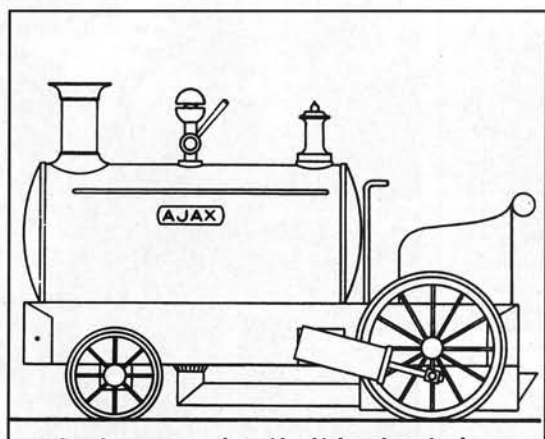


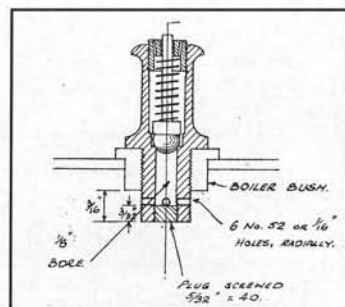
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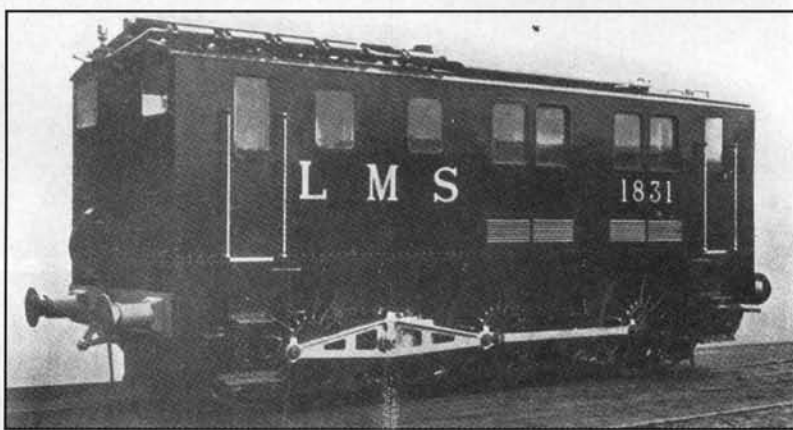
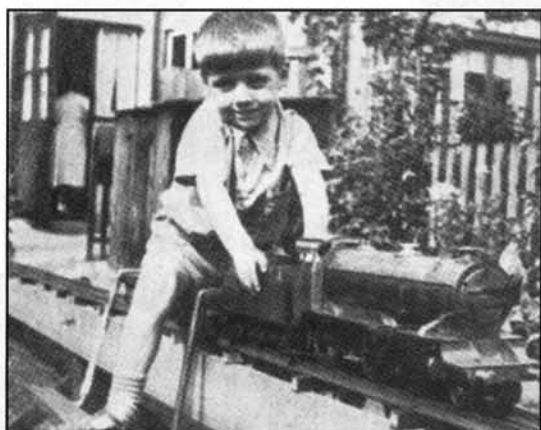
Copyright has been asserted by the respective parties.



"Goes by steam complete with whistle and starting lever - Price 6s. 6d." announced the ticket.  
(“L.B.S.C.’s” “dream of Paradise.”)



Anti-priming “pop”  
safety-valve.



1940; bit of nostalgia from “Curly”, an ‘Ajax’, similar to one he saved up for and converted to solid fuel, charcoal from the local florist, c1890.

W.L. Hayward, “Beating the War Nerves”, one of his sons “driving” his 2½ in. G “Schools” class, containing a lot of hints and tips gleaned from “Curly’s” Dyak. (I like the snap, obviously not taken by the staff photographer, mum disappearing indoors having put her sons hair to rights.)

1941; Edgar Westbury’s ‘1831’, a 3½ in. I.C. driven shunter.

C.M. Keiler wrote an article on injectors, [84/510], based on his problems in getting his “Linden” injectors to work at high pressure. The article seems to have been well received by most, but not “Curly”, and a lively exchange of letters ensued. (Strange how a hobby which gives so much pleasure to folk should also give rise to strong feelings, especially in some areas. Boilers for one and injectors for another.

Plus one or two other areas.)

(There was a letter from “Tubal Caine”, with an E. Was it our Tubal Cain or a predecessor?)

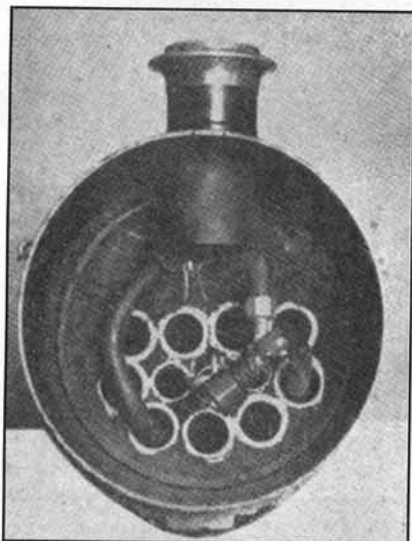
Two very interesting articles, for which, sadly, we do not have space. One was by LBSC on “the Bramhall Garrat”, [85/43] built by Mr. A.W. Tucker, a 2 ½ in. gauge, 2-6-2 +2-6-2. The other by Douglas Bastin on his 7 ¼ in. “Schools” class loco. [85/155]

1942; “Curly” started “Iris” the Antidote, (to the S.R. Q1), a 3½ in. 0-6-0 tender loco, rather like a “Collett” 2351 class with outside cylinders. (Some years later, Mike Chrisp and myself were at a St. Albans SME meeting when a large wooden box containing some very sad looking bits of a loco was offered for sale. Despite the grime I immediately recognised the cab as that of an “Iris”. The asking price was £20 and there were no takers. We discovered that the seller was the man from the mailroom at the company where we worked and beat him down to £15, £7.50 a piece, which stretched our resources a bit. She was all there but had been taken to pieces by a youthful “engineer” whose principal tool seemed to be a hacksaw. She had been built as a parallel boiler Southern engine with clacks behind the smokebox and safety valve on the firebox. We re-built her to original lines, we couldn’t do much about the boiler so Mike made a tapered cladding, blanked off the old holes and brazed a new bush into the boiler to take the safety valves and top feeds in the position that all locos from sensible railways have them. The first time she was steamed she primed and emptied the boiler through the safety valve with frightening speed. Mike cured that by putting a disk over the bottom hole of the valve and drilling holes in the sides. We had a lot of fun, she went to a lot of tracks. Lord knows how far she has steamed, she was pretty well worn when acquired. She is now in retirement, awaiting a new boiler.)

“Curly’s” anti priming pop safety valve. (Probably got the idea from Mike.)

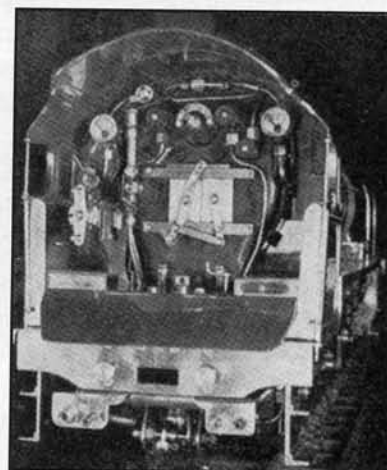
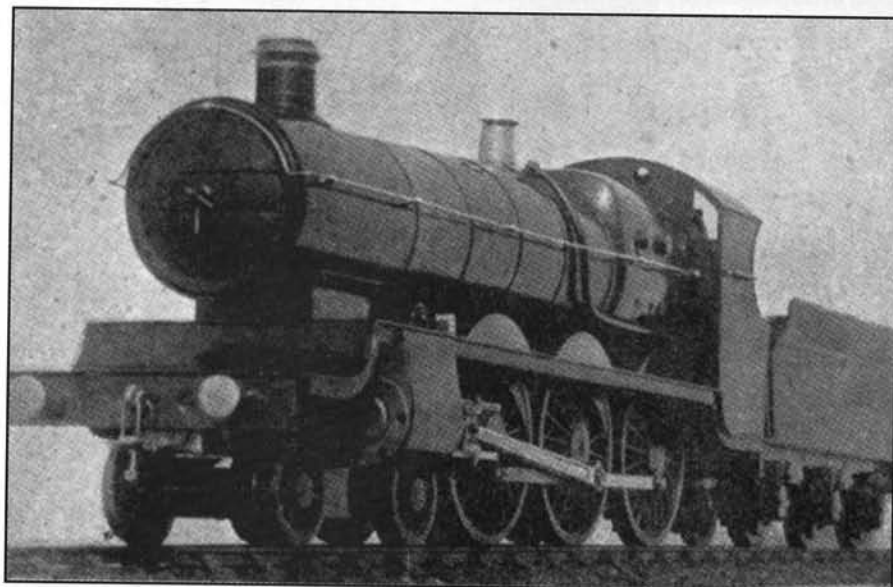
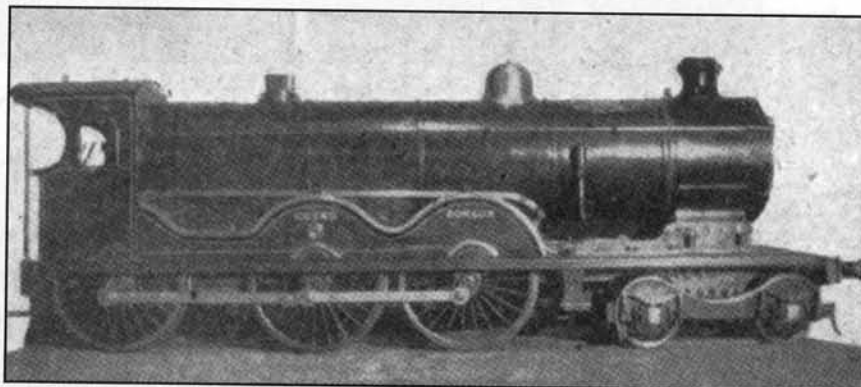
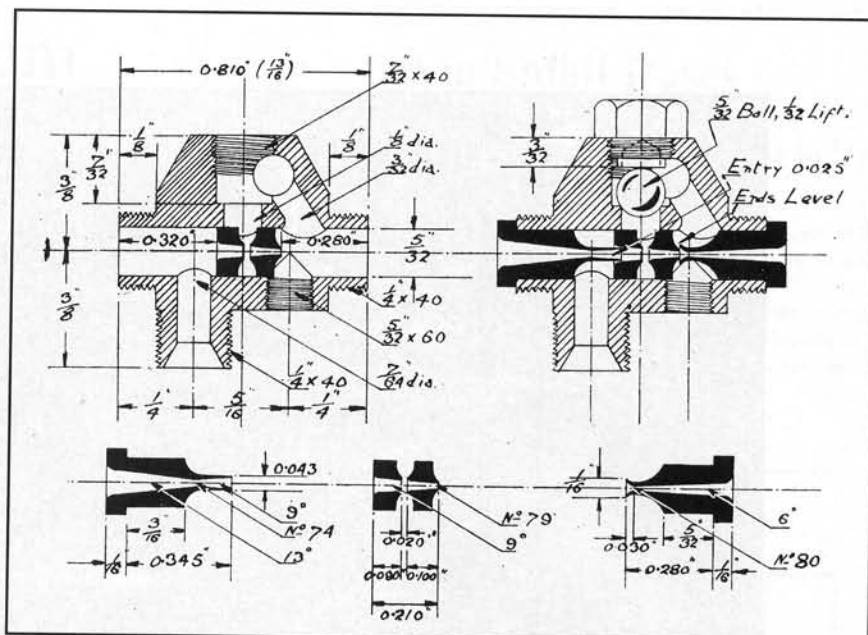
SECTIONS OF THE "MINNIJECTOR" AND CONES  
(TWICE FULL SIZE).

## History of the model "Cosmo Bonsor"



The smokebox, showing chimney extension tubeplate, blower and supercharger.

The model as first rebuilt as a 6-coupled locomotive.

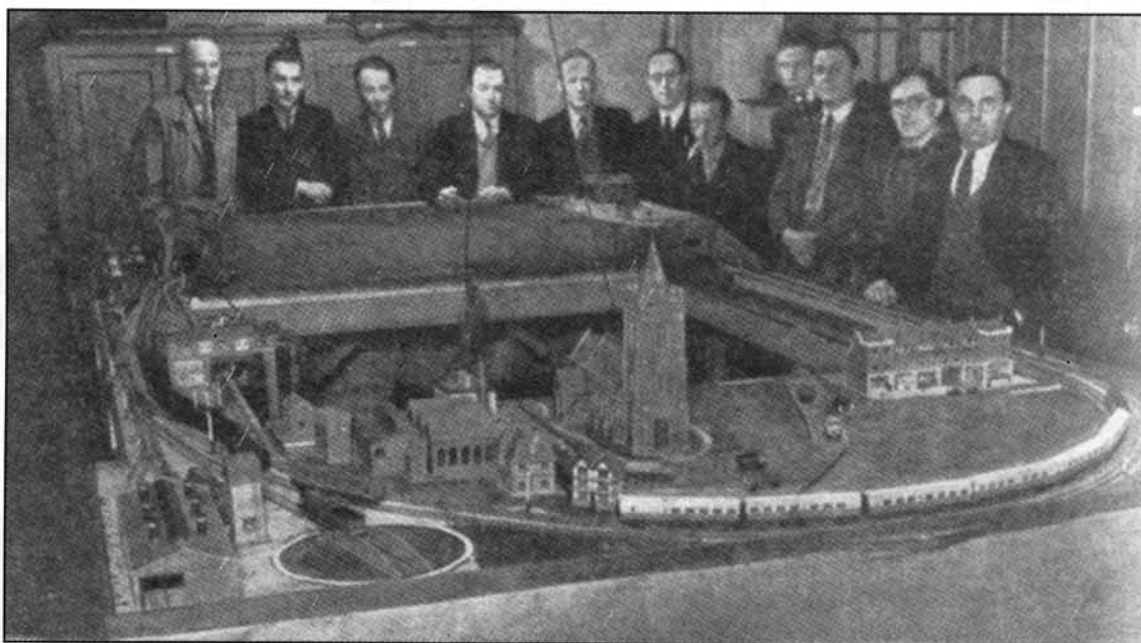


Realistic view of the Scotty's footplate

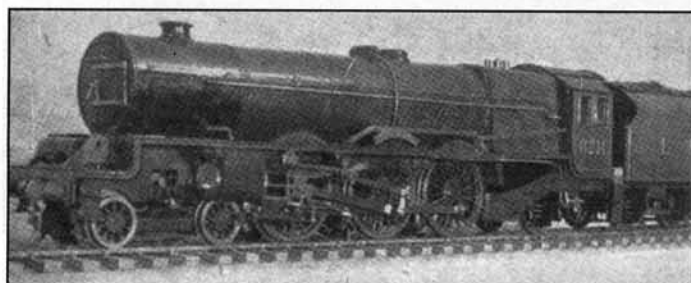
The Surrey-built "Saint."

1943: What C.M. Keiler called his Minijectors [88/26]  
"Cosmo Bonsor", [89/631].. (This is where I came in.)

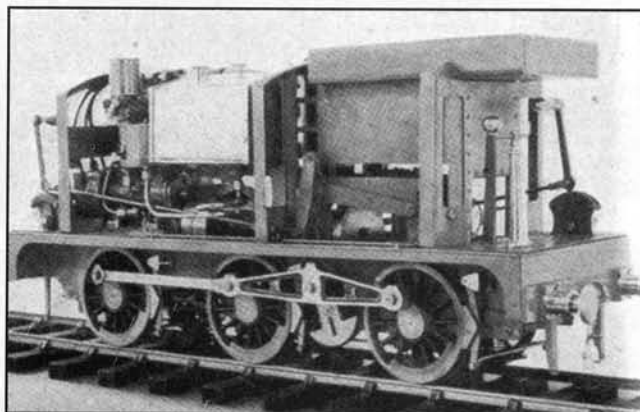
1944; the Surrey built "Saint", 2 1/2 in. gauge. Most of us got so used to thinking of Mr. C. J. Grose as the man who took most of the snaps for "Curly", but he was a skilful modeller in his own right.



