

**CHINGFORD & DISTRICT MODEL ENGINEERING CLUB**

**International  
Model Locomotive  
Efficiency  
Competition  
1977**

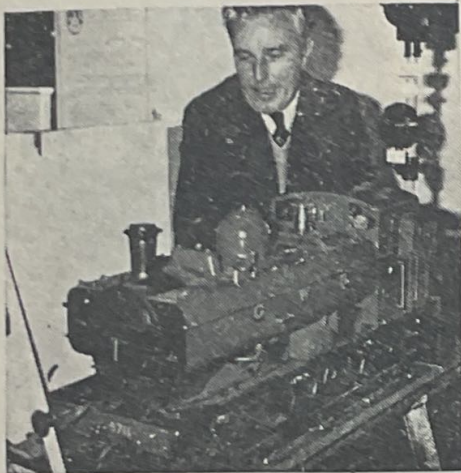
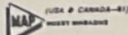
**Ridgeway Park, Chingford, London, E.4.**

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# Model Engineer

15-30 NOVEMBER 1974 First and Third Friday Volume 140 Number 2501

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# IMLEC '77

Today's competition is the ninth of a series sponsored by Martin Evans, Editor of the "Model Engineer" and designer and builder of miniature locomotives.

Fifteen coal-fired locomotives are competing and each will run for half an hour. A dynamometer car will log distance travelled and total work done. Water and weighed quantities of coal will be available to the driver throughout his run. The readings from the dynamometer car and the weight of coal burnt will be used to calculate the loco's efficiency.

The track is 1000' in circumference and has a 32' radius curve at the station end and 35' radius at the far end.

Out of the station the track is level to the first signal, then a 1:120 down grade levels out just before the bridge and continues to the large tree. Next comes a long, straight climb of 1:120 to the entry of the far curve where the track levels out. A 1:120 downgrade at the beginning of the return straight and a 30 yard climb of 1:120 into the station complete the circuit.

A Progress Board near the station gives the result of each run shortly after its completion.

In the interests of safety a 10 m.p.h. speed limit is imposed.

We, in the Chingford Club, hope that competitors and spectators have an interesting and enjoyable day.



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# The Chingford & District Model Engineering Club.

The Club was formed in 1946 and some founder members are still regular attenders.

The first locomotive track built by the Club was 50 yards long and this too was operated in Ridgeway Park.

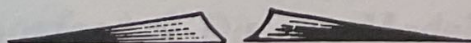
Subsequent negotiations with the Council resulted in the construction of a multi-gauge track on the same site as the present track and the purchase of a Club locomotive, which is still going strong.

The privilege of occupying an area of a public park was conditional upon our Club's commitment to operating for passenger hauling every Sunday from Easter until the end of September between 3 p.m. and 6 p.m. A rota system involving all Club members is operated to ensure a full operating team each Sunday. A small charge is made and this is the primary source of income for the Club. Most of this has been used on improved facilities. Over a period of 3 years from 1966 to 1969 the old track was demolished and was replaced by the existing one. The original Station building was replaced in 1964 and extended to its present size in 1970. The signalling system, which adds interest, realism and safety for the benefit of passengers and drivers alike was also completed in 1970.

The Club has a well-equipped workshop in the park about 100 yards from the track. The majority of Club members are interested in the building and running of miniature steam locomotives, but there is a secondary interest in the construction of workshop equipment.

Battery - electric and petrol-powered locomotives are not unknown in the Club, but they are certainly in the minority.

In the future we hope to construct a storage building to house our ever-increasing rolling stock, our signals and other equipment associated with track operation. This will leave a greater area in the station for social chat and the greater comfort of our ladies.



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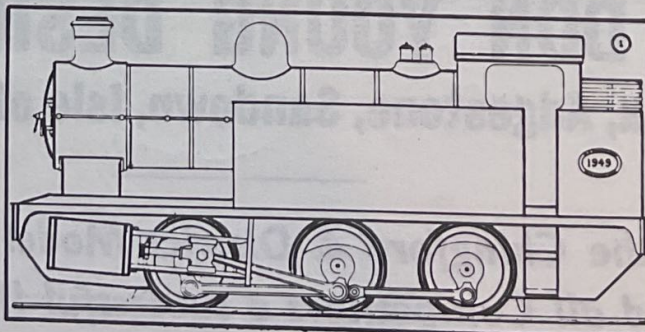
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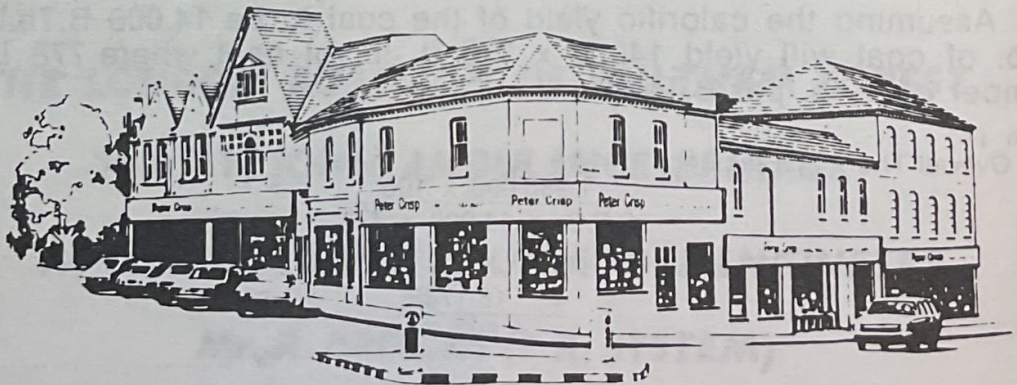
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RUNNING ORDER.	APPROXIMATE TIME.	CLUB & SECRETARY.	COMPETITOR'S NAME.	DRIVER'S NAME.	LOCOMOTIVE DETAILS.
1	8.45 - 9.15	ROMFORD. E. J. COOPER.	BILL DEANE.	D. BATEMAN.	5" GAUGE 2-6-2T FIREFLY.
2	9.20 - 9.50	NORTH LONDON. M. RADFORD.	T. BAXTER.	DITTO.	5" GAUGE 2-8-0 NIGEL GRESLEY.
3	9.55 - 10.25	CHELMSFORD. H. ELLIS.	A. BRAY.	DITTO.	5" GAUGE 4-6-0 B.I. GAZELLE.
4	10.30 - 11.00	BRACKNELL. J. ROUGH.	R. G. PROCTOR.	DITTO.	5" GAUGE 0-6-0T SPEEDY.
5	11.05 - 11.35	CANTERBURY G. OVENDEN.	B. H. DUNSTER.	DITTO.	3 1/2" GAUGE A4 PACIFIC.
6	11.40 - 12.10	PETERBOROUGH. A. N. WRIGHT.	F. A. BEARD.	F. G. WINSALL.	5" GAUGE 0-6-0T BLACK BESS.
7	12.15 - 12.45	RUGBY. J. W. GROOM.	CLUB LOCOMOTIVE.		5" GAUGE NETTA.
8	12.50 - 13.20	SOUTHAMPTON. M. HEATHCOTE.	BILL PERRETT.	DITTO.	5" GAUGE 0-6-0T SPEEDY.
9	13.25 - 13.55	COVENTRY. A. J. LARGE.	B. WOOLSTON.	DITTO.	5" GAUGE 4-4-0 (AMERICAN) GENERAL D'ARCY.
10	14.00 - 14.30	KINVER & W. MIDLANDS B. CLARK.	L. BARKER.	DITTO.	5" GAUGE 0-6-0T SPEEDY.
11	14.35 - 15.05	BIRMINGHAM. G. F. SHERBOURNE.	P. WARDLE.	DITTO.	5" GAUGE 2-8-0 NIGEL GRESLEY.
12	15.10 - 15.40	BRISTOL G. MAY.	K. TUCKER.	DITTO.	5" GAUGE G.W.R. Nº 7829 MARGARET MANOR.
13	15.45 - 16.15	PRIVATE ENTRY FROM WOLVERHAMPTON.	J. M. HURLEY.	DITTO.	5" GAUGE G.W.R. CASTLE.
14	16.20 - 16.50	CANNOCK CHASE P. STIMPSON.	J. ACTON.	DITTO.	5" GAUGE G.W.R. 0-6-0PT.
15	16.55 - 17.25	FOREIGN ENTRY FROM BELGIUM.		RAF LOOSEN.	

# CHINGFORD & DISTRICT MODEL ENGINEERING CLUB

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Railway Track & Workshop:  
Ridgeway Park, E4.

45, Sheering Road,  
Harlow, Essex  
CM17 0JN

28th May 1977

Dear Mr Wright

Mr F. A. Beaul and

I understand from Martin Evans that Mr F. G. Windfall a member of your Club, is a competitor for IMLEC this year.

