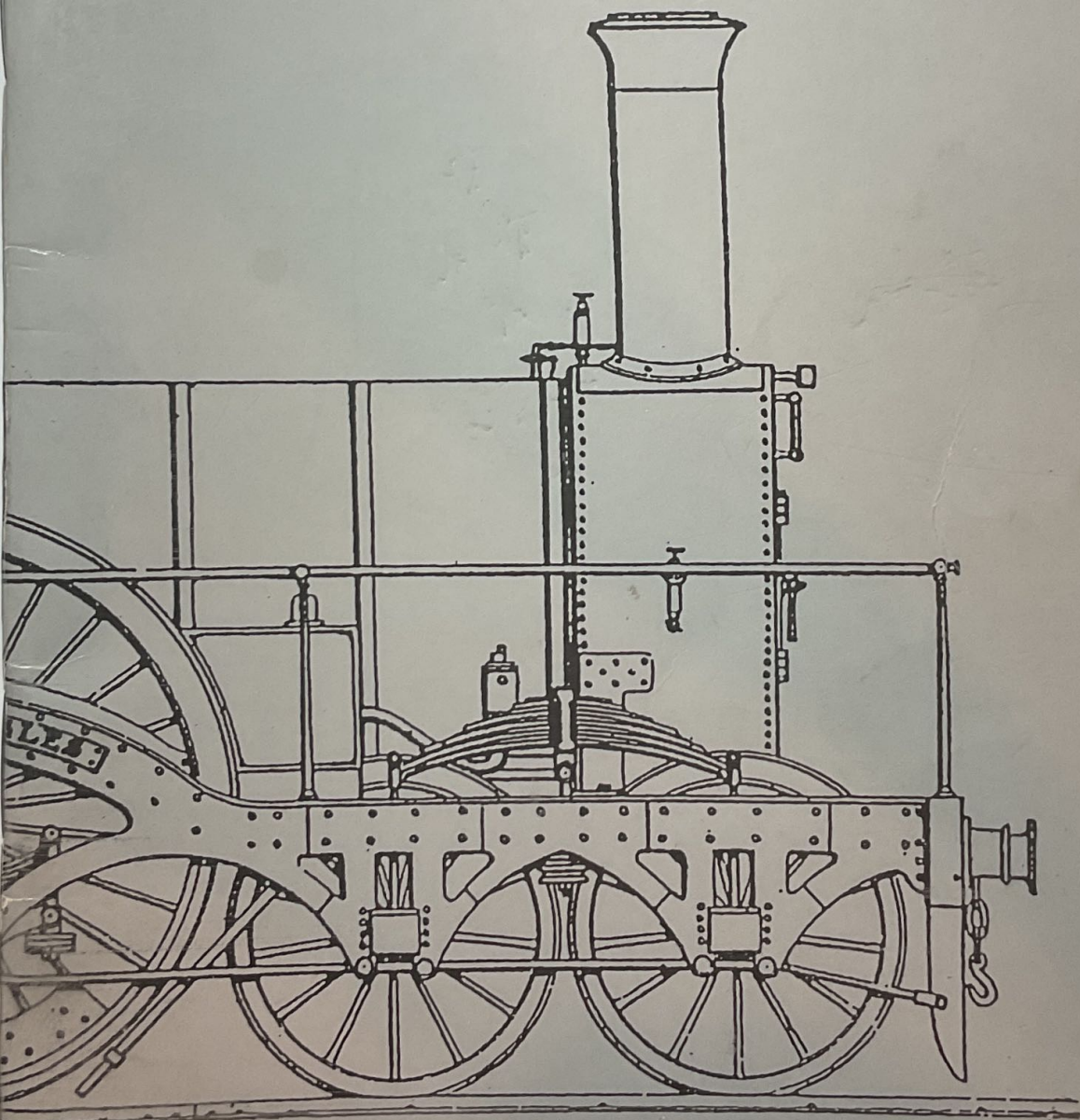


# I.M.L.E.C.

## 1991



Bristol Society of Model & Experimental Engineers

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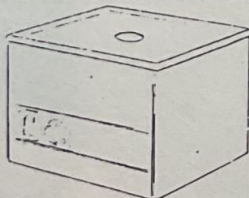
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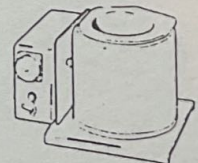
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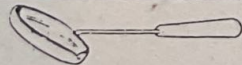
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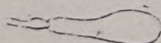
£63.59



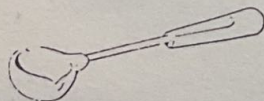
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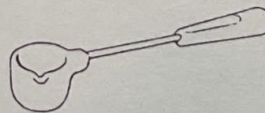
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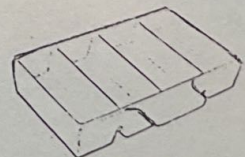
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**Locomotive Efficiency Competition**  
for the  
**Martin Evans Challenge Trophy**

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The Overall Winner of the Competition will receive the Martin Evans Challenge Trophy and £100; the Runner-up will receive £50, with £25 and £15 awarded to third and fourth places respectively.

A Special Prize will be awarded to the best 3.5" gauge locomotive, if not in the first four.

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Sir Robert Wall Kt. O.B.E., President of the Bristol Society will present the prizes at the close of the competition, late on Sunday afternoon.

