

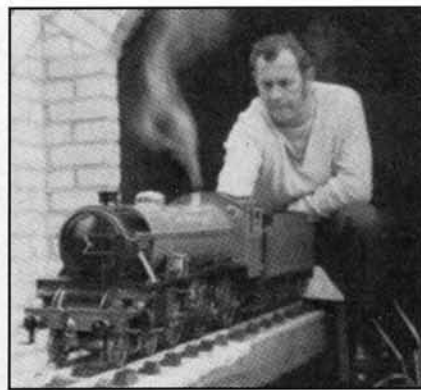
This file has been downloaded free of charge from [www.model-engineer.co.uk](http://www.model-engineer.co.uk)

This file is provided for personal use only, and therefore this file or its contents must NOT be used for commercial purposes, sold, or passed to a third party.

Copyright has been asserted by the respective parties.



A youthful driver for J. Dabson's 5 in. gauge "Halton" from Chingford.



Mr. H. May's L.M.E.R. "Springbok" from Bracknell emerges from the tunnel.

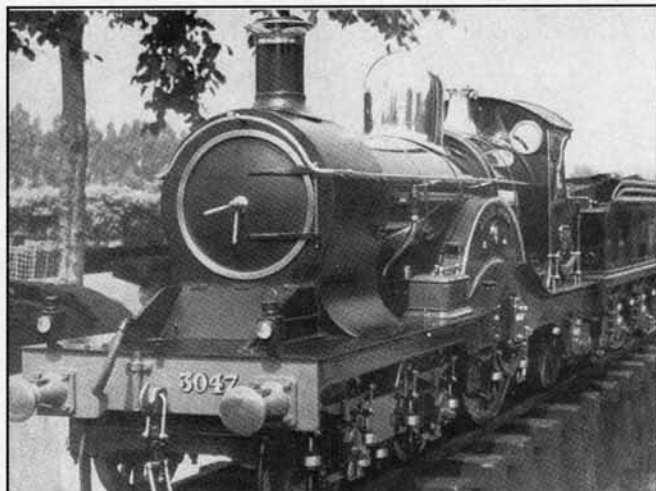
1971: The 3rd Southern Federation Rally was held at the NLSME track at Colney Heath in August in very chilly weather, "Laurie" repoted that they all had a good time.

(Sitting here in my shorts, not a pretty sight, writing this, with the fan going full blast, it's difficult to visualise a chilly August).

I didn't want to dwell on IMLEC but you do get some nice snaps of MEX prize winners proving that they are not just show models, I think Austin Heyden and Roy Amsbury demonstrated that quite well.



The eventual winner: Austin Heyden fires his immaculate Dean "Single"



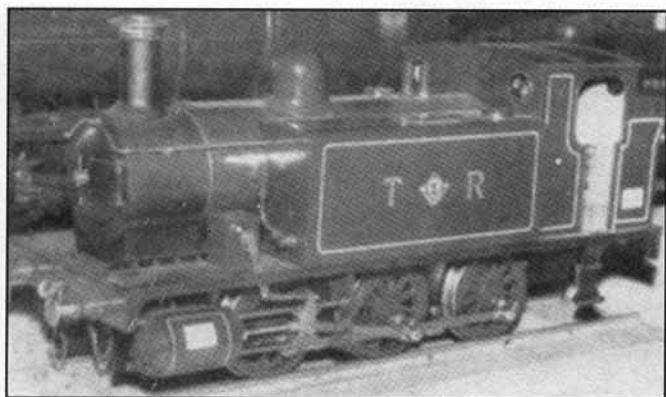
Austin Heyden's fine Great Western "single". Photograph by C. A. Bealing.



The second prize went to Mr. Amsbury with his superb 5 in. gauge Great Western 51xx 2-6-2 tank locomotive.



Third place was taken by this very fine G.W.R. "King" built by Mr. Hawkins of Bristol, seen below at speed.



"Rob Roy" 0-6-0T by C. J. Tolhurst



Bill Longstaff from S. Durham put up a fine performance with his elegant 5 in. gauge G.N.R. Stirling "Single".



Second place went to this very fine 5 in. gauge Great Central "Director" class locomotive built by L. S. Bennett and driven by Mr. E. Fillmore



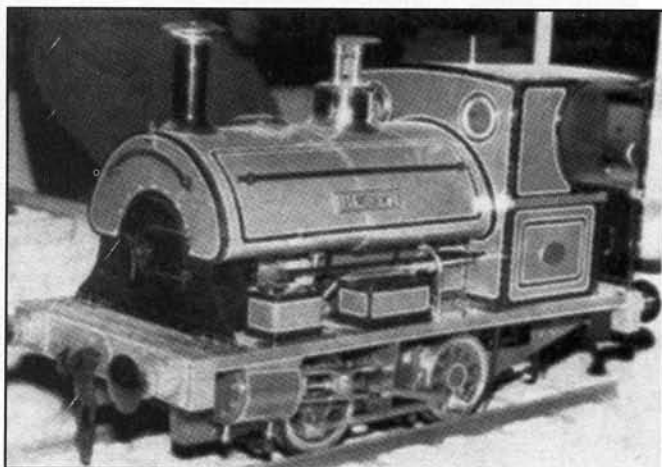
Always cheerful, George Williams fires his little rebuilt "Juliet" – the smallest engine in the competition.

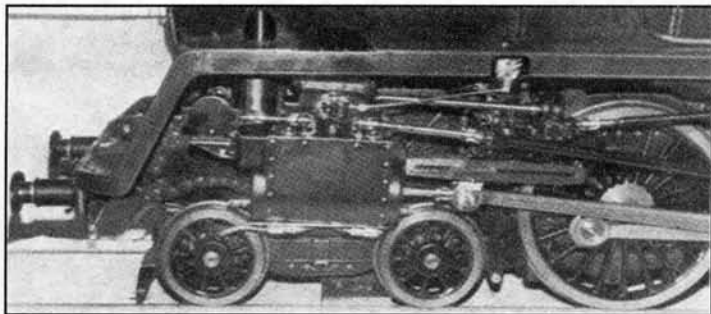


The winning locomotive. On the right, Norman Spink – looking a little anxious during his run!

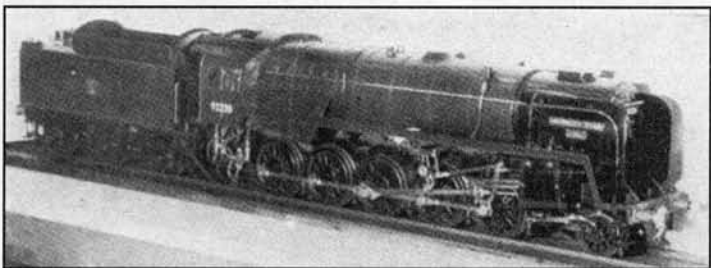
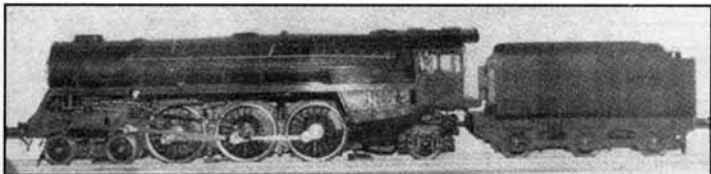


Below: D. Oxland's "Peckett" (Bronze Medal)





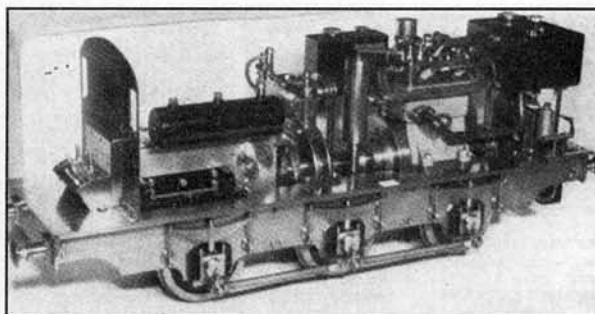
Above and below: the fine 7¼ in. gauge of "Duke of Gloucester" by Mr. D. L. Evans of the Blackpool S.M.E.



A 3½ in. gauge "Evening Star" by Mr. F. Holden of Blackburn.

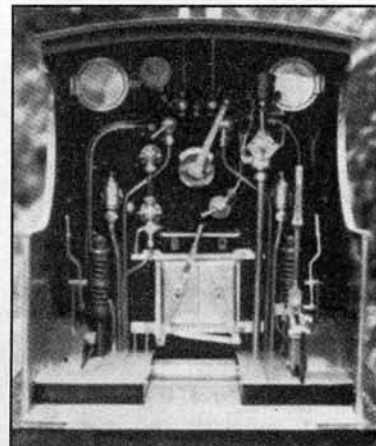


7¼ in. gauge saddle tank with the "Dean Goods".

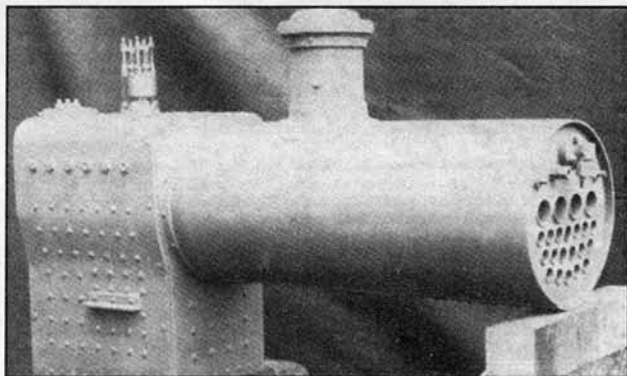


J. Marsden "1831". A 3½ in gauge I.C. engine shunting locomotive.

Layout of the cab.



Below: A superb example of the boiler-makers' art: Louis Raper's "Dean Goods" boiler.



1972: A bit of a mixture. The Peckett and Rob Roy were at MEX, the others at IMLEC. Sorry about that, but there was a particularly nice cross section of locos and characters for 1972. Bill Longstaff, a retired miner, looked more like a seafaring man. "Laurie" reported that: "After the run, Bill delivered his opinion of the coal in rather terse terms", (he was to do better in 1973). Another character, "Ben" Bennett from Chingford, had entered his 5 in. Director, it was driven by Mr. E. Fillmore, "Ben" was 77 at the time. "Laurie" says "The loco was finished in Ben's usual livery, slightly tarnished brass; Ben never paints his locos." (I remember Ben, and the loco, the plating was superb, it would almost have been a crime to paint it. It had two sets of valve gear with separate exhaust and admission, he also had a 5 in. G. E. Decapod, in the same livery.) The winner was Norman Spink with Pansy, which had won the LBSC Memorial Bowl earlier in the year.

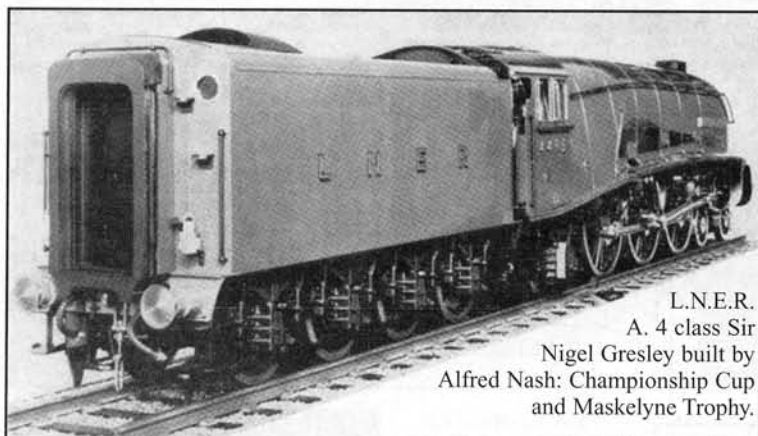
At the Leyland, Preston & District's first ME Exhibition, reported by "Northerner", (Eh up), was a splendid array of locos. "The most imposing model on view was the 7¼ in. gauge Duke of Gloucester by D. L. Evans of Blackpool SME. But not only its size made it impressive, it was a beautiful piece of craftsmanship too. An outstanding feature was the Caprotti valve gear, with its shaft drive from the return crank, in which several beautifully-made universal joints and splined connections featured." Once again, space precludes us from showing them all, but they included; three locos from "F. Holden of Blackburn", (I feel sure that should be E. F. "Ted" Holden, ), his L&Y Atlantic which we saw back in 1955, a 5 in. Firefly and Evening Star, which is shown.

"A Master Locomotive Builder" by W.J. Hughes, [138/549], on Louis Raper of Failsworth, Lancs., is fascinating reading. I could have filled up two pages easily. How about that boiler, and the Dean goods it was fitted to. (Anyone into 7¼ in. go and check out Keith Wilson's latest.)

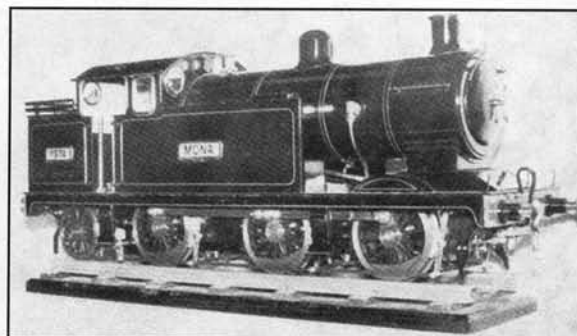
Also this year we had yet another comment on injectors, this time from Don Young in his description of Jersey Lily, his 5 in. GCR Atlantic, showing a joint effort test rig with Gordon Chiverton.

An article by John Brotherton on building his Hunslet "diesel" shunter Britannia, seen at the 1971 Southern Fed. rally.

