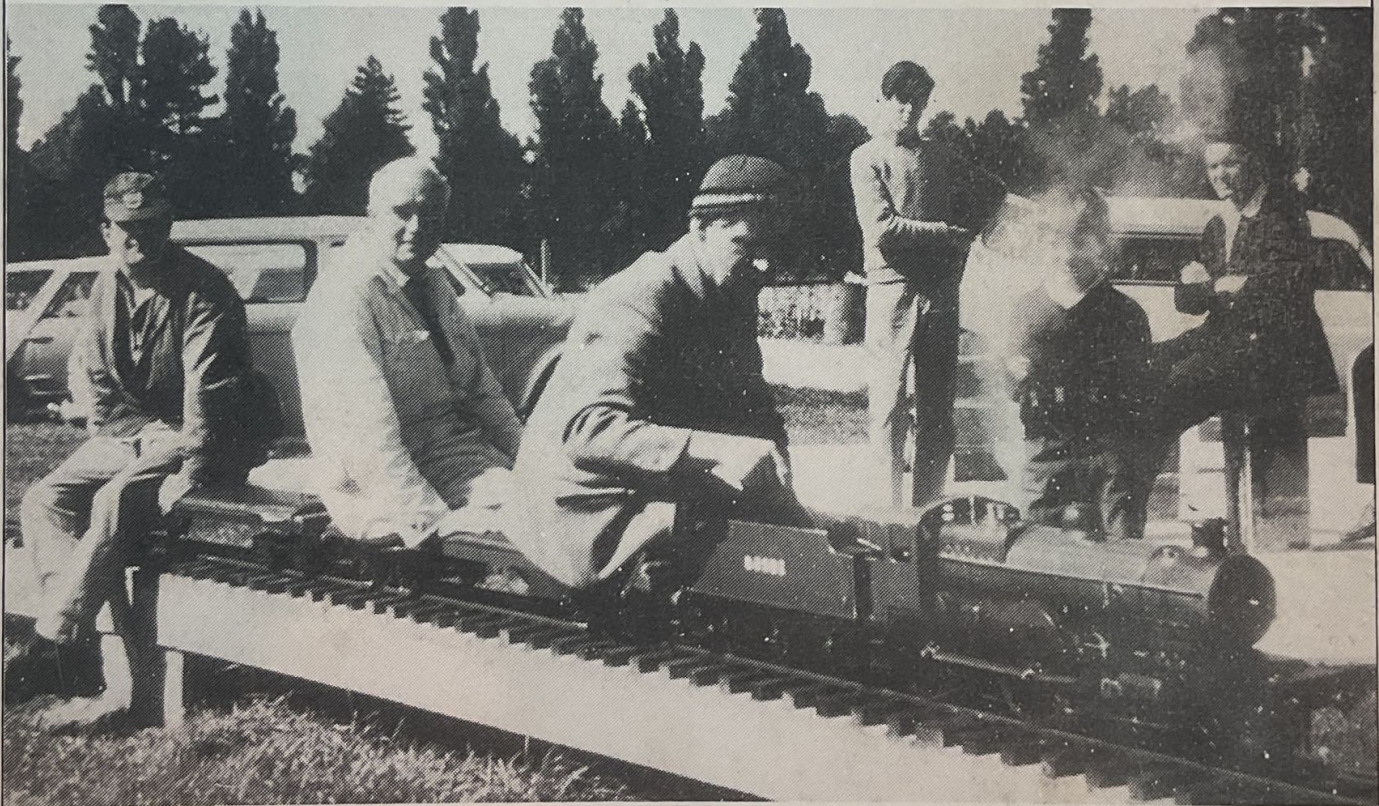


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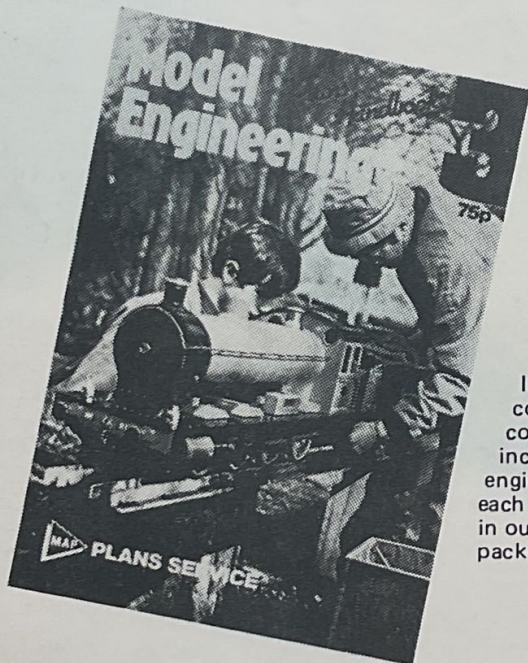
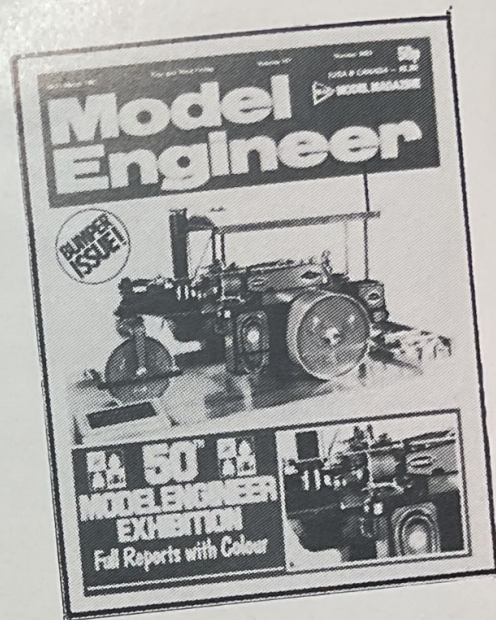
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for the
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The front cover shows the very first train being driven by the then Ch. Engr. Laurie Lawrence on our new track in 1967.

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Computer Calculations by Messrs. D. Biss and N. Horder

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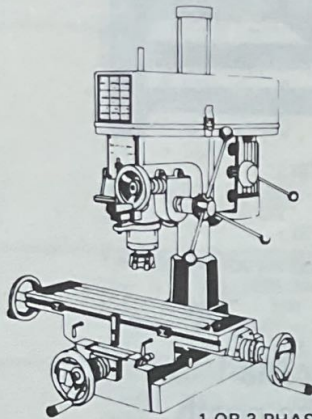
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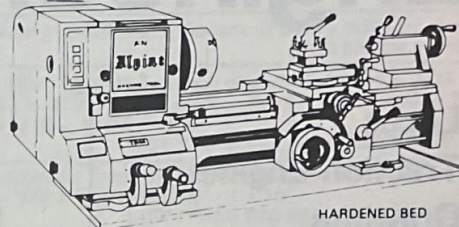
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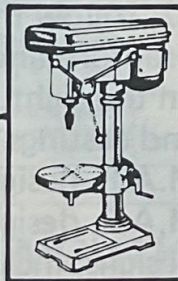
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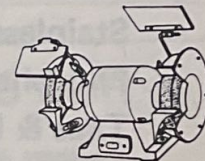
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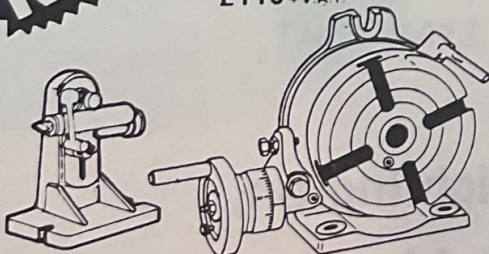
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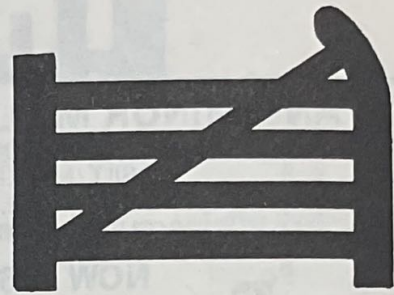
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THE BOURNEMOUTH AND DISTRICT SOCIETY OF MODEL ENGINEERS

By Laurie

About us:

The earliest reference to the formation of this Society is in 1908; there had been a couple of attempts to form one in 1906 and 1907 but these apparently came to nought. The Society seems to have survived the First World War with little bother; a President explained that the large number of retired people in the town were over enlistment age, and thereafter, up to the outbreak of the Second World War, the Society led a modestly successful existence. The years 1940 to 1946 brought a decline in the Society's fortunes and, although about 120 ft. of multi-gauge track was built in the grounds of a school in Southbourne, this did not seem to have attracted much enthusiasm and by 1951 membership was down to half a dozen people. However, a fresh face appeared on the scene and a new spirit embraced the Society and, within a year membership had doubled. A portable track was made and by the following year the 1951 membership had trebled.

Emboldened by this growing strength, the length of the portable track was doubled and membership passed the 20 mark. New locomotives were built and, although few were completed, it was time to think of a permanent continuous track. In 1958, the Golden Jubilee Year of the Society, the late J.N. Maskelyne formally opened our first 484 ft. track at the C.S.S.A. Sports Ground in Kinson. Success breeds success and membership nudged past the 30 mark; new locomotives came "out of the shops" and our pride and joy, all 484 ft. of it, became crowded on Saturday and Sunday afternoon causing an expansive feeling in the minds of many members. Other Societies will know the feeling! We wanted a longer track.

Fortunately, in 1963 the Bournemouth Corporation listened sympathetically to an impassioned plea (or else they gave in!) and, as a consequence, the Society was able to commence work in April 1965 on the present 1764 ft. of track — there is actually 1980 ft. including siding; the track should have been an exact third of a mile, but at that time there were two football pitches within the perimeter and the Parks Depart-

ment changed them round. Obviously we could not have a corner flag stuck in the middle of the main line, so the line of track was shifted outwards! The track was opened for service in 1967 although the first train ran round a little earlier.

