results table above. Though he travelled a shorter distance than son John, he had a far greater load - and won the cup!

Mind you, these figures are hardly taken under laboratory conditions. As Peter Gardner wisely commented in his report on the Sutton Coldfield meeting, the dynamometer car draw bar was only just off the stop. Also, track layouts vary considerably and so on.

I was disappointed not to see Bob and Sarah Davies this year. Their 5" Lion has a considerable drawbar pull and it would be interesting to see it in action without the tube blocking problem they suffered last year. That the engine performs well was amply demonstrated by Bob's win at High Wycombe in 1993.

All in all, a very successful meeting, with good attendance, the usual Lionsmeet weather(perhaps a little hot), and all the help and advice we could have wished for from our hosts. It was good to see that, as far as I observed, no-one ran short of steam, dropped any passengers or had any major problems.

On behalf of all OLCO members, I extend our thanks to Peterborough Society of Model Engineers for their warm hospitality and help. On behalf of all competitors, I would like to say thank you to David Neish for bringing along the Guildford dynamometer car once more. Without it, our competition would be very flat and any results hard to compare.

Lion in Model Engineer

Many of you may be building Lions of various gauges to the "Words and Music" and indeed the drawings of the late LBSC, or Curly to some. Although the data and techniques available now are perhaps in advance of what he offered, his series of articles in Model Engineer still offer the most complete, in fact the only, set of instructions for this locomotive. Below is a list of the articles and the issues in which they appeared, along with correspondence arising. The list is complete as far as I know, but I will be pleased to add to it if any more information should come to light.

Date	Vol/Issue	Pages	Title
16/04/53	108/2708	469	The Titfield Thunderbolt
11/06/53	" /2716	698-701	1. Frames
02/07/53	109/2719	2-5, 8	2. Motion Plate- Wheels
23/07/53	" /2722	95-99	3. Cranks- Rods- Springs
13/08/53	" /2725	186-190	4. Cylinders
20/08/53	" /2727	224-226, 232	5. Slide Valves
10/09/53	" /2729	311-315	6. Cross Heads- Connecting Rods
01/10/53	" /2723	403-405, 409	7. Feed Pumps
22/10/53	" /2735	492-495	8. Eccentrics
12/11/53	" /2738	578-582	9. Gab Gear
03/12/53	" /2741	656-659, 662	10. Reversing Shaft- Links
17/12/53	" /2743	726	-- Letter from M H Cox
24/12/53	" /2744	758-762	11. Gear Lever- Lubricator
14/01/54	110/2747	28-31, 34	12. Boiler
04/02/54	" /2750	124-127, 131	13. Boiler, 5" Gauge
11/02/54	" /2751	160	-- Letter from R F J Pounds
25/02/54	" /2753	214-217	14. Boiler Tubes
18/03/54	" /2756	291-293, 296	15. Dome- 3 1/2" Lubricator
08/04/54	" /2759	381-383, 392	16. Blower- Boiler Stays
29/04/54	" /2765	551-553	18. Regulator- Superheater
10/06/54	" /2768	653-656	19. 5" Gauge Regulator
01/07/54	111/2771	16-18, 20	20. Safety Valves
22/07/54	" /2774	98-100	21. Boiler Fittings
12/08/54	" /2777	198-200, 203	22. Boiler Details
02/09/54	" /2780	274-276	23. The Plumbing Job
23/09/54	" /2783	358-360	24. Injector- Handpump- Clack
14/10/54	" /2786	450/452	25. Finishing Touches
04/11/54	" /2789	534-536, 544	26. Details of the Tender
25/11/54	" /2792	630-633	27. Horns- Axle Boxes- 5" Gauge Tender
23/12/54	" /2795	755-747	28. Tender Brake Gear
30/12/54	" /2795	759	-- L B Parkins "Lion"
15/05/58	118/2973	638-641	"A Lion is Born" by F Few
02/10/70	136/3402	948-951, 978	"Model Lion" by L A Saxby
21/12/73	139/3479	1222-1224	"Modifications" by L A Saxby
06/07/79	145/3612	784-787	"Lubricator" by D A Neish
01/04/83	150/3702	430	Letter from N Smith
20/05/83	" /3705	620-621	Letter from C E Taylor-Nobbs
17/06/83	" /3707	714-719	"Modifications" by K C Miller
01/07/83	151/3708	48	Letter from R F Austin
05/08/83	" /3710	137-139	"Historical Notes" by C E Taylor-Nobbs
21/10/83	" /3715	476	Letter from M Smithers
17/02/84	152/3723	190-193	"Lion's Crown" by K C Miller
03/08/84	153/3734	130-132	"Boiler Origins" by C E Taylor-Nobbs
19/04/85	154/3751	439-442	"Tender Origins" by C E Taylor-Nobbs