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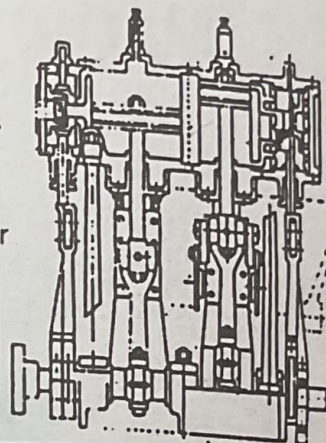
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# I.M.L.E.C.1991

Hosted by

## The Bristol Society of Model and Experimental Engineers

on Saturday 6th and Sunday 7th July 1991

### ASHTON COURT, BRISTOL

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#### ACKNOWLEDGEMENTS

*We should like to extend our sincere thanks to the following for their help and assistance:*

- To all the competitors without whom we would not have an IMLEC
- To Bristol City Council Parks Department for their support and co-operation
- To Birmingham S.M.E. for the loan of the reserve dynamometer car
- To Bristol Omnibus Company-City Line for the use of their office facilities
- To St. John Ambulance - Clevedon and Nailsea Divisions for First-Aid services
- To the Crossbow Venture Unit - Frampton Cotterell for car park control
- To Bill Guy for the loan of the P.A. equipment

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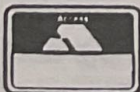
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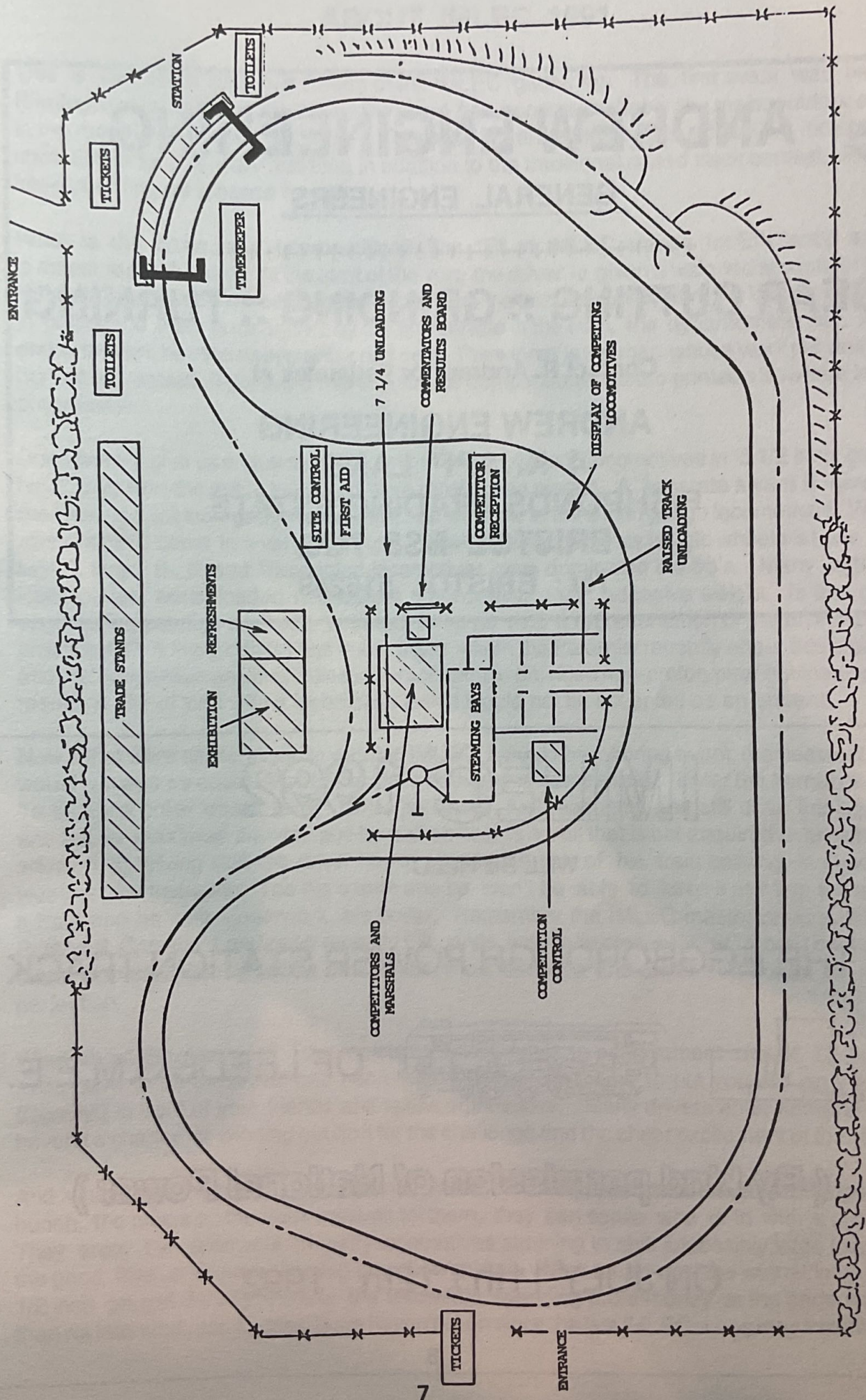
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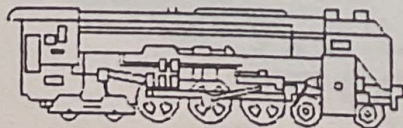
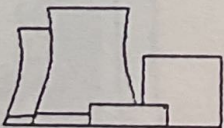
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## IMLEC 1992

WILL BE HELD

AT THE EGGBOROUGH POWER STATION TRACK



OF LEEDS S.M.E.E.

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ON JULY 11th / 12th 1992



## ABOUT IMLEC 1991

This is the twenty third celebration of the IMLEC gathering. The first event was held in Birmingham in 1969 and since then the event has become probably the major outdoor event in the model engineering calendar. This year we are attempting to run a 7 1/4 inch gauge competition for the very first time in addition to the traditional raised track contest. Please keep your fingers crossed for us!

What is the basis of the competition? The "E" in IMLEC stands for Efficiency and it is measured in this way. At the start of the run, the driver is given a weighed amount of coal. He runs for about 30 minutes during which time the total amount of work the locomotive does in pulling the train is measured by the first vehicle in the train, the dynamometer car. At the end of the run, he returns any unburned coal. The winner is the man whose work per unit coal burned is greatest. If you want more detail the competition rules are printed elsewhere in this programme.

Does history give us a clue as to who might win this year? Locomotives in 3 1/2 inch gauge have only won the event twice and have rarely been placed. A separate award is given to the leading 3 1/2 inch gauge locomotive. So we look at the 5 inch gauge locomotives. Whilst winners have come in a variety of sizes and wheel arrangements (single wheelers have won twice), large 6-, 8- and 10-coupled locomotives have dominated the 80's. Many of these locomotives were loaded with ballast to increase their adhesive weight. Is that good engineering practice or should locomotives be as near a representation of the prototype as practicable? A lively debate has taken place within the fraternity recently about this practice and the consensus was that ballasting is acceptable provided non-prototypical outlines do not result. A pile of lead with a locomotive inside would not be accepted as an entrant.