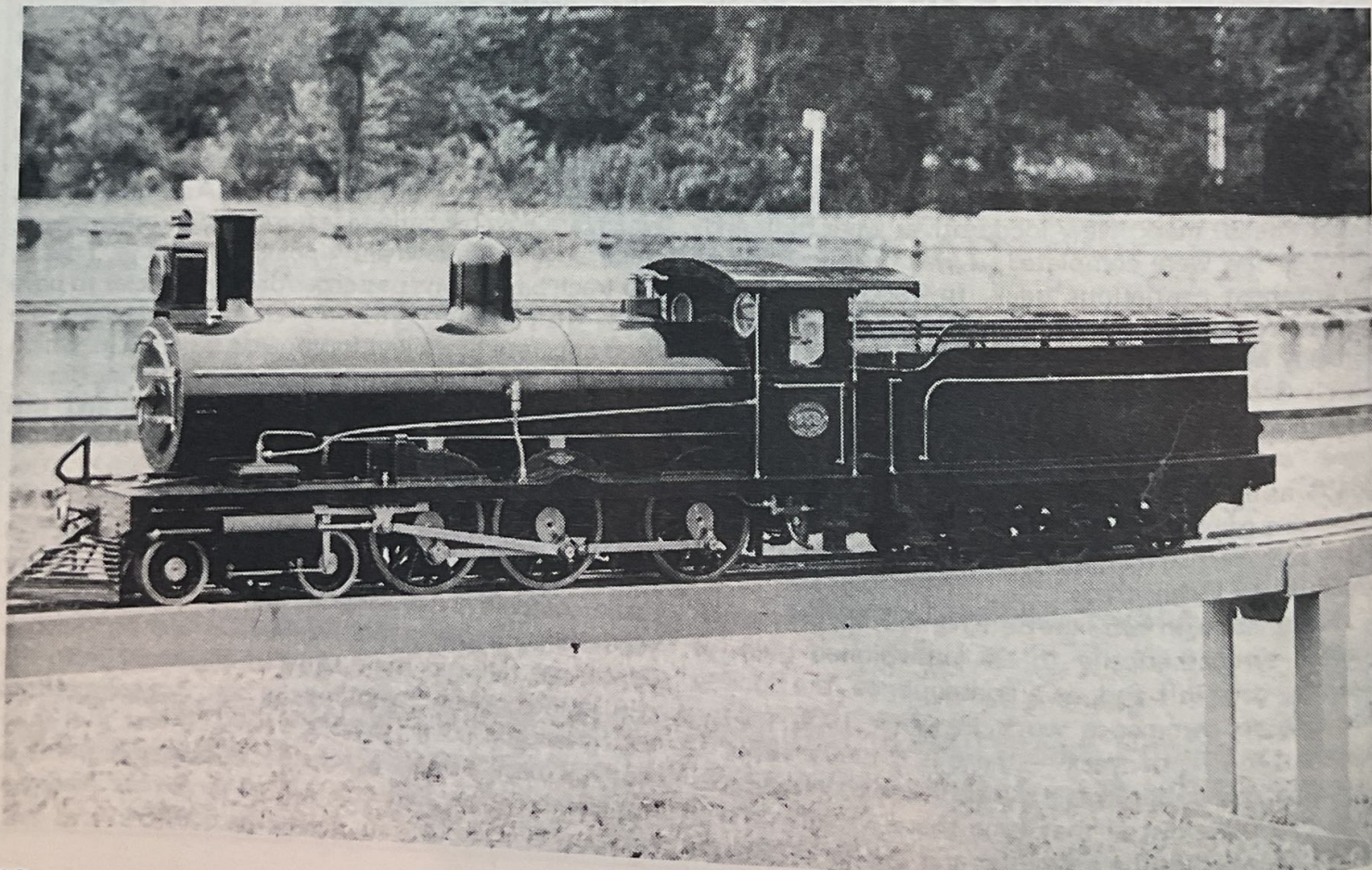
A most unusual circumstance, (unusual that is, for a voluntary outfit like an M.E. Society) attended the building of our track; the Chief Engineer at the time was made the "Boss". He was responsible for the design of the track and the construction and members agreed to do as they were told. It says a great deal for the spirit of the members that construction proceeded with willing co-operation all round and without argument! It is most unlikely that this has happened in any other similar organisation anywhere else! There is another unusual feature about this track. Visitors will notice that, unlike many other tracks, the concrete base, which was cast in situ, actually follows the line of track and this means a safety feature, one of the then Chief Engineer's particular hobby-horses, is built in. Many visitors will have heard of Anti-tipping rails which are now becoming a feature of some other tracks, this track has its own anti-tipping rail built in. That is, the track base allows passenger/driving vehicles to have close fitting footboards, the clearance between the deep concrete beam and footboards is only $\frac{3}{4}$ in. which precludes them tipping over and causing an "incident". Our standard bogie vehicles are $7\frac{1}{4}$ in. gauge and, this combined with the deep concrete beam, makes for safety and a feeling of confidence.

When originally laid the alignment of the track base and the rails thereon, was superb (we do not feel immodest about this) and no other track in the country could compare. To our regret, the effects of occasional vandalism, coupled with the weather and some subsidence, has reduced the quality of alignment from the best in the country to among the best. But competitors and intending passengers need have no fear that they will not have a really good ride; you all will and it is our earnest hope that you will all remember having a thoroughly good day out at Bournemouth.



Above: Percy Wood receiving the Championship Trophy last year

Below: From South Africa, a Best 3½ in. gauge winner in 1979



ABOUT I.M.L.E.C.

IT WAS ABOUT 1964, that Martin Evans first had the idea that an efficiency competition might be staged for model steam locomotives. He put the idea to the late Leslie Howard, who was then Editor of *Model Engineer*. Howard was immediately enthusiastic, and very soon published the suggestion in one of his "Smoke Rings", to see what sort of response there might be. The late LBSC expressed doubts, and one or two readers thought that although there was much to be said for the proposal, the idea of having a competition might lead to ill-feeling among the competitors. Fortunately, the fears of these readers never materialised. However, nothing was done until early in 1968, when Martin Evans, who by that time had become Editor of *Model Engineer*, raised the matter again.

In view of the popularity of the 3½ in. and 5 in. gauges, and the difficulty of comparing the performance between locomotives of widely differing gauges, it was proposed that the competition should be for these gauges only. A further point was the likely availability of a track suitable for the event. Apart from the track itself, one of the biggest problems was to cope with the number of cars that might have to be accommodated, there being no idea at the time as to the number that might arrive, the idea being of course that the general public, not necessarily readers of the *Model Engineer* would be invited to attend. A search was then made for a Model Engineering Society with the required track and car parking space, and most important, the willingness of its members to undertake what was likely to be a considerable task. In the event, the Birmingham Society volunteered to stage the first competition on their Illshaw Heath track.

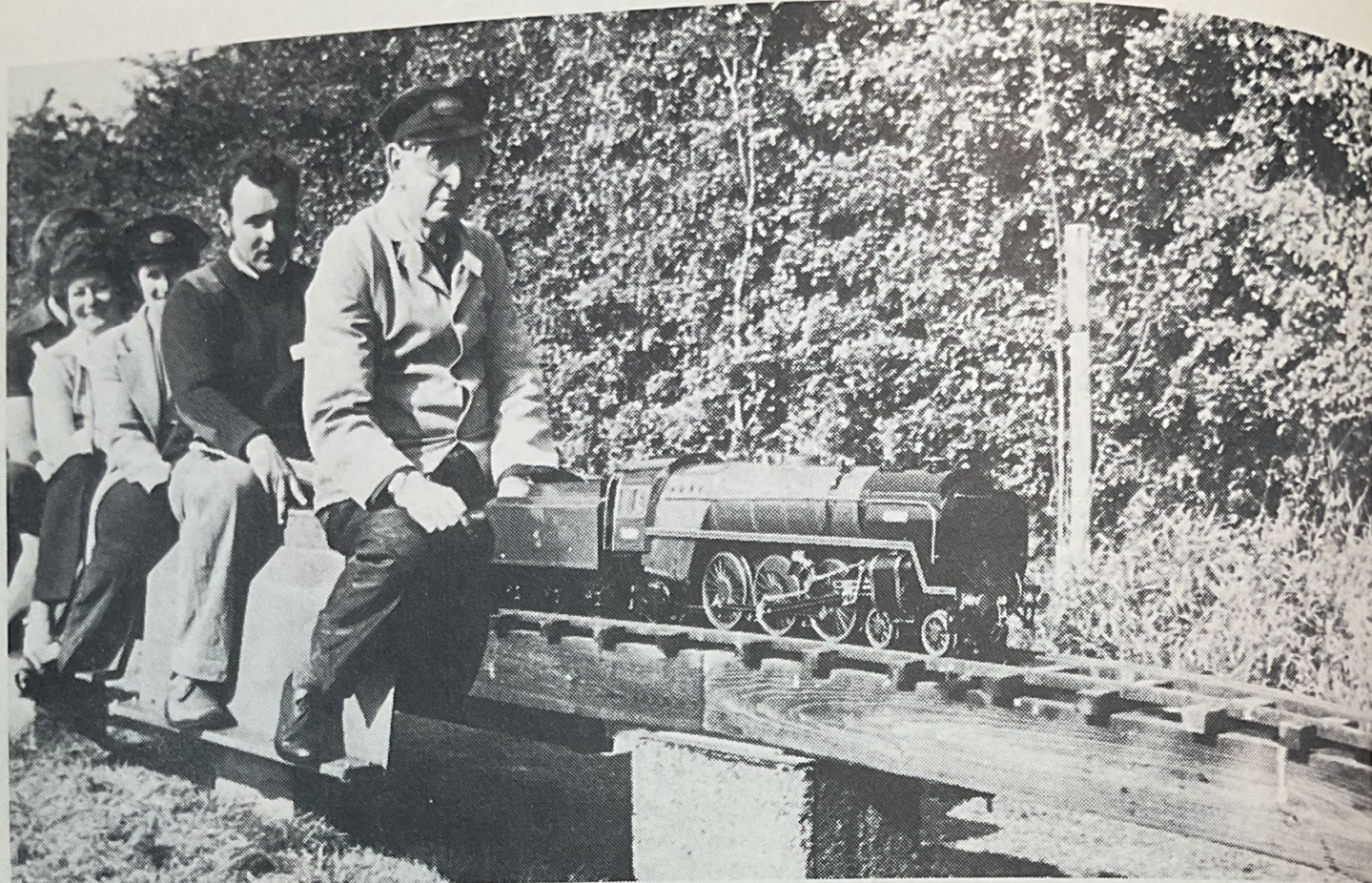
Martin Evans then produced a very fine Trophy, suitable engraved with the outline of a locomotive, which was to act as the first prize, plus a modest cheque. Prizes were also arranged for the competitors who would come in second, third and fourth. Special insurance had to be arranged to cover the event, which was scheduled for the first Sunday in July, 1969. Other matters that had to be seen to the provision were of adequate parking space, the printing of tickets (a small charge was made for admission), the provision of suitable catering — as the event was expected to last for a whole day — toilets, and in case of accidents — a squad from the St. John's Ambulance.