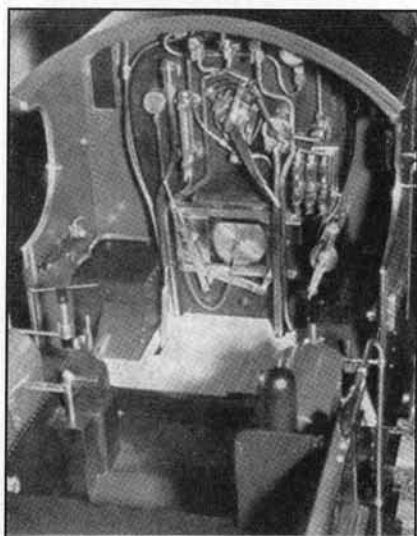




L.N.E.R.  
A. 4 class Sir  
Nigel Gresley built by  
Alfred Nash: Championship Cup  
and Maskelyne Trophy.



3 1/2 in. gauge "Mona" built by Arthur Phillips of Urmston.



The cab fittings of Mr. Peacock's "City".



Left to right – Bournemouth Chairman  
Lyn Wright. Past President Institute of  
Handicraft Teachers, The editor,  
D.E. Lawrence.



Frau Maria Müller drives Don Allinson's  
"Caribou".



And Buster had a ride too! Mrs. T. Baxter  
drove her husband's 5 in. gauge "Nigel  
Gresley".



The winning locomotive: Bill  
Longstaff's 5 in. gauge.

Ken Toone with his 5 in. gauge  
electric locomotive from Birmingham.  
Photograph by D. J. Laidlaw-Dickson.

1973: At the MEX Alfred Nash got the Championship Cup and JNM Trophy for his 5 in A4, Sir Nigel Gresley. There were two 5 in. City of Truro's, one from A. G. Peacock and one from P. W. Luckhurst, both got a Silver. Mr. Peacock also got the Crebbin Cup. Peter Dupen won the Duke of Edinburgh Award with "999".

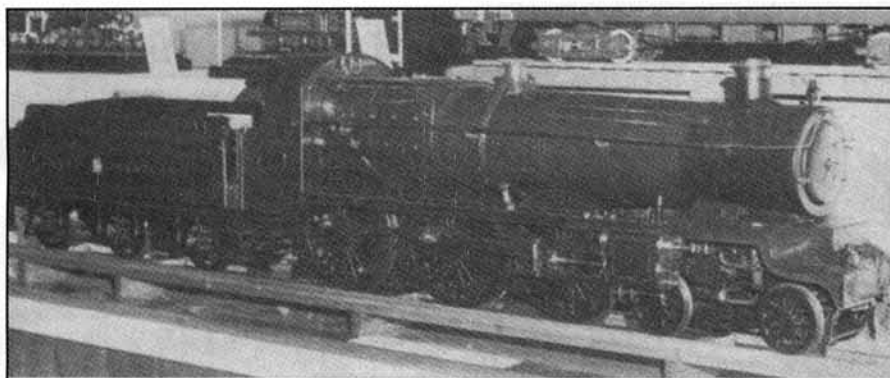
Bill Longstaff won at IMLEC, a popular choice, with his 5 in. 2-6-4T, LNER L1.

Bristols SME's new track in Ashton Park was opened by Alderman Lucas, Sheriff of Bristol. (I remember going to the old track in Canford Park in 1953, the first club track I had ever been to, and thinking it the greatest thing since sliced bread. I rode behind a 3 1/2 in., 4 cylinder, Princess Elizabeth.)

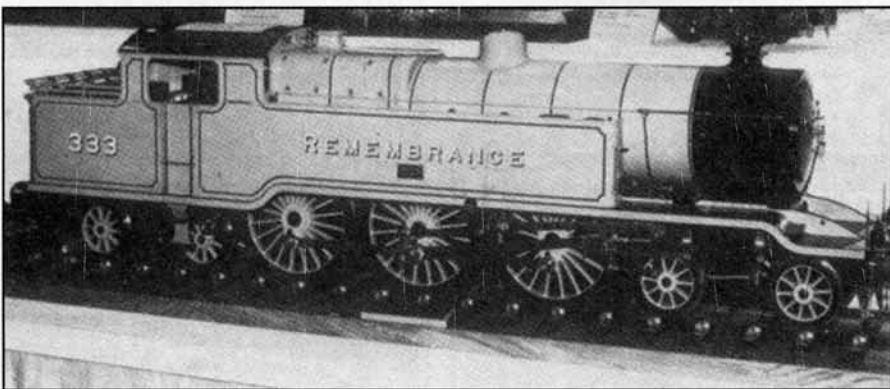
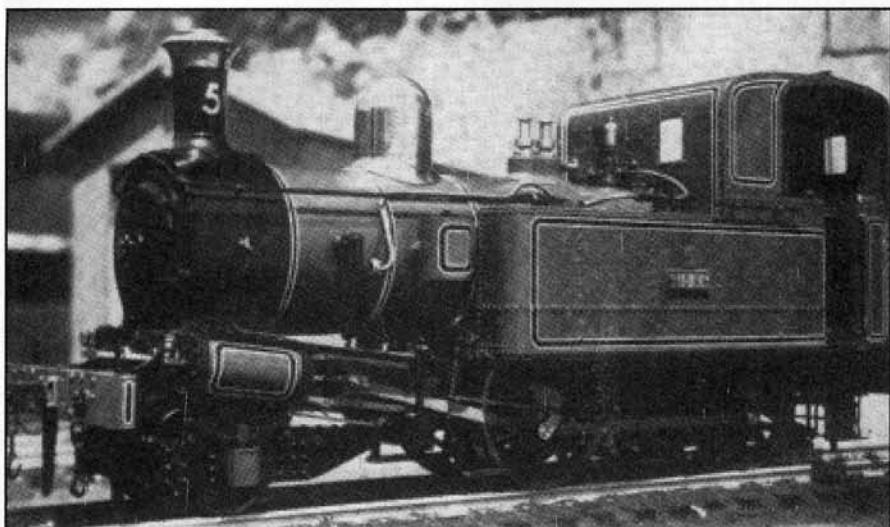
1974: Arthur Philips came second in the Curly Bowl with Mona, another Mona, built by Peter Gardner, came forth. Derek Pring won with Pansy.

At Guildford they held an International Rally and were visited by about two dozen French, German, Dutch and Belgian model engineers. (Frau Müller looks very, um? I'd better not say anything, but I bet Basil Fawltly would)

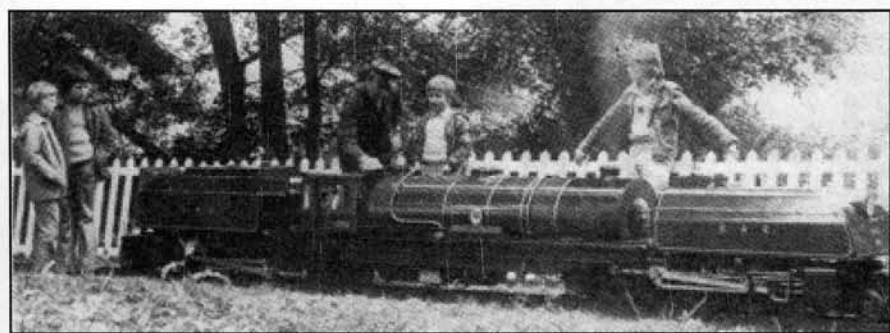
An extension was opened at Beech Hurst and much appreciated by the SMEE visitors.



Championship Cup in the Locomotive Section went to this fine 5 in. gauge G.W.R. "Star" by S. W. Baker.



J. R. W. Heslop's "Remembrance" took the Championship Cup.



Brian Hollingworth's East African Garrat locomotive.

1975: IMLEC was won by Laurie Joyce with his "King", the first time a 3 1/2 in. gauge loco was won.

The Isle of Man loco, "Mona", came about because Mr and Mrs Bentley used to holiday there before emigrating to the U.S. in 1947. The gauge is 4 1/4 in. to suit the Los Angeles Live Steamers track. [141/344]

D. E. Lawrence wrote "Making Live Steam Injectors". [141/405], and Bill Carter wrote "Testing Injectors", [141/818].

1976: MEX again, Geoff Cashmore never looked happy when on the wrong side of the camera.

(I couldn't resist including the late Arthur Marsh's "Butch", this has been the NLSME club loco for some years, and bears the nameplate A. Marsh. I always think of Arthur when I read "Trustee from the Toolroom" by Nevil Shute. "An engineer is a man who can do for five bob what any bloody fool can do for a quid", Arthur was an archetype for that definition.)

Basil Palmer wrote an article, "Miniature Live Steam Injectors" on the work of the late Eric Rowbottom, [142/437 & 505]

## AN ISLE-OF-MAN LOCOMOTIVE

A 1 1/2 in. scale 2-4-0 tank locomotive built by R. Vince Bentley of California

## CELEBRATIONS AT HILTON VALLEY

by "Northerner"

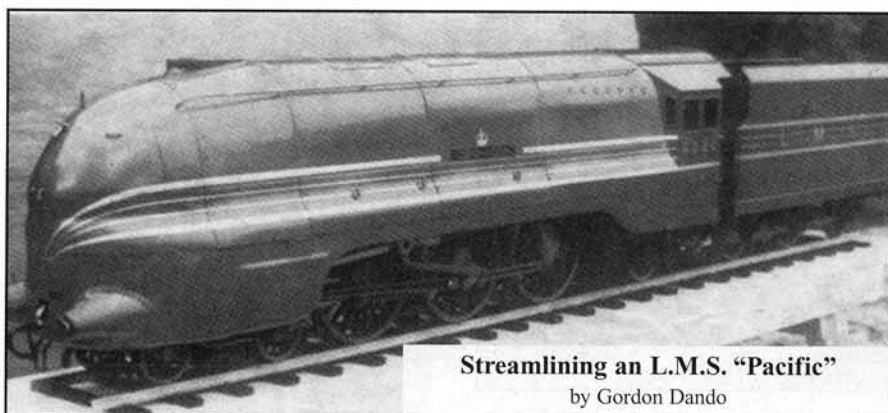


The winning locomotive—Laurie Joyce at speed.



Butch, by Arthur Marsh





**Streamlining an L.M.S. "Pacific"**  
by Gordon Dando

## THE LBSC MEMORIAL RALLY AND EXHIBITION

Report by D. E. Lawrence from North London s.m.e.



Top: "Olga" restored in L.N.W.R. livery.

Centre: "Betty" (the Mongoliper) by Curly.

Bottom: "Cock o' the North".

L. Lawrence (not a relative of mine) passed away on 4 November 1967 and this Rally was held in his memory on 25 September last. He was

Top left: "Mona" after the Peter Roake treatment.

Top: 3½ in. gauge G.W. style 4-4-0 Dilys.

Bottom: Curly's "Britannia" with gear variation.

known to us by his pen-name of LBSC, but more familiarly he was nicknamed Curly and this he preferred to use in correspondence.

The North London S.M.E. is a stronghold of LBSC support, led by Geoff Cashmore who was an old friend of Curly, and they organised this Memorial Rally and Exhibition at their Colney Heath track. As many of Curly's own engines as could be collected together were present and also invitations had been given to other interested enthusiasts to bring along LBSC designed locomotives. A large white tent was erected and fitted out with modern showcase equipment upon which was arranged a variety of

LBSC's own Erie R.R. 2-6-6-4 Annabel, just about the biggest thing in 2½ in. gauge, is now in the possession of Jim Robson who had this 4 ft. long locomotive on show and it took up a large portion of the stand's rear wall. Perhaps Jim might be persuaded to give Annabel a facelift some time as her 40-odd years old complexion is beginning to get a bit wrinkled! Ron Price's L.N.E.R. A4 Pacific chassis is an excellent bit of work indeed; the engine is well detailed and the wedge-shaped smokebox has the proper operating gear for winding open or closing the doors. This part of the engine is a difficult job and it has been well done as the forming of the plates is quite smooth. There are three cylinders as in the prototype, but these are served by slide valves, not piston valves. The stewards kindly removed the glasslid off the showcase and I was able to photograph it from above although I could not get in the right position to show the double Kylchap system blast pipe.



Curly relics including Ayesha, some of his own pencil drawings and letters to Geoff.

A perusal of past M.E.s will soon show that Curly's success and popularity lay in his ability to put over instructions for building small locomotives in a friendly, down-to-earth manner, making light of difficulties and simplifying engineering problems. His sound designs and instructions, which he termed the "words and music", became widely popular and encouraged people, who might otherwise have been deterred, to build to them. He also brought the hobby within reach of those with shallow pockets. The difficult inter-war years. Not everybody agreed with him but there were few who did not enjoy his articles and famous Lobby Chats.

Curly's workshop, which he sometimes called "Little Swindon", was very well equipped and was truly a very large quart packed into the proverbial pint pot.

There is no doubt that LBSC will be remembered as a great pioneer in the model engineering field and his true memorial is found in the thousands of small steam locomotives, built to his designs or based on them, which are

**1997: The first MEX at Wembley. The loco input for the competition section was disappointingly low, only 12, and the standard was not high enough for the Championship Cup to be awarded.**

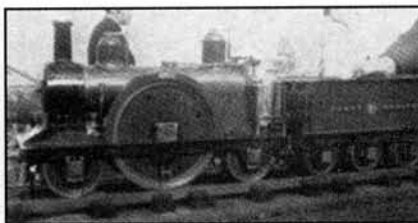
**Gordon Dando had an interesting article converting a Pacific loco he had purchased into a "Streamliner".**

The first Midlands M.E. Exhibition was held at the Granby Hall. (Of all the venues the Midlands has been to this was the most "atmospheric", especially that first year. The other thing I remember is the pub across the road, "Everards" dark mild, and baps with red Leicester and onion.) According to "Laurie" there were 104 locos in the display section and competition in the Awards section competition was pretty fierce. In Class 2, for 2½ & 3½ in. locos, the winner was Peter Wardle's E.A. class 57 Beyer-Garratt 4-8-4 + 4-8-4. Class 3, for 5 in. was won by Ron Amsbury's Caledonian 2-4-0 of 1870.

quote the late G. W. Widly- "it" is surely safe to say that no single person could have generated so much enthusiasm for locomotive building in the minds of the true amateur as he did.