Now if that were all there was to winning IMLEC, it would be a boring event, the heaviest loco would win and we could all go home (if we bothered to come at all). Enter the human factor. To balance boiler water level, boiler pressure, fuel economy and still drive intelligently enough to maximise drawbar pull for half an hour is a skill that is not acquired overnight. In addition to driving skill, the driver has to choose the size of his train bearing in mind the weather, the track, etc. Too big a train and he won't be able to keep it moving, too small a train and he will underwork his boiler. Remember the IMLEC master drivers, Wood, Pritchard, Crossfield and most recently Flippance, who re-wrote the IMLEC record book, and there you saw combinations of locomotive performance and driver skill honed to near-perfection.

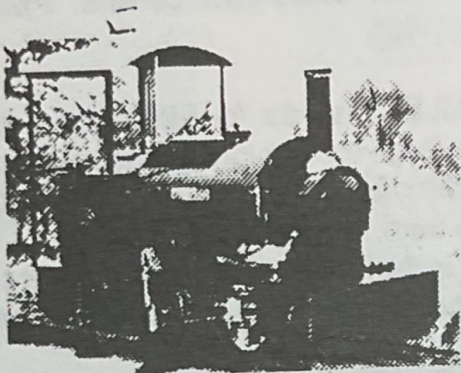
What about the also-rans? To complete an IMLEC run is an achievement in itself. The same skills have to be mastered and nerves have to be overcome to put yourself on the line (literally!) in front of your friends and fellow enthusiasts. Many drivers enter knowing they haven't a chance of winning but do it for the challenge and the sheer excitement of the event.

And what about the rest of us who turn up at IMLEC? The spectators are a knowledgeable bunch, the crises on the track transmit to them, they can sense who is in with a chance. They enjoy the spectacle of hefty locomotives straining to shift impossibly large loads or the good little'un showing the big boys how to do it. What a turn-up if the winner were in 3 1/2 inch gauge! Finally there is the fellowship, spending more money at the trade stands than we intended, seeing friends we haven't seen since the last IMLEC. Long may it continue.



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## THE BRISTOL SOCIETY OF MODEL & EXPERIMENTAL ENGINEERS

There is nothing quite like an impending IMLEC for spurring great activity at the tracksite. Jobs that may have been dragging suddenly speed up and the nearer to the great day, the faster they are completed. Much has been completed this year. The station footbridges, the ground level steaming bays, the car unloading kit for the raised track bays, and so on, have all come to fruition recently.

None of this happens without organisation. The Bristol SMEE, founded in 1909, is a large Society with about 300 members, spread from Essex to Derby to Llanelli to Tenerife. The plus side of a large membership is that even if only 20% take an active role, there is still a reasonably-sized pool to carry out the necessary work. The negative side is that administration and control become more difficult. The number of different opinions seems to increase as the square of the number of members!. The net result of all this activity is that the tracksite has steadily improved in both vista and facilities since it was first made available to us by Bristol Corporation in 1971.

Prior to this, the Society operated a raised track in Canford Park, Bristol, for a period of about twenty years. Built when material was scarce after the war, this track comprised a 440 feet oval of aluminium rails for 2 1/2, 3 1/2 and 5 inch gauge locomotives. Such a track was fine for running Juliets, etc. but with much larger locomotives under construction, it was evident that the Canford track was too small. Discussions with the Corporation in the late 60's lead us to our present site in Ashton Court.

The first sod was cut in November 1971 and such rapid progress was made jointly by the Society and Corporation that the 1650 feet long track was opened in June 1973. Since there is a transition section on entering each of the large radius, super-elevated curves and the steepest gradient is 1 in 150, it has become known as a fast track suitable for hauling heavy loads. This year is the fourth occasion we have hosted IMLEC since 1974 and the track was also used for the Curly Bowl and the first Don Young Designs Rally, the brainchild of a Bristol member. The first weekend in June next year will see us hosting the 10th anniversary DYD Rally. During our stay in Ashton Court the raised track has provided immense enjoyment to members and is used for public passenger hauling through the summer as a joint venture with the City Council. For the past few years the number of fare-paying passengers has averaged about 10,000 per year.

Following the trend towards modelling in larger scales, a ground level track in 7 1/4 inch gauge was planned in the 70's and the official opening ceremony was performed in 1984. The main feature of the track is a bridge, designed and constructed by a single member, over a man-made cutting. Extensive improvements were made during 1989/90 to improve the quality of the ride on this track and 1990/91 has seen the construction of steaming bays and service facilities.

This then is the Bristol Society of Model and Experimental Engineers in its most obvious and public form. However we are not solely a miniature steam locomotive society and there have been many superb examples over the years of road vehicles, machine tools, power boats, clocks, and so on made by our members. All aspects of amateur model-making and craftsmanship are actively encouraged and practiced. Many examples are to be seen in the Exhibition Tent.

For the period of this weekend however, to the exclusion of our many other interests, we are celebrating our love for the steam-powered miniature railway locomotive. Nuff sed!

**Bristol Society of Model & Experimental Engineers**  
**IMLEC - Ashton Court, Bristol**  
**Competition rules and organisation**

- 1 On arriving at the track, report to Competitor Reception where a run number will be allocated to you and an approximate run commencement time given. One hour before the commencement of your run you will be called to prepare for your run and you will be allocated with an observer and assistant.
- 2 Two types of fuel will be provided (Welsh Steam and Anthracite) in graded sizes in suitably measured quantities. You will be required to select the type, size and quantity of coal you need and the weight will be checked in your presence. Note, you may take as much coal as you like, only that burnt will be debited to the run.
- 3 You must use your own discretion as to when to commence lighting up, but you must be ready to start your run at the time allotted. Any time slippage will be notified to you before you light up.
- 4 When ready to raise steam for the run, you will be provided with as much paraffin, charcoal or wood as required to raise steam. You may change over to coal when you like, but all coal used is included in the weighed amount for the run and hence in the calculations. You must have a good coal fire burning before going out onto the track.
- 5 The train will be prepared for you with the dynamometer car at the front and sufficient passenger cars to carry the number of passengers you require. The track marshal will tell you when to go onto the track and will assist in coupling your engine to the train.
- 6 The engine and train is driven light round to the station with just the driver and observer on board. The passengers will board at the station from where the official run will begin and time recording will commence. Work done measurement will commence from the initial start in the steaming bays and hence the light run up to the station will be included. The observer will tell you when to start.
- 7 The duration of the run is a nominal 30 minutes. No time allowance will be made for stops except for derailments. A competitor may opt to stop once 25 minutes have been completed but the run must terminate in the station. Any competitor not completing 25 minutes will be deemed to have retired. A lineside clock will be provided so that you can see the progress of your run. You will be advised when you have 10 and 5 minutes to go and when on your last lap.
- 8 The run will end at the station. Any competitor stopping short of the station because of lack of steam must raise sufficient steam to bring the train into the station before the run is deemed to be completed. All recordings will end at the station. The empty train will be run backwards to the steaming bays.