5a (as a bonus)

Lionsmeet 1997 in Pictures.

There follow some of the pictures taken at Peterborough. I regret that due to the extreme heat, some of the presentations were done in the shade of an old apple tree and have not come out at all well (Photos by Editor unless stated)



Photo 1 How's this for a club house? The Sue Ryder Home, Thorpe Hall, at Peterborough. The track is beyond the gateway and to the right

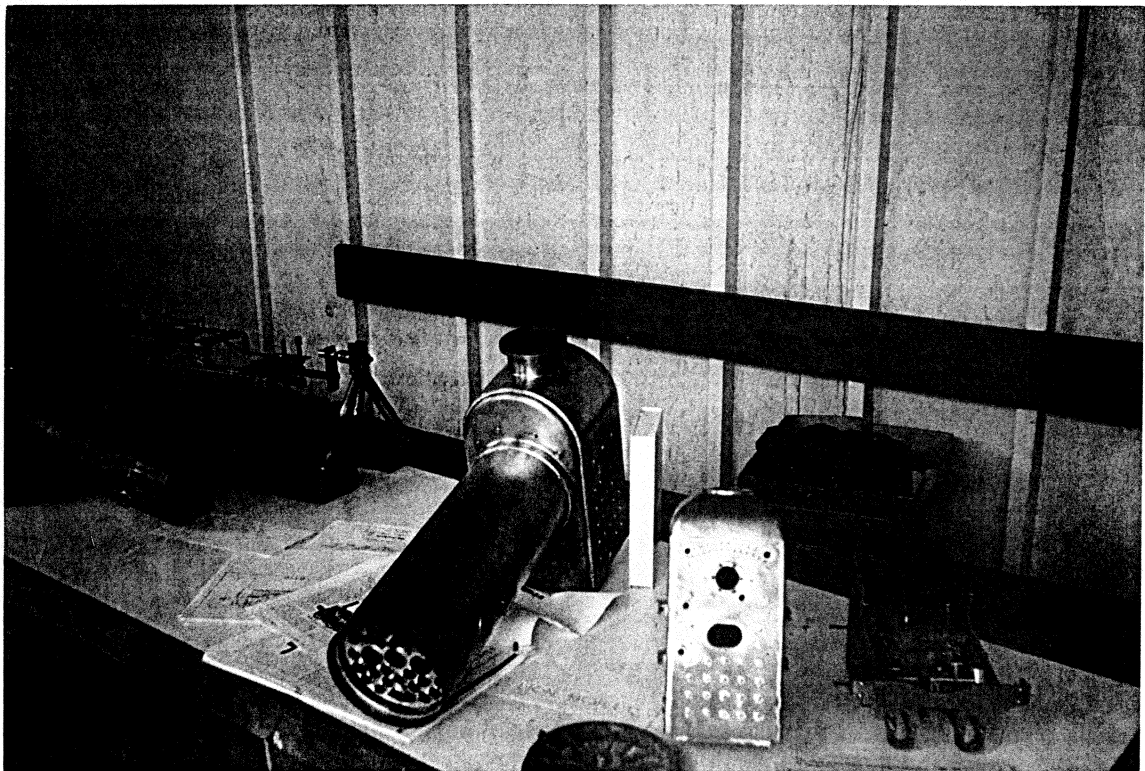


Photo 2 Left to right - 5" Lion boiler by Keith Hickton; an unknown chassis, though believed to belong to the host club; 7 1/4" Lion boiler, designed by the author; Lionel Waldridge's 5" Lion boiler and part frames containing cylinders, pistons, etc. (Photo Lionel Waldridge)

