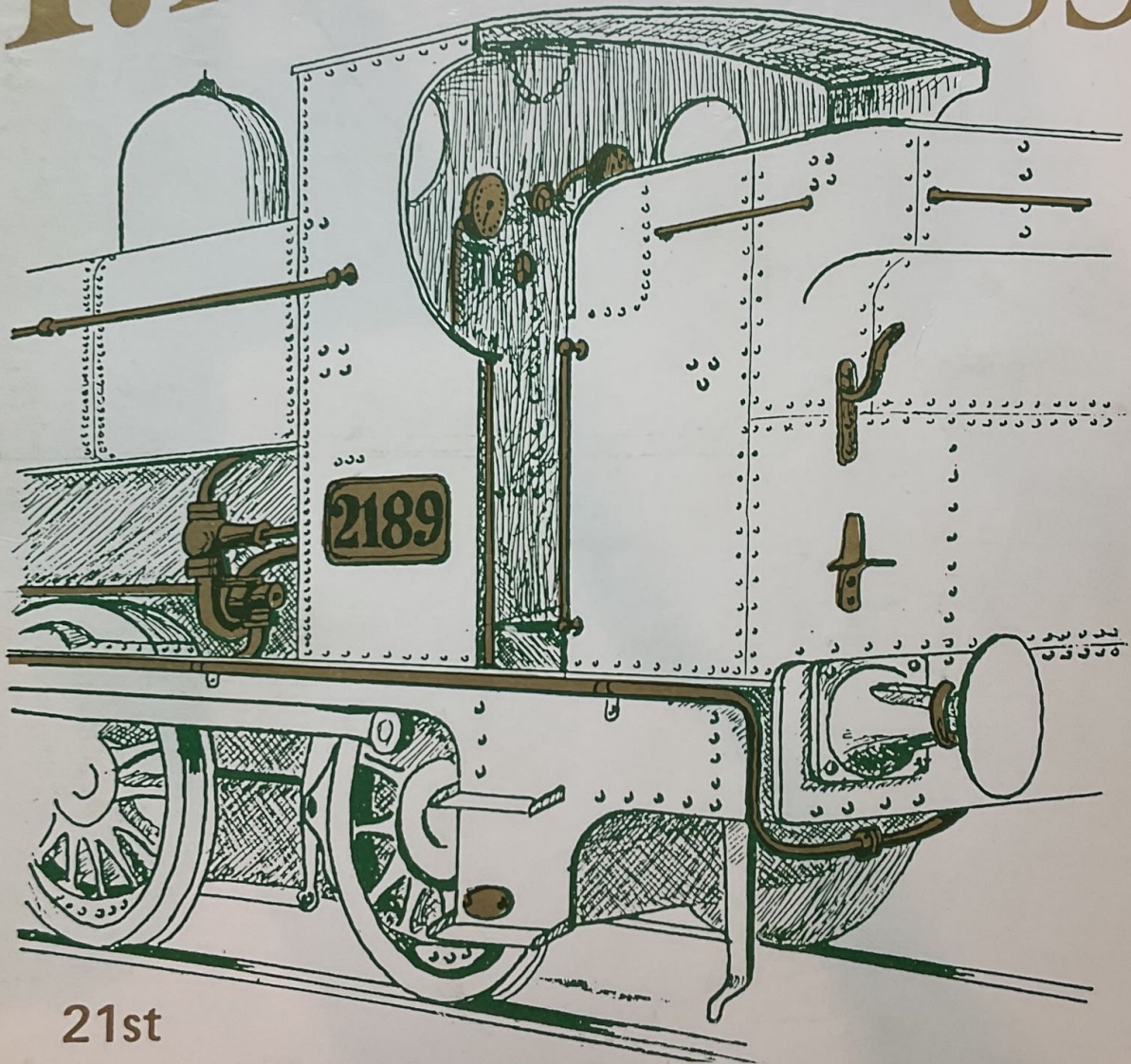


21st I.M.L.E.C. '89



21st

International Model Locomotive Efficiency Competition

Leyland Society of Model Engineers
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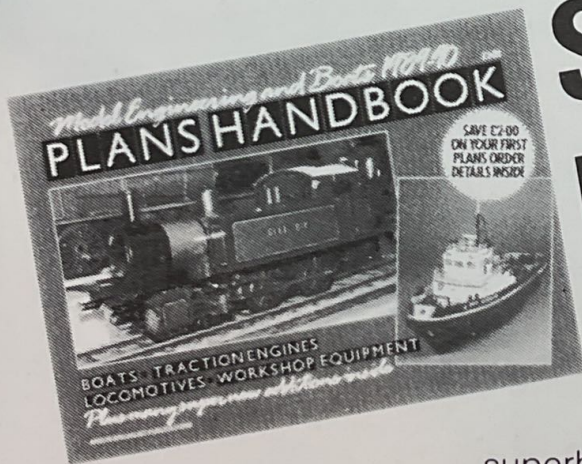
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at

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The ladies of the Society

Competitors – Bless em.

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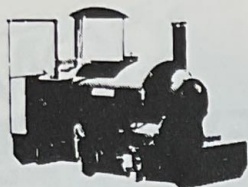


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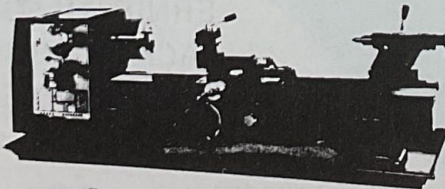
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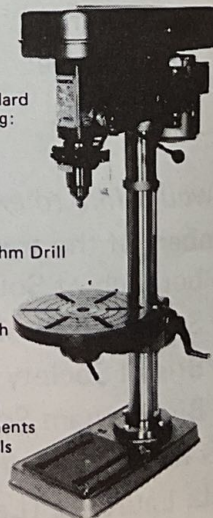
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The overall winner will receive The Challenge Trophy and £100 Second – £50, Third –£25 Fourth – £15. A special prize will be awarded to the best 3½" G if not in the first four.

PRESENTATION OF PRIZES

Councillor Alf Bannister will present the Commemorative Plaques on Saturday, 8th July.

Councillor George Woods Mayor of South Ribble will present the prizes of Sunday 9th July.

Presentation will take place at approximately 6.30pm on Saturday, 4.30pm on Sunday.

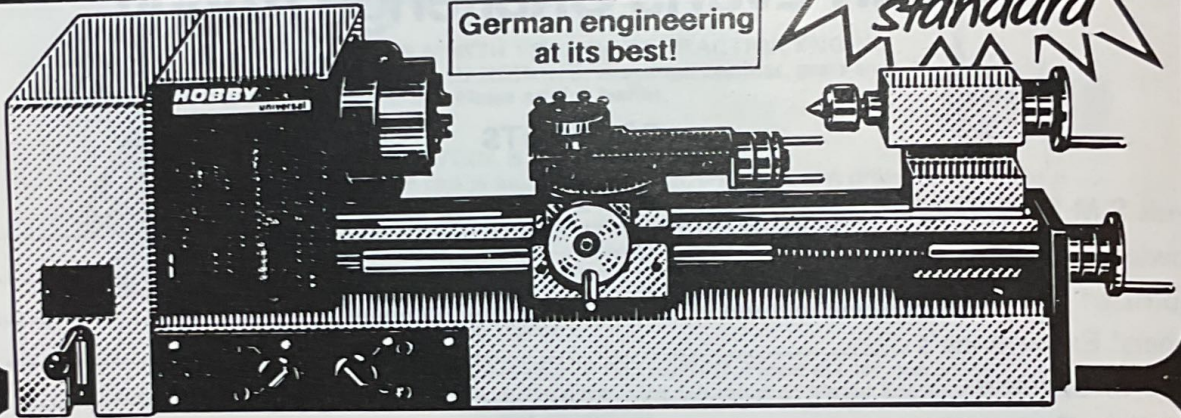
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THE SPIRIT OF I.M.L.E.C.

by Laurie

What is it which makes I.M.L.E.C. an essential date on the calendar? For one thing, it is primarily not to applaud a happy, perhaps lucky, lad or lass at the end of the day who holds aloft a silver cup and goes home to bank a modest cheque.

