

spent most of the day in the signal box, from where he could observe most of the action, whilst Don and Ken were our judges on the ground. They had an invidious task - spotting all mismanagement of trains etc. as well as passing comment on good practice - the event was as much about this as marking competitors down. Thanks to Bill Hall of the home club for the loan of his wagons, which formed the bulk of the 5in. gauge train. Due to a slight misalignment we had our fair share of derailments, but none of the vehicles suffered major damage. Our thanks also to Aristocraft for the loan of 7¼in. gauge wagons and riding coach - well made and robust, these were much appreciated. Also to Derek Burwell, Don Shearing and Tim Carver for their loan of 7¼in. gauge vehicles; there is not a lot of goods stock in 7¼in. gauge so we had to look long and hard to make up the train. I understand that Tim was also responsible for the production of the programme. Our thanks to Walsall Sea Scouts for the loan of the marquees, the weather was kind, but in the event of inclement weather they would have been even more appreciated.

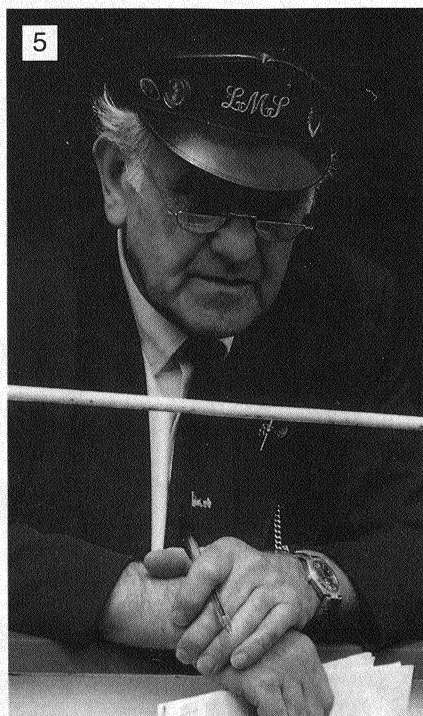
The ladies who ran the catering, and club members who ran the other trade stands deserve visitors' gratitude, as do the team who staffed the gate and car park - divorced from the main event, their help was nevertheless invaluable, the day would have been a flop without their services.

Finally our thanks to the competitors - this being the first such competition, it was largely a learning event, so to some extent our competitors were guinea pigs. All tackled their tasks with cheerfulness and enthusiasm; indeed from what I have heard since the event most enjoyed the day and are looking forward to doing better next year.

I hope that the photographs of the various teams in action will give some idea of what they were up against, and that the report from Dennis Monk that follows will, with these notes, put the whole thing into perspective.

- Ted Jolliffe

**4: Northampton fielded two teams; here Mick Pearson, David Moore and Harvey Fisher consider the logistics of their task before making way.**



**5: Chief Judge Dennis Monk surveyed the competition from the sanctuary of Little Hay Low Level signal box.**

A phone call last year from Mick Mckie of the Sutton Coldfield Society set the ball (or wagons) rolling. "We are proposing to hold a shunting competition next year in conjunction with *Model Engineer*, and will you act as a judge?"

There being no precedent for such a competition, we felt quite out in the blue at the first site meeting, but after several further meetings and trials, the initial concept of a pick-up goods train, picking up and setting down a given number of wagons into various sidings in the station area was developed.

It was then necessary to work out twenty sets of shunting movements, all of which, in fairness to all competitors, could be completed with exactly the same minimum number of movements.

