

LOCAL SIGNWRITERS JOIN IN 150TH ANNIVERSARY OF THE TUBE

Bedford signwriters helped bring an historical locomotive back to its former glory as part of the London Underground's 150th anniversary celebrations. Seb Blore-Rimmer and Tim Girvan – who have been independent signwriters all their working lives – worked on the refurbishment of the Metropolitan 1, the first ever steam powered underground locomotive. The restored train travelled through some 12 underground stations as part of the celebrations earlier this month.

Tim, of Putnoe, and Seb of Stevington, spent two days working on the paintwork before the train made its historical journey along part of the original Metropolitan Line – now the Hammersmith & City line. Seb, 47 – who often does signwriting for Bedford School, the Harpur Trust and other organisations in the town – completed the work with Tim in two 12-hour shifts. He said: "I worked on painting the train's name while Tim focussed more on the graphics side. "We did the work at the London Transport Museum Depot, who first contacted us back in October last year." He added: "We had to spend quite a lot of time on it and be very precise as it was a very big event and everything had to be just right for the day. We are very proud to have been involved in this momentous commemorative celebration of British engineering."

Seb – who also has other jobs – often works on honours boards for customers in the Bedford area. He said: "I'll often paint the words on boards for schools that want to list past house captains, for example, or sports clubs that have boards of honour. We use specialist paints and brushes for all of our work, and that was vital with the Metropolitan 1 job – you certainly wouldn't want to use your average household paint or gloss!"



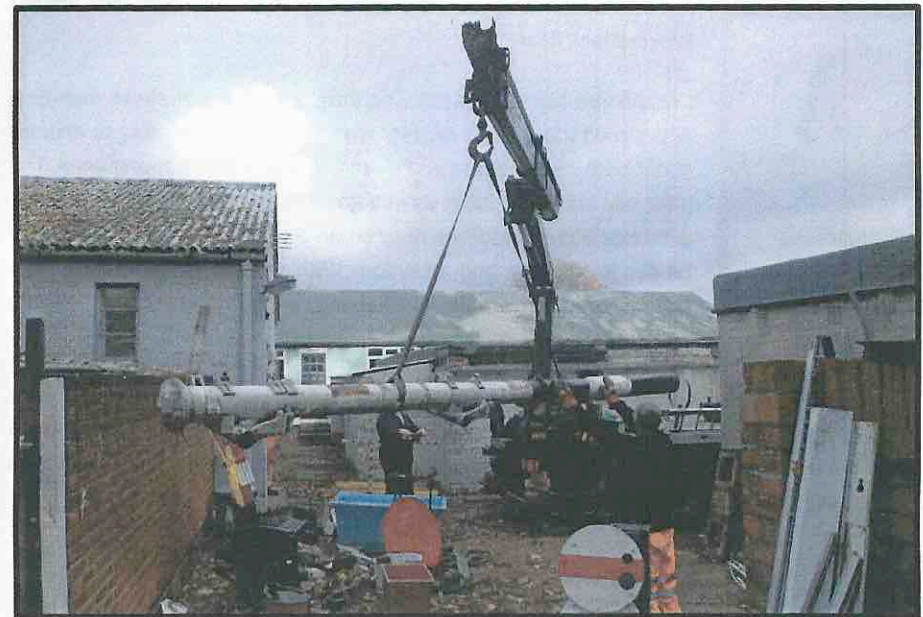
Back to its former glory: Metropolitan 1



"QUARTERLY NEWS"

No 172

SPRING 2013



The club's signal from Bletchley Park starts its journey to its new home.

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**
Committee:- Chris Lester Tony Winn Colin Joyce Bill Ball

Editorial

Unfortunately, this has been the most difficult issue to prepare so far, with my little grandsons major operation and all the logistical problems that has brought to the whole family and then with me finally collapsing and ending up in Bedford hospital. I am now trying to put together the best newsletter I can under the circumstances and with the limited information I have.



I would also like to take this opportunity to thank all those members who signed the get well card for me and all those who rang to enquire about both my grandson and myself, it is very much appreciated. The little boy still has a long way to go with, out-patient visits to Great Ormonds Street Childrens Hospital on a regular basis and months of tender loving care and attention. With regards to me, I have now been discharged from the hospital and I am trying to get back to some

kind of routine.

Speaking of getting back to normal, that is what I am now hoping to do with the 'Newsletter', once this one has gone to the printers and then distributed around the members, I must re-introduce some of the old features such as 'Meet the Members'. I am also looking forward to being part of the tinplate group again and running trains on the club's new tinplate layout 'Barnes Junction'.

John Forman.

KEEP THE ARTICLES AND INFORMATION COMING IN

The next MKMRS 'Quarterly News' will be published on Tuesday 4th June 2013 to cover June, July and August 2013 for forthcoming events.

