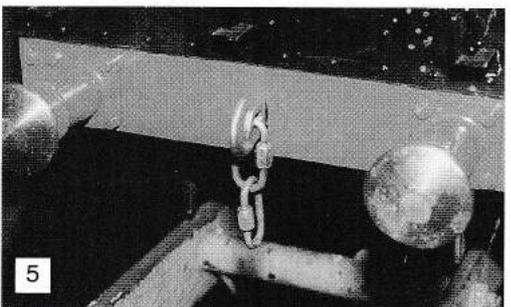
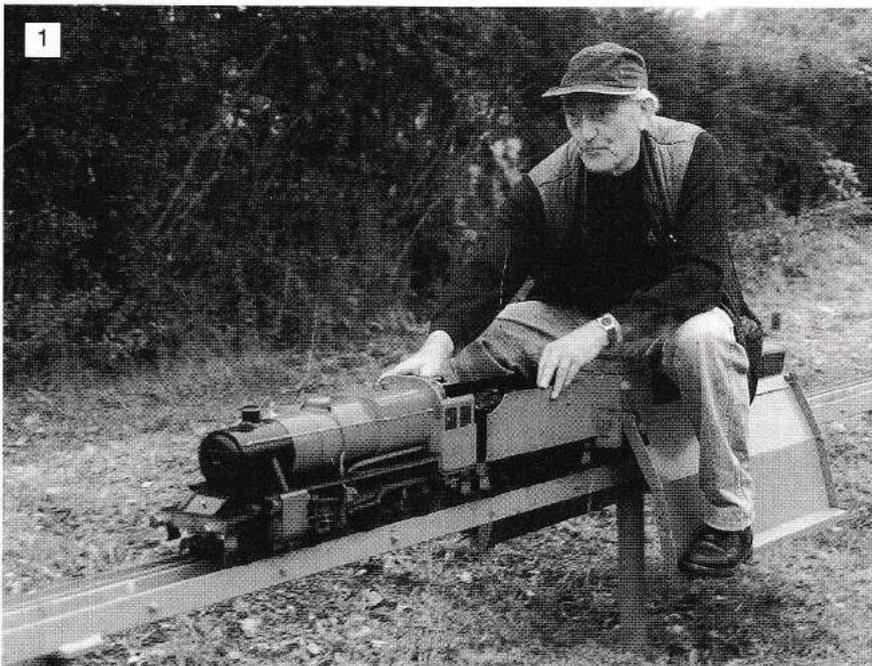


COVER FEATURE

“LBSC”
Memorial
Trophy
Borrowash
1997



"A difficult decision, they were all excellent!" was the Judges' verdict on this competition hosted by Erewash Valley MES.

**Story: Ted Jolliffe,
Photos: Mike Chrisp.**

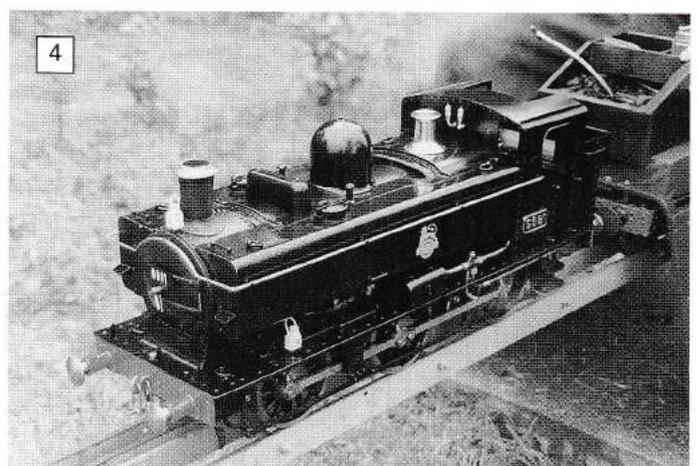
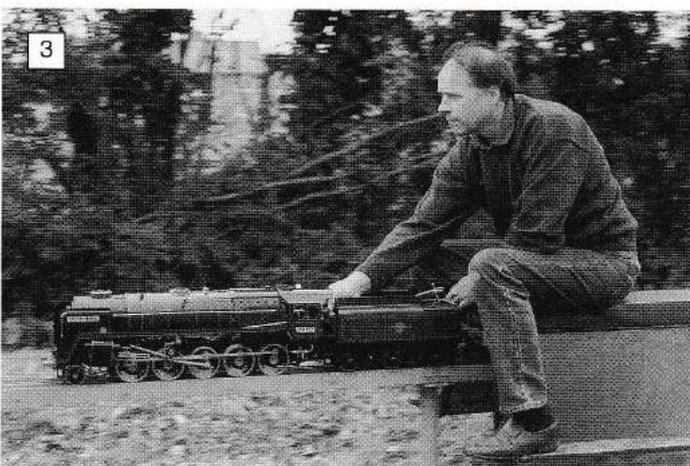
Erewash Valley MES, our hosts for the day, had gone to immense trouble to make sure that everything was ready for their first hosting of a National event, as evidenced by the spick and span appearance of the site. Even the very extensive earthworks being carried out in readiness for a ground level track had been tidied up and grown a thin covering of green.