- 9 All the unused coal will be collected and weighed in your presence by one of the judges. Only the total coal burnt will be used in the calculations. No allowance will be made for any unburnt coal left in the firebox. The result will be calculated and put up onto the results board as soon as possible.
- 10 A maximum speed limit of 12 mph will be in operation for the competition. The dynamometer car provides a speed indication at the drivers position. The observer will give a reminder if your speed should approach 12 mph. He will give you a warning should you exceed 12 mph. Three such warnings will result in disqualification.
- 11 You must not lean on the locomotive/tender or apply the hand brake in such a manner as to increase the drawbar pull. Infringement of this rule will also result in disqualification.
- 12 The use of the handpump is not permitted except when stationary. However it may be used in emergencies when all other means of water feed have failed in which case the locomotive must be retired and the run terminated.
- 13 Water will be provided in suitable containers during the run to enable locomotive water tanks to be topped up without stopping. The amount of water used is not recorded or limited in any way.
- 14 Passengers and carriages may be dropped off during the run if the initial load proves to be too heavy but only when the train is stationary and it is safe to do so. However additional passengers may not be added at any time.
- 15 No external assistance is to be given to the train in any way whatsoever at any time during the run. The use of sand is not permitted except for starting the run.
- 16 Ballast (including water) added externally to the scale outline of the loco (or in the case of a freelance model, the likely scale outline) is not acceptable.
- 17 For practical reasons it may be necessary to limit the load or number of carriages pulled in the 7 1/4 gauge contest.
- 18 The decision of the Judges is final in all matters relating to the competition. The Judges are appointed by Bristol Society of Model Engineers.



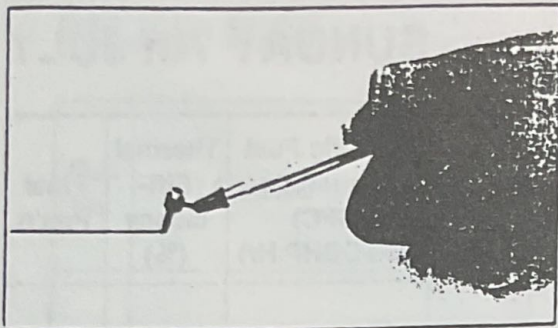






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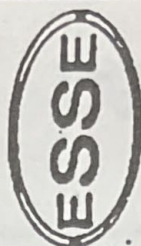
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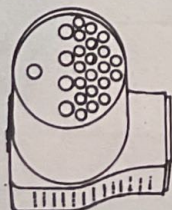
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## CALCULATION OF RESULTS

The dynamometer car measures and gives readings of Total Work Done in foot pounds and Total Distance Travelled feet. In addition, the Overall Run Time(minutes) and Weight of Coal(pounds) are recorded. From these parameters the following calculations can be made.

$$\text{Overall Thermal Efficiency \%} = \frac{\text{Work Output X 100}}{\text{Heat Input}}$$

Competitors have a choice of either Anthracite or Welsh Steam coal, the calorific yields of which have been measured.

The number of ft/lbs per B.T.U. is 778, thus:

$$\text{Overall Thermal Efficiency \%} = \frac{\text{Total Work Done X 100}}{\text{Weight of Coal Used X Cal. Value X 778}}$$

The locomotive that returns the highest efficiency is the Winner.

Some interesting subsidiary calculations are:

$$\text{Average Draw-bar Horsepower} = \frac{\text{Total Work Done (ft.lb.)}}{\text{Overall Run Time (mins.) X 33000}}$$

$$\text{Coal Consumption Rate} = \frac{\text{Weight of Coal Used (lb.) X 60}}{\text{Overall Run Time (mins)}}$$