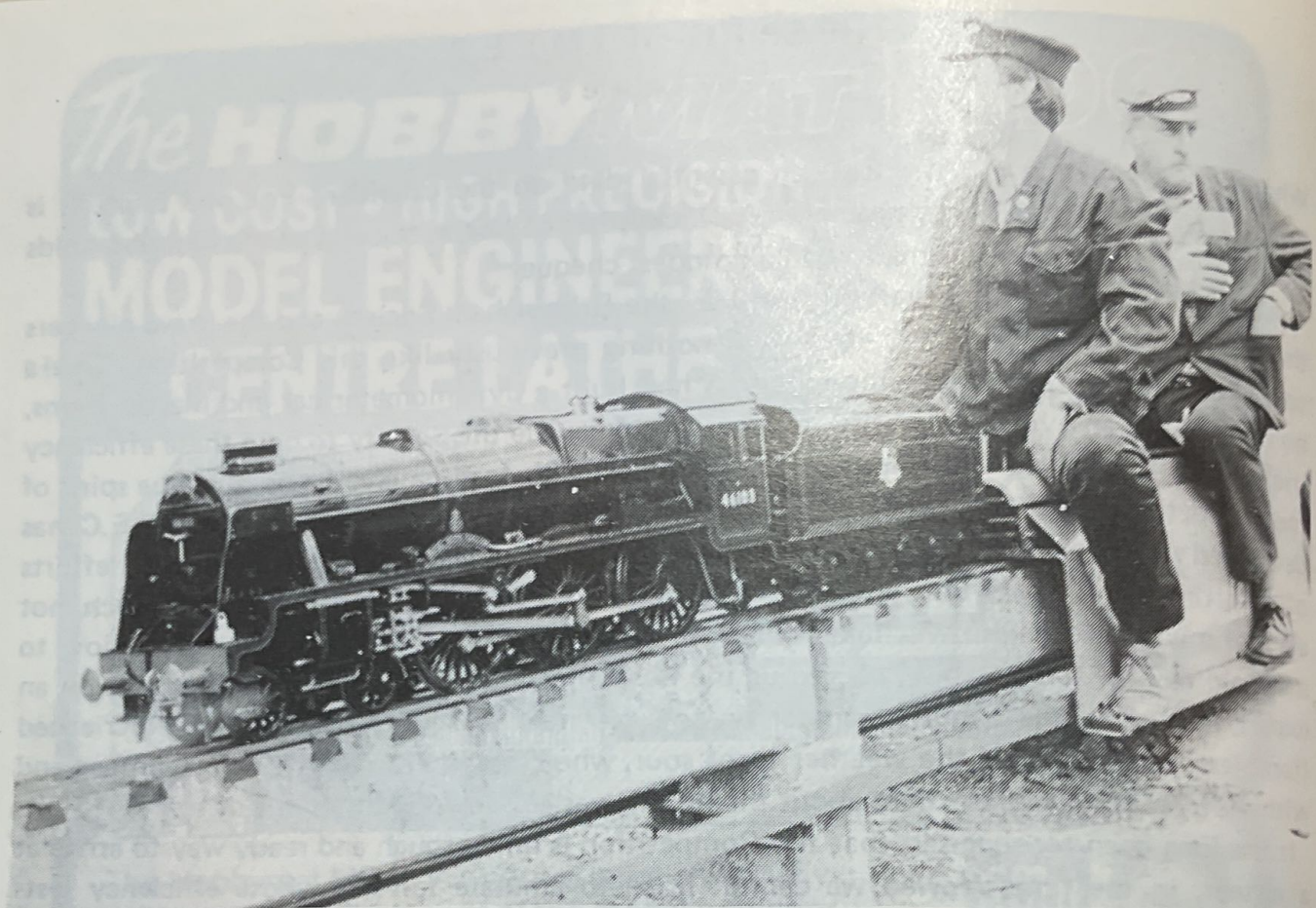
I.M.L.E.C. was first staged back in 1969 by the Birmingham Society and the brave pioneers there had to 'suck it and see'; there was nothing previously like this Competition. True! a couple of their more venturesome members had built a dynamometer car and Martin Evans, no doubt with an eye on posterity, managed to persuade the Society to hold these efficiency trials. So, Birmingham were flung in the deep end and, fortunately for us, the true spirit of the Competition began to emerge and ever since that first hesitant beginning, I.M.L.E.C. has developed very happily into its present gathering of the clans. Over the 20 (strenuous!) efforts of reporting this Competition, I have become convinced that nobody really bothers much, not all that much, about who will take home the 'pot'; the day or week-end is one to enjoy, to meet old chums, to fraternise, to savour the host's hospitality, to applaud a good run by an expert at the throttle whether winner or not, to cheer and encourage the less experienced ((and less lucky!) and, if the weather turns sour, who cares, there's always a big marquee and within a hubbub of esoteric chat about the hobby washed down with gallons of tea.

It has long been recognised that the Competition is only a rough and ready way to arrive at a winner; in the time allowed we cannot hope to emulate full-size whose efficiency tests would be made with a dynamometer car recalibrated before and after every outing. No-one gives a hoot anyway! Full size compare like with like, i.e. express passenger locomotives as a group, mixed traffic and freight locomotives were tested separately for comparison, but we take all comers, express and everywhere down to humble dock tanks, all of a variety of gauges and scales.

Most enthusiasts recognise the limitations of the comparisons we make and simply enjoy the occasion on that basis. Indeed, competitors sometimes enter for the sole pleasure of having having the track to themselves for half an hour and sometimes exceed their own expectations when they manage a non-stop run! All good fun, and that's what I.M.L.E.C. is -- all good fun.

In my reports I have always given credit to the host Society; only those who have staged a major event of this kind know how much effort is required to make it a success. Such is the spirit of our hobby, the effort is put in cheerfully, willingly and, though not always openly acknowledged, greatly appreciated by all those who attend. I can truly and thankfully say that I always enjoy the welcome I get and the hospitality I receive and I often marvel at the cheerful way in which the ladies of the host Society (conned into slaving for a whole week-end!) knuckle down and make sure all the visitors, competitors and officail guests go away happy.

That's the spirit of I.M.L.E.C. -- real good fun. One final thing, the last time I was at Leyland they made a good cuppa -- I hope they haven't forgotten how!



Les Pritchard – Winner 1983 & 1984 with his 5" gauge L.M.S Royal Scot

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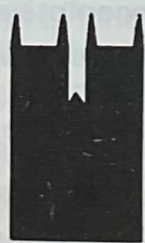
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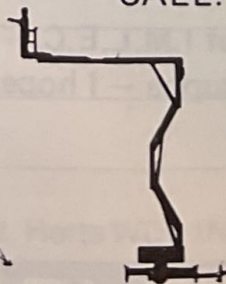
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A PREVIOUS WINNER'S THOUGHTS

My involvement with I.M.L.E.C. began in 1982 and the first occasion of the event being held at Leyland. The previous year had seen completion of my first 5" gauge loco, a G.N.R. 2-8-0. The loco performed well on local tracks and I.M.L.E.C. seemed like a challenge not to be missed.

Leyland track in 1982 was approximately half the circuit length of the present track, and had a fierce 30' radius reverse curve at the foot of a long downgrade. As my run was to be on the second day of the event, the first day, Saturday, was spent watching other competitors and trying to pick up tips. Many were forthcoming, and by the end of the day I had accumulated all kinds of theory and advice.

Sunday morning arrived overcast but fine and at 9 am precisely the time keepers signal was given to mark the start of run number 13. With a full head of steam, the load of 12 adults was soon under way, speed increasing quickly on the long downgrade, past the clubhouse and onto the bend. One piece of advice I had been given was to keep the engine pulling against the drawbar. This seemed good theory, and as the adrenalin continued to flow, so the acceleration continued, out of the curve and on to the upgrade. The long standing lap record for the club was broken on completion of the first circuit, and speed still continued to rise on the long downgrade commencing the second lap. The clubhouse, steaming bays and onlookers went by as a "blurred" gathering and from its midst someone shouted " * * * * * thats shifting he'll never make the curve".

