



This is the past....



...and this is the future



"QUARTERLY NEWS"

No 171

WINTER 2012



The Club has a new home at 28, Barton Road, Water Eaton, from the 1st November 2012. Photo Mark Pollott.

Milton Keynes Model Railway Society is associated with:
The Chiltern Model Railway Association, The Model Railway Club,
and The World War 11 Study Group.

THE MILTON KEYNES MODEL RAILWAY SOCIETY

Founded in 1969

President:- Les Wood Vice-President:- Eric Bowman
Chairman:- Dennis Lovett Secretary/Membership/Vice Chairman:- Chris Hughes
Treasurer:- Bob Taylor Exhibition Manager:- Terry Silver
CMRA Rep:- TBA Webmaster:- Ian Bartlett Editor/Archives:- John Forman
Librarian:- Derek Hart Auditor:- Peter Holden Club Merchandise:- Ken Ranns
Committee:- Chris Lester Tony Winn Colin Joyce Bill Ball

Editorial

As you will have seen from the front cover, we have new premises at Barton Road, Water Eaton, this is the beginning of a brand new chapter in the club's history and we start all over again with a blank canvas.



This has been a very difficult edition for me to produce, with the club being on hold for several months, with no-one knowing what the future held.

That is why it is a much small newsletter, which is due to there being very little to report until a month ago, but as soon as the club gets back to normal, hopefully, all the usual features will return, including Meet the Members. I have basically only included a few items in this issue, including Remembering the members who are no longer with us, which is an ever increasing list.

Of course, with the additional cost of the up keep of the new building, cash will be very tight and maybe the newsletter may have to be smaller on a regular basis and only containing the basis information. **John Forman.**

*The Club wishes all its members and their families, a
very Merry Christmas and a
Happy and Prosperous New Year.*

DID YOU KNOW?

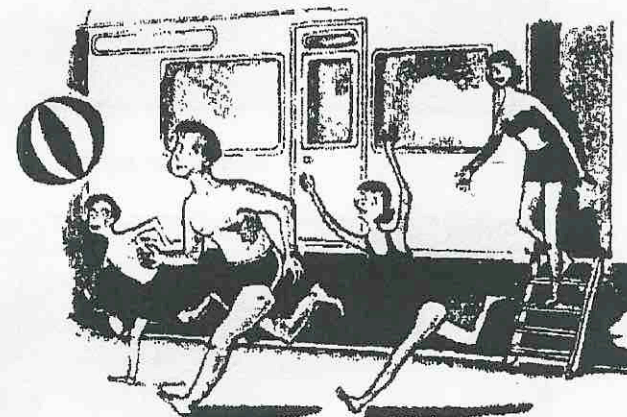
Hi – Di – Hi!!!

The railway camping coach

By the 1930's the popularity of the great outdoors with the urban masses had made hiking and camping a boom business. Keen to take advantage of this new craze, Britain's 'Big Four' railway companies began providing 'camping coaches' parked in a siding at rural or coastal stations.

In 1933 the London & North Eastern Railway (LNER) became the first to provide camping coaches when they adapted ten redundant ex Great Northern Railway (GNR) six wheeler carriages and placed them at ten different beauty spots across their system. Not to be outdone, the GWR and the London, Midland and Scottish Railway (LMS) followed suit the following year, followed by Southern Railway in 1935. Adapted bogie coaches were later introduced that could sleep up to eight people.

Camping coaches were suspended for the duration of World War II but were reintroduced in 1947. Under British Railways the number of camping locations increased dramatically, with some popular destinations offering a whole row of camping coaches. More luxurious accommodation was also offered in the shape of adapted Pullman coaches, and by 1957 there were over 120 locations on offer from Glenfinnan in Scotland to St. Erth in Cornwall – Western Region alone had 44 locations, mainly in Wales and the West Country.

