

29th

International Model Locomotive Efficiency Competition



**First  
to be Held in  
Wales**

At the club track of the  
*Llanelli & District Society of Model Engineers*  
**Pembrey Country Park. Llanelli.**

Weekend 12th -13th July 1997

**OFFICIAL PROGRAMME**

## **Weekend information**

The Park itself is quite easy to find from the map, which has been included with your information pack. If the signposts for the Pembrey County Park are followed from the exit point on the M4 motorway at Junction 48, then no difficulties should be encountered in reaching the site, which is some 11 miles from the exit point.

The entry to the site of the railway and the competition area and access to all the vantage points and steam-up bays will be via the gate in the fence which will be clearly marked with directions from the caravan site, car park and from the entrance of the park.

There will be a charge for entry, which will include a programme.

Any re-entry will be accomplished by pass out arrangements which will be identified to you on arrival.

A car park has been reserved just across the dunes from the miniature railway, and we would ask that all competitors and visitors use that car park during the day.

The clubhouse this time will form the main headquarters for administrative controls, timing, issuing of coal and computer operations for the event and will not be available to visitors.

The steaming bays and workshops will be open by viewing from a specially prepared pathway and platform.

On the Saturday evening, after the events competition has concluded for the day, the track will be available for steam-ups and will be provided with signalling systems to control sections of the track. Drivers wishing to use the track should obtain permission from the control office before using.

Coal will be available with all usual services and we hope that participants who have already had their run in their event and those who come along with engines will participate in the evening activity, which weather permitting will also include a barbecue.

A refreshment bar will be available within the marquee and in the event of inclement weather, a small provision of cover will be available.

We will be only too pleased to help to make your weekend enjoyable.

If you need to know anything about the area or local visitor places, shopping or leisure events please ask.

**The 29<sup>th</sup> International Model Locomotive  
Efficiency Competition  
for the  
MARTIN EVANS CHALLENGE TROPHY**

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**Presentation of prizes**

Presentations ,by Councillor J A J Harries CBE Vice Chairman of the Carmarthenshire County Council who will represent the Chairman will take place at 4 .30 pm on Sunday 13<sup>th</sup> July 1997 .

Prizes will be awarded for 1<sup>ST</sup>, 2<sup>ND</sup>, 3<sup>RD</sup> and 4<sup>th</sup> Places plus for the best 3.5" if it is not in the first 4 places.

All competitors will receive a commemorative badge.

# IMLEC OFFICIALS

Overall Adjudicator ..... Fred Winsall Northampton S.M.E.

Observers .... J Cashmore  
B Andrews  
E Knapman  
S Pet  
G Winsall  
J Milton  
M Pearson

IMLEC Coordinator D R Pearson

Computations D R Pearson and N R Pearson

Track Engineering G. Mosey and D Sourbutts

Steaming Bay Marshals R Knapman G Kinch

Time Checks / Station Marshal C Ellis.

Trade Stands I. Stock

Catering A Pearson

Public Address Our Chairman G Golightly

First Aid Hugh Lloyd

## Acknowledgments

Llanelli S.M.E. would like to thank and to extend our thanks for assistance to

The Carmarthenshire County Council for allowing us to use the Pembrey Park facilities for the event.

The Bristol Club For The loan of their Dynamometer Car as a Standby unit.

All the Sponsors who have provided help in various ways.

All the members of the other clubs who have given their time to help us run the event.

All of our wives and friends who have helped to make this event possible.

## TIMETABLE

Saturday 12<sup>th</sup> July

08.00	First Competitor to steam up bay
09.00	start first run
09.00	catering and bar operation commences
13.00	morning runs finish
14.00	afternoon competition start
17.30	last run in competition commences
18.00	general catering finishes for day
19.00	barbecue commences
23.00	close

Sunday 13<sup>th</sup> July

08.00	first competitor to steam up bay
09.00	competition commence
09.00	catering commences
13.00	morning competition finishes
14.00	afternoon competition resumes
15.40	competition finishes
16.15	prize giving ceremony starts
17.00	close

May we wish you all a safe journey home

THANK S FOR COMING

## Welcome From Our Chairman George Golightly

On Behalf of the Club I warmly welcome all visitors and competitors to the 29th International Model Locomotive Efficiency Competition, this year to be held at the Llanelli & District Society of Model Engineers Home track, which is based in the delightful area of the Country Park, in Pembrey, near Llanelli, adjacent to the sea and providing many family entertainment's for our visitors.

On your visit we hope you will take advantage of the variety of different venues to visit, explore what is available within the area, as well as participating in the main event, this year organised by our Society.

This is the first time the IMLEC has been held in Wales and we are proud to be hosts for this event for this year.

The Club has, although it is small, a very enthusiastic membership who have put considerable effort into making this year's event a success.