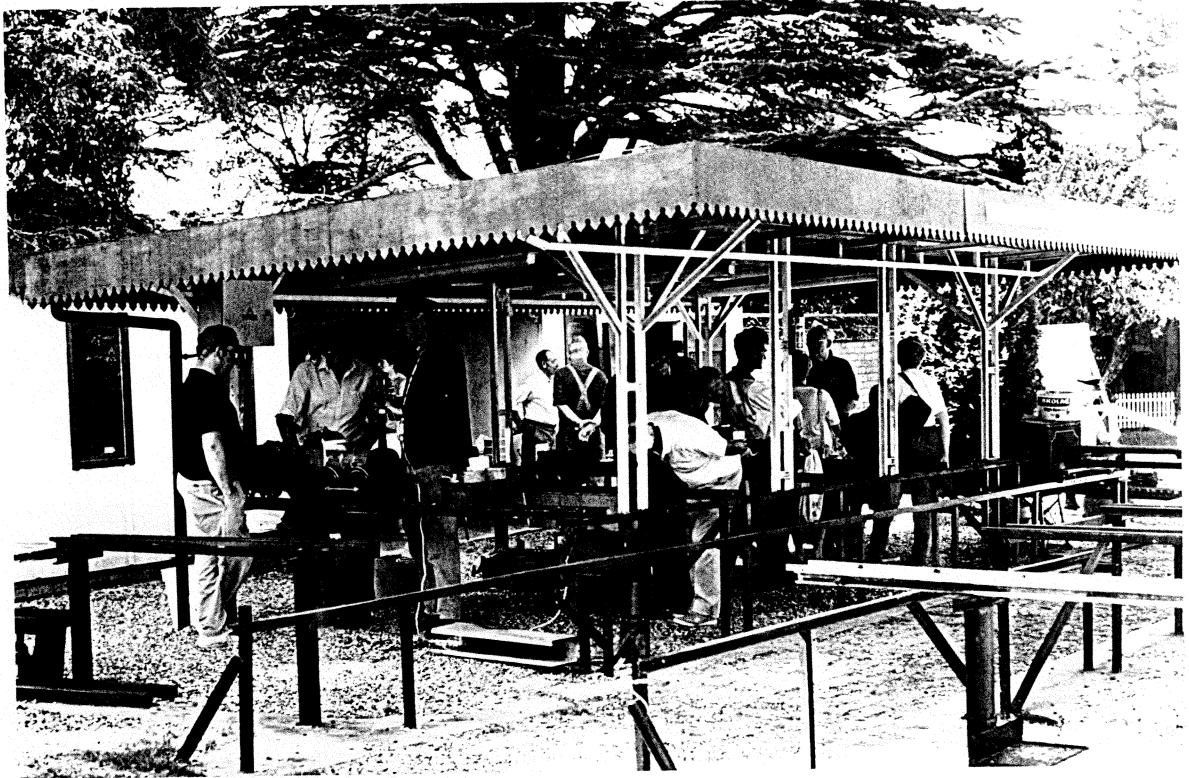


Photo 3 A general view of the steaming bays



Photo 4 The Lionsmeet Trophies

Left, the 'old' Chairman's Trophy, for 5" locomotives. The '149' is a bronze casting made from a mould taken from the plate fixed to the real Lion's backhead. No-one knows why it is there or where it came from, but it forms part of Lion's unique character

Centre, the 7 1/4" winners cup

Right, the Mike Parrott Memorial Cup. The very fine walnut base was turned by Dick Everett, observer for part of the Peterborough meeting