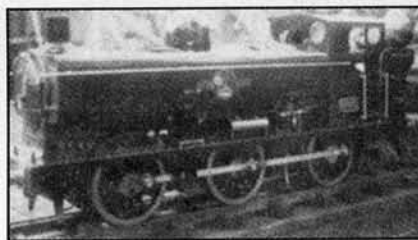
It was rather a pity that the weather was not so kind on the day of the Rally at Colney Heath, but a dry spell in the morning and again in the afternoon allowed visitors to see Curly engines in action both on the small Cuckoo line and main line; they were also able to enjoy riding behind other LBSC designed locomotives put in steam there.

Annabel—for many years the biggest 2½ in. gauge loco.



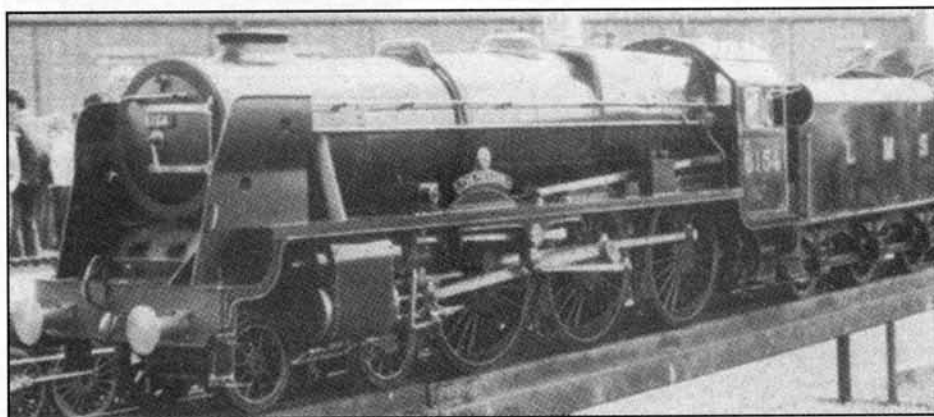
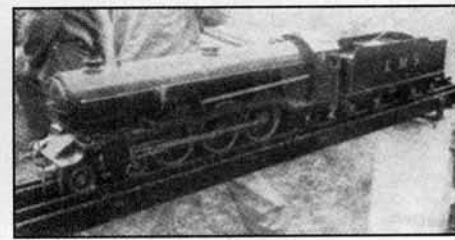
Above: Rola with large pulleys for drivers.

Below: The 5 in. gauge G.W.R. 57XX

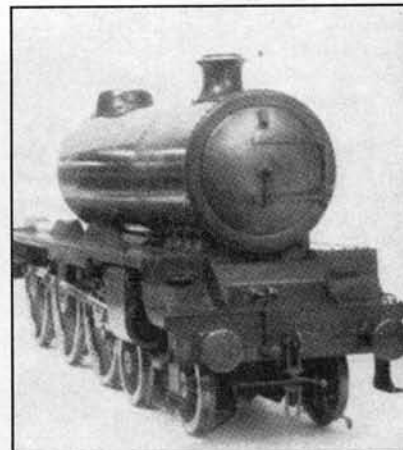


Above: A little shabby, Harriet runs well.

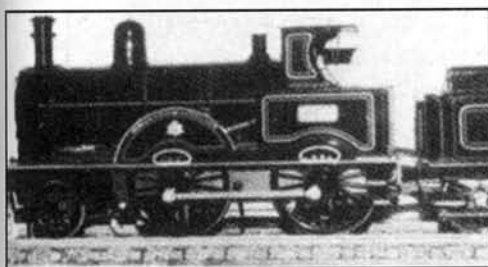
Below: Fernanda with inside gear and donkey pump.



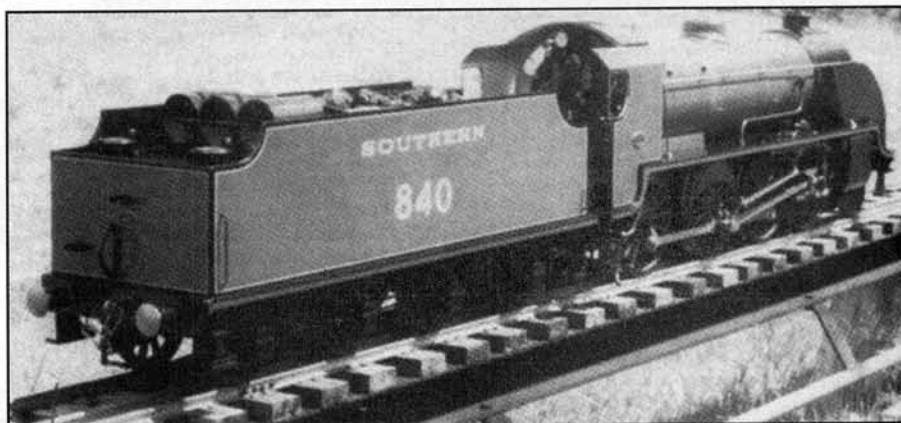
Peterborough member, Ken Edge's rebuilt "Scot".



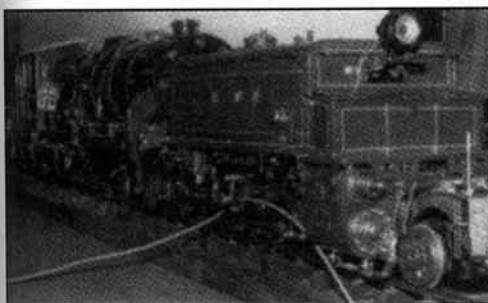
"Mac" Gower's "Jubilee"



Alan Ashbury's 5 in. gauge L.N.W.R. 2-4-0 based on "Mabel".

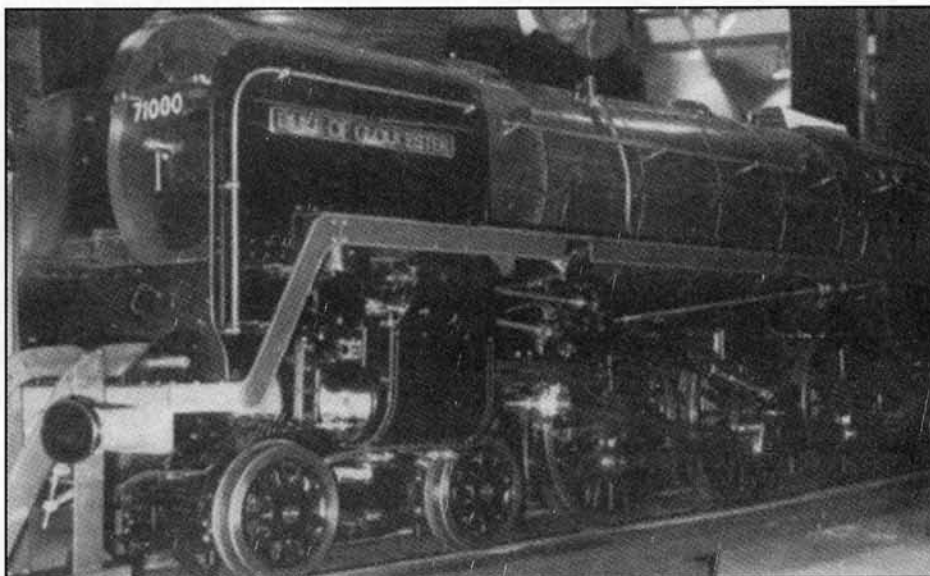


The 5 in. gauge S.15 of Mr. Les Warnett, built by Mr. Les Clark of Horsham.

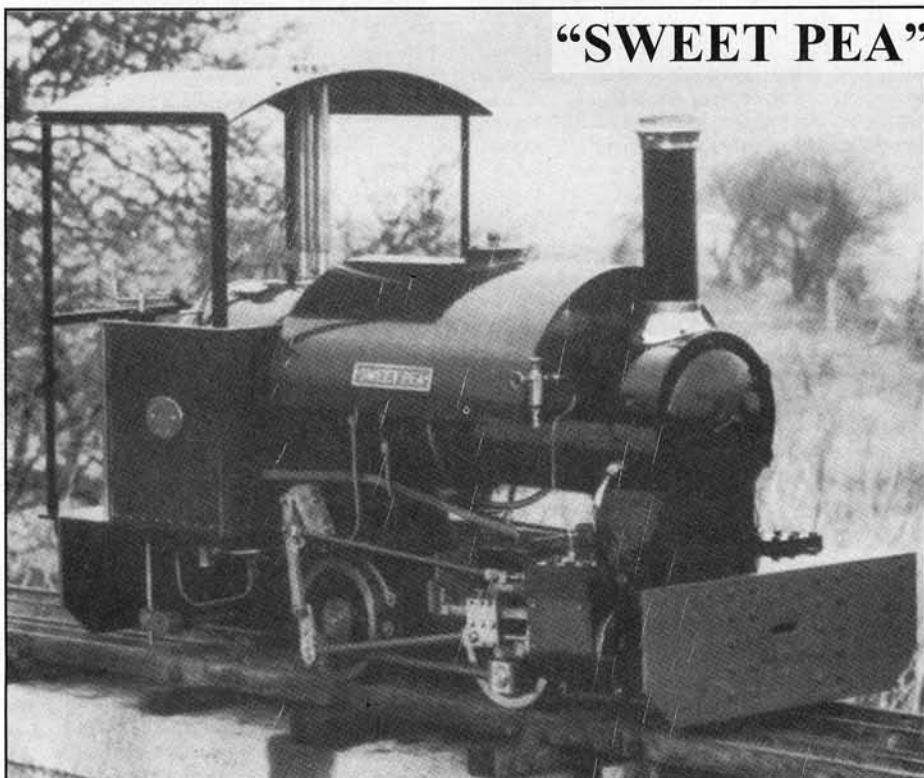


Peter Wardle's 2½ in. gauge Garratt.

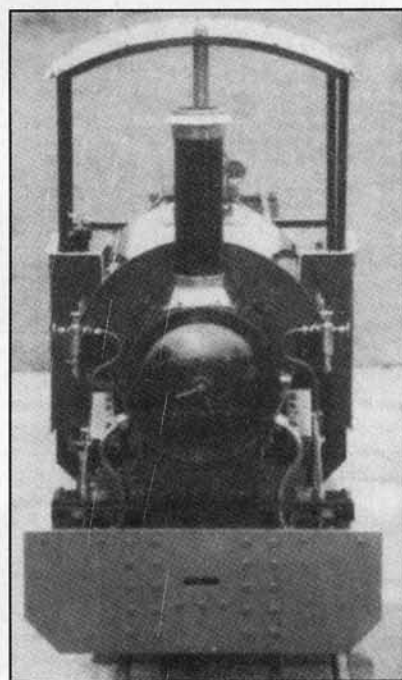




Mr. D. L. Evans' "Duke of Gloucester"



**"SWEET PEA"**



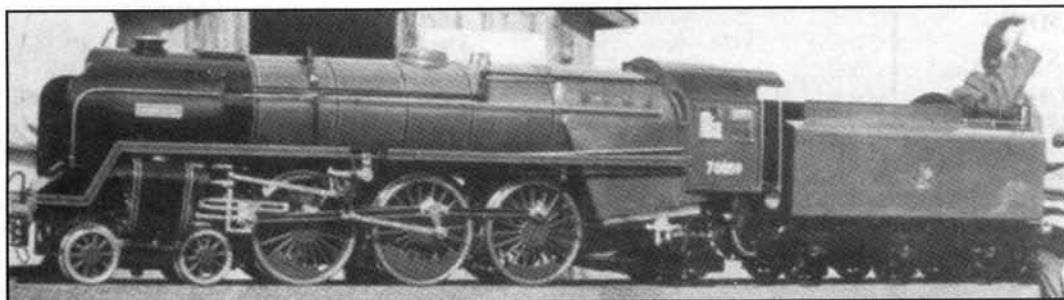
## A Freelance Narrow Gauge Design

by Jack Buckler

1979: "Duke of Gloucester" at MEX. I know we've already seen this but I thought it worth a second look. It got the Championship Cup and the Crebbin Trophy.

Percy Wood getting ready to defend his title at IMLEC looking confident despite being closely observed by the local branch of the Mafia.

"Sweet pea" was introduced by Jack Buckler.



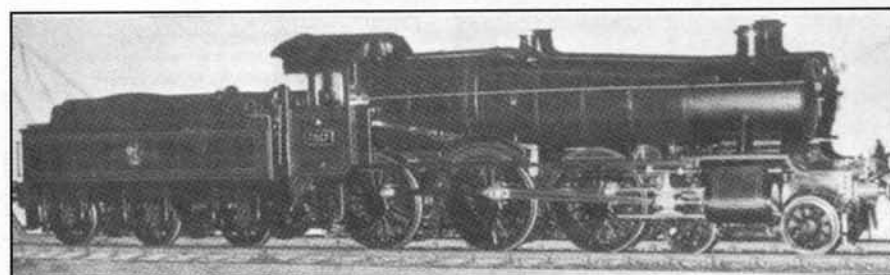
Percy Wood's winning "Laurie Earl", the BR Class 7 Pacific.



Another view of Fred La Roche's 27 year old Southern Mogel.



Tha Radial Tank did well and came in second place.



Gold medal Winner, Garsington Manor.



Above: Judge Ray Milliken with the winning "Speedy".