We have, over the past 6 years held the Welsh Efficiency Competition on our track and this has proved very popular with visitors and competitors coming from many parts of the UK, and staying for the weekends.

We are very proud of the facility we have, which we believe will provide a serious competition to all applicants.

We are fortunate that we have other facilities which attract many of the members of the public who take advantage of our passenger hauling weekends.

We have arranged for caravan parking, fairly close to the miniature railway location, where adequate facilities for water, toilets and also a restaurant are available.

A charge will be made on entry into the main park, but arrangements are also available to gain re-entry if caravan owners are using the caravan site for their weekend stay, so as not incur additional costs.

The catering for the weekend is being organised by our lady members,

We hope that you will enjoy your stay with us, but please don't hesitate to talk to any of the members if you have any difficulty or require any information.

**George**

**Llanelli & District Society of Model Engineers**  
**Pembrey Country Park, Llanelli**  
**29th IMLEC 12th-13th July 1997**

**Rules and Organisations**

1. The competition will commence at 09.00 on both Saturday and Sunday . Competitors will be allocated a run number and start time. This information will be given with the instruction pack issued after being accepted to the competition.
2. Competitors must arrive at the track at least one and a half hours before their run and report to the steaming bay reception. Competitors must, at this time, present a current boiler certificate for the locomotive to be used in the competition and state the number of passengers required for the run. Engines will be weighed and all fireboxes must be free of any combustible materials at this time.
3. One hour before the commencement of the run, the Driver will be allocated an Observer and asked the size and amount of coal that is required for the run. This will be weighed and allocated in the presence of the Driver. Additional coal will be available on the run and excess will be returned and debited off the total in the Driver's presence.
4. Drivers must use their discretion in when to commence lighting up, but must be ready to start their run at the time allotted. Any time slippage will be notified to the Driver before lighting up.
5. When ready to raise steam for the run, the Driver will be provided with as much dry, or paraffin soaked charcoal and wood as required to raise steam. Only materials provided may be used for lighting up. The Driver may change over to the measured coal when he likes, but all coal used is included in the weighed amount for the run. The Driver must have a good coal fire burning before going out onto the track.
6. The train will be prepared for the Driver with dynamometer car at the front and sufficient passenger cars to carry the number of passengers he/she requires.
7. The competing locomotive must be equipped with a forked towing coupling that will accept a 1/8 inch thick coupling plate to be attached using a 1/4 inch diameter pin, the plate and pin will be supplied by the host society.
8. The Steaming Bay Marshal will tell the Driver when to put the locomotive onto the transporter and move it onto the running track.
9. All coupling and uncoupling of the locomotive to the train must be carried out by L. & D.S.M.E. officials.
10. The locomotive will be backed to the Start Area to take on the passenger load.
11. The Observer will brief the driver on running procedures and on finishing location, speed rules etc .
12. The Driver will tell the Observer when he is ready who will then give the Driver permission when to start.
13. The duration of the run is nominal 30 minutes. No time allowance will be made for stops except for derailments. A competitor may opt to stop when 25 minutes of the run have been completed, but the run must terminate in the station. Any competitor not completing 25 minutes will be deemed to have retired. A line-side clock will be provided so that the Driver can

see the progress of his run. The Driver will be advised when he/she has ten and five minutes remaining and when on the last lap. The total period the train may stop during the run will be eight minutes. If this is exceeded then the Driver will be deemed to have retired.

14. Any re-run will be made under the same conditions as the original run (same number of passengers etc).
15. The run will end at the station. Any competitor stopping short of the station because of lack of steam must raise sufficient steam to bring the train into the station before the run is deemed to be completed. All recordings will end in the station. Once the run has finished, the locomotive will be uncoupled from the dynamometer car. The train will be hand reversed to the load point for the next run.. The locomotive can then be reversed up to but not onto the transporter until the next competitor has transported onto the main line. The competitor completing will now transport off the main line and will be guided back to the steam up bays for decommissioning.
16. All the unused coal will be collected immediately the run finishes at the station, and weighed in the Driver's presence by one of the Judges. Only the total coal burnt will be used in the calculations. No allowance will be made for any unburnt coal left in the firebox. The result will be calculated and put up onto the results boards as soon as possible after the completion of each run.
17. A maximum speed limit of 9 mph will be in operation for the competition. The dynamometer car provides a speed indication. The Observer will remind the Driver of the speed limit if the speed of the train should approach 9 mph. The Observer will issue a warning to the Driver should the speed exceed 9 mph. Three such warnings will result in disqualification.