Confirmation of this statement began with a feeling of weightlessness, as the observer and I became airborne to make the short journey into the perimeter fence. Simultaneously, the dynamometer car tipped then derailed, dragging with it the loco and tender. The following trucks and passengers now suffered the same fate and within seconds, I.M.L.E.C. '82 looked more like a rugby "scrum" as bodies "spilled" off the train and piled against the perimeter fence.

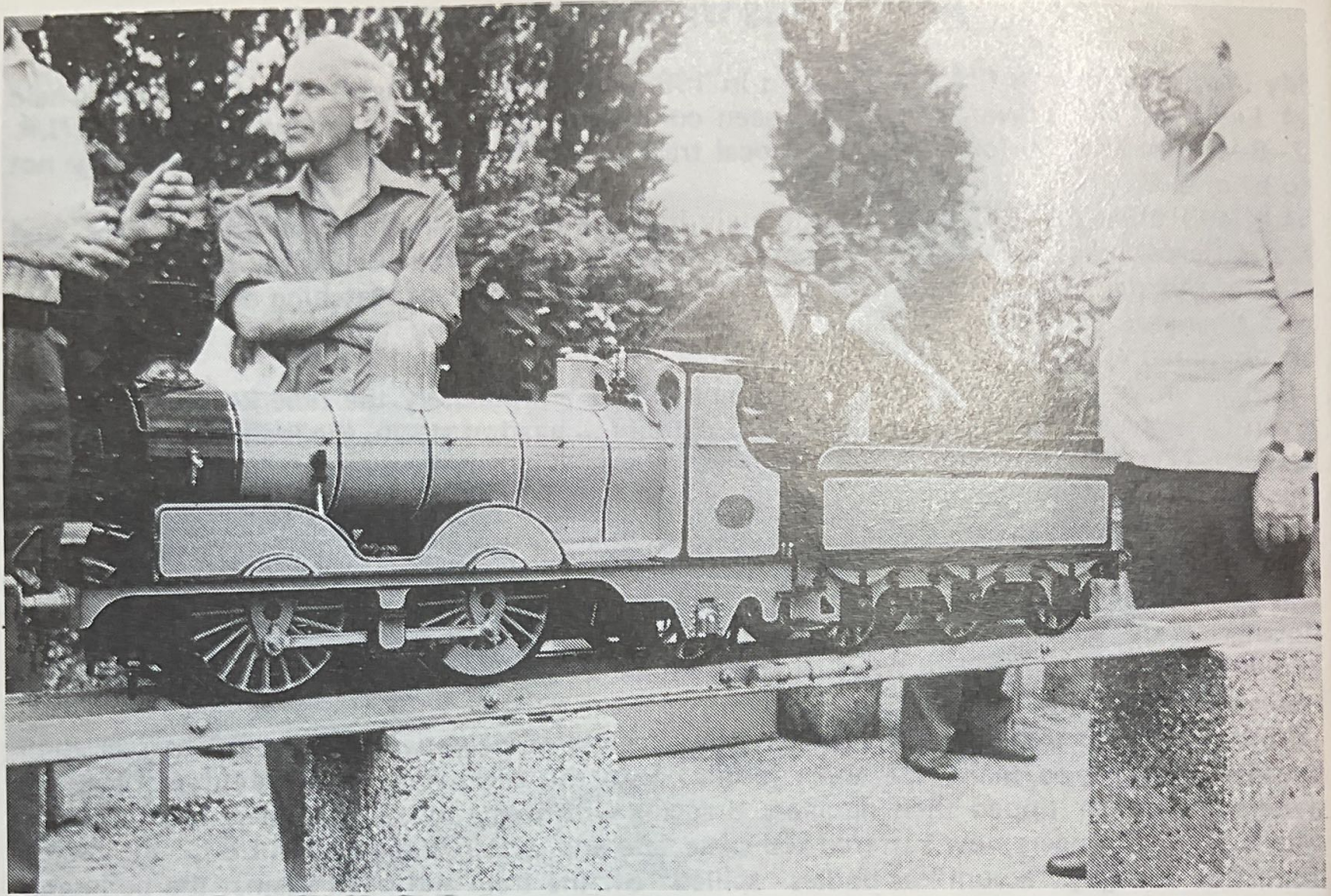
After the first aid party had given everyone the OK, repairs to the loco and tender began immediately. The judges had decided that if the loco could be repaired during the day then I would be given a re-run. On asking for 12 more passengers however, replies varied from polite refusal to "Only if I can take a parachute". I tactfully avoided asking the ones still limping. The re-run however did take place and provided an overall placing of 15th.

It may be worth remembering that in spite of all the advice, the average I.M.L.E.C. competitor is under considerable pressure and in my case, increased adrenalin and enthusiasm brushed aside all caution on a track I was not unfamiliar with.

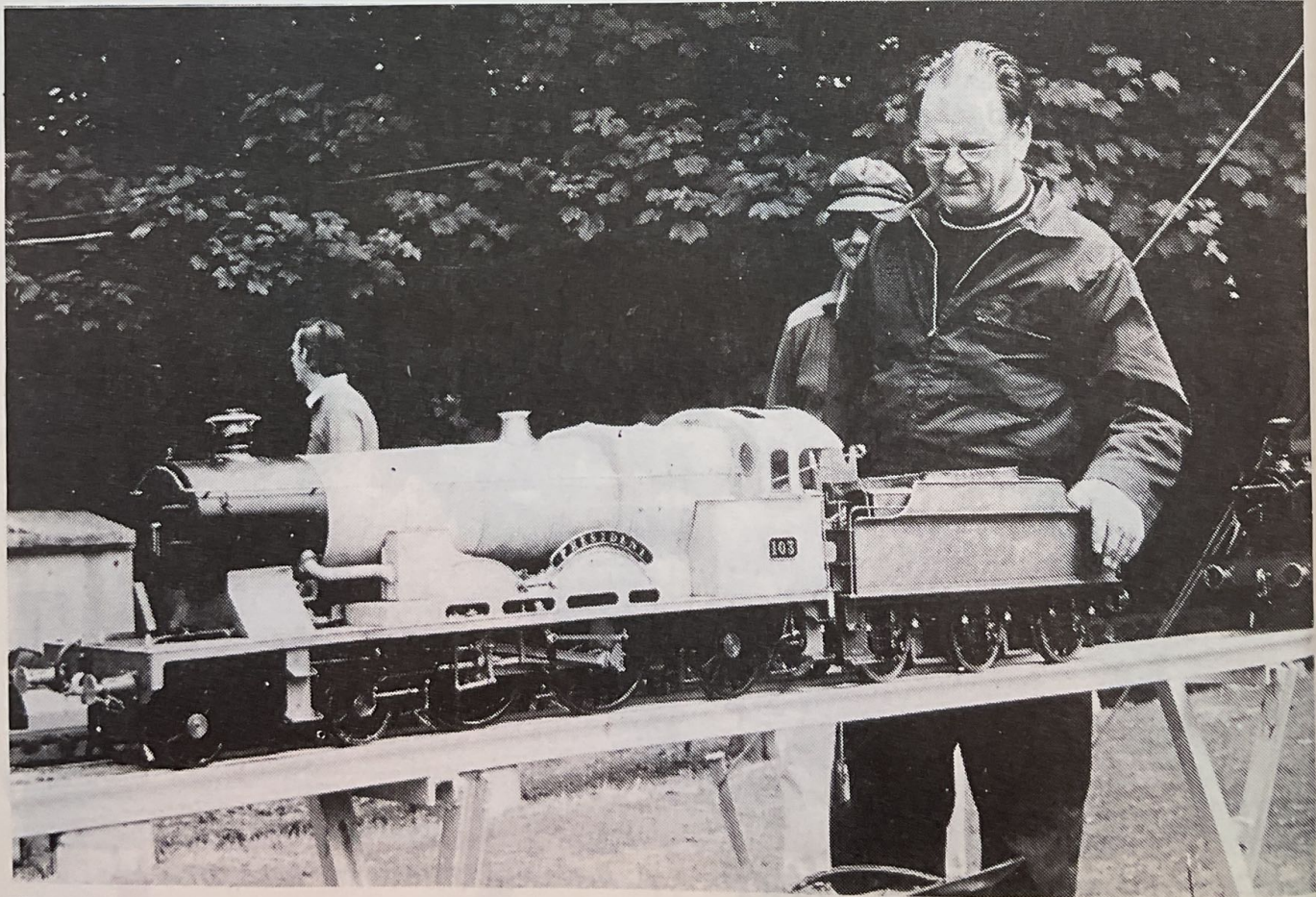
Today's competitors will find little trace of the original "Crossfield curve" and if a few words of advice may be permitted I will say no more than to enjoy the event, enjoy the run and don't get carried away.