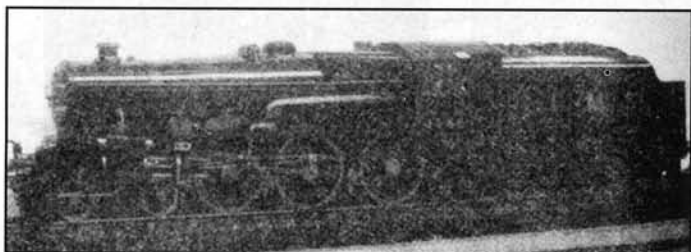
The model electric railway, including scenic models, at the North London S.M.E. exhibition



"Percival Marshall", by G. R. Hill, A.M.I. Mech. E.



Mr. Roser's Weisbury - designed L.M.S. diesel shunter "1831".



The winner of the Locomotive Cup.

*1945; the return of exhibitions; in April we had the North London SME, only formed in 1944, at Ewen Hall, Southgate. Later in the year we have the Kodak SEE & C.*

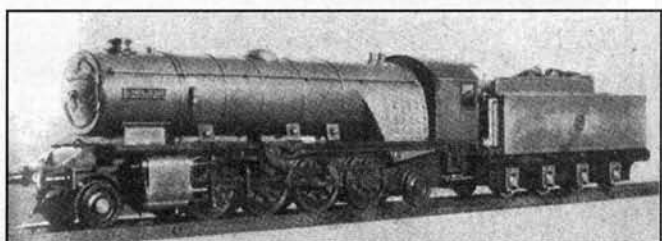
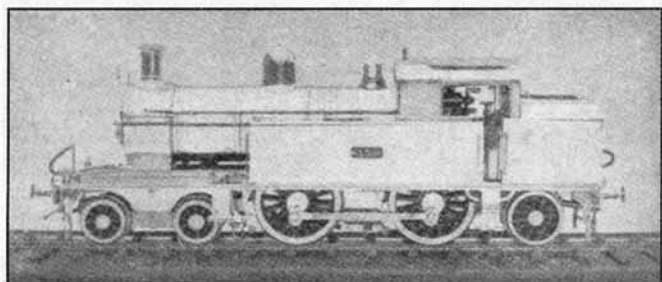
*1946; First M.E. Exhibition since 1938, Mr. Roser's "1831" looking good. The  $\frac{1}{4}$  in. scale "Princess" class, aptly named "Percival Marshall" earned Mr. G.R. Hill a V.H.C.Mr. S. T. Harris was winner of the Locomotive cup with his 5 in. LMS 5XP, even though it had 4 cylinders instead of 3!*

*(As a reader, one of the most memorable bits by "Curly" was his concluding episode of "Petrolea", in which he describes a suitable oil burner, "a yellow inferno and you'll smell the kippers cooking long before reaching Yarmouth." How to make a shovel and how to drive. "On a continuous run you can bring the lever back almost to mid-gear, shut off the blower and keep on keeping on." Reading that again was very emotive, ringing down the years I hear "keep on keeping on".)*



# An Irish Gem

T.J. Stone's 4-4-2 Gauge "0" Model



A REAL "LIVE STEAMER" BY MR. H. J. TURPIN.

## The Biggest 2½ in. Gauge Loco. Yet

By "L.B.S.C."

When the versatile engineer-architect, Mr. Ed. Adams, really gets going, you can bet that the result is going to be something startling – and you'll win! Take a look at the reproduced photographs, and read the following notes for a typical example.

In the *Railway Gazette* for January 30th, 1942, appeared drawings, photographs and a description of a high-speed 4-8-8-4 articulated freight locomotive built for the Union Pacific Railway. Working sanding gear will be fitted later.

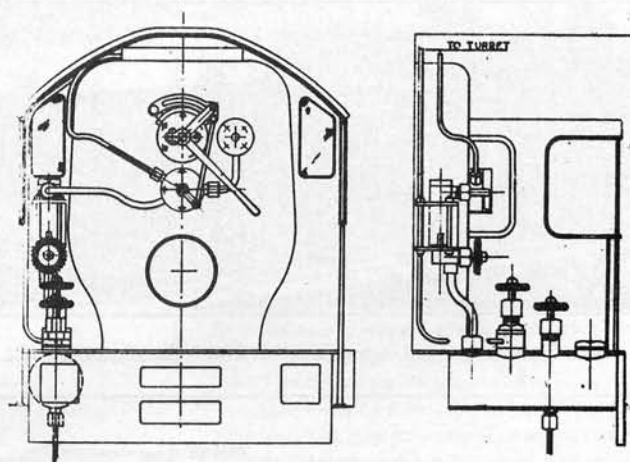
The principal dimensions are as follow: Length of engine only, 3ft. 7 in., length of tender 1 ft. 10 in. Coupled wheels 2½ in. diameter. Cylinders 1 in bore, 1½ in. stroke, with ¾ in. piston valves, oiled by a mechanical lubricator having a ram ½ in. diameter and ¼ in. stroke, driven by a 40-tooth ratchet-wheel. Boiler, 4 in. barrel; grate 9½ in. by 3¼ in.; feed, one ¾ in. by ½ in. pump, and one injector. The boiler is built according to the principles set out in these notes, has a combustion-chamber, three superheater flues, and a nest of ¾ in. tubes, and my recommended system of staying.

## Oil in Small Doses

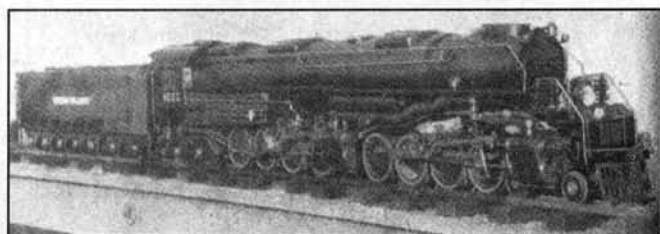
F. Cottam describes and illustrates a sight-feed lubricator for his ¾ in. scale G.W. "King"

The lubricator to be described has been fitted to a ¾ in. scale G.W. "King", now nearing completion. In the principle it follows that on the full-size engine, although it necessarily differs in detail.

The function of the atomising valve is to mix the oil with a jet of steam passing through a hollow stay to the front end of the engine. It is controlled by the regulator handle through a quadrant above the regulator and opens when the regulator is moved slightly towards the open position.



General arrangement



Mr. Adam's "Last Word"

1947; Fred Cottam's article, "Oil in Small Doses" was something of a trend setter for sight feed lubricators, (although not all the builders were as successful with it as Fred).

An 0 gauge 4-4-2T of the Dublin & SE Rly., steam fired, by Mr. T.J. Stone.

From Mr. H.J. Turpin, a 3½ in. gauge, 2-8-2, like "Curly's" LIKEADA, but minus two driving wheels.

"Curly" introduced "Maid of Kent".

1948; "Curly" introduces Mr. Ed. Adams's "Last Word". (Nuff Sed!)

Also during that year, he started "Doris". (Better mention "Doris" or I'll have Derek Perham after me!)

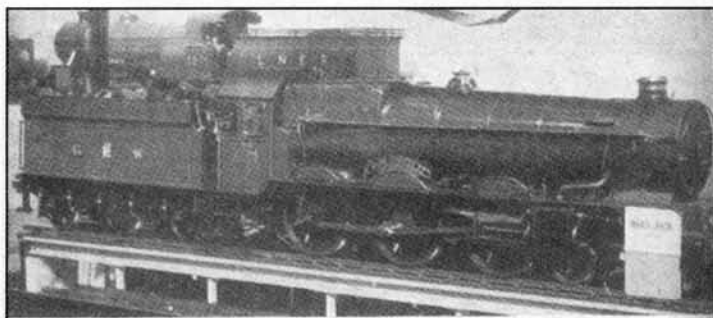
Percival Marshall died in April. In January he had written an appreciation, "Fifty Years of Model Engineering" commenting on his own involvement, the staff at M.E. and all the "greats" who had made the years so special. In future, he would be numbered amongst them as the man who had made "Ours" special. "Although in poor health for some months before his death, he continued to write "Smoke Rings" until the middle of March this year and none of those who were privileged to work with him ever heard him complain. His death is a great loss to our hobby and a deep personal loss to those who were in daily contact with him."



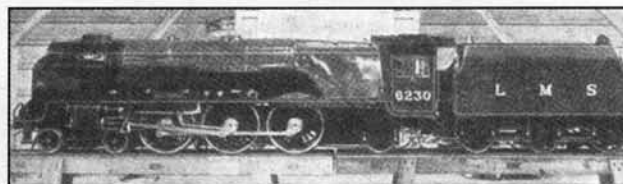
J.N.M. at the throttle.



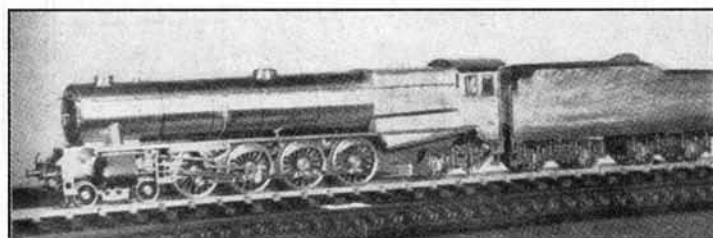
Waiting for the "Right-away" from the terminus.



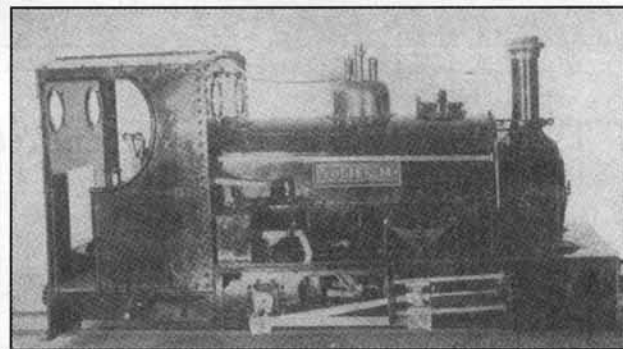
Mr. F. Cottam's  $\frac{3}{4}$  in. scale G.W.R. "King" class locomotive.



Mr. H. C. Powell's  $1\frac{1}{2}$ -in. scale L.M.S. Pacific "Duchess of Buccleuch"

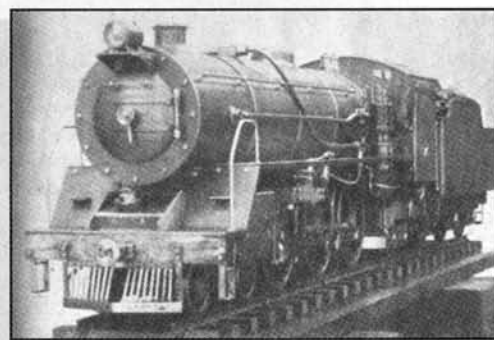


R.D. Rowell's "0" gauge coal-fired 4-8-2 locomotive, in which a great deal of very fine workmanship could be seen.



A  $1/7$ th full-size Hunslet quarry locomotive. Runs on  $3\frac{1}{2}$ -in. gauge

J.N.M. driving at the "Greywood Miniature Railway", about which he wrote an article, [99/23]. As soon as I saw Greywood I thought of a tunnel and "Great Cockcrow", and sure enough there was a connection. The G.M.R. was at the home of Mr. J.O.C. Samuel "near Weybridge", (Walton on Thames?), it expanded and, at some point became the "Greywood Cental Railway", G.C.R., this was to be significant later. Many enthusiasts visited, (one of our club members, Mark Jeffrey, told me that he was a frequent visitor, with his father, and that he met Walt Disney there who was looking for inspiration for a railway to be built on his estate.) Later the trackwork, etc., was purchased by Ian Allan and transported to a site near Chertsey and became the Great Cockcrow Railway, after Cockcrow Hill, G.C.R., and Greywood Tunnel was named to commemorate the original line. See [175/538].



Started in England, finished in South Africa.

Fred Cottam's  $\frac{3}{4}$  in. scale "King" won a Silver and the David Curwen Cup at the MEX, this loco was to be first winner of the Duke of Edinburgh Award in 1954.

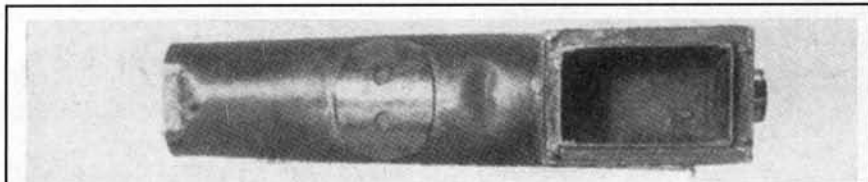
Mr. H. C. Powell won the Championship Cup with his  $7/4$  in. "Duchess of Buccleuch", having previously won the award in 1936.

Mr. M.E. (Ted) Moon's one seventh scale,  $3\frac{1}{2}$  in. G, 0-4-0ST quarry loco (Susie M) won a Bronze.

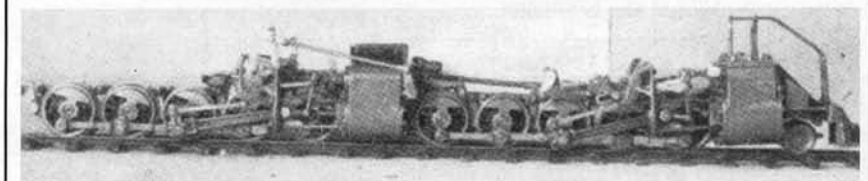
1949; J. Austen-Walton started his marathon in January with "Twin Sisters", [100/82].

# A "00" Gauge Mallet Locomotive

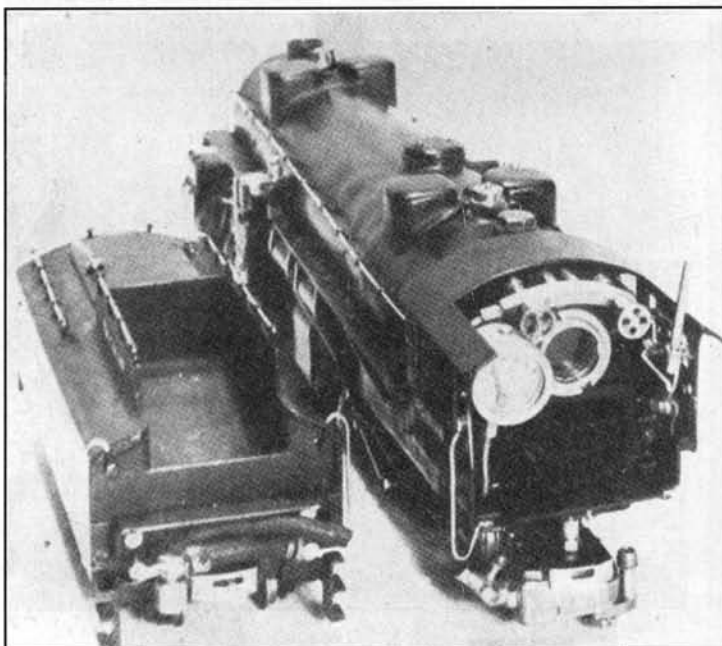
by A. A. Sherwood



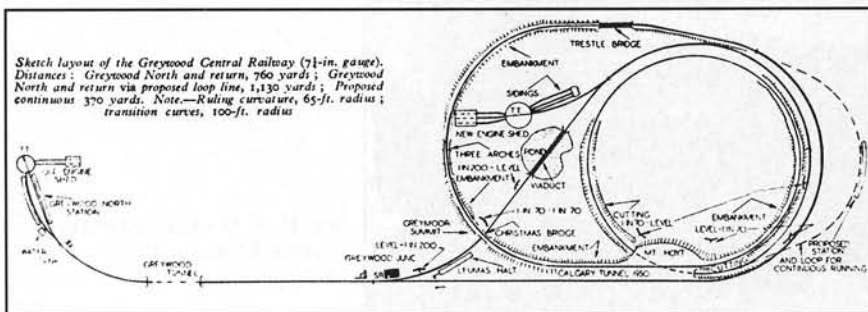
Side view of chassis and first boiler.



Left-hand side view



View of cab and front end of tender, showing cab fittings, firehole door open and water connection



1950; A.A. ("Dot") Sherwood, sometime member of NLSME, and expert builder of tiny coal-fired locos, excelled himself with his 00 gauge version of a Virginian Railroad 2-10-10-2 Mallet. [103/869]. Well worth reading. (I rather like the water gauge which reminded me of Wilescot boilers.)