18. The Driver 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.
19. The use of the hand pump is not permitted once the run has commenced. However it may be used in emergencies when all other means of water feed have failed and in which case the locomotive must be retired and the run terminated immediately.
20. Water will be provided in suitable containers during the run to enable the locomotive water tanks to be topped up without stopping. The amount of water used is not recorded or limited in any way. Sanders may not be used.
21. Passengers and carriages may be dropped off during the run if the load proves to be too heavy, by instructions passed through the Observer and only when the train is stationary and it is safe to do so. Additional passengers may not be added at any time.
22. No external assistance is to be given to the train in any way whatsoever at any time during the run.
23. Ballast (including water) added externally to the scale outline of the loco (or in the case of a freelance model, the likely scale outline is not permitted.
24. For practical reasons it may be necessary to limit the load or number of carriages pulled in the contest.
25. The decision of the judges is final in all matters relating to the competition. The Judges will be appointed by the Llanelli Club.



## Previous IMLEC winners 1969 - 1996

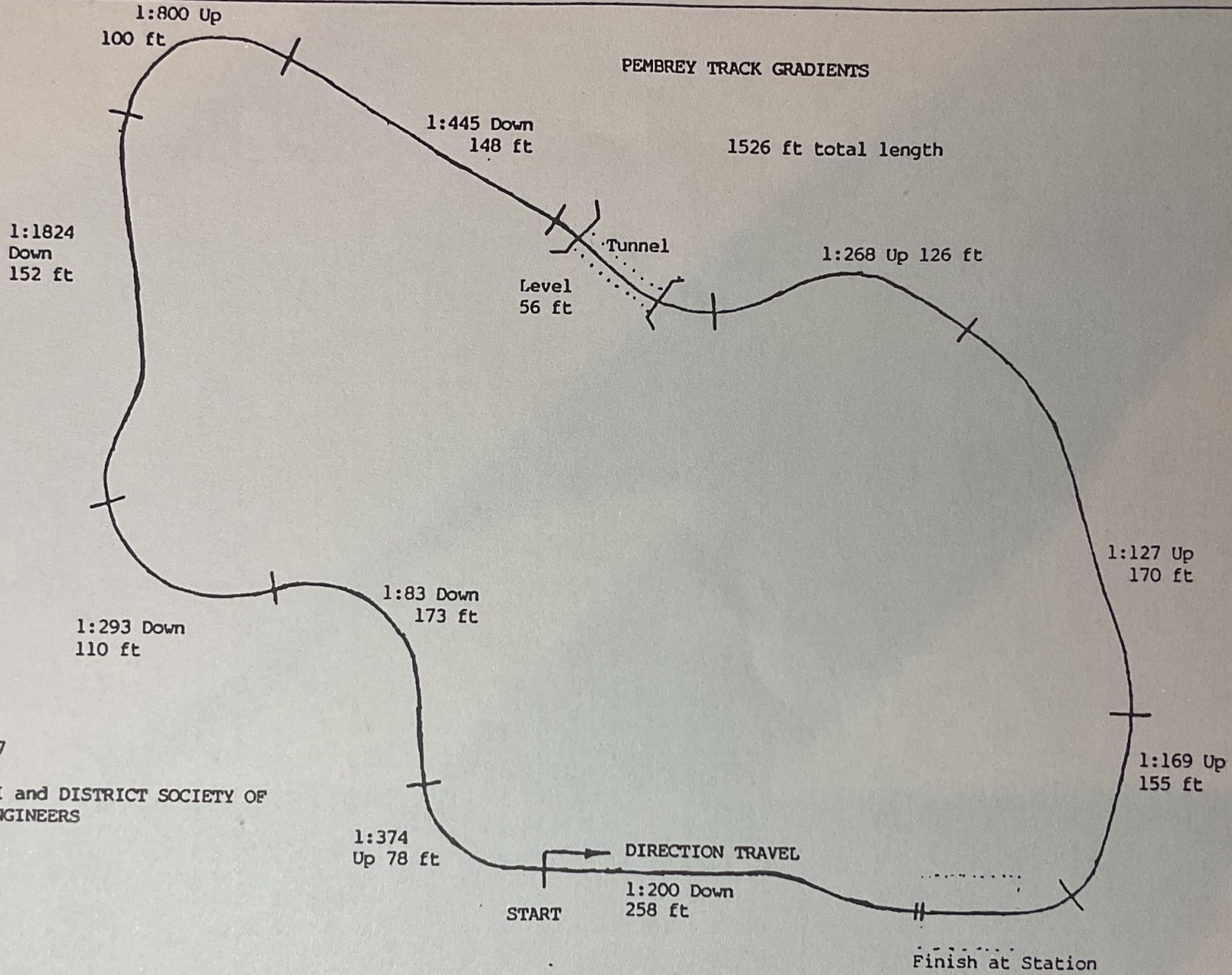
<u>Year</u>	<u>Host Club</u>	<u>Engine</u>	<u>Gauge</u>	<u>Efficy</u>	<u>Driver/Society</u>
1969	Birmingham	Royal Scott	5"	?	J Drury , Birmingham
