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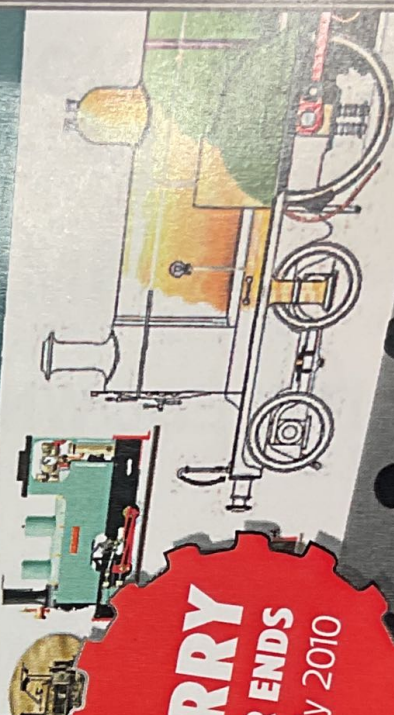
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# THE FORTYSECOND INTERNATIONAL MODEL LOCOMOTIVE EFFICIENCY COMPETITION

for the  
**Martin Evans Challenge Trophy**  
at **LITTLEDOWN, BOURNEMOUTH**  
**Saturday 3rd July & Sunday 4th July 2010**

Prizes to be presented by  
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The Overall Winner will receive the Martin Evans Challenge Trophy and £200.  
Second £125, Third £75. The best 3½" Gauge performance will receive  
£50 (subject to there being at least two entries.)

## Contents

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**T**he front cover picture shows the Society's *Maid of Kent* being driven by Dick Ganderton on the occasion of the official opening of the Littledown Miniature Railway in 2003 by the Mayor of Bournemouth, Mrs Anne Rey. On the train with the Lady Mayor are her husband, the Chairman of the Society, David Martin, the President of the Society, Dick Mantle and former Secretary Mick Baker.

This picture was chosen as it provides continuity with the cover of the Programme for the thirteenth IMLEC, hosted by the Society at Kings Park in 1981, which showed the same locomotive pulling the first train on the Society's then newly completed Kings Park track in 1967.

Judges for IMLEC 2010 are Dick Ganderton, John Hoyle and David Martin. The Judges' decisions are final.



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## Chairman's Welcome

I would like to thank you all for coming to the Littledown Miniature Railway this weekend and extend a warm welcome whether you are here as a competitor, trader or as an interested spectator.

IMLEC 2010 is the first major event that the Society has organised on the Littledown Railway. The railway was established in Littledown Park in 2002, with the first train running in July 2003, after our former home in King's Park was required for other purposes. If you knew the King's Park site, I think that you will agree that, whilst we had an excellent track, the surroundings were not as pleasant as those in the park here at Littledown.

King's Park was the venue for two very successful IMLECs in 1981 and 1986, the weather was kind to us on both occasions and I hope that we will be so blessed this weekend. We have a full calendar of competitors, eleven on Saturday and ten on Sunday, unfortunately we had to turn some away, there being insufficient time to fit them all in. With locomotives ranging from very large to moderately small it should prove to be a fascinating competition.

I hope that your stay in Bournemouth and your visit to our tracksite will be enjoyable and rewarding.

*David Martin*

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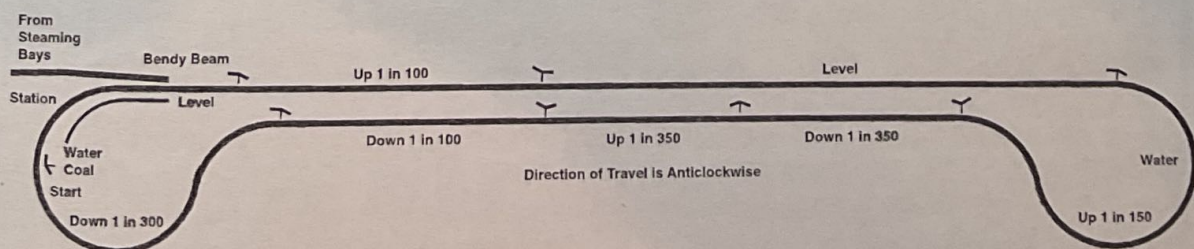
## Littledown Miniature Railway

The raised track in Littledown Park is now seven years old this weekend. Built to replace the old track in King's Park, it offers a run of just over one third of a mile for 3½", 5" and 7¼" Gauge locomotives and has become a popular attraction in the park for all ages. Members of B&DSME 'play trains' at Littledown every Wednesday and Sunday throughout the year.