The following items are on offer to members on a first come basis. While I am not seeking any payment for these, the space is more important, may I suggest a donation to club funds may be appropriate. Please e-mail me at roger.holliday@btinternet.com.

The cable lengths shown as >100 metres is due to cut lengths being taken off but exactly how much is unknown. This is high quality wire suitable for most layouts with the 100 metres retailing at £7 – 95 at gaugemaster.

The Tamiya paints are all new and unused in their mini jars again good quality ideal for detailing etc.

All items will be delivered to the club. Roger Holliday.

Tamiya Acrylic Paints

| | |
|------|------------------|
| XF1 | Flat black |
| XF2 | White |
| XF53 | Neutral Grey |
| XF56 | Metallic Grey |
| XF63 | German grey |
| X1 | Black |
| X7 | Red |
| X8 | Lemon |
| X10 | Gun metal |
| X11 | Chrome Silver |
| X14 | Sky blue |
| X18 | Semi-gloss black |
| X27 | Clear red |
| X31 | Titan gold |
| X32 | Titan silver |

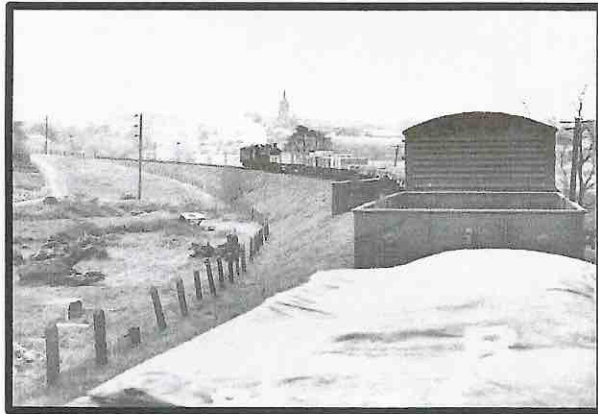
Rapid 7/0.2mm Equipment wire

| | |
|--------------------------|------|
| 01-0425 Orange x 2 reels | >100 |
| 01-0430 Pink x 2 reels | 100 |
| 01-0440 Violet | >100 |
| 01-0420 Grey | >100 |
| 01-0420 Grey | 100 |
| 01-0430 Pink 2 Reels | >100 |
| 01-0415 Green | >100 |
| 01-0450 Yellow | >100 |

Brawa Cable 18x0.10

| | |
|------------|------|
| 3114 Brown | >50 |
| 3115 Blue | >100 |

THOSE WERE THE DAYS



Approaching Bishop's Stortford, Herts; unidentified GER 'J17' 0-6-0 freight train from Braintree on 28th April 1956

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

trees.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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CHAIRMAN'S REPORT



At the AGM I outlined that after 25 years as your Chairman that the time was right for me to stand down with effect from January 2014. I would have done so before but wanted to ensure the clubs future at Bletchley Park had been resolved and that we had the stability we all craved for, before I did so.

Our move to Barton Road has given us stability for at least three years and perhaps longer. Our destiny now lies in our own hands and we have emerged stronger than before and have reverted back to being a 'normal' model railway club. We now have a structure in place that will enable us to move forward as our 50th Anniversary edges ever nearer. 2019 is not that far away!

Our February exhibition has (will have) given us the opportunity to show we are very much alive and kicking and hopefully we will have attracted some new members to our ranks. Please make them feel welcome and part of the club from the start. It is pretty daunting walking in somewhere for the first time so please talk to them and encourage them.

In the few weeks we have been at Barton Road, the club room has become a hive of activity. We spent so much of last year destroying, burning or finding new homes for our exhibits that it is reassuring to see us being creative again.

After so much gloom and despondency it is really good to be back in a thriving, happy club room. We are all now in one room and we can all see what is happening and can all feel part of it. There is still work to be done but in the words of one old British Rail advertising campaign "we're getting there!".

Here's to three stable happy years at Barton Road. Hopefully our land lords will like us and we can stay beyond the present agreement.

Dennis Lovett.

Chairman.

LOCAL MODEL SHOP

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

CLUB NOTICEBOARD

Club Sweatshirts and Polo Shirts – club sweatshirts and polo shirts are available – speak to the Secretary.

Welcome Aboard – New members have been suspended until after 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.

Annual General Meeting – I have been told that the AGM was well supported and seemed to pass without any major problems.

The Exhibition – I hear that the exhibition was a great success at the new venue and the visitors numbers were up on last year – I am sorry I missed it.

TOY AND TRAIN AUCTIONS DURING SPRING 2013

March Saturday 9th RUGBY Vectis Auctions at Benn Hall, Newbold Road, CV21 2LN.

April Saturday 13th BEDFORD Memories of Childhood, W. H. Peacock Auctions, 26, Newnham Street.