1970	Whitney	Firefly	5"	?	L Labram , Birmingham
1971	Southampton	Dean Single	5"	?	A Haydon , Newton Abbott
1972	Tyneside	GWR 57XX	5"	1.066%	N Spink , Chesterfield
1973	Chingford	LNER L1 Tank	5"	1.60%	B Longstaff , S Durham
1974	Bristol	Nigel Gresley	5"	2.54%	F Winsall , Rugby
1975	Tyneside	GWR King	3.5"	1.55%	L Joyce , Chingford
1976	Kinver	Speedy	5"	1.58%	B Perrett , Southampton
1977	Chingford	Speedy	5"	2.32%	B Perrett , Southampton
1978	Guildford	Maid of Kent	5"	1.61%	P Wood , Chingford
1979	Bristol	Sterling Single	5"	2.17%	D Morris , Urmston
1980	Bedford	BR Class	3.5"	1.37%	P Wood (Private entry)
1981	Bournemouth	LNER J39	5"	2.41%	P Wood , Chingford
1982	Leyland	GWR de Glen	5"	1.50%	R Amsbury , Derby
1983	Guildford	Royal Scott	5"	1.35%	L Prichard , Harlington
1984	Bristol	Royal Scott	5"	3.66%	L Prichard , Harlington
1985	Urmston	Nigel Gresley	5"	1.85%	A Crossfield , (Private entry)
1986	Bournemouth	Nigel Gresley	5"	1.64%	A Crossfield , (Private entry)
1987	Birmingham	LSWR Adams	5"	2.29%	K Moonie, Chingford
1988	Leeds	BR Prop. 2-8-2	5"	4.392%	L Flippance , Guildford
1989	Leyland	BR Prop. 2-8-2	5"	3.02%	L Flippance , Guildford
1990	Guildford	BR Prop. 2-8-2	5"	3.317%	L Flippance , Guildford
1991	Bristol	BR Prop. 2-8-2	5"	1.733%	K Ayling , Worthing
1992	Leeds	S&D Class 7F	5"	1.886%	D Sutcliffe , Ribble Valley
1993	Leyland	LMS Stanier	5"	2.08%	J Heslop , Rydale
1994	Gravesend	LMS Stanier	5"	1.511%	J Heslop , Rydale
1995	Kinver	LNER Class P2	5"	3.32%	J Heslop , Rydale
1996	Northampton	GWR Manor	5"	2.437%	A Crossfield , Leyland