First of all, I would like to send him the good wishes of our Club, with the hope that he has a satisfactory run and an enjoyable day on 25th June, whatever the result of the competition.

I enclose copies of two maps showing the location of Ridgeway Park. A car windscreen sticker is provided and is enclosed. This will allow the vehicle carrying the locomotive to drive carefully through the park. The privilege of driving through the park is one that we take very seriously. We will have one of our members to meet the car at the park entrance. He will then escort it to the parking area by walking in front of it. If, by chance, there is no member at the gate on arrival, the driver should enter the park on foot and contact me. I will then detail a member to escort him. The same procedure must be observed for vehicles leaving the park. I am sorry to make this stipulation, but the last thing we want on the 25th is an accident involving a competitor and a member of the public.

A copy of the Rules is also enclosed. You will see that Rule 7 covers Boiler Test Certificates. Will you please see that a copy of the Certificate is sent to me in good time. Will you please also ensure that your competitor is aware that our Club insurance policy in no way covers him for the IMLEC event. He should provide his own cover for the day for himself and his loco.

Also enclosed, is a copy of a map showing the Track Layout with gradients and bend radii marked on it. We hope that your member will find it useful.

Refreshments and light lunches will be supplied to competitors free of charge. Presentation of the enclosed vouchers will ensure this.

If you intend organising a coach party for your members to travel to IMLEC you will find one of the enclosed maps particularly useful. We have obtained the permission of the local Council for the use of a coach parking area in front of the Municipal Buildings in the Ridgeway. This has been marked on the map.

Spectators arriving in private cars will have to park in the surrounding area, which is mainly residential. Wellington Avenue, which is an approach to one of the park entrances, is particularly suitable as on one side it flanks a school playground.

We are going to run a commentary on the progress of IMLEC throughout the day. It will not be too obtrusive, the object being to keep the visitors informed of facts and figures on each competing loco., together with a few items of interest about the builder. Will you please help us by gathering this information on the enclosed sheet and returning it to me as soon as possible or ensure that it is handed to me on the 25th June.

Any additional information, amusing anecdote etc. of builder or loco. would be most welcome.

Finally, Martin Evans invites all competitors (and their driver if the loco. is not owner-driven) to a social gathering in the Mess Tent at the end of the day's proceedings.

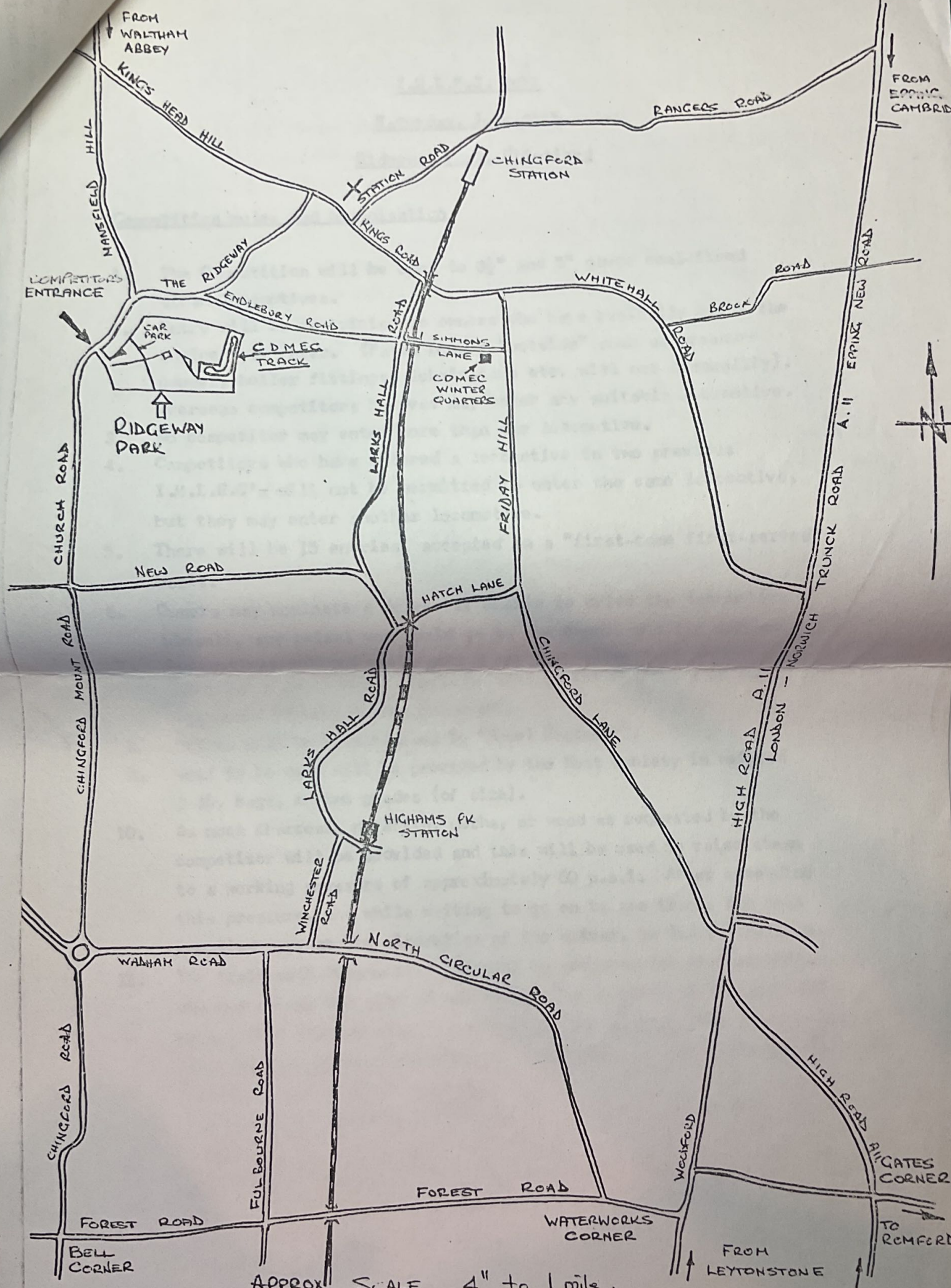
We hope you all have a good day and that the weather is fine for IMLEC 1977.