Alan Crossfield receiving the trophy from Dr. K.A. Barlow at Urmston in 1985. Alan also won in 1986 with his 5" gauge "Nigel Gresley"



Kelvin Moonie with his 5" gauge Adams L.S.W.R. Jubilee winner in 1987 at Birmingham.



Roy Amsbury at Leyland in 1982 with his 5" gauge G.W.R. De Glehn Compound "President"

WELCOME AND INTRODUCTION TO LEYLAND SME

May I first welcome you all on behalf of the Leyland SME to the 21st I.M.L.E.C. We are delighted to be able to host the event and hope you will take every opportunity to enjoy the beautiful setting in which we find our track.

The present society evolved from a group originally called the Preston Society of Model Engineers which was active during the 1930's. Following a brief spell on a site in Leyland town centre, construction of a 300-foot-long track was first begun on the present site in the winter of 1952/3. Progressive extensions through 565ft (1968), 805ft (1972), 851ft (1978) have brought us to the current 1606ft track which was opened at Easter last year. Any talk of further extensions in the immediate future evokes dark threats from our mud-weary members!

Although the predominant interest within the club is in building and operating locomotives, there is, none the less, a good variety of other activity, including road vehicles (both steam and i.c.), tools and workshop equipment and stationary engines.

We meet fortnightly, on Thursday evenings in the centre of Leyland, and there is always someone at the track at the weekend, particularly on Sunday afternoon when we carry public passengers throughout the year. Our club secretary (immediately identifiable by the greying hair and worry lines) is Mike Heathcote – telephone (0772) 424280.

Our current membership is just over 100, ranging in age from early teens to late 70's. If you can wield a creosote brush, a firing shovel or a 12 BA tap you will be most welcome to join us.

We host an open day for visiting clubs each September. This year's event is on Sunday, September 17th – do come along and bring a loco (boiler certificates please).

Preparation for this year's event has been efficiently led by the I.M.L.E.C. committee chaired by Jack Coulson. My personal thanks go to them for all their work.

The detailed rules for the competition are published elsewhere in the programme. Suffice it to say here that we shall do our best to provide you with a fair and not-too-serious competition and the chance to meet again with fellow fanatics whilst our workshop widows commiserate over a cup of tea.

To the competitors, we wish the very best of luck – enjoy yourselves, if nothing else you will have the chance of the track to yourself for half an hour!

Now back to the workshop.

Best wishes

Trevor Collyer
Chairman Leyland SME

S

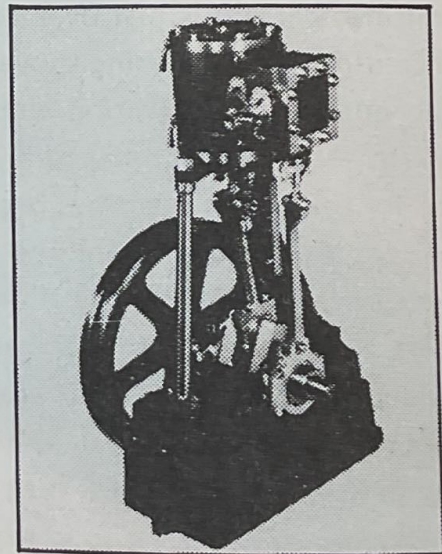
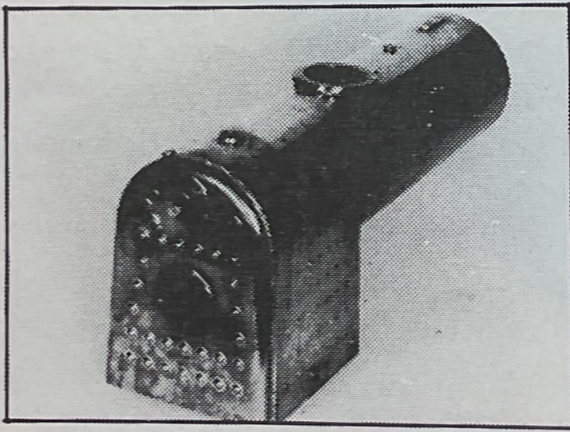
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**** I.M.L.E.C. 2189 ****

Rules and notes for competitors

1. On arrival at the track competitors should report to the control centre, located in the club house, where you will be signed in and given any information regarding the event, including an approximate run start time. The steaming bay team will assist you to unload your locomotive and move it onto the steaming bays.

Please move your vehicle into the competitors car park as soon as you have unloaded.

2. Please advise control how many passengers you require before preparing your locomotive. You will be given commemorative passenger tickets which you may distribute as you wish. If requested at least 30 minutes before your run is due to commence the station master will distribute the tickets to suitable passengers. All passengers should be in the station five minutes before the run is due to start.

Please note that in the interests of safety the station master will provide a brake man on all trains of 3 or more passenger cars. Please take this into account when distributing tickets.

Our passenger cars can carry four adults in comfort and we have ten cars available.

3. One hour before the start of your run you will be called to prepare your locomotive and will be allocated an observer.

4. Coal will be available in prepacked and weighed bags. You may select the fuel you require which will be reweighed in your presence and entered on the run sheet.

5. As much charcoal and paraffin as you require will be available for raising steam. Blowers will be available, if you wish to use your own our supply is 18 volts DC. The change to weighed coal is at your discretion however you should have a good coal fire before starting your timed run.

6. The observer will tell you when to proceed onto the track and will assist with the traverser and coupling to the dynamometer car. A solid coupling is required.

7. The locomotive will now proceed in reverse to the station, where the train will be connected. The observer will walk to the station if required.

Immediately prior to the run starting, you will be asked to confirm that the load is to your satisfaction and any adjustments will be made.

The station signal will be raised when the track is clear and the chief timekeeper will tell you when to start. The measurement of work done will start when you pass a marker placed one yard ahead of the start line and will stop when the locomotive enters the station area at the completion of the final lap. Please advise the observer when you intend to stop.

8. The duration of the run is a nominal 30 minutes. You may choose to terminate the run once 25 minutes have elapsed. The run must terminate in the station area, if you stop outside this area due to a shortage of steam you must "blow up" and complete the lap. The station signal will be lowered after the run has been in progress for thirty minutes to indicate that the run must end on the current lap.

A lineside clock is provided in the station area for competitors convenience, and you will be advised when the run has been in progress for 20 and 25 minutes.

Passengers may be dropped off at any time during the run but additional passengers may not be taken on once the run has commenced.

9. The maximum speed allowed is 10 mph. The observer will tell you when this speed is being approached and will give a warning if it is exceeded. Three such warnings will result in disqualification.
10. The maximum period of time that a train may be stopped during the run is 8 minutes. If this is exceeded you will be disqualified.
11. If the run is terminated before 25 minutes have elapsed, or you are not able to finish in the station area you will be deemed to have retired. No allowance will be made for stops caused by derailment of the locomotive or loss of power.
12. You must not lean on the tender in such a way as to increase the drawbar pull. Infringement will result in disqualification.
13. If the locomotive is fitted with working sanding equipment, it may be used during the run. No other sanding will be allowed.
Water will be available in the station area in suitable containers.
14. At no time during the timed run may any assistance be given. All work done must be provided by the locomotive.
15. On completion of the timed run the train will be disconnected and time, distance and work done measurements recorded. The locomotive will then run forward to the steaming bay area. The locomotive can be assisted if short of steam. All unused coal will be collected and weighed in your presence. No allowance will be made for unburnt coal in the firebox.
16. The decision of the chief judge is final on all matters.
17. Your results will be computed and a copy provided as soon as possible after completion of the run. A complete results sheet will be available for all competitors after the event is completed on Sunday.
18. If possible the 3 1/2" locomotives will be run together on the Saturday. All awards will be presented at the completion of the event at about 16.30 on Sunday.