## FROM A JUDGES POINT OF VIEW

**Dennis Monk** recounts the tale of the event from his position as Chief Judge



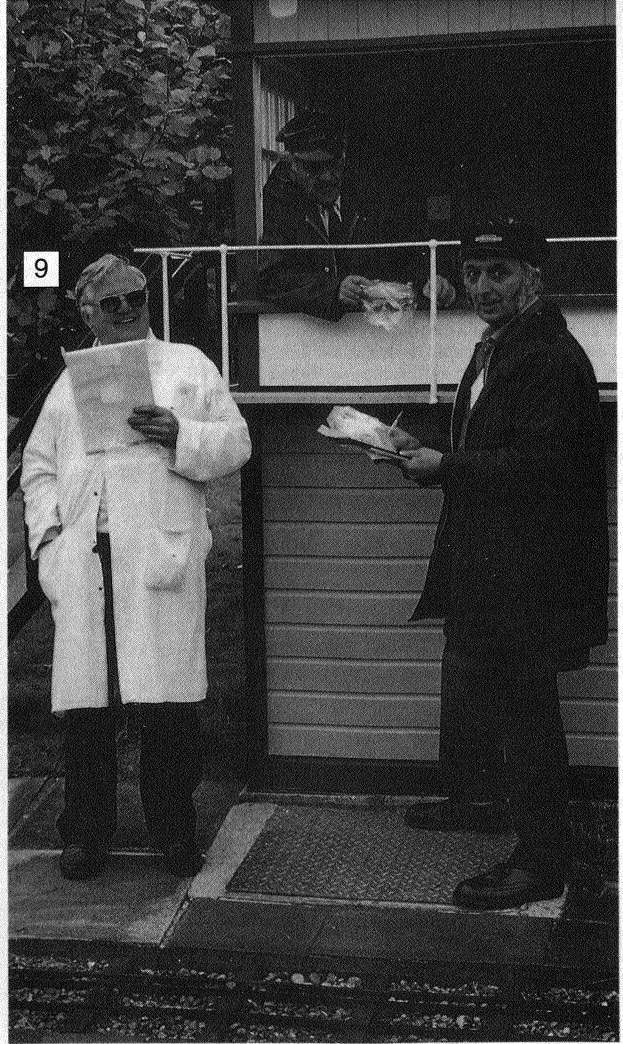
**7: The White Gables shunters were Peter Davis, John Redman and Frank Halshaw. They enjoyed their run despite working themselves into situation which required some head scratching!**







**8: Representing Swindon, John Painter, Tony Kavanagh and Stuart Duncan discuss tactics before setting off.**



**9: Judges Don Crisp (left) from Birmingham and Ken Wood (right) from Stafford conferred with Dennis Monk after each run.**

### M.E. Shunting Competition 1993 - Results

Place	Turn/ Gauge	Team	Club	Comments
1	8 5in.	S. G.Ganley D. B.North P. D.Trotham	Bristol	Wagon standing foul. Some indecision. Small number of movements. Wrong headcode.
2	5 7¼	S. A.Kavenagh D. J. Painter P. S.Duncan	Swindon	Wagons standing foul. Derailment due to mismanagement of points. Some indecision. Small number of movements. Wrong headcode.
3	6 5in.	S. R.Hancock D. F.Winsall P. G.Winsall	Northampton	Wagon standing foul. Rough shunt. Safety valve lifted. Indecision. Fair number of movements. Limited whistle. Wrong headcode.
4	1 5in.	S. D.Waters D. A.Whitehouse P. B.Laycock	Milton Keynes	Wagon standing foul. Rough shunt. Indecision. Large number of movements. 5 wagons not put off.
5	7 5in.	S. T.Luxford D. B.Corcoran P. R.Pomeroy	North London	Wagons foul. Derailment due to rough shunt. Indecision. 3 wagons not put off. No whistle. Wrong headcode.
6	2 5in	S. M.Huddart D. D.Huddart P. M.Bradley	Leicester	Wagons standing foul. Collision. Excessive speed. Rough shunt. Derailment from rough shunt & M.M. of points. Safety valve lifted. Large number of movements.
7	3 7¼	S. K.Fisher D. M.Pearson P. D.Moore	Northampton	Wagons standing foul. Large number of movements. following rough shunting. Fair number of movements. Limited whistle.
8	4 7¼	S. F.Halshaw D. P.Davis P. F.Redman	Blackpool	Wagons standing foul. Rough shunting. Indecision. Derailment due to mismanagement of points. 5 wagons not put off. No whistle. Wrong headcode.

S = Shunter D = Driver P = Pointsman



Having worked these out, with the rules drafted and agreed, work sheets and judges' marking sheets prepared, the judges' side of the work was completed and it was left to Mick Mckie and Sutton Coldfield members to deal with site arrangements and documentation to the competitors.