May Saturday 11th RUGBY Vectis Auctions at Benn Hall, Newbold Road, CV21 2LN.

May Saturday 18th BURY ST, EDMUNDS Lacy, Scott and Knight, 10, Risbygate Street.

May Thursday 23rd LEAMINGTON SPA Toys and Childhood Memorabilia, 12 Guy Street. CV32 4RT.

A HISTORY OF BRITISH RAILWAYS



No 13

LNER Class D16

Created by the amalgamations of 1923, the London & North Eastern Railway inherited engines which included the big 4 – 4 – 0s of the Great Eastern Railway. The first, named "Claude Hamilton" after the GER chairman and shown at the Paris Exhibition, appeared in 1900 and carried that number. With 2 inside cylinders, 180lb pressure boiler and 7ft, driving wheels, it featured a modern cab with side windows.

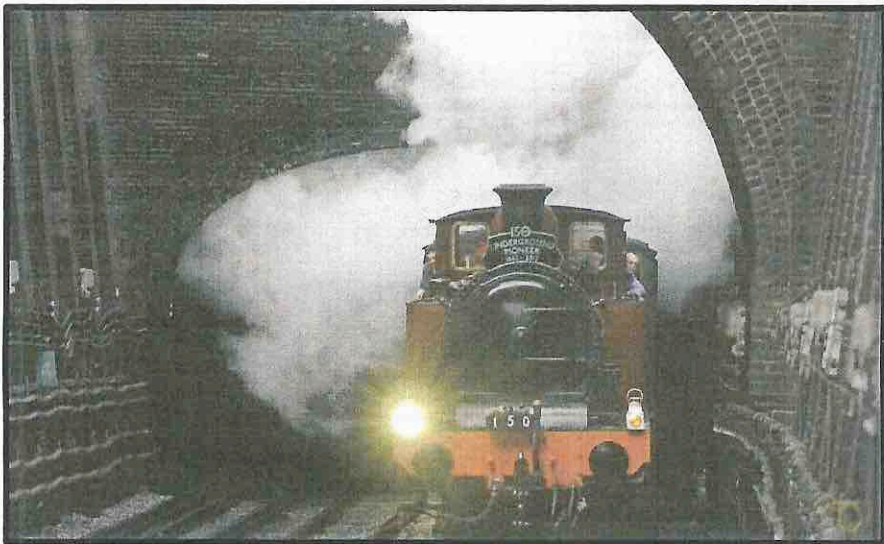
New engines and rebuilds brought larger boilers and different fireboxes and thus appeared the D16 Super Claude, as pictured. All 121 4 – 4 – 0s were built at Stratford.

Working 12 to 14 coach expresses, the 'Scandinavian' boat train and Newmarket horsebox specials, the 'Clauuds' were highly successful. Grey or blue in GER years, LNER apple green and finally British Railways black, the good times saw them, sporting Stratford white cab tops, bright smoke-box rings and copper chimney caps. All except the first (No. 1900) saw Nationalisation in 1948 and a few were still running in 1960.

The Met 150 Anniversary



'Met 1' running through Notting Hill Gate station.



The confined nature of the original Metropolitan Railway, now combined the Hammersmith & City and Circle lines, is emphasised as 'Met 1' hurries into Bayswater.

The First Christmas Trains and Mince Pies Evening in Our New Clubroom

There was a great turn out of members at the first event of this kind on Tuesday 18th December 2012. Three main layouts running, Milton Quays, Norgate and the DCC, along with a small temporary layout of tinplate '0' gauge in the space where the new Barnes Junction layout is going to be built. A large amount of refreshments and goodies were donated and eagerly enjoyed, with £122 being collected for the Willen Hospice in Milton Keynes.

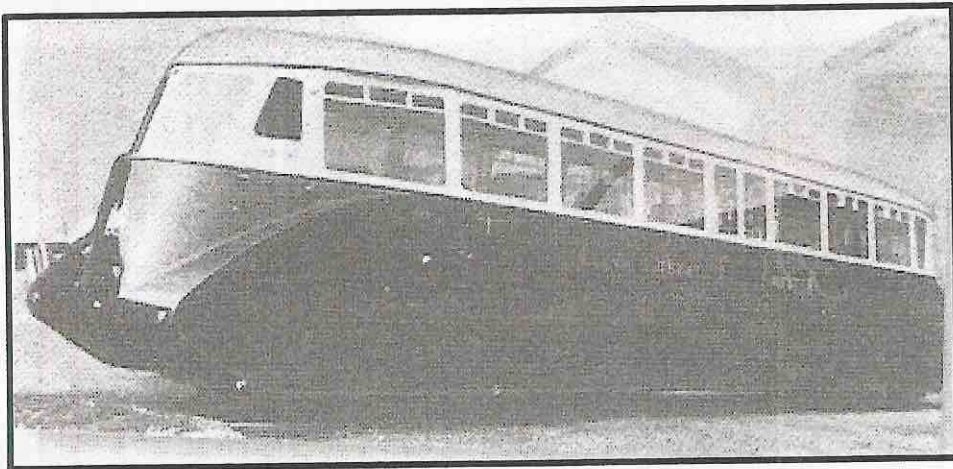
The photographs below were taken at random by the Editor.