At the 1950 MEX a group of selected stalwarts from the Malden SME attempted to build a "Maid of Kent" chassis in ten days, with a score-board to mark progress. At 3:30 on the last day it was run successfully on air. (They must have been walking on air, quite an achievement, not since repeated. Does anyone out there know what happened to the chassis, I tried to find more info. but the clock beat me.)

Mr. J. C. (Uncle Jim) Crebbin died and a nicely phased eulogy was penned by J.N.M. Well known for his locos and warmth, he was well-loved and will be sadly missed. He was always fascinated by compounding in full-size and made several "free-lance" versions, of which "Cosmo Bonsor" was undoubtedly the most famous, even though, during its many transformations, it became more successful as a simple. After "Cosmo" came "Aldington", a four-cylinder simple Pacific; "Sir Felix Pole", a four-cylinder de Glen compound 4-8-0, and "Sir James Milne", a two cylinder simple 4-6-0. Two others were purchased, to be considerably altered by him; these were: a remarkable 3 1/2 gauge "Mallet" four-cylinder compound 2-8-8-2 (ex-Carson, see [78/12]), and a 5 in. gauge two-cylinder simple 0-6-0 which he named "Ole Bill". (This was all the more interesting to me since it cleared up two points which I had wondered about. One was that although his locos were always described as 3/4 in. scale they always looked rather large, this was because he was a broad gauge enthusiast and worked to 5ft. 6 in., which gave him a 4 1/2 in. gauge locos. The other was in his capacity as I/C SMEE track, which he did for many years, he was referred to in one as "the man from the bank", this related to the fact that he held a responsible post at the Bank of England, or THE BANK. I wish that I had met him.)

Yet another obituary, this time for Arden W. Marchant. "We remember the late Percival Marshall saying of our friend A. W. Marchant: 'I know of only one other person, Dr. Bradbury Winter, who so completely captures the atmosphere of the original in all his work.' This charming personality will long be remembered."

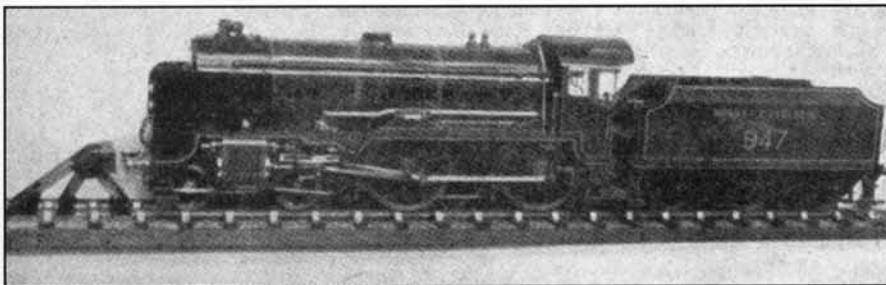
It was announced that a new award, "The Bradbury Winter Memorial Cup" would be presented at the next show.

(A rather sad year in respect of losing some well loved gentlemen, but still a good one for innovation and progress.) "Curly" produced a drawing depicting how he felt Bulleid's "Leader" should have looked, "Built thus, she WOULD have been a "Leader". ("Curly" himself, did not progress past the drawing stage, but a certain Mr. Ed. Hobday did.)

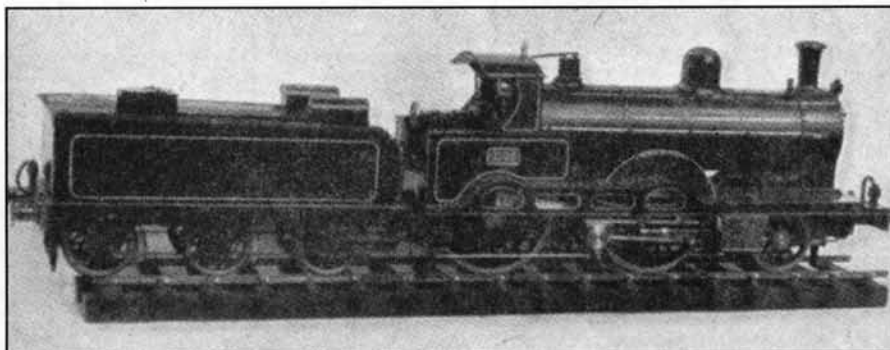
1951; some developments and expansion at the Greywood, now Central Railway.

1952; "Curly" comments that Harry Buckle of the Romford SME is keeping pace with his "Britannia" instructions.





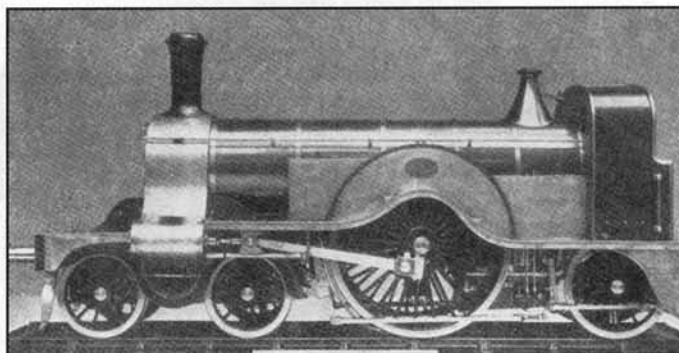
MR. J. BENNETT'S "SCHOOLS" CLASS LOCOMOTIVE WON TWO TROPHIES AT THE NORTHERN EXHIBITION. THE ENGINE IS 45 IN. LONG OVER THE BUFFERS.



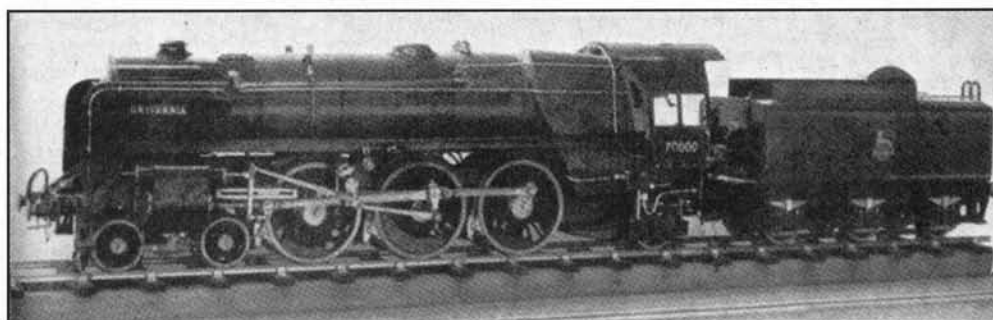
"JEANNIE DEANS", A WEBB COMPOUND BUILT BY MR. E. E. HOBSON, HAS TRULY CAPTURED THE APPEARANCE AND SPIRIT OF THE PROTOTYPE.



MR. E. G. RIX, DRIVING HIS "M.E." CHALLENGE CUP WINNER "LIBERTY" (A 5 IN. GAUGE FREE-LANCE PACIFIC) ON THE MAIDSTONE SOCIETY'S TRACK. PHOTO BY "KENT MESSENGER", MAIDSTONE.



MR. F. L. BAINES'S 1½ IN. SCALE G.N.R. SINGLE-WHEELED LOCOMOTIVE. PHOTO: CROWN COPYRIGHT. FROM A MODEL IN THE SCIENCE MUSEUM, SOUTH KENSINGTON.



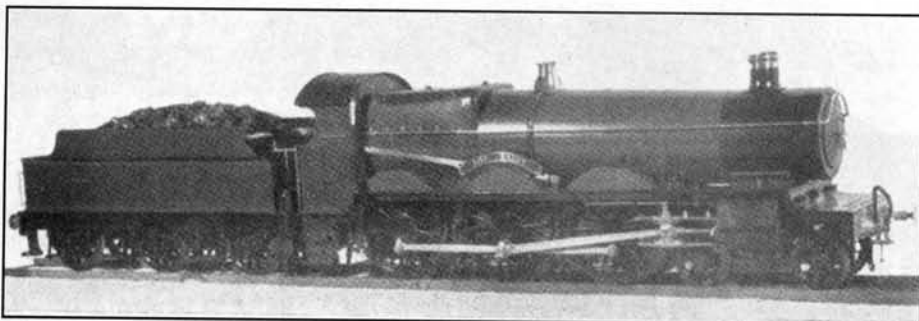
MR. H. A. BUCKLE'S ALREADY FAMOUS 3½ IN. GAUGE "BRITANNIA".

*At the Northern Models Exhibition, two nice locos; Mr. Bennett's 1 in. "Schools" and Mr. Hobson's "Jeannie Deans".*

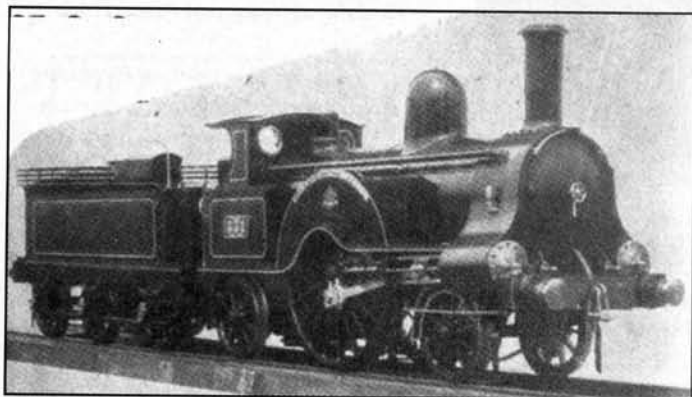
*Mr. Wenman Joseph Bassett-Lowke died October 21st, aged 78. "As a lecturer, Bassett-Lowke was always entertaining and interesting, with a happy knack of capturing the imagination of this audiences. He broadcast on a number of occasions in recent years, and spared no pains to provide his listeners with something worth while... His death has removed a well-loved personality from our midst, but the results of the untiring efforts which, for some fifty-five years, he exerted in the cause of model-making must remain, a fitting memorial, not only in Northampton, but in many places the world over."*

*1954: Harry Buckle's "Britannia" has now progressed to the point when it gained him a VHC at the MEX. (A beautiful loco, I had many happy hours driving this engine, courtesy of Ernie Millington.)*



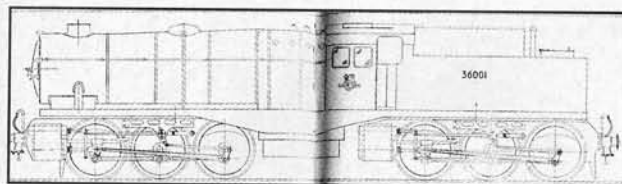
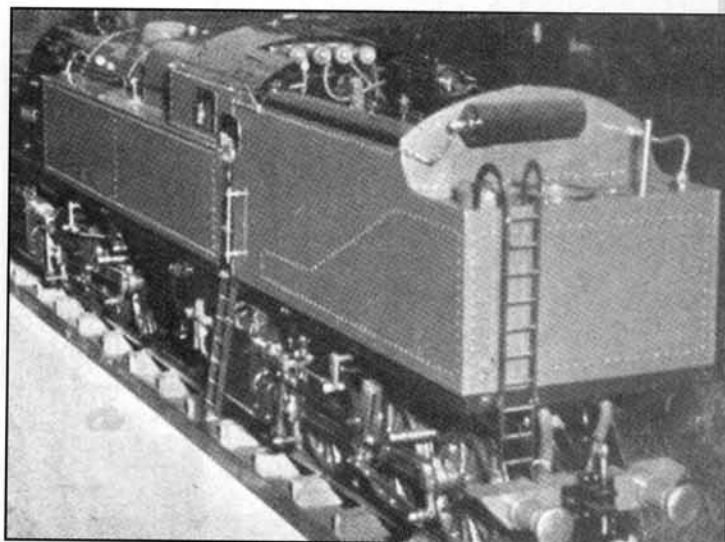


MR. P. F. ARNOLD'S 3 1/2 IN. GAUGE "SAINT"  
— A "FIRST ATTEMPT" AT MODEL  
LOCOMOTIVE BUILDING.

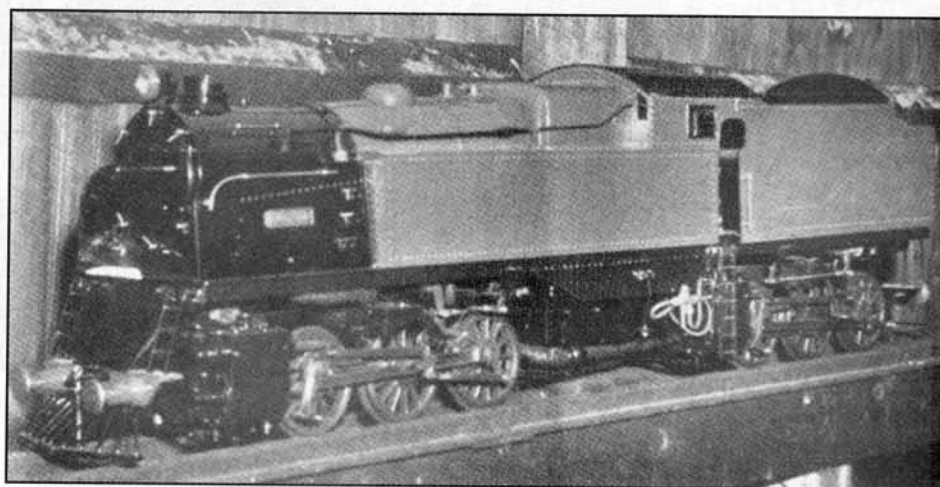


MR. H. C. POWELL'S 2 IN. SCALE L.N.W.R. 2-2-2 ENGINE, "LADY OF THE LAKE", WINNER OF THE CHAMPIONSHIP CUP.

1955: E. C. (Ed.) Hobday was a man who liked his models big and unconventional, he had a 3 1/2 in. Pacific called "Antimeticulous", an LNER L1 tank in 5 in. an over scale freelance 5 in. tender loco that would pull practically anything. So when he saw "Curly's" version of "Leader" he decided to build it and call it "Nuff Sed". He says, "my articulated locomotive was built in just over a year, keeping my nose to the grindstone as many weekends as I could manage... I have nothing against the conventional model; maybe, one day I'll build another, but the idea behind "Nuff Sed" was power in 3 1/2 in. gauge, S.A.R. loading gauge to get round a 25 ft curve. The photographs show the engine standing on a 25 ft. curve. (Like his models, Ed. was larger than life and I am privileged to have known him. I was saddened, some years after Ed. had passed on, on going to a viewing of a model sale at Christies, to see "Nuff Sed", minus it's nameplates. I thought it strange that someone should remove what, to me, would have be enhanced it's value.)

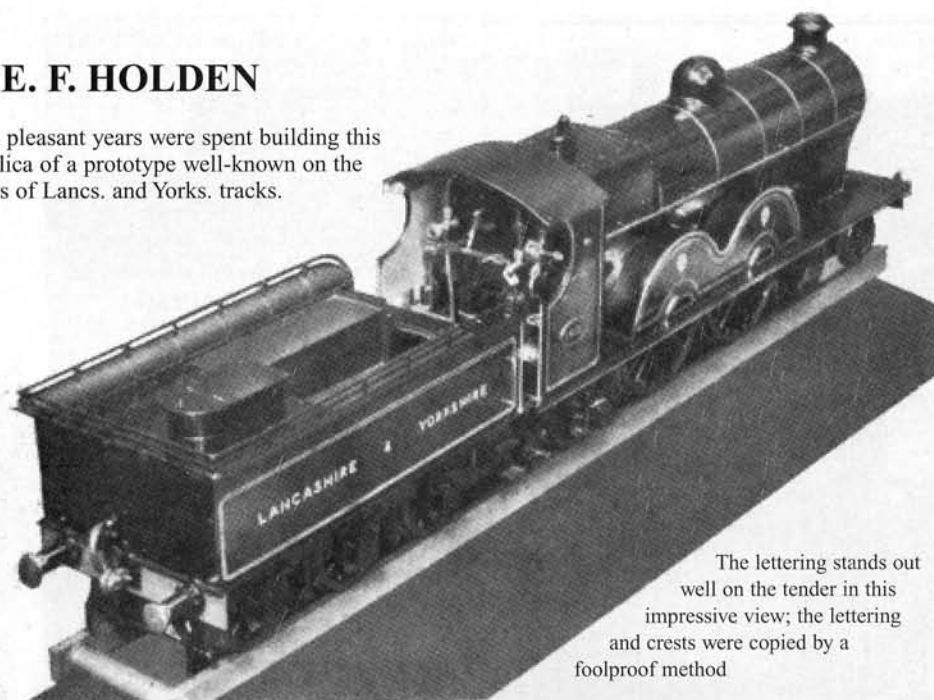


BUILT THUS, SHE WOULD HAVE BEEN A "LEADER".



