IMLEC 2005

THE 36th INTERNATIONAL MODEL LOCOMOTIVE EFFICIENCY COMPETITION

Saturday 2nd July & Sunday 3rd July 2005

Entrance £5
This Program entitles the bearer to attend both days

Hosted by
NORTHAMPTON SOCIETY OF MODEL ENGINEERS Ltd.
At
Lower Delapre Park, Northampton.

NEWTON TESLA

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The 36th International Model Locomotive Efficiency Competition

for the

MARTIN EVANS CHALLENGE TROPHY

Presentation of Prizes

Councillor Sally Beardsworth
Mayor of Northampton

Sunday 3rd July 2005

at 5.30pm

Prizes will be awarded for 1st, 2nd, 3rd and 4th places plus an award for the best 3½" Locomotive (if it is not in the first 4 places) and the best Past Winner.

IMLEC OFFICIALS

Overall Adjudicator	Mike Chrisp
Observers	Chris Orchard
	David Cleworth
	Ian Tomlinson
	Richard Brigdman
	Gary Roberts
	Peter Squire
	Dennis Billington
Calculations	Peter Jarman Brian Reeve
Track Engineers	Peter Spikings
Steaming Bay Marshals	Steven Winter
Time Keepers/Station Masters	Keith Nichols
Exhibition and Trade Stand Organiser	Robert Spikings
Catering	Daphne Reeve Margaret Spikings Maureen Spikings Sue Huckvale
Ticket Sales	Derek Brookes-Anderson Roger Pocock
Public Address	Roy Brookes Peter Warner
First Aid	St Johns Ambulance

Acknowledgements

We would like to extend our thanks for their assistance to: -
Northampton Borough Council for allowing us to use Delapre Park.
Leyland MES for the loan of the Scoreboards.
K.G.Smith Ltd for the donation of the coal used in this event.
Our Wives and friends who have helped to make this years event possible.
Many thanks to Birmingham and Bristol Model Engineering Society's
for the loan of their Dynamometer Cars.

NORTHAMPTON SOCIETY OF MODEL ENGINEERS LIMITED
COMPANY REGISTERED IN ENGLAND No. 21783R
REGISTERED OFFICE: 125 WELFORD ROAD, NORTHAMPTON, NN2 8AJ.

TIMETABLE

SATURDAY 2ND JULY 2005

08:30	Catering Commences
08:20	Competition Commence
10:00	Ground Level Trains start running
17:35	Last Competition Run of the Day
18:00	Casting Demonstration by Ringstead Foundries
19:00	Hog Roast
23:00	Close

Sunday 3rd July 2005

08:30	Catering Commences
08:20	Competition Commence
10:00	Ground Level Trains start running
16:00	Prize Draw
16:20	Last Competition Run
17:30	Speeches and Prize Giving
18:00	Close

Welcome to Delapre Park, Northampton

As Chairman of the Northampton Society of Model Engineers Ltd. may I extend a very warm welcome to you at Delapre Park on the occasion of this, the thirty-sixth, International Model Locomotive Efficiency Competition.

This is the third time we have hosted this prestigious event and have tried very hard to make it more interesting for both competitors and visitors.

This year we have two brand new Dynamometer Cars which have been built by two of our members (Garth Porter and Carl Bailey), their intention is that these will ultimately be used by them as driving trucks with their own Locomotives.

After much debate we have instituted a small change to the way the event is run by letting the Driver use his own driving truck and coupling the Dynamometer Car immediately behind this. This does unfortunately cause the work done by the Locomotive in pulling the Driver and Driving Truck to be ignored but means that there is absolutely no risk of the Driver accidentally increasing the drawbar pull.

There are some Trade Stands on site and a comprehensive exhibition of member's models on display in the large marquee, some of these are prize-winning models.

On Saturday evening we have two events taking place for you to enjoy, a Hog Roast and a casting demonstration by Ringstead Foundries.

We hope you enjoy your weekend at Northampton and will visit us again in the future.

Brian Reeve

Chairman, Northampton Society of Model Engineers Ltd.