The track itself is 2lb/yd flatbottom steel rail fastened to sleepers made from recycled plastic and carried on precast, reinforced concrete beams supported on galvanised steel columns. All the curves have a radius of 57' with built-in superelevation with entry and exit transitions, giving a very smooth ride.

Access to the track from the Steaming Bays is by means of the 'Bendy Beam'. This is a swinging section of the beam with a short section of flexible rails enabling us to perform 'shunting' movements for easy and rapid changeovers.

The diagram below shows the track layout with the gradients.





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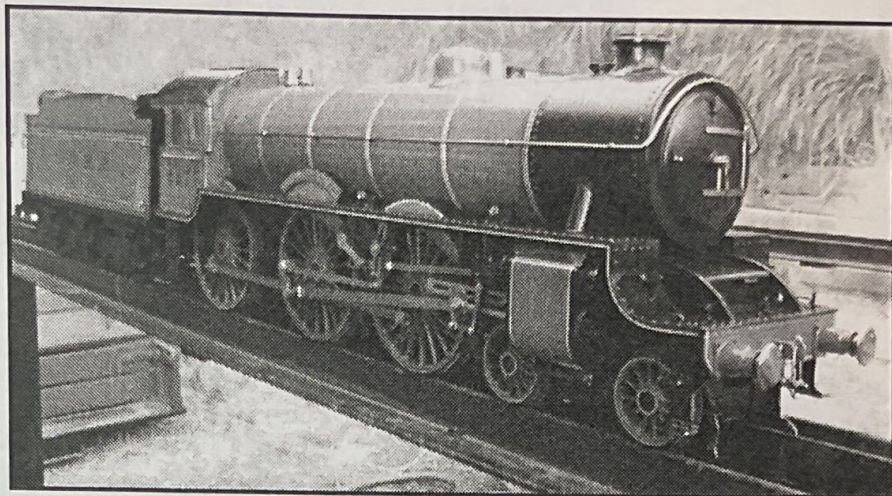
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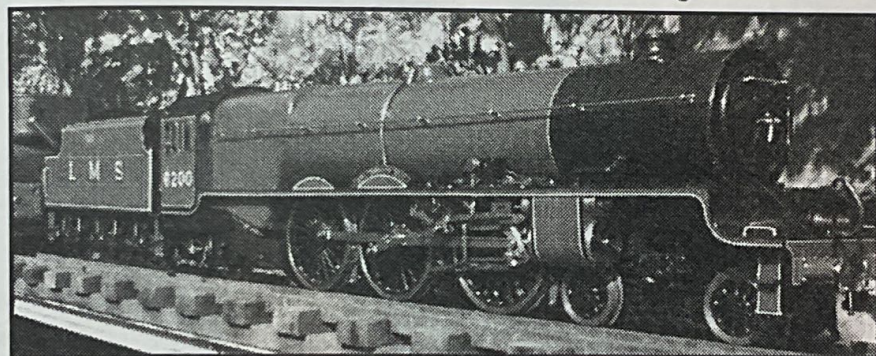


**M**arcus Peel hopes to bring along two of his 3½" Gauge locos, but at the time of going to press with the programme was not sure which one he will use for the competition.

His B2 (top photo), was built in 1978 by Mr. J. Chivers and won the Best 3½" in 2008 at Southport, but he had to retire at Bristol last year due to a problem with the coal - there was only one size of coal, which didn't suit his engine's small grate.



Marcus's other engine is a 3½" Gauge *Princess Royal*, built between



1952 and 1955 by Edward Yates BEM, a top engineer at Beyer Peacock. The loco was steamed for the first time in its 55 year life after its hydraulic test and ran with no

problems. He reckons that if he does use it he could be a bit unfamiliar with it!

