

Model Engineer

IMLEC

hosted by

Bromsgrove Society

of

Model Engineers



at our track site adjacent to

Avoncroft Museum

July 16th & 17th 2011

Entry Programme £1.00

The Bromsgrove Track

Our raised track can accommodate 2½", 3½" and 5" gauges. The original track was built in the 1980s and extended at the turn of the century bringing the length up to 1260 ft. The track forms a waisted loop with ruling gradients of 1:100 up and 1:80 down. The whole track is fully signalled to allow the running of several trains. Normal running is in an anticlockwise direction. Starting from the station the train passes under the signal gantry and rolls easily on a falling gradient around a left hand curve. Passing signal 1 and the steaming bays, on a short level section, the line then curves to the right and starts down the 1:80 incline, passing signal 2 and to our right, the Avoncroft children's play area. Swinging to the right we pass signal 3 and then the line swings left on a 180 degree bend, passing signal 4 and the pond to our right. As we cross the swing bridge the downhill section runs out and we start the long 1:100 uphill section. Through the trees to our right we see open fields and a glimpse of the Avoncroft windmill. A short straight leads into a gentle left hand curve by signal 5 with the newly planted copse to our right. Just afterwards is a short curve to the right where the loco has to work the hardest. Having negotiated this most difficult part of the climb, we can now see the rest of the incline stretching in front of us passing signal 5a. Before the bridge is signal 6 and here is the summit of the climb. Swinging gently to the left under the bridge, sounding the whistle, our view of the clubhouse and then the station opens up, and the gentle downhill incline starts. A short straight leads to a gentle left hand curve by signal 7 and the clubhouse. We are now on the rundown into the station at the end of our lap.

Enclosed within the raised track, adjacent to the clubhouse/station areas, are our 16mm garden railway and gauge 1 layouts.

Useful information

Toilets:

These are situated just outside the track site on the left of the driveway.

Refreshments:

Teas, coffees and cold drinks are available at our clubhouse in exchange for a donation of 50p, throughout the day. Bacon sandwiches are available until 11.00 each day for a donation based on £1.50.

Various sandwiches at £1.50 and ploughman's lunch at £2.50 are available during the day.

The Edwardian tea room at the Museum serves an assortment of refreshments, including excellent cakes. Access to the tea room is free and is next to the main museum entrance.

Please help us to keep our site clean and tidy by using the black litter bags/bins provided around the site.

Those of you riding the trains as passengers are requested to be available for loading at the station well before the scheduled run time. Please observe the instructions of the station staff.

Showing this programme at the Museum ticket office will entitle you to half price admission.

IMLEC 2011 Results

Run	Driver	Loco	Gauge	Load	Run time	Distance	Work	Coal used	Efficiency %	Position
1	James Brunning	GWR 15XX Speedy	5"							
2	George Winsall	0-4-0 ST Alice class Hunslet	5"							
3	John Barr	0-4-0 Freelance	5"							
4	Ben Pavier	B.R. Class 7 Britannia	5"							
5	Allen Bellamy	0-8-0 Netta N.E. T 1	5"							
6	Andrew Siddall	4-6-0 Springbok	5"							
7	Les Pritchard	LNER Gresley N2 0-6-2 T	5"							
8	David Roberts	LMS Black Five	5"							
9	Mike Richardson	B.R. 9F	5"							
10	Keith Tilsbury	Polly 5	5"							
11	John Cottam	B.R. Class 7 Britannia	3½"							
12	Marcus Peel	B2 Royal Sovereign	3½"							
13	David Mayall	GWR 15XX Speedy	5"							
14	Neil Skellon	B.R. 9 F	5"							
15	John Avon	LNER V3 2-6-2	5"							
16	Alan Crossfield	GWR Manor 4-6-0	5"							
17	Neil Mortimer	Polly 3 0-6-0 T	5"							
18	Christopher Dore	Maid of Kent	5"							
19	Paul Pavier	LMS Duchess	5"							
20	John Linkins	B.R. Class 2	5"							
21	Craig Weatherley	Nigel Gresley 2-8-0	5"							
22	David Gregson	LNER A1 Peppercorn 4-6-2	5"							

A brief history of Bromsgrove SME

In 1982 Frank Armishaw decided to start a model engineering society in Bromsgrove. Accordingly, he organised a public meeting and some thirty people attended. With this encouraging start the Society was formed.

The Society looked round for a track site, since the majority of the members were interested in railways. The council offered a site in Sanders Park but this was rejected on the grounds of possible vandalism. One of the members was Jim McQuaid who was a volunteer blacksmith at Avoncroft museum. He approached the director Michael Douglas with a view to the Society setting up in a field behind the Museum shop. Agreement was soon reached and with a grant of £300 from Bromsgrove Council work started.

By 1982 a short length of track was in use and by August 1984 a full track of 600 ft. was opened by L G Harris of the local Harris Brushes. Guests at the opening ceremony included Walter Allen, a driver of the Lickey Banker "Big Bertha" and Frank Stubbs who brought his 5" model of Big Bertha.

In 1992 we held a 10th anniversary open day when the 16mm garden railway was opened, a simple loop with spurs off to a station.

Since 1995 we have had several trips to run our locos in Europe and one trip even to New Zealand!

After several years negotiating we obtained the use of the adjoining field, and by 2002 we had cleared it and laid track increasing the length to 1260 ft.

In 2005 we installed the Gauge 1 layout to accommodate the growing interest from the members. In 2007 the final extension to the 16mm garden railway was completed.

Origins of IMLEC

IMLEC, the International Model Locomotive Efficiency Trial was first run in 1969, and has been run every year since, except 2001 when we had the foot and mouth outbreak.

Over the years that model engineering has been popular there have been numerous discussions regarding the firing and operating of miniature steam locomotives. As designs improved discussions in Model Engineer gathered pace resulting in a meeting in 1969 where a more or less agreed formula and method for evaluating engine efficiency was laid down. However, it was not until Martin Evans was editor that the magazine agreed to sponsor a competition and provide the prize money.

This competition was hosted by Birmingham SME in 1969.

It is generally accepted that the competition is not the most accurate means of determining an engine's efficiency and a figure for the maximum efficiency is around 3.5%. There are too many variables, the greatest of which is the skill of the driver. However, most competitors agree it is the social aspect of the event that is the major attraction, with many attending year after year. It is the gathering of many model engineers with a common interest that is the main attraction.

2011 is the first year that Bromsgrove SME has hosted IMLEC, though in past years we have hosted Curly Bowl and Sweet Pea rallies and hosted the 2½" gauge rallies. Bromsgrove SME would like to thank both Bristol and Birmingham SME for all their advice and the loan of dynamometer cars and spare passenger cars. We have also gratefully received encouragement from many model engineers and other societies. The only thing we have not been able to organise is the weather, however we welcome you all to Bromsgrove and hope you have a very enjoyable weekend.

Safety information for visitors

Please be aware that the railway track is, in the main, un-fenced. You are requested to remain at least two metres from the track to give safe passage to trains.

Please use only the main bridge to cross the track. Children are especially at risk and must be supervised at all times.

If you are riding on the train, please listen carefully to the safety announcements given in the station. Please do not touch any exhibits on the site, they may be hot or have sharp edges.

If you require assistance or have any questions please ask a club steward who will be wearing a hi-vis jacket.

First Aid facilities are available at the Museum - please ask at the museum ticket office or a club steward.

Please follow any instructions given by Bromsgrove Society stewards or members.

We hope you have an enjoyable visit to our club site and enjoy the competition.