While the preparations were going ahead, members of the Birmingham Society, under the energetic leadership of Brian Hughes, built a Dynamometer Car, that could be hauled behind the competing locomotive, to record speed, drawbar pull etc., so that comparison could be made between each competitor. The coal for the competing locomotives was carefully weighed and handed to the competitors in sealed bags. At the end of the run, any coal left unburnt in tender or bunker was to be returned to the Officials and weighed, so that the amount consumed by the locomotive could be determined. It was decided to allow each competitor to choose the load he thought most suitable for his engine, and to allow him to run for 30 minutes, which with the possibility of 15 or more competitors, was as long as was thought wise. Most fortunately, the weather could not have been better, and well over 600 visitors turned up to watch the fun. At the end of an arduous day, the winner was adjudged to be the Birmingham Society's own entry — a 5 in. gauge "Royal Scot".

With the great success of the first competition, now entitled the International Model Locomotive Efficiency Competition, a second event was arranged, and with the willing cooperation of the Witney & West Oxfordshire Society, plus the permission of the Duke of Marlborough, this was held in the grounds of Blenheim Park, and was again a great success, the winner being again the Birmingham representative in the person of Len Labram with his 5 in. gauge 2-6-2T. "Firefly".

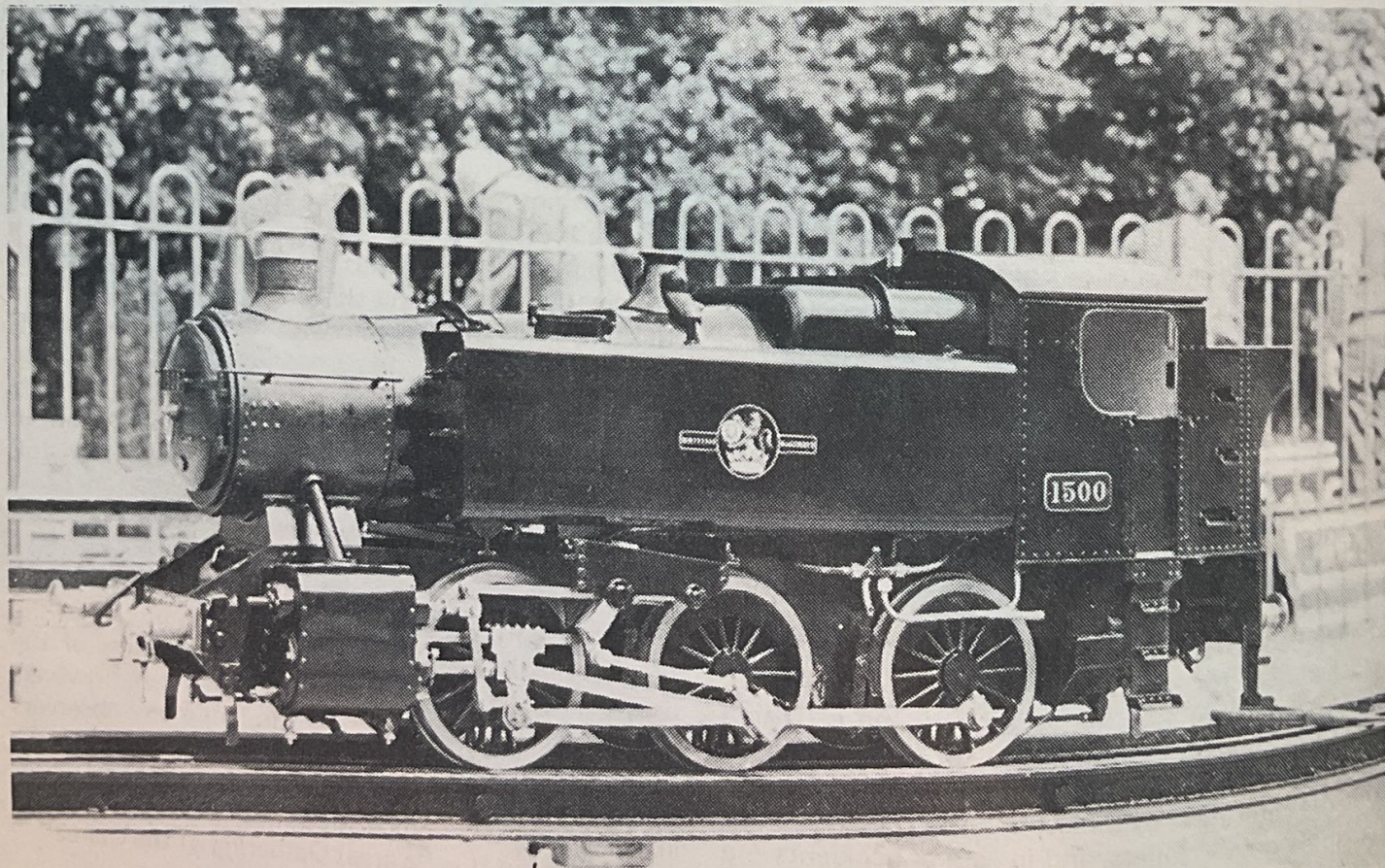
Since 1970, the Competition has gone from strength to strength; in 1971, it was held at Southampton, in 1972 — Newcastle, 1973 — Chingford, 1974 — Bristol, 1975 — Newcastle again, 1976 — Kinver, 1977 — Chingford again, 1978 — Guildford, 1979 — Bristol again, 1980 — Bedford.

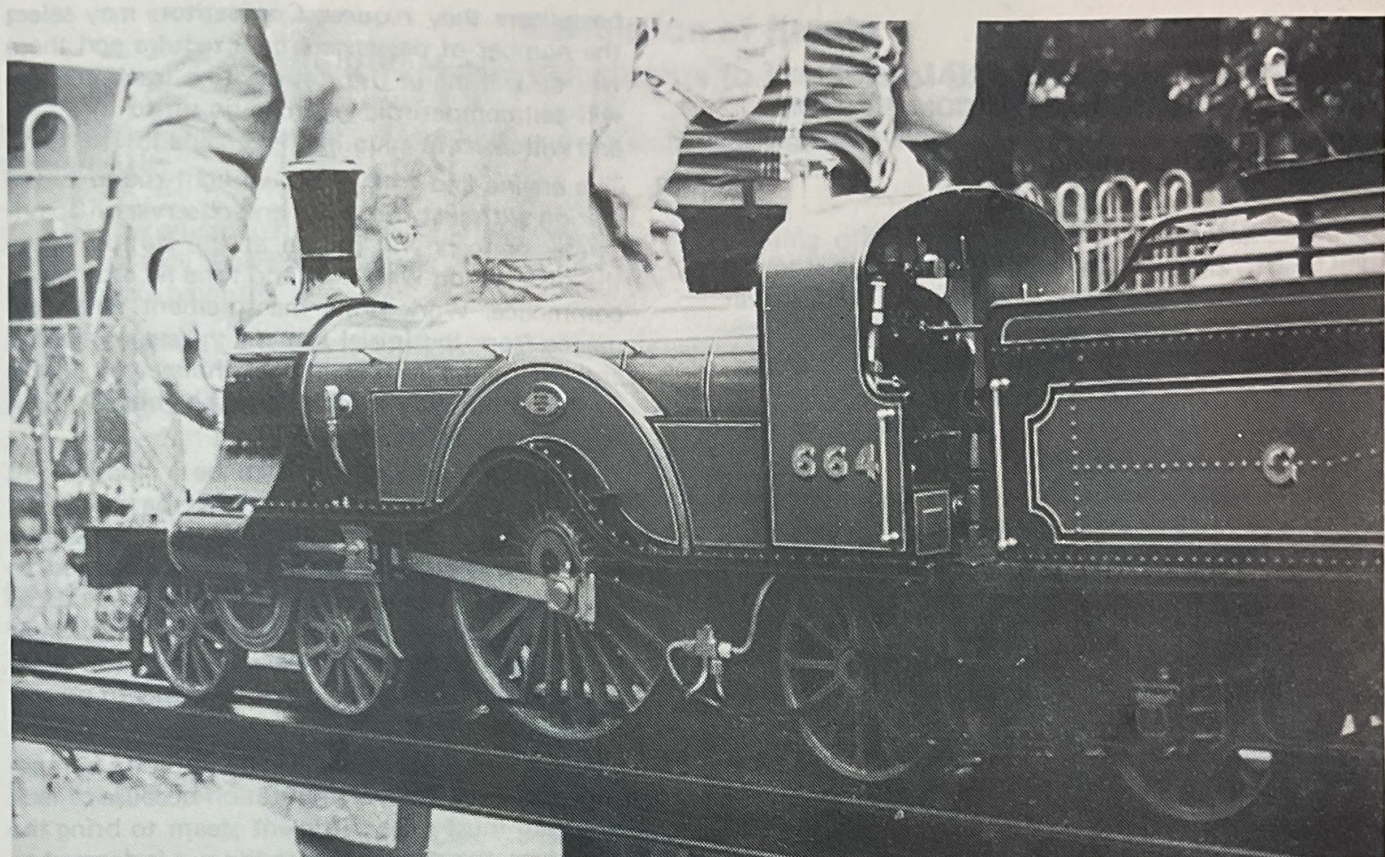
It should perhaps be emphasised that I.M.L.E.C. is not a "scientific" competition — it cannot be in the time available — but it does give some idea of the prowess of the competing locomotives. It is, however, quite a stern test of the drivers; in fact many observers think that the skill of the driver counts for more than the efficiency or otherwise of the locomotives! More importantly, the competitions are great fun, and as one visitor put it — "a great Gathering of the Clans!"