The Gold Medal (A new award this year) was awarded to Mr. G. E. Gibbons of Bath for a 5 in. gauge G.W.R. Manor class 4-6-0, Garsington Manor. This locomotive was also awarded the Maskelyne Memorial Trophy. Generally speaking, the Manor was very accurate to its Swindon prototype; only three small points prevented it from taking the award – the buffers were not the correct shape, the base of the chimney was a little on the thick side, while the reversing or reach rod was, somewhat surprisingly, a little too thin! I say surprisingly,

as the reach rods on most models are nearly always considerably thicker than the "scale" equivalent, though this is often unavoidable on a working model. If Mr. Gibbons should see these notes I hope he will be able to correct his buffers – the taper on the "stock" should be somewhat greater, the shank should be thinner, and the bore of the stock needs a little radius, giving greater movement to the head. The livery and paintwork generally were first-class, and with the correction of the three points mentioned, Mr. Gibbons should have an almost perfect model.



Imperturbable driver on "Simplex".

**1980: It's Percy Wood again, this time he's winning IMLEC with a 3½ in. "Britannia". The 5 in. "Adams" Radial tank of Kelvin Moonie came second.**

The Curly Bowl was won by David Beale's 5 in. "speedy", 2nd was A. G. Kennedy's "Speedy", 3rd Glen Black's 2½ in. "Dyak". This was the first year that the competition was held outside the MEX. It is intended to move round the country at a different venue each year, this year it was at the NLSME track at Colney Heath.

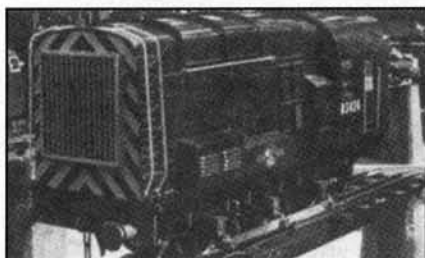
**1981: Guess who? It's Percy Wood yet again, winning IMLEC yet again, this time with a 5 in. LNER J39 which he designed himself. How does he do it? (Why is it that everywhere he went, the local Mafia had their eye on him?) Note the laid back "Simplex" driver, Bob Howard-Alpe is an airline Captain, with 8 passengers he had an excellent run.**

Something new. Chingford held an I.C. Loco Efficiency Contest which was won by Trevor Hobden who hauled 16 passengers with his 5 in. gauge model of a narrow gauge loco of the type used in WW1 in the Somme. (A "Simplex"?) It had a 50cc Honda engine and returned a figure of 8.90 with a fuel consumption of 101.7 mpg.

# CHINGFORD'S MODEL INTERNAL COMBUSTION LOCOMOTIVE EFFICIENCY COMPETITION

by Stan Bray

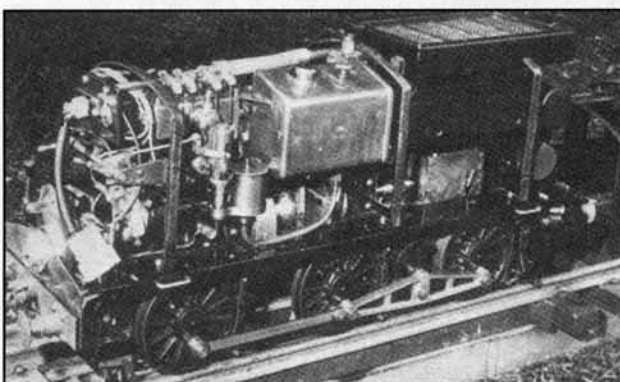
Below: A contented looking Trevor Hobden with his 5 gauge locomotive and the tankard.



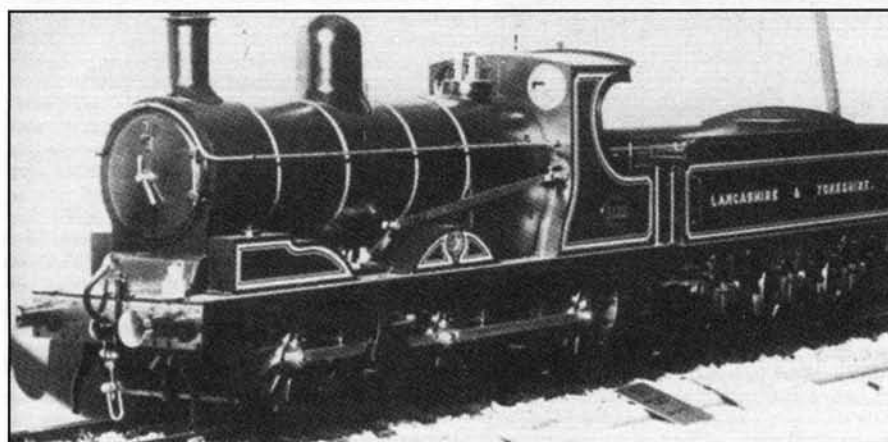
The 0-6-0 shunter from Chelmsford really captured the atmosphere of the original.



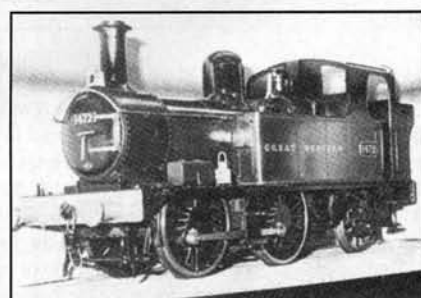
Percy Wood making a clean start with the J39



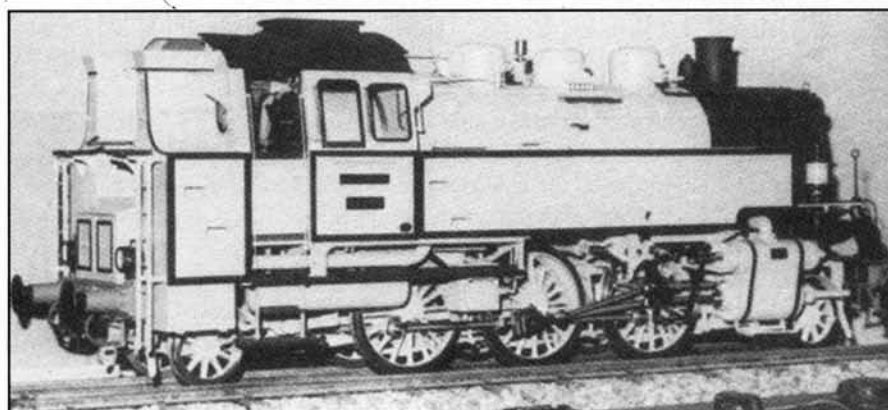
The power unit of Phil Hains' "1831".



The L & Y 0-6-0 by Mr. K. Taylor which was awarded the Gold Medal in Class A.



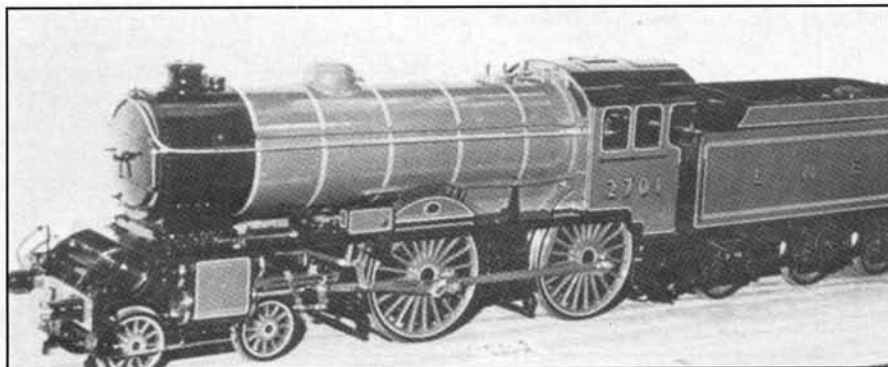
Second in class 2 was this 7 1/4 in. gauge G.W.R. tank by G. Hedges.



Heinz Müller and wife Marie Louise at the Exhibition.

Heinz Müller's excellent 5 in. gauge DB Class BR64 was awarded the Crebbin Memorial Cup

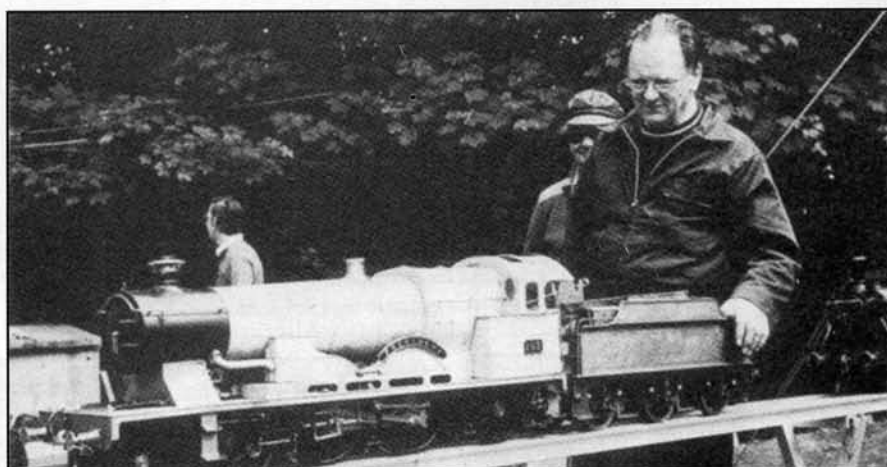




Class 3 winner N. Lewis' 5 in. gauge L.N.E.R. D49 Derbyshire.



Fred Lowne's fine 5 in. gauge G.W.R. Armstrong goods locomotive.



The winner, Roy Amsbury's 5 in. gauge De Glehn Compound "President" being prepared for the 16th run.

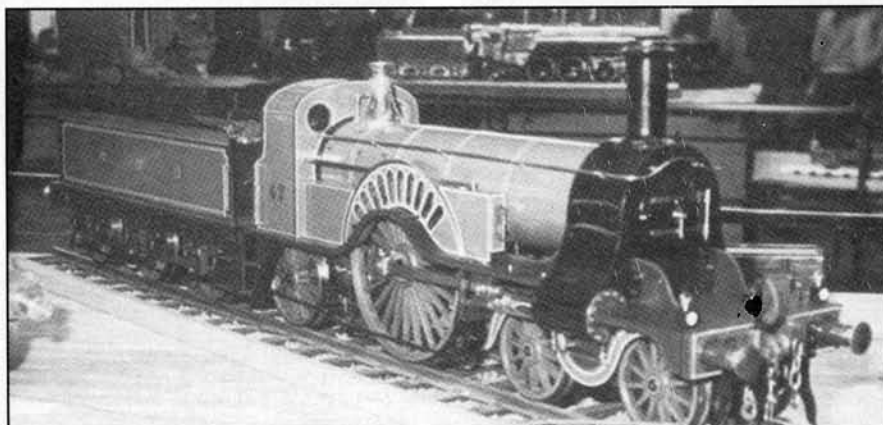


Don Young "under persuasion!"

1982: Don Young at the Brighton exhibition driving Keith Sharp's narrow gauge loco "Aileen", built to a Don Young design.

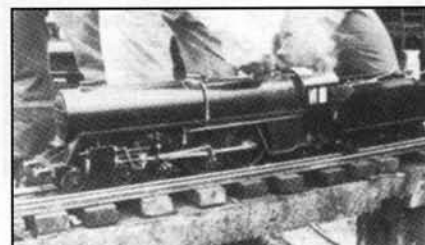
C. F. Bell described an electronic speed controller for a passenger hauling electric loco, the first one I had come across.

## National 2½ in. Gauge Rally at Stockport by Paul Wiese

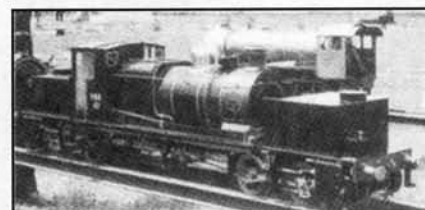


### OFFICIAL OPENING OF THE CANVEY RAILWAY & MODEL ENGINEER CLUB TRACK

Reported by Laurie



Glenn Black's "Fayette" in unusual guise.



From Dartford, Ray Wilkinson's Garratt.



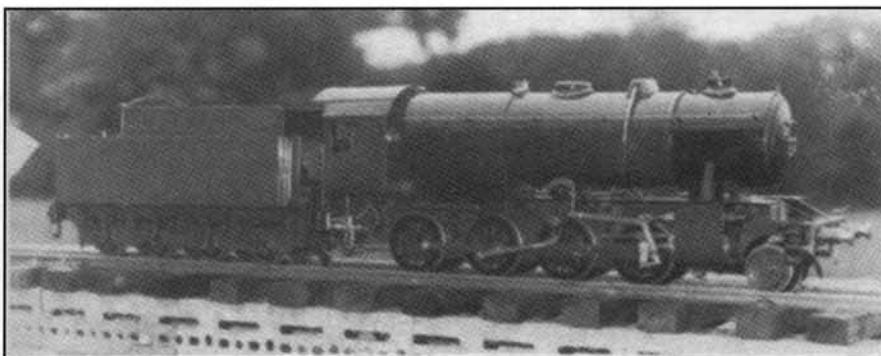
Above : frank Young's L.M.S. from the Erith locomotive Society. Keith Miller with his "Lion". (the modifications were described in our 17th June 1983 issue.)



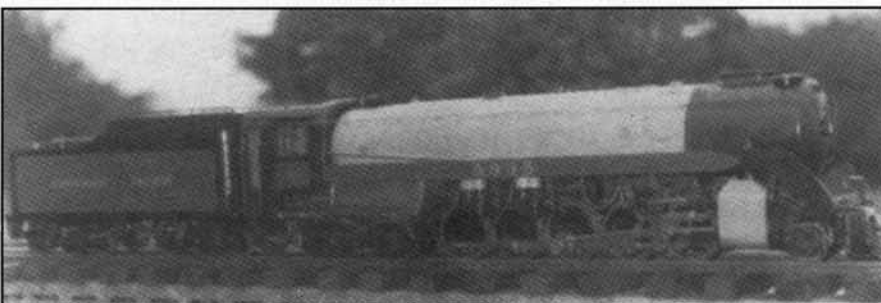
Above: Ken Acors of Canvey and his "Princess of Wales".