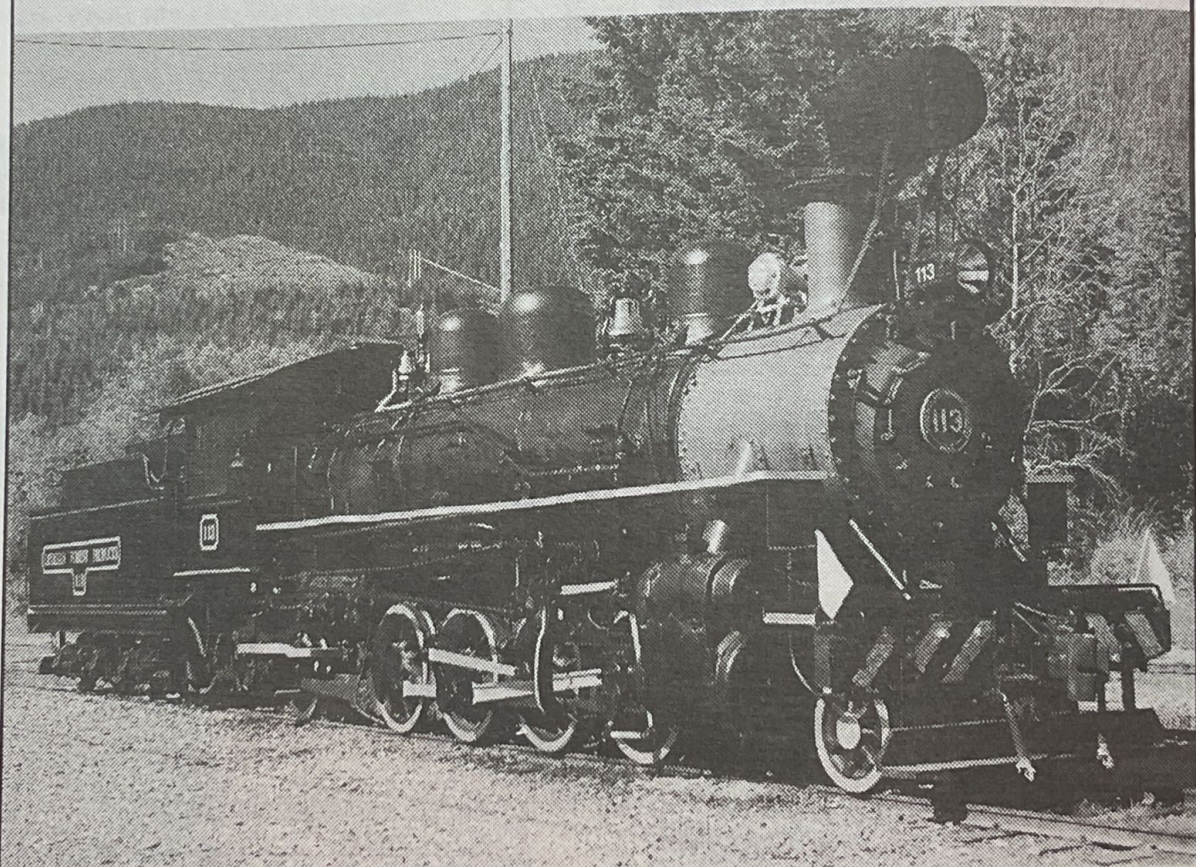
$$\text{Specific Fuel Consumption} = \frac{\text{Coal Consumption Rate}}{\text{Average Draw-bar Horsepower}}$$

$$\text{Average Draw-bar Pull} = \frac{\text{Total Work Done}}{\text{Total Distance Travelled}}$$

Exact figures of calorific values are as displayed on the results board.

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## DETAILS OF THIS YEAR'S COMPETITORS

**Run No. 1 - JEFFREY RODWAY** represents the Newport MES with his Southern L1 4-4-0 'Maid of Kent'. This is the loco's second IMLEC run having unfortunately failed with a superheater failure at Guildford last year. This loco has been totally rebuilt by the present owner to the original LBSC design. As this is Jeff's 6th consecutive IMLEC run and the second with this locomotive, construction is already underway for next year's entry. (Grate area 14 sq. ins.).

**Run No. 2 - DAVID MAYALL** represents the Bracknell Society with a 3 1/2" gauge BR Standard Class 4 4-6-0. The loco was built over a period of eight years and was completed late 1989. Since then it has won the 1990 LBSC Memorial Bowl at Leicester. (Grate area 10.7 sq. ins.).

**Run No. 3 - BRIAN BAKER** is a member of the Canvey Railway and ME club and enters a Martin Evans' designed Stanier 2-6-4T in 3 1/2" gauge. This loco, now some 12 years old had been rallied in Holland and Belgium as well as the UK and was the second locomotive Brian built. (Grate area 14 sq. ins.).

**Run No. 4 - GLYN WINSALL** is a private entry with a 3 1/2" gauge Southern Schools Class 4-4-0. This is the third locomotive that Glyn has completed, the construction taking approximately three years. Basically to the LBSC design of 1949 this loco incorporates many modifications to bring the model in line with more recent designs. (Grate area 11.25 sq. ins.).

**Run No. 5 - STEVEN EATON** represents the Chesterfield and District MES and enters a 3 1/2" gauge 'Juliet' 0-4-0 locomotive. The locomotive, finished last year, is the first that Steven has built, taking 10 years to complete. (Grate area 10 sq. ins.).

**Run No. 6 - DAVE CUTTS'** entry, a Stanier 2-6-4T 3 1/2" gauge loco representing Ipswich MES, to Martin Evans' Jubilee design, was started in April 1989 and was finished in August 1990. (Grate area 12 sq. ins.).

**Run No. 7 - DAVID GREGSON** is a private entry with his Martin Evans' designed 3 1/2" gauge Southern S15 4-6-0. This will be David's second IMLEC entry having entered this loco at Guildford last year. The loco now has improved drafting as well as needle roller bearings on the driving wheels. (Grate area 10.9 sq. ins.).

**Run No. 8 - ANDREW COLLYER** is a private entry with a freelance 0-4-0 locomotive based on 'Scamp'. Andrew is a third generation entry in this year's IMLEC as both his father and grandfather run later on today. The engine is the first Andrew has built, work commenced shortly after his eleventh birthday and finished some five years later. (Grate area approximately 10 sq. ins.).

**Run No. 9 - TIMOTHY PEARSON** enters his modified 'Metre Maid' on behalf of the Leeds SME. This 0-6-0 locomotive started life being built to Jack Bucklers Sweet Pea design but ended up with many modifications. (Grate area 17 sq. ins.).

**Run No. 10 - BRIAN REMNANT** represents the Romney Marsh MES with his 0-4-0ST 'Sweet Pea' containing many modifications to the original design including outside BREMME valve gear. This locomotive also incorporates working steam brakes and has no hand or axle pumps relying only on injectors. (Grate area 29 sq. ins.)

**Run No. 11 - TREVOR COLLYER**, father of Andrew, enters a GWR 78XX 'Manor' Class 4-6-0 on behalf of the Leyland Society. This loco, now finished, ran unpainted in the 1984 Bristol IMLEC. The loco is basically to Martin Evans' design. (Grate area approximately 18 sq. ins.).

**Run No. 12 - CHRISTOPHER ALDRIDGE** is a private entry with his G N Rly. Stirling Single 4-2-2 locomotive. Built about nineteen years ago the loco has been extensively rebuilt by its present owner and has recently paid a visit to Germany. (Grate area 15.936 sq. ins.).

**Run No. 13 - NORMAN CLARK** from the Maidstone Society presents his Indian Railway's 'Dholpur' 2-8-4T at Bristol, built by Hunslet of Leeds. The prototypes were built in 1958 and exported to India to run 2'-6" gauge lines. This entry will be driven by Norman's son **Paul Clark**. (Grate area 44.5 sq. ins.).