Percy Wood's J39 listed as an entry, is not ready and he will be "defending" with his "Britannic" (above) which won last year

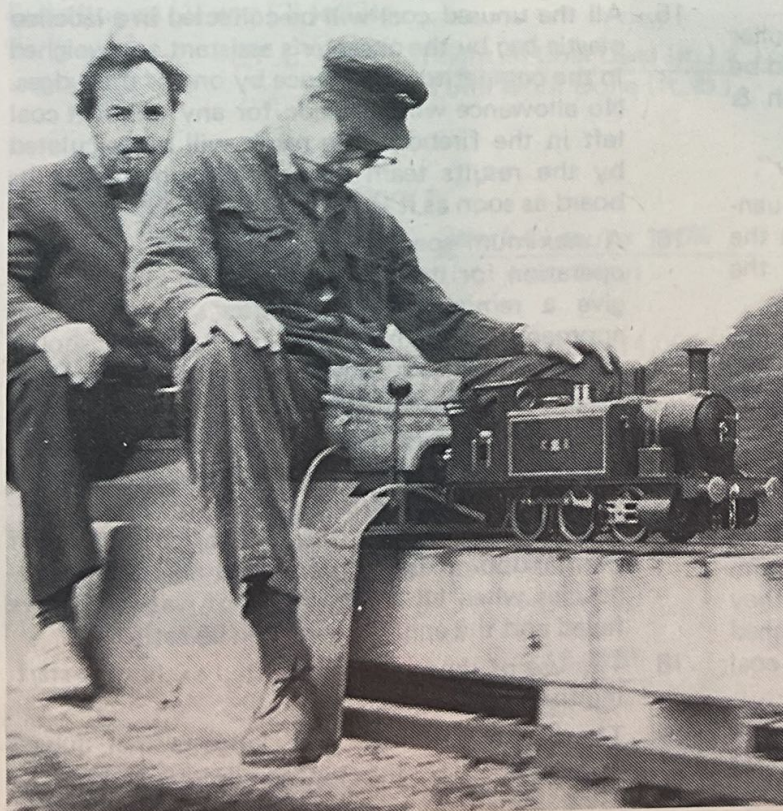
Below: "Speedy" has been successful on two occasions





Above: Singles have won twice before; there is no "Stirling" this year, but how will the "Princess" fare?

Below left: Drivers' attitudes vary considerably! Below right: Laurie Joyce with his "Dorothy"



**THIRTEENTH INTERNATIONAL MODEL
LOCOMOTIVE EFFICIENCY COMPETITION**
for steam locomotives of 3½ in. and 5 in. gauges

RULES AND ORGANISATION

1. On arriving at the track competitors report to the competitors' reception where a run number will be allocated and an approximate run commencement time given. One hour before the commencement of their run, competitors will be called to prepare for their run and will be allocated with an observer and assistant.
2. Entry will be restricted to owners who have basically built the engine they enter (Parts bought "outside" such as pressure gauges, boiler fittings, lubricators etc. will not disqualify). Overseas competitors however may enter any suitable locomotive.
3. No competitor may enter more than one locomotive.
4. Competitors who have entered a locomotive in two previous I.M.L.E.C.'s will not be permitted to enter the same locomotive, but they may enter another locomotive. There will be 16 entries, accepted on a "first-come-first-served basis".
5. Owners may nominate a driver if unable to drive the locomotive himself, any prizes won would go to the owner, not the driver.
6. Locomotives entered must carry a current boiler test certificate. This (or a Xerox copy) should be sent to the Secretary of the Bournemouth & D.S.M.E. before the event.
7. Prizes will be as published in "Model Engineer".
8. Coal will be available in suitably measured quantities. Competitors will be required to select the type and quantity of coal they need and the weight will be checked in their presence.
9. Competitors must use their own discretion as to when to commence lighting up, but must be ready to start their run at the time allocated. Any time slippage will be notified to competitors before lighting up.
10. When ready to raise steam for the run, the observer's assistant will provide as much paraffin, charcoal or wood as required to raise steam. Competitors may change over to coal when they like, but all coal used is included in the weighed amount for the run. They must have a good coal fire burning before going out on the track.
11. The train will be prepared for competitors with sufficient vehicles to carry the number of passengers they request. Competitors may select the number of passengers they require and these will be waiting at the station. The track marshal will tell competitors when to go on to the track and will assist in coupling the engine to the train.
12. The engine and train is driven light round to the station with just the driver and observer on board. The passengers will get on at the station 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 from the steaming bays to the station will be included. The observer will tell competitors when to start.
13. The duration of the run is to be a nominal 30 minutes. No time allowance will be made for stops except for derailments and any competitor not completing 25 minutes will be deemed to have retired. A lineside clock will be provided so that competitors can see the progress of their run. The timekeeper will give an indication when competitors have ten and five minutes to go and when on their last lap.
14. The run will end at the station and 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 forwards to the steaming bays.
15. All the unused coal will be collected in a labelled plastic bag by the observer's assistant and weighed in the competitor's presence by one of the judges. No allowance will be made for any unburnt coal left in the firebox. The result will be calculated by the results team and put up on the results board as soon as it is ready.
16. A maximum speed limit of 12 m.p.h. will be in operation for the competition. The observer will give a reminder if competitor's speed should approach 12 m.p.h. He will give a warning should speed exceed 12 m.p.h., three such warnings resulting in disqualification.
17. Competitors 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 result in disqualification. The use of the handpump is not permitted except in emergencies when all other means of waterfeed have failed and the engine must then be retired.
18. The use of sand is not permitted except for starting the run.
19. The decision of the Chief Judge is final. Judges are appointed by the Bournemouth & D.S.M.E.

Calculation of Results (with acknowledgements to the Bristol S.M.E.E.)

(NOTE: Parameters marked * are shown on Results Board and can be logged on the centre pages of the 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 =

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

Coal Consumption Rate =

$$\frac{\text{Weight of Coal Used (lb.)} \times 60}{\text{Overall Run Time (mins.)}} \quad \text{lb./hr.} \quad \dots \dots \dots (2)$$

Specific Fuel Consumption (S.F.C.) =

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

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

$$\text{S.F.C.} = \frac{\text{Weight of Coal Used (lb.)} \times 1,980,000}{\text{Total Work Done (ft. lb.)}} \quad \text{lb./D.B.H.P. hr.*} \quad \dots \dots \dots (-)$$

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.Thu.U.

From (4)

Overall Thermal Efficiency * =

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

$$\frac{= 18.1785}{\text{S.F.C.}} \quad \% \quad \dots \dots \dots (6)$$

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

THE COMPETITORS

Not in running order.

Owner	Driver	Society
Price, M.J.	Price, M.J.	Swansea S.M.E.
Wilkinson, R.	Wilkinson, R.	Erith Live Steamers
Rose, K.R.H.	Rose, K.R.H.	Canterbury & D.S.M.E.
Moore, G.R.	Moore, G.R.	Guildford M.E.S.
Walker, J.	Walker, J.	Birmingham S.M.E.
Loughborough, H.W.	Loughborough, H.W.	High Wycombe M.E.C.
Titley, S.R.	Titley, S.R.	Fareham & D.S.M.E.
Gillett, L.	Gillett, L.	Northampton S.M.E.
Turner, J.A.	Turner, J.A.	Witney & W.O. S.M.E.
Wood, P.A. (Defender)	Wood, P.A.	Chingford M.E.C.
Cantwell, J.B.	Cantwell, J.B.	Urmston & D.S.M.E.
Thomas, G.	Thomas, G.	Ex-Llanelli S.M.E.
Joyce, L.H.	Joyce, L.H.	Chingford, M.E.C.
Chalk, D.	Chalk, D.	Private
Howard-Alpe R.J.	Owner or D. Alford	Ascot L.S.
Zabrocki, M.F.	Zabrocki, M.F.	Private (ex-Canterbury)

I.M.L.E.C. 1981

Locomotive Type	Wheel Arrangement	Gauge (in.)
Deutschesbahn Class 55 ²⁵	0-8-0	5
G.W.R. Manor	4-6-0	5
Buenos Aires Pacific Rly.	4-6-4T	5
L.B.S.C.R. C2X (Minx)	0-6-0	5
M.R. Princess of Wales	4-2-2	5
Freelance Ajax/Achilles	0-6-0T	5
L.N.E.R. B1 Springbok	4-6-0	5
S.R. Merchant Navy	4-6-2	3½
L.N.E.R. 03, Nigel Gresley	2-8-0	5
L.N.E.R. J39	0-6-0	5
G.W.R. Saint, Red Gauntlet	4-6-0	5
G.W.R. Manor	4-6-0	5
Reeves design, Gert, modified	0-6-0T	5
G.W.R. 72XX	2-8-2T	5
Martin Evans design, Simplex	0-6-0T	5
Freelance, L.B.S.C. design, Mona	0-6-2T	3½

SUNDAY
12th JULY

I.M.L.E.C. 1981

Results

BOURNEMOUTH & DISTRICT SOCIETY
OF MODEL ENGINEERS

TYPE	Gauge	Wheel Arrangement	OWNER/DRIVER	SOCIETY	Load (Adults)	Running Time (mins.)	Distance Run (feet)	Total Work (ft. lb.)	Average Draw Bar H.P.	Coal Used (lb.)	Specific Fuel Consumption (lb./D8HP hr.)	Thermal Efficiency (per cent)	FINAL POS'N

ABOUT THIS YEARS' ENTRIES

No. 1. Swansea Society of Model Engineers. Entry by Morgan John Price. Locomotive. 5in. G. German Railways Class 55. Wheel arrangement. 0-8-0. Special feature. Twin axle pumps fitted to the tender.

No. 2. Erith Live Steamers. When he retired as a Power Station Manager eight years ago, Ray Wilkinson had already made his plans, and could barely wait to get the "good byes" over and into his workshop to begin the realization of a dream. Three years later the dream was fulfilled, and a 5in. G. "TORQUAY MANOR" stood gleaming and glistening, and impatient for the "off". Today, Ray's locomotive faces the greatest challenge of all with a stoicism founded on the 300 trouble free miles that have passed beneath its wheels. In the perfectly reasonable belief that non-stop poring over plans can be too much of a good thing, Ray's "better half", exhibiting rare wisdom, occasionally persuades him away from the driving seat and the work-bench.

No. 3. Canterbury & District Society of Model Engineers. A 5in. G. 4-6-4 tank locomotive, the prototype of which was built in Darlington in 1930 for the Buenos Aires Pacific Railway suburban passenger service. Kinnear Shutters normally fitted "to keep lions out of the driving cab" were not considered necessary in King's Park. Ken Rose, the owner and driver, working from the manufacturer's full size drawings, spent 6,500 hours and burnt much "midnight oil" in constructing a locomotive of great power, very handsome and of typical British design". Note the steam driven turbo electricity generator mounted on top of the boiler.

No. 4. Guildford Model Engineering Society. Built by Geoff Moore over a period of ten years, 1948-1958, from plans published in "Model Engineer" magazine, this 5in. G, 0-6-0 LBSCR C2X Minx has been a regular passenger hauler on the Guildford Society's track for 23 years. Age is no bar to success, and Geoff's expert driving, and dedicated application repairing the ravages of time, will ensure a sparkling performance.

No. 5. Birmingham Society of Model Engineers. John Walker, a Farm Machinery Technician for 30 years, spent 8 dedicated years building his 5 in. G, 4-2-2 "Princess of Wales" from drawings by Martin Evans. The prototype was built at the Derby works of the Midland Railway in 1899, and was awarded a Grand Prix at the 1900 Paris exhibition. John, who will be driving, is sustained through "the trials and tribulations" by a devoted partner, his wife, who besides providing the coffee is not averse to "a bit of heavy lifting". Could the lovely "Princess of Wales" be a winner just a few days before the Royal Wedding?

No. 6. High Wycombe Model Engineering Club. As Chief Engineer to a lawn mower manufacturer, Harold Wynn Loughborough, (Larry) is accustomed to solving engineering design and production problems, and although "the bug bit" only recently, he will have built into his 5 in. G, 0-6-0 AJAX/ACHILLES Tank, the expertise of a professional engineer. Larry's wife Meg, who takes all the "frustrations" in her stride, will be monitoring his performance from a track side seat.

No. 7. Fareham & District Society of Model Engineers. The entry from this Society is the well-known Martin Evans design "Springbok", the L.N.E.R. B1 class 4-6-0, in 5 in. gauge. Stephen Titley is the owner and he tells us the only "non-standard" feature is hydrostatic sight-feed lubrication to the cylinders. These B1's have done fairly well in the past and it will be interesting to see how this locomotive will do on this track.

No. 8. Northampton Society of Model Engineers. Len Gillett's enthusiasm for Southern Railway Merchant Navy class locomotives germinated in the 1940's as he watched the prototypes thunder south through Wimbledon

station, and was stimulated still further by war-time R.A.F. service near Salisbury. His 3½ in. G. version of this famous locomotive, involved three years of steady work, and was completed in 1978. Len, a retired Methods engineer, has a "better half" who is tolerant of the model engineer's foibles, and who finds contentment knitting on a track-side seat as Len speeds round the Northampton track.

No. 9. Witney & West Oxford Society of Model Engineers. Entry by John Alfred Turner. Locomotive. 5 in. G. "NIGEL GRESLEY" to a Martin Evans design and "Model Engineer" plans. Wheel arrangement. 2-8-0. This is the first attempt by this competitor at model locomotive construction, and he is to be congratulated in achieving completion in less than 800 hours.

No. 10. Chingford & District Model Engineering Club. Mention the name "Percy Wood" to model engineers almost anywhere in the world, and they will instantly connect him with this annual event, for Percy has been an IMLEC winner on more than one occasion. "Model Engineer" reports reach to the remotest corners of the globe, and Percy just cannot keep out of the news. His latest project, built with the accumulated experience of more than thirty years of modelling, and with an infectious enthusiasm that belies his "three score and ten", is a 5 in. G. 0-6-0 Tank locomotive based on the L.N.E.R. type J39. At the time of writing it hasn't even been tested, but make no mistake, Percy will be waiting with a full head of steam when his turn comes round.

No. 11. Urmston & District Model Engineering Society. John Cantwell, a builder of houses and Chairman of the above Society, undertook the very difficult task of building a locomotive from drawings that were not to the scale in which he was working. In spite of the seemingly endless measurements and calculations, he completed the task in 18 months, and his very fine model reflects an unusual measure of patient application. Perhaps John's wife, who shares in the social life of the society, can claim some of the credit? A rare refinement on this 5 in. G. 4-6-0 G.W.R. Saint Class loco, is the working vacuum brake system.

No. 12. A Courageous "Lone Ranger". George Thomas, (in the quaint Welsh tradition, "George the Fish" reflecting a distant connection with the Fish Trade.) competes without the back-up of a model engineering society, and for health reasons relies on a loyal and devoted son to help with the "heavies". His 5 in. G. 4-6-0 "Kensington Manor" modelled from Martin Evans plans as published in "Model Engineer" magazine, reflects great credit on the father and son team, and we wish them well. George's wife keeps him well supplied with "engineman's best" and is constantly alert for signs of fatigue. What would we do without the ladies?

No. 13. Chingford & District Model Engineering Club. Lawrence H. Joyce, Laurie to all and sundry, has graced the model engineering scene for many years, and it goes without saying that his 5 in. G. 0-6-0 Tank in G.W.R. uniform, (Modified Reeves design) will incorporate many of his own ideas. A retired Toolroom Supervisor, Laurie divides his time between his wife Dorothy and his Loco "Dorothy". The six-wheeled version never demands that the lounge should be redecorated, neither can it do the shopping or the cooking. Laurie and Percy Wood, (No. 10) are contemporary and friendly rivals.

No. 14. Canterbury & District Society of Model Engineers. Over a period of ten years, David Chalk a development engineer, made many trips to the Barry scrapyard and the Swindon Railway Museum to glean detail information for building his 5 in. G. 2-8-2 7200 Class loco. Thus you see an accurate scaled down version of the prototype, winner in 1980 of the Crebbin Memorial Cup and of a silver medal at the 1981 Model Engineer Exhibition.

No. 15. Ascot Locomotive Club. For an Airline Captain flying Tridents for British Airways, model locomotive construction and operation is a real "down to earth" hobby for Bob Howard-Alpe, who enjoys the relaxation from pre-flight checks. His 5 in. G. 0-6-0 "SIMPLEX" was built in a remarkable eighteen months from Martin Evans "Model Engineer" plans. It's a pretty safe bet that "Mrs. Bob" had a say in christening the loco "THE GEORGE" after their daughter Georgina, and in numbering it 15774 to record her birth date. HAPPY BIRTHDAY ON WEDNESDAY, Georgina! "SIMPLEX" a rugged freelance design, is a recognised work-horse, and has hauled thousands of passengers on miniature tracks all over the world.

No. 16. Canterbury Model Engineering Society. Entry by Melvyn Francis Zabrocki. Locomotive. 3½ in. G. "MONA" to an LBSC design. Wheel arrangement. 0-6-2. Finish, British rail green with orange/black lining.

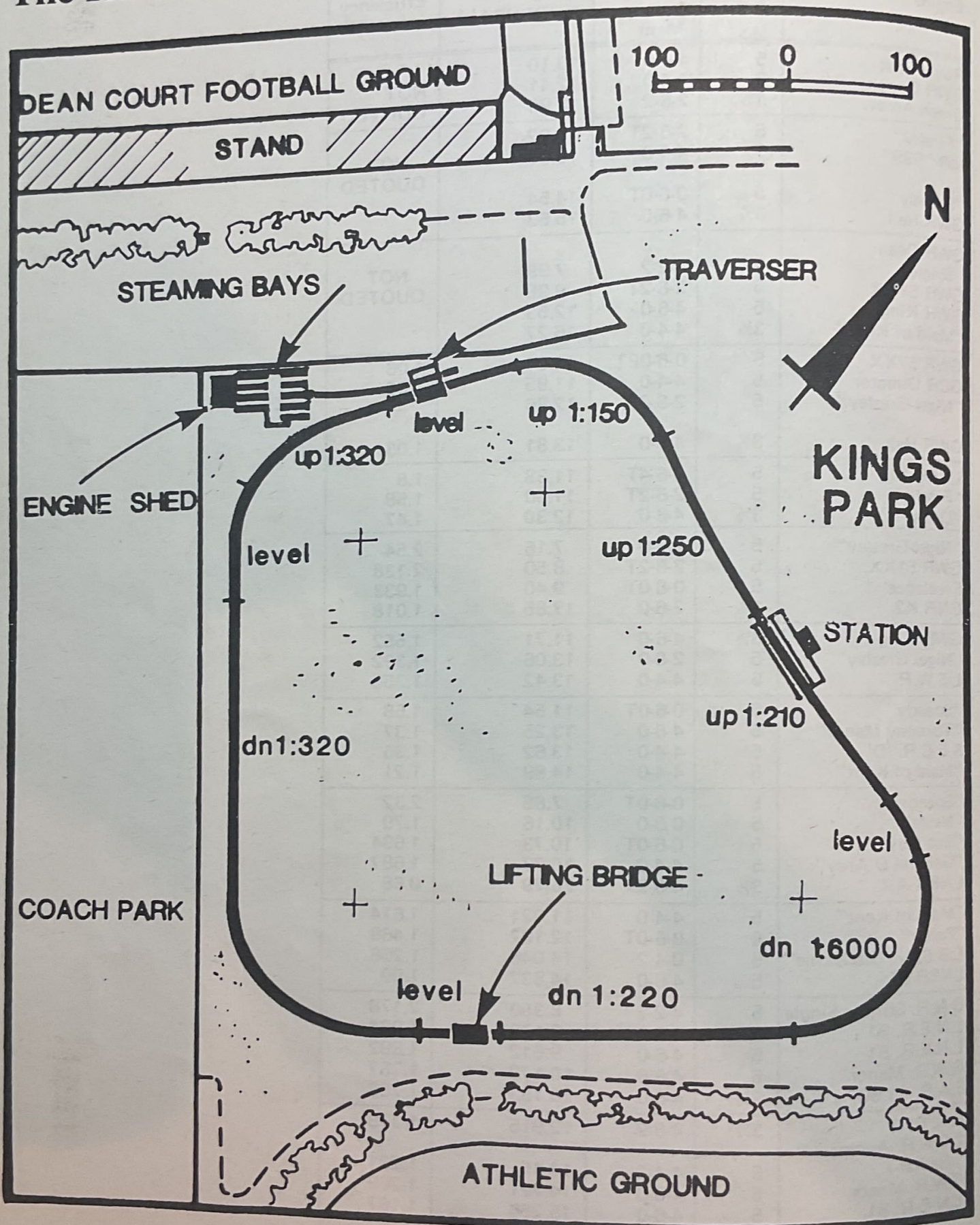
PREVIOUS

Year	Host Club	Place	Owner	Club
1969	Birmingham S.M.E.	1st 2nd 3rd	J. Drury N. Spink A. Bowling	Birmingham Private Entry Cheltenham
1970	Whitney and West Oxford S.M.E.	1st 2nd 3rd 1st 3½"	L. Labram P. Dupen J. Cousins E. Kellet	Birmingham Romford Willesden & W. London Bristol
1971	Southampton & District S.M.E.	1st 2nd 3rd 1st 3½"	A. Heyden C.R. Amsbury G. Hawkins F. Morley	Newton Abbott Derby Bristol Portsmouth
1972	Tyneside S.M.E.	1st 2nd 3rd 1st 3½"	N. Spink L. Bennett H. Reeve A. Jacobs	Chesterfield Chingford Kinver & W. Midlands Romford
1973	Chingford & District M.E.C.	1st 2nd 3rd	W. Longstaff L. Labram T. Arnott	S. Durham Birmingham Sunderland
1974	Bristol S.M.E.E.	1st 2nd 3rd 1st 3½"	F.G. Winsall C.R. Amsbury A.H. Castle D. Alford	Rugby Derby Worcester Bracknell
1975	Tyneside S.M.E.E.	1st 2nd 3rd	L. Joyce F.G. Winsall D.W. Horsfall	Chingford Rugby Brighouse
1976	Kinver & W. Midland	1st 2nd 3rd 4th	W. Perret F. Winsall J. Coleman P. Wood	Southampton Rugby Bristol Chingford
1977	Chingford & District M.E.S.	1st 2nd 3rd 4th 1st 3½"	W. Perret Club Loco F.A. Beard B. Woolston B.H. Dunster	Southampton Rugby Peterborough Coventry Canterbury
1978	Guildford Model Engineering	1st 2nd 3rd 4th	P. Wood D. Pring B. Perryman G. Thomas	Chingford Bristol Worthing Llanelli
1979	Bristol S.M.E.E.	1st 2nd 3rd 4th 1st 3½"	D. Morriss A. Hall G. Thomas M. Leahy J. Love	Urmston Harlington Llanelli Romford S. Africa
1980	Guildford	1st 2nd 3rd 4th	P. Wood K. Moonie R. Wilkinson A. Hall	Private Chingford Erith Harlington

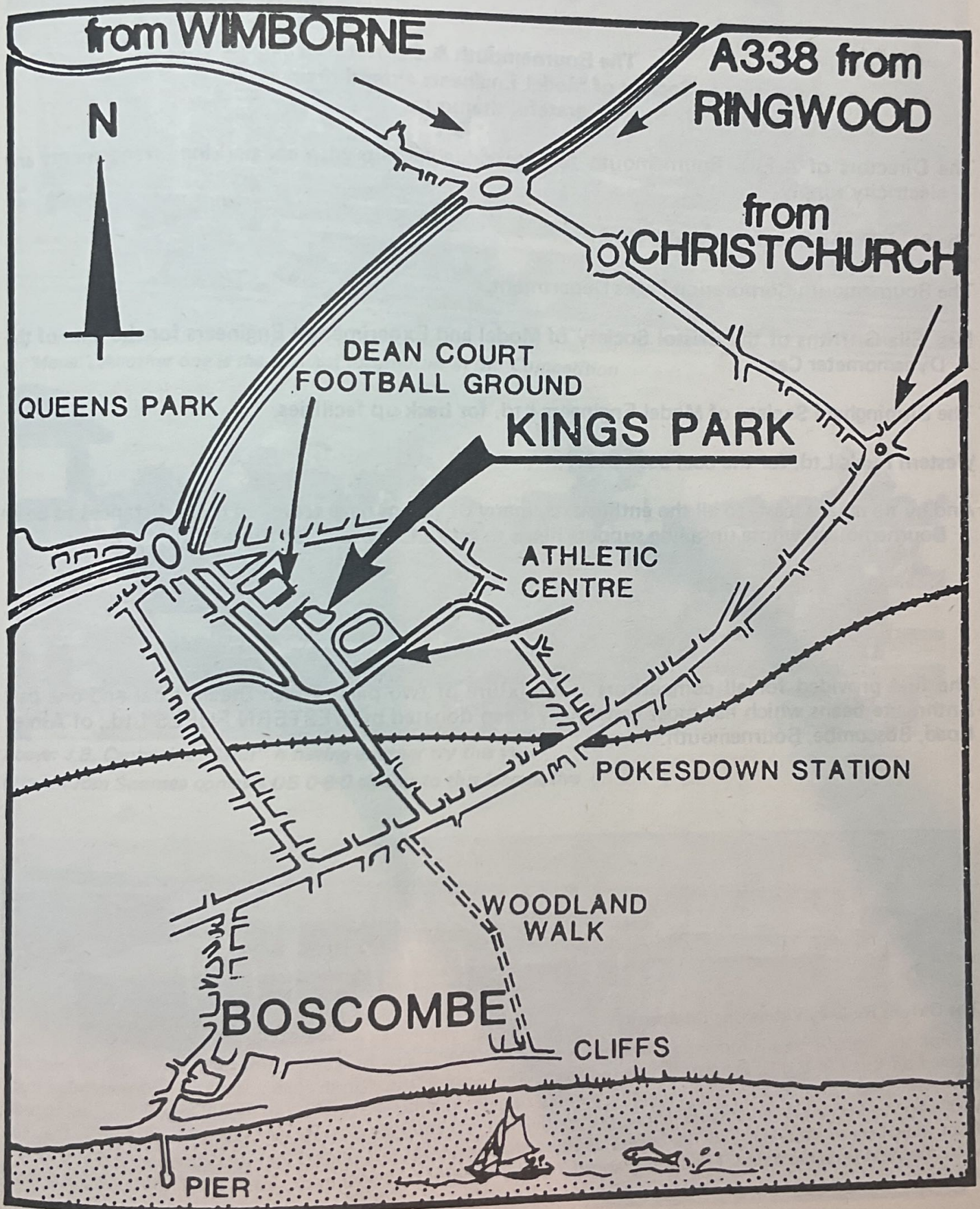
RESULTS

Engine	Gauge (ins.)	Wheel Arrangement	S.F.C. lb./DBHP hr.)	Efficiency (per cent)
Royal Scot	5	4-6-0	10.10	
GWR Gooch	5	4-4-0	12.41	NOT QUOTED
Green Arrow	3½	2-6-2	13.98	
"Firefly"	5	2-6-2T	12.92	
MR "999"	5	4-4-0	13.36	NOT QUOTED
"Speedy"	5	0-6-0T	14.54	
GWR Hall	3½	4-6-0	15.63	
GWR Dean Single	5	4-2-2	7.99	NOT QUOTED
GWR 51XX	5	2-6-2T	9.98	
GWR King	5	4-6-0	12.53	
"Maid of Kent"	3½	4-4-0	16.27	
GWR 57XX	5	0-6-0PT	11.04	1.06
GCR Director	5	4-4-0	11.95	1.05
"Nigel Gresley"	5	2-8-0	12.86	—
GWR Hall	3½	4-6-0	13.81	1.03
LNER L1	5	2-6-4T	11.38	1.6
"Firefly"	5	2-6-2T	11.50	1.58
"Doris"	3½	4-6-0	12.30	1.47
"Nigel Gresley"	5	2-8-0	7.16	2.54
GWR 51XX	5	2-6-2T	8.50	2.138
Freelance	5	0-8-0T	9.40	1.933
GNR K2	3½	2-6-0	17.85	1.018
GWR King	3½	4-6-0	11.71	1.552
"Nigel Gresley"	5	2-8-0	13.06	1.392
L.S.W.R.	5	4-4-0	13.42	1.355
"Speedy"	5	0-6-0T	11.54	1.58
"Torquay Manor"	5	4-6-0	13.25	1.37
S.E.C.R. 'D'	5	4-4-0	13.62	1.36
"Maid of Kent"	5	4-4-0	14.99	1.21
"Speedy"	5	0-6-0T	7.85	2.32
"Netta"	5	0-8-0	10.16	1.79
"Eva May"	5	0-6-0T	10.73	1.694
"General D'Arcy"	5	4-4-0	10.77	1.687
LNER A.4	3½	4-6-2	26.79	0.68
"Maid of Kent"	5	4-4-0	11.021	1.614
"Pansy"	5	0-6-0T	12.107	1.469
L.B.S.C. "Gladstone"	5	0-4-2	14.048	1.266
LNER B1	5	4-6-0	14.832	1.99
G.N.R. Stirling Single	5	4-2-2	8.350	2.178
L.N.E.R. B1	5	4-6-0	9.170	1.984
L.N.E.R. B1	5	4-6-0	9.612	1.892
G.W.R. Manor	5	4-6-0	10.178	1.787
S.A.R. C1.6C	3½	4-6-0	10.183	1.786
B.R. C1.7	3½	4-6-2	12.915	1.378
L.S.W.R. Adams Radial T	5	4-4-2	14.45	1.231
G.W.R. Manor	5	4-6-0	14.721	1.209
L.N.E.R. B1	5	4-6-0	15.256	1.167

The Track: Direction of running is anti-clockwise



How to get in and out of Bournemouth



**The Bournemouth & District
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grateful thanks to:**

The Directors of A.F.C. Bournemouth for the valuable help with car parking arrangements and electricity supply.