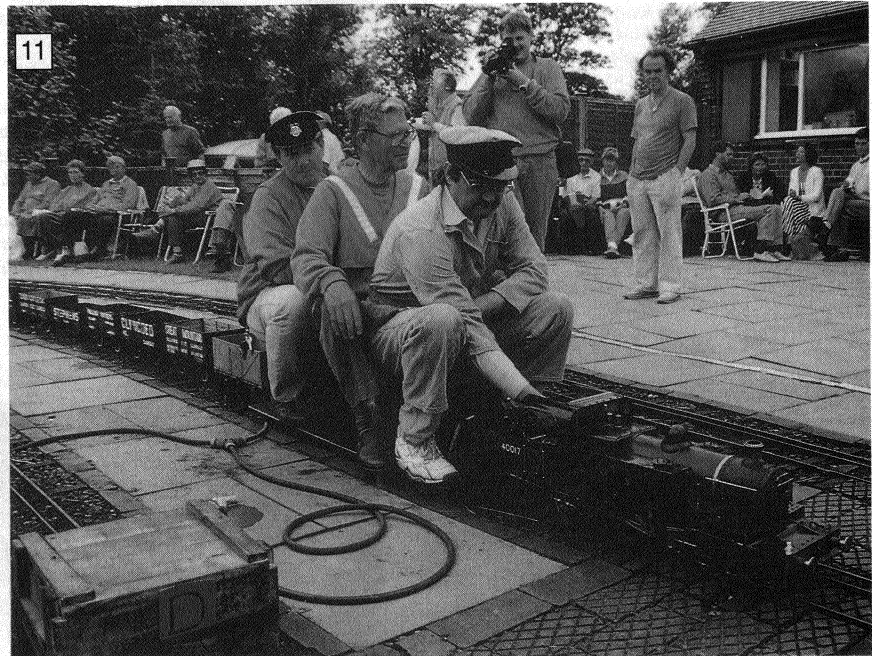
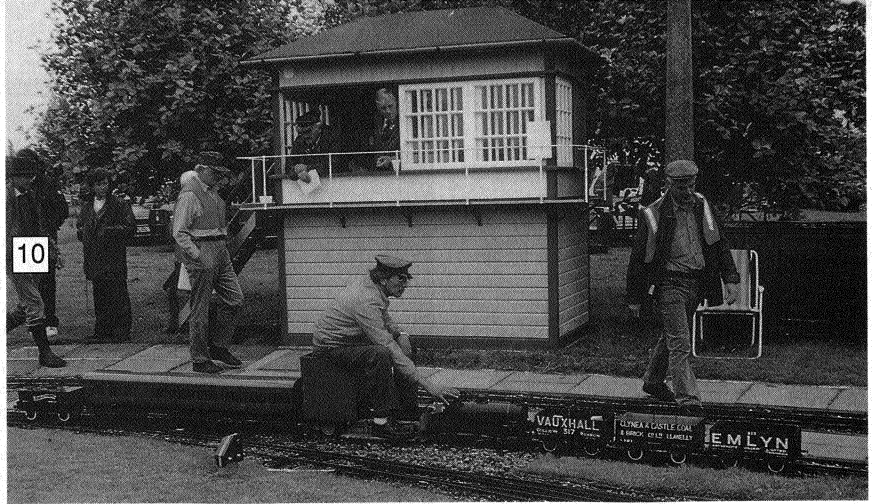
We as Judges decided that we would be looking for prototypical/professional working, making full use of safe working practices, so that excessive speed, rough shunting, derailments as the result of these and the mismanagement of points, and wagons left standing foul of adjacent roads would lose the greater portion of marks, along with failure to complete the turn of duty in the given time of 45 minutes, which was considered ample.

On the day, we expected surprises, and we had them, though perhaps not as many as there might have been. I was convinced in my mind that the shunting programmes we had developed were too easy and that marking would be mainly on the safe working aspect.

This produced the first surprise, for the teams, without exception, took rather more than the minimum number of shunting movements, taking longer than we had anticipated. This meant that timings became extended and the last team, Peter Taylor's team from the South Cheshire Society kindly agreed to withdraw to enable the event to finish in reasonable time. We are grateful to the team for this generous action and are sorry for the disappointment they must have felt.