Flying Bananas

The GWR's streamlined railcars

The GWR were never slow in keeping up with latest trends, and their publicity department often put other railway companies to shame. The introduction of the first streamlined diesel railcar in 1933 was no exception to this; its initial success led to a total of 38 being built by 1942, their streamlined shape and their brown and cream livery giving them the nickname 'Flying Bananas'. Powered by AEC diesel engines similar to those used in a London bus, they were built in three batches by Park Royal, Gloucester Railway Carriage & Wagon Company and by the GWR at Swindon. Apart from No. 1 (which only had one engine), all of the other units were fitted with twin engines. Various versions were built, including some with a small buffet section, parcels cars and two twin-sets with buffet and lavatory for longer cross-country journeys – the latter were capable of running back to back or with a single ordinary carriage between them.



When used on loss-making branch lines the introduction of the single railcars led to a steady increase in passengers, and twin-set railcars transformed services on the Cardiff to Birmingham Snow Hill (via Gloucester) route to such an extent that longer steam-hauled trains had to be introduced to cater for the extra passengers. The latter units were later transferred to the Bristol to Weymouth and Reading to Newbury routes. All but one railcar (No. 9 was destroyed in a fire in 1946) passed into British Railways ownership in 1948. Withdrawal started in 1954 with the last examples surviving until 1962. W4W, W20W and W22W have since been preserved.

The Late Bob Bodsworth

By Brian Morgan

Unfortunately, the text for this article did not arrive in time for this addition, hopefully I will be able to include it in the next issue.



The grate area would be 50 square feet, the size of a small room, the maximum recommended under the existing legislation for hand firing. To assist the fireman with the task of feeding the hungry giant, a steam operated coal pusher was installed in the tender.

The decision was made to streamline the locomotives resulting in an eye catching shape, painted rich blue with silver lines running front to back. When coupled to the Coronation Scot train, the livery was continued along the length of the whole train.

It was obvious from the start that the locos could do everything asked of them with power to spare. In fact the loco could produce and use steam well beyond the physical capacity of a fireman to feed the firebox.

After its initial running in turns, it was decided to use No. 6220 "Coronation" for an attempt at the world speed record, then held by the LNER at 115mph. A special press trip was arranged, the attempt was to be made on the southern approaches to Crewe station, this being the only stretch of LMS track then suitable for high speed running.

The train set off from Euston amid great publicity, 80 mph was reached from Harrow, 87 through Cheddington, 86 through Wolverton, clearly, the locomotive wasn't going to be nursed en route to the record attempt. Whitmore Summit, 10 miles out from Crewe was reached at 85mph. The locomotive was then given its head and speed rose to 114mph with 1.25 miles to go before it reached Crewe and its complicated trackwork. Common sense prevailed and the regulator was closed, accompanied by a full application of the brakes. With flames streaking from the brake blocks, the train rushed into the points systems at Crewe at a speed of 52mph. The speed restriction stood at 20mph!!! It was reported that not a cup or plate was still in one piece in the restaurant car after this escapade.

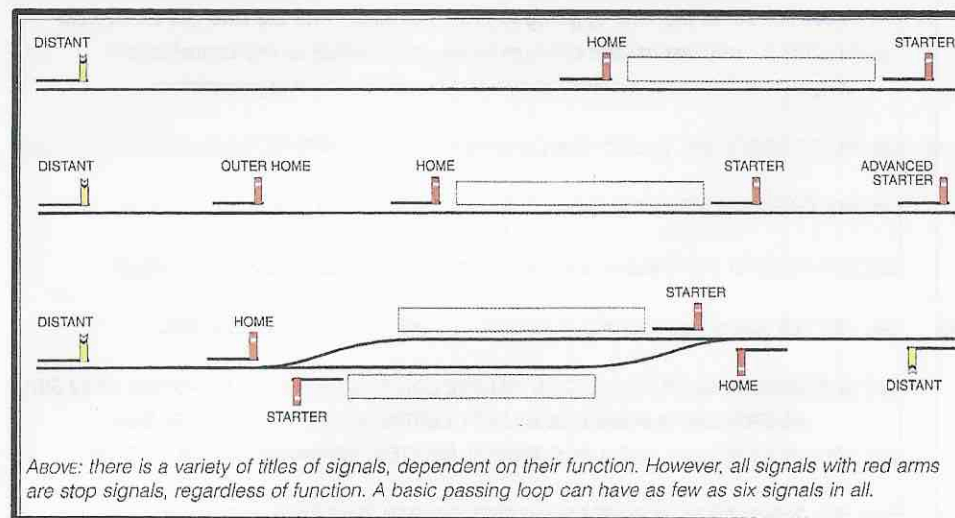
It is generally accepted that the locomotive could have travelled faster, had the track been available for higher speed running, possibly as high as 120mph. LMS enthusiasts will say that 130mph was possible but this is all academic. None of the class ever exceeded above the speed recorded by "Coronation". Gresley A4 Pacific "Mallard" later went on to set the world steam record with 126.4mph, which still stands today.