**Run No. 14 - MICHAEL COLLYER**, the grandfather of our 'three generation' entries, represents Colchester MES with his Ivatt Class 2 MT 2-6-0 tender loco. Michael used to fire the Ivatt type loco in his days with British Railways and found this type a pleasure to drive in prototype form. To Don Young's BR standard design, the loco is finished to LMS standard. (Grate area 15 sq. ins.).

**Run No. 15 - DAVID WILLIAMS** representing the Host club, Bristol SMEE, enters his 'Simplex' 0-6-0T. The engine now eleven years old, has not had any work carried out on it since its last appearance at IMLEC in Guildford last year. Driven by **Barbara Milton** it will be interesting to see how she manages going the wrong way round!. (Grate area 15.5 sq. ins.).

**Run No. 16 - JOHN HANCOCK** from the Cheltenham Society has been chosen to enter his BR 'Britannia' Class 4-6-2 Pacific. This loco was completed in July 1990. The loco has previously appeared at the September rally in Birmingham. (Grate area 37 sq. ins.).

**Run No. 17 - IAN BROWN** represents the Reading SME, with his example of the 0-6-0T 'Simplex' locomotive. Finished in 1987, it is the first locomotive Ian Brown has owned and the locomotive and driver won the Cheetham Trophy in the Reading SME's own Efficiency Competition in 1989. (Grate area approximately 17 sq. ins.).

**Run No. 18 - PETER LARKIN's** first IMLEC entry on behalf of the Malden Society, with his 2-6-2T GWR 'Prairie', was at Guildford last year where he came a creditable fourth. This model took some eight years to build and was finished in 1978. The loco will be driven by **Ken Parker**. (Grate area 16.25 sq. ins.).

**Run No. 19 - THOMAS DAVIS** represents the Barnsley MES with his example of a GWR 78XX 'Manor' Class 4-6-0 finished in BR livery. Construction started in 1979 and was completed two years later in the spring of 1981. Entered in the 1985 IMLEC this loco finished fifth with the second highest 'work done' result. (Grate area 18.56 sq. ins.).

**Run No. 20 - COLIN WALFORD**, the Secretary of the Westland MES, enters his unrebuilt Southern Region Merchant Navy 4-6-2. This loco will be driven by **Harry Lumb**. (Grate area 39 sq. ins.).

**Run No. 21 - FRED WINSALL** of the Rugby MES enters his LNER Thomson O1 2-8-0. This loco, with B1 type boiler mountings and tender, ran at Leyland in 1989 and was placed sixth. As for the driver, this is the tenth IMLEC Fred has entered. (Grate area 24 sq. ins.).

**Run No. 22 - LARRY LOUGHBOROUGH** having entered his near-scale GWR 60XX 4-6-0 'King' Class loco in last years IMLEC, enters again this year representing the Perranporth & District MES. Since his run at Guildford last year Larry has fitted new valves and PTFE piston rings.

**Run No. 23 - EDWARD LOWNDES** is a member of the Urmston and District MES and brings his BR Standard 9F 2-10-0 from Leeds. The locomotive is a particularly fine example of this class, containing much fine detail. The quality of this locomotive is demonstrated by the fact that it has won several cups and trophies in recent exhibitions. The locomotive represents the very last steam locomotive built for British Rail. (Grate area 42.6 sq. ins.).

**Run No. 24 - IVOR ROBERTS** from Swansea is making his second attempt to win IMLEC, his GWR 78XX 'Manor' Class 4-6-0 having been placed 6th at Guildford last year. Since then 'Freshford Manor' has had roller bearings fitted to the valve gear along with a vacuum ejector. (Grate area 21 sq. ins.).

**Run No. 25 - DENIS CROSS** represents Northolt Model Railway Club with his BR 'Britannia' 4-6-2 Pacific. Construction started in January 1989 and the loco was finished and painted in December 1990 with its first run in Mid April 1990. As a Senior Citizen this is the first locomotive Denis has constructed. (Grate area 36 sq. ins.).

**Run No. 26 - PATRICK CARE** from the St Austell and District ME Club bring his GWR 15XX Class 0-6-0T to Bristol. Built to the LBSC 'Speedy' design, the locomotive was finished in some eleven months. This locomotive will be driven by **Mr A Vennard**. (Grate area 16.17 sq. ins.).

**Run No. 27 - ROGER SULLY** is a member of the Whitchurch (Cardiff) and District MES and has chosen to enter his BR Standard Class 2 2-6-0 tender locomotive to Don Young's design. (Grate area 15 sq. ins.).

**Run No. 28 - KEVAN AYLING** enters his BR Proposed Class 9 2-8-2 to the same basic design as the 1988;89 and 1990 IMLEC winner from Lionel Flippance. Kevan represents the Worthing and District SME with the loco that took some 3 1/2 years to build and was first steamed in March 1990. (Grate area 52 sq. ins.).

## DETAILS OF THIS YEAR'S 7 1/4" COMPETITORS

**Run No. 1 - GORDON DANDO** is a member of the Bristol Society of Model and Experimental Engineers and enters his South Eastern and Chatham Railway 'C' Class 0-6-0. Built by Keith Wilson in the 1960's as an alternative to the GWR 'Dean' 0-6-0 which has a very similar chassis.

**Run No. 2 - ALAN PRIEST** represents the Frimley & Ascot Locomotive Club with a Freelance Narrow gauge 0-4-0 locomotive based on a 'Romulus' chassis. This locomotive will be driven by **Don Freeman**.

**Run No. 3 - JOHN DABSON** from the Norwich and District MES enters his impressive 'Highlander' Black 5 4-6-0 locomotive. This locomotive is to the Martin Evans' design and has been extensively rebuilt by the present owner.

**Run No. 4 - J ALLAN BONES** represents the Sunderland Model Engineering Society with a 'Holmside' 0-6-0ST industrial locomotive.

**Run No. 5 - NIGEL DICKINSON** from Bath enters his LNWR based 'Sister Dora' 2-4-0. The locomotive was built to original works drawing and is accurate even down to wooden sandwich frames on the tender. The locomotive was built in 1982/3.

**Run No. 6 - PAUL THOMAS** from Camerton near Bath enters a Hunslet 0-4-0 industrial locomotive. This engine is expected to be driven by **Stuart Duncan**.