Right: Judge George Williams driving "Princess Royal".



George Williams' "Austere Ada" having a well earned rest.



The mighty C.P.R. 2-10-4 Selkirk by Dick Colbran.



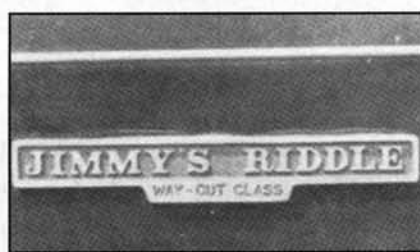
Above: Chelmsford Secretary John Dalton with his BR Class 7, William Wordsworth.



Jim Ewins; experimental locomotive about to attack the bank after setting back.



Run 20, Jimmy's Riddle, the platerwork and louvres are exceptionally well-made.



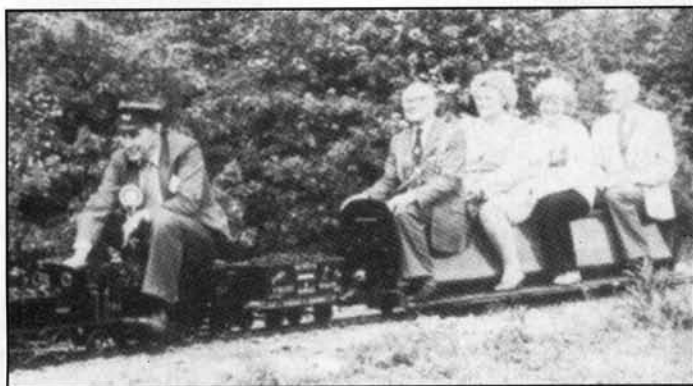
The nameplate on Jim Ewins' 0-8-0T. Readers acquainted with Cockney rhyming slang can put their own interpretation on it!

1983: J. B. Bagnall's "Striling" at the Midlands Exhibition.

I have just realised that I have been neglecting the resurgence of 2½ in. gauge. This has further encouraged by the National 2½ in. Gauge Association under the guidance of Paul Wiese. They hold rallies at various tracks with 2½ in. facility and once a year they have a National Rally, shown here.

The snap of George Williams is at the Curly Bowl contest at the Staines MES track.

Jim Ewins is seen at IMLEC, at Guildford. Under that 'diesel' exterior lies a steam engine, capable of hauling a good load and gaining him 2nd place. The nameplate is typical of the builder, below the name it says "WAY-OUT CLASS"!



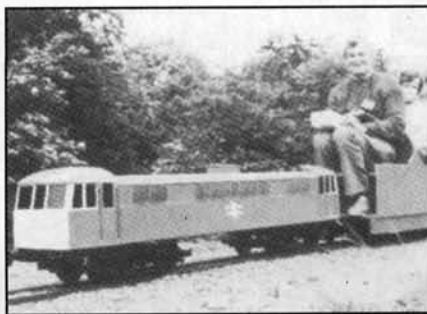
Ken Swan driving the inaugural train with the Lord Mayor and guests.



From Chertsey (Great Cockcrow Railway) John Butts L.M.S. Royal Scot.



David Marshall with Thomas, a Kerr Stuart 0-4-2T.



A class 86 battery electric locomotive using lawn mower motors.

## BRISTOL CELEBRATE

75 years and open a 7¼ in. gauge railway, reported

by Laurie

Bristol have a great deal of experience in putting on a good show and, with the good ladies of the Society's well organised efforts Catering Director—Mrs Joan Griffiths, Catering Managers—Mrs Pam Ganley all the guests were well pleased with the day's events and a good fill up for loco men. Ken Swan was presented with a polished locomotive wheel, mounted on a suitable stand and some humorist had the idea of incorporating this memento a reminder of the significance of the event: the wheel has 29 bolts in its surface, underneath are 4 bolts and 29 divided by 4 equals? Do your own arithmetic!



Mike Parrott from Loughborough brought his Lion along. He started the engine when he was 14½ years old and had her running by the time he was 18.



Phil Hains preparing his LBSCR E2 for the track.



Pat Care's well finished Pansy was a worthy winner.



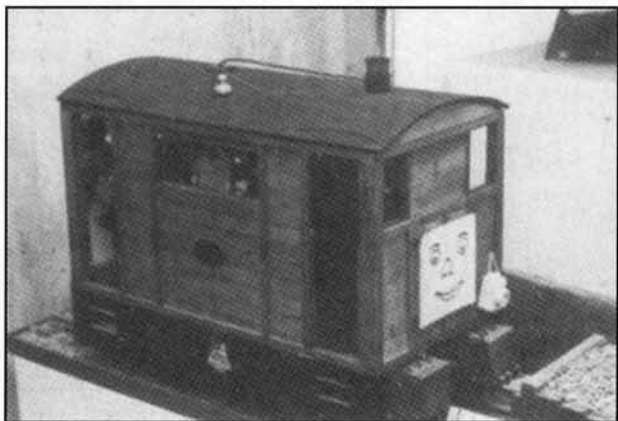
Ready to wind up the proceedings, Judges, left to right, Laurie, Sonny Knight and Fred Stone.

1984: It is a pity that, as we get into the eighties we find ourselves increasingly running out of space.

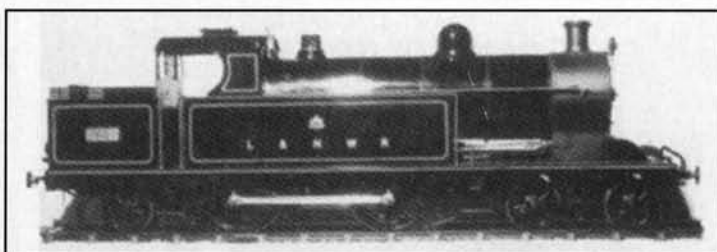
Bristol have been up to all sorts of activities especially since they opened their new track: hosting IMLEC Les Pritchard won again, with an incredible efficiency of 3.662%! Two contestants, Tony Mattock and Howard Lumb, came all the way from the USA. A small but very pleasant track was opened by the Saffron Walden society.

1985. Again, lots more going on than we have room to record. "Lionsmeet" at Guildford, Southern Fed rally at Tonbridge, Curly Bowl at Norwich and Bristol again, this time with a GWR 150 rally. Laurie was Chief judge at the Curly Bowl, looks as though he is just about to put his hand in his pocket, I'm sorry to have missed that. Phil Hains is steaming up Barcelona. (I have seen many beautiful paint jobs over the years but I think two of the most pleasing are 999 and Barcelona).





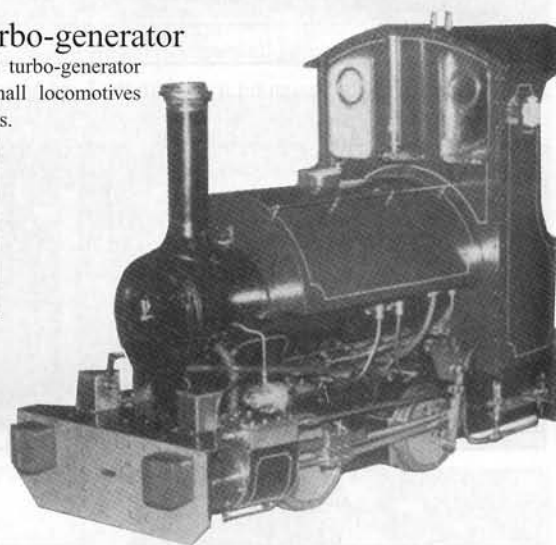
Toby the Tram Engine, alas not steam powered was seen on the stand of Ickenham SME.



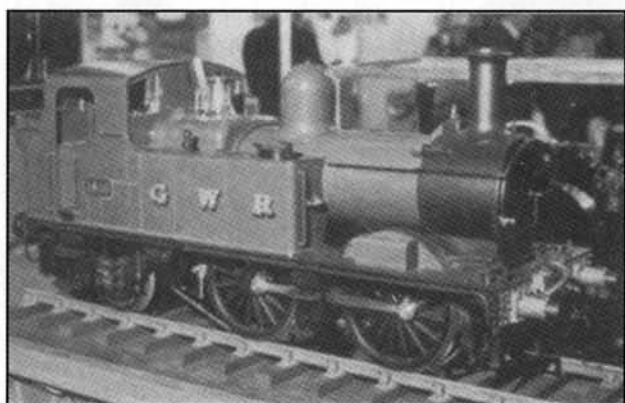
Mr. G. Cashmore received a Silver Medal for his 5 in. gauge "Precursor" tank locomotive.

### A Steam Turbo-generator

A working steam turbo-generator this design for small locomotives was by Terry Timms.



The generator sits above the left hand cylinder on Terry's Sweet Pea locomotive, photographed at the Coventry MES Golden Jubilee



Above. This 7/4 in gauge GWR 14xx class locomotive by Mr. I. Holder of Reading was awarded the Gold Medal for Class B1.



Seen at North London S.M.E. track during an open day. Brent Hudson's in. gauge goods train rumbles sedately along. Rumour has it that Brent has lost a lot of weight through sprinting after the train on various tracks.



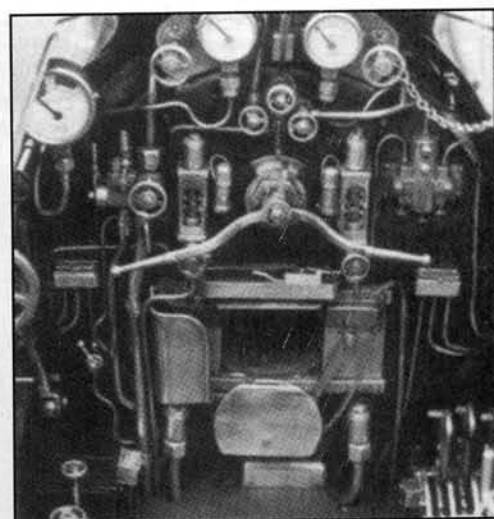
1986: Laurie's injector series was repeated, with some updates, (156/70 on ). An interesting article on a turbo-generator by Terry Timms.

1987. A very nice N.E.R. Electric from Dave Coombes of Bedford, further indication of the interest in electrically powered locos, nice to see one which was a prototype electric rather than a diesel outline.

Another change of direction, Brent Hudson's Netta pulling a goods train. (He has moved on considerably since then, his ground level track near Cambridge is impeccably laid out but the big difference is, if you are invited, you don't pull passengers, you pull rolling stock, of which, Brent has an incredible quantity and variety. I was impressed).



HYMEK: Roy Amsburg's scratch built 5 in. gauge diesel locomotive



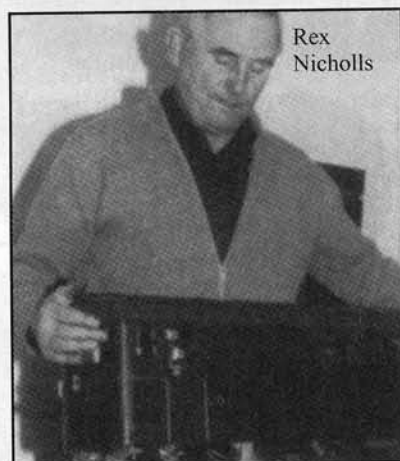
The superbly detailed footplate of Jim Buttle's 5 in gauge S. R. S15. The Black Knight.

## MARTIN EVANS RALLY

Martin Evans enjoyed a run behind John Walkers 5 in gauge Princess of Wales. a most enjoyable hour during a real fun afternoon. The superbly detailed footplate of Jim Buttle's in. gauge SRS15, The Black Knight.



Bill Carter took a turn on the track with Earl of Berkeley.



Rex Nicholls

Right: One of the locomotives which was much admired was this 7/4 in gauge class B1 by Andrew Budge.



The ribbon which denoted the opening flutters to the ground.



1988. Yet another new track, this time in Cardiff, (or Cardiff, to use the vernacular which in addition to its raised level 3 1/2 & 5in. track had a 18in. gauge tramway and a 00 gauge layout. Just in time for their fortieth anniversary celebration.

Roy Amsbury again, what a prolific and gifted engineer he was, to be able to switch with such dexterity from perfection in steam to i.c. powered locomotives. The photo's of the loco and power unit only scratch the surface, you need to read the articles to see the intricacies of the design and construction that went into it. (161/600 onward).

We had the first Martin Evans rally, which was well attended and enjoyed by everyone, not the least Martin, how pleasant to be appreciated while you are still able to participate.

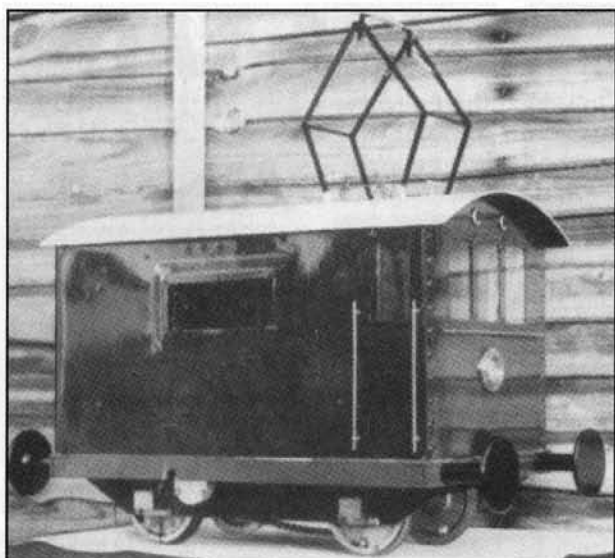
Bill Carter got the Duke of Edinburgh Award again, this time with Earl of Berkeley, having carried off the Championship Cup the year before. Dennis Monk did a series called Making Tracks about the planning and construction of the Derby Society's ground level track. (161/350).