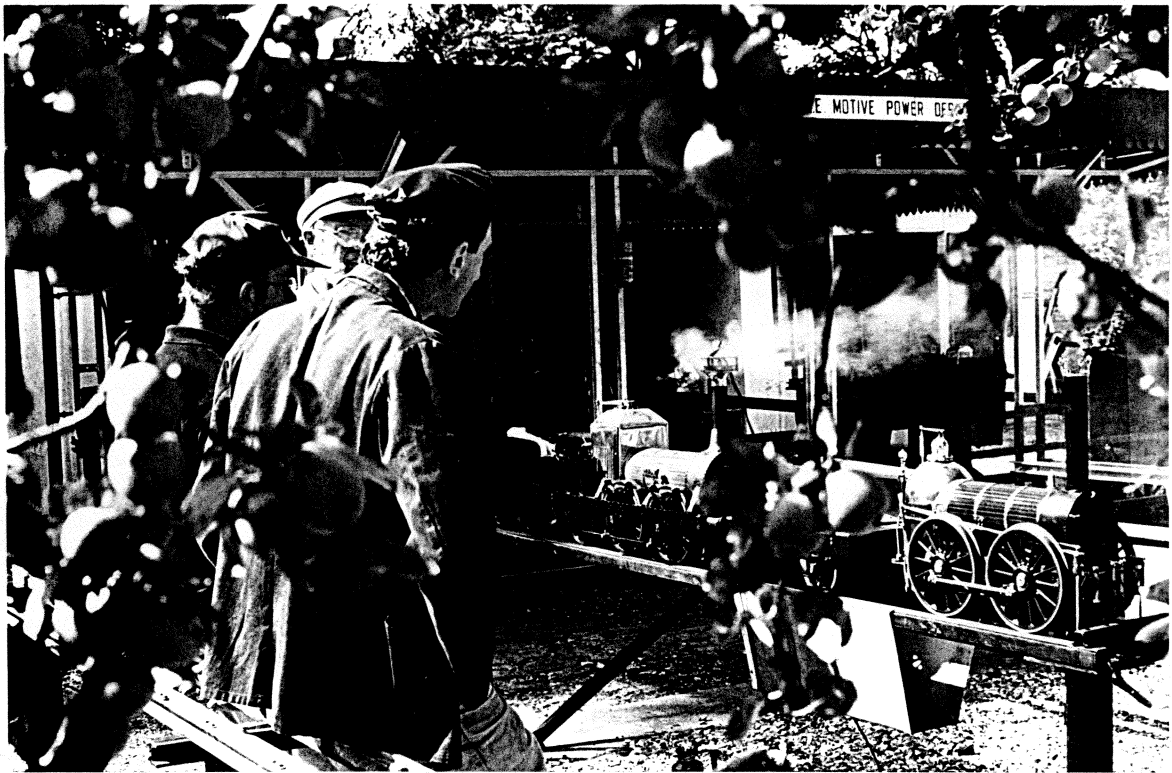


Photo 5 Peter Gardner(facing), John Dalton(nearest) and an unknown gentleman discuss Peter's 5" Bury coppernob Liverpool. Note the apples. This garden is well supplied with many rare types