As it transpired, we were all most grateful for the covered steaming bays. Even the tubular supports for this have a railway connection—they

were once the boiler tubes on the full-size *Princess Elizabeth* locomotive. Condemned for their original purpose perhaps, but they are most effective in this role. The weather was overcast but a good crowd had gathered, and even at this early hour the ladies of the catering corps were doing brisk business.

Dennis Monk, our long serving Chief Judge, had a quick final briefing with his two colleagues, Steve Eaton from Chesterfield MES, twice past winner of the trophy, and Nigel Thompson President of Erewash Valley MES, who has vast experience in the field of small locomotives. Suddenly most peoples' eyes turned skywards as the moment arrived for battle to commence. The noise in the sky was familiar to those with long memories, others just had to look up as we were overflowed by a lone Spitfire, with its Merlin engine crackling away very healthily.

A total of seven entries this year represented a good selection of LBSC designed engines. Regrettably, one competitor had to withdraw just prior to the event. The format of the competition is that the judges, the competitor and your editors go into a huddle to discuss the locomotive and look at the finer points and any extra 'Blobs and Gadgets' which have been added to the basic design. The engine is then brought into steam and all fittings tested, after which it takes to the track, driven by its owner or his driver. After a couple of laps it is handed over to the judges for assessment. Once they are satisfied, it is handed back to the owner who can then enjoy a period of running on the track, passenger hauling if desired. Photographs relating to the runs below are numbered; photos of the exhibition are captioned separately.





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was very competently completed by Martin Evans. The example submitted (photo 3) was by Barry Gasson from the Tonbridge club. His first locomotive, it was very well finished. To improve control of the engine, Barry had extended the handles of the regulator and essential valves to a more comfortable position. The engine was fitted with dummy brake gear, otherwise the engine was built to the 'Words and Music'. This is a big little engine and steam raising took some time until, that is, the engine's own steam blower was opened from which point the needle walked up the scale. A well proportioned, graceful engine, she looked good on the track. There was a steam leak from the left hand piston valve, the drain cocks were leaking, and the engine ran a little 'lumpy' when notched up. The judges reported that the regulator was a bit all-or-nothing, but otherwise it ran well.

Princess Marina

First on shed was Dennis Clarke from the home club. It was at this stage that we had a small foretaste of things to come—a heavy shower made us glad of the cover over the steaming bays. Dennis had entered his 3¹/₂in. gauge *Princess Marina* (photo 1), Curly's version of the LMS 2-6-0. Variations included working steam operated drain cocks, very effective Ross pop safety valves, one injector feeding via the backhead, supplemented by a double acting axle pump, working steam brakes, and—a cunning ploy this—the ashpan specially shaped to fit over the rear axle, (photo 2) so that ash and grit is kept clear of the bearings. The driver was well looked after, coiled wire fitted to the essential valves and a Tufnol end on the regulator all

helped avoid burned fingers. Dennis is by way of being the Erewash guru on injectors, so it was particularly unfortunate that the injector on his loco, although feeding, failed to deliver cleanly on this occasion. Once on the track, all the judges were impressed by the engine's good behaviour—everything, apart from that injector, worked without trouble. Reversing was easy, not always the case with engines which run on elevated tracks, and each of our judges reported that they had enjoyed their spell at the regulator.

Evening Star

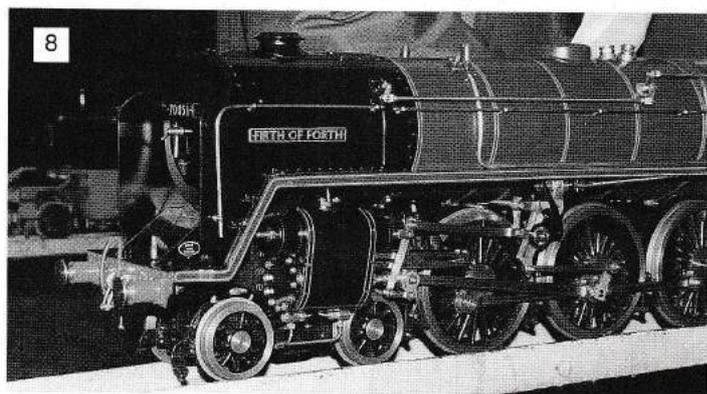
The BR 9F class was the last steam engine built for commercial service on our railways, Curly marked the event by introducing his design for this 2-10-0 in 3¹/₂in. gauge, a design which