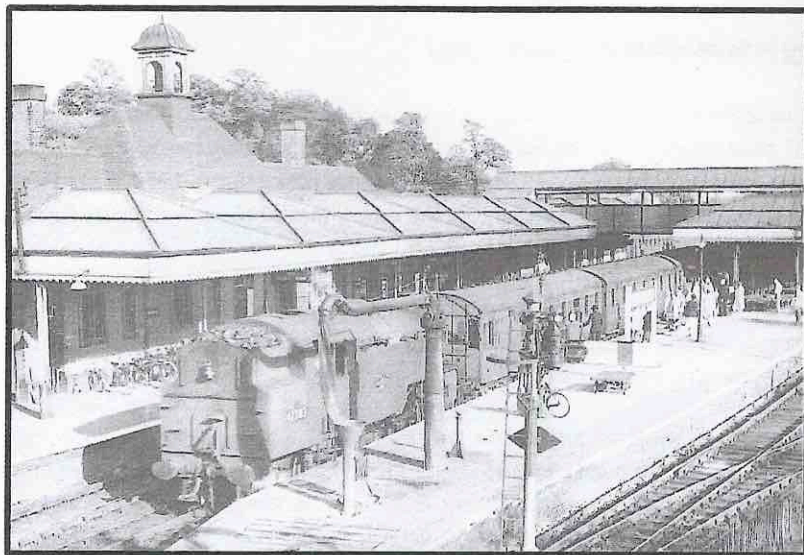


Sadly, changing holiday habits and the fairly spartan accommodation on offer led to the demise of camping coaches in 1971. A few entrepreneurs have since offered refurbished coaches at railway stations such as St. Germans and Hayle in Cornwall.

LOCAL MODEL SHOP

MODEL RAILWAY STORE, 9, High Street Mews, Leighton Buzzard, Beds, LU7 2EA.
01525 854788

THOSE WERE THE DAYS



*Aylesbury (Town), Bucks; LMS '4MT' 2-6-4T No 42283, 3.00pm from London (Baker Street),
20th September 1959.*

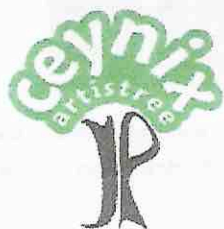
Tree Building for Beginners

A weekend course from absolute basics and a variety of methods so you
find what suits you best.

Interested? Send an email to
Jacqui@railwaytrees.co.uk

Ceynix Railway Trees

Trees with Personalitree



.....
30% discount off trees for MKMRS
members. Email or at shows just
produce your membership card.

Jacqui Perrat (MKMRS Member)

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CHAIRMANS REPORT

A new beginning!

The last few months have been somewhat traumatic for us as members of MKMRS. When we were given our "eviction notice" it came as a shock to us all – bearing in mind the only thing we were expecting was a move to another part of the park. Not surprisingly a lot of members have felt angry at the treatment we have received and it has not been helped by watching 18 years of work going up in smoke every Tuesday and Friday!



Fortunately we shall be continuing and as I write this, Chris has collected the keys to Barton Road. Our new home comes at a price – one we shall all be paying – but at least it means we have a home and we will not be closing down – as we feared we might have to just a few months ago. Our new home will have less space but we will at least be all in one room. In addition to accommodating the layouts we have not burnt, we have accommodate ourselves and it will not be easy to lose 50 people in the building on a Tuesday evening like would could at Bletchley Park!

I personally would like to thank club officers, committee members and anyone who has looked at alternative accommodation and in particular to Chris Hughes and Bob Taylor for pursuing the Barton Road option to completion. Soon Bletchley Park will be vacated and new homes are being found for things we cannot take with us, like the outdoor layout and the signal. Garages and lofts now house other items and some will have to be disposed of over the coming months.

Whilst we have found the last few months difficult to say the least – does mean that we will emerge again as an independent club, free of the requirements of public openings at weekends, school holidays and school visits. This is not necessarily a good thing – we did pull in a lot of new members by having an exhibition every weekend – which was in effect the rent we paid.

What we do now have to do is pay the rent not in actions but in monetary form. For that we are going to need every member on board and trust that we can enjoy at least a couple of years stability before we have to do it all again!