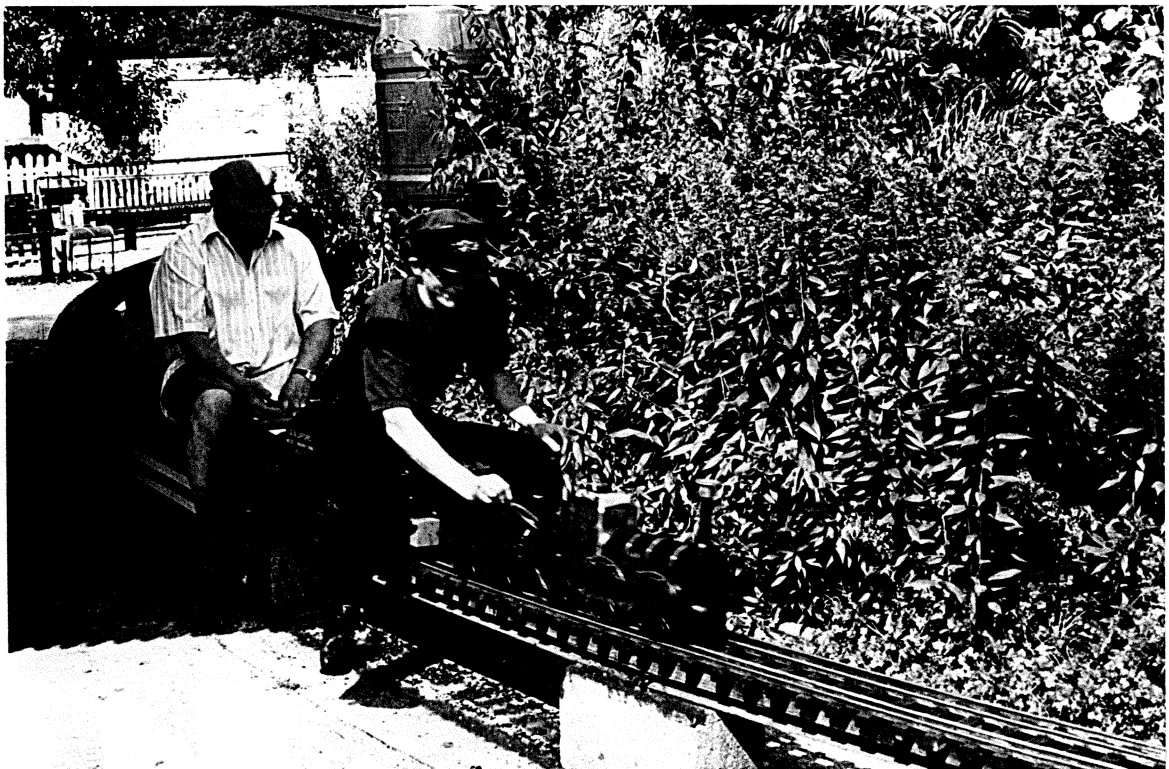


Photo 6 Edward Parrott at speed with observer Dick Everett



Photo 7 Jon Swindlehurst, on his way to a well deserved win, speeds past David Neish, busy preparing for his run. We are grateful to David for consistently making available the Guildford Dynamometer Car



Photo 8 Bob Grimshaw at the controls of his 3 1/2" Lion. The car underneath is not the Guildford Dynamometer. (Photo - Anne Gardner)



Photo 9 Peter Gardner emerges from the 'hole' with an impressive load. E F Clark observing...