Pansy

In my view, the GWR 57xx class was one of the most attractive engines ever built. I remember them working through the streets in Weymouth. Curly took the design, named it *Pansy* and produced a 5in. gauge locomotive. A very nice example in BR black livery was brought along by John Thompson from Sale (photo 4). This departed from the published design in a number of ways; the bunker tank remains reasonably cool so it had been isolated from the remainder of the water to be used solely for injector feed. The crankshaft had been cross-drilled to facilitate oiling the axleboxes, a valve rod had been extended to form the lubricator drive, a light leaf spring had been fitted in the



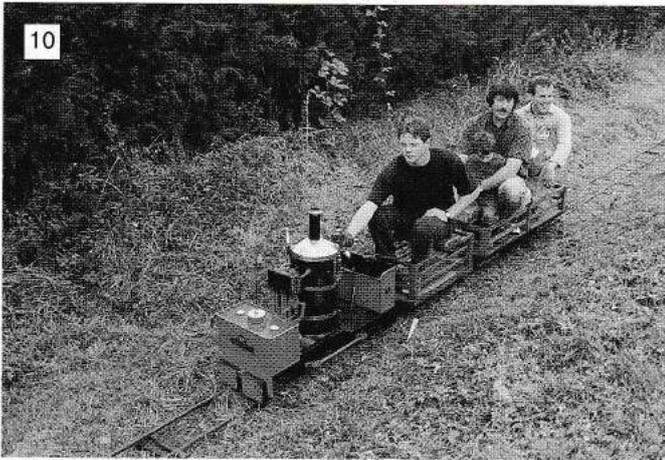
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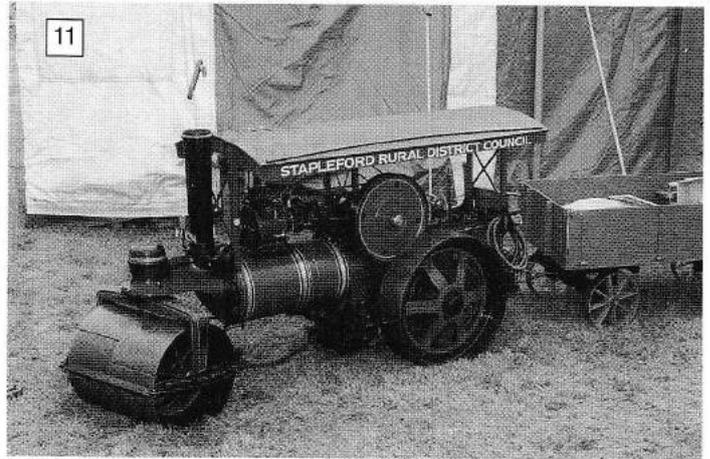
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Ian Tricklebank's De Winton Pentwyn No.2, the first 7¹/₄in. gauge engine to operate on site, albeit on a temporary track.



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Brian Hutchings' 3in. scale Marshall 'S' type roller and accompanying wagon was displayed outside the exhibition marquee.

valve chest to keep the valves in contact with the portface, and the eccentrics had been turned from cast iron. A complex of pipes led from central oiling points so that oiling-up this engine is an easy matter. A well finished engine, the judges reported slight difficulty in viewing the gauge glass a problem which probably eases with familiarity with the engine—our judges get a selection of engines to drive for just a few minutes. The verdict was that the loco was a nice runner on the track, but a little difficult to reverse. We liked the screwed link security coupling (photo 5). Judge Steve Eaton is seen at the regulator in photo 6.

Britannia: Dornoch Firth

One could be excused for thinking that our next entry was a recent build. In fact it is 30 years old and took part in IMLEC in 1970! Builder, owner and sometime driver is Philip Holroyd from Brighthouse but I must admit that my note does not make it clear as to whether it was Philip's son or nephew who does most of the driving. The engine was repainted last year and was in fine mechanical fettle. Philip told us that after 30 years running the valve bobbins showed no wear, neither did the liners. A determined guy, before building the locomotive he made the screwcutting lathe on which it was built! Departures from the design include working leaf springing, the later higher sided BR type 1D tender, a full set of lamps, correctly displayed, and other running details. The reverser was easy to work—many of these Brits are a bit difficult—and once on the track she was a lively performer, staying on in the competent hands of her young driver for a couple of hours and pulling passengers. Once the passenger car appeared, kids materialised from nowhere and enjoyed many rides. Our judges were universal in praising this spirited and well behaved 3¹/₂in. gauge engine. Dennis Monk our Chief Judge is shown driving the engine in photo 7.