### Acknowledgements

The Bournemouth & District Society of Model Engineers extend their grateful thanks to:

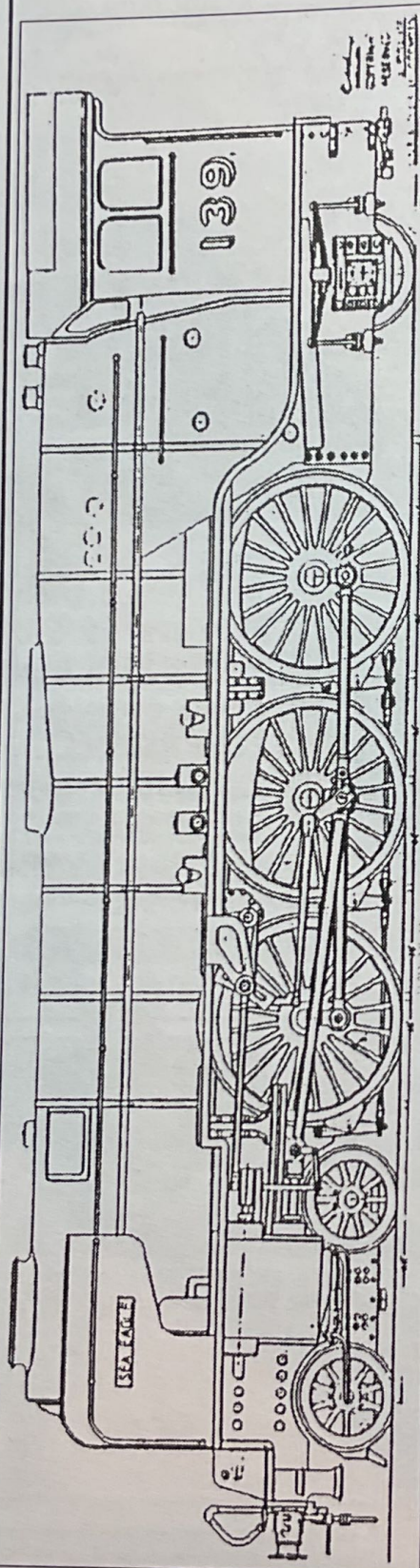
The Publishers of *Model Engineer* for donating the Prizes.

The Bristol Society of Model & Experimental Engineers for the loan of their Dynamometer Car and their advice and assistance.

The Birmingham Society of Model Engineers for the loan of their Dynamometer Car.

Typeset by Dick Ganderton in Helvetica Neue using Adobe InDesign CS2 v4 on an Apple Macintosh Dual 2.5GHz PowerPC G5 running Mac OS X v10.4.11 Tiger.





## SEA EAGLE:- PEPPERCORN'S MODERN PACIFIC LOCOMOTIVE. BUILT 1948 TORNADO. 2009

LNER DESIGN 3 CYLINDERS 11<sup>1</sup>/<sub>16</sub>" Dia. x 2<sup>5</sup>/<sub>16</sub>" S. D & C WHEELS 7<sup>1</sup>/<sub>16</sub>" Dia. (4-6-2) GRATE 52 sq ins  
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FREELANCE: B20 (4-6-0) SHERGAR IMP

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LMSR: DUCHESS OF HAMILTON (4-6-2) IMP

LNER: A1 PEPPERCORN (4-6-2) SEA EAGLE IMP\*

LNER: P2 (2-8-2) COCK O' THE NORTH IMP\*

LNER: B17 (4-6-0) SANDRINGHAM IMP

LNER: A3 (4-6-2) FLYING SCOTSMAN IMP & METRIC

DB: KLASSE 01-220 (4-6-2) METRIC

FREELANCE: A12 (4-6-2) TALISMAN IMP & METRIC

FREELANCE: P4 (2-8-2) PHENOMENON IMP

LNER: C1/1 (4-4-2) HAZELDEAN \*

LNER: V5 (2-6-2) 2 CYL CLYDESDALE \*

FREELANCE: R4 (4-8-4) 3 CYL DEFIANT \*

\* METRIC DRAWINGS IN PREPARATION

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**P**aul Hutfield's Lancashire and Yorkshire A Class 0-6-0 52399 was completed by the late Norman Lowe in February 2000 to Don Young's *Aspinall* design and was his seventh and final locomotive.

Despite attending IMLECs since 1990 this will be the first one that Paul has taken part in. Paul's father, Alan, entered in 1996 and has sportingly challenged him to beat the score he set with his *Simplex*, so no added pressure!

Paul will be driving on behalf of the recently formed East Somerset Society of Model and Experimental Engineers (ESSMEE) and this will also be the first IMLEC entry in the Society's history.



Photo: Michael Topham

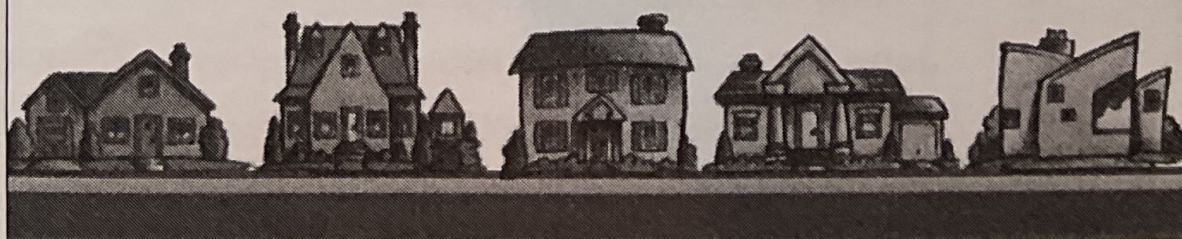
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## COMPETITORS & RESULTS

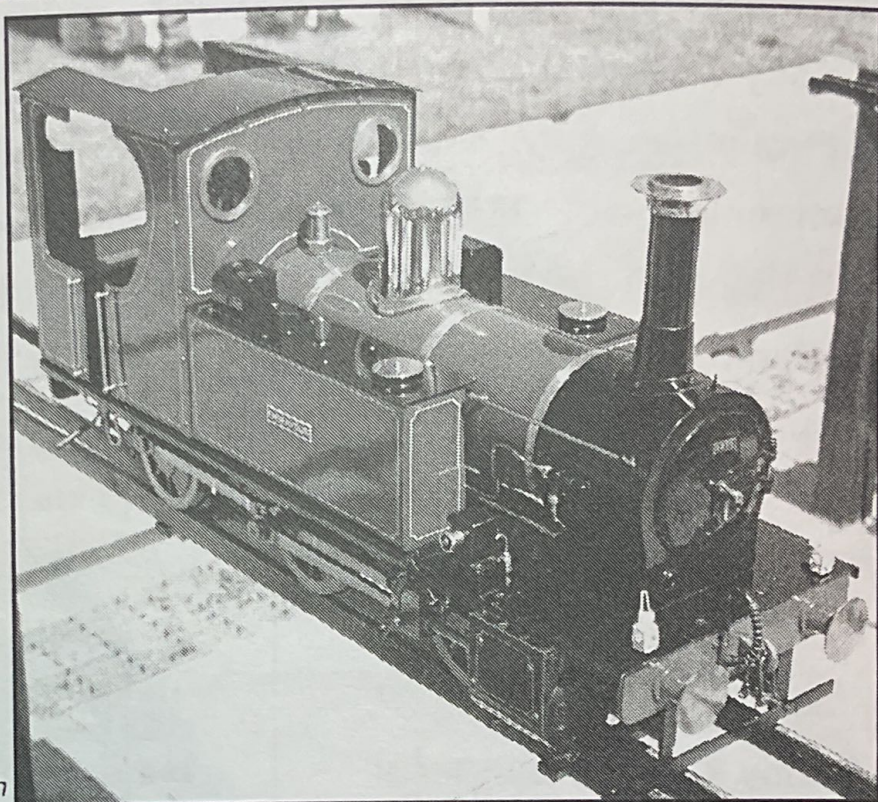
	Run	Entrant	Club	Gauge	Loco	Coal	Load	Efficiency	Position
SATURDAY	1	James Tilbury	Urmston	5"	2-6-0T Polly V				
	2	Ken Parker	North Wilts	5"	2-6-2T Firefly				
	3	Len Steel	STEAM	5"	4-6-2 Britannia				
	4	Lionel Flippance	Guildford	5"	2-8-2 BR Heavy Freight				
	5	Steve Eaton	Chesterfield	5"	4-6-2 Britannia				
	6	Paul Hutfield	East Somerset	5"	0-6-0 Aspinall				
	7	Andrew Siddall	Harlington	5"	4-6-0 Springbok				
	8	Brian Remnant	Romney Marsh	5"	0-4-2ST Sweet Pea				
	9	Ted Head	Newton Abbot	5"	0-6-0T LMS Tank				
	10	Glyn Winsall	Rugby	5"	2-8-0 LNER Thompson O1				
	11	Neil Mortimer	Ickenham	5"	0-6-0T Polly 3				
SUNDAY	12	Ben Pavier	Southport	3½"	4-4-2 Maisie				
	13	Marcus Peel	Wigan	3½"	4-6-0 B2				
	14	Chris Dore	Fareham	5"	4-4-0 Maid of Kent				
	15	Kevan Ayling	Worthing	5"	2-8-0 + 0-8-2 Kitson Meyer				
	16	John Lloyd	Southampton	5"	4-6-2 Merchant Navy				
	17	Karl Midgeley	Gravesend	5"	4-6-4T Freelance				
	18	Les Pritchard	Staines	5"	0-6-2 Barnett				
	19	James Bruning	Ascot	5"	0-6-0PT Speedy				
	20	John Avon	Ribble Valley	5"	2-6-2 Enterprise				
	21	Paul Tompkins	7¼" Gauge Soc	5"	0-8-0 Netta				