The Northampton Society of Model Engineers Ltd.
A Brief History of the Society

The Northampton Amateur Model Engineering Society was founded in October 1945 and met every Tuesday at various venues in and around the Town until in due course some rooms at a Community Centre in Thornton Park in Northampton were found and used. At that time the Society did not have a permanent track.

In 1965 the present site at Delapre Park was acquired and work began on the construction of the first 3½" and 5" elevated track, which was completed in 1967. The Club members then used both Thornton Park and Delapre Park until 1984 when the Clubhouse was built at Delapre Park. Once the Clubhouse was complete the facilities at Thornton Park were dispensed with and all activities moved to Delapre Park, the membership at that time totalled approximately 30 people. Also during this period the name was changed to Northampton Society of Model Engineers and then in November 1976 became a Registered Company.

In the late 1980's it was decided that the elevated track needed to be rebuilt and the track as you see it now was completed in 1990, a plan of the site and track is shown on a later page in this programme.

In 1993 an Extraordinary General Meeting was called and the decision was taken to extend the Clubhouse and to build a ground level 7¼" and 5" track which, when finished, would be approximately 1700 feet long. The Clubhouse has now been extended and the ground level track is complete although there are now plans to improve the layout.

The membership has now risen to over 70 but more new members are needed so if you live locally and are interested why not come and join this exciting Society and help us to improve still more the facilities we have to offer.

Members meet every Tuesday evening and on Sunday mornings when the majority of the necessary work on the site is carried out.

In 1994 we hosted our first National Rally, the Don Young Rally. Unfortunately Don died the week before the Rally, which cast a black cloud over the day although those who did attend thoroughly enjoyed themselves. Since then we have been host to the Midland Federation Rally (1995), the Martin Evans Rally (1995), IMLEC (1996), the Southern Federation Rally (1997) IMLEC (1999), "Lions Meet" (2004) and now IMLEC (2005)

On the first Sunday of every month from May to October the site is now open to the public with trains being run on both tracks.

Finally, the Northampton Society of Model Engineers Ltd., thank you for coming this weekend and hope to see you again in the future.

Rules and Organisation

1. The competition will be open to all 3½" & 5" gauge steam locomotives capable of running on raised track

2. The competition will be open to previous IMLEC winners, previous competitors and newcomers on a first come first served basis. Entries will be restricted to fifteen per day. (No previous entry restrictions apply)

3. The competition will comprise. A "previous winners" competition and the annual 'IMLEC" competition to run concurrently. (Drivers or Locomotives who have won IMLEC previously go into the Winners competition).

4. The Driver may use his own driving truck or use one supplied by the Host Society. The Dynamometer Car will be coupled directly behind the Driving Truck and will carry the Observer.

5. The competition will commence at 08.30 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.

6. 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 and Society membership card for the locomotive to be used in the competition and state the number of passengers required for the run.

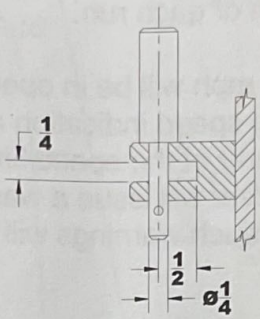
7. One hour before the commencement of the run, the Driver will be allocated an observer and asked the size and the amount of coal that is required for the run. This will be weighed and allocated in the presence of the Driver. Additional coal will be available on the run and all excess will be returned and debited off the total in the Driver's presence.

8. Drivers must use their discretion as to 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.

9. 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. 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 Locomotive must have a good coal fire burning before going out onto the track.
(NOTE: 12 & 24 Volt D.C. power is available to drive steam-raising blowers on all the steaming bays.)

10. The train will be prepared for the Driver with the dynamometer car at the front and sufficient passenger cars to carry the number of passengers he/she requires, for safety reasons this must be limited to a maximum of 28 persons excluding the Driver and Observer.

11. 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. The suggested forked coupling dimensions are shown below.



12. All coupling and uncoupling of the locomotive to the train must be carried out by N.S.M.E. officials.

13. The Steaming Bay Marshal will tell the Driver when to put the locomotive onto the transporter and move it onto the running track.