## E. F. HOLDEN

Six pleasant years were spent building this replica of a prototype well-known on the rails of Lancs. and Yorks. tracks.



The lettering stands out well on the tender in this impressive view; the lettering and crests were copied by a foolproof method

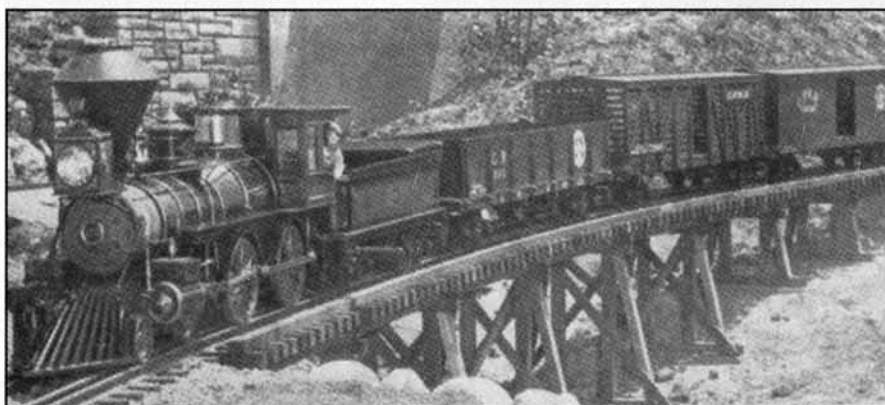
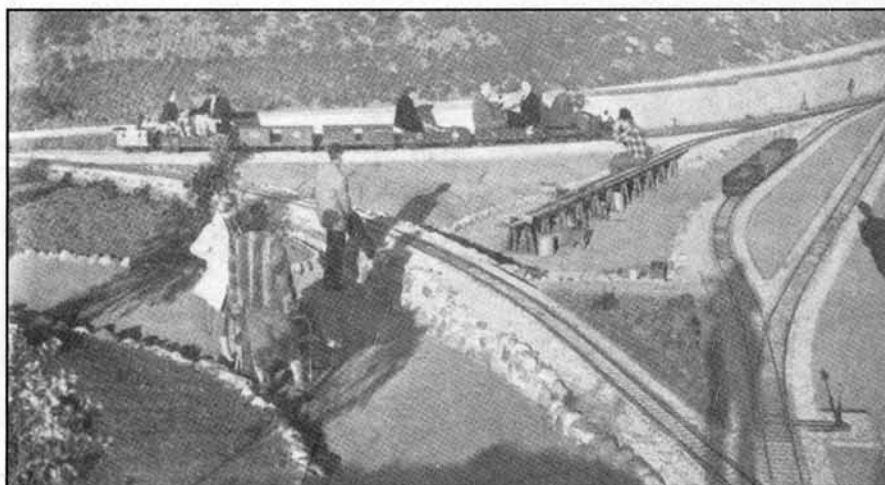
A general view of the Carolwood Pacific Railway. A load of passengers enjoying being driven by Ward Kimball, one of Disney's top animators. Disney standing by the track in the foreground dispatches the trains.

*E.F. (Ted) Holden was a prolific builder and the L & Y 5 in. "Atlantic" is a typical example of his fine workmanship.*

*Walt Disney had a fabulous track at his Holmby Hills estate in California, (I would guess that this inspired him to incorporate the live-steam railway which is such an outstanding feature at Disneyland.)*

*During the year there was an increasing interest in contests. At Beech Hurst in September the Sussex MLS held a marathon test, each loco had to attempt 11.5 laps, 40 scale miles, in the shortest time. The winner was Mr. L. J. Markwick with his 5 in. 0-6-0 Southern tank.*

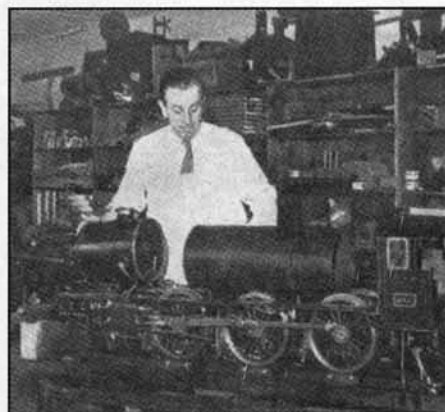
*1956: at the MEX was, among the larger locos, a particularly nice looking Adams Radial tank in 3/16 in. scale, he also had an SR class N 2-6-0.*



ONE OF THE MOST FAMOUS MINIATURE LOCOMOTIVES IN THE WORLD - "LILLY BELLE". IT STANDS 3 FT. HIGH AND CAN PULL 3,000 LBS.

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An eight-year-old driver. Dolores Divoky on her father's 4-6-4 Hudson takes her boyfriend for a ride.

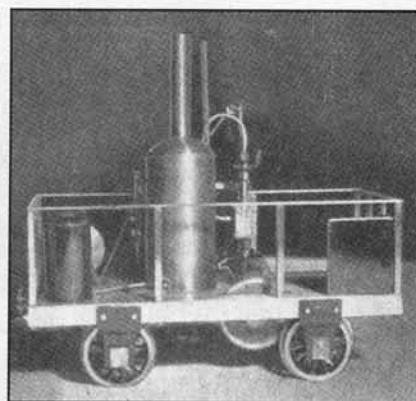
3/4 in. scale "Tom Thumb" of 1829, the first passenger hauling locomotive in the United States (not a successful model as the boiler is too small.)



E. Younghusband's 0-6-0 TWIN SISTER which won first prize for Class 1 locomotives.



Susie M, an admirable example of narrow-gauge modelling



J. N. Maskelyne writes:

I did not, of course, intend to imply that nobody could tackle a job like this. I know SUSIE M very well; but there are few people who would not have much difficulty in making a similar engine in the circumstances so successfully overcome by Mr. Moon. I think SUSIE M herself supports my opinion; so do some other model narrow-gauge locomotives I have seen and handled.

Has Mr. Moon any idea how modern prices compare with those he quotes? Further than that, I am certain that the heavier frame cutting and plate cutting required in these large-scale narrow-gauge engines would be beyond the scope of many, but not all, "kitchen-table" workshops.

### NARROW-GAUGE MODELS

Sir, - It is with some diffidence that I dare to disagree with Mr. Maskelyne but, regarding his reply to John Bennet [Postbag, March 28] I feel I must do so.

It should be noted that a small engine built to a large scale will be no larger than a large engine in a smaller scale. For instance, my *Susie M*, whose photograph I enclose, is comparable in power and weight with a 5 in. gauge Atlantic, but with the exception of the cylinders most of the components are, if anything smaller.

She was built with the aid of a 3 in. lathe which I purchased new in 1939 for the sum of 75s.; and in a workshop situated in the kitchen. The work took 875 hours, spread over two years, and cost just under £10. *Prince* would be about the same size and could be constructed by anyone who could tackle a normal 3 1/2 in. gauge tender engine.

The industrial type locomotive is now quite popular, the reason being, I think, that an 0-4-0 tank engine is much simpler than an express type, and needs no tender. The absence of the latter makes transport and assembly on the track much simpler. May I also press for the description in MODEL ENGINEER of *Prince* or a similar engine?

M. Edwin Moon.

Holway, London, N.7.

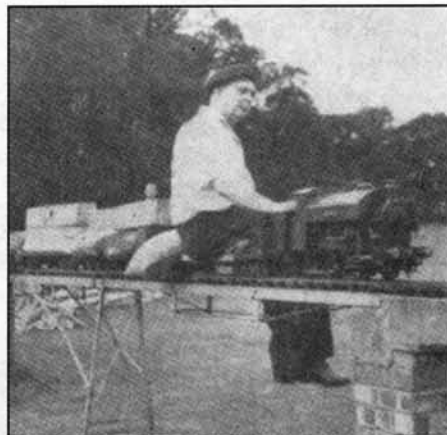
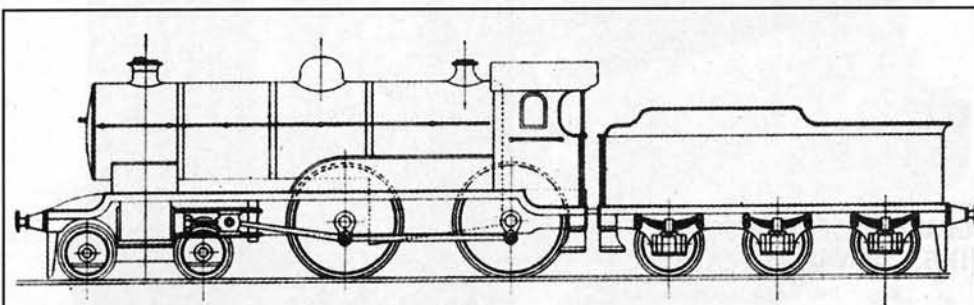


# A 4-4-0 TENDER ENGINE FOR BEGINNERS

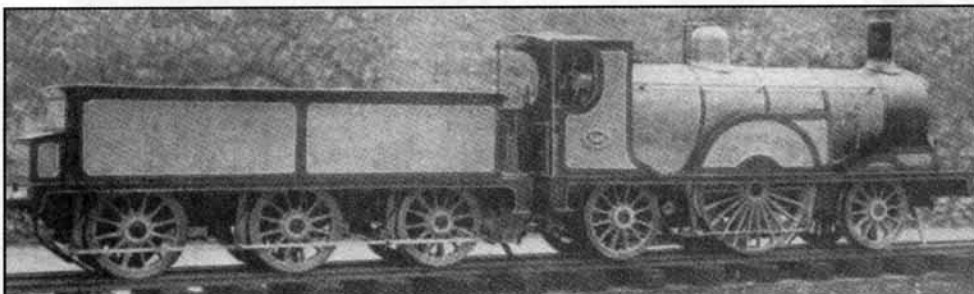
By Martin Evans

This is the first article in a series which will describe an easily constructed spirit-fired locomotive

## *The M.E. Gauge 1 steam locomotive*

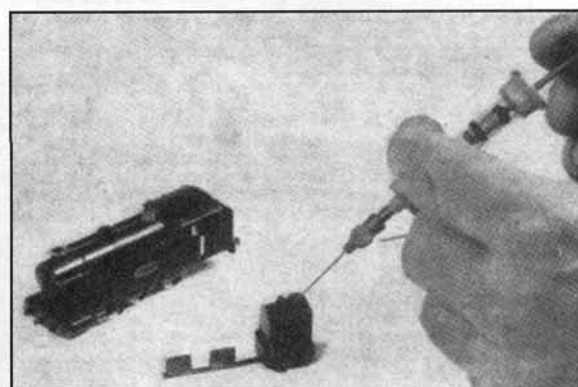
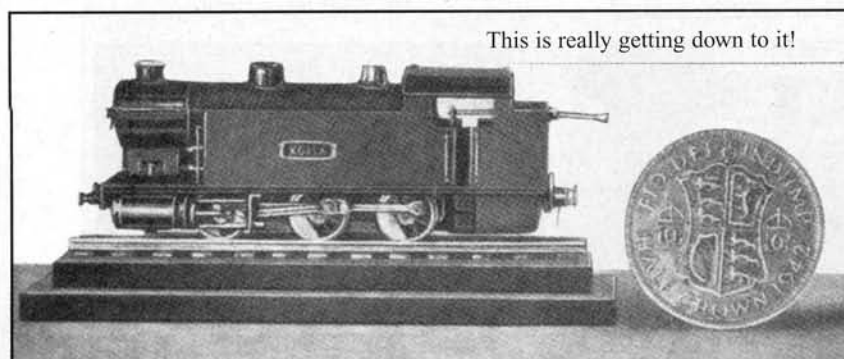


Fred Cottam evidently finds the full load a serious business while undergoing track trails



The fireman's side

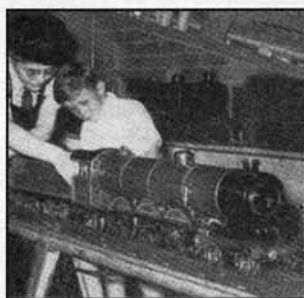
Filling the tiny fuel tank of KOALA



## Live steam... IN 000 GAUGE!

By A.A. Sherwood

### RUNNING THE SMEE TRACK AT THE ME



Right: CONVERSION, driven by Mr W. A. Carter, chairman of the SMEE track committee, with Mrs Crebbin and her children riding behind. Left: Philip Crebbin admires the engine built in 1907 by his grandfather and demonstrated by Miss A. Carter



Martin Evans introduced his first design for ME, the "ME gauge 1 steam locomotive: a 4-4-0 Tender Engine for Beginners.

"It is based on one of J.N. Maskelyne's designs dating back to 1924... and is named "Newbury" in recognition of J.N.M.'s association with that town."

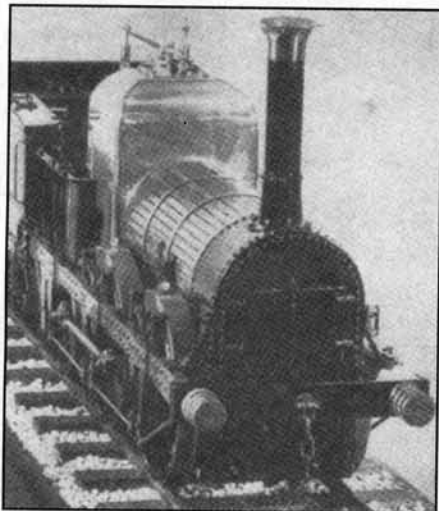
"Curly" chatted about "Grosvenor" and how he came to build her, including advice from William Stroudley, in a dream, about getting over the problem of cylinders and valve chest. [117/645] (Without doubt his prettiest engine and one which I was lucky enough to drive at the North London and Romford tracks.)

Efficiency trials are getting even more popular, and complicated. The Harrow & Wembley SME held a trial in which locos had to haul "a load based on the engine's theoretical tractive effort a number of times round the track, according to scale, a standing start being made on each lap at the commencement of the gradient... The larger engine's were further handicapped by having the load carried on six trucks which increased the drag on the curves." The event was won by Fred Cottam with his own design 5 in. 0-6-0 Saddle Tank.

Just when you think "Dot" Sherwood has gone about as small as he can go, he comes up with a smaller version. This time a 000 gauge steam driven 0-6-0 tank. [117/597] (For those who don't remember the half-crown, it was roughly the size of an old 50p piece, or Wilson's washer.) He had previously made a 000 loco in 1951 which was shown at the MEX, "but was not a total success." (A 2-6-2 tender engine, fired by petrol blowlamp in the tender!)

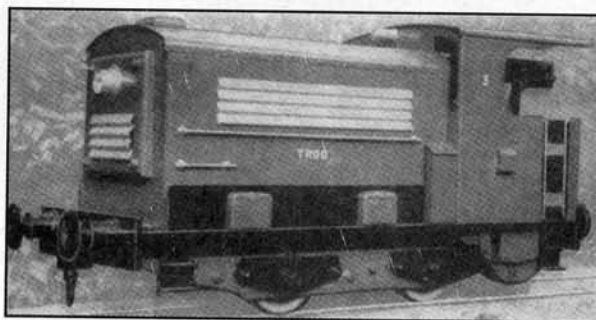
## A Lion is born

Inspired by Model Engineer, F. F. Few modelled an engine which steamed into stardom.



I first thought of modelling the Lion after reading in MODEL ENGINEER of how this engine was used in *The Titfield Thunderbolt*. When LBSC opened his Thunderbolt series not long afterwards I had no excuse for failing to go ahead.

As the job progressed, I soon realised that much of the detail shown in photographs of the Lion would be either incorrectly represented or missing altogether. Many of the details were omitted by LBSC on the ground that they were not a practical proposition in working a model. As a follower of Inspector Meticulous, I decided that my locomotive should have wooden buffer



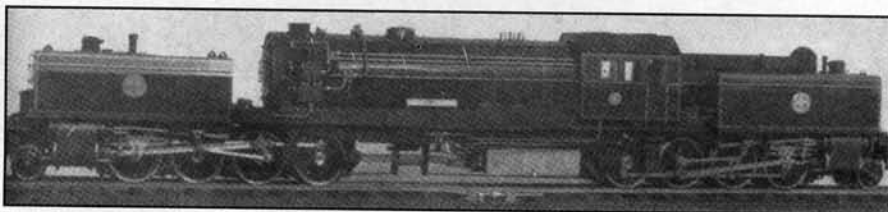
beams and that the tender would be shaped like the original, both inside and out.

Before *Lion* can show her paces in the track a lubricator must be designed, made, and fitted. The LBSC type, though it works well, looks a little conspicuous and rather spoils the lines of the engine.

I owe the construction of *Lion* to knowledge gleaned from the pages of MODEL ENGINEER and to encouragement given by my fellow members of Hatfield SME.

Among the hoarded bits of equipment in the workshop lay the markings of another 5 in. gauge locomotive. It was a question whether an incurable steam-fan could ever bring himself to build a battery-driven locomotive.

After a good deal of hesitation I unearthed a 12 v starter battery, the 12 v klaxon motor, the box of gears, chains and sprockets. When I brought them together on a suitable chassis, the result was Trog.



A.W.G. Tucker's 3½ in. gauge Beyer Garratt.

A famous version of "Lion", based on LBSC's "Titfield Thunderbolt", by Mr. F. F. (Fred) Few of the Hatfield SME. [118/638/]. (He had to make four crank shafts before he was successful, I can think of one NLSME member who might identify with that!)

I found the "Interval from steam" article particularly interesting because it was the first one I had come across that looked like a forerunner of an "electric" with battery on board that is now commonplace. All the previous ones, I had noted, took power from the track. "TROG" seems to fill all requirements, (the late Charlie Starnes would have approved).

Martin Evans started "Jubilee". [118/510]

LBSC started "Pansy", a GWR 5700 class 0-6-0 pannier tank. [118/364] (Shouldn't take more than three years to build.)

"Around the trade" had a bit about 'Kenion's' and their new "King John" blueprints and castings, the first of a series, further designs, yet to come, will include "City of Truro". (Keith Wilson's name is not mentioned but I am pretty certain that he was the source.)

1959: Get your "BORMILATHE" 'ere, all your problems solved.

A.W.G. Tucker describes the building of his 3½ in. Beyer-Garratt, which won the Championship Cup in 1955 and the 'Duke of Edinburgh' Award in 1957. [120/660]

The Editor announced LBSC's resignation, "It is with great regret that I announce this week that LBSC no longer finds it possible to continue the weekly series of articles which have gone on unbroken for more than 34 years....." (This was the end result of a protracted and rather bitter series of arguments between 'Curly' and the ME management and is covered, in depth, in "LBSC's His life and Locomotives", by Brian Hollingsworth.)

Martin Evans introduces "Springbok", [121/518].

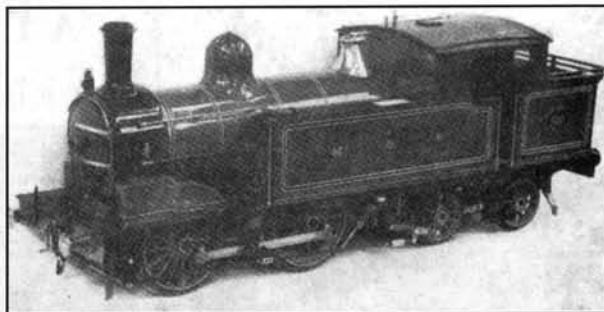
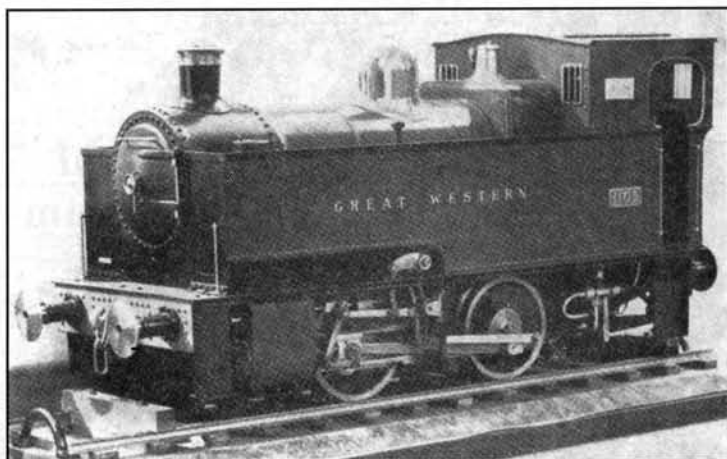
More efficiency trials reports. Martin Cleve suggested that a National Efficiency Competition be held. This got a mixed reception, together with some suggestions for formulae.

## Interval from steam

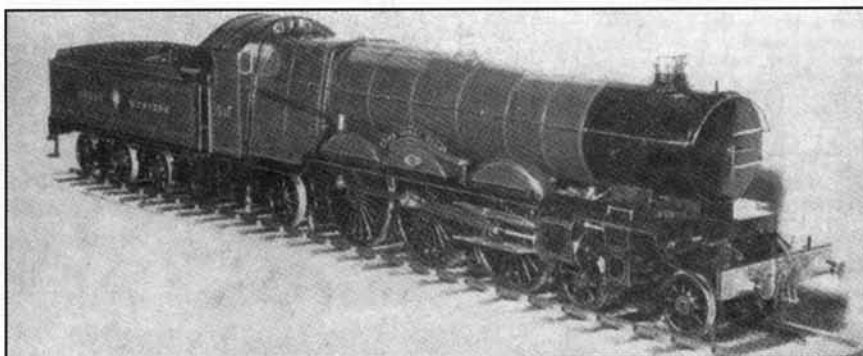
By J. H. E. Rodgers

*Instead of working on another steam engine the author turned to electricity and built a battery loco which helps in the garden.*





Above: N.E. class "0" tank locomotive in 1 $\frac{1}{16}$  in. scale by D. W. Horsfall, Halifax, winner of the Championship Cup.

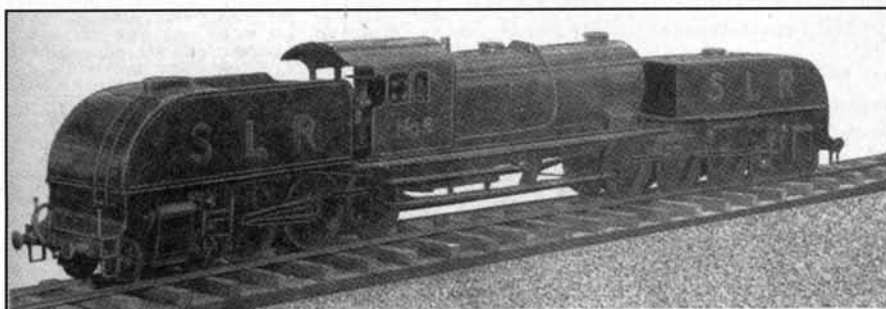


This GWR 4-6-2 locomotive The Great Bear in  $\frac{1}{4}$  in. scale, constructed by trainees at the BR Apprentices Training School at Crewe, was a worthy winner of the Students' Cup and silver medal awarded for collective craftsmanship.



Gemini is seen here prepared for a run on the Watford club's track at Chipperfield. Note top-feed for the donkey pump – not yet fitted.

Needing a loco that could be easily assembled and dismantled, H.E. WHITE designed this model.



One of the driving units of the Garratt-style locomotive

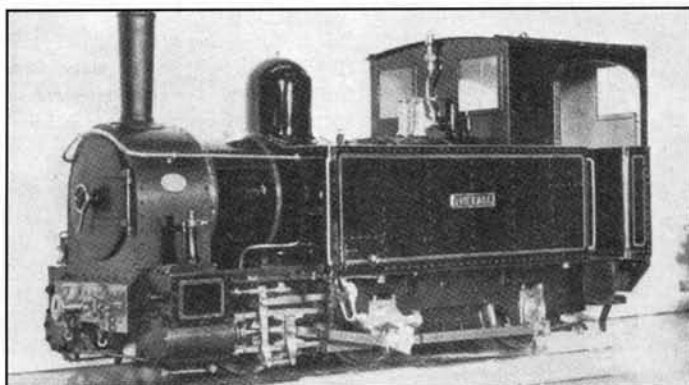
1960: (Another one of those what do I leave out years. One thing I could leave out is the "National Models Exhibition", I wonder whose bright idea that was? Next year we were back to the "MEX".)

Nevil Shute died in Melbourne in January aged 60. "He took a keen interest in model engineering and was regular reader of this magazine." In a letter to Mr. L. R. East, (now Sir Ron East?), he confirms that "Trustee from Toolroom" was influenced by ME, and that the main character, 'Keith Stewart' was based, "perhaps a little on Mr. Edgar Westbury." In a letter to the ME, Mr. East says, "Nevil Shute was a member of the Melbourne SMEE and occasionally exhibited samples of his work there... right up to the time of his death, Nevil Shute was working on a 'Seal' model four-cylinder petrol engine." [123/774&5].

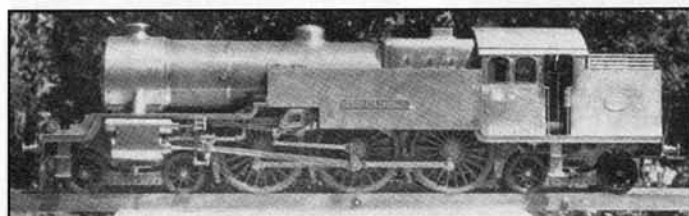
At the show, the Championship Cup and 'Crebbin' Award went to D.W. Horsfall for his 5 in. gauge, N.E. class "0", 0-4-4 tank. Also on display, a Midge 7 $\frac{1}{4}$  in. GW dock shunter, built by G & P Wheeler to the design of G. S. Willoughby.

The late H. E. (Bert) White was a meticulous builder, expert boiler maker, engineer and author of "Management and Maintenance of Small Locomotives". His expertise is evident in the way he approaches and solves the problem of a particular loco requirement.  
(Above driving at Chipperfield).

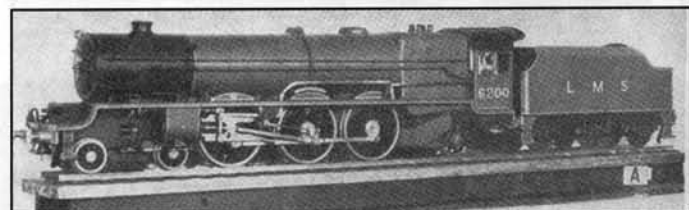




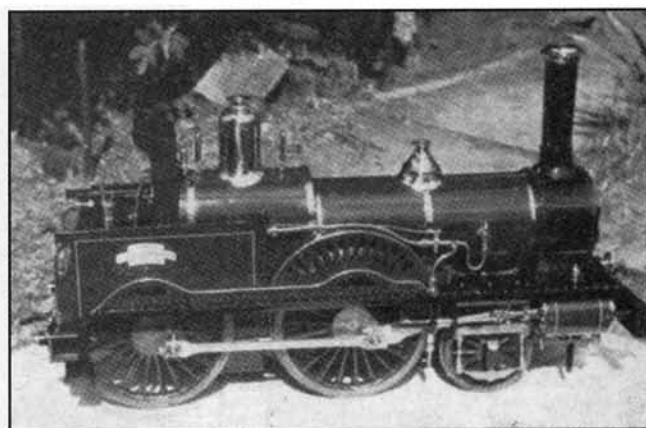
J.H. Baleny's narrow-gauge engine THE EARL represents a tank built in 1902 for the Welshpool-Llanfair railway. Championship cup winner.



Princess Amelia by J.T. Banyard of Colchester.



Top: Very Highly Commended – 3½ in. gauge Royal Scot by A. G. Peacock of Wroxham, Norfolk, who used the Henry Greenly design.  
Above: A. B. Miles of Greenford, Middlesex, was Highly Commended for the Princess Royal, another LBSC engine once described in Model Engineer.



Joseph Beattie's Britannia modelled by H. Buckle.

Every year the SMEE has visited Beech Hurst with a large selection of locomotives. A few of them are shown in the accompanying photo – photographs. – Anne C. Carter.



Above: during this year's visit G. Hatherill drove V. Storey's LTSR 4-6-4T engine in 5 in. gauge.

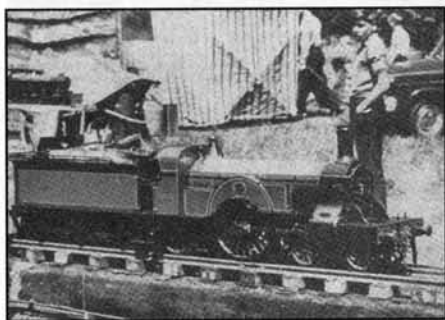


Below: James Crebbin originally owned this SMEE 3½ in. gauge 2-8-8-2 of the Aitchison, Topeka and Santa Fe.

1961: (Sorry if I seem to home in on the same old areas but it's where it's at and I think it would be a crime to leave out some of these masterpieces. I refer to the exhibitions, MEX, Northern Models, etc., and just over the horizon, the Midlands, Brighton, Harrogate, next thing you know they'll have another one in London.) Meanwhile, back at the 1961 MEX: Harry Buckle, having built a current "Britannia" decide to build another, this time from 1853, an LSWR, 2-4-0, "first designed by Gooch and finished later under Beattie's supervision. It incorporated Beattie's famous double firebox, divided by a transverse midfeather filled with water. The main firebox burnt coke; behind it, extending into the middle of the footplate, was a supplementary water jacketed firebox burning coal, the hot gases from which passed into the main box through a set of short fire-tubes." An unusual model, it won him a Silver. I think THE EARL speaks for itself. Martin Evans thought that Mr. Barnyard's "choice of colour was somewhat unfortunate" for "Princess Amelia" and "probably prevented the model from receiving the highest honours. Mechanically this freelance 4-6-4 tank is a magnificent piece of work. Four cylinders were operated by levers connected to the outside valve spindles. Fittings included steam sanding gear, steam brakes with compensating arrangements and a water pick-up apparatus. Typical of the Great Eastern were the guard irons bolted to the outside of the front buffer beam." (The loco is a rather "Southern" in appearance, somewhat like a Brighton Baltic. Mr. Barnyard, being from the Great Eastern area chose to give it a G.E. cab and livery. I have always found it to be an attractive loco, from the first time I saw it in the pages of the "Manual of Model Steam Locomotive Construction". I would have thought the white cab roof and blue livery to be an excellent choice, bearing in mind that it is a freelance and builder having a leaning towards G. E. Did it really matter if it was not the old GER blue? However, the judges thought otherwise.)

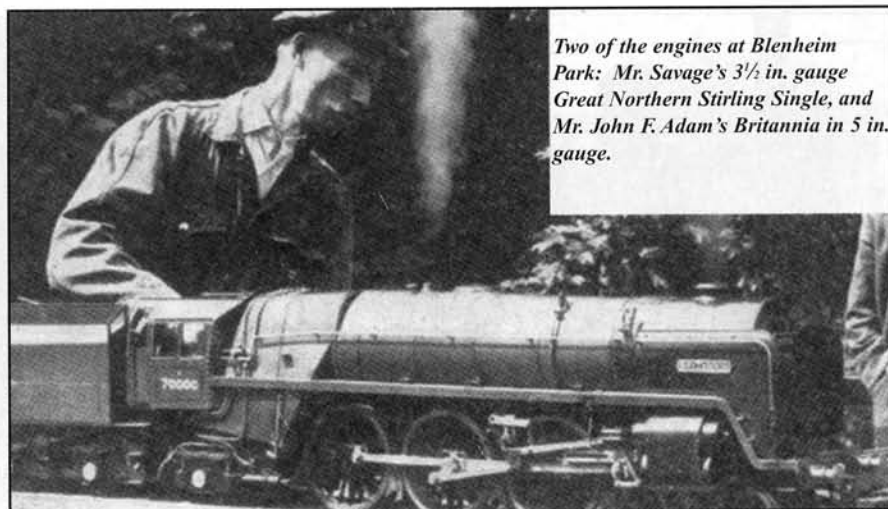
At the annual SMEE visit to Beech Hurst, the AT&SF Mallet, described back in 1938 by the late "Uncle Jim", was seen on track and working well.

MARTIN EVANS visits the ambitious track constructed by Witney and West Oxfordshire Society of Model Engineers.