History will remember the Coronation class as beautiful locomotives, magnificently designed and engineered, a tribute to Stanier. Credit must also be given to Coleman, the Chief Draughtsman at Crewe who undertook much of the design work. Stanier was at the time, on loan to Indian Railways investigating the rough riding characteristics of rough riding on certain of their locomotive classes. The second batch of the class, were produced without the streamlined casing and these will form the next article in the series.

In the Next Issue: No 8: The LMS Non-Streamlined "Coronation" Pacifics.

SEMAPHORE SIGNALS

Part Four – Stop signal designation



It is commonplace for model stop signals to be described as 'home' signals; the home signal is the first stop signal under the control of the box at the end of the section of track through which the train has just travelled. Other stop signals, called starting signals, allow trains to leave.

If required, additional stop signals are provided, such as an 'advanced starter' or an 'outer home', as well as subsidiary signals such as 'calling on' arms for light engine movements and ground signals for shunting: it is likely that the modeller can omit many of these, due to space constraints.

Right: This Ratio 4mm scale kit for a London & North Western wooden-post bracket signal has two stop arms on equal-length posts (called 'dolls').

A subsidiary arm, to allow a shunt move or similar to take place, can be seen on its own small bracket, off the left-hand doll.



LOCAL & MAJOR EXHIBITIONS AND SWAPMEETS ETC
DURING THE SPRING 2013

*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.*

March Sat 9th ST NEOTS MRC present The East Anglian Ex at **HUNTINGDON RACECOURSE** (2 day)

Sat 16th **CHESHAM** MRC EX at Elgiva Theatre, St Mary's Way, Chesham, Bucks HP5 1HR.

Sat 30th **YORK** EX at the Knavesmire Stand at York Racecourse YO23 1EX (3 days)

April Sat 6th TCS Spring Get-together & AGM, Weatherly Centre, **BIGGLESWADE**.

Sat 13th **CAMBRIDGE** EX at SAWSTON VILLAGE COLLEGE, New Road, **SAWSTON**, CB22 3BP.

AMERSHAM EX at the COMMUNITY CENTRE, Chiltern Avenue, HP6 5AH.

Sun 14th **HUNTINGDON** S/M at W.G.ANIMAL SHELTER, **GODMANCHESTER** PE29 2NH.

Sat 20th **RUSHDEN** EX at HOPE METHODIST CHURCH, Park Road, NN10 0RW.

WELWYN GARDEN CITY EX at LUDWICK WAY METHODIST CHURCH, AL7 3PN.

Sat 27th **DUNSTABLE '0'** GAUGE EX at SALVATION ARMY HALL, Bullpond Lane, LU6 3AH.

May Sat 4th **STAMFORD** EX at QUEEN ELEANOR SCHOOL, Green Lane, PE9 1HE.

Sun 12th **RUGBY** Vintage Train S/M at The BENN HALL, Newbold Road, CV21 2LN.

Tue 14th **RUGBY** EVENING S/M at The BENN HALL, Newbold Road, CV21 2LN.

Sat 18th **ELY** EX at THE COMMUNITY COLLEGE, Downham Road, CB6 2SH.

OXFORD S/M at EXETER HALL, Oxford Road, **KIDLINGTON**, OX5 1AB.

Sun 19th **SPALDING** S/M at The Springfields Exhibition Centre, Camelgate, PE12 6ET.