The St. John Ambulance Brigade.

The Bournemouth Corporation Parks Department.

Mrs. Ella Griffiths of the Bristol Society of Model and Experimental Engineers for the loan of the Dynamometer Car.

The Birmingham Society of Model Engineers Ltd. for back up facilities.

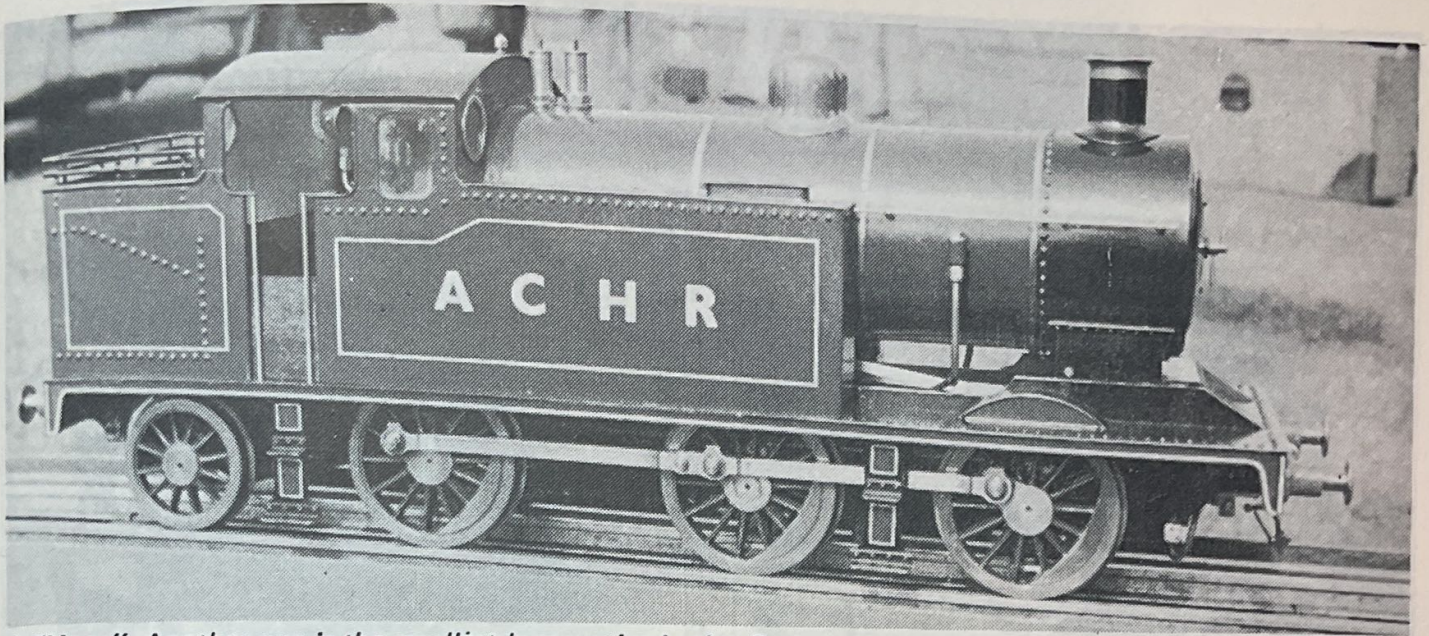
Western Fuels Ltd. for the coal used today.

And by no means least, to all the enthusiasts, many of whom have travelled great distances to be at Bournemouth, whose unfailing support helps to make I.M.L.E.C. so successful.

The fuel provided for all competitors is a mixture of two parts Welsh Steam Coal and one part Anthracite beans which has most generously been donated by WESTERN FUELS Ltd., of Ashley Road, Boscombe, Bournemouth.

The Oxford Railway Publishing Company

For the benefit of visitors, the Company's shop at 302 Holdenhurst Rd, Bournemouth will be specially opened on this I.M.L.E.C. Sunday 9 a.m. to 5 p.m.; Jim Russell, the man in charge, tells us that their huge stock of drawings and photographs will generally be able to cater for the needs of those model locomotive enthusiasts who want to know just a bit more about the models they are building. Staff will give as much help as they can from their lists of drawings and file copies of photographs and orders placed will be processed and despatched with the least possible delay. The shop is about 7 to 10 minutes from the track, leaving the north-west exit from the Park.