## TRACK NEAR THE THAMES

MARTIN EVANS visits a lively club in Surrey at holiday time



Two of the engines at Blenheim Park: Mr. Savage's 3½ in. gauge Great Northern Stirling Single, and Mr. John F. Adam's Britannia in 5 in. gauge.



H. Amey's narrow-gauge freelance.

Malden and District Society of Model Engineers in Surrey must be one of Britain's liveliest clubs. The society was founded in 1936 and since 1946 has owned an excellent site alongside the old Southern main line near Thames Ditton.

Besides the continuous raised track for 2½ in., 3½ in. and 5 in. gauge locomotives, the Malden men have a ground-level track of 7¼ in. gauge about half a mile long. Adjoining the tracks are engine sheds and the clubhouse, now being rebuilt and extended by the members. The society publishes a souvenir booklet describing and illustrating its activities.



1962: Martin Evans visited the Witney and West Oxfordshire SME and Malden & District SME's tracks at Blenheim and Thames Ditton, respectively, and gave a glowing report on each. (Sad to think that the track is no longer at Blenheim, we had many pleasant Society outings there and were always given a warm welcome. I remember the first time of visiting Malden, being particularly impressed, not only by the set-up but by the little booklet, price six pence, describing the track and some of the features of steam loco's which answered many of the questions so often asked by the lay public.)

I thought the "Experimental Electric", by F. L. Davies of Tyneside SMEE, interesting because it was the first, batteries on board model of a prototype that I had come across. It was the result of a challenge to build a model electric to equal the hauling power of a steam loco. Although step resistive rather than electronic control is used, the system is very ingenious using motor-driven sequencing to remotely control the speed from the cab, the resistor banks being in the main body of the loco. Electric braking was also included in the sequence. Ex-trolley bus Ni-Cad cells were used and an "eggbox" built into the body to accommodate them.

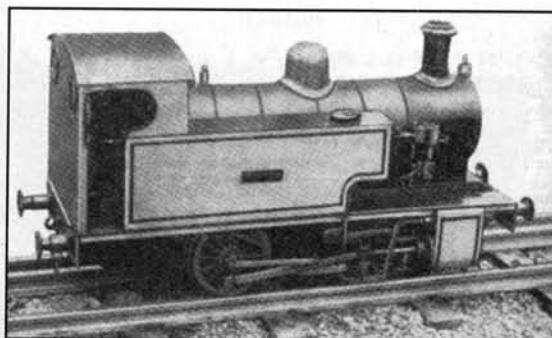
The aim was to pull a load of 2 tons from a standing start, which was achieved!



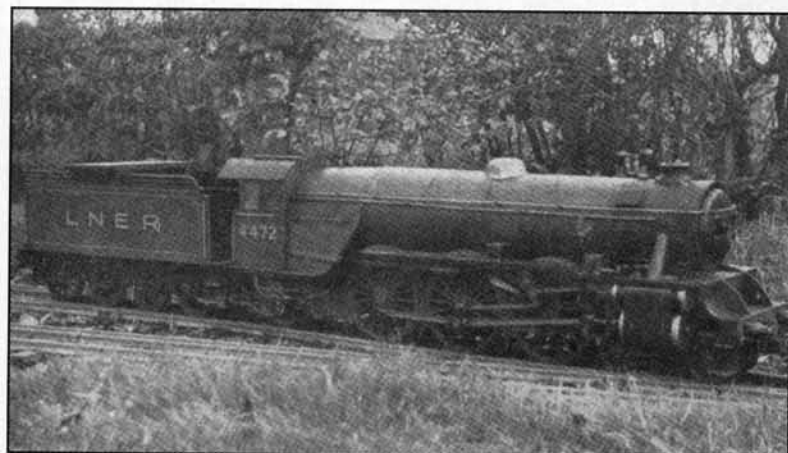


*Portrait of a man who can drive anything*

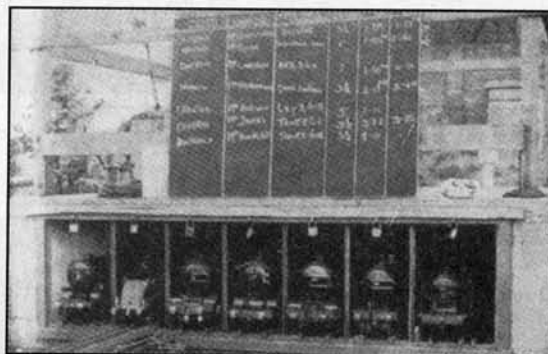
W. J. Hughes introduces readers to Richard Farrar James, a model engineer who has been an early motorist and airman, a railwayman in the Middle East, and an Air Ferry pilot.



This engine is known as THE YELLOW PERIL



Flying Scotsman on the siding off the main track.



These sheds enable the owner of a heavy 5 in. gauge locomotive to get it on and off the track by himself.

The traverser at the left can be lined up with the steaming bays, from which the main traverser carries the engine to the track.



If only we had an engine like that! Mr. Wilfred Lynch is present too; the engine is the Dalesman, his 5 in. gauge Green Arrow model, always much admired.



No. 1149 on the Kursaal Miniature Railway at Southen-on-Sea in September 1950.

## Sunshine and steam at Blackgates

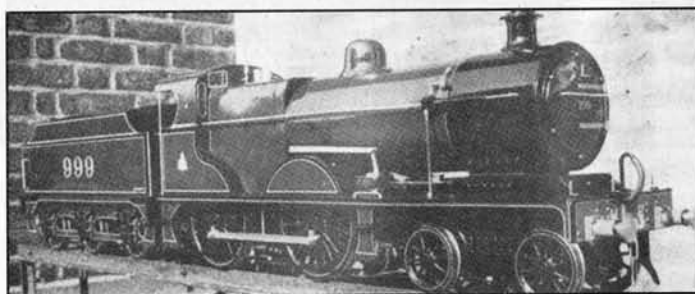
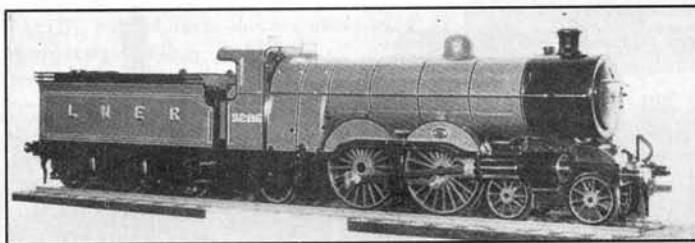
1963: W. J. Hughes visited Richard Farrar James, whose life reads like a character straight out of a Nevil Shute book! He had his own 7¼ and 5 in. track, an extensive HP (HO?) layout and well equipped workshop. Although having a large stud of various gauge locos, some built and some bought, and his own track, in addition to giving rides to local children, he spends a lot of time visiting local society tracks, in particular, the Warrington MES, of which he is an Honorary Life Member. "To then he is "Jimmy". A most interesting article [128/449].

WJH also visited open days at Blackgates and Rugby, as indeed so did Mr. James with Tintax, otherwise known as the Yellow Peril, on account of it's vivid livery.

We noted a letter from John H. Meredith on the Kursaal railway at Southend and on the numbering sequence of Curwen locos there, and at other tracks. (Also, an article by Gordon Hatherill on the 3ft. 6in. gauge railway at the Erith works of BICC, photo's by Ann C. Carter, nudge, nudge!)

(I hope that last comment does not give offense but it has been rather nice watching their paths converge, especially when you know the outcome.)





Based on Jerry M, a Hunslet engine for the Dinorwic Slate quarries near Llanberis in North Wales. Devotees of the Talyllyn line in particular will be interested.

President E. Stace drives M. E. Moon's Susie M through the tape in the opening.

Handsome club-house. Mr. Fred La Roche is driving Groombridge, a 5 in. gauge engine.

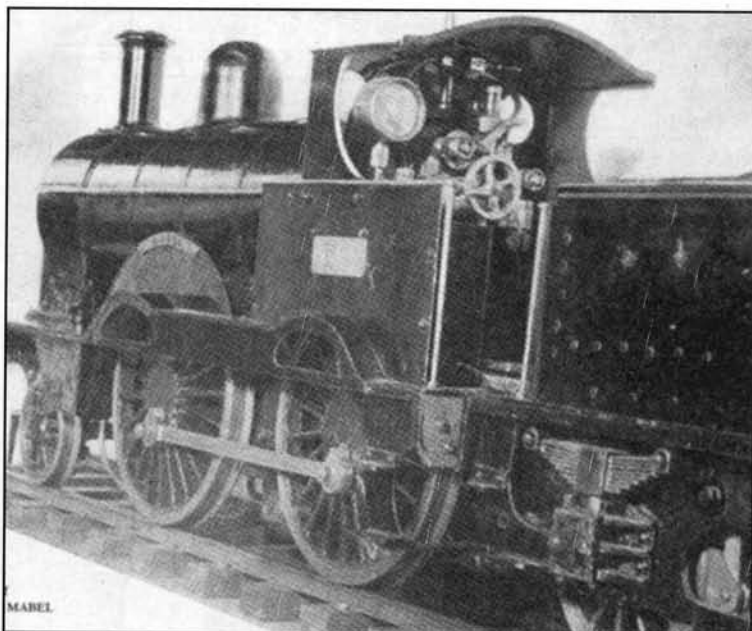


1964: Mr. H. J. Turpin wrote an article on a proposed design, Hackfly, intended to be a trouble free, powerful workhorse for the Chingford, or any other track needing regular club haulage for passengers. [130/52]

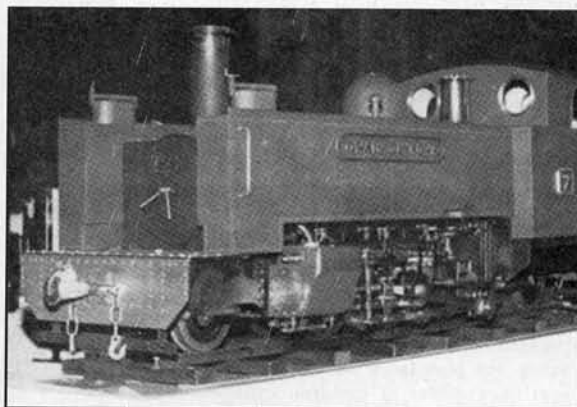
At the Cora Hotel, the 1964 MEX, (not to be another until 1968 at Seymour Hall). Martin Evans said: "In the history of the Model Engineer Exhibition, 1964 will long be remembered as a vintage year for locomotives. Not only was the quality exceptionally high: there were more engines exhibited than for at least twelve years. The Championship Cup was won by Bill Carter of the SMEE, that superb craftsman who is well-known at club meetings and exhibitions. For all his knowledge and skill, he is one of the most modest men, and is always ready to give others a helping hand..... In describing models of this high standard, we cannot easily avoid the use of superlatives. Let me just say that the engine is magnificent – perhaps the best we have seen in recent years. The judges also awarded it the J. N. Maskelyne Memorial Cup, I am sure that if J. N. M. were still with us today he would have heartily approved. If Mr. Carter's Atlantic evokes nostalgic memories of Kings Cross in the good old days of Steam, Mr. P. J. Dupen's 5 in. gauge Midland 999 does the same for St. Pancras, where just across the road from the old Great Northern terminus we were accustomed to see those crimson beauties designed by Johnson and Deeley....Mr. Dupen's model has the Deeley gear; I believe that this is the first time that this interesting valve motion has been fitted to a model steam locomotive. No. 999 was awarded a Silver Medal and the Crebbin Memorial Trophy. I have no doubt that if Mr. Carter's engine had not appeared this year Mr. Dupen would have carried off the Championship Cup! Five other locomotives were awarded Silver Medals..."

(while perusing the remainder of this report my eye was caught by the following: "Mr. James Harrison of Brentford in Middlesex, who is seventy years of age, exhibited his 0-4-2 narrow gauge tank locomotive in 2.2 in. scale. This unusual engine is based on the Kerr Stewart design built for the Corris Railway in 1921, but as modified and fitted with the Giesl Ejector by the Talyllyn Railway in 1958." I thought, that loco sounds familiar, and it suddenly dawned on me, it was "Chips" Harrison! Mr James Harrison somehow sounds awfully grand compared to my mental picture of "Chips", always cheerful, and, for some years to come, always there. Like a lot more of the old familiar faces, he has passed from the scene, but not forgotten.)

During the year the North London SME opened their new track at Colney Heath, or, to be accurate, Tyttenhanger Pumping Station, and the Birmingham SME did the same at Ilshaw Heath. NLSME, having seen unfortunate to lose their track at Arkley to make way for a new development of the water company, were fortunate to be offered space at the Lee Valley Water Company's pumping station, one of several choices. The track was opened by their President, Mr. Stace. (Mr. Stace was to repeat the ceremony 7 years later when the track was extended). Ilshaw Heath is another one of those tracks which has happy memories. As a club we used to have a regular circuit of tracks which we used to visit annually as a group; Blenheim, Chingford, Malden, Romford, etc. I remember, even with a map, having some difficulty finding Ilshaw Heath and School Rd.) Oliver Smith, reporting the opening, had a similar experience, and he didn't have a map. He says: "Let me add a word of advice to visitors. Make sure you know exactly where to find Ilshaw Heath, for nobody in Birmingham will be able to direct you... I spend nearly an hour with the Birmingham Police and they had never heard of the place. In fact, the Station Sergeant refused to believe the place existed. "It hasn't got a nick!" he said. Eventually, he discovered that the mysterious heath was nearly ten miles out from the centre of the city... One thing every one can be sure of is a warm welcome in the new and attractive club-house, with a good cup of tea!"



**Mabel**  
a 3½ in. gauge LNWR 2-4-0 by LBSC



The best locomotive: Alan Green's Owain Glyndwr

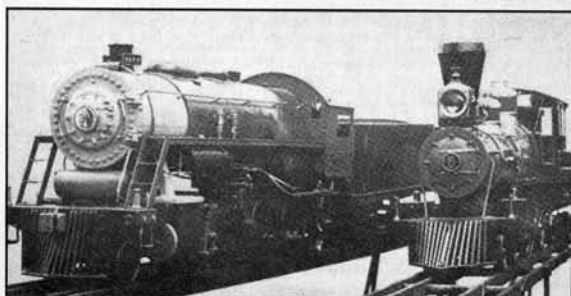
This picture shows the neat cab fittings of Mabel.

## MINNEHAHA

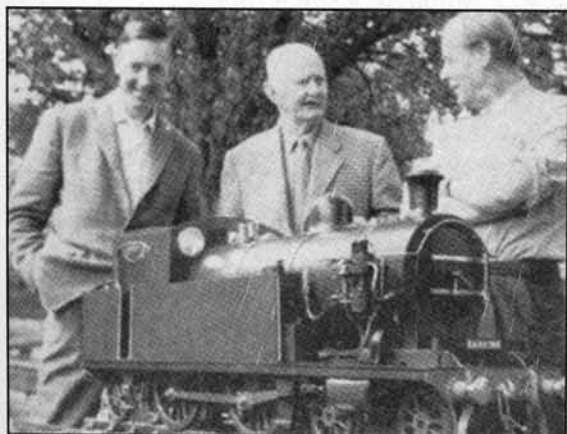
A fine Consolidation for 3½ in. gauge built by Jack Davies



Minnehaha is fitted with Baker valve gear.



The Consolidation alongside the Virginia, built several years earlier.



Enjoying a day at Beech Hurst are left to right: Martin Evans, K. N. Harris and Ivan Scott.

1965: K. N. Harris had articles on improvements to the valve gear for "Speedy" and "Maid of Kent". (Talk about "where angels fear to tread". Even were I capable, I might apply such improvements, but never dare to publish. Not so KNH, publish and be damned, said he.

At the Northern Models Exhibition the top award went to Alan Green for his 3 1/2 in. g., 1,75 in. scale, Owain Glyndwr.

1966: In January LBSC returned to the pages of the ME "INSPECTOR METICULOUS, PAT, MILLY AMP - YES, THE INIMITABLE LBSC IS BACK WITH ONE OF HIS LOBBY CHATS". (Curly is back, God's in his Heaven, all's well with the World.) It didn't take long before he was stirring it, the first on his 'hit list' was H.E Turpin. "HACKFLY REQUIRES A REBUILD says LBSC". He really went to town on demolishing Mr Turpin's design and had drawings for a new boiler and cylinders. (Watch out K.N. Harris, you are next.)

(I was wrong, it was J. Austen-Walton who was next.) 'All that was wrong with the design, and how I would have done it.'