HMRS MEETINGS 2013

At The Mansion, Bletchley Park, 19-30hrs

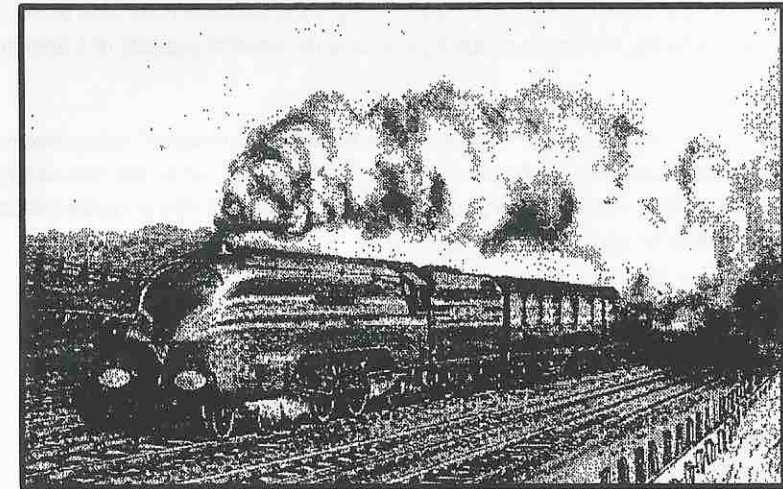
| | | | |
|--------------|-------------|--|--------------------------|
| March | 27th | The West Highland Lines | by Keith Fenwick |
| April | 24th | The North Wales Coast Lines, Part 1 | by Dave Scudamore |

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 7: The LMS Streamlined Pacifics



Cylinders: 4 x 16. 50" Boiler Pressure: 250 p.s.i. Length over buffers: 73' 9.75" Weight incl. tender: 164. 50tons.

By 1937, in the few years that Stanier had been with the LMS, he had completely revitalised the locomotive fleet. The Princess Royals were doing well doing sterling work with the main line expresses, the Jubilees and Black 5's were in production, the 8f 2-8-0s had appeared for freight work and the 2-6-4 tanks were in traffic. These were to form the standard locomotives for LMS work and locomotive affairs were looking pretty good. Although the Princess Royals were performing well, Stanier knew that they could be bettered.

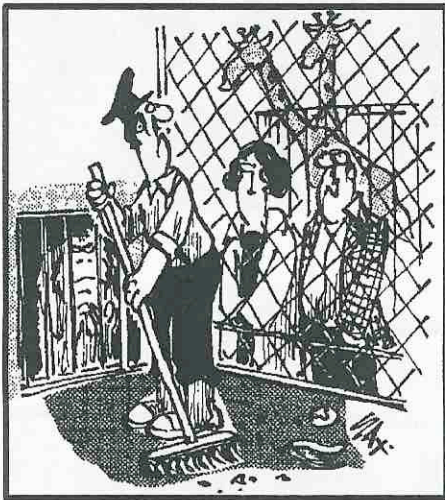
Work was put in hand for an improved Pacific design, with a capability of hauling heavy trains at sustained high speed. Driving wheels were to be increased from 6'6" to 6'9", a high degree of superheat was specified and the internal steam passages were given particular attention to ensure that the steam generated from the super efficient boiler would reach the cylinders by the most direct route possible.

The four cylinders were operated by two sets of Walschaerts gear on the outside cylinders, the inside cylinders working from rocking levers, the opposite method to the GWR Kings and Castles.

The Club's Television Area



You have to Smile



"They seem almost human, don't they?"



"What's the idea of leaving a note for the coroner by your plate?"

AROUND THE NEW CLUBROOM

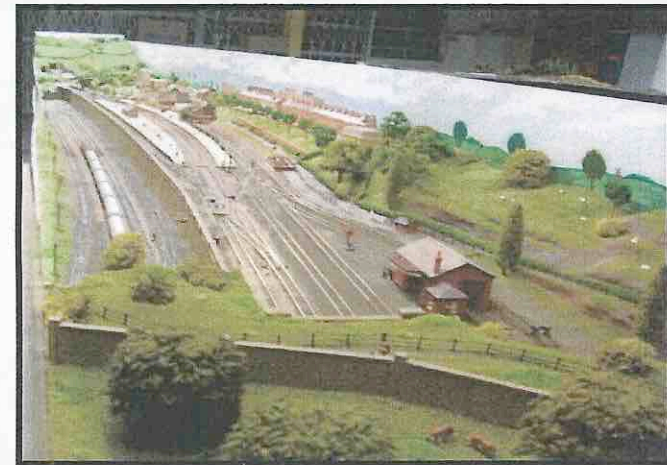
Milton Quays 'EM Gauge' Layout

The Milton Quays layout is now situated along the full length of the left hand side wall as you come in, following its successful outing at Warley.



Norgate 'N Gauge' Layout

The Norgate layout is now situated facing opposite the above layout, with a working space between the two layouts.



The Central Station '00 Gauge DCC Layout

The Central Station layout is now situated behind the Norgate layout.



The Barnes Junction '0 Gauge Layout

The Barnes Junction layout is situated at the bottom of the room, going across behind the Central Station and Norgate layouts.