The Leyland SME thank you for entering this event and wish you an enjoyable and successful day.

B.G. Fallows
Event organiser

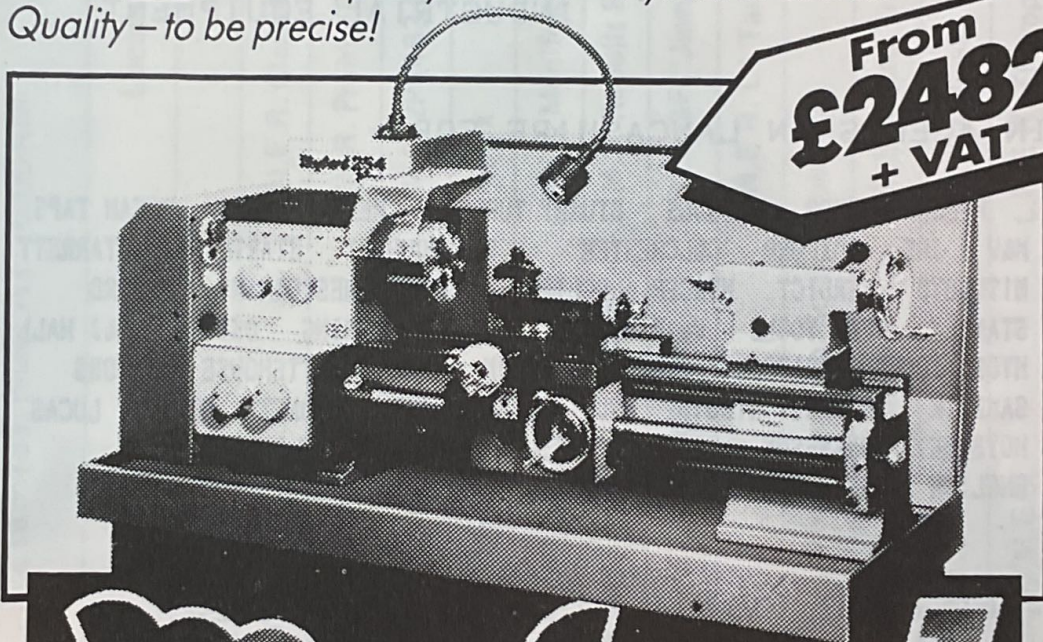
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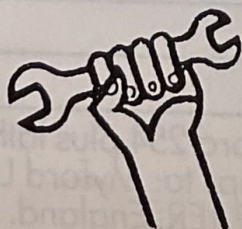
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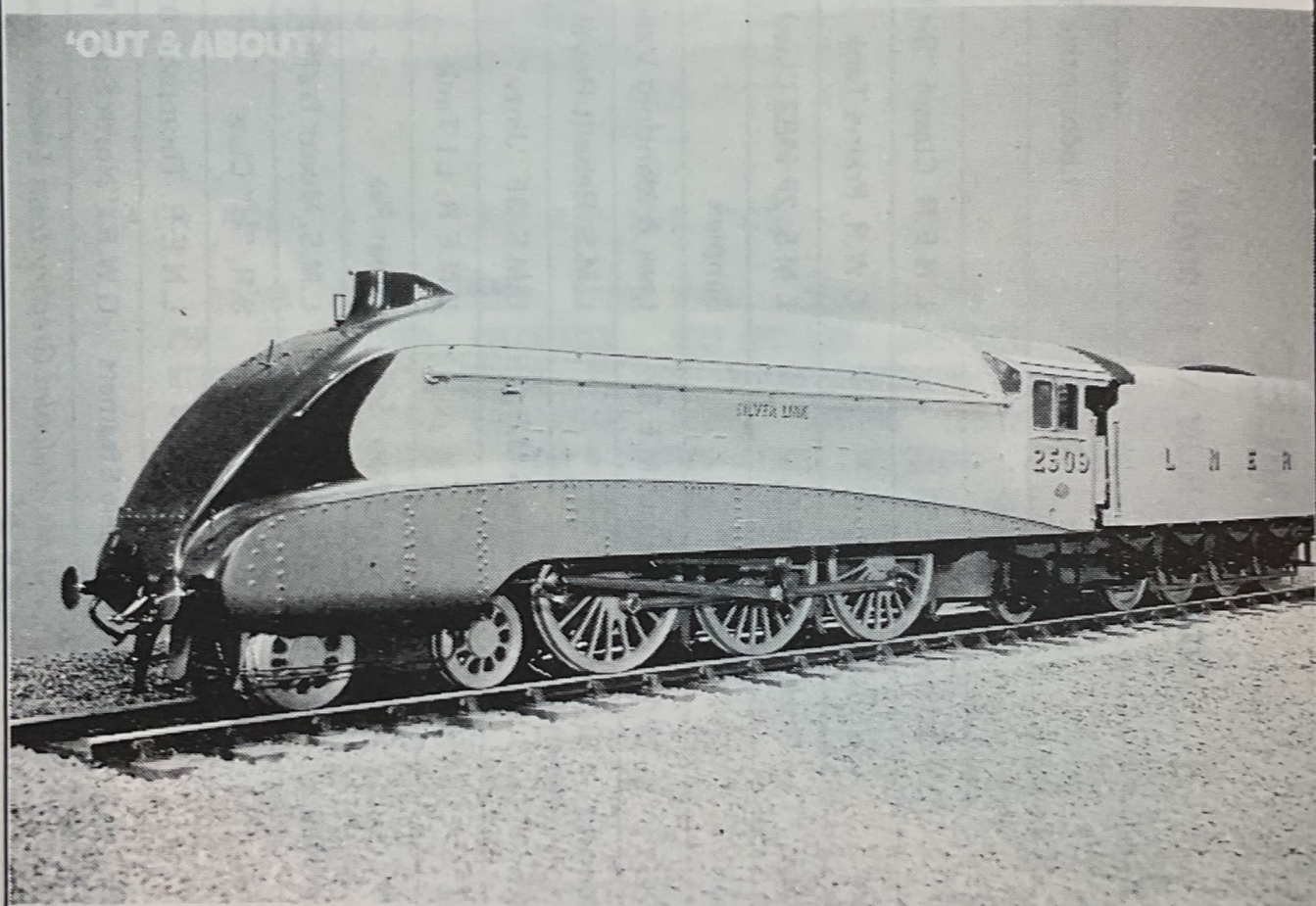
SATURDAY 8th JULY 1989

Owner	Driver	Society	Locomotive Type	Wheel Arrangement	Gauge (inches)
E. Gibbons	E. Gibbons	Sunderland M.E.S.	L.N.E.R. Class 4 "Sir Nigel Gresley"	4-6-2	3½"
T.E. Aitcheson	J.W. Aitken	Rolls-Royce	G.W.R. Prairie Tank	2-6-2T	3½"
P.A. Rainbow	P.A. Rainbow	North Wales M.E.S.	L.M.S. 2P (483 Class)	4-4-0	3½"
J.T. Addison	J.T. Addison	Leyland S.M.E.	Simplex	0-6-0T	5"
D.R. Edisbury	D.R. Edisbury	Urmston & District M.E.S.	Leek & Manifold Valley Railway	2-6-4T	5"
A.H. Holdsworth	A.H. Holdsworth	Stockport M.E.S.	L.M.S. Rebuilt Royal Scot	4-6-0	5"
D.R. Pearson	G. Golightly	Llanelli & District S.M.E.	L.M.S. 3F "Jinty"	0-6-0T	5"
P.G. Taylor	P.G. Taylor	Private	L.N.E.R. L1 Tank	2-6-4T	5"
V. Williams	V. Williams	Sussex Miniature Loco. Soc.	Sweet Pea	0-6-0ST	5"
L. Loughborough	L. Loughborough	Perranporth & District	L.M.S. Mixed Traffic "Crab"	2-6-0	5"
J.S. Coleman	J.S. Coleman	Bristol S.M.E.E.	S.R. "U" Class	2-6-0	5"
F. Winsall	F. Winsall	Rugby M.E.S.	L.N.E.R. Thompson 01	2-8-0	5"
D. Sutcliffe	D. Sutcliffe	Ribble Valley Live Steamers	G.W.R. "North Star" No. 40	4-4-2	5"

There will be a break for lunch at 12.50 till 13.35 when will Mr. Malcolm Gregory from Lindsey Model Society will give a demonstration run of goods wagons behind his 5" gauge B.R. 9F.