14. The train will then be backed round to the station to take on the passenger load.

15. The Observer will record the initial dynamometer car readings in the presence of the Driver.

16. The Driver will tell the Observer when he is ready to begin his run and the Timekeeper will then give the Driver permission to start.
Sand will be provided to assist the starting of the Train if required.

17. The duration of the run is a nominal 30 minutes. No time allowance will be made for stops except for derailments. A competitor may opt to stop once 25 minutes 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.

18. Any re-run will be run under the same conditions as the original run (same number of passengers etc.).

19. 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 train and the driver will move the Locomotive along the track into the tunnel and wait until the next Locomotive to run has been brought onto the track before moving back onto the steaming bays.

20. All the unused coal will be collected immediately the run finishes and weighed in the Drivers 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 board as soon as possible after the completion of each run.

21. A maximum speed limit of 8 mph will be in operation for the competition. The dynamometer car provides a speed indication at the Drivers position. The Observer will remind the Driver of the speed limit if the speed of the train should approach 8 mph. The Observer will issue a warning to the Driver should the speed exceed 8mph. Three such warnings will result in disqualification.

22. The use of the handpump 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.

23. Water will be provided in suitable containers during the run to enable locomotive water tanks to be topped up without stopping. The amount of water used is not recorded or limited in anyway.

24. Passengers and carriages may be dropped off during the run if the initial load proves to be too heavy, but only when the train is stationary and it is safe to do so. Additional passengers may not be added at anytime.

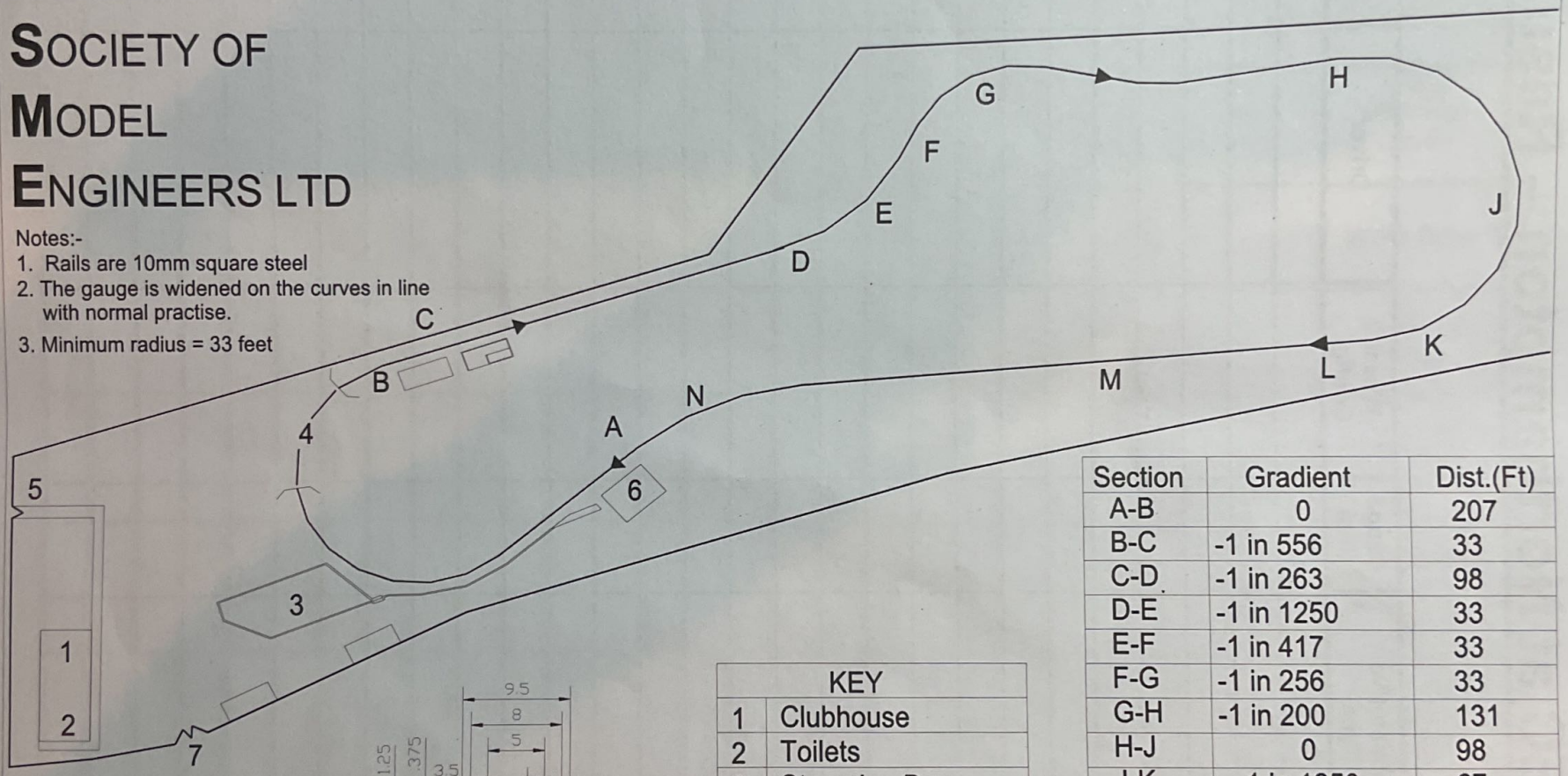
25. No external assistance is to be given to the train in any way whatsoever at anytime during the run.