1989. I think the highlight of this year has got to be Rex Nicholls with Going Electric. There had been an increasing interest in "Electric's over the years but this series turned it into something of a flood. The basic chassis described had been built in numerous guises, mostly as Toby, and the two motor bogie design has also proliferated, mostly as Metropolitan Growlers. Even I built one, ostensibly for our grandson who greatly appreciated it, when allowed to drive. It also provided a test bed for a Chuffer sound effects module. Nice one Rex. (I remember the first electric we saw up at our track was a Warship class outline, battery powered loco called Stanley, built by Terry Baxter, and I recall that we were not very kind about it. It had three speeds, slow, fast and hang on. It proved it's worth on bonfire night's when no one wanted to steam up and Terry came to the rescue).

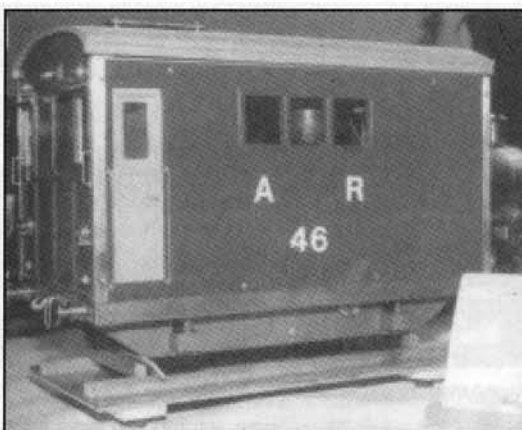
1990 Harrogate's new ground level track was opened by Stan Bray, (who only went to write a report). It offered 7/4 in. in addition to the existing raised level track.

The Midlands M.E. Exhibition, having moved to Bingley Halls Birmingham, which burned down, having had a spell at Birmingham University, moved to Stoneleigh Royal Showground, also home of the Echills Wood Railway. A site which many thought the best yet. It has since moved again to its fifth home at Donnington. I have yet to visit this one, but have heard good reports.

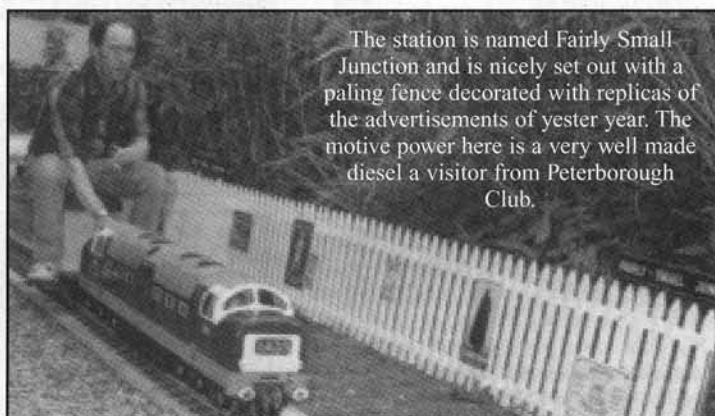




A more detailed view of the model this time in Des's garden. The pantograph is a nice finishing touch, although to make best use of it, the driver has to lie prone and keep forward observation by means of a mirror!



Built to Rex Nicholls' electric tram design, this version was by Alan Ashberry.



The station is named Fairly Small Junction and is nicely set out with a paling fence decorated with replicas of the advertisements of yester year. The motive power here is a very well made diesel a visitor from Peterborough Club.



Just before steaming up Doris in the steaming bays, a very handsome engine in 3½ in. gauge.

Right: Dennis Monk wearing his Judging hat tries the regulator of Pansy.



A worthy recipient this year's winner Derek Perham receives the LBSC Bowl from Cllr Tom Stubbs, Mayor of Spelthorne.



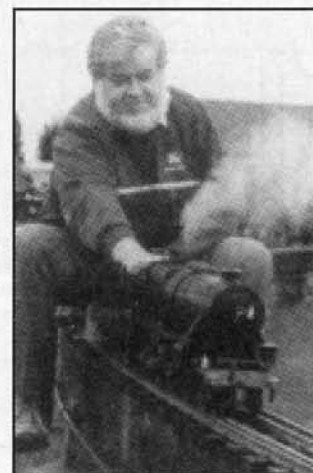
Another visitor from Urmston, Derek Eddisburys very powerful Leek and Manifold locomotive is massive in 5in gauge.



1991. Versions of Rex Nicholls' tram engine design were starting to appear. Alan Ashberry had one at the St. Albans Society Exhibition in Oerlikon guise and Des Adeley of Bristol SMEE had an existing loco which he had successfully modified following Rex's article, but had gone a bit further in using 24V and field weakening to improve performance even more. Yet another new track, 3½ & 5in. gauge ground level, was opened at Stamford by Laurie. (I rather liked the station, called Fairly Small Junction.).

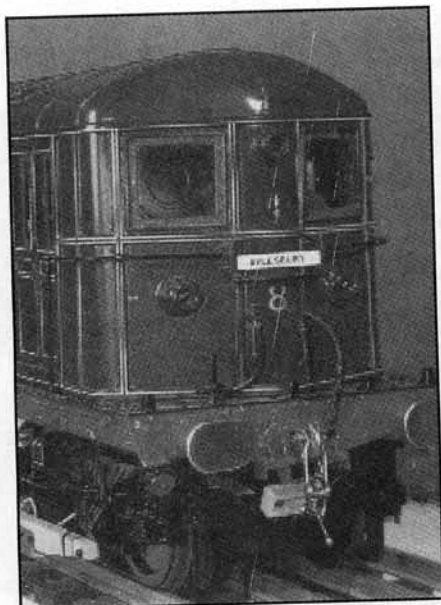
1992. The Curly Bowl was held at Staines, who put on a splendid show, despite torrential rain throughout the day. I confess to withdrawing from the fray early, which was a pity since I missed seeing fellow club member Derek Perham receiving the major award.

Left: Mike Davison representing the Sunderland and Tyneside Societies approaches the station with No. 6000 a freelance electric locomotive powered by WW2 gun turret motors and two traction batteries.

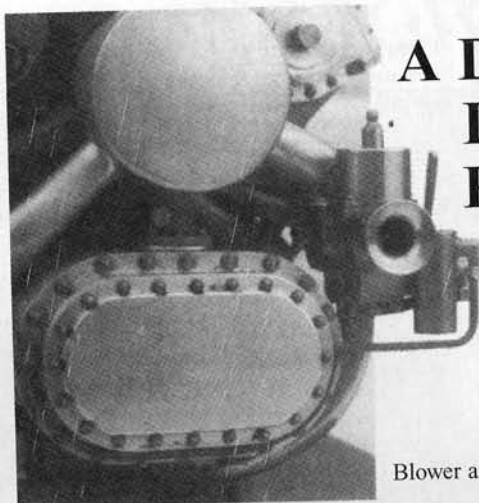


Mike Chrisp at the regulator of Doris just after the judges had finished their stint on the engine.





This splendid 5in gauge Metropolitan Electric Locomotive was built by Eric L Basire from Harrow which is shown with this article and was awarded a very highly commended certificate in the 1993 Model Engineer Exhibition at Olympia.



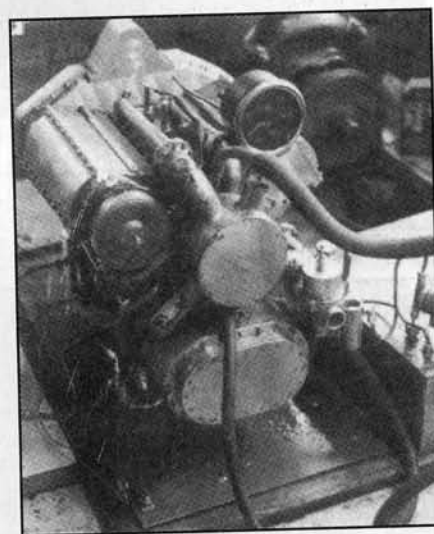
## A DELTIC LOCOMOTIVE POWER UNIT

by Roy Amsbury

Blower and carburettor.



Above: Jim Robson (left) looks on as Alastair Luxford drives his 21/2in gauge Annabel which was originally given the kiss of life by Curly. Bryan Luxford, (right) watches. Tom Luxford was probably driving one of the competition entries in his capacity of Judge in the LBSC Competition. Three generations imbued with steam.



On test



Jim McGowen, Managing Director of Three Valleys Water and President of North London SME presents the Rose Bowl to a thunderstruck Joe Middleton.

## 25th LBSC Memorial Bowl Competition

Host club North London SME took the golden opportunity to combine this event with celebrations of their own Jubilee thereby making it a very special occasion. Ted and Mike reported.



Ron Price enjoyed his turn at the regulator of Derek Perham's workmanlike Speedy.



Left: Dennis Monk pulls away with Bob Webber's black Maisie under Tom Luxford's watchful eye.



Ken Northgreaves a self styled Coarse Model Engineer, introduces his simple 0-4-0 battery powered contractor's locomotive





Beaver's realistic superstructure is removable to facilitate transportation

1993: Roy Amsbury's Deltic power unit provided quite a talking point at the M.E. Ex, as you might expect from such a fantastic piece of work. Again, we cannot do justice to it's complexity in our limited space see 170/404 onward for full details (Sadly this was to be Roy's swan song, he died in August aged 68. He will be sorely missed.

They were a lot of articles relating to electric locos during the year a list of available related equipment commercially available, speed controllers, and a modified control for Rex's loco by Peter Morgan, Gone Electric incorporating extra studs and field resistance, (which I successfully built into my version of Toby.

Fareham DSME has been holding Open Weekends for some 15 years but this was the first that I had attended. Suffice it to say that, I together with Mike Chrisp and our wives, have been every year since, and they go from strength to strength. We usually take lunch at the "Jolly Sailor" at Bursleden, overlooking the Hamble, just as a tribute to the late Bursleden Rail Road. Any partaking of Tanglefoot bitter is purely incidental.

1994. The 25th LBSC Memorial (Curly) Bowl Competition was held at NLSME track, it was also North London's Golden Jubilee and they pulled all the stops out. (this is not, nepotism, favouritism or egotism, they just happened to have it there!).

The first Sweet Pea Rally was held at the Leeds SMEE track and was highly successful. Two More Electrics. Fred a diesel shunter outline battery driven loco was described as a series by Ken Northgreaves and Beaver a steam outline 0-4-0 tank, custom built for Fete work, was described in an article by Dennis Hickman.

Don Young died on 6 June aged 61 years. An untimely death of a nice man, a great loss to modelling, and someone I am proud to have met.

## MARTIN EVANS RALLY '95 DON YOUNG MEMORIAL RALLY

ON THE

### *Isle of Wight*

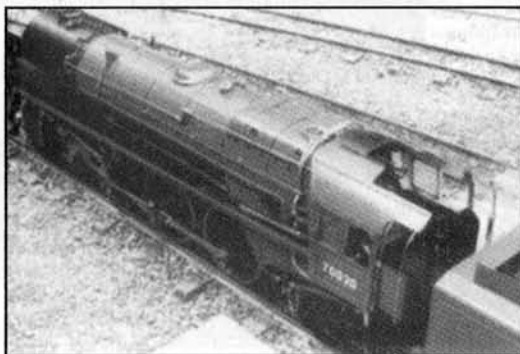


Bill Buckland from High Wycombe with Firefly.



Gerry Tull brought his Gold Medal winning O2, Totland for display on this special occasion.

Below: The loco was built for the author's grandson Harvey, who is seen here driving Jim and his mother Sarah on the North London track during a private function.

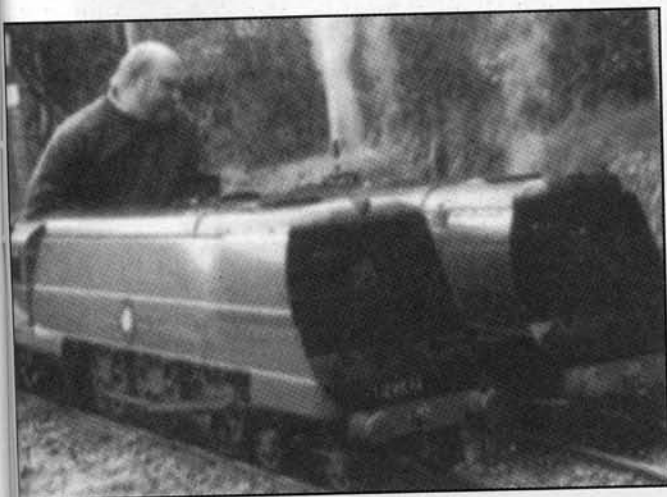


Left: No. 70020, Mercury Norman's first locomotive is now owned and operated by Tony Howker who was responsible for obtaining and installing the comprehensive Westinghouse signalling equipment on the railway.





# THE GREAT COCKCROW RAILWAY

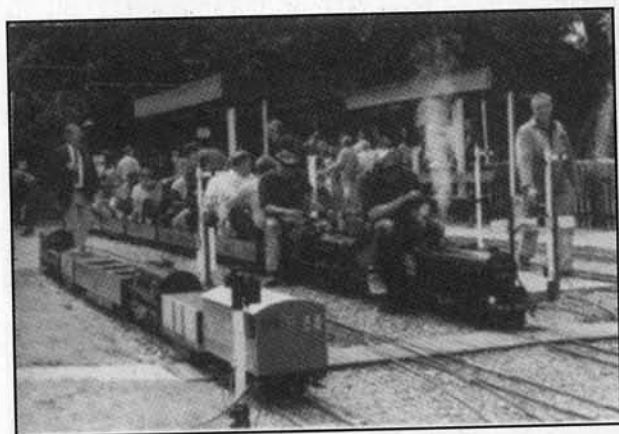


Posed alongside his brother Mick's locomotive, Bulleid Pacific, General Steam Navigation. Jamie Lester checks that all is well with No. 34051 on her first steaming. Jamie knew No. 34051 in the days of steam on B.R. and was fireman on the locomotive for Sir Winston Churchill's funeral train.