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SUNDAY 9th JULY 1989

Owner	Driver	Society	Locomotive Type	Wheel Arrangement	Gauge (inches)
J. Elliott	J. Elliott	Staines S.M.E.	G.W.R. "Speedy"	0-6-0PT	5"
J. Rodway	P. Willey	Private	L.M.S. Rebuilt Fury "British Legion"	4-6-0	5"
M. Clements	M. Clements	Mashonaland S.M.E.	G.W.R. 57XX	0-6-0PT	5"
G. F. Mole	G.F. Mole	Warrington & District M.E.S.	G.W.R. Manor Class	4-6-0	5"
P. Tabinor	P. Tabinor	North Staffs. Models Soc.	Tich	0-4-0T	5"
J.S. Campbell	J. Rodway	Newport M.E.S.	Super Claud	4-4-0	5"
J.T. Frost	J.T. Frost	Merseyside Live Steam M.E.	G.W.R. 15XX "Speedy"	0-6-0P,	5"
J. Cahsmore	J. Cashmore	Birmingham S.M.E.	G.W.R. Class 2301 "Dean Goods"	0-6-0	5"
A.C. Riley	A.C. Riley	South Cheshire M.E.S.	Ajax	0-4-0T	5"
M. Collyer	M. Collyer	Colchester M.E.	L.M.S. Ivatt Class 2	2-6-0	5"
L. Flippance	L. Flippance	Guildford	B.R. Proposed Design	2-8-2	5"

There will be a break for lunch at 12.25 till 13.15 when Mr. Malcolm Gregory from Lindsey Model Society will give a demonstration run of goods wagons behind his 5" gauge B.R. 9F.

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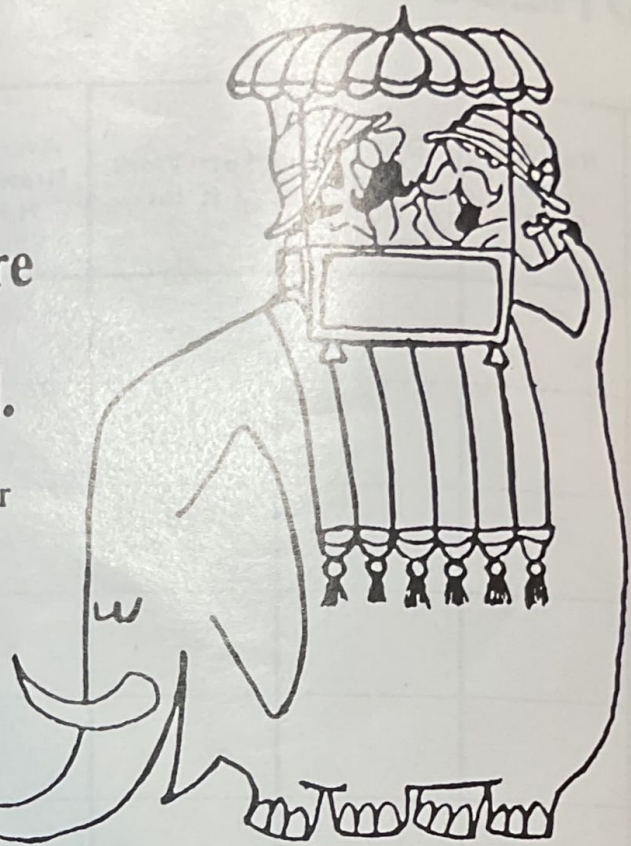


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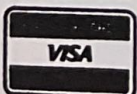
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CALCULATION OF RESULTS

(with acknowledgments to the Bristol S.M.E.E.)

(NOTE: Parameters marked * are shown on the results board and may be logged on the centre pages of this programme).

The dynamometer car measures and gives a direct reading of Total Work Done* in foot pounds and Total Distance Travelled* in feet. In addition the Overall Run Time* (minutes) and Weight of Coal Used* (pounds) are recorded.

From these parameters the following calculations can be made:

Average Draw Bar Horse Power=

$$\frac{\text{Total Work Done (ft.lbs.)}}{\text{Overall Run time (mins.)} \times 33,000} \text{ h.p.}^* \dots\dots\dots (1)$$

Coal Consumption Rate=

$$\frac{\text{Weight of Coal Used (lb.)} \times 60}{\text{Overall Run Time (mins)}} \text{ h.p.}^* \dots\dots\dots (2)$$

Specific Fuel Consumption Rate=

$$\frac{\text{Coal Consumption Rate}}{\text{Average Draw Bar Horse Power}} \dots\dots\dots (3)$$

Substituting (1) and (2) in (3)

$$\frac{\text{Weight of Coal Used (lb.)} \times 1,980,000}{\text{Total Work Done (ft.lb.)}} \text{ lb./d.b.h.p. hr.}^* \dots\dots\dots (4)$$

Now, Overall Thermal Efficiency=

$$\frac{\text{Work Output} \times 100}{\text{Heat Input}}$$

Assuming the calorific yield of the coal to be 14,000 B.Th.U./lb., 1 lb. of coal will yield 14000 x 778 ft.lb. of heat where 778 is the number of ft.lb. per B.Th.U.

From (4)

Overall Thermal Efficiency* =

$$\frac{1,980,000 \times 100}{\text{S.F.C.} \times 14,000 \times 778} \% \dots\dots\dots (5)$$

$$= \frac{18,1785}{\text{S.F.C.}} \% \dots\dots\dots (6)$$

The locomotive which returns the highest Overall Thermal Efficiency is the winner.

ABOUT THIS YEARS' ENTRIES

Not in running order

3½" Gauge Locomotives

No. 1. Mr. Peter Rainbow, representing the North Wales MES, has entered his 3½" LMS 2P 4-4-0 built to Don Youngs design. Mr Rainbow has worked full time on the Snowdon Mountain Railway where he became a driver.

No. 2. Edward Gibbons of the Sunderland MES is entering his 3½ LNER A4, Sir Nigel Gresley for the second time, having been placed 8th at Leeds last year. The loco, originally built to the Clarkson design has been completely overhauled during which many modifications were incorporated to improve its performance.

No. 3. The Rolls-Royce, Glasgow club is represented by T.E. Aitchesons 3½" 2-6-2 GWR Prairie Tank, driven by J.W. Aitken. This engine was built based on actual measurements taken at York museum with the help of a friendly steward.

5" Gauge Locomotives

No. 4. Representing the Newport MES is John Campbell with his 5" gauge 4-4-0 Super Claud driven by Jeffrey Rodway. This model is based on the Martin Evans design with extensive modifications.

No. 5. Jeffrey Rodway has entered his newly completed 5" gauge Rebuilt Fury - "British Legion". This engine has a 125 psi boiler with multi row superheater and is in 3 cylinder form. It will be driven by Peter Willey and is private entry.

No. 6. Placed 6th at Leeds last year is Vincent Williams with his 5" gauge 0-4-0 modified "Sweet Pea", representing the Sussex Miniature Loco Society.

No. 7. Michael Collyer, a self confessed devotee of IMLEC, has entered a 5" gauge LMS Ivatt Class 2. Built to Don Youngs BR design it has been altered to the original LMS type and is fitted with Simplex slide valve cylinders. At the time of entering the engine had not been completed.

No. 8. The Perranporth and District entry is for the second year, Larry Loughboroughs 5" 2-6-0 Horwich Crab built to Don Youngs drawings with minor modifications. This locomotive was placed 4th last year.

No. 9. Fred Winsall of the Rugby MES is a regular IMLEC competitor. This year he is running his 5" LNER 2-8-0 Thomson 01. The locomotive is basically a Martin Evans "Nigel Gressley" Chassis with "Springbok" boiler, cab and tender.