26. 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.

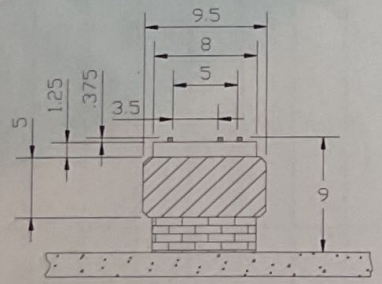
27. The decision of the Judges is final in all matters relating to the competition. The Judges are appointed by the Northampton Society of Model Engineers Limited.

NORTHAMPTON SOCIETY OF MODEL ENGINEERS LTD

Notes:-
1. Rails are 10mm square steel
2. The gauge is widened on the curves in line with normal practise.
3. Minimum radius = 33 feet



Section Through Raised Track (Inches)



KEY	
1	Clubhouse
2	Toilets
3	Steaming Bay
4	Tunnel
5	Pedestrian Gate
6	Station
7	Main Gate

Section	Gradient	Dist.(Ft)
A-B	0	207
B-C	-1 in 556	33
C-D	-1 in 263	98
D-E	-1 in 1250	33
E-F	-1 in 417	33
F-G	-1 in 256	33
G-H	-1 in 200	131
H-J	0	98
J-K	1 in 1250	67
K-L	1 in 435	33
L-M	1 in 235	67
M-N	1 in 183	131
N-A	1 in 233	33

IMLEC at Northampton – Results

Run Number	Locomotive Type	Gauge (Ins)	Wheel Config.	Driver	Society
1					
2					
3					
4					
5					
6					
7					
8					
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27					
28					

Passengers	Coal Used	Distance Run	Work Done	Running Time	Average Drawbar H.P.	Coal Cons Rate	Spec Fuel Cons Rate	Thermal Efficiency	Final Placing