Carefully does it ! Norman Sleet looks on while Mick Lester pushes and Alan Williams checks that Winston Churchill's wheels remain on the track as the Bulleid Pacific is offloaded from Norman's car for her first steaming.

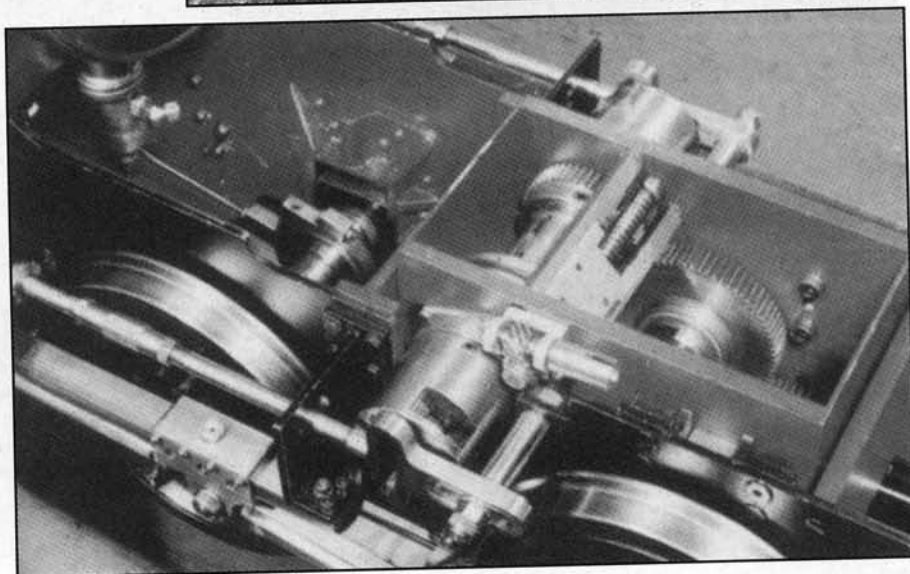
Alan Williams takes the regulator and poses for the camera with his new locomotive once Norman had made a couple of circuits to ensure that all was well.



One of the first trains of the normal Sunday service, the double headed Gladesman combines the Circuit and Cockcrow Hill runs. Kim Richardson with his LNER B1 and Brian Heard with his LMS 8F provide the motive power for this Premiere service train.

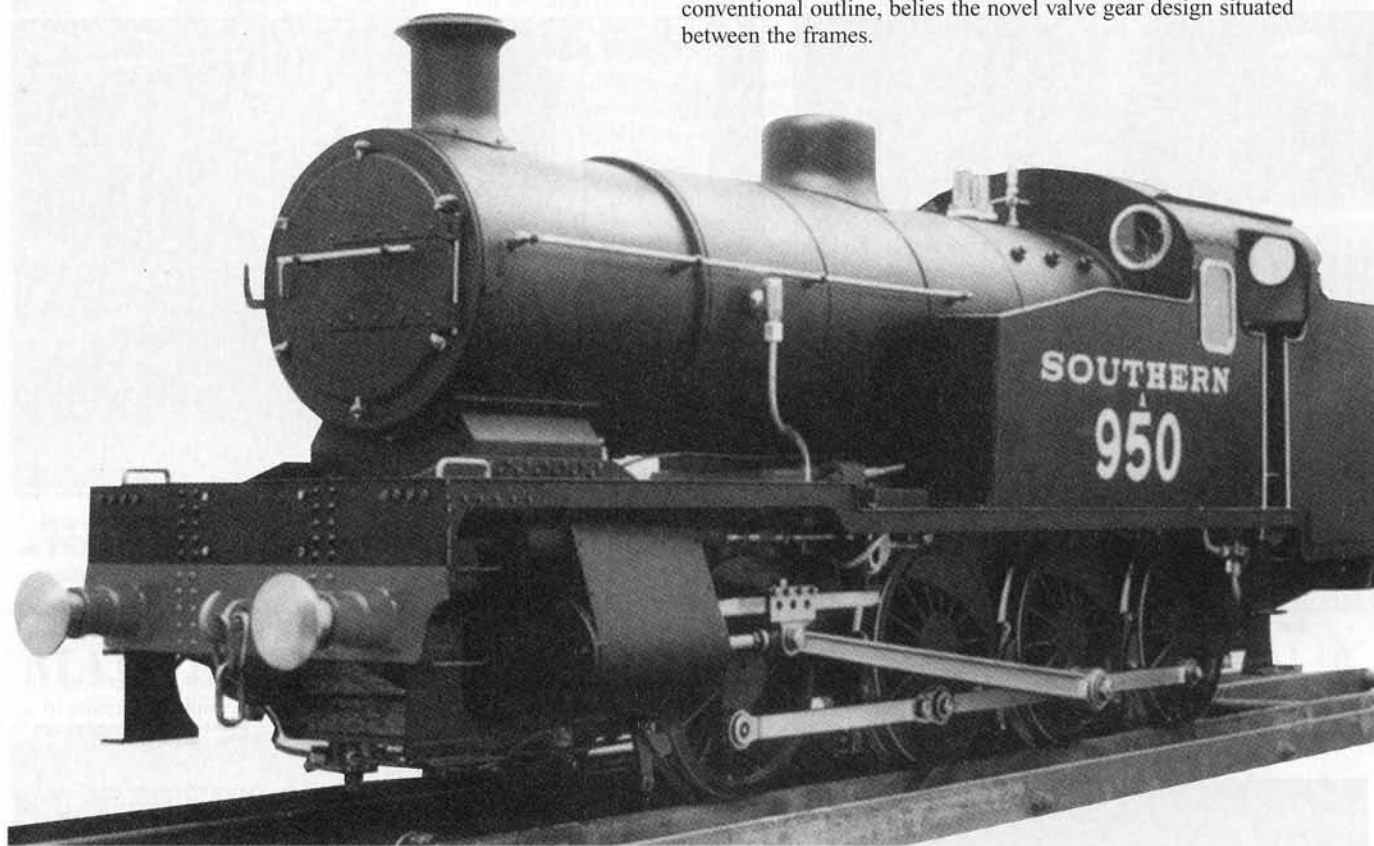


The novel valve gear on Jim Ewins' locomotive. Sharp eyed readers will doubtless spot that the large ferrous gear is in fact an idler the one on the locomotive axle is just discernible at the bottom of the gearbox.





The handsome appearance of the engine, and at first sight its conventional outline, belies the novel valve gear design situated between the frames.



First of the big trains, Kevan Ayling of Worthing DSME hauled 29 with his unique Leader class locomotive representing Bulleid's controversial design. Regrettably the dynamometer car could not cope with the drawbar pull which would have allowed this engine to work efficiently.

lot of folk have seen this engine grow at Brighton Modelworld Exhibitions over the years and were anxious to see it perform. Unfortunately the train had to carry a limited number of passengers, within the constraints of the maximum pull on the dynamometer car, but less than Kevin's optimum load. Even so he pulled 28 passengers plus himself and the observer and only fired twice on the run. Kevin claims that the massive firebox would consume the same amount of coal whether the load was one or 50 passengers.

We end with another unusual locomotive, or rather a conventional engine, a Southern 0-8-0 Z class tank, with unusual valve gear. Jim Ewins, having made a considerable study of valve gears noted that "because of various perturbations brought about by factors such as die slip, link slip and rod angularities, the final motion of the valve is distorted. In the present gear none of these effects occur, the final motion being pure simple harmonic motion. (176/637).

1995. A rather poignant event was held at the Isle of Wight MES, The Don Young Memorial Rally. A pleasant visit to the Great Cockcrow Railway, just off the M25 in Chertsey. An extensive 71/4in. gauge railway, not to be missed. The line is operated as full-size practice and the slickness of their turn-around at the terminus has to be seen to be believed, each incoming engine is detached from its train on coming to a stand and immediately pulls forward, disappears behind the running sheds, re-appears to take on coal, water, oil, tea, etc. and is then ready to back down, when required, to take its next train out. Mike Chrisp went to see the first steaming of Winston Churchill, which had been built in just over 12 months by Norman Sleet, in response to a challenge to have the engine ready for the VE Day celebrations.

1996. IMLEC was won by Alan Crossfield of Leyland SME with Barcote Manor his 5in. gauge GWR locomotive. Great interest was shown in Leader by Kevin Ayling from Worthing DSME, a





# LOCO NOTES - CONCLUSION

Well, here we are in 1997, August 24th, to be precise. I suppose, to be strictly accurate, and to conform to the trades description act, we should have put this out on, or after, January 1998.

But such is the nature of things that we have to start this run of special issues in 1997 and it was my lot that locomotives were the first group.

However, looking at things from a 100 year viewpoint, as I have been doing, four and a bit months seems neither here or there and I do not believe that anything dramatic will happen (in the miniature locomotive world) between now and January, compared to the relatively large changes that have occurred since 1898.

Ground level seems to be thriving, sometimes content with 5in. but, increasingly, coupled with 7¼ in. gauge. Possibly the greatest upsurge is in the safety area, more stringent boiler test rules and track/passenger care. Since Rex Nicholls introduced "Going Electric" in 1989 we have seen a large increase in battery-electric, locos many of them based on Rex's notes. They have in turn encouraged a lot of folk to build a loco who would probably not consider doing so, being put off by the cost, complexity and length of time involved in building a steam loco. It is very comforting having one sitting in the boot when running a portable track at a Fete, apart from having a standby, it can be used to start off while the main loco is being steamed, and at the end while it is being cleaned. One of the interesting things is that a lot of children come up and say aren't you going to run Toby?

I couldn't see a lot of point in including

items from 1997 when it is currently being read and not yet digested, but I did quite like the article on Webb's Teutonic and the arrival of Martin Evans' T6 caused a bit of excitement, if our club is typical.

What of the future? Your guess is probably better than mine. I hope it will continue to thrive and that the interchange of visits and returns visits will continue on the current upswing, having been a bit quiet lately.

One of the trends that worry some of us is the increase of folk with deep pockets who are not interested in production but go out and buy their locos ready built. (I must confess that I see no harm in that, provided that the person concerned supports their club and doesn't just treat it as a convenience for running purposes and who is conspicuously absent when there are any duties to perform. If I had the cash I'd be off like a shot, provided it was something I could lift! At one time I began to think that there was a group who had cornered the market in Rob Roy's that either didn't run very well or they couldn't drive them very well. Anyone who has seen Mike Foreman's Rob Roy run will have no doubt of what the loco can do in the right hands.)

There have been so many individuals concerned in the growth of the hobby, producing designs and innovations, starting arguments, you name it, and there must be some folk that I missed along the way, but it wasn't for lack of effort. My apologies to those I inadvertently missed. I deliberately refrained from referring to "the late Mr. X" while writing about them in their own time slot, but it did seem at times that we were noting the passing of someone that we would all miss almost every year, and in many cases

were taken before their time. They say no one is irreplaceable but some of these were one of a kind, originals, I sometimes think we shall not see their like again.

(To everyone who has contributed to making our hobby so enjoyable, and I almost feel I know some of them, even though we never met, I would like to drink a bumper toast to all those grand originals.)

However, it's not all doom and gloom, we still have lots of folk who will be with us for quite a while yet. Quite apart from the established designers, there are a lot of clever people standing in the wings, just look around at the locos that have been produced, for which there was no published design, and in a lot of cases, not much info. (One of the problems is getting them to talk about, let alone write, about their work. I bet most of us can think of at least one person in their club who is ultra bright but self effacing, and/or shy, whom you can't get to stand up and speak. It's never been one of my problems, unfortunately, I don't have anything to speak about!)

I have been enjoying Keith Wilson's "How to do it" notes. Even if I'm not doing it some of it must rub off. The Dean Goods is also a delight, no man who designs so many GWR engines can be all bad!

I hope this glimpse of the last 100 years has been interesting and you haven't got too bored with my "asides". Reading through, I do seem to have played my favourites but they are the people who have made the most impression on this reader. If you are not already involved in model engineering I hope this has 'fired' your enthusiasm. For all those who are, just "keep on keeping on".