Photo 10 ...is this the tail of the same train? Note the extensive trees



Photo 11 John Dalton speeds around a curve with Charles Taylor-Nobbs as observer

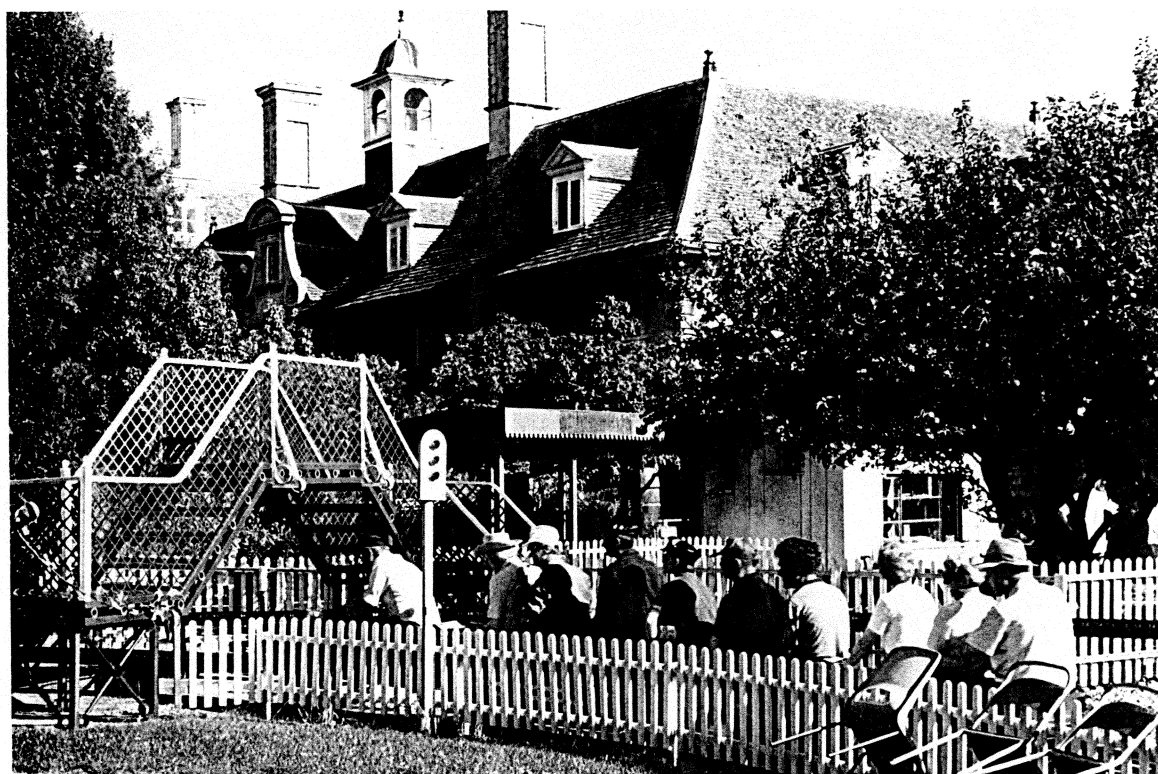


Photo 12 Les Dalton on his winning run, with the impressive Thorpe Hall in the background, now a Sue Ryder Foundation Hospice



Photo 13 OLCO Chairman E F Clark presents the magnificent Mike Parrott Memorial Cup to Jon Swindlehurst.
Seated right are Jill Hawley and Yvonne Clark



Photo 14 Bob Grimshaw receives encouragement for next year



Photo 15 Two shady characters swap secrets at the 7 1/4" cup presentation. Observing E F Clark and Les Dalton are (L to R) Edward Parrott, Jill Hawley, Jon Swindlehurst, Peter Gardner and Christine Swindlehurst



Photo 16 OLCO Chairman E F Clark presents the 'old' Trophy to Susy Parrott. Just visible behind Susy are son Edward's legs. Beyond are Christine and Jon Swindlehurst



Photo 17 David Neish (left) is presented with the 'Lionsmeet' embroidery by Susy Parrott, with son David. In the background is Ann Waldridge

Seen during OLCO's AGM visit to Liverpool in May...