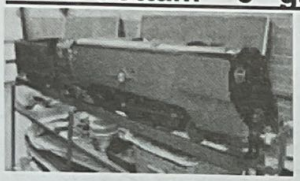
Previous IMLEC Winners

Year	Host Club	Engine	Gauge	Effy	Driver
1969	Birmingham	Royal Scot	5"	?	J Drury, Birmingham
1970	Whitney	Firefly	5"	?	L Labram, Birmingham
1971	Southampton	Dean Single	5"	?	A Haydon, Newton Abbot
1972	Tyneside	GWR 57XX	5"	1.066	N Spink, Chesterfield
1973	Chingford	LNER L1 Tank	5"	1.6	B Longstaff, S Durham
1974	Bristol	Nigel Gresley	5"	2.54	F Winsall, Rugby
1975	Tyneside	GWR King	3½"	1.55	L Joyce, Chingford
1976	Kinver	Speedy	5"	1.58	B Perret, Southampton
1977	Chingford	Speedy	5"	2.32	B Perret, 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 7	3½"	1.37	P Wood, P/Entry
1981	Bournemouth	LNER J39	5"	2.41	P Wood, Chingford
1982	Leyland	GWR de Glen	5"	1.5	R Amsbury, Derby
1983	Guildford	Royal Scot	5"	1.35	L Pritchard, Harlington
1984	Bristol	Royal Scot	5"	3.66	L Pritchard, Harlington
1985	Urmston	Nigel Gresley	5"	1.85	A Crossfield, P/Entry
1986	Bournemouth	Nigel Gresley	5"	1.64	A Crossfield, P/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	7F S&D	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	Llannelli	Brittania	5"	1.882	L Steel, S T E A M
1998	Kinver	BR Proposed	5"	2.274	K Ayling, Worthing
1999	Northampton	Speedy	5"	1.78	J Elliot, Staines
2000	Leyland	Br Prop 2-8-2	5"	3.13	L. Flippance, SMEE
2001	Competition not held due to Foot and Mouth epidemic.				
2002	Leeds	LNER B1 4-6-0	5"	1.82	G. Moore, Guildford
2003	Bristol	Minx 0-6-0	5"	2.456	J. Ellis, Guildford
2004	Kinver	LNER Thompson 01	5"	3.245	G. Winsall, Rugby
2005	Northampton				

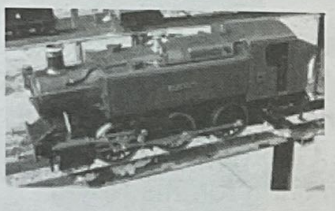
The Competitors

Lawrence Tatton – 5" gauge 2-8-0 Nigel Gresley. Built by Lawrence to Martin Evans design and completed in 1984, it has run over 2000 miles since then. Over the last winter the model has been completely rebuilt and is now fitted with PTFE rings, a stainless brick arch, LNER style cab and tender in line with past practice. Lawrence states that no lost wax castings or laser cut frames were used and before being rebuilt the motions banged harder than the full size version.

John Cottam – 5" gauge 4-6-2 Un-rebuilt Merchant Navy Pacific. This model was designed and built by John. The boiler has 32 tubes and 3 radiant superheaters plus a brick arch. The valve gear is chain driven and was finished and exhibited at Harrogate in May 2004. The paint finish is experimental blue as used in 1948-49.

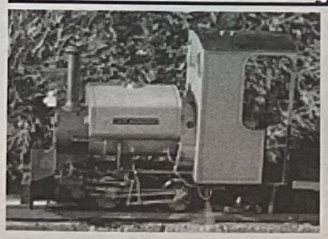


James Elliott – 5" gauge 0-6-0 "Speedy". Jim built "Speedy" in 1986 to Curlies design with Don Young valve gear. It was rebuilt and re-boilered in 1995 with radiant super heaters, modified draughting, a stainless steel arch and new valve bobbins.
Jim is an old hand at IMLEC having competed in no less than four events with his best performance being here at Northampton when he came first in 1999.

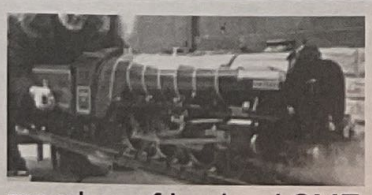


Leonard Steel – 5" gauge 4-6-2 Brittania "Couer De Lion". This Locomotive was built by Lionel Flippance in the early eighties and entered in the 1985 IMLEC at Urmston where he came second. Len has been modelling since the age of 16 and is a member of several different Model Engineering Clubs. He acquired this Loco in 1988 and came first at Llanelli in 1997 and then second at Leyland in 2002.

Brian Remnant – 5" gauge 0-4-2 "Sweet Pea". Brian built this engine over a 12-year period and first ran it in 1987. Two of the most unusual modifications he made are the steel boiler with 30.5 sq ins of grate area and Brehm valve gear. This Loco tips the scales at 240 Lbs and has been placed 2nd in IMLEC at Northampton in 1999 and again at Kinver in 2004. In 2003 the recorded mileage was 321 miles and at the end of this season the overall will be in the order of 3000 miles.