I am sure the "eviction" letter dropped on the doormat, each one of us has contemplated life without MKMRS. Hopefully we all realise just how much a hole in our lives it would have left. Now the hole has not only been filled but also resurfaced back to how it was before Bletchley Park became part of our lives! So let's toast our new beginning at Barton Road (in tea of course) and look forward to the next three years as a normal model railway club, something we hve not been for 18 years!

Dennis Lovett (Chairman)

CLUB NOTICEBOARD

Club Sweatshirts and Polo Shirts - Ken Ranns will be happy to take your orders for club sweatshirts and polo shirts.

Welcome Aboard – New members have been suspended until the AGM.

MKMRS Website – This is to remind you that we have a website on www.mkMrs.org.uk and the webmaster is always looking to feature member's new layouts on line, so just contact Ian Bartlett.

Archives - Any member who has any old material, relating to the club, please do not throw it away until you check with the editor, as it may be needed for the club's archives.

Photographs - If any club layout, or club members layout, is due to appear at an exhibition, please let the editor know so plans can be made to have photographs taken at that event. I will make every effort to attend, but if this is impossible, I will make alternative arrangements.

Newsletter – If for whatever reason, you are unable to get to a club night when the 'Newsletter' is due, inform the editor, and he will either keep a newsletter for you or post one to you, depending on the length of time you are unavailable. *The newsletter is issued on the first Tuesday in March, June, September and December.*

Club Ties – The club now has a stock of club ties available – please speak to Chris Hughes.

Club Exhibition – The date of next year's club exhibition is now on **February 16th 2013**. Not as originally announced as being on the 23rd. We are also at a new venue, Shenley School. See advert on page 15

Christmas Event – The 'trains and mince pies' night, will be held in the new clubhouse on Tuesday December 18th.

AGM – The Annual General Meeting will be held in the new clubhouse on Tuesday January 29th 2013, starting 8pm. To insure there are enough chairs to go around, could members who own a folding chair, please bring one along in the boot of your car, just in case.

KEEP THE ARTICLES AND INFORMATION COMING IN

The next MKMRS 'Quarterly News' will be published on Tuesday 5th March 2013 to cover March, April and May 2013 for forthcoming events.

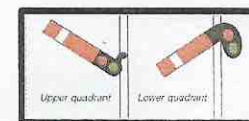
SEMAPHORE SIGNALS

Part Three – Semaphore signals types

Semaphores basically take two forms: stop signals, function of which is to stop trains when their arms are 'on', or at danger, ie in the horizontal position (arms showing the 'proceed' position are known as being 'off'); and distant signals which give advance notice to the driver of the state of the next stop signal. When off, a distant signal tells the driver, that all the relevant stop signals under the control of the box being approached, are also off.

Stop signals are rectangular, and painted red with a white stripe on the front face (and white with a black stripe on the reverse). Distant signal arms are notched at the 'free' end, and painted yellow with a black chevron on the reverse side).

Semaphore arms show clear to proceed in two main ways – see diagram – 'upper quadrant' whereby the arm is raised through about 45 degrees from horizontal, and 'lower quadrant', where the arm is lowered by the same amount from the horizontal. The Great Western favoured the latter type almost exclusively; UQ arms were widespread on the other three Big Four companies. Lower quadrant signals were more common on pre-Grouping lines, such as the North Eastern, London & South Western, and the Caledonian.



Types of post varied greatly: the chief material was wood, although several companies (eg the Caledonian and LNER) used lattice posts.

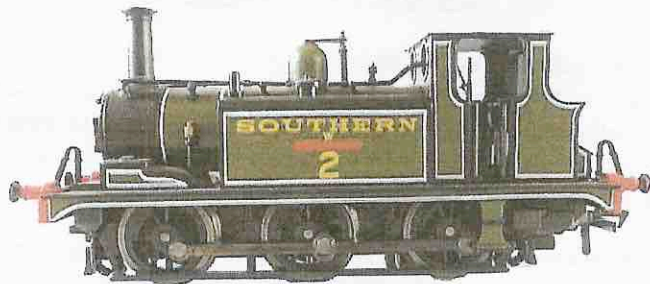
Tubular steel posts were widespread on the LMS, and the GWR changed from its stately tapered wood posts to tubular construction in the 1940s, a decision perpetuated by BR Western Region. In many cases, the type of post defines instantly the railway being modelled, for example the Southern Railway's reuse of old rails.



Left to right, Great Western wooden post lower quadrant and LMS tubular steel post upper quadrant stop signals, LNER lattice post stop signal with distant below it and the Southern equivalent on a rail built post.

MILTON KEYNES MODEL RAILWAY EXHIBITION

Saturday 16 February, 2013
10.00am - 4.30pm



Shenley Brook End School, Milton Keynes, MK5 7ZT
AMPLE FREE PARKING. LEVEL ACCESS THROUGHOUT

BIGGER VENUE, MORE LAYOUTS, MORE TRADERS!

Admission

Discounts on entry if you travel to the show by rail. Simply show your valid rail ticket at the door.

See website for details of rail-link bus

| | |
|--------------------------------|--------|
| Adults: | £5.00 |
| (£4.50 with valid rail ticket) | |
| Children/Concessions: | £3.00 |
| (£2.50 with valid rail ticket) | |
| Families (2 + 2): | £10.00 |
| (£9.00 with valid rail ticket) | |

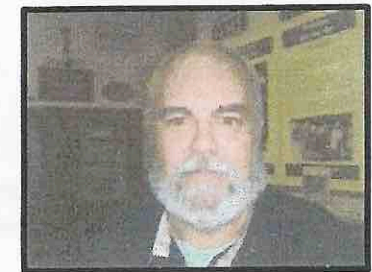


www.mkMrs.org.uk

REMEMBERING

At this time of the year, we should remember the following members, who have contributed so much to the club's progress.

| | | |
|------------------|--------------------|-------------------------|
| Jim Armstrong | George Barrett | Richard Careless |
| John Coles | Fred Collins | Reg Cook |
| Gordon Eckersley | Gordon Etherington | Ivor Evans |
| Fred Fox | Chris Garner | Ian Gilroy |
| Cliff Grime | John Hatton | Robert (Bob) Hatton |
| Frank Hewer | Ernie Johnson | John Mann |
| Mac McGee | Doug Moorcroft | David Moore |
| Stan Pennington | Don Pigott | Keith Reynolds-Robinson |
| Ken Sharpe | Gordon Shrimpton | John Symons |
| John Tennent | Tom Wilson | Jim Wood |



It is with regret that I have to inform you of the death of Eric Preston (left) who sadly passed away on Wednesday October 31st. Eric was a very early member, and was an active member for many years. Several members attended his funeral on Tuesday November 13th. Eric was 92.

Our thoughts are also very much with Bob Bodsworth (right) and his family during this very difficult time of his illness.

LOCAL & MAJOR EXHIBITIONS AND SWAPMEETS ETC
DURING THE WINTER 2012/13

All entries are correct at the time of going to print, the editor and the club cannot be held responsible for any last minute changes to this information or any cancellations. Any event that lasts for more than one day will be listed appropriately.

December

- Sun 9th **BIGGLESWADE S/M** at The Weatherley Centre, Eagle Farm Road, SG18 8JH.
GAINSBOROUGH '0' Gauge Layout Open Day at Florence Terrace 1-30 to 6pm.
- Sun 16th **HUNTINGDON S/M** at WG Animal Shelter, London Road, **GODMANCHESTER.**
DONNINGTON PARK S/M at the Exhibition Centre, 500 stalls 10-30 to 3-30.
- Thu 27th **NEC S/M** in Hall 18, **BIRMINGHAM** (Britain's Biggest Toy Fair – 600 stalls).
 Fri 28th **SLOUGH S/M** at the Centre, Conference Venue, Farnham Road, 10-30 to 3pm.
SPALDING S/M at Springfield's Exhibition Centre, Camelgate, PE12 6ET.
GAINSBOROUGH '0' Gauge Layout Open Day at Florence Terrace 1-30 to 6pm.