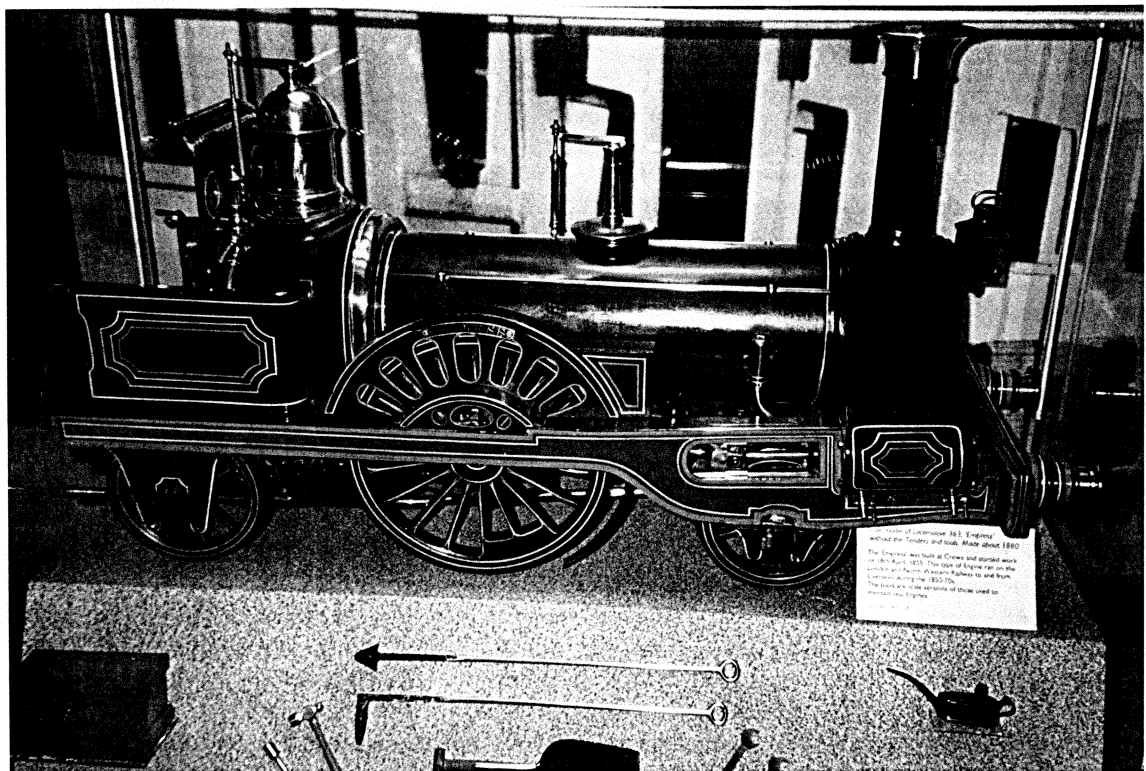


Photo 18 An interesting model within The Museum of Liverpool Life. The card reads 'Scale model of Locomotive 363, 'Empress' (without the Tender) and tools. Made about 1880. The 'Empress' was built at Crewe and started work on 18th April, 1855. This type of Engine ran on the London and North Western Railway to and from Liverpool during the 1850-70s. The tools are scale versions of those used to maintain real engines.'

(Photo - David Neish)