**N**eil Mortimer of Ickenham & District SME is entering his version of the Polly 3 locomotive which he first ran in 1994. Over the years the locomotive has been progressively modified and features a new cab, steam water pump, balanced slide valves and vacuum brakes.

Neil's Polly is regularly used for passenger hauling at his home club's track.

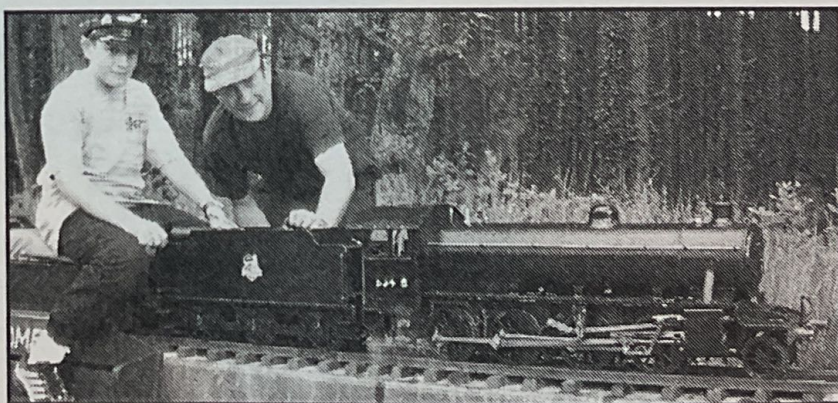
His first IMLEC was last year at Bristol and he is returning this year as the winner of that competition to defend his title.



Photograph: Phil Wimbush

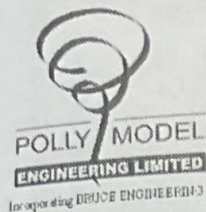
**G**lyn Winsall first drove in IMLEC in 1975 aged 14 years, driving his father's *Nigel Gresley* to Second Place. He has built many engines over the years and entered IMLEC on nineteen occasions, winning at Kinver in 2004 with this engine and placing First in the Past Winners' competition at Northampton in 2005.

Built by Glyn's father, Fred Winsall, in the 1980s it utilises a 5" Gauge *Nigel Gresley* chassis with a B1 boiler and cab to produce Thompson's O1 rebuild of the GCR 2-8-0s. It was placed Second at Kinver in 1998 and Glyn subsequently acquired the loco from his father.