## SUPPLEMENT

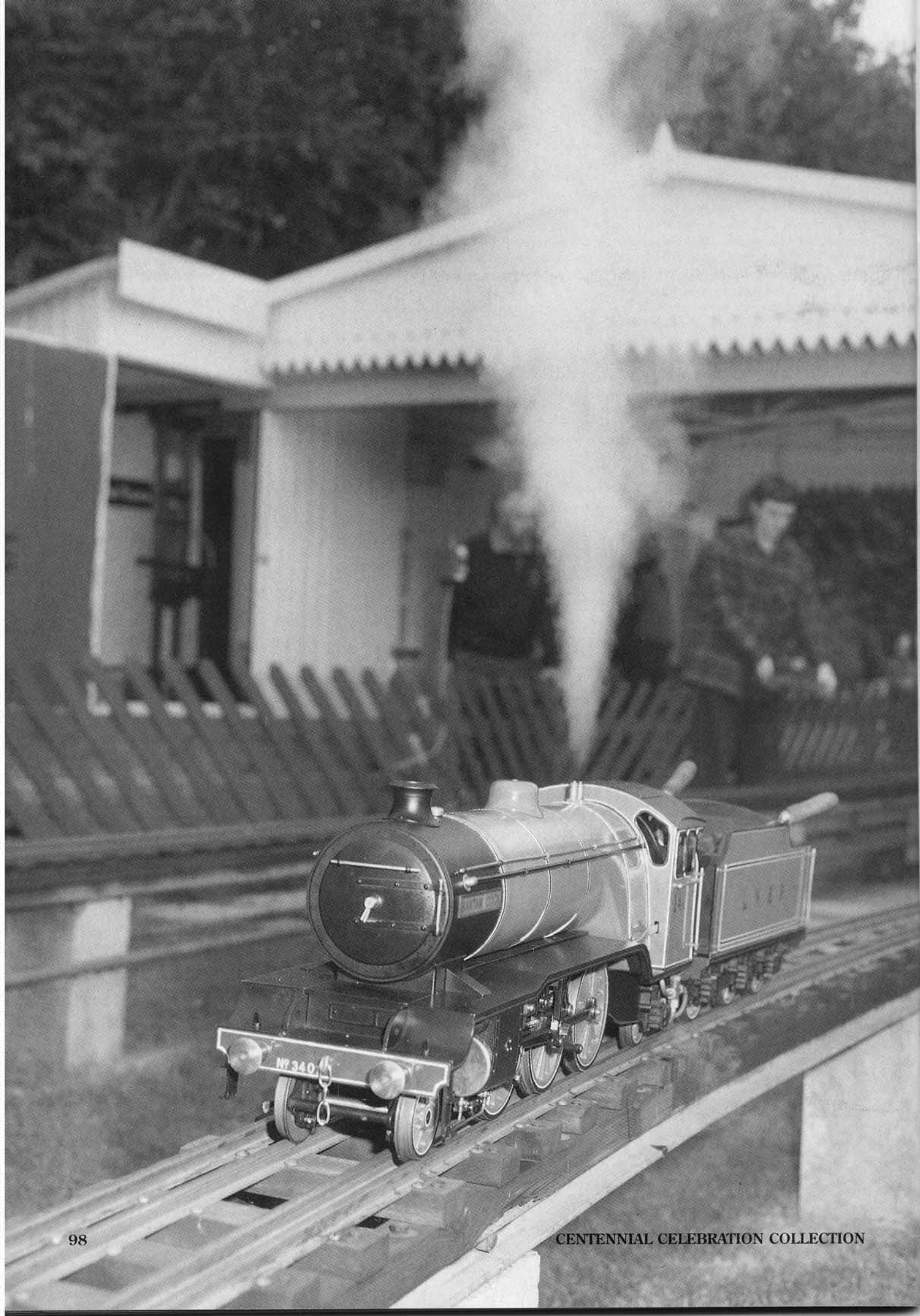
LBSC DESIGNS (In ME) : Amy [65/77], Annie Boddie [69/102], Austere Ada [88/587], Bat [81/703], Britannia [104/172], Dairymaid [63/375], Daisy Drummond [70/535], Diana [102/354], Doris [98/456], Dot [101/602], Duchess of Swindon [120/474], Dyak [73/152], Fayette [59/551], 4F [91/450], Heilan' Lassie [121/18], Iris [87/243], Invicta [107/55], Ivy Hall [113/657], Josie [69/179], Juliet [95/451], King [101/790], Kingette [66/365], Jack Horner [65/323], 2F [98/189], Like Ada [97/352], Lady Kitty [60/536], Lion [108/469], Little Molly Stanier [141/751], Mabel [132/347], Maid of Kent [97/688], Maisie [73/303], Mary Ann [70/13], Minx [98/14], Miss Ten to Eight [80/587], Miss Therm [64/247], Molly [85/2], Mollyette [89/200], Myrtle [115/32], netta [110/11],

Olympiade [79/36], Owl [82/288], Pamela [102/208], Pansy [118/365], Petrolea [89/345], Purley Grange [76/330], PV Baker [93/12], Rainhill [84/262], Rose [117/198], Sister Dora [66/607], Southern Belle [143/93], Southern Maid [75/282], Tailwagger [96/714], Tich [100/226], Ugly Duckling [74/344], Virginia [115/168], Zoe [116/786]. Martin Evans: Adams T6 [178/685], Ashford [146/545], Black 5 [152/525], Boxhill [129/280], Brunel [129/210], Caledonia [176/33], Caribou [127/656], Columbia [144/1154], Conway [146/480], Crew Alexandra [167/145] Dart [147/1077], Eastern Belle [174/617], Enterprise [144/1025], Euston [147/497], Evening Star [144/29], Firefly [124/172], Fury [140/1013], Green Arrow [137/1013 & 163/289], Greene King [143/509], Highlander [131/18], Holmside [143/389], Ivatt [160/277], Ivo Peters [171/557], Jinty

[157/625], Jubilee [118/442], Marquis [170/33], Metro [139/1166], Natal [158/95], Newbury [117/565], Nigel Gresley [134/1013], Nigel Minor [160/465], Princess of Wales [136/754], Rob Roy [124/202], Roedeer [173/32], Royal Scot [135/598], Simplex [133/389], Simplex Minor [177/26], Singapore [165/421], Springbok [121/518], Stirling [155/145], Stratford [149/721], Super Claud [142/337], Super Simplex [162/441], Swindon [152/204], Torquay Manor [138/441], Waverley [155/325], William [149/662]. Don Young (In ME) : IoW O2 Class [133/134], Railmotor [134/325], County Carlow [135/321], Derby [141/25], Elaine [136/65], Jersey Lily [137/1169], Mountaineer [139/605], Keith Wilson (In ME) : Ariel [153/445], Dean Goods [178/325], Bulldog/Dukedog [144/221], Dean Goods [178/325]



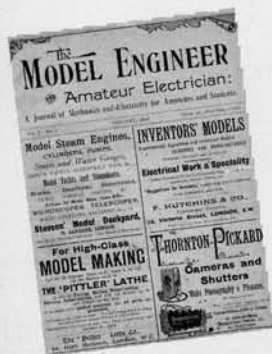






A UNIQUE SERIES OF 10 PUBLICATIONS

## CELEBRATING 100 YEARS OF MODEL ENGINEERING EXCELLENCE



# MODEL ENGINEER

CENTENNIAL CELEBRATION COLLECTION 1898 - 1998



With 1998 marking the centenary of the magazine's continuous publication, we are now delighted to offer a 'once in a lifetime' collection of the very best of Model Engineer over the past 100 years. A unique series of 10 publications have been specially commissioned to form the **'MODEL ENGINEER CENTENNIAL CELEBRATION COLLECTION'**.

Each issue will be dedicated to one aspect of the hobby, delving into the archives of the past 100 years to bring you an unrivalled collection of the most fascinating and poignant articles from the vast numbers available. Only the highest quality material will be admitted, guaranteeing a series of outstanding, collectable publications. Remember, these are not just reprints of old articles, but carefully and sympathetically edited texts reflecting the views of the compiler, presenting the best from a hundred years of accumulated knowledge.



"Since taking over as editor in 1984, and for many years prior to that, I have derived enormous pleasure in browsing through back issues of M.E. Realising that not too many people have access to the complete collection, it seemed natural, as the magazine's centenary approached, to invite several model engineers to compile a series of high quality commemorative issues, reflecting their view of the magazine and the way it developed over the century. Thanks to these gentlemen for the time they have spent in researching each subject, resulting in a collectable and very readable volume, reflecting some of the accumulated knowledge stored in the pages of M.E."

Ted Jolliffe, Editor, M.E.

### PART ONE ON SALE OCTOBER

'Locomotive Design Over The Years'

### PART TWO

'Workshop Natters'

### PART THREE

'Stationary Engines, Boilers and Accessories'

### FUTURE ISSUES CURRENTLY BEING RESEARCHED ARE LIKELY TO INCLUDE:

- The Byways of Model Engineering
- Full Size Prototype Locomotives
- Traction Engines and Their Modelling Over a Century
- I.C., E.C. and Compressed Gas Engines
- The E.M. Car
- Shaping and Milling Processes Over a Century

The **'MODEL ENGINEER  
CENTENNIAL CELEBRATION  
COLLECTION'** will run throughout  
1998 and is available from all good  
newsagents, for only £2.99

## FREE COMMEMORATIVE BINDER WORTH £8.00

WHEN YOU ORDER THE COMPLETE SET DIRECTLY FROM US.

Remember, we will send all 10 copies to you POST FREE in the UK!

YES, please send me the complete set of 10 issues of the **'MODEL ENGINEER CENTENNIAL CELEBRATION COLLECTION'**, together with my **FREE BINDER**, for only: (please tick box)

£29.90 UK ☐ £39.00 Europe ☐ £42.00 rest of World ☐ \$65.00 USA ☐

I understand that all future issues will be dispatched as they are published, back issues and binder may be sent under separate cover.

I enclose a cheque / postal order payable to 'Nexus' for £.....

Alternatively, please debit my Access / Visa / AMEX / Mastercard account:

CARD NO:

Expiry..... / ..... Signature.....

#### YOUR DETAILS:

Name: Mr/Mrs/Miss Initial:..... Surname: .....

Address: .....

Post Code: .....

Tel no: .....

Please tick this box ☐ if you do not wish to receive information from other companies.

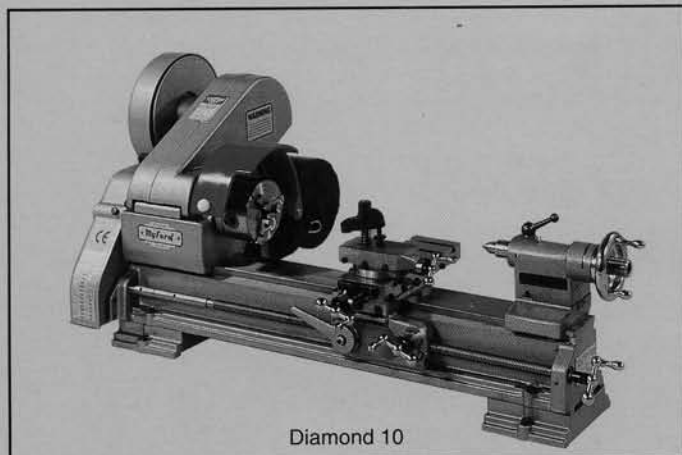
Please return, together with your payment, to: Nexus Subscriptions, Tower House, Sovereign Park, Lathkill Street, Market Harborough, Leics LE16 9EF

OFFER CLOSES: 31/12/97 CODE: 0013

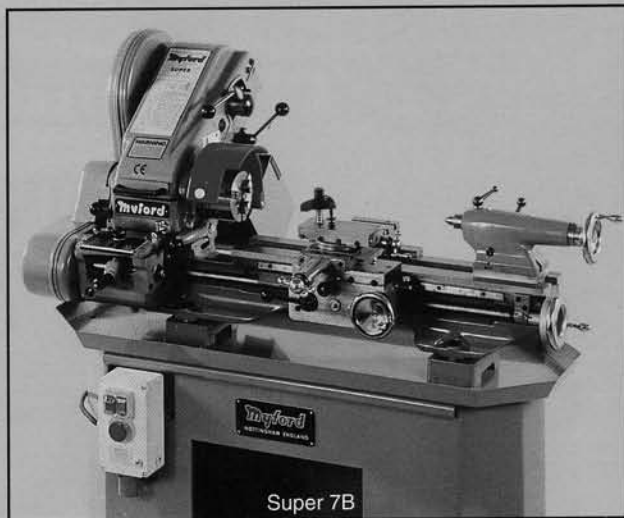
**TO ORDER BY PHONE, PLEASE CALL OUR HOTLINE ON 01858-435344**

Please have your credit card ready, and quote code 0013.





Diamond 10

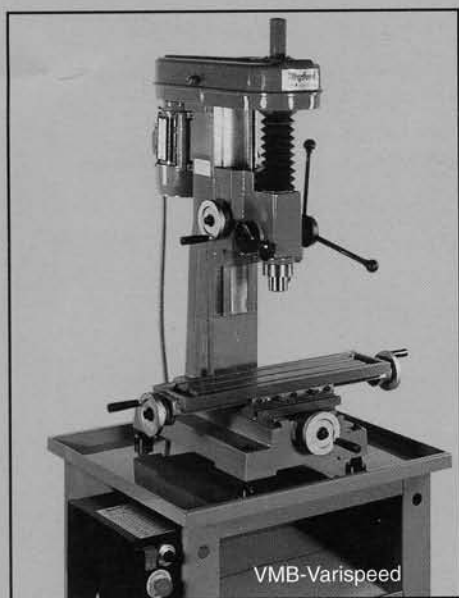


Super 7B

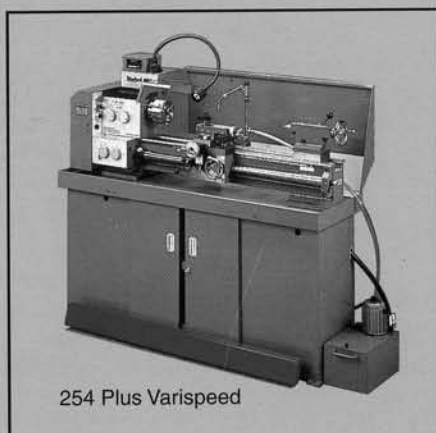
*Assembled with skills from an older age,  
manufactured using technology as modern  
as the Industry.*

**Myford**

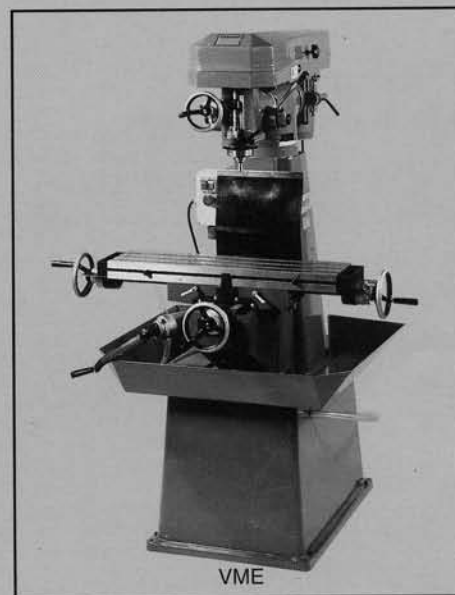
***Built without compromise.***



VMB-Varispeed



254 Plus Varispeed



VME

Please send me details of:- Diamond 10 , Super 7B , VMB-Varispeed , 254 Plus Varispeed , VME , (Please tick)

Name:- ..... Address: .....

..... Post Code:..... Telephone .....

Myford Limited, Wilmot Lane, Chilwell Road, Beeston, Nottingham NG9 1ER