1997 IMLEC RUNNING TIMES FOR SATURDAY & SUNDAY

n No	Drivers Name	Loco Type	WHBBLG	Gauge	Society	OWNERS NAME	TOWN	OBSERVERS NAME	BAY No	DAY	ON TIME	RUN TIME	OFF TIME
1	I WILLIAMS	CONWAY	0-4-0	3.5"	MILFORD	I WILLIAMS	HAVERPORDWEST	J CASHMORE	2	SATURDAY	8:00	9:00	10:3
2	B SUMSON	GWR 55XX TANK		5"	NEWPORT	J RODWAY	CWMBRAN	B ANDREWS	4	SATURDAY	8:00	9:35	11:0
3	S BATON	BANTAM COCK	2-6-2	3.5"	PRIVATE	S BATON	MANSFIELD	E KNAPMAN	8	SATURDAY	8:40	10:10	11:4
4	EG BEALES	SPEEDY	0-6-0	5"	NORWICH	EG BEALES	NORWICH	S PET	5	SATURDAY	9:15	10:45	12:1
5	P TOMPKINS	SIMPLEX	0-6-2	5"	GUILDFORD	P TOMPKINS	FARNHAM	G WINSALL	3	SATURDAY	9:50	11:20	12:5
6	L PRITCHARD	LNER B1	4-6-0	5"	HARROW	A BAKER	RUISLIP	J MILTON	6	SATURDAY	10:25	11:55	13:2
7	G MATTHEWS	BRITANNIA	4-6-2	5"	BRIDGEND	G MATTHEWS	LLANTWIT MAJOR	M PEARSON	7	SATURDAY	11:00	12:30	14:0
8	D MAYALL	LMS 4F	0-6-0	3.5	BRACKNELL R.S.	D MAYHILL	PLEBT	J CASHMORE	2	SATURDAY	12:30	14:00	15:3
9	B CANTWELL	LNWR CAULIFLOWER	0-6-0	5"	URMSTON	B CANTWELL	CHEALLE	S PET	3	SATURDAY	13:05	14:35	16:0
10	KEVAN AYLING	LEADER CLASS	0-6-0 0-6-0	5"	WORTHING & DISTRICT SMB	KEVAN AYLING	LITTLEHAMPTON	B ANDREWS	4	SATURDAY	13:40	15:10	16:4
11	JOHN H MCLEOD ELLIS	LNER GLEN CLASS	4-4-0	5"	SUTTON MODEL ENG CLUB	JOHN H MCLEOD ELLIS	LONDON	M PEARSON	5	SATURDAY	14:15	15:45	17:1
12	KEITH MORRIS					KEITH MORRIS		J MILTON	6	SATURDAY	14:50	16:20	17:5
13	DAVID ROBERTS	3 CYL COMP TEUTONIC CL	2-2-2-0	5"	URMSTON - PRIVATE ENTRY	DAVID ROBERTS	MANCHESTER	E KNAPMAN	7	SATURDAY	15:25	16:55	18:2
14	M FOX	BRITANNIA	4-6-2	5"	STROUD SMB	M FOX	CHELTENHAM	G WINSALL	8	SATURDAY	16:00	17:30	19:0
15	DENNIS WHITE	BR CLASS 7 70037	4-6-2	3.5"	PETERBOROUGH/WARRINGTON	DENNIS WHITE	ELY	B ANDREWS	2	SUNDAY	8:00	9:00	10:3
16	MIKE CASEY	BEYER PEACOCK I.O.M.	2-4-0	5"	MANX STEAM & M. E. S.	MIKE CASEY	BALDRINE	J CASHMORE	3	SUNDAY	8:00	9:35	11:0
17	LEONARD STEEL	BRITANNIA 70007	4-6-2	5"	S.T.E.A.M.	LEONARD STEEL	WOKING	J MILTON	4	SUNDAY	8:40	10:10	11:4
18	ALAN DAVID CHURCH	SWEET PEA	0-4-0	5"	PRIVATE ENTRY	ALAN DAVID CHURCH	BRISTOL	M PEARSON	5	SUNDAY	9:15	10:45	12:1
19	IAN GRINTER	REBUILT ROYAL SCOT	4-6-0	5"	TAUNTON M.E.S.	IAN GRINTER	WELLINGTON	E KNAPMAN	6	SUNDAY	9:50	11:20	12:5
20	CHRIS ALDRIDGE	SWEET PEA	0-4-2	5"	PRIVATE	CHRIS ALDRIDGE	NEWPORT	S PET	7	SUNDAY	10:25	11:55	13:2
21	DON FREEMAN	FREELANCE TANK	0-6-0	5"	FRIMLEY & ASCOT LOC.CLB	JOHN TURNBULL	CAMBERLEY	G WINSALL	8	SUNDAY	11:00	12:30	14:0
22	MICHAEL S. NAYLOR	LBSC VIRGINIA	4-4-0	3.5"	TIVERTON & DISTRICT MBS	MICHAEL S NAYLOR	SANFPORD PEVRELL	J MILTON	2	SUNDAY	12:30	14:00	15:3
23	B MILTON	SPEEDY	0-6-0	5"	BRISTOL	NORMAN ROSSITER	SEVERNBEACH	J CASHMORE	3	SUNDAY	13:05	14:35	16:0
24	A CROSSFIELD	MANOR	4-6-0	5"	LEYLAND	A CROSSFIELD	BOLTON	M PEARSON	4	SUNDAY	13:40	15:10	16:4

PEMBREY TRACK GRADIENTS

1526 ft total length



IMLEC 97

LLANELLI and DISTRICT SOCIETY OF  
MODEL ENGINEERS

**IMLEC AT LLANELLI 1997**

**RESULTS**

Sat 12th July 1997

Run	Loco Type	Gauge	Wheel	Owner	Society	Pass	coal	Distance	Mins. run time	Av/DB HP	lbs/Hr coal used	lb dbhp/hr sp.fuel used	% therm.effy.	final place
1	CONWAY	3.5	0-4-0	I williams	Milford									
2	GWR 55XXtank	5	2.6.2	J Rodway	Newport									
3	BANTAM cock	3.5	2.6.2	S Eaton	Chesterfield									
4	SPEEDY	5	0-6-0	E J beales	Norwich									
5	SIMPLEX	5	0.6.2	P Tompkins	Guildford									
6	LNER B1	5	4.6.0	A Baker	Harrow									
7	BRITANNIA	5	4.6.2	G Matthews	Bridgend									
8	LMS 4F	3.5	0-6-0	D Mayhill	Bracknell									
9	LNWR Caul.flr	5	0-6-0	B Cantwell	Urmston									
10	LEADER class	5	0.6.0x2	K Ayling	Worthing									
11	LNER Glen cls.	5	4.4.0	JHM Ellis	Sutton									
12														
13	TEUTONIC 3cl	5	2.2.2.0	D Roberts	Urmston									
14	BRITANNIA	5	4.6.2	M Fox	Stroud									

Sunday 13th July

Run	Loco Type	Gauge	Wheel	Owner	Society	Pass	Coal	Distance	Run Tim	Av/DB HP	Coal used	sp.fuel used	therm.effy.	final place
15	BR CLASS 7	3.5	4.6.2	D White	Peterbor'gh									
16	I.O.M. B Pcock	5	2.4.0	M Casey	Manx Steam									
17	BRITANNIA	5	4.6.2	L Steel	S.T.E.A.M									
18	SWEAT PEA	5	0.4.0	A D Church	Private									
19	ROYAL SCOT	5	4.6.0	I Grinter	Taunton									
20	SWEET PEA	5	0.4.2	C Aldridge	Private									
21	Freelce. TANK	5	0.6.0	J Turnbull	Frim. & Ascot									
22	LBSC Virginia	3.5	4.4.0	M S Naylor	Tiverton&Dist.									
23	SPEEDY	5	0.6.0	N Rossiter	Bristol									
24	MANOR	5	4.6.0	A Crossfield	Leyland									



## CALCULATION OF RESULTS

$$\text{Thermal Efficiency (\%)} = \frac{\text{work done} \times 100}{\text{weight of coal used} \times \text{C.V.} \times 778}$$

There are 778 ft lbs of work in 1 British thermal unit

**The winner of this competition is the locomotive that returns the highest value of Thermal Efficiency.**

Other calculation that can be made are as follows:-

$$\text{Average draw-bar horse power} = \frac{\text{Total work done (ft lbs)}}{\text{Overall run time (mins)} \times 33,000}$$

33,000 ft lbs of work = 1 horse power

$$\text{Coal consumption per hour} = \frac{\text{Weight of coal used (lbs)} \times 60 \text{ (mins)}}{\text{Overall run time (mins)}}$$

$$\text{Specific fuel consumption} = \frac{\text{Coal consumption rate}}{\text{Average draw-bar horsepower}}$$

$$\text{Average draw-bar pull} = \frac{\text{Total work done}}{\text{Total distance travelled}}$$

## Notes

## Notes

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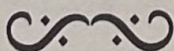
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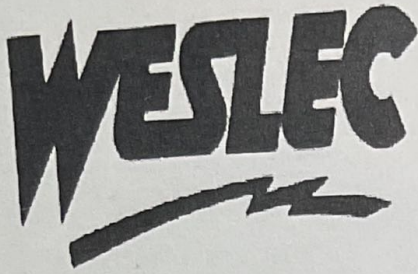
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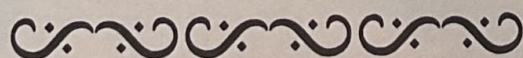
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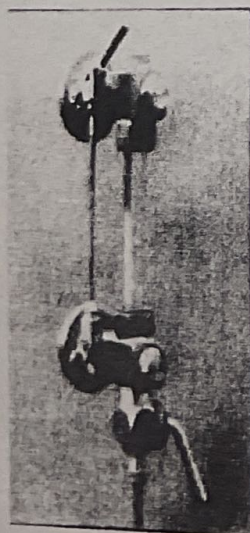
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## For Locomotive Drawings

### DRAWINGS AVAILABLE FOR

5" L.N.E.R. CL. B2 4-6-0 ROYAL SOVEREIGN  
5"G L.N.E.R. CL. V2 2-6-2 GREEN ARROW  
5"G L.N.E.R. CL. A3 4-6-2 FLYING SCOTSMAN  
5"G L.M.S.R. CL. A4 4-6-2 MALLARD /SIR NIGEL GRESLEY  
5"G L.M.S.R. CL. 4-6-2 DUCHESS OF HAMILTON  
5"G L.N.E.R. CL. A1 4-6-2 (PEPPERCORN) SEA EAGLE  
5"G L.N.E.R. CL. P2 2-8-2 COCK 'O' THE NORTH  
5"G L.N.E.R. CL. B17 4-6-0 SANDRINGHAM  
5"G FREELANCE CL. B20 4-6-0 3CYL SHERGAR  
7½"G L.N.E.R. CL. B1 4-6-0 STEMBOK

#### **Drawings in preparation:**

5"G L.N.E.R. CL. P1 2-8-2 SHAFTHOLME  
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MOST CASTINGS AND SOME SPECIAL MATERIALS AVAILABLE FOR ALL ABOVE  
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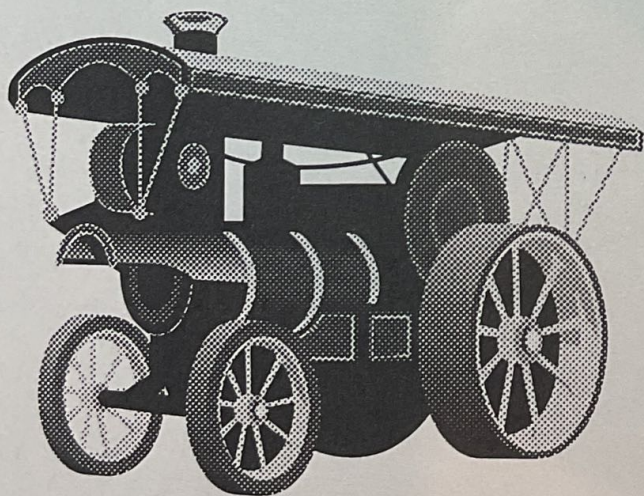
6¼" OD x 10 SWG, 6¾" x 10 SWG, 7" OD x 8 SWG  
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## History of the Llanelli & District Model Engineers Society and it's Club Site.

The Llanelli & District Model Engineers Society has been running for many years, but it wasn't until 1987, that a permanent site was established for the Club.

This was brought about the building of a miniature railway system under a community programme project as part of the re-development of the old Ministry site, based at Pembrey, which covered some 550 acres.

Many other tourist and leisure developments took place, but in particular to us, the miniature railway with its scenic route and features making it somewhat different to the majority of the club tracks.

It's location, in sandy dunes, tree lined, and only a few minutes walk from the sea, makes it interesting and attractive to both members and those visitors, who regularly come down to see us.

Passenger hauling on the first Sunday of each Month between Easter and October with Bank Holiday Mondays provides a balanced year of events which is well supported.

Regular rallies take place at Easter and September with our local Efficiency competition being a well addented event that we have held here succesfully for several years. The IMLEC this year at our site in July was to replace our local competition but due to popular demand we will be staging this at our September rally. Please come and join in.

The 1526 ft track is constructed on reinforced concrete beams, supported on pillars of steel and in welded track sections, screwed on resilient mounts to the concrete.

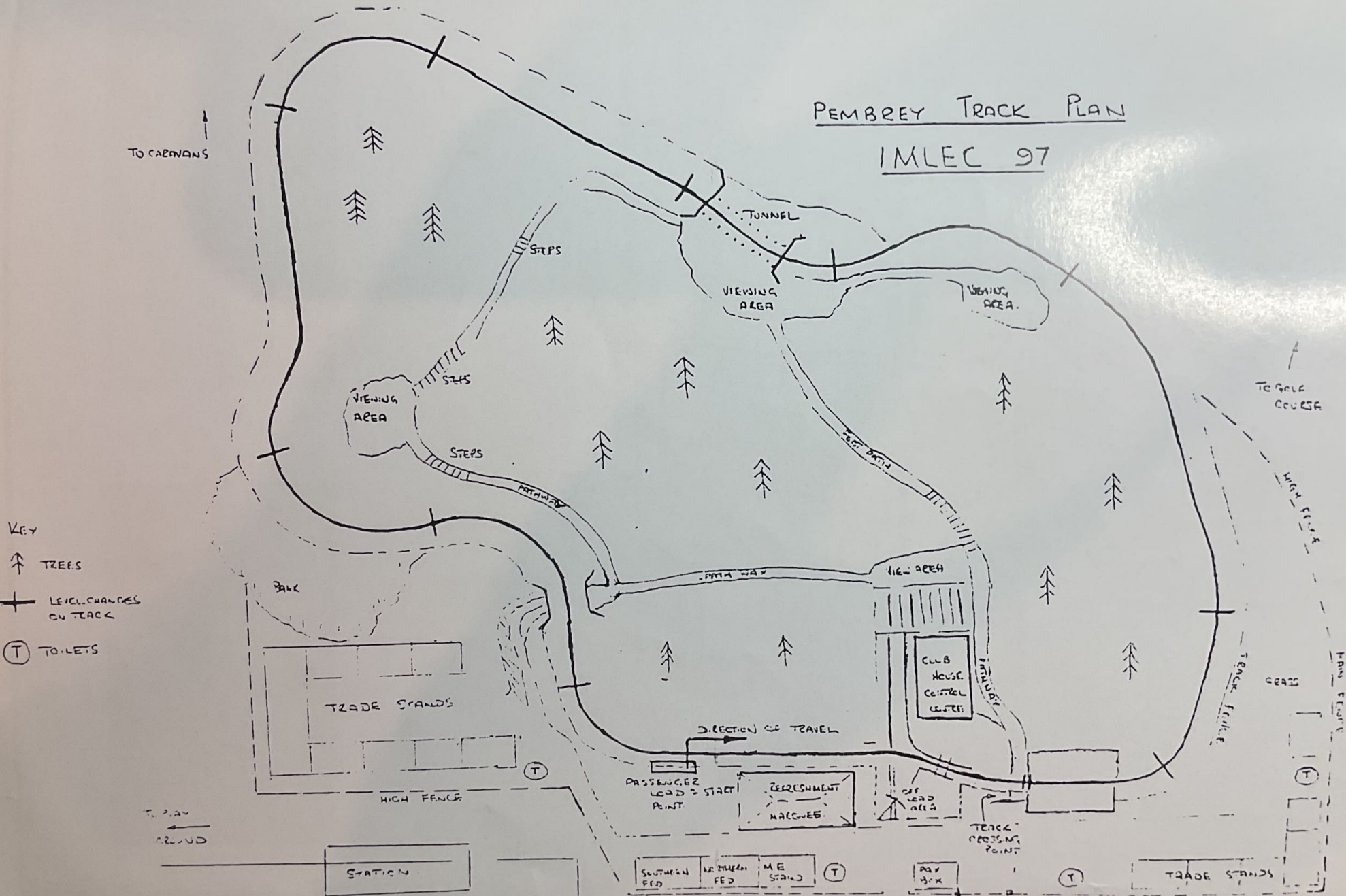
This has been in operation now since 1987, and has proved quite successful.

Adequate steaming bays are provided with 12 volt power for blowers and compressed air for cleaning down after runs.

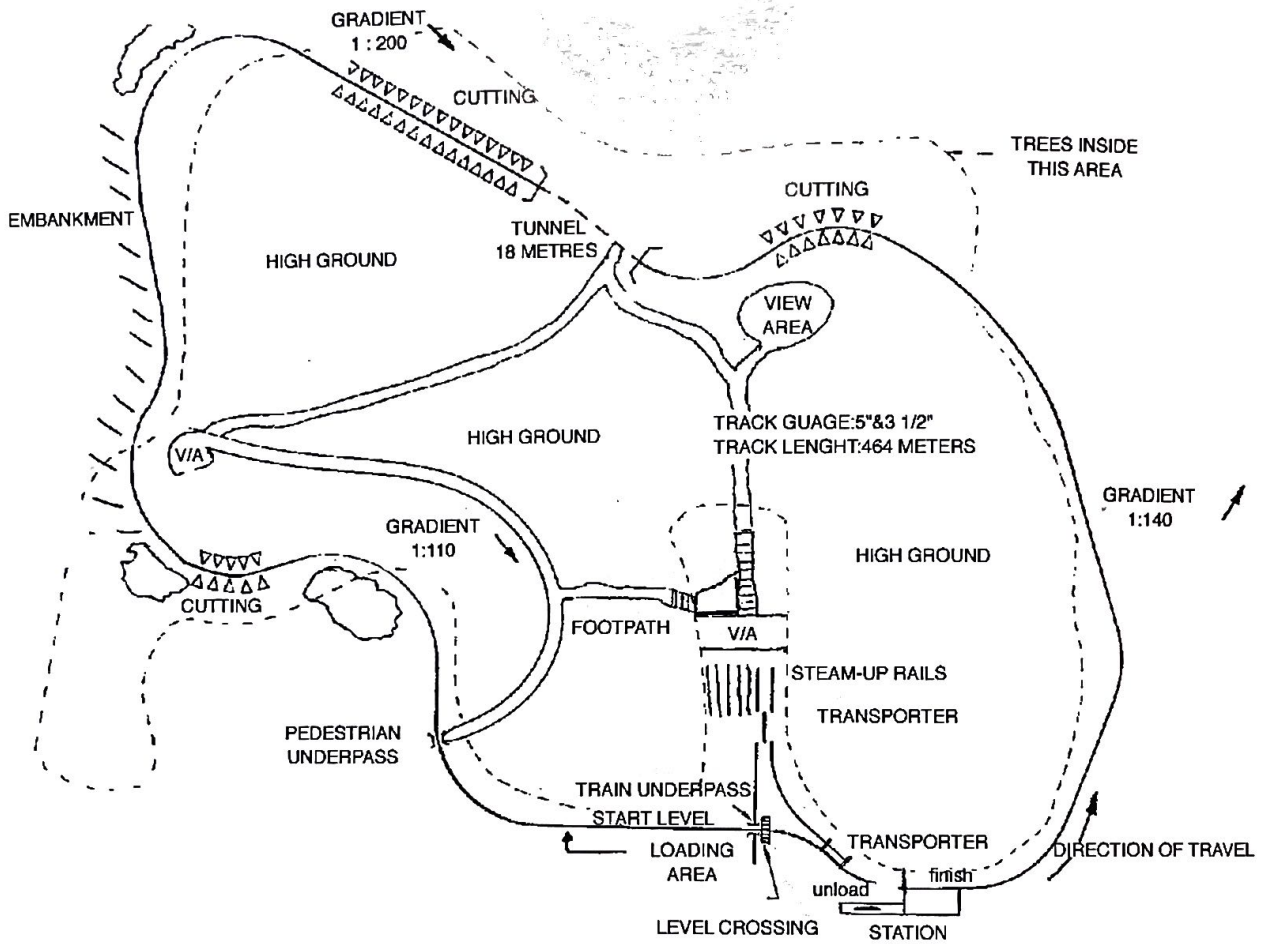
We will be only too pleased to help to make your weekend enjoyable.

# PEMBREY TRACK PLAN

## IMLEC 97



# Pembrey Minature Railway



Pembrey Minature Railway



Gravesend 1994