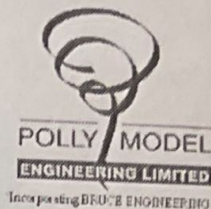


He modified the draughting and firebars, overhauled the motion and reset the valves, finally taking First Place in 2004. The loco also won the Welsh IMLEC in 2003, driven by Glyn's father.





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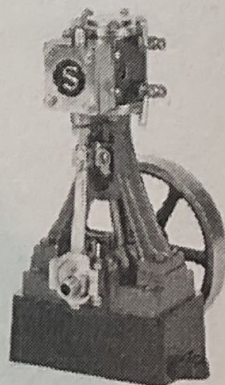


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**B**rian Remnant's *Sweet Pea* is much modified from the drawings with a larger firebox having a grate area of 32 square inches, steel boiler with copper tubes,  $1\frac{5}{8}$ " diameter cylinders with outside Southern valve gear. No hand or axle pumps are fitted. It first ran in 1987 sans cab.

Brian's IMLEC record shows a Second Place in 1999 at Northampton, a Second Place in 2004 at Kinver, Third in 2007 at Llanelli, culminating in First Place in 2008 at Southport.

He says that he has been in other IMLECs but doesn't remember the dates - a tenth place at Guildford and derailed at Bristol in 1990.

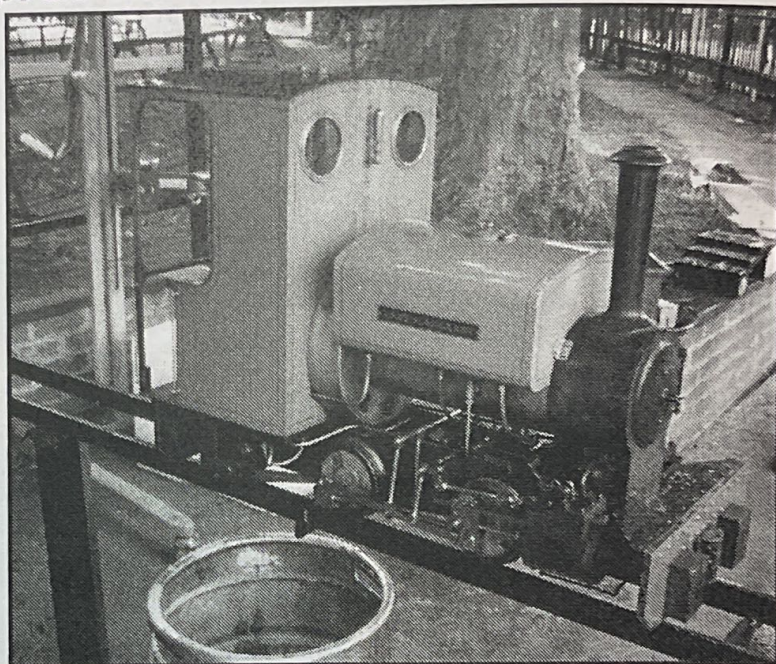


Photo: David Sidebotham

**S**teve Eaton's loco is a 5" Gauge *Brittania* built around the Perrier design from the late Norman Spink of Chesterfield.

It was started in the early 70s by Steve's father, who completed about 60 per cent of it before he died in 1994. Steve carried on with it and it was finished in 2000, painted black and named *Rough Diamond* as he wanted.

The loco has a larger combustion chamber than drawn and added weight for improved adhesion.

Steve has been involved with model engineering for



about 35 years and has completed eighteen locos up to now.

He reckons that this will be his twelfth IMLEC, during which time he has gained three best  $3\frac{1}{2}$ " places, a Second in 2005 and finally a win in 2007 at Llanelli with *Rough Diamond*.