**Run No. 7 - ANTHONY NEWBERRY** represents the Bristol Society of Model and Experimental Engineers and enters his GWR '38XX' Class 2-8-0 locomotive. This entry will be driven by **Bruce Jolly**.

**Run No. 8 - JOHN HAMPSHIRE** from the Woking Homes Miniature Railway enters the largest locomotive in the 7 1/4" competition, based on prototype scales, with a 'BR Standard 9F' 2-10-0, named Black Prince. The prototype of this locomotive can be seen on the East Somerset Railway at Cranmore where it is currently housed by its owner David Shepherd.

**Run No. 9 - JOHN KNIGHT** comes to Bristol from the Mid. Wales Model Engineering Society with a Bagnell Narrow Gauge Industrial Saddle Tank 0-4-0.

**Run No. 10 - CHRISTOPHER SUMMERSALL** from the Harrogate Model Engineering Society enters his modified LBSC designed 'Betty' 2-6-2 locomotive. The design of this locomotive has been adapted to give a Southern Region appearance.

**Run No. 11 - DOUGLAS PELL** representing the Rugby Model Engineering Society brings his 'Darjeeling A Class' 0-4-0WT locomotive based on a 2 foot gauge prototype. Built in 1984, it is believed that this is the only 7 1/4" locomotive running of this type.

**Run No. 12 - DAVID CROFT** represents the Sutton Coldfield and Birmingham Society with this Freelance 0-4-0 locomotive based on the published design of 'Sweet William'. This is the first locomotive that David has built and work commenced in July 1987 and finally being completed in February this year.

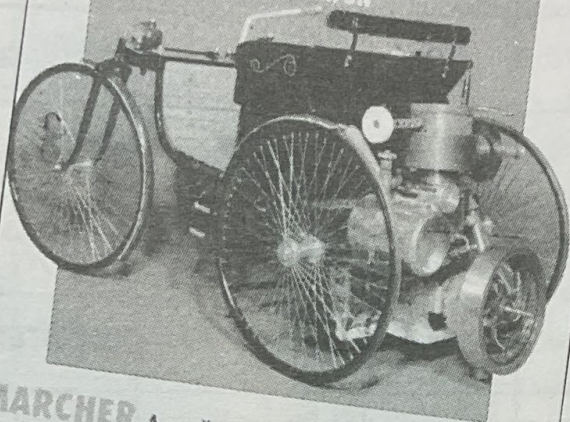
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# PREVIOUS IMLEC WINNERS

YEAR	HOST CLUB	ENGINE	GAUGE	EFF'CY	DRIVER OWNER	SOCIETY
1969	BIRMINGHAM	ROYAL SCOT	5"	NOT QUOTED	J. DRURY	BIRMINGHAM
1970	WHITNEY	"FIREFLY"	5"	NOT QUOTED	L. LABRAM	BIRMINGHAM
1971	SOUTHAMPTON	GWR DEAN SINGLE	5"	NOT QUOTED	A. HEYDEN	NEWTON ABBOTT
1972	TYNESIDE	GWR 57XX	5"	1.06%	N. SPINK	CHESTERFIELD
1973	CHINGFORD	LNER L1	5"	1.60%	W. LONGSTAFF	S. DURHAM
1974	BRISTOL	"NIGEL GRESLEY"	5"	2.54%	F. WINSALL	RUGBY
1975	TYNESIDE	GWR KING	3½"	1.55%	L. JOYCE	CHINGFORD
1976	KINVER & W. MIDLANDS	"SPEEDY"	5"	1.58%	W. PERRETT	SOUTHAMPTON
1977	CHINGFORD	"SPEEDY"	5"	2.32%	W. PERRETT	SOUTHAMPTON
1978	GUILDFORD	"MAID OF KENT"	5"	1.61%	P. WOOD	CHINGFORD
1979	BRISTOL	GNR STIRLING	5"	2.17%	D. MORRIS	URMSTONE
1980	BEDFORD	BR CLASS 7	3½"	1.37%	P. WOOD	PRIVATE ENTRY
1981	BOURNEMOUTH	LNER J39	5"	2.41%	P. WOOD	CHINGFORD
1982	LEYLAND	GWR de GLENN COMPOUND	5"	1.50%	R. AYMESBURY	DERBY
1983	GUILDFORD	LMS ROYAL SCOT	5"	1.35%	L. PRITCHARD	HARLINGTON

## PREVIOUS IMLEC WINNERS (cont.)

YEAR	HOST CLUB	ENGINE	GAUGE	EFF'CY	DRIVER OWNER	SOCIETY
1984	BRISTOL	LMS ROYAL SCOT	5"	3.66%	L. PRITCHARD	HARLINGTON
1985	URMSTONE	"NIGEL GRESLEY"	5"	1.85%	A. CROSSFIELD	PRIVATE ENTRY
1986	BOURNEMOUTH	"NIGEL GRESLEY 11"	5"	1.64%	A. CROSSFIELD	PRIVATE ENTRY
1987	BIRMINGHAM	ADAMS LSWR JUBILEE	5"	2.29%	K. MOONIE	CHINGFORD
1988	LEEDS	BR PROPOSED FREIGHT	5"	4.392%	L. FLIPPANCE	GUILDFORD
1989	LEYLAND	BR PROPOSED FREIGHT	5"	3.02%	L. FLIPPANCE	GUILDFORD
1990	GUILDFORD	BR PRPOSED FREIGHT	5"	3.317%	L. FLIPPANCE	GUILDFORD