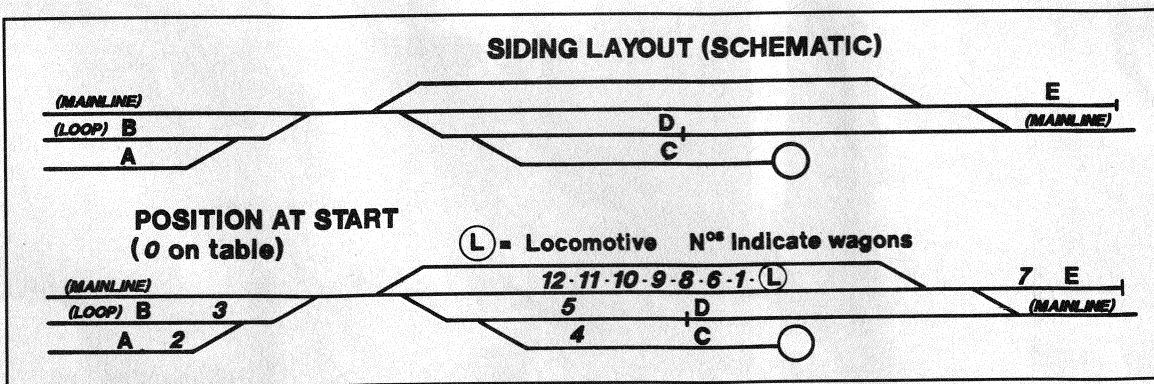
As a result of these extra movements being taken, we had hurriedly to amend the marking of this part of the competition following the demonstration run, as we could foresee teams ending their turn of duty with negative marks.

The second surprise was the enginemanship. Control of the locomotives themselves was, in general, excellent. It is a difficult task to maintain the fire for shunting, without having the safety valves lift, then to have sufficient steam for the run round the mainline. In fact safety valves were noted as having lifted for short periods on only four occasions, on three locomotives. Several locomotives did need pulling round prior to the mainline trip and one needed this during a shunting turn, but there was nothing serious and no



10: Alan Whitehouse, Bernard Laycock and Dave Waters from Milton Keynes make progress with their train.

11: Train made up, the North London team of Brendan Corcoran, Tom Luxford and Rod Pomeroy set off on their full circuit of the Balleny Green track.



Model Engineer Shunting Competition													
Wagon Placings													
Turn No.		0	Demo.	1	2	3	4	5	6	7	8	9	10
Sidings	A	2	4	6	5	4	4	2	4	1	3	6	7
	B	3	5	7	6	3	5	1	3	2	4	5	6
	C	4	6	8	7	5	6	4	6	3	5	8	8
	D	5	7	9	8	6	7	3	5	4	6	7	9
	E	7	9	11	10	11	9	10	8	11	8	10	11

Wagons in column "0" are to be placed at the commencement of the proceedings. Each Turn is required to pick up wagons put down by the previous Turn. After the circuit of the mainline wagons are to be put down as indicated in the column under the Turn Number. All shunting sequences can be completed with a minimum of 18 movements.



one failed short of steam.

There were a number of interpretations of the headlamp code. One driver arrived with the correct light engine headlamp code, to couple to his train, then completely forgot to change it for the pick-up goods code. He and the others with headlamps incorrectly displayed did however receive some marks for carrying headlamps. A Southern engine appeared with a Southern disc route code, which could not be accepted as the working was within the L.M. Region, where route indications do not apply and the rules did call for a train classification headcode, not a route code. Some marks were awarded however for carrying a code. One locomotive carried a tail lamp, which is quite against regulations when coupled to a train, and therefore lost marks for unsafe working.

What did not seem to be appreciated immediately was the fact that when a loose coupled freight train is set back, it will "run out" or extend its length by quite a considerable amount when the brake is applied. If account is not taken of this, the last wagon of the train will collide with the wagon which is to be picked up, resulting in at least a rough shunt, if not a derailment, and marks deducted. It was surprising how long it took for some teams to tumble to this fact.

There were unfortunately a number of derailments, chiefly at one particular spot, which were not the fault of the shunting teams and which caused a certain amount of frustration. These were probably due to poor track cross levels combined with vehicle suspensions unable to accommodate them.


Being the first competition of its kind, it was to a large extent experimental and for this reason we owe our particular thanks to the competitors for taking part.