Britannia: Firth of Forth

Well presented and bristling with extra fittings was this next engine was also the 3¹/₂in. gauge version (photo 8). Built by Peter Bainbridge from Stockport, Unfortunately, a burst of uncontrolled slipping as she went on the track sheared a pin in the valve gear and, although temporary repairs were effected, it was felt by the Judges that Mr. Bainbridge should be given the chance to retire from the competition and was invited to re-enter next year. It was at about this time that

the rain started. We are not sure if it was a localised storm, but with much shaking of heads, long-standing members of Erewash Valley MES agreed that they had never seen so much rain fall on the site in such a short time. Proceedings were halted for a while until the weather let up. Someone was heard to comment that if Curly was up there picking up water in the *Astral Belle* he must have been going at a fair old lick over some very long troughs, we seemingly getting the overspill.

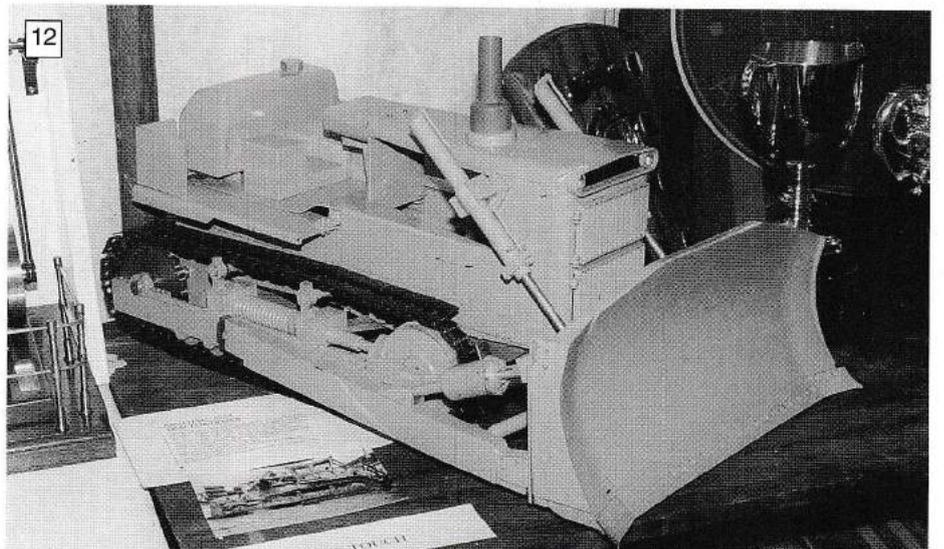
Minx

Curly's 0-6-0 *Minx* design was based on the Class 2x of the former LBSC Rly. It was perhaps not one of his more popular 5in. gauge engines. He ran the series side-by-side with the *Maid of Kent* 4-4-0. This version by John Richardson from Brighthouse was his first ever engine, completed in 1972. Built exactly to the 'Words and Music' it has been a consistent performer on the home track, and as a visiting engine for many years. John always finishes his engines to a high standard, this one in BR black livery was no exception. In his notes, John claimed that in 1972 he only gave the engine a 'wash' of paint and it is a tribute to this, that apart from minor local touching-up, the paintwork is substantially original and still looks pretty good. "A nice engine in the best Curly mould with no vices", was how local judge Nigel Thompson (photo 9) summed her up.

So now came the difficult time. The judges retired to deliberate, the audience, of whom a substantial number had braved the rain, stayed to hear the results. Several went down to the exhibition tent for another look at the excellent models on display, others to the buffet for a 'little something' to stave off the pangs on the journey home. After a very brief consultation we were ready for the results. The marking sheets are before me as I write and they reflect the closeness of the marking and the unanimity of the judges in their assessment of each engine. The marks remain confidential, but I can reveal that the difference between highest and lowest placed was less than 25% of the possible totals.

The winner this year was Philip Holdroyd with *Britannia*, Second placed was John Richardson with *Minx* and Third was John Thompson with *Pansy*. All competitors and Judges were presented with a commemorative badge a photo of which forms the heading to this article.

Rain aside, this was a superb day. Our hosts are to be congratulated for all their hard work, our judges deserve our thanks for their efforts, the ladies of the club deserve thanks for their catering on behalf of the inner man, and to all the good souls who brought models for the exhibition marquee, our thanks again.



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Part finished, this model of a Komatsu 155A Tractor/Dozer, a Japanese earthmover, is under construction by Dave Gibson.