(We didn't mind, Curly was back and anything he wanted to do or say was alright with us, and a lot of folk were a bit fed-up with what they saw, at the time, as Austen-Walton's prevaricating, especially those dedicated few who were trying to build one.)

Curly started Mabel, and although chatting about the Dukedog that was to follow, "all being well", it was to be his Swan Song.

Another wonderful character, Jack Davies, built a 3½ in. version of Curly's Minnehaha which has very successful, as were all his locos. A lovely man, he and George Williams were almost always together, cast in the same mould, always cheerful, I never heard either say a bad word about anyone. Sadly, yet another pair of faces that are gone but not forgotten.



(The truth was a little to the left of that, as it usually is. Even Curly admits that: "The design itself was quite good, but the designers ideas were open to question." You could have said that of Curly in 1922. It was a rather protracted affair, getting off to a good start in 1949 but tapering away, with a lot of unanswered questions and editorial 'gingering up' until it 'finished' in 1955. I have the last article before me and it makes a bit sad and maybe a little guilty. He concludes with a few words about his own Twin: "My little Twin has had her first real service or shopping. I had been very ill towards the end of last season .... and left the engine without any pretence of cleaning or even raking out the fire. She stood all through the winter, her smokebox full of ash and water dripping out of the cylinders...two of my stout locomotive friends carried her out to the workshop where the job of cleaning was started. When all this was done a morbid curiosity bade me uncap the valve-chests for a peep at the slide-valves and port faces, and a least a few of the confirmed critics of cast-iron cylinders would have jumped for joy as I wiped out a 4mass of rusty looking oil and sludge fro all round the inside of the steam-chests. The port faces, when cleaned and dried, were very dark and stained but with polished and unpitted surfaces; there was no trace of damage or corrosion, so I thought it would be worth while taking out both pistons..... Here, conditions were even better, and once the rusty oil was washed away, the bores showed up like polished black marble. The pistons, strange to say, were virtually unruined, which may surprise those who believe ordinary centrifugally cast-iron stick to be particularly prone to rust. The rings were...free in there grooves and showing a continuous witness all round, so the whole lot went back after a belated oiling .... I wish you good steaming and endless joy in the magic world of the small locomotive.... and the sense of exhilaration which goes wit it. Above all, let me wish you good health in which to enjoy it, for that alas, I have lost for good .... So to you, my very good friends, a fond Good-bye!" Some I have spoken to have said that his ill health was brought on as a result of the constant criticism he received. I can't say, but he wrote no more, and died in 1972.)

(Pity about KNH, perhaps he suffered from acid stomach. How about that suit, maybe he's wearing it for a bet, or to annoy LBSC).

For some time, Curly had been goading K.N. Harris and challenged him, (sound familiar?) to personally build a loco, in 3½ in. gauge that would beat one of his own in a contest to be held at the Polar route. (Obviously Curly was peeved that anyone should even suggest that his valve gear could be improved, let alone publish those improvements). This exchange of pleasantries, which had started in 'Postbag', now moved up into 1st division since KNH was also a regular contributor, and devoted the whole of his May 6th article, [134/427] to a series of broadsides directed at "LBSC's errors" over the years, etc. In passing, he says: "I have just been reading Mr Ewins' most interesting article on locomotive boiler tests, [132/250], and one of the first things I noted was that he increased the sizes of the steam passages by more than double those specified by LBSC. Mr Ewins' engine is one of the best we have at Beech Hurst; I am sure it would not be anything like so efficient or powerful if he had been foolish enough to stick to the miserable steam passages originally specified." (This refers to Mr. Ewins' 0-6-2T based on Curly's Minx design.) He concludes: LBSC's challenge...The stunt which I am supposed to emulate before my criticisms are worth attending is interesting, but largely meaningless I do not intend to waste my time producing a 3½ in. gauge locomotive for stunts round a flat saucer track..... I can, however, produce ample evidence that my craftsmanship is equal to that of LBSC's, and I have never been afraid to expose it to public gaze and criticism." (One or two body blows there) He parries LBSC's challenge by saying that he has no intention of



evading it but will accept with the proviso's that the loco's should be 5in., Curly's to be built to one of his published designs using his version of Stephenson gear and KNH is prepared to design and partially build a 4-4-2T of about equally nominal power to Maid of Kent. Trials to be carried out on a continuous track with reasonable gradients and curvature over a distance of not less than ten actual miles. (This time, the contest never took place, again, both sides claimed to have won on points, again it was a bit sad really.)

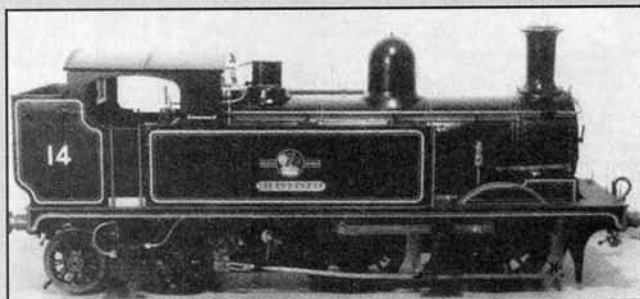
After quite a lot of letters in 'Postbag' and an Editorial comment, Mr. Turpin replied, in a dignified manner, [1 32/3291, to Curly's criticism.

#### A New M.E. Project

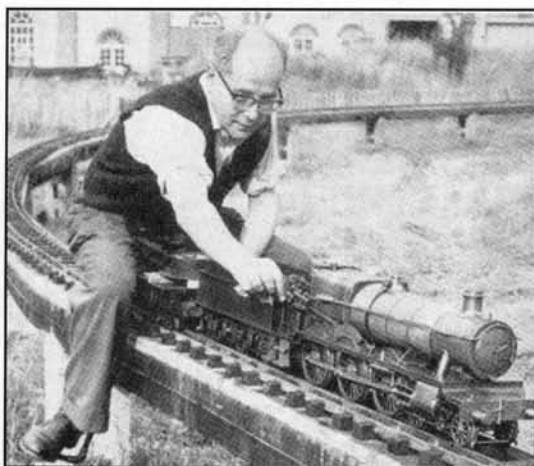
Building a 5 in. Gauge

## ISLE OF WIGHT LOCOMOTIVE

by D. Young







Mr. Marchant at the regulator of his unfinished model GWR "Hall" class locomotive.

### GREAT WESTERN "HALL" CLASS LOCOMOTIVE

Built by Arden Marchant  
and described by G. M. Cashmore

Photographs by G. M. Cashmore



Backhead details of Arden Marchant's fine "Hall" class engine. Note the vacuum brake valve and the ejector on side of the firebox.

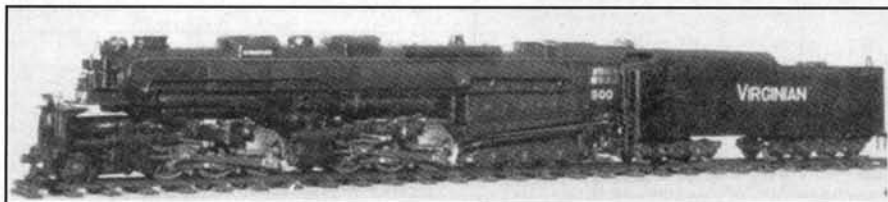
The Popularity of Great Western locomotives has been amply demonstrated recently by articles in M.E. Readers will no doubt, be pleased to hear of another first-class Great Western model in the course of construction. The locomotive in question has an interesting history. It is being completed by Arden Marchant, a member of the North London Society of Model Engineers, and he is continuing the good work which was originally started by his father, Mr. W. Merchant, who for many years was a member of the S.M.E.E. and died in 1950.

Mr. Merchant senior was a great admirer of Swindon practice and started making "standard" parts as far back as 1920, when the bogie for this locomotive was constructed. This is interesting

as the Hall class locomotive had not in fact been constructed at time. The tender, of early Churchward design, was constructed first and when the 49XX Class appeared on the railway scene in 1929, Mr. Merchant senior decided that this would be the class in which he would incorporate the parts already manufactured. When finished, the locomotive will be No. 4911 Bowden Hall and Mr. Merchant has selected this particular locomotive to commemorate the fact that the engine was destroyed during the Blitz at Plymouth. For reasons stated above, it will not purport to be any accurate replica of a particular engine, but a general representation of Great Western practice.

As the photographs will demonstrate, the locomotive is thoroughly detailed and is equipped

for working automatic vacuum brakes on the train. The ejector can be clearly seen on the right-hand side the firebox cladding, also the crosshead air-pump for vacuum maintenance. The locomotive's performance on the track is excellent and the exhaust is true Great Western. With Mr. Marchant's permission in due course the writer hopes to take further photographs of this remarkable locomotive when it has been completed. The quality of workmanship is beyond reproach, which is not surprising considering that the builder's father was a M.E. Championship Cup Winner. Mr. Merchant is working to the same high standards and is finding the task absorbing interest.



## AN OUTSTANDING GAUGE "O" LIVE STEAMER

built by A. A. Sherwood in Australia



Mr. A. A. Sherwood driving his Mallet locomotive.

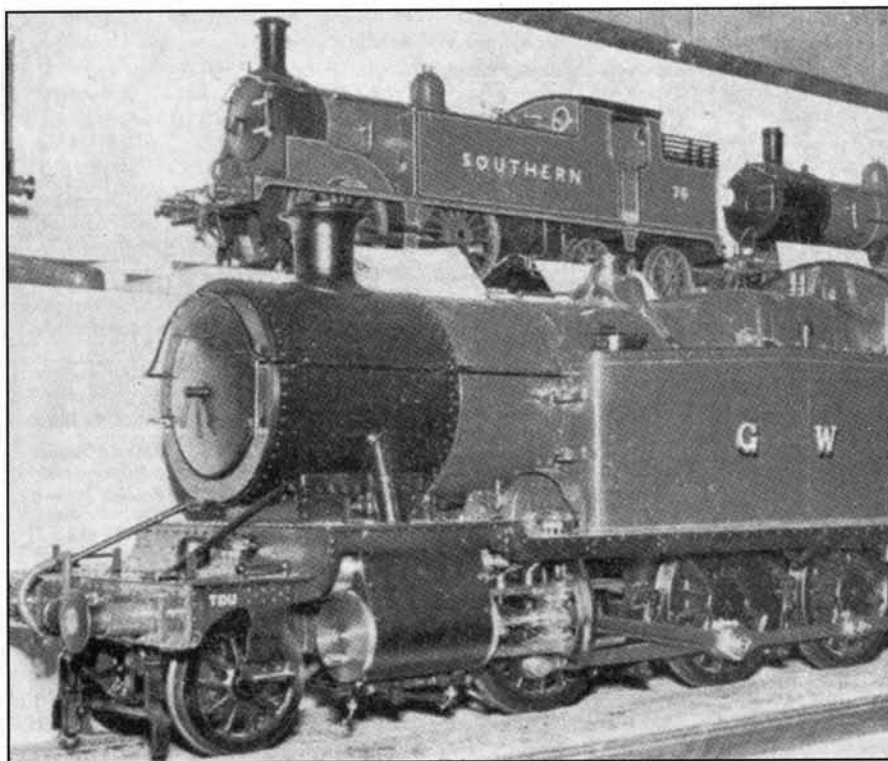
1967: A good year for performance, first we had D. E. (Laurie) Lawrence on Model Locomotive Design, [133/30 & 79], very interesting, even I could understand it, and F.L. Davies of Tyneside SMEE on Miniature Steam Locomotive Performance, with some further thought, practical tests and very detailed tables, [133/805], a real riveting read.

There were some more thoughts, based on practice, from Jim Ewins. [133/653] Interesting to note that he says: "The engine used in the tests is basically an LBSC Minx with the passages connecting ports and bores double the cross sectional area specified. We have at Beech Hurst a similar engine built by Mr Seymour, but with standard passages. As far as can be judged there is no difference in the performance of the two engines." (That seems to pull the rug out from under KNH. There are further points in the article where he is in disagreement with KNH.)

Don Young started his L.o.W., 02 class Adams tank and Martin Evans began Simplex.

I thought, when I got to "Dot" Sherwood's article, that I was having an attack of the *deja vu's*, I had forgotten that he built two Mallet's, one in 00 and one in 0 Gauge, as soon as I saw the snap of him driving it, the penny dropped, (poor old soul). Another craftsman I wish I'd met.

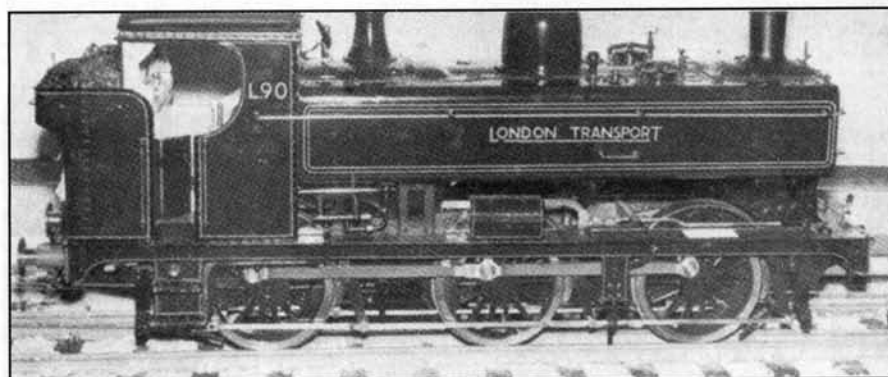
A sad end to the year, Curly died on November 5th, and a lot of people felt they had lost a friend and mentor. Almost everybody can remember what they were doing when they heard the news that JFK had been shot, it took a little longer for some of us to hear about Curly but I vividly remember being at a working party at the track and Harold Pill coming up to say "Curly's dead". Even though we knew that he was ill, we were stunned. (I know that a lot has been written, and it is presumptuous of me to attempt to say more, but I think that one could paraphrase the comment on Christopher Wren, if you would see monuments go to any club open day.)



Above: Silver Medalist Fred Cottam steamed his 5 in. gauge 2-8-0 G.W.R. Tank at the show.



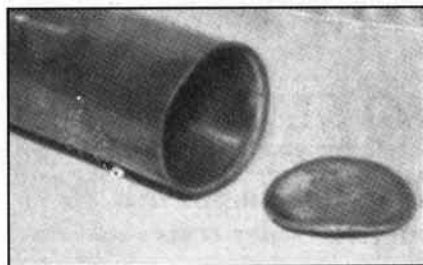
Top: Martin Evans inspects the 'G.W.R. 2-8-0 tank built and driven by F. Cottam, proving that the award winners are equally capable of working on the track. Above: Laurie Lawrence gives a ride for some of the M. A. P. staff.



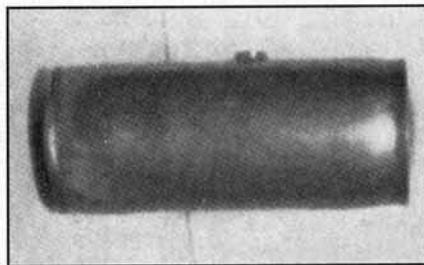
Mr E. A. Allchin won a Bronze Medal with his 5 in. gauge London Transport Pannier Tank.

## ONE OUT OF FIVE!

P. F. Janes with members of Reading S.M.E. performed some destructive boiler tests.



Boiler No. 1 – after the test.



Boiler No. 2, similar to No.1 but silver soldered and very much stronger.

### Test No. 1

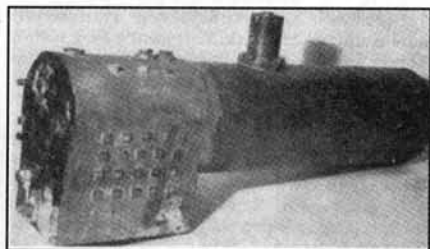
For this we used a copper tube 2 in. dia. by 5 in. long, with flangless end plates and soft soldered throughout. All the copper was 50 thou. thick. Just a simple pot boiler that you would find on a stationary steam plant with a meths burner. This boiler failed after 3 min. 15 sec. at 110p.s.i. It exploded with a loud report and found its way out of the open side of the test bed, leaving with such velocity that it struck a tree 40 yards away and denting the end of the tube left open by the sudden separation of the end plate which remained in the test bed but with a curve in it like a radar scanner.

This was our only bang of the afternoon, and since we are advised not to soft solder our boilers unless they have flanged and riveted joints it seems we can breathe again!