In retrospect, I think that there are two points which come to light from the competition. Without wishing to be too hard on the competitors, for after all, they did volunteer to be our guinea pigs, I gained the impression that they did not do their homework properly by thoroughly reading the Rules, the letter to



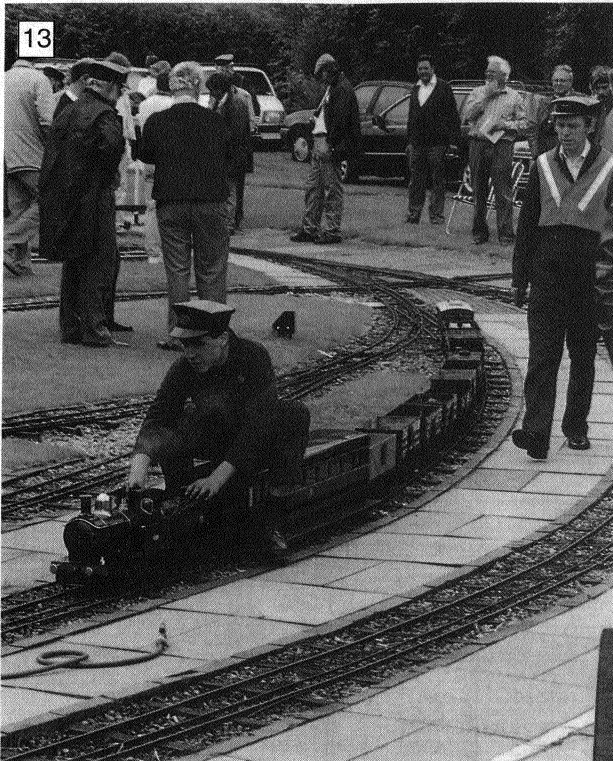
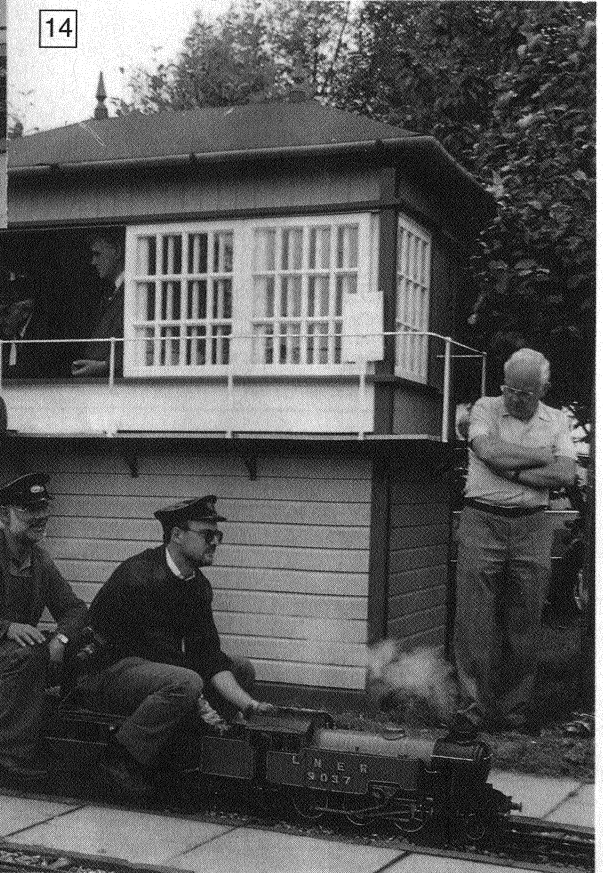
the entrants and their Work Sheet. Had they have done so, a number of the teams would have been higher up the results table.

The second point I feel is that the competition demonstrates the high ratio of raised tracks to ground level ones in this country. Thus, a raised track gives ample opportunity to develop enginemanship, particularly on a full track, but no opportunity to develop shunting technique. (I wonder how many entrants had done any shunting previously?) This suggests that entrants to future shunting competitions should attempt to obtain shunting practice; or does this make a case for more ground level lines?

Was the Competition a success? I would say yes, with only a minimum number of minor alterations required for future competitions. Those I have spoken to, including competitors, thoroughly enjoyed the day. 

**12: Mick McKie admits to some relief and much pleasure that the day had drawn to a happy and successful conclusion. He finds support in a full size B.R. shunting pole donated by Michael Radford and presented to the Host Club.**

**14: The South Cheshire team, Messrs. Taylor, Goode and Coles kindly withdrew when it became evident that insufficient running time had been allocated.**



**13: Mark Bradley with Mike and David Huddart represented Leicester and made good headway proving that a Rail Motor is as good as a big engine in this contest.**

**15: Made and presented by Ted Jolliffe, this handsome trophy was awarded to the winning team from Bristol.**

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