No. 10. Merseyside Live Steam and Model Engineers' entry is Jeffrey Frosts 5" 0-6-0 GWR 15XX "Speedy" to LBSCs design but with extensive modifications. Jeffrey is the MLSME's Chairman.

No. 11. Representing the Leyland SME is John Addison with his 5" gauge Simplex to Martin Evans design.

- No. 12.** James Elliott of the Staines SME has entered a 5" gauge Speedy built to "Curly's design with Don Youngs Valve gear. Mr Elliott is an engineering technician in the Science Museum, London.
- No. 13.** Last years IMLEC winner, Lionel Flippance representing the Guildford Society, has entered his 5" gauge model of a 2-8-2 proposed B.R. design.
- No. 14.** The North Staffs Models Society entry is Paul Tabinor with his 5" gauge version of LBSC's TICH.
- No. 15.** Gerald Mole represents the Warrington and District MES with a 5" gauge GWR Manor "Hooknorton Manor".
- No. 16.** John Cashmore is the Birmingham SME entry with a 5" gauge 0-6-0 GWR class 2301 'Dean Goods'. This engine was designed by the builder and the castings were made from his own patterns.
- No. 17.** The Bristol SMEE entry is John Coleman with his Southern Railway, 5" gauge 2-6-0 "U" Class. This loco is based on Martin Evans "Ashford" design and was placed 6th at the 1985 IMLEC at Urmston.
- No. 18.** Anthony Holdsworth represents the Stockport MES with his 5" gauge 4-6-0 rebuilt Royal Scot.
- No. 19.** Giving the event a true international flavour is Malcomb Clements of the Mashonaland SME, Zimbabwe. His locomotive is a 5" gauge 0-6-0T GWR 57XX fitted with Torrington needle roller bearings in axle boxes, big ends and coupling rods. The engine is also fitted with an odometer and has recorded 2016.16 miles since completion.
- No. 20.** Derek Edisbury represents Urmston and District MES Ltd with his Leek and Manifold Valley narrow gauge 2-6-4 tank engine. Built to 5" gauge the engine weighs 281 lbs all drawings and castings being prepared by the builder.
- No. 21.** Mr A.C. Riley represent the South Cheshire MES with his 5" 0-4-0T Ajax.
- No. 22.** The Llanelli and Districts entry is Mr Pearson's 5" class 3F "Jinty to Martin Evans recent design. This entry will be driven by G. Golightly who has taken part in several previous IMLECS.
- No. 23.** The second private entry is Mr P. Taylor 5" 2-6-4 LNER L1 Tank engine built originally by Mr Taylors father to Clarkson's Design. The engine has been completely rebuilt by the current owner with many modification and improvements.
- No. 24** David Sutcliffe of Ribble Valley Live Steamers with his M.E. exhibition bronze medal winning 5" G.W.R. "Star" class loco. No.40 "North Star" is the prototype modelled from his own design with the help of works drawings.
- No. 25** Reserve. James Moyle with his 5" gauge Stanier Black 5.



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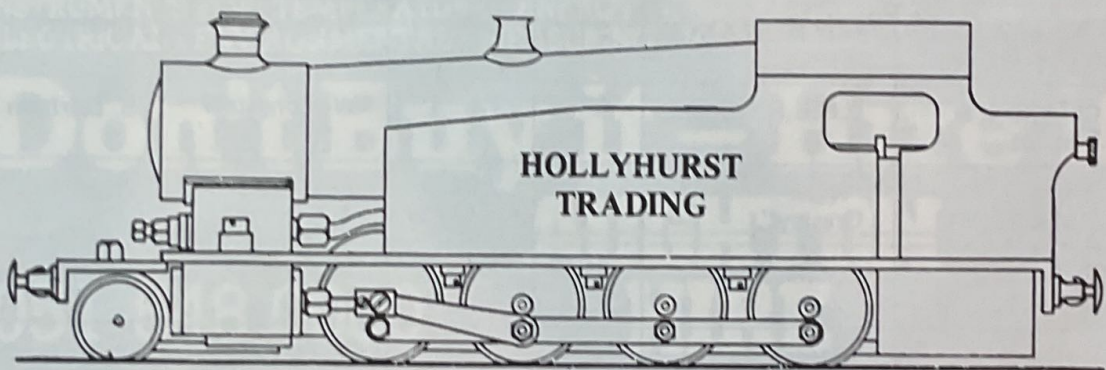
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1969	Birmingham S.M.E.	Royal Scot	5"	not quoted	J. Drury	Birmingham S.M.E.
1970	Whitney & W. Oxford	"Firefly"	5"	"	L. Labram	Birmingham S.M.E.
1971	Southampton & District	G.W.R. Dean Single	5"	"	A. Heyden	Newton Abbott
1972	Tyneside S.M.E.E.	G.W.R. 57XX	5"	1.06	N. Spink	Chesterfield
1973	Chingford & District	L.N.E.R. L1	5"	1.6	W. Longstaff	S. Durham
1974	Bristol S.M.E.E.	"Nigel Gresley"	5"	2.54	F. Winsall	Rugby
1975	Tyneside S.M.E.E.	G.W.R. King	3½'	1.55	L. Joyce	Chingford
1976	Kinver & W. Midlands	"Speedy"	5"	1.58	W. Perret	Southampton
1977	Chingford & District	"Speedy"	5"	2.32	W. Perret	Southampton
1978	Guildford	"Maid of Kent"	5"	1.61	P. Wood	Chingford
1979	Bristol S.M.E.E.	G.W.R. Stirling	5"	2.17	D. Morris	Urmston
1980	Bedford M.E.S.	B.R. Class 7	3½	1.37	P. Wood	Private
1981	Bournemouth District	L.N.E.R. J39	5"	2.41	P. Wood	Chingford
1982	Leyland M.E.S.	G.W.R. De Glehn Compound	5"	1.50	R. Armsbury	Derby M.E.S.
1983	Guildford S.M.E.	L.M.S. Royal Scot	5"	1.35	L. Pritchard	Harlington S.M.E.
1984	Bristol S.M.E.	L.M.S. Royal Scot	5"	3.66	L. Pritchard	Harlington S.M.E.
1985	Urmston M.E.S.	"Nigel Gresley"	5"	1.85	A. Crossfield	Private
1986	Bournemouth D.S.M.E.	"Nigel Gresley"	5"	1.64	A. Crossfield	Private
1987	Birmingham	Adams LSWR Jubilee	5"	2.29	K. Moonie	Chingford
1988	Leeds S.M.E.E.	BR. Proposed Freight	5"	4.392	L. Flippance	Guildford