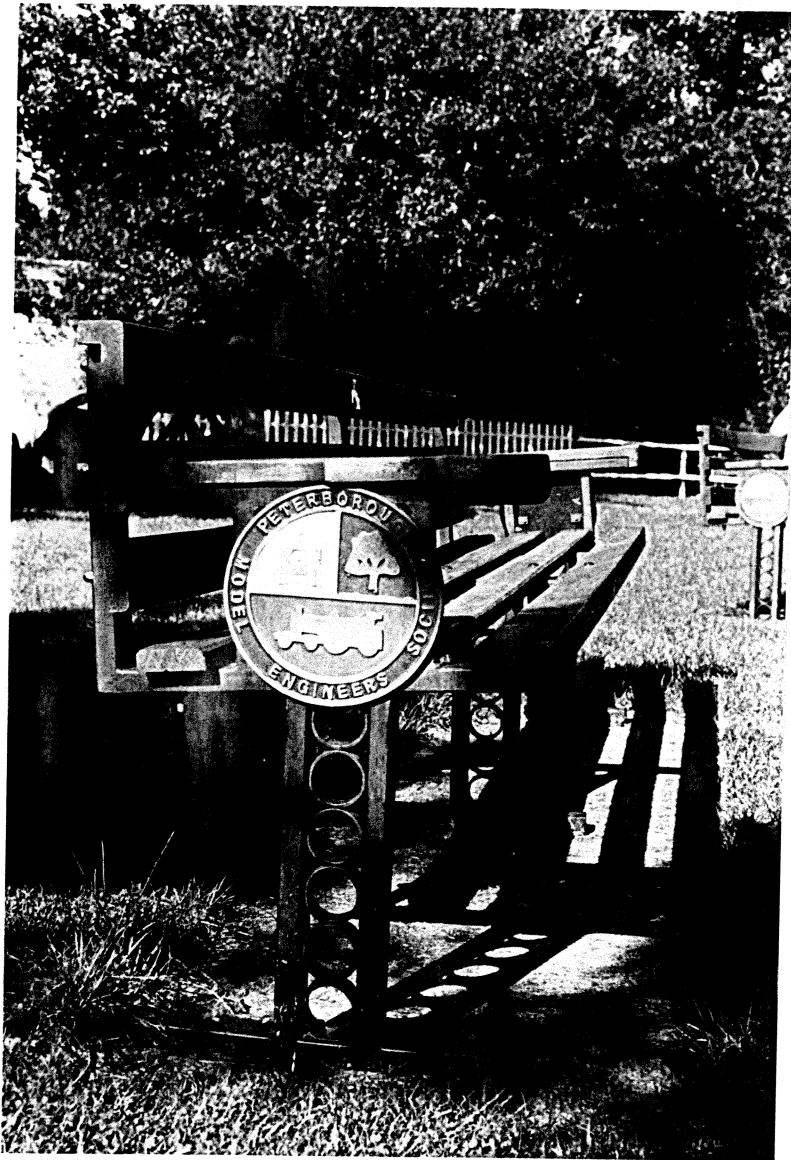


Photo 19 Tail piece. A seat end at the Peterborough club

Lionsmeet 1998

There were two likely locations to choose from - Leatherhead and Stockport. We try to alternate between North and South year by year and since our 1996 meeting was rather towards the South in Peterborough, it was felt that Stockport should be the choice. Of course, North or South are in the eye of the beholder. It could be argued that for a Scotsman, Stockport is South, but since our most northerly member lives in Newton-le-Willows, there is no argument. Peter Gardner has already made a booking for Saturday, August 15th. I will probably put a reminder in each Lionsheart until then, but track details and other information will be made available nearer the time. Make a note in your diary now, though.

Wanted - Can you help?

The two cups spend most of their time proudly displayed in the homes of their respective winners. However, they have to be transported from those homes each year back to the venue for Lionsmeet, then to the homes of the new winners and so on. This is when they are at risk of damage, especially during the rush to arrive, but also at departure time, when heavy locomotives, trolleys, tools and the like are bundled into the back of the car. I am on the lookout for someone with a reasonable degree of woodworking skills to fashion a carrying box for each cup. They would need to be lined certainly and perhaps padded inside to take a little of the shape of the cup when the lid is fastened. Each box should be reasonably stout and made of oak or similar material. Do I have any offers? Please contact me in the first instance. Then we can proceed with measurements, access for final fitting and so on.

A Contribution from Charles (Taylor-Nobbs)

Seminars for Men

- 1 Combating stupidity.
- 2 You too, can do housework.
- 3 Learn when to keep your mouth shut.
- 4 How to fill an ice tray.
- 5 We do not want sleazy underwear for Christmas.
- 6 Wonderful laundry techniques.
- 7 Understanding your partner's responses to you coming home at 4 a.m.
- 8 Parenting - it doesn't end with conception.
- 9 Get a life: learn to cook.
- 10 Coming to terms with your incompetence.
- 11 You; the weaker sex.
- 12 How not to act like an asshole when you are wrong.
- 13 Reasons for giving flowers.
- 14 How to stay awake after sex.
- 15 Sex 101: You can go to sleep without it.
- 16 Sex 102: Morning dilemma - if its awake, take a cold shower.
- 17 How to put the toilet seat down.
- 18 The remote control: overcoming your dependency.
- 19 How not to act younger than your children.
- 20 You too can be a designated driver.
- 21 Honest - you don't look like Mel Gibson.
- 22 How to omit a certain word from your vocabulary.
- 23 Real men ask for directions.
- 24 Size isn't everything.

NB: Please register immediately as courses are in demand. Class size will be restricted to ten as the material may prove difficult.

Lionsheart is published by the Old Locomotive Committee.

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Backwell,
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(Note new post code)

Tel: 01275 472023.

LIST OF OLCO STOCK

ITEM	TITLE & DETAILS	AUTHOR etc.	PRICE
1.	LION(The Yellow book, soft cover 28pp).	Jarvis & Morris.	£1.00
2.	Railways in England (Hard cover 89 pp).	Oeynhausen & Dechen	£5.00
3.	Postcard(Lion at Edge Hill circa 1840).	As item 5.	£0.15
4.	Postcard(Lion Restored at Ruston Diesels Ltd - 1980).		£0.15
5.	Poster(14.5" x 19" Scene as item 3)From	JW Petrie Painting.	£1.00
6.	Badges(Lion - rect.).	N/A.	£1.00
7.	Badges(OLCO - round).	N/A.	£1.00
8.	Railways Began Here (Soft cover 17 pp).	Paul Rees.	£0.50
9.	George Parker Bidder (Hard " 518 pp).	E F Clark.	£20.00
10.	Titfield Thunderbolt (Video - Betamax).	Ealing Comedies.	£??.??
11.	A Short Account of George Bidder, the Celebrated Mental Calculator; with a Variety of the most Difficult Questions...		£1.95

J P Hawley,

J.P. Hawley
Secretary, OLCO.

16a (another bonus)