



# "QUARTERLY NEWS"

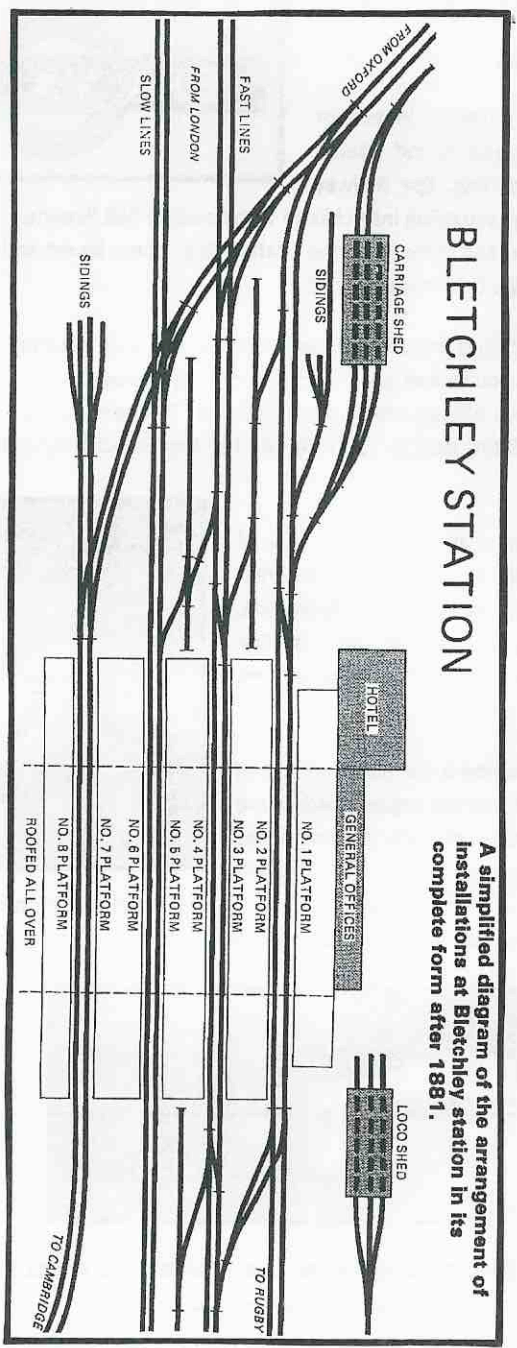
No 173

SUMMER 2013



*A typical club night*

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

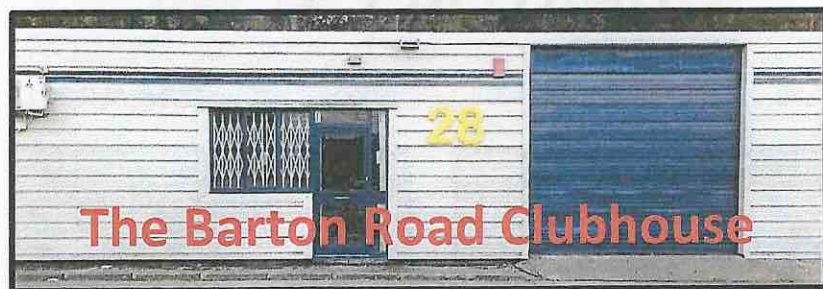


**A simplified diagram of the arrangement of installations at Bletchley station in its complete form after 1891.**

## 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

We appear to have well and truly settled into our new premises, and every aspect of the club seems to be running smoothly. It does not feel as if we have only been here for a matter of months with a lot of activity going on, each and every club night.

There is a great deal of planning being done for the future, such as next years exhibition, several ideas to improve or replace for the various layouts, clearing the items we brought with us, just in case we needed them, but no longer require and always looking to improve the club in general.



I believe there is very a nice atmosphere in the club and there is more socialising amongst the members in the smaller clubroom.

I would like to re-start publishing the 'Meet the Members' articles but I am finding it difficult to find willing participants. Any volunteers ???

John Forman.

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## FOCUS ON RAILWAY PLACES OF INTEREST



Take the Spa Valley train for a day out in itself or to visit one of the many established tourist attractions served by the railway. Spa Railway trains have returned to **Eridge** providing interchange with National Rail 'Southern' main line services from London Bridge, Croydon and stations on the Uckfield line. Come by rail and make it a real day out on the train. Sample Eridge to Tunbridge Wells.

At **Groombridge** village there is a traditional green, historic pub and picturesque church. A short walk from the station brings you to award winning Groombridge Place Gardens and the 'Enchanted Forest', designed to celebrate history, mystery and intrigue. The gardens feature a 17th Century manor house set in a moat dating back to 1230. The start of the 'Forest Way' cycle trail is also close by.

Adjacent to the **High Rocks** Halt there are acres of sandstone outcrops to explore, linked by ornamental bridges. The station is next to the High Rocks Inn, Restaurant and Banqueting Complex. An ideal starting point for woodland walks, suggested itineraries are available.



At **Tunbridge Wells**, West station is the headquarters of the railway complete with Victorian engine shed where you can glimpse our collection of historic locomotives and carriages undergoing restoration. There is also a gift shop, buffet and model railway. The Pantiles, an historic colonnaded shopping area is a short walk away. During the summer you can take the waters from the 'Chalybeate' spring at the bath house.



West Station, Royal Tunbridge Wells, Kent, TN2 5QY. Tel 01892 537715

[www.spavalleyrailway.co.uk](http://www.spavalleyrailway.co.uk)

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## Ceynix Railway Trees

Trees with Personalitree



### 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](mailto:Jacqui@railwaytrees.co.uk)

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

*Jacqui Perrat (MKMRS Member)*

### BRUNEL'S FIASCO

One of Brunel's few failures was his choice, for the South Devon Railway, of the atmospheric system of train propulsion whereby stationary pumping engines created a vacuum in front of a piston in a tube between the rails. The piston was connected to the train by a cranked plate emerging through a slot in the tube. This had to be sealed by a greased leather flap, but the grease attracted rats to eat the leather, affecting the vacuum.

The system was invented by Joseph Samuda, who was rash enough to claim that the 53 mile (85 km) journey between Exeter and Plymouth might be reduced to half an hour – requiring an average speed of 106 mph (170 kph). Atmospheric trains were operated between Exeter and Newton Abbot, but the only main-line application of the system was a failure, and conventional locomotives took over from 6th September 1848.

The railway itself has been both blessed and cursed by the delightful stretch along the seawall between Starcross and Teignmouth; it is one of the loveliest sections of railway in the world, but a nightmare for the civil engineers. Soon after the line opened between Exeter and Teignmouth on 30th May 1846, a gale drove a ship ashore at Powderham with its bowsprit so obstructing the line that it was cut in two by a train.

## CHAIRMAN'S REPORT

### Survive and Thrive!

At the QGM I outlined just how far we have come since our exit from our previous home. I remember taking a call from Chris in my hotel room in York, where I was based for 12 days for Railfest last June saying that we were homeless. It was the first day and I really just wanted to come home, there and then. The rain poured down for most of my stay and the dark dismal weather just about matched how we all felt at that time!



Only in our wildest dreams could we have envisaged that we would not only survive but stronger and better than at any time in our history. At the QGM Bob reported that we had 71 signed up members. We had paid the quarter's bills and the exhibition had been an outstanding success.

The walls that separated us at Bletchley Park are no more. We are in one room. As a result we all know each other better than we did. The new 'tinplate' layout is developing into a large scale test track which will provide facilities for G/1, 0 coarse, 0 fine and 00. We have a new 00 layout in the early stages of planning. 'Newport Nobby' is now safely in its new home allowing it to be accessed easily for working on. We are now sorting out our library. The 'N' and 'EM' layouts continue to flourish.

The next stage is to have a big tidy up and rid ourselves of the few things we brought with us from Bletchley Park in case we could use them and found them surplus to requirements.

Open the door on any Tuesday or Friday and it is clear to see that this is a club that has now only survived but thrived! We can all take a great deal of pleasure from that. I just hope our landlord will like us and want us to stay beyond December 2016.

Dennis Lovett (Chairman)

### KEEP THE ARTICLES AND INFORMATION COMING IN

*The next MKMRS 'Quarterly News' will be published on Tuesday 3rd September to cover September, October and November 2013 for forthcoming events*

## CLUB NOTICEBOARD

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

**Welcome Aboard** – The club would like to welcome Martin Taylor (00) as a new member. We hope you will have a long and enjoyable stay at the club.

**MKMRS Website** – This is to remind you that we have a website on [www.mkMrs.org.uk](http://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.

**QGM** – On Tuesday April 30th the club held a QGM. Dennis outlined how the club was doing after the change of clubrooms, and everything is going to plan, with 71 members fully paid up. He said the club has settled into the new premises and is making steady progress. The exhibition was very successful and will be, hopefully, even better next year. Many plans have been made, a new '00' layout will be made when everyone concerned is satisfied with the new plan, an end to end 0 gauge layout is also being planned, a working party is going to arrange to have all the surplus items brought with us, but no longer need, such as cupboards and chairs etc., removed and a small sub-committee is going to look into ways of maybe raising additional funds for the club.

**Thank you** – I would like to thank Bernard Worden for donating his exhibition programme to the club's archives.

**Colin Joyce** – I am sure all members would like to join me in wishing Colin a speedy recovery after his sudden illness and it is not too long before Colin is back with us at the club.

*If you have anything you would like to put on this page, in future editions, speak to the editor.*

Bob and Sylvia had a comfortable and large house in Kennet Drive where Bob enjoyed his gardening and always had a great variety of shrubs and flowers, but Bob, realising that Sylvia's health was not all it should be, decided to push the Milton Keynes Council for a transfer to a bungalow. Thankfully that became available quite quickly and the move was completed in January 2012 – just before the first of Bob's bouts in hospital when his real state of health – or lack of – became apparent.

He said quietly to me on one of numