

IMLEC

2017

THE 49th INTERNATIONAL MODEL LOCOMOTIVE
EFFICIENCY COMPETITION



Friday 7th to Sunday 9th July 2017

at

Southport Model Engineering Club

Rotten Row, Southport, Merseyside

Entrance fee: £5 / day or £10 / weekend

**The 49th International Model Locomotive
Efficiency Competition**

for the

MARTIN EVANS CHALLENGE TROPHY

Presentation of prizes

Mr Lionel Flippance

IMLEC 2016 Winner

Sunday 9th July 2017

at

4.30 p.m.

**Prizes will be awarded for 1st, 2nd and 3rd places
plus an award for the best 3.5" gauge locomotive
if different**

SOUTHPORT MODEL ENGINEERING CLUB

The club was formed in 1978 and currently has over 90 members, who range from raw novices to professional engineers.

Our railway consists of two interlinked 3.5" and 5" gauge elevated railway tracks, the original being 500 feet long and the second, or long track 1,733 feet. A 'straightening' program was completed last year to remove some of the tighter turns running from the station out to the boating lake. It is this track that will be used for the competition runs.



Inside the inner loop there are separate 16mm and Gauge 1 layouts. Both of these tracks will be running over the IMLEC weekend, so we hope you will all make time to enjoy these wonderful attractions.

The track and club house are situated at the southern end of Victoria Park, with access from Rotten Row. Parking will be on the south end of the park and clearly signposted with a marshal offering guidance.

Southport itself is a delightful Victorian seaside resort, known as the "Classic Resort". Southport is renowned for its gardens, long sandy beach, and many golf courses. Including Royal Birkdale, where the 2017 Open Championship will be held between the 16th and 23rd of July.

Its elegant town centre provides a vast array of shops, and a wide selection of bars and restaurants. Lord Street is the main street with many pavement cafes, situated under a glass and cast iron Victorian canopy.

IMLEC2017 TO USE ONLY WELSH STEAM COAL FROM SIGNAL FUELS

This year's International Model Locomotive Efficiency Competition will use only Welsh Steam Coal obtained from Signal Fuels in Ripley, Derbyshire.

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Welcome from the Chairman of Southport MEC

I would like to extend a very warm welcome to all visitors, friends and especially the entrants to the 2017 IMLEC at Southport. For those of you who have attended our events in the past it will be a pleasure to see you all again and for those visiting us for the first time I hope you enjoy your visit and the weekend's competition.

To the entrants, we wish you all the luck for a successful run and we will give all the help that we can whilst applying the rules as fairly as is possible. We have an independent judge on hand in case of any disputes but I hope he will have a very relaxing weekend.

Due to the unfortunate circumstances that took place at the original host club we, Southport, stepped in at what was relatively short notice. Those of you who belong to clubs who have hosted this event will appreciate the enormity of the work involved in its organisation and we all owe a great deal of thanks to the small group of our members who have made all the arrangements on our behalf.

Those of you who have not been to Southport for a while will notice that we have made some changes to the track, straightened out some of the curves to give longer straight runs on the uphill section as well as much improved club house and workshop layout.

I hope you will enjoy your weekend with us as much as we will enjoy having you and hope we get good weather it being the only thing we cannot organise.

Stuart Rothwell

Chairman Southport MEC

A note from our chief judge

Alan Crossfield

Born, raised and educated in Bolton. I was one of many school leavers in the early 1960's introduced into an engineering apprenticeship and trained for an industry that would be decimated within ten years. The company responsible for my training was a large and respected supplier of textile machinery whose fortunes declined in the late 60's and early 70's. Other employment followed of course but engineering within the Bolton area was in a depressed state at the time and after two further spells with local employers, I decided on a change of direction. The next ten years were possibly the most enjoyable of my working career; they were spent working as a van salesman. The remaining twenty-four years of my working career were spent at British Telecom. This was engineering of a different kind and far removed from that for which I had originally been trained. In fact, if it had not been for model engineering, my original apprenticeship would have been completely wasted.



I acquired my interest in locomotive building from my father. He was one of those people who could produce respectable models using minimal equipment and with tools that would be considered junk by the standards of today. In the mid 70's dad's interest in model engineering had declined, whilst my interest was in a state of transition from 4mm fine scale loco modelling, to that of live steam. My ambition at the time was to build a live steam passenger hauling locomotive. I resurrected dad's interest in the hobby and together we built "Nigel Gresley", a 5" gauge 2-8-0 to the design of Martin Evans. The locomotive was completed in 1981 and is still operational today.

My initial involvement with I.M.L.E.C was not a very happy or successful one. The occasion was the 1982 event, hosted by Leyland Society of Model Engineers. At that time, I was a member of Blackburn Society of Model Engineers and was proud to enter "Gresley" as the official club entry. Pride comes before a fall however and this occurred in spectacular fashion on the second lap of run number 13. The combination of high speed and sharp bend resulted in the entire train, myself, observer and passengers being heaped against the perimeter fence. Three years later the event returned again to the north of England. This time Urmston were the hosts and I was determined to lay the ghost of the 1985 "I.M.L.E.C Meteor". Fortunately, proceedings went in my favour at Urmston and I maintained lead position from around midday on the Saturday till the close of the event on Sunday. As we loaded the car to go home, someone shouted – "see you at Bournemouth next year then?"

Thus, began an annual ritual that has taken Anne (my wife) and I to places near and far and to some you wouldn't expect to find in your average holiday brochure. The saying "Doesn't time fly?" is never more aptly used than by a model engineer involved in his latest project. The fact that I have completed six locomotives since 1985 will be evidence to some people, of a miss spent adulthood (I'd already miss spent my youth playing guitar in a pop band). Now happily retired from full time employment, I still enjoy building the odd locomotive and love driving anything that demands the use of a shovel, especially if a heavy load of passengers is involved. That's one of the things that makes I.M.L.E.C special and I've never missed the opportunity to take part, whenever circumstances have permitted. Having attended a large number of these events, either as a competitor, spectator, or as part of the organising team. The latter occasions being on behalf of the Leyland Society of Model Engineers (Worden Park), here I can be found on most Sundays driving a steam locomotive.

Alan Crossfield.

IMLEC OFFICIALS

Competition Judge	Alan Crossfield
Competition Control	David Dunphy
Observers	Brian Horner
	David Reece
	Rod Ainsworth
	Bruce Davis
	Paul Massam
Results Calculations	David Dunphy
Reception	Gwen Baguley
	Dee Spencer
Compere	Derrick Baguley
Truck Stewards	John Rothwell
	Richard Spencer
	Vic Waddilove
Loco Loading / Unloading	Paul Massam
	Ben Pavier
Passenger Marshal	Peter Wilcox
Steaming Bay Marshal	Geoff Crank
Coal & Water Marshals	Martin Rayner
	Ian Shufflebotham
	Derek Pratt
Time Keepers	Phil Guy
	Ron Dixon
Catering	Sharon Charnock
	Steve Crabtree
	Susan Crabtree
	Thelma Waddilove
Photographer	John Williams
Videographers	Peter Tushingam
	Steve Crabtree
First Aiders	Stuart Rothwell
	John Rothwell
	Steve Crabtree

TIMETABLE

Friday 7th July 2017	
10.00	Site Opens
12.00	Run No. 1
16.30	Run No. 7 (Final run of the day)
Saturday 8th July 2017	
08.30	Catering commences
08.30	Run No. 8
16.00	Run No. 18 (Final run of the day)
17.30	Track available for visitor running (non-competitors and entrants who have completed their run)
19.30	Supper
20.30	Live Music with C'n'C
22.30	Close of activities
Sunday 9th July 2017	
08.30	Catering commences
08.30	Run No. 19
14.30	Run No. 27 (Final Run)
16.00	Speeches and prize giving
17.00	Close

ACKNOWLEDGEMENTS

The members of Southport Model Engineering Club would like to extend our sincere thanks to the following people and organisations:

Leyland SME for the loan of their dynamometer truck

Model Engineer for the prize money

Mr Alan Crossfield for agreeing to be the competition judge

All the sponsors who have supported us to make this event possible

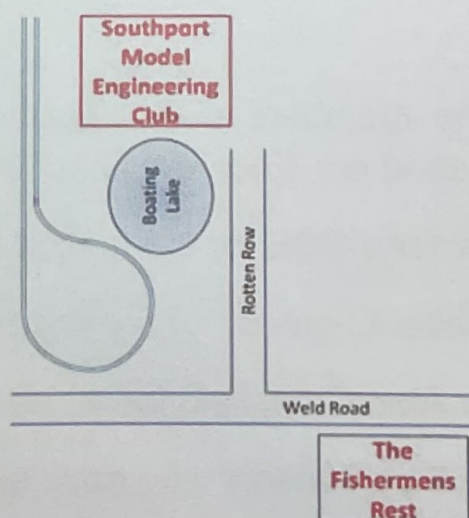
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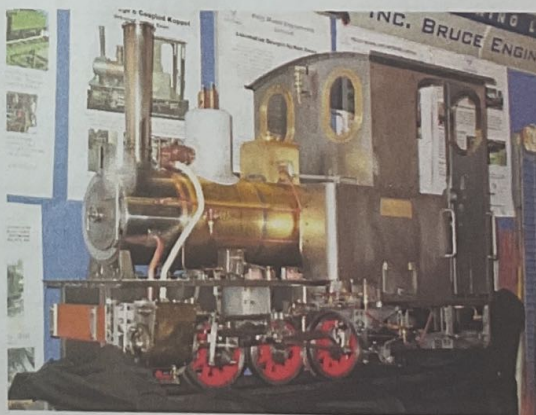
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7 1/4" gauge GWR Collett Goods Doncaster 2016



7 1/4" Narrow Gauge Koppel 0-6-0
Designed by Ken Swan.



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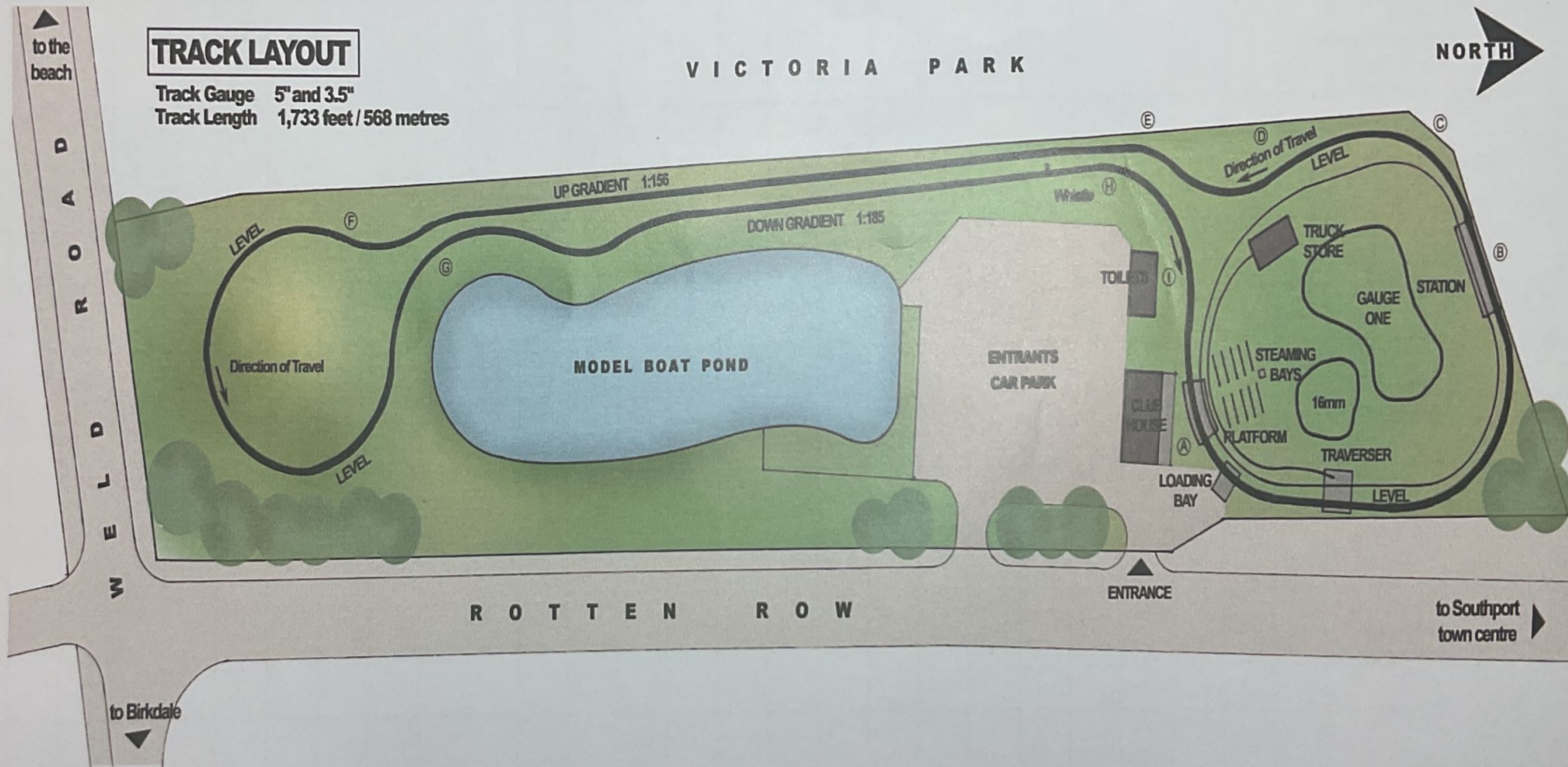
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TRACK LAYOUT

Track Gauge 5" and 3.5"
Track Length 1,733 feet / 568 metres

VICTORIA PARK



NORTH

to Southport town centre

to Birkdale

to the beach

W E L L D R O A D

R O T T E N R O W

LEVEL

Direction of Travel

LEVEL

UP GRADIENT 1:156

DOWN GRADIENT 1:185

MODEL BOAT POND

ENTRANTS CAR PARK

TOILETS

CLEAN HOUSE

LOADING BAY

ENTRANCE

Direction of Travel

LEVEL

TRUCK STORE

GAUGE ONE

STEAMING BAYS

PLATFORM

16mm

TRAVERSER

LEVEL

E

D

C

F

G

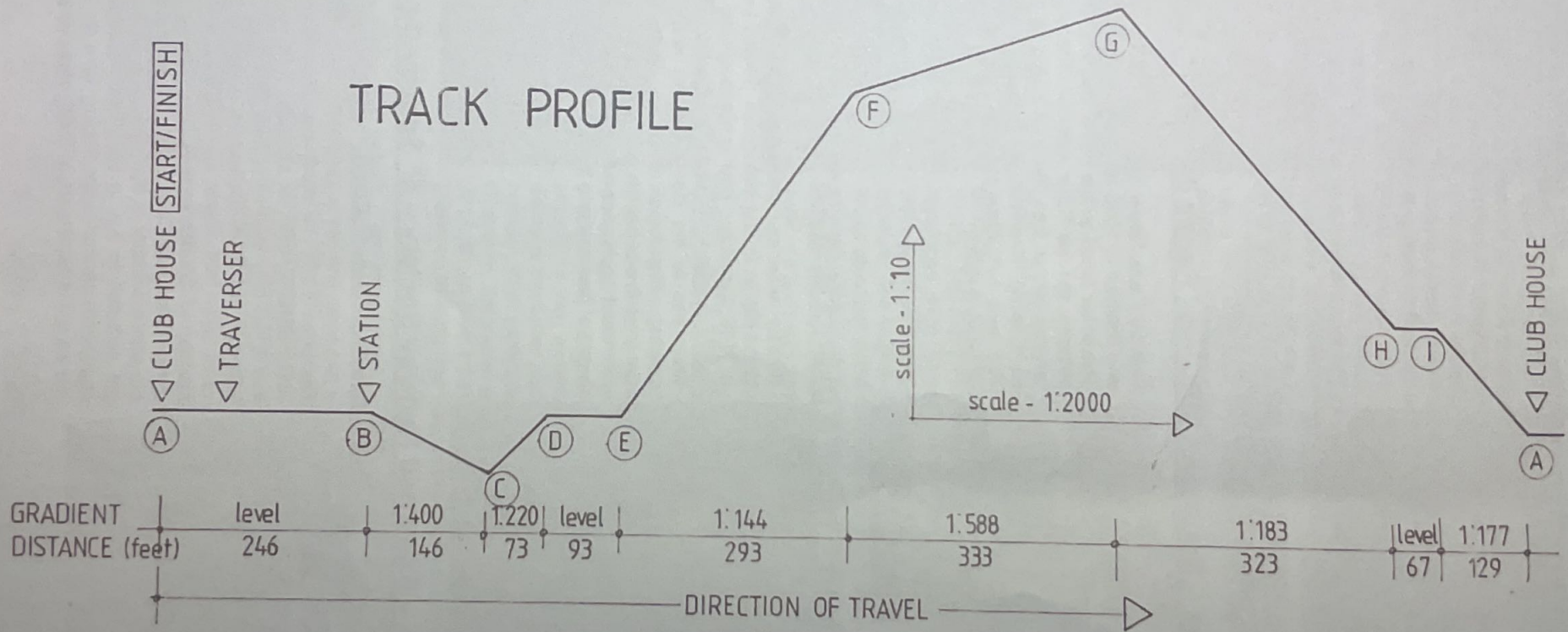
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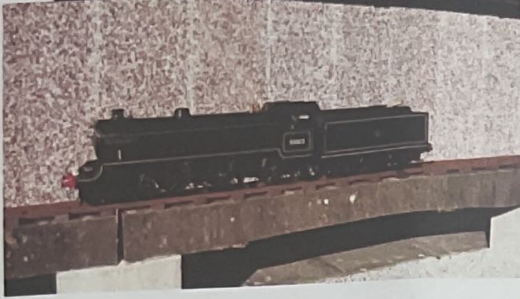
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TRACK PROFILE



COMPETITORS (In running order)

1. Stephen Harrison – Birmingham SME – 5” LNER B1 4-6-0



David Lewis's "Gazelle". Started life as a Martin Evans "Springbok" in early 1960s. Loco has had a full strip down and was rebuilt as a more accurate B1 in the 1980s by Steve Titley (Fareham MES). Virtually everything was replaced including the boiler, platwork and tender. It has been running at BSME since 1993 and has visited numerous tracks including Beechurst, Urmston, Oxford and London. The loco received a bit of TLC in 2016 prior to IMLEC which included an alternative blast pipe, superheaters and grate. I am 25 years old and been model engineering for over 18

years (& member of BSMC 17 years). I love playing with locos of all sizes from 16mm to 7 1/4" gauge as well as full size. Competed in "Little LEC" and did first IMLEC in 2016.

2. John Williams – Southport MEC – 5” Pansy 0-6-0PT



Built by Frank Nixon, Southport MEC, over a 4 year period and finished in 1986 as a break from a Clarkson Duchess. The boiler failed on the barrel seam in 2012, the engine was stripped and the boiler repaired. The engine was rebuilt by the new owner, Ben Pavier, keeping as much of the original as possible. Other than the backhead all the paint is original. The loco has always been pleasing to the eye and to whoever drives it.

3. Richard Stoddart – Wigan & District MES – 5” LNER V1 2-6-2T



Built by owner and completed in July 1996. The locomotive is to the Martin Evans 'Enterprise' design. I completed the build in 1996, the engine having run faultlessly since then. It's first 'works overhaul' and repaint was in 2015. The only excessive wear was to the inside cylinder connecting rod big end bearing, this I put down to using a rogue piece of gunmetal/brass on the original build. There is not an awful lot more I can say about the loco as it has given me endless hours of pleasure and trouble-free running since 1996.

4. David Mayall – Bracknell Railway Society – 5” Speedy 0-6-0PT



This is the sixth loco I have built and was completed in 2001. It has been entered in several IMLECs and its highest position has been third. The boiler has been modified internally as a result of fitting external cladding. The consequence of this is that it has only eighteen tubes and four flues which are fitted with four radiant superheaters. It has a modified GW safety valve taken from Martin Evan's Manor design. I have been a member of the Bracknell Railway Society since 1982 and, for my sins, am now Chief Engineer and senior boiler inspector. I am also a member of the Southern Federation Committee. If I am selected to run in this year's competition it will be my eighteenth attempt. I am hoping for a dry run as the previous run we did in Southport, in 2008, was rather wet

5. John Richardson – Brighthouse & Halifax MES – 5" GNR Atlantic 4-4-2



I completed my first locomotive in 1972 and the Atlantic is my ninth. Designed from works drawings to represent 1442 as running in 1913 it was completed in 2013 when it was awarded "Best Locomotive" at the Harrogate Show and finished 7th in IMLEC at Leyland. A retired machine tool manufacturer, I continue to take a keen interest in all things engineering. This will be my 7th IMLEC.

6. Bryn Jones – Chesterfield & District MES – 5" Polly 6 2-6-0



I put the Polly 6 together and my first drive of a steam loco was early 2016. I entered last year's IMLEC at Urmston and came 10th. The loco was unpainted then but has now been painted for this year's event.

7. Ben Pavier – Southport MEC – 5" NER Q5 0-8-0



Built over a 4½ year period, the loco is based on LBSC's "Netta", has many modifications including my own variant of "balanced slide valves", radiant superheaters, redesigned valve gear, 1¾" bore cylinders, larger passages and a helix exhaust. The engine is as she was around 1932, with LNER group standard detail changes and plain black livery. I have entered IMLEC on a number of occasions, achieving best 3½" in 2010, second three times and winning in 2011. I believe it is always good to challenge yourself.

8. Richard Prideaux – Leyland SME – 5" LMS Royal Scot 4-6-0



As far as I am aware the loco was built by a Mr Hall from the Wigan area, it came into my possession in 2012. The loco was a regular runner at Leyland SME's track in Worden Park Leyland until 2014 when it was damaged during a move around at my workshop. This damage was sufficient to dislodge the boiler and fracture the valve liners of the centre cylinder. With assistance from John Barr, Leyland SME Club Chairman, the model was returned to service on January 1st 2017. Since then it has been operating nearly every Sunday afternoon offering free rides to the public at Leyland.

9. Tim Jenkins – Southport MEC – 5" GWR King 4-6-0



'King Stephen' was built by Peter Hissey of Middlesex to 'works' drawings. It won the gold medal at Olympia in London in 1998. Photograph courtesy of Lee Worthington, Leyland Society of Model Engineers' Facebook site.

10. Billy Stock – Urmston & District MES – 5" LMS Black 5 4-6-0



Black Five 44873 in 5" gauge was mostly built by Mr H.W.Holmes of Hampton Hill, London. He commenced construction in 1948 and carried on for some 25 years before time caught up with him. The almost finished loco then spent most of it's life on static display until it was acquired by the present owner, Barrie Purslow, in 2012. It had since been stripped, refurbished, various experimental features removed and repainted. The engine is entirely scratch built with very few castings. Radiant stainless steel superheaters were fitted during the refurbishment together with extra detailing

features. The valves are balanced slide valves and it was Mr Holme's intention to make a set of piston valve cylinders together with an indicator diagram apparatus in order to compare the two types of valves. Mr Holmes also decided that the optimum location for the feedwater entry into the boiler was the bottom front tube plate the clacks being located between the steam chests and the frames.

11. Jason Pattison – Sale Area MES – 5" BR Britannia 4-6-2



David Morris has been a UDMES member for around 32 years. His "Britannia" was begun about 1979, having obtained some surplus castings from Syd Rowland, and is substantially to the Perrier design. By 1982 the loco was about 95% complete but at this stage Dave became interested in classic motor cycles and their restoration. He acquired a Vincent HRD 500cc Comet (single cylinder) and later a Vincent HRD 1000cc Rapide (vee twin), both of which he completely rebuilt. Unfortunately Dave was involved in two serious accidents with these bikes. After some discussion with his wife, he decided to sell the bikes. He then

totally rebuilt a Lotus Elan and later an Austin Healey Sprite which he still owns. David comes originally from Ambleside, and served his apprenticeship with the Kendal firm of water turbine makers Gilkes. He retired in 1995 and became self-employed, making precision engineering components for motor racing specialists. After giving up this work, so providing time to complete the "Brit", Solway Firth. Dave is the only UDMES member ever to have won the IMLEC efficiency competition, this was way back in 1979 at Bristol with his Stirling Single.

12. Neil Skellon – Urmston & District MES – 5" BR 9F 2-10-0



The loco, a 5" British Rail 9F, was built to Les Warnett drawings It has had a few modifications including return cranks, regulator and injectors. Loco came third at IMLEC at Bromsgrove in 2011.

13. Adrian Hinchcliffe – Leyland SME – 3.5" GNR Atlantic 4-4-2



Built by entrant and is 32 years old. It won the Silver Medal at the 1985 Model Engineering Exhibition.. It ran its first IMLEC at Nottingham in 2015. It has been modified from LBSC's design in using balanced slide valves and silicon O rings on the pistons

14. David Kerry – Chesterfield & District MES – 5" BR 9F 2-10-0



The loco, "Evening Star", was built by myself over 15 year and has been finished 4 years. I have competed in 4 IMLECs and run on many tracks including Gilling Main Line Rally.

15. Keith Tilbury – Urmston & District MES – 5" Polly 5 2-6-0T



The loco was first entered in IMLEC in 2008, the last time Southport hosted the event, and was driven by my son, James. The best position the loco has achieved was 4th at Bournemouth in 2010 also with James driving.

16. Karen Howard – Tonbridge MES – 3.5" LNER A2 4-6-2



This loco was purchased in 1988 as a "rolling chassis, with the driving wheels and a set of un-machined castings. The boiler was purchased from Reg Chambers in 1989 and the loco was completed to a state where it could be steam tested and run in 1995. It has been a reliable steamer ever since, both public running at the Tonbridge track and on visits to various open weekends around the country. In 2015 it won the LBSC Memorial Bowl ("Curly Bowl") held at Chesterfield and District MES.

17. Roger Holland – Chesterfield & District MES – 5" LNER A4 4-6-2



The loco first ran on 6th December, 2012. It has run in 4 IMLECs, the best result being 6th at Bournemouth in 2014. It was built over a period of just under 4 years from Michael Breeze drawings with some modifications. The only castings used were for the 6 coupled driving wheels, everything else is either machined from solid cast iron or fabricated. The engine runs very well but tends to consume a lot of coal but this may be down to the poor driver!!

18. Karl Midgely – Gravesend MM&ES – 5" BR Britannia 4-6-2



When I was 16 years old I was given a part built 5" Britannia. It came from a member of the Manx Model Engineering Society who had sadly passed away at an early age. I wanted to finish the engine to the same level of workmanship that he had done which has taken me 14 years. It was finally finished in 2016. I have entered 12 IMLECs before this one but this will be the first with my own loco. I have been running the Britannia at my club, Gravesend, over the past year passenger hauling.

19. Trevor M^cKelvey – Urmston & District MES – 5" LMS Black 5 4-6-0



This model was built between 1981 and 1988, designed by Dave Roberts and Jim Moyle and built by Jim during that period. For several years, it ran without superheaters but was modified in 2004. It runs regularly on most Sundays at Urmston and is occasionally seen double-heading with its sister engine which was built by Dave at the same time.

20. Marcus Peel – Southport MEC – 5" LNER B1 4-6-0



The loco was built by John Downs from the Mold & Wrexham Club in about 1984. I have owned this loco and since sold it to another Southport Club member, Dave Richards. The loco is built to Martin Evans' design and hasn't run for about 3 years.

21. Paul Tompkins – Guildford MES – 5" BR Britannia 4-6-2



This 5" Britannia was built in 1983 by Lionel Flippance whereupon it came second in the 1985 IMLEC competition at Urmston. It was purchased in 1988 by Len Steel who overhauled and re-painted it for the 1997 IMLEC where it won. It came second in the 2000 IMLEC. It was overhauled again in time for IMLEC 2014 by Len Steel and came second in IMLEC 2015 driven by Paul.

22. John Cottam – Chesterfield & District MES – 5" Merchant Navy 4-6-2



The loco was built between 1997 and 2004. It has chain driven valve gear, the boiler has 32 tubes and 3 radiant type superheaters. It has 3 hydrostatic sight lubricating feeds, and an experimental rosebud grate. It is painted in experimental blue as was the full size locomotive in 1948/9. It was placed 8th in last year's IMLEC at Urmston.

23. Jeanie Walker – Urmston & District MES – 5" LNER A2 4-6-2



This 5" gauge model is of a Peppercorn A2, as running in 1962, the year it was withdrawn. It was designed by the late Dougie Spence of Edinburgh for Peter Walker. The wheels, cylinders and other castings were all produced by a local foundry in Edinburgh and much early work from 1984 on was done by Dougie and Peter. Bob Smith then continued the mechanical work, to a high standard and also built the boiler, and the loco was finished in 1991

24. Carl Mayhew – Wigan & District MES – 5” LNER 01 2-8-0



I have been a member of Wigan and District M.E.S. since the early 1970s and am part of the regular work gang at our track at Haigh Hall. I have attended IMLEC many times. Geoff had driven in IMLEC in the past and made the very kind offer to let me drive his loco

25. Judith Bellamy – Leeds SMEE – 5” BR 9F 2-10-0



The engine was built by Arthur Bellamy and completed by David Mayall. It has run in two previous IMLECs and completed one. The engine was built to Les Warnett's designs and named after the owner's village. If enthusiasm were part of the efficiency equation we would be near the top!

26. Kevin Ayling – Worthing & District SME – 5” SR Leader 0-6-0+0-6-0



The model was first steamed in 1996, having taken some 6 years to design and build. It has completed in IMLEC1996 at Northampton, IMLEC1997 at Llanelli where it gained 2nd place and SUPERLEC at Birmingham in 1998. After a piston valve seizure in 2009 which necessitated extensive repairs, the decision was taken to completely rebuild and repaint the locomotive, a process that has taken until this year to complete.

27. Tom Parham – Maidstone MES – 5” GWR 28XX 2-8-0



The loco, built by my father Martin, was completed in 1989, and has run regularly ever since. It was built to the Martin Evans Swindon design, as the articles were being printed in the Model Engineer. It has been a common sight as a passenger hauling loco at our home club over the years, and is still run by my father to this day on a regular basis, in rotation with his other locos. It is such a reliable loco that it has never required any real degree of maintenance and has yet to reach a point where it needs its first overhaul

Previous IMLEC Winners 1969 - 2016

<u>Year</u>	<u>Location</u>	<u>Driver</u>	<u>Gauge</u>	<u>Locomotive</u>
1969	Birmingham	J Drury	5"	Royal Scot
1970	Whitney	L Labram	5"	Firefly
1971	Southampton	A Haydon	5"	Dean Single
1972	Tyneside	N Spink	5"	GWR 57XX
1973	Chingford	B Longstaff	5"	LNER L1
1974	Bristol	F Winsall	5"	LNER 01
1975	Tyneside	L Joyce	3.5"	GWR King
1976	Kinver	B Perret	5"	Speedy
1977	Chingford	B Perret	5"	Speedy
1978	Guildford	P Wood	5"	Maid of Kent
1979	Bristol	D Morris	5"	Sterling Single
1980	Bedford	P Wood	3.5"	BR Britannia
1981	Bournemouth	P Wood	5"	LNER J39
1982	Leyland	R Amsbury	5"	GWR De Glen
1983	Guildford	L Pritchard	5"	Royal Scot
1984	Bristol	L Pritchard	5"	Royal Scot
1985	Urmston	A Crossfield	5"	LNER 01
1986	Bournemouth	A Crossfield	5"	LNER 01
1987	Birmingham	K Moonie	5"	LSWR Adams
1988	Leeds	L Flippance	5"	Proposed BR 2-8-2
1989	Leyland	L Flippance	5"	Proposed BR 2-8-2
1990	Guildford	L Flippance	5"	Proposed BR 2-8-2
1991	Bristol	K Ayling	5"	Proposed BR 2-8-2
1992	Leeds	D Sutcliffe	5"	S & D 7F
1993	Leyland	J Heslop	5"	LMS
1994	Gravesend	J Heslop	5"	LMS
1995	Kinver	J Heslop	5"	LNER P2
1996	Northampton	A Crossfield	5"	GWR Manor
1997	Llanelli	L Steel	5"	BR Britannia
1998	Kinver	K Ayling	5"	Proposed BR 2-8-2
1999	Northampton	J Elliott	5"	Speedy
2000	Leyland	L Flippance	5"	Proposed BR 2-8-2
2001	Competition cancelled due to 'Foot & Mouth' disease			
2002	Leeds	G Moore	5"	LNER B1
2003	Bristol	J Ellis	5"	LBSC Minx
2004	Kinver	G Winsall	5"	LNER 01
2005	Northampton	B Baxter	5"	LNER K1
2006	Fareham	L Pritchard	5"	L&Y 0-6-0
2007	Llanelli	S Eaton	5"	BR Britannia
2008	Southport	B Remnant	5"	N.G. 0-4-2ST
2009	Bristol	N Mortimer	5"	Polly 3
2010	Bournemouth	S Eaton	5"	BR Britannia
2011	Bromsgrove	B Pavier	5"	BR Britannia
2012	Nottingham	L Flippance	5"	Proposed BR 2-8-2
2013	Leyland	S Eaton	5"	LMS Black 5
2014	Bournemouth	J Cottam	5"	LNER P2
2015	Nottingham	J Cottam	5"	LNER P2
2016	Urmston	L Flippance	5"	Proposed BR 2-8-2

Southport MEC – Rotten Row – Southport – PR8 2BZ