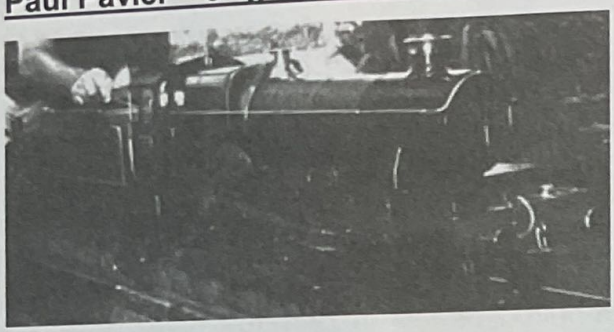


David Gregson – 5" gauge 4-6-2 A1 Peppercorn Pacific "Alcazar". Dave built this Locomotive to Michael Breeze's design over a four-year period with many of the castings made from his own patterns. The Engine is painted in BR Blue livery post 1948. The boiler has a large combustion chamber with cross-tubes, the heating surface is 760 sq ins and the grate area is 46 sq ins. Dave is a member of Leyland SME and this will be his 7th attempt to win IMLEC.



Paul Tompkins – 5" gauge 2-8-0 Somerset & Dorset Class 7F. Paul built this Locomotive between July 2002 and May2004 to the Martin Evans design, the boiler was made for him by Len Steel. It was built not to be an exact scale model but more as a working model with oversize frame stretchers, simplified suspension and axleboxes. Paul has been competing in IMLEC every year since 1995 with a 3rd place finish at Leeds in 2002. His uncle, Dave, first introduced him to Modelling when he was a young lad.

Paul Pavier – 5" gauge 4-6-0 "Lydham Manor" 78XX. Paul has had this Locomotive for nearly a year now and it was built by a Member of the Sale MES. He has entered IMLEC three times with his own Locos and twice with Frank Nixon's Locos. His best place was in 1994 at Gravesend with Bantam Cock achieving Best 3½".



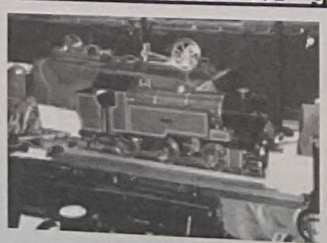
This year Paul has decided to let his son, Ben, do the driving as it is his 21st Birthday on Sunday 3rd July.

George Golightly – 5" gauge 0-6-0 Simplex. This Locomotive has been sitting on a coffee table and used as a plant holder for 15 years. It originally belonged to John Golightly who wanted this year's driver, Mary Knapman, to enter it in last years IMLEC but Mary "bottled out". John unfortunately died recently but his brother, George, talked Mary into entering this year. George is a past entrant in the competition having run his Royal Scot at Bristol in 2003.

Mike Casey – 5" gauge 4-6-2 Merchant Navy (Rebuilt) "Isle of Man Steam Packet Co Ltd." Built by Mike to Keith Wilson's design with a few added features such as a working turbo generator. This Loco took 5 years to build and Mike is currently building a 7¼" Black 5 and a 5" Titfield Thunderbolt. He was a Fireman then Driver on BR before moving to the Isle of Man. The Locomotive is this year being driven by Roger Caple who was a Fireman and Driver with BR at the end of the steam era.

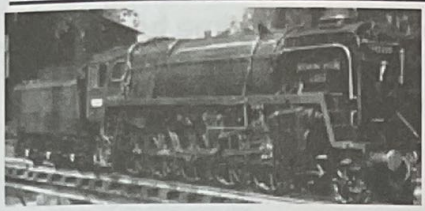
Stephen Coles – 5" gauge 4-6-0 Hall Class "Garth Hall". Designed and built by Tom Curry over a 10-year period this Engine has been in Stephen's possession for the last 3 years and has been totally maintenance free. This will be his third year at IMLEC and his first drive, last year, was at the controls of Arthur Eve's "Blue Steel" and this year he is driving his own locomotive.