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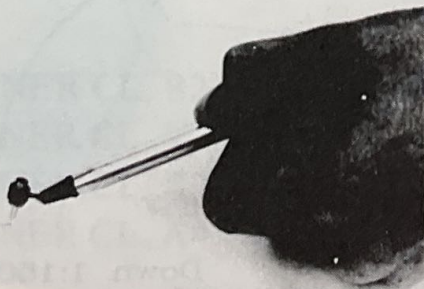
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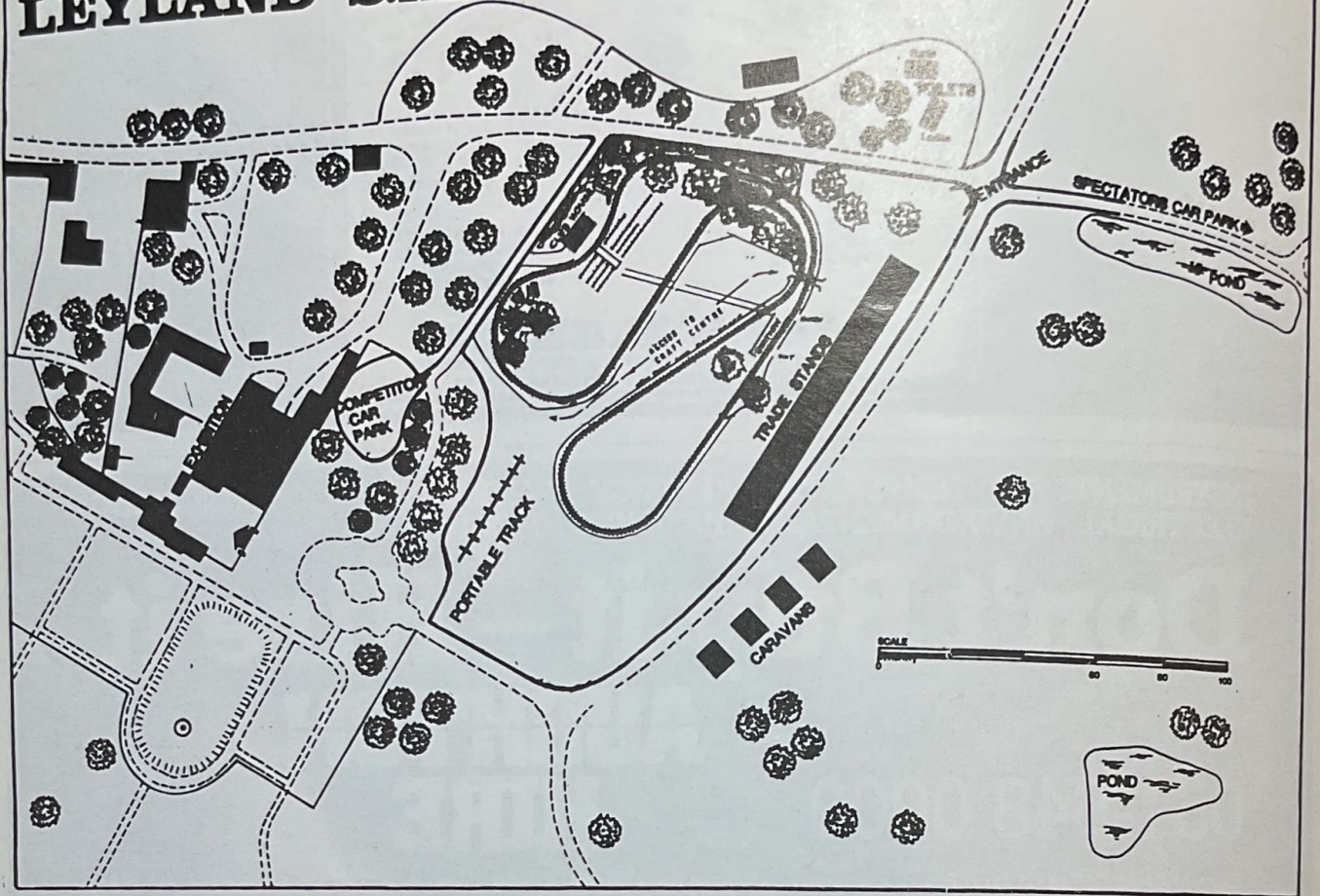
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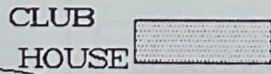
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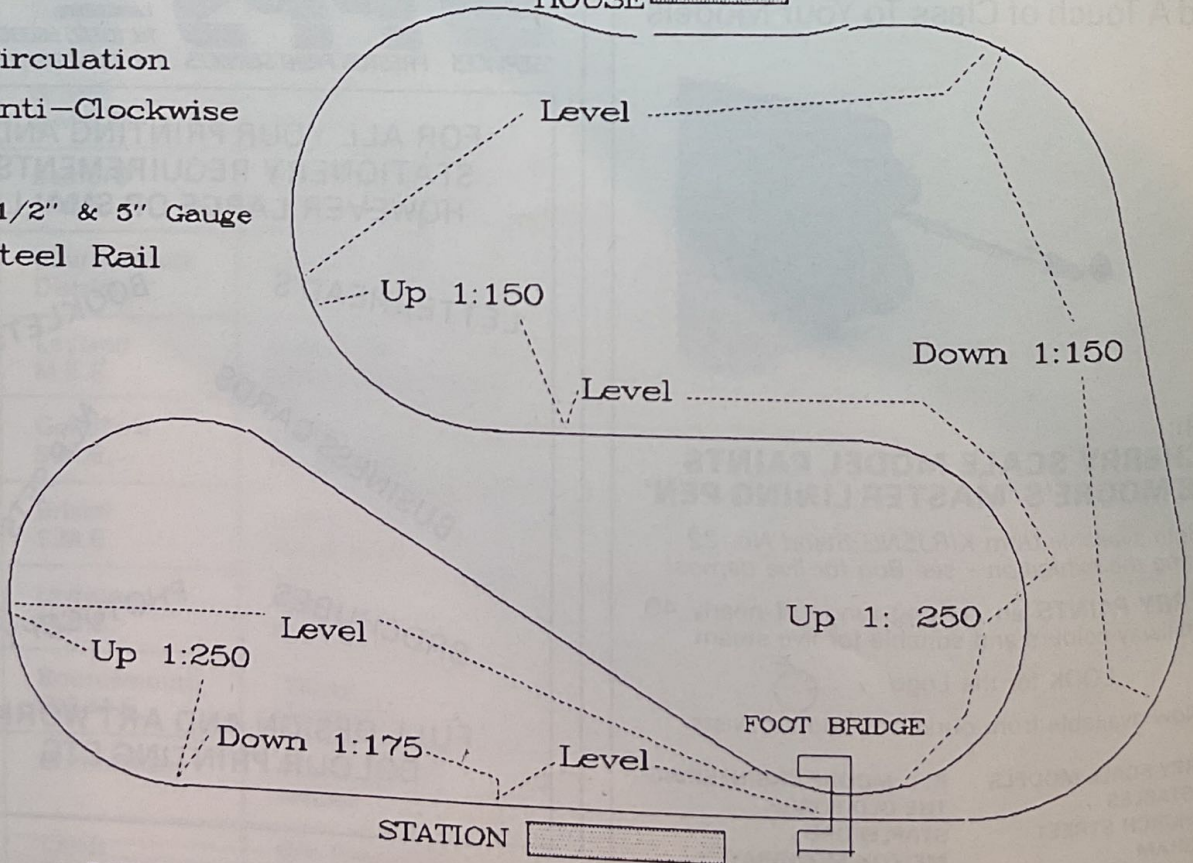


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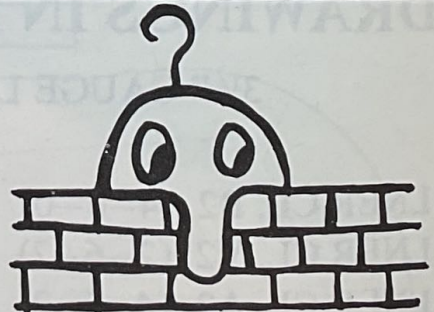
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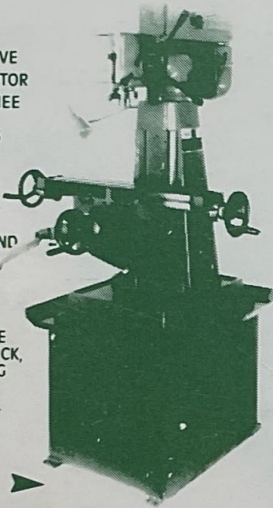
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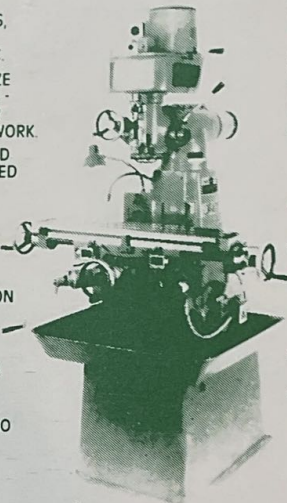
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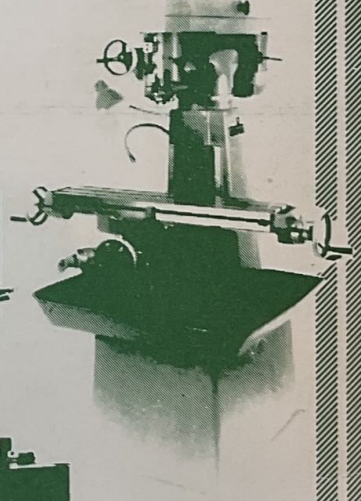


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