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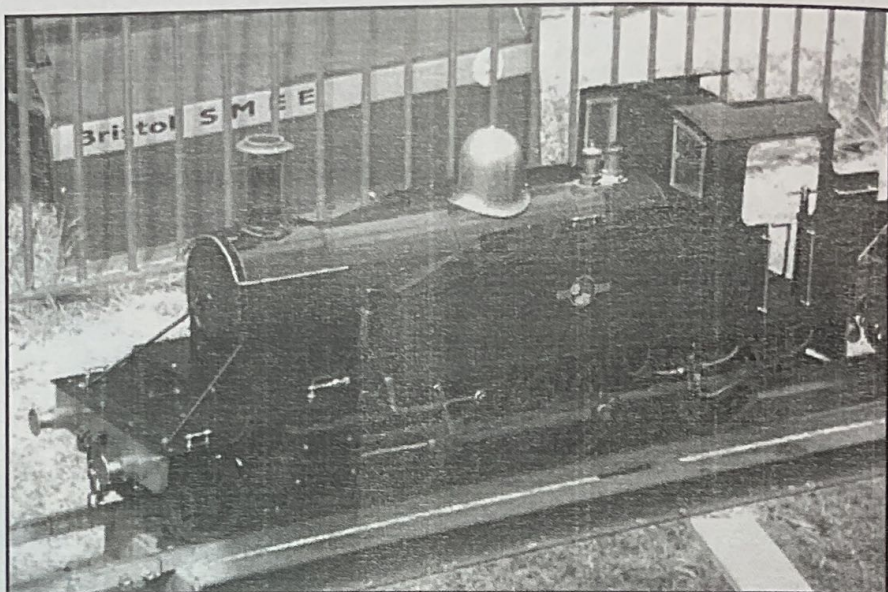
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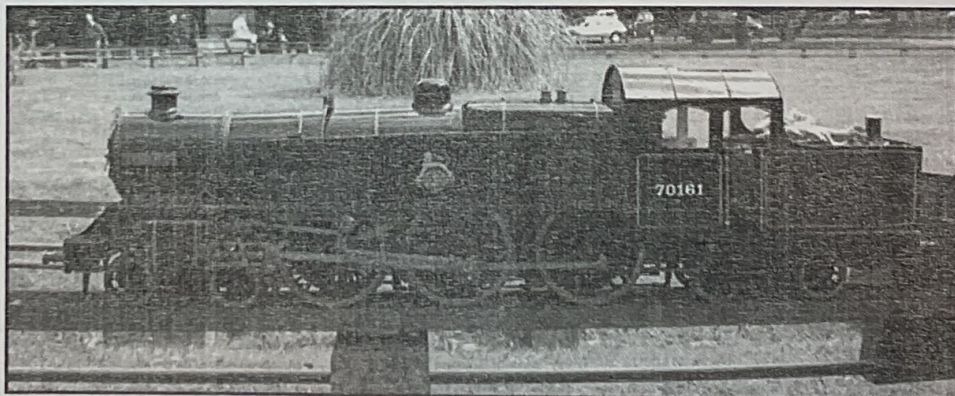
**J**ames Tilbury is driving a Polly 5 loco built by his father four years ago and run at their club, Urmston, all year round. It has a modified super heater, and modified grate.

He came midway between all the competitors in both the Southport and Bristol IMLECs. Since then it has been fitted with a steel arch and, hopefully, it may have balanced slide valves fitted for IMLEC 2010!



**T**his is Karl Midgeley's seventh attempt at an IMLEC and the fourth time with this loco, a freelance 4-6-4T, built and owned by his Grandad, Ben Healey. Karl's best finish to date was tenth at Llanelli.

Work on this loco started nineteen years ago, with Ben building two chassis at the same time, then carrying



on with this one, which he designed himself. It was finished four years ago and he is now working on the other one, a *Jubilee* to be named *Jamaica* when it's finished.

Karl has been driving locos since he was four years old and passenger hauling since he was sixteen at their club track at Gravesend. He has just completed a four year apprenticeship as a mechanical craftsman, travelling to either Ferrybridge, Rotherham or Didcot each week and just coming home at weekends. He has gained his National Certificate and, hopefully, Higher National one, which he will receive in July after the IMLEC competition.

Now based at Littlebrook Power Station, he is looking forward to spending more time on the building of his 5" Gauge *Britannia*, which was bought part built and given to him on his sixteenth birthday.



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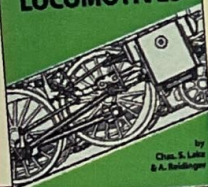
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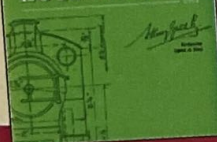
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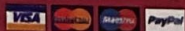
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