Bernard Clark - 3½" gauge 0-6-0 Bassett-Lowke Tank Engine "Benjamin". Bernard is a member of Northampton SME Ltd and entered IMLEC in 1999 winning Best 3½" with his D15 "Keith". This year he has entered "Benjamin" the 3½" Bassett-Lowke Locomotive which was built in the early 70's using their drawings and castings. This Loco has



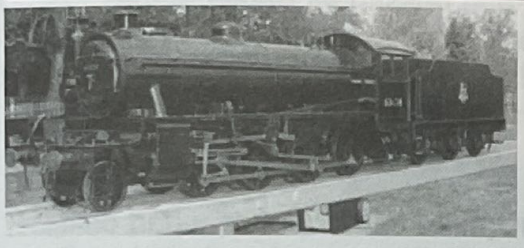
been in continual use since it was built and underwent a full re-build in 2000, it regularly performs on our public running days.

Neil Skellon – 5" gauge 2-10-0 BR Class 9F "Evening Star". This Loco was bought as a chassis by Reg Hawes, of Sidcup, who finished it off, and sold it to Neil via the pages of Model Engineer in 1994. To date the Loco has only run about 20 times. Neil is a member of Urmston & District MES.



Neil has recently started building a 5" gauge Stanier Tender Loco to Don Young's design

Glyn Winsall – 5" gauge 2-8-0 LNER Thompson B1. Glyn won last year's event at Kinver with this Loco and will this year be running in the "Past Winners" competition. The Loco is a combination of Nigel Gresley and Springbok to produce what was Thompson's rebuild of the Robinson 2-8-0 of the GCR. It was built in the 80's by Glyn's dad, Fred. Glyn, who along with his father are both members of Rugby MES, bought the Loco from Fred to keep it in the Family and has recently overhauled the motion.



Steve Eaton – 5" gauge 4-6-2 Britannia "Rough Diamond". Steve's father, Fred, started this Loco in the 1970's and after Fred died in 1994 Steve completed it in 1999. The name and the black paint finish were Fred's original choice. The full size Locomotive, Number 70047, was never named.

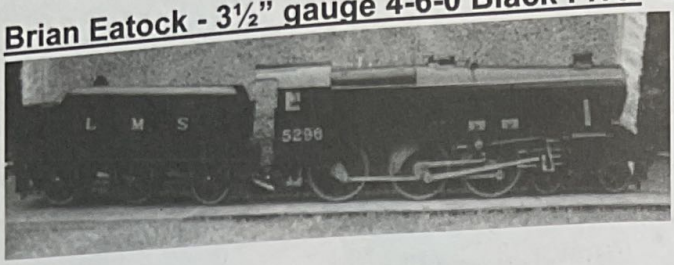
Steve started modelling at about 12 years of age and has built about 14 Locos. He is the Secretary of the 2½" Gauge Society.

David Mayall - 3½" gauge 0-6-0 Class 4F. This engine was the second that David built and was completed in 1986, it is to Don Young's design with a few modifications to suit David's driving preferences. About 8 years ago the valve gear was rebuilt. David, a member of Bracknell Railway Society, has competed in this competition on 11 previous occasions winning Best 3½" with this Loco at Kinver last year.

Karl Midgeley - 5" gauge 4-4-0 Maid of Kent "Maid Marion". Karl's grandfather, Ben, built the Locomotive over a 3-year period finishing in 1983. Karl entered it at Kinver last year but had to retire. He is a member of the Gravesend MMES and has been driving since he was 5 years old and passenger hauling since his 16th birthday at which time he was given a part built Britannia as a present.

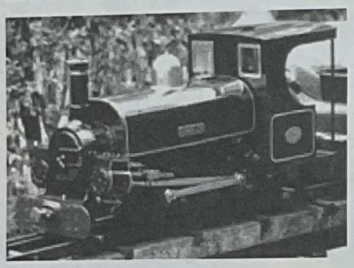
Ballan Baker - 5" gauge 2-6-0 LNER Mogul K1/1 "Maccailin Mor". Ballan, a member of Lindsey Model Society, built this Locomotive over a 15-year period completing it in 2004. It has 3 super heater flues with double radiant return elements in each. The blast pipe is adjustable whilst running and the model was based on Don Young's design. Ballan likes to run on the ground level tracks. At Northampton in 1999 he achieved 3rd place with his LNER Y4.

Brian Eatock - 3½" gauge 4-6-0 Black Five. Brian built this Model, which is built to Curlies design, between 1987 and 1990. He is a member of Chesterfield Model Engineers and started modelling 15 years ago since which time he also has built a Rob Roy, a Minnie Traction Engine and a 2" Foden Steam Lorry.



Peter King - 5" Gauge 0-6-0 Simplex. This model was Peter's first attempt at building and was built between 1990 and 1996. Since then it has been a frequent runner and passenger hauler at the Northampton track where Peter is a member. Peter thinks the engine is getting a little tired and once he has completed his next model, a 7¼" Hunslet, it will get a well-earned overhaul.

Alan Bibby - 3½" 0-4-0 Hunslet "Charles". Alan acquired this model as a part built chassis at a Club sale for £40. The re-work included making special slide valves to match the mis-positioned ports in the cylinder block. It is fitted with a spark arrestor and exhaust oil separator; this was described in Model Engineer on 9th February 2001.
Alan took early retirement from Leyland Motors in 1993 after 40 years service. He has built many models and works voluntarily for I.Mech.E. and the OLCO.



John Hurley – 5" gauge 4-6-0 Jubilee "Thunderer". John started this model in 1975 after visiting the railway centre at Dinting where he measured up the full size Loco, "Leander". Patterns were made for the wheels, cylinders and horns and these were then used for making the castings.
John started work on the railways as a cleaner at age 15 and by age 17 was promoted to fireman. He left the railways in the late 50's and pursued a career as a draughtsman.

John Richardson – 5" gauge 4-4-0 Southern L1 Maid of Kent. This model was acquired as a part built chassis and subsequently completed by John in 2002. He has also built a "Minx" which shares many common parts with M.o.K. which has been running since 1974. John, a member of Brighouse and Halifax MES, is a retired machine tool fitter and is currently building a large boilered GN Atlantic.

Dave Tompkins – 5" gauge 0-8-0 Netta. This model was built between 2000 & 2003 to the L.B.S.C. design with the wheels being the only castings used. The cylinders were machined from solid. The boiler was made by Len Steel.
Dave is a member of Guildford MES and a lifelong railway enthusiast due to his father being a "permanent way man"

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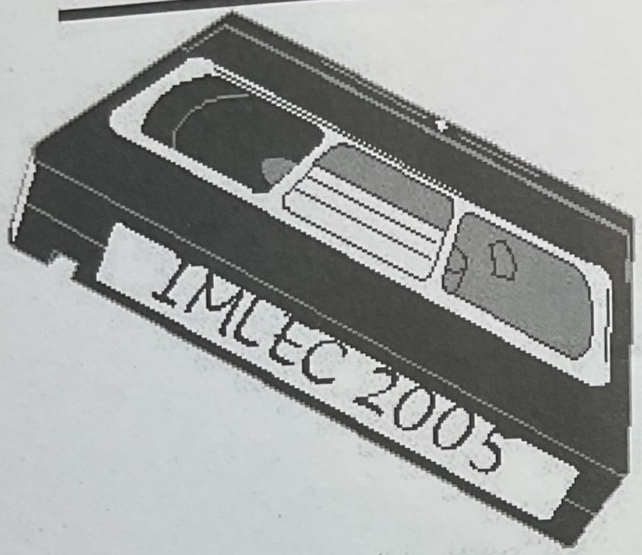

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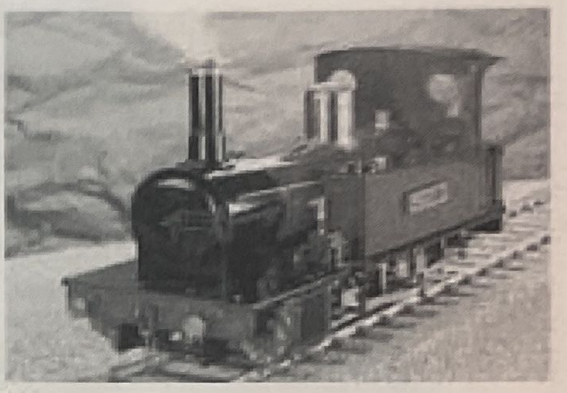

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