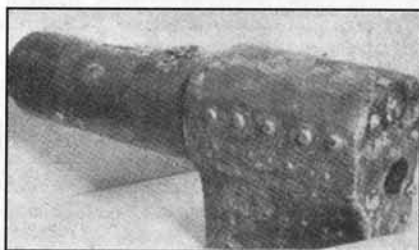
### Test No.2

Our second boiler was the same as the first, but silver soldered. The red flag was hoisted and once more we were in business.

The pressure had reached 220 p.s.i. in this boiler and was still climbing steadily when club members suddenly remembered their cars were unlocked or that the scenery was much better



No. 3 boiler. Soft solder around the stays and bushes failed first on the test.



Boiler No. 5 a locomotive type possibly from a Jubilee was heavily caulked with soft solder and this melted, releasing the pressure at 115 p.s.i.



Top: The "set-up" inside the test bed. Above: The author safely outside!



No. 4 boiler developed a small steam leak at 600 p.s.t., but otherwise it proved sound.

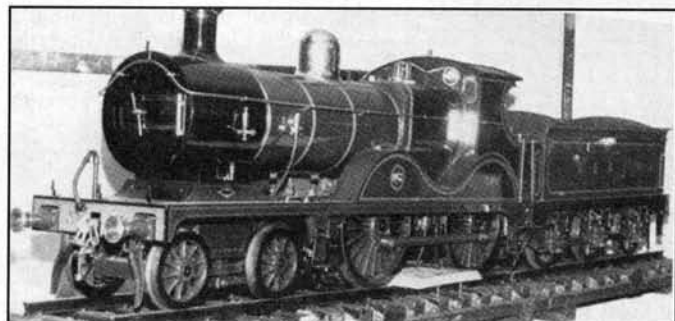
round the corner – with all the 2 in. timber and concrete blocks in Berkshire round the test bed, there was still an uncanny air of scepticism!

I decided to salvage my only 0-600 p.s.i. gauge and signalled for the gas in the long length of hose had been used up, pressure was up to 600 p.s.i. The needle very slowly crept back, and so

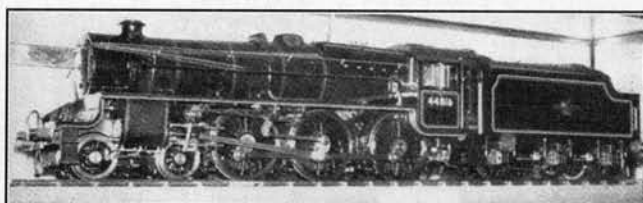
did we. This boiler was still steam tight, but the distortion was quite fantastic. The end plates were dished out like a tablespoon and where the silver solder had clung to the barrel at each end there was a deep recess. It took 11 min. 47 sec. to reach this state.

#### Test No.5

The final test was carried out on a 3½ in. gauge boiler. This came from a scrapyards – presumably a frustrated model engineer threw it out. We think it was a Jubilee boiler. The workmanship was poor to say the least, and it took several hours to caulk it. But much to our surprise pressure was up to 115 p.s.i. before steam leakage was observed. There was no distortion.



The Championship Cup winner was the superb 5 in. gauge S.E.C.R. 4-4-0 by J. E. Kelly



The Bradbury-Winter Memorial Cup and a Silver Medal was awarded to this fine 3½ in. gauge "Black Five" by H. A. Taylor of Bletchley.

## I.M.L.E.C.

Pictures of the first International Model Locomotive Efficiency Competition on July 20 with notes by visitors and M.E. Staff on the day's events.

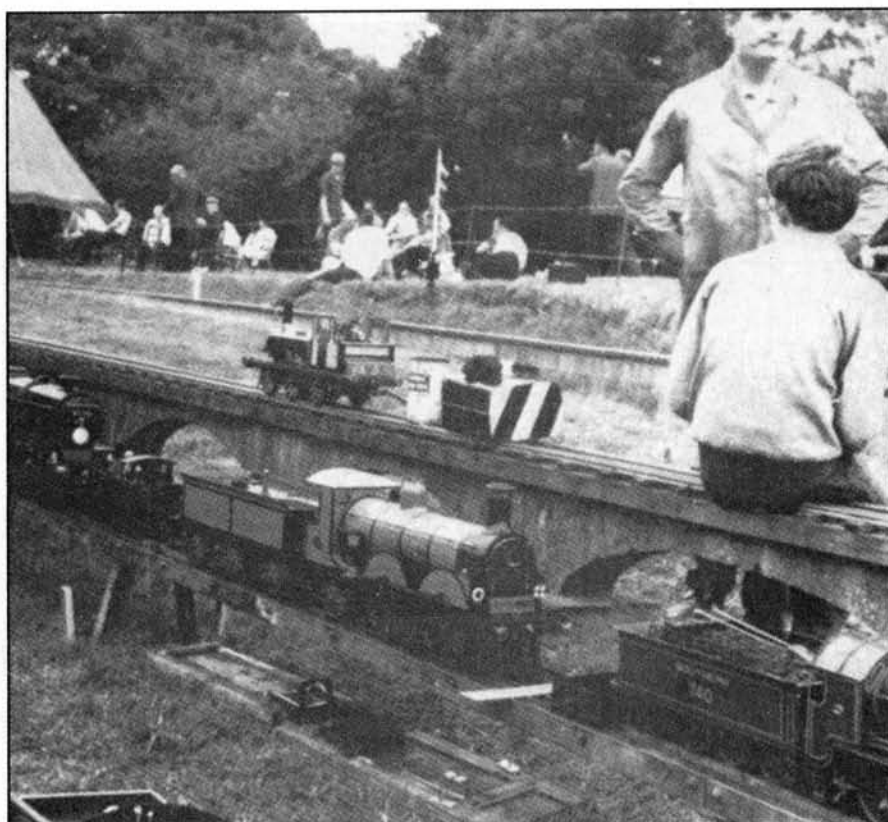


Norman Spink on test run with Dean 4-4-0 Gooch.



George Williams of the Malden Society

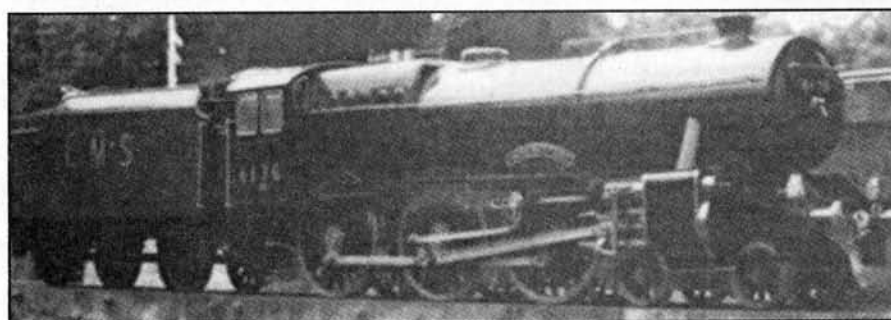




Left: Some of the competing locomotives, including in the middle distance A. P. Heath's Boxhill and in the foreground, little Tich (G. Williams) dwarfed by John Drury's L.M.S. 4-6-0 and J. K. Scarth's "Brighton" 0-4-2.



Ready with the oil-can, the eventual winner, Mr. Drury of the Birmingham S.M.E. and, left, the 5 in. gauge 4-6-0 based on the "Royal Scot" with which he carried off the trophy.



**1968:** (I suddenly realised I had exceeded my chat ration for 1966/7 so I'm going to try to say less and let you see more, who said hooray?)

At the 1968 MEX, Bill Carter got the Duke of Edinburgh ward, A. G. Peacock got the Championship Cup for his 3½ in. Stirling Single, complete with set of tools, beautiful.

There was also, right opposite the entrance, a display of Curly's engines, pure nostalgia.

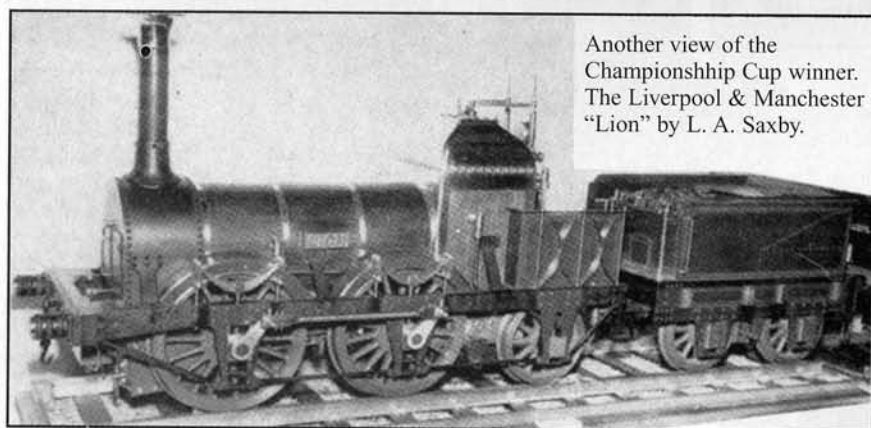
Nice to see "Laurie" giving a ride to the M.A.P. staff, halcyon days.

The boiler tests performed at Reading interested a lot of folk, [134/335], not enough space for the whole report, just a few highlights. Do try to read the rest, it is most enlightening.

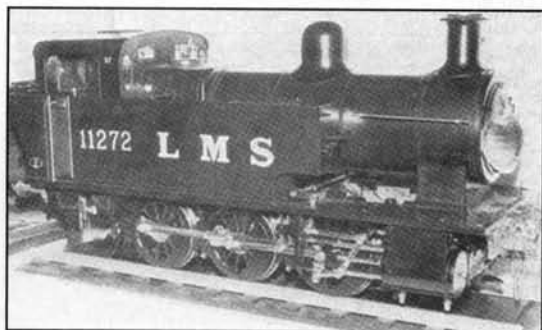
**1969:** The first IMLEC was held at Birmingham SME's track at Illshaw Heath: won by John Drury with his 5 in. Royal Scot, 2nd was Norman Spink with 4-4-0 Gooch, despite a derailment which damaged the loco, 3rd was Mr. A. Bowling with his 3½ in. Green Arrow. There were reports from, :Laurie", Bill Fowey, W. J. Hughes, John Swift and a summary from Martin Evans.

# 'BRIDGET' A 7¼ in. GAUGE 0-4-2 T

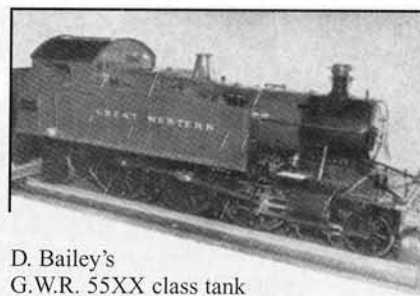
described by Ken Swan



Another view of the Championship Cup winner. The Liverpool & Manchester "Lion" by L. A. Saxby.



A fine Fowler dockyard tank engine, class 2F, by B. E. Cook of Hemel Hempstead. It was awarded a Silver Medal.

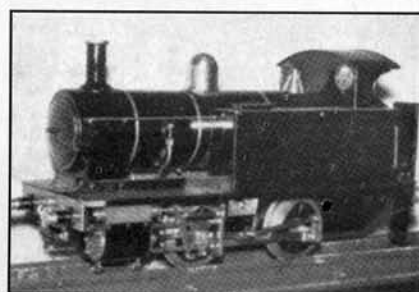


D. Bailey's G.W.R. 55XX class tank locomotive was not quite completed, but showed some fine workmanship.



A fine Kerr Stuart narrow-gauge engine by J. A. Elliot of Billericay

## LBSC MEMORIAL BOWL COMPETITION



C. J. Drayson's "Juliet" came third in the competition.



E. E. Hughes' "Tich."

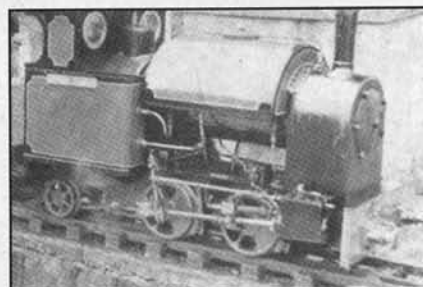
1970: Ken Swan introduced us to Bridget, a 0-4-2T, yet another indication of the growing interest in 7¼ in. gauge.

A wonderful display of locos at the MEX and the first LBSC Memorial Bowl Competition.

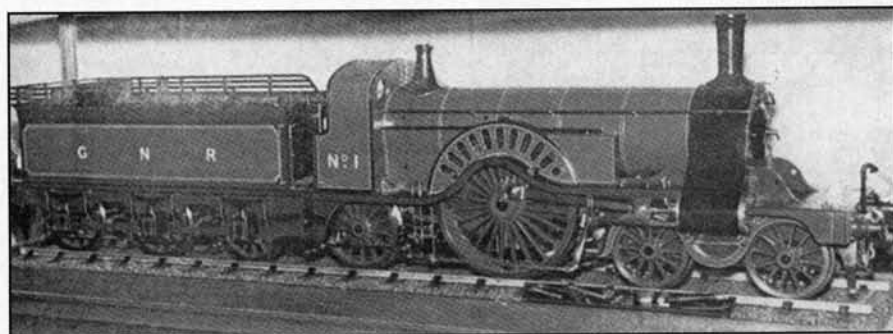
This time IMLEC was at Blenheim and was won, most deservedly, by Len Labram with a really laid-back performance on his 5 in. Firefly. Not for him the frantic attempt to take water on the run and the accompanying wet lap, he just kept going steadily, the only the safety valve lifted was when he stopped at the station for water. Martin Evans was not displeased. I know, 'cause I was there.



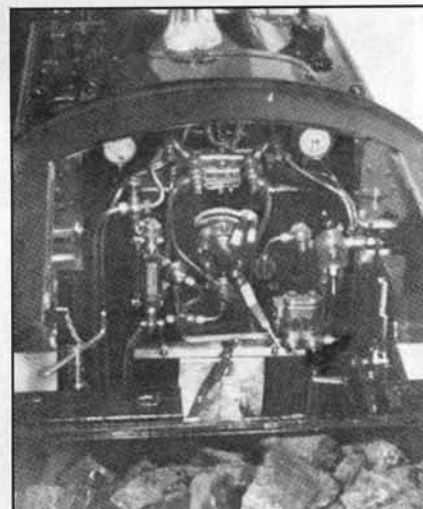
The winner! Len Labram's 5 in. gauge small Prairie "Firefly." On the right, ably driven by Len, the winner tackles the bank confidently.



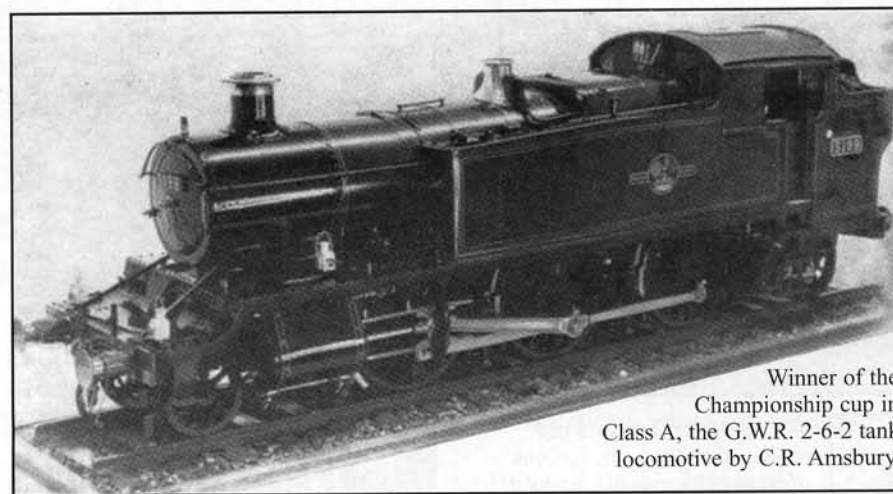
A. Lang from Chingford had brought his 5 in. N. G. "Edward Thomas".



The winner of the Duke of EDinburgh Trophy was the fine Stirling "Single" by A. G. Peacock of Wroxham.



Cab view of Mr. Amsbury's locomotive.



Winner of the Championship cup in Class A, the G.W.R. 2-6-2 tank locomotive by C.R. Amsbury.



M. B. Brotherton's 0-6-0 Hunslet.



A double-headed express on the S.M.E.E. track. The drivers are Mr. Moon and Mr. R. Harrison.

The interior of the Hunslet.