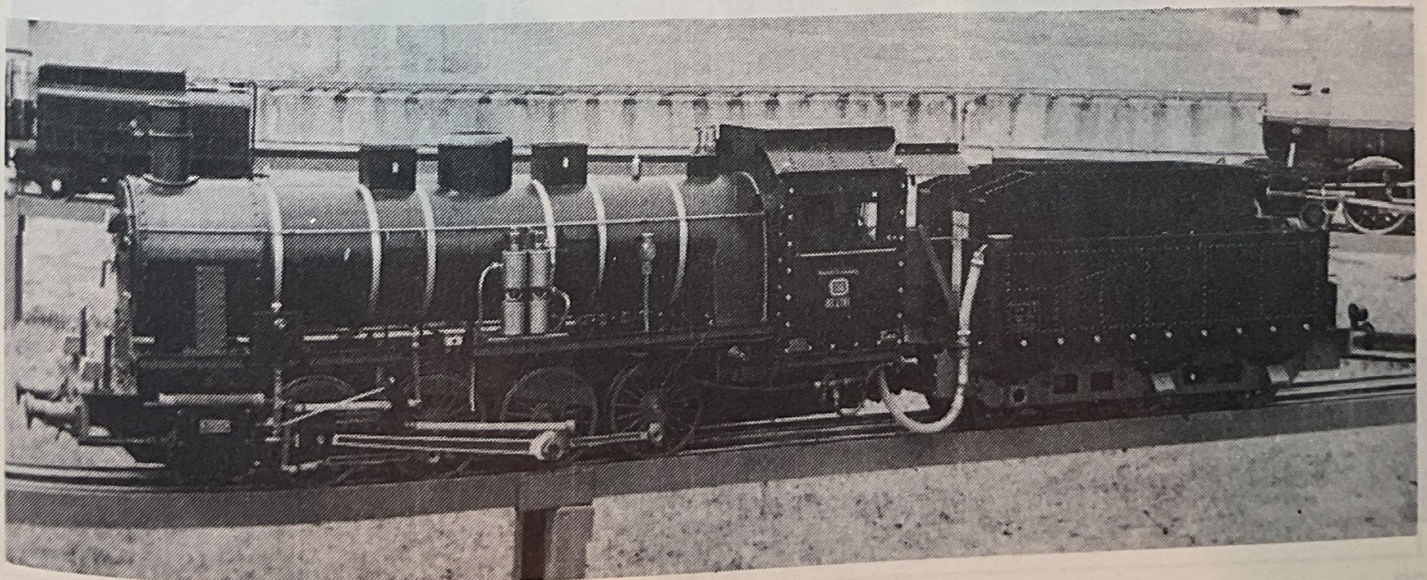


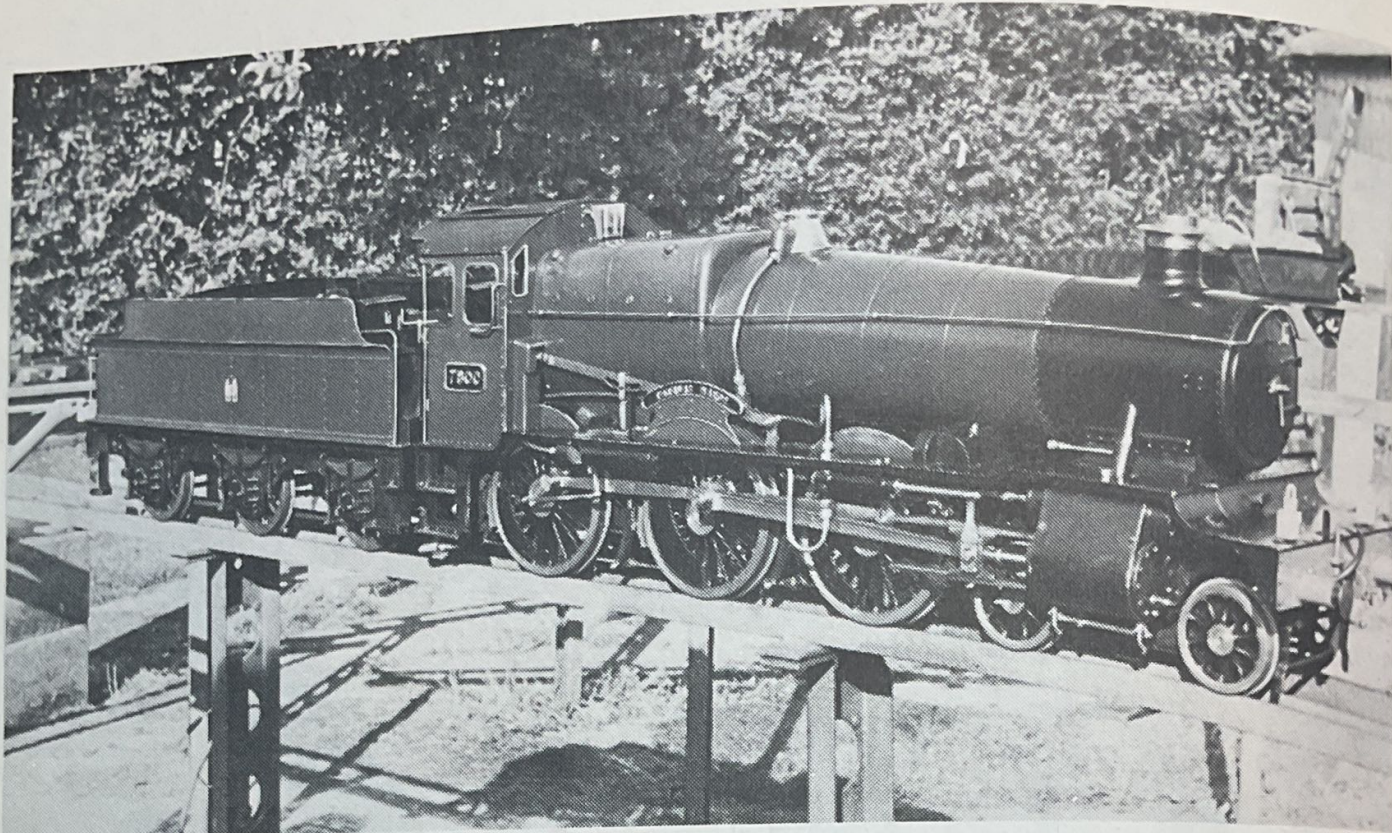
A "Mona". Another one is the smallest locomotive in the Competition



Above: J.B. Cantwell's "Saint" is having another try this year

Below: From Swansea comes a DB 0-8-0 similar to this locomotive





Above: Unsuccessful last year, Ray Wilkinson's "Manor" is having another try this year

Below: George Thomas, seen at Bristol in 1979, also has his "Manor" entered this year



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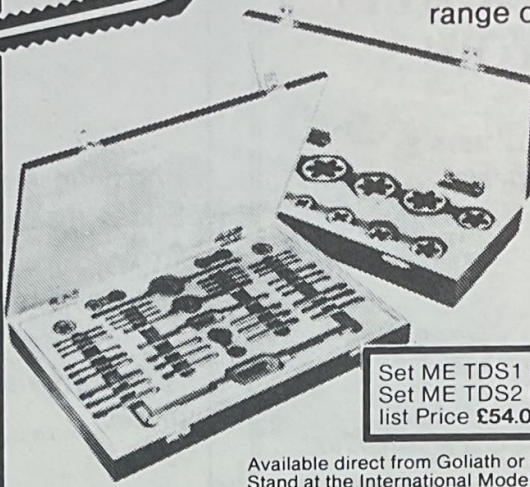
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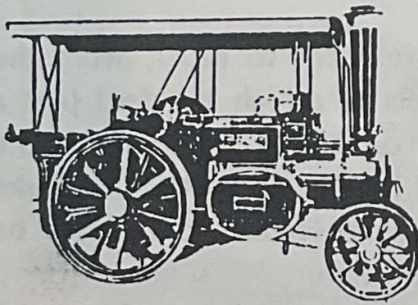
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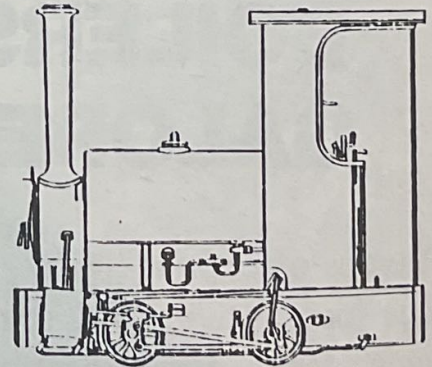
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The Quarterly Magazine for the Steam Enthusiast
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Through the medium of *LOCOMOTIVES LARGE & SMALL*, we are increasing understanding of the features of *Small Steam Locomotives*, which can only lead to further design progress, in the cause of reliability and efficiency. Don Young's major contribution to design improvement has been his interpretation of the work of SO E11 on Locomotive Draughting, in its application to *Small Locomotives*. As well as 1,000's of satisfied users, this has received approval from the greatest living authority on the subject, Dr Giesl of Ejector fame, who writes in the current issue of *LLAS*. Apply for *LLAS* Membership NOW, by sending £5.00 as annual subscription for 1981. Back numbers available, subject to their remaining unsold.

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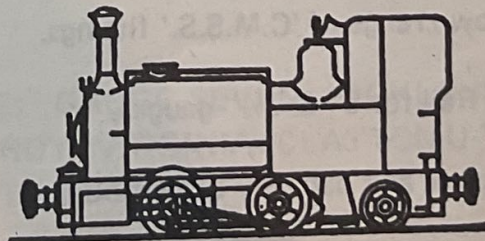
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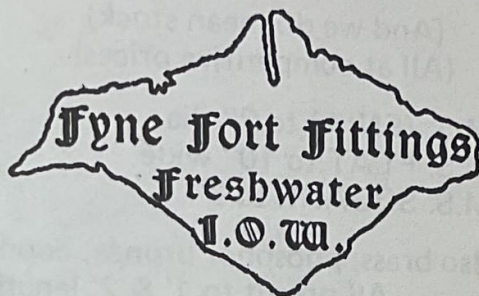
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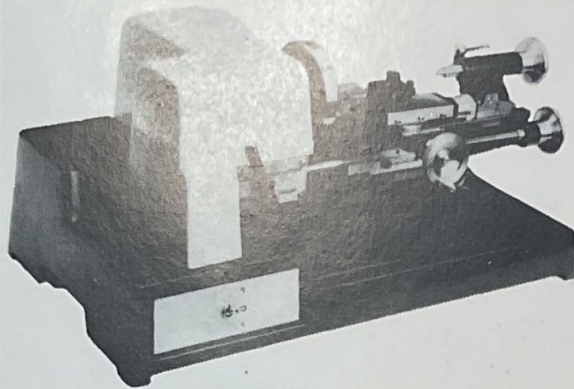
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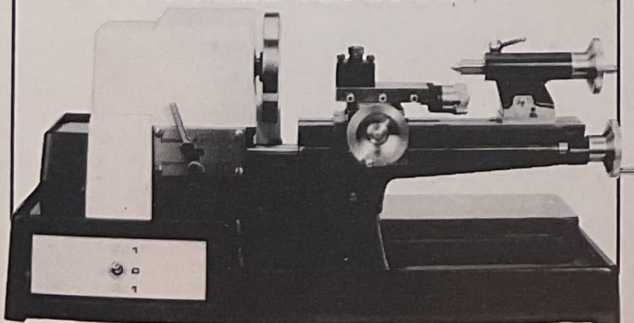
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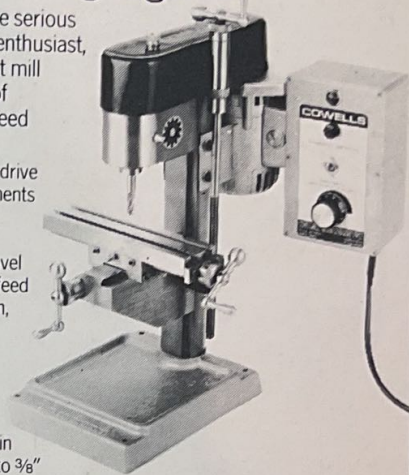
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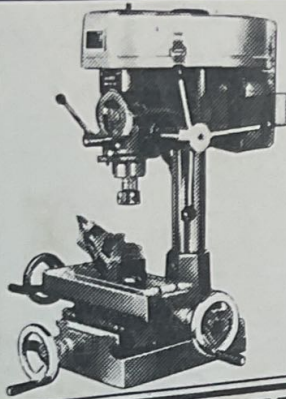


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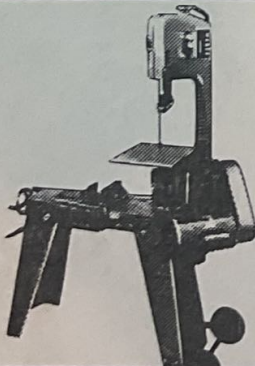
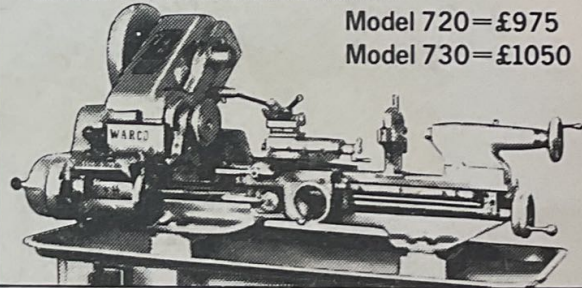
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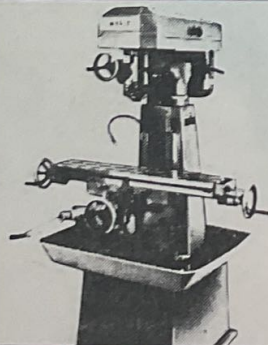
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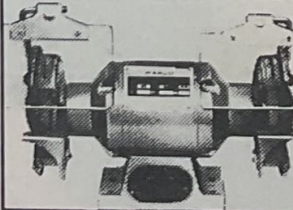


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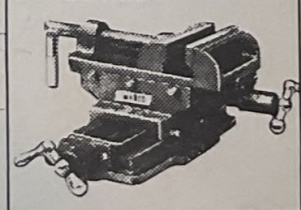
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