January

- Sat 5th **TEWIN (Herts) Bassett Lowke Exhibition** at Tewin Memorial Hall. (2 days)
Saturday Members only – Sunday General Public.
- Sat 12th **CHILTERN MRA EX** at Alban Arena, Civic Centre, **ST ALBANS.** (2 days).
- Sat 19th **BRAMBLETON MRS EX** at the Public Halls, Southdown Road, **HARPENDEN.**

February

- Sat 16th **MKMRS EX** (See advert on page 15)
EAST BEDS EX at Stratton School, Eagle Farm Road, **BIGGLESWADE, SG18 8JB.**
- Fri 22nd **BRIGHTON MODELWORLD** at Brighton Centre, Kings Road, BN1 2GR. (3 Days)

AUCTIONS

February

- Saturday 9th **BURY ST EDMUNDS** Lacy Scott and Knight, Auction Centre, 10, Risbygate St.

HMRS MEETINGS 2013

At The Mansion, Bletchley Park, 19-30hrs

| | | | |
|----------|------|-------------------------------------|-------------------|
| January | 30th | Archive Films | by Frank Banfield |
| February | 27th | London to Birmingham, Part 1 | by Ron Hart |
| March | 27th | The West Highland Lines | by Keith Fenwick |
| April | 24th | The North Wales Coast Lines, Part 1 | by Dave Scudamore |

THE NEW TINPLATE LAYOUT

The tinplate section of the club, are planning their new layout in the new premises. It will include three 3rail tinplate tracks and at least two 2rail tracks, which will include a scale '0' gauge circuit and maybe, a tinplate '00' track. This will hopefully go a long way to making sure as many members as possible will have somewhere to run their particular models. The number of tracks laid, will of course, depend on the amount of space made available.

They have decided to call this layout "Barnes Junction" in honour of Brian Barnes, who was the main instigator in establishing a tinplate group within the club, many years ago.



Brian Barnes, being presented with the new layout's name sign from John Forman.

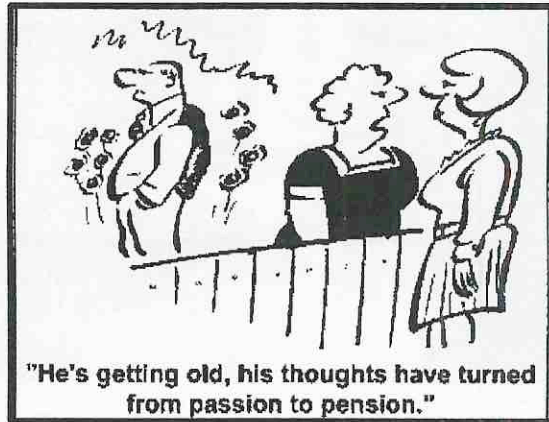
Transport Health and Safety Nightmares



No large car transporters here – just do it yourself!

You have to Smile

Cartoons submitted by Colin Lomas and John Forman



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THE CLUB LIVES ON – but at a price by Chris Hughes (Vice Chairman and Secretary)

Apart from the overseas members, I'm sure by now everybody is aware of the traumas we have faced over the past six months since we were given notice to quit Bletchley Park. Although not unexpected, it nevertheless came as quite a shock that the fateful blow was delivered relatively early in BP's plans for the future. It is regrettable that the Park management fails to appreciate the important part railways played during WW2, and only time will tell whether their planned World Class Museum of mathematics will be appreciated by their greater public.

The club was faced with either finding a new home or closing down, which after over 40 years none of us wanted to see. Several lines of enquiry have been followed and many properties investigated but found unsuitable for a variety of reasons.

Our first home, Holne Chase School was vacant, but at £9k+ per annum, that was a non starter. An upstairs windowless room was offered at Wolverton Snooker Hall but access was by steep stairs and along narrow corridors so it soon became apparent that although expensive, a commercial property was to be the only way forward.

A potential unit was located at 28, Barton Road in Water Eaton, which was for rent at £6000 per annum. We offered £5000 and this was accepted but with the addition of service charges, building insurance and VAT, Council business rates and utility charges our liability is approaching £10,000 per annum. Members had previously been consulted and voted in favour of increasing the subscriptions to £72 per year, and abolishing Associate and Senior rates in order to raise £5000 from subscriptions.