FOCUS ON RAILWAY PLACES OF INTEREST

The line runs both Steam and Diesel trains

Tierney Model Railway

Travelling Post Office

Garden Railway

Diesel Railcar

Miniature Railway

Woodland Walk

Signal Box

The Siding Buffet

Main Line Railway

Museum and Shop

Award Winning Station

Driver Experience

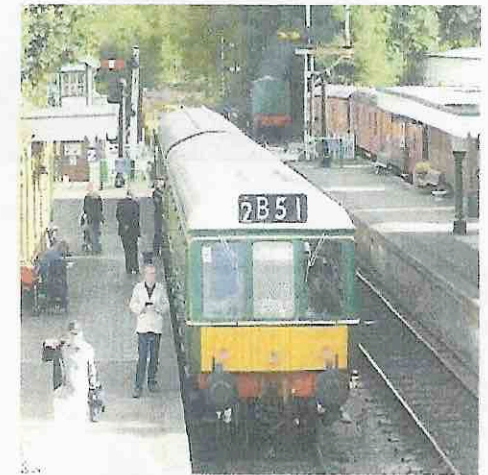
Pullman Dining Services

Castle Heddingham, Essex,

www.colnevalleyrailway.co.uk

01787 461174

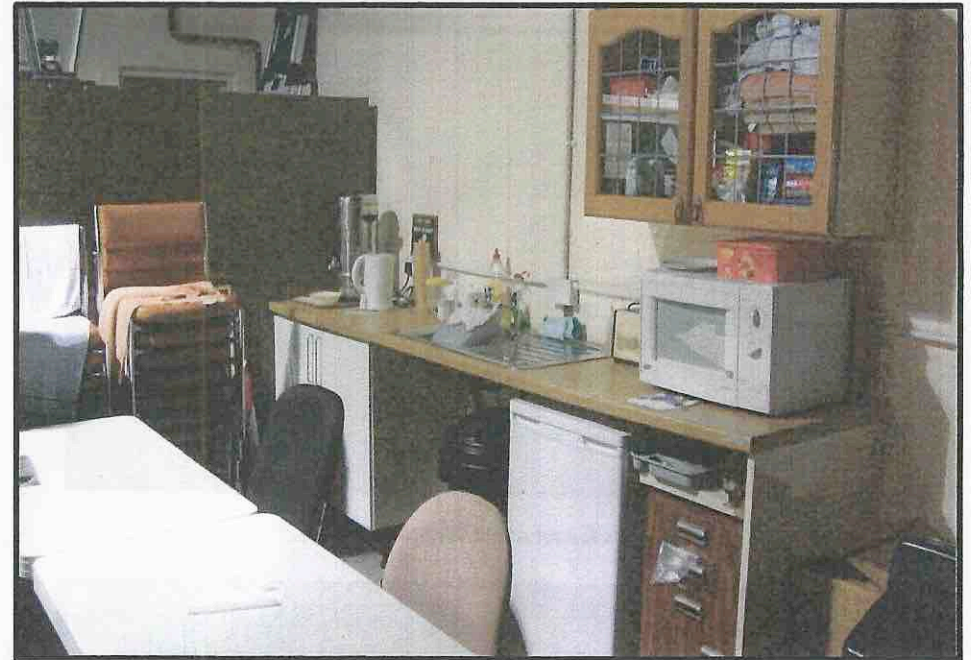
CO9 3DZ



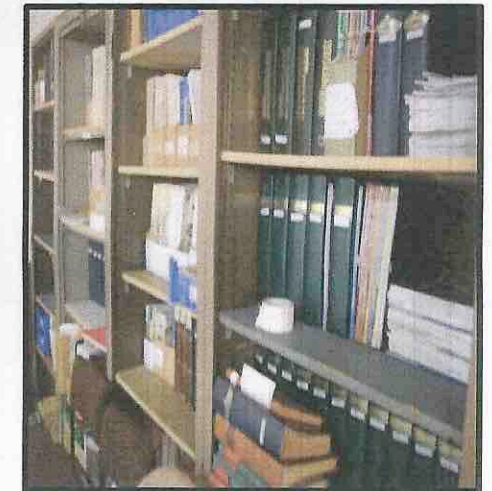


Colin French at Warley

The Refreshment Area

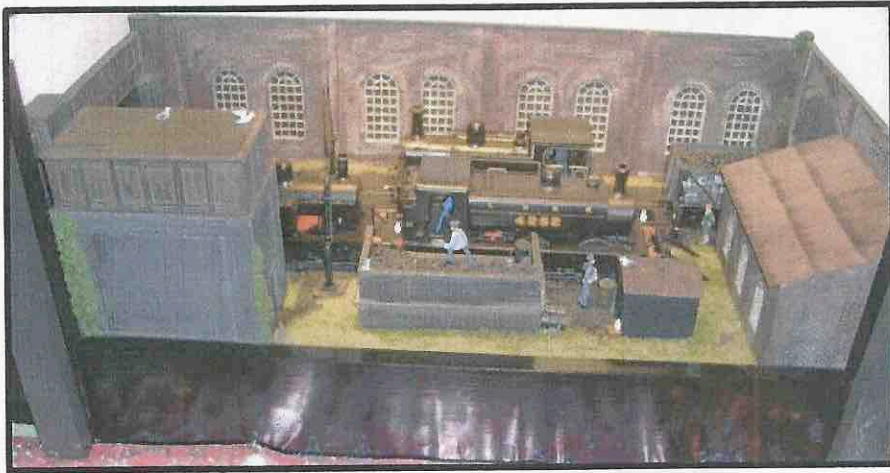


Storage Areas



John Forman's small Lego layout, which he built for his grandchildren, at The Marston Vale Community Rail Partnership Christmas Show at Lidlington.

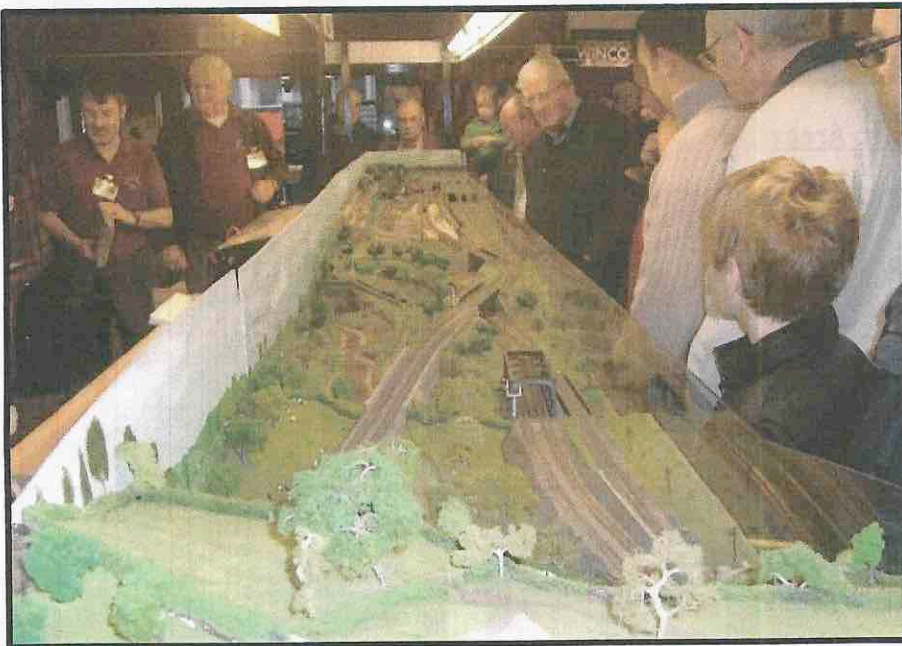
CLUB AND MEMBERS LAYOUTS AROUND THE EXHIBITIONS



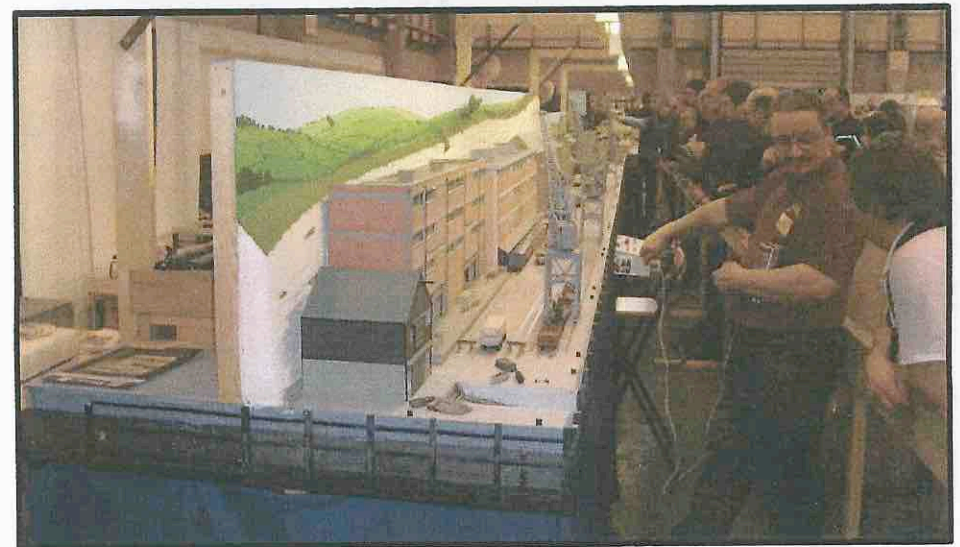
Colin French's layout at the Royston Exhibition



'Milton Quays' at Warley



'Norgate' at Letchworth



'Milton Quays' at Warley