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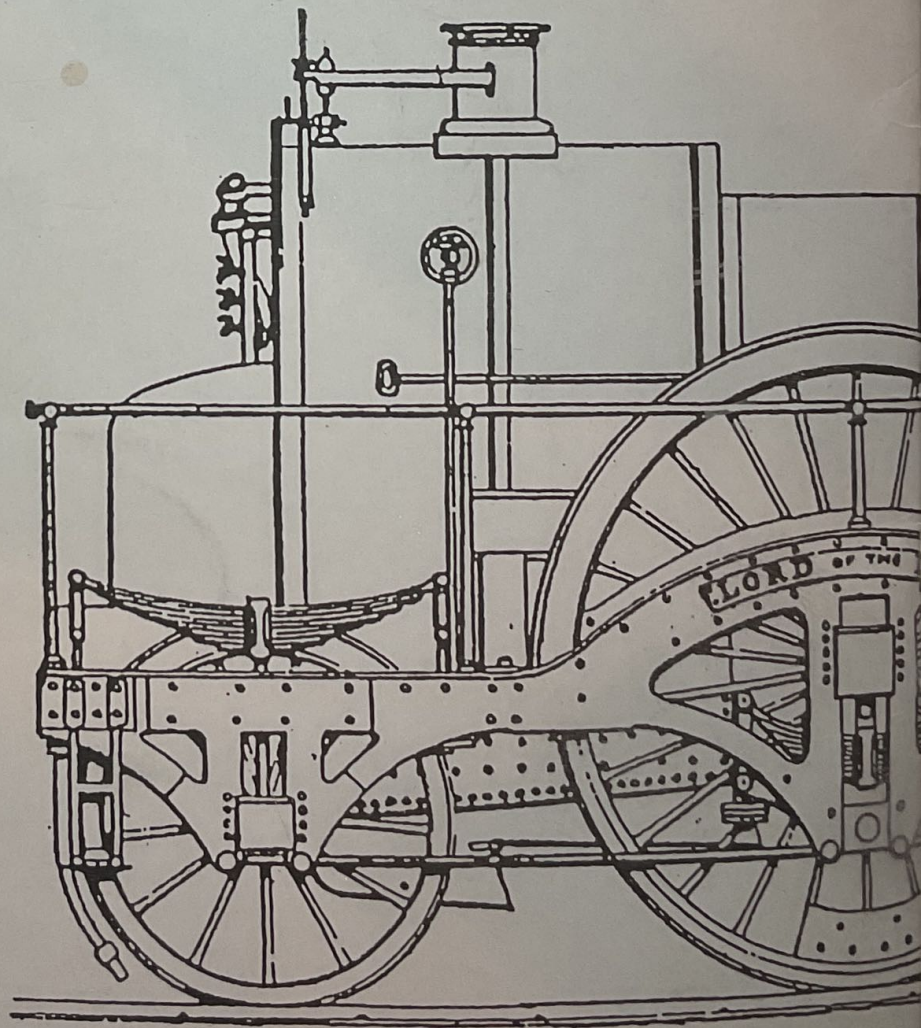
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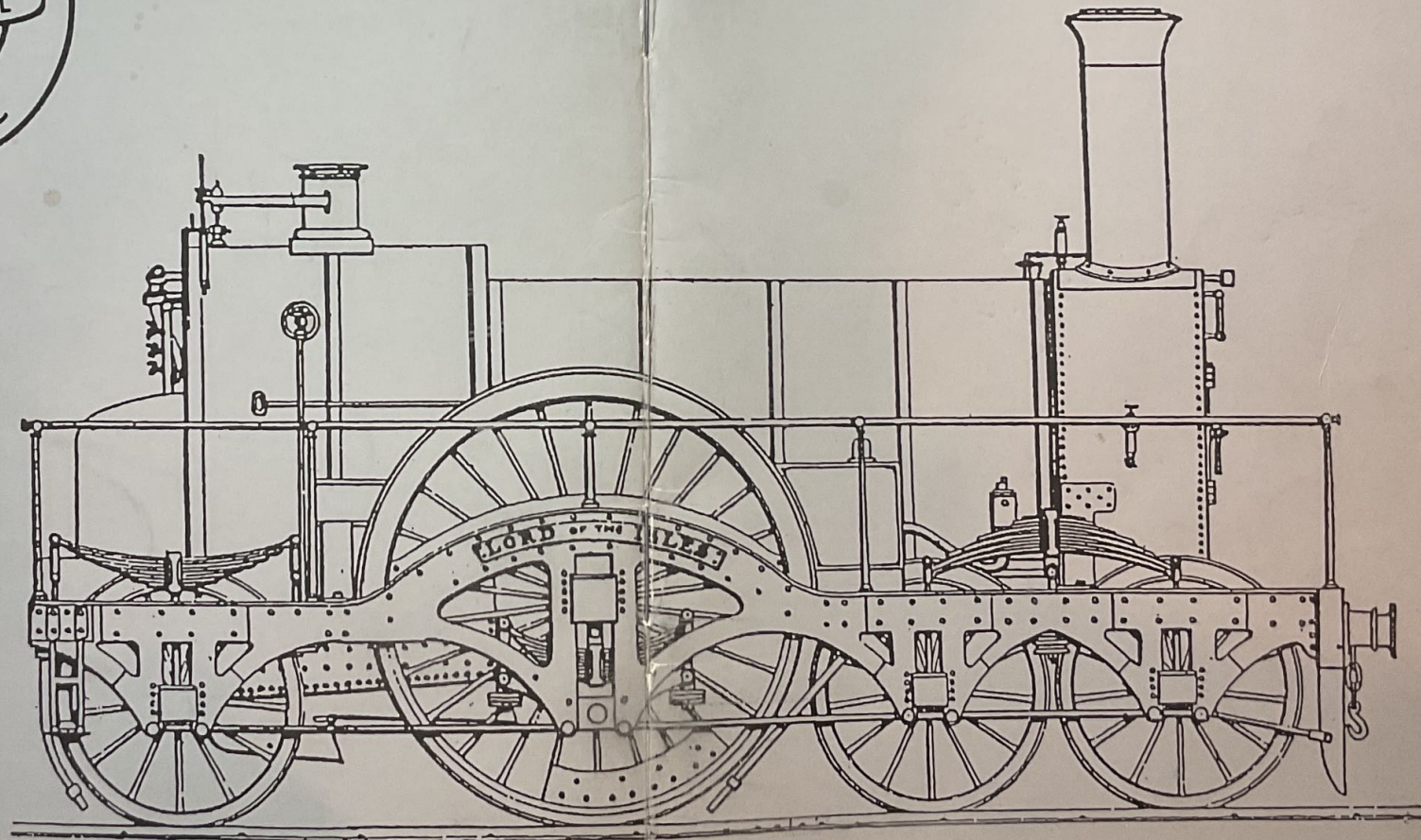


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