The additional add-on costs however, have meant we need to raise more in order not to exhaust our Capital Reserves over the next three years. Members present on several Club-nights have again been consulted and agreed to setting the subscriptions at £120, which although a well above inflation increase, is still less than £2-50 a week – not even the price of a pint. Additionally, anyone wishing to pay their subscriptions by instalments may do so with the proviso that a Bank Standing Order be set up to ensure regular cash-flow.

The Club will be a different animal in future, after 16 years in the museum business we can now get back to being an ordinary model railway club again at nobody else's beck-and call to enjoy our hobby as we see fit.

As a final point, the Club has registered as a company with limited liability, not in order to pay dividends, but to ensure those whose names are on the Lease need not fear the heavy knock of the Bailiffs in the event of it all going pear-shaped.

A HISTORY OF BRITISH RAILWAYS

No 12

LBSC Class B4



Prepared for a Royal Train at a Britain shed in 1922 is a B 4 – 4 – 0 express of the London Brighton & South Coast Railway. With names like 'Cecil Rhodes', 'Kitchener' and 'Baden Powell', better boilers, large cylinders and 16,750 lbs. of tractive effort made them more effective than the B2s which lacked steam for heavy work. A Robert Billington design of 1899, the B4s were still in service in the 1930s.

Royal coaching stock in the great variety began with Queen Adelaide's simple 4 – wheeled Hooper – built carriage of 1838, and reached its zenith with the splendid 12 wheeled Gresley carriages built by the Great Northern and the North Eastern Railway in 1908, which remained in service until the 1960s. Queen Victoria did much to popularize rail travel and for her the Great Western built a broad gauge carriage which featured roof – top signaling to the driver! Since those days some 27 royal vehicles have reflected the best in the carriage – makers art.

FOCUS ON RAILWAY PLACES OF INTEREST

Enjoy the ride on our historic steam train in a pretty part of the Mendip Hills, the 5 mile return journey gives you views of the local countryside and wildlife.



We offer you much more than just a train ride! Here are some of the things you can see and do on your visit. *A Steam train ride * Visit the engine shed and workshops *Signal Box *Miniature railway * Lineside walks *Browse our shop for books, gifts, toys, DVD's & Thomas the tank Engine items. *Our Whistle-stop restaurant serves appetising homemade meals and cakes every day we are in steam *Children can let off steam in our play area.

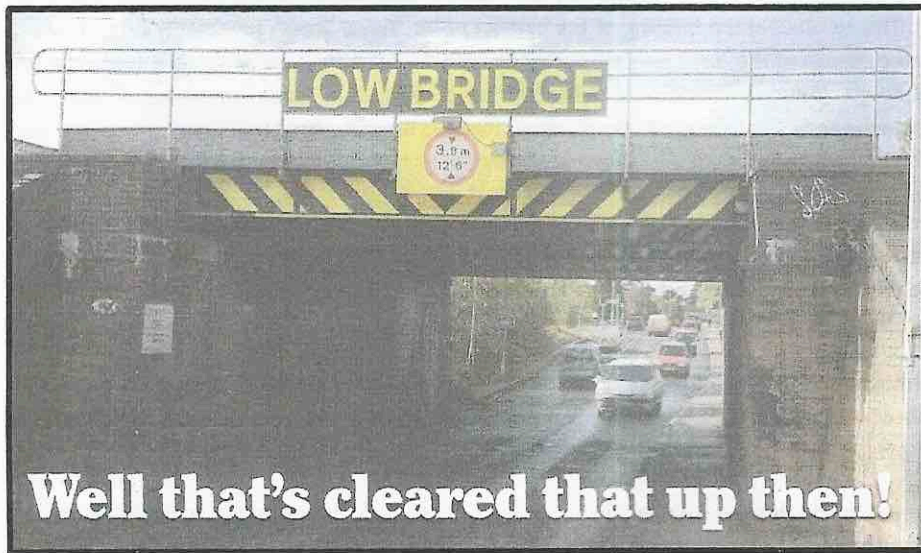


East Somerset Railway, Cranmore Railway Station, Cranmore, Shepton Mallet,
Somerset BA4 4QP Telephone 01749 880417. www.eastsomsetrailway.com

Pacifics in East Anglia. But more about them later in the series!

LMS engineering must have been proud of their 12 "Princess Royal" locomotives but Stanier knew they could be improved upon. They were to be a test bed for the Streamlined Coronation Class that was to follow.

In the Next Issue: No 7: The LMS Streamlined Pacifics.



In past issues of the 'Newsletter' I have reported on the many accidents that have occurred at this bridge, under the Midland Main line, which is located quite close to my house, in Kempston, near Bedford.

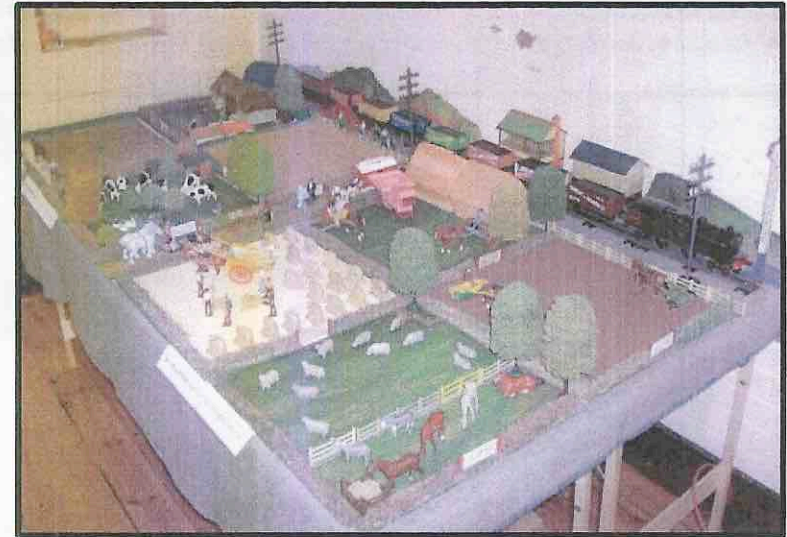
It is amazing the number of tall lorries and double-decker buses that have become stuck under this bridge, over many years, at this very important route, causing traffic gridlock, on some occasions, for several hours, to both the roads system and the railway.

Well, according to the local paper this has now been solved, with a very large bright sign, which can be seen from quite a distant and as they put it well that's cleared that up then! I wonder???

MEET THE MEMBERS

If any member would like to be featured in the 'Meet the Members' articles in forthcoming issues, then speak to me at a club night and I will help and advise you to continue. The alternative is for me to twist a few arms

CLUB AND MEMBERS LAYOUTS AROUND THE EXHIBITIONS



John Forman's static 'O' gauge display at The Willington Local Transport Day.

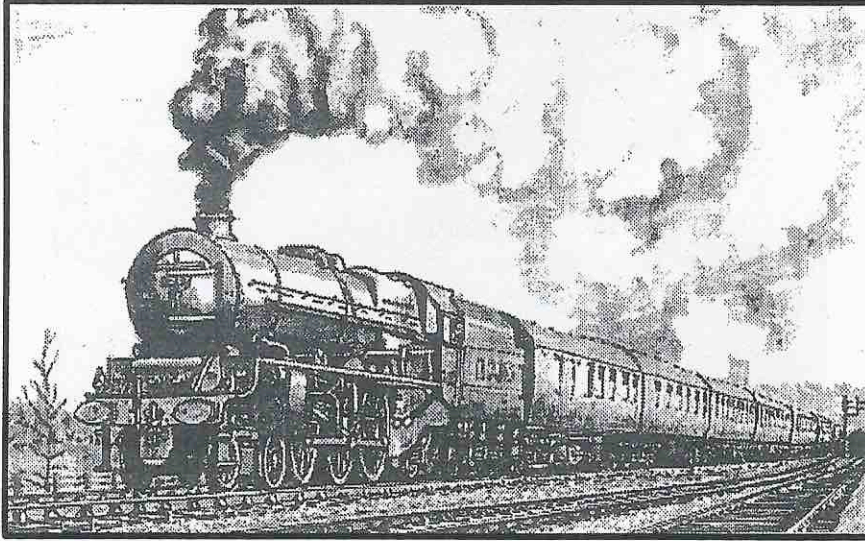


'Norgate' and its operators in Hell, at the Enfield Whitewebbs Railway Modellers Exhibition.

THE BRITISH PACIFIC LOCOMOTIVES

by the late Fred Collins

As Fred was going to produce a new set of drawings for the newsletter, but he was unable to do so because of his sudden death, I have decided to repeat his last series from earlier newsletters.



No 6: The LMS "Royal Pacific Locomotives"

***Cylinders: 4 x 16 25" Boiler Pressure: 250 p.s.i. Length over buffers: 74' 4.25"
Weight incl. tender 158. 6 tons.***

For the benefit of our younger members, it is worth going into the background of how the LMS was formed. In 1923, many of the railways were amalgamated under the 1922 Railways Act by the Government into 4 large regional companies. These were The London & North Eastern Railway (LNER), The London, Midland & Scottish Railway (LMS), The Southern Railway (SR) and The Great Western Railway (GWR). The two largest constituent companies to form the LMS were the London & North Western Railway and The Midland Railway, both of which were large companies operating on parallel routes from London to the North. Together with the other constituent companies such as the Caledonian Railway and the Lancashire & Yorkshire Railway, the LMS became the largest commercial company in the world.

The years following Grouping resolved into a battle between the two important powerhouses of Crewe (x L&NWR) and Derby (x MR). Internal politics assumed more important than actually operating the railway (sounds all too familiar!).

The former L&NWR routes relied on Claughton 4-6-0s which were not really up to the task of hauling the heavier trains and the faster schedules after Grouping. The West Coast route was saved by the cavalier attitude of the train crews who thrashed their locomotives unmercifully when required. The situation at Derby was somewhat different with the 4-4-0 Compounds being well engineered but too small, with double heading becoming increasingly necessary in order to maintain time.

The LMS Board tried in desperation to buy GWR Castle Class locomotives but was met with a flat refusal. This resulted in the building of the parallel boiler "Royal Scots" supposedly from drawings supplied by the SR of the "Lord Nelson" class. The "Royal Scot" order was farmed out to contractors and although the class performed brilliantly when new, they soon deteriorated when the deficiencies in their construction began to show. The LMS Board realised that drastic measures were needed.

William Stanier, who was second in command to Collett on the GWR, was approached with an offer to take over as Chief Mechanical Engineer of the LMS. He would be given a free hand to tidy up the chaotic affairs on the works side, to standardise the locomotive fleet and to produce locomotives befitting the biggest railway company in the world.

Stanier could see that his chances of succeeding Collett who was only a few years older than himself, would be a long time coming and only a few years away from his own retirement. He quickly accepted the offer from the LMS.

His first job was to get the warring factions at Crewe and Derby pulling in the same direction. This he did brilliantly, as 18 months after taking office his first locomotive appeared, the Pacific "Princess Royal" (I got there in the end!).

The first of the "Princesses" showed the influence from Swindon but Stanier quickly realised that not everything that suited Swindon was suitable for the LMS working conditions. The superheating was upgraded, a dome for steam collection fitted and other minor alterations made to prepare them for high speed running they had been built for.

Stanier also spent time at Crewe bringing the engineering standards up to Swindon levels. In November, 1936 a trial run was arranged from London to Glasgow non-stop. This was achieved at an average speed of over 75 mph for the whole journey, including the awesome climbs over Shap and Beatock. The speed did not exceed 95.5 mph at any point although long stretches on the run must have been achieved at very high average speeds.

Another trial run yielded an average speed of 75.5 mph from Euston to Rugby with a train of 500 tons. The arrival of Stanier had brought a dramatic improvement in locomotive performance probably never occurring before or since, except maybe with the introduction of the Britannia