Yours sincerely,

*L. J. May*

L. J. MAY  
Hon. Secretary

PS The running order is No 6 and the running time will be from approximately 11.40 - 12.10. Please arrange for them to be at Banfford by 10.40 or earlier.



APPROX. SCALE 4" to 1 mile.



I.M.L.E.C. 1977

Saturday, June 25th

Ridgeway Park, Chingford

Competition rules and organisation

1. The Competition will be open to 3½" and 5" gauge coal-fired steam locomotives.
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.
5. There will be 15 entries, accepted on a "first-come first-served" basis.
6. Owners may nominate a driver if unable to drive the locomotive himself, any prizes won would go to the owner, not the driver.
7. Locomotives entered must carry a current boiler test certificate. This (or a xerox copy) should be sent to the Secretary of the Chingford Society before the event.
8. Prizes will be as published in "Model Engineer".
9. Coal to be used will be provided by the Host Society in weighed 2 lb. bags, in two grades (of size).
10. As much charcoal, paraffin, meths, or wood as requested by the competitor will be provided and this will be used to raise steam to a working pressure of approximately 60 p.s.i. After exceeding this pressure, and while waiting to go on to the track, the coal supplied may, at the discretion of the driver, be fed to the fire.
11. The train with Dynamometer car will be prepared for the competitor who may choose the size of his load. The duration of the run will be not less than 30 mins., starting at the station. The timekeepers will keep competitors informed of their progress and will indicate when they are on their last lap.  
The run must finish at the station to unload the passengers. Should drivers stop due to shortage of steam, water or coal before reaching the station, even though they have been running for the full 30 mins., they must "blow up" and complete their run to the station.
12. No time allowance will be made for stops except in case of derailments.

13. At the end of the run, engines will be taken back to the steaming bays, all unused coal will be collected and weighed in the presence of the driver. No allowance will be made for unburnt coal left in the firebox.
14. The results will be calculated by the Society's officials and displayed on the notice board as soon as possible after the run.
15. The Society's speed limits must be observed. The official observer will warn drivers if speed limits are exceeded. Two warnings will be given, but if a third warning is necessary, this will result in disqualification.
16. Drivers must not lean on their locomotives so as to gain adhesion; they must not apply the brakes in order to increase drawbar pull, although they may of course do so to reduce excessive speed or in emergencies. Disqualification may follow disregard of this rule as outlined in 15.
17. Sanding the rails will be permitted at the start only, at the discretion of the Officials. Drivers who have locomotives fitted with working sanding gear are at liberty to use it at any time.
18. The Society will appoint a Panel of Judges, whose decision on all matters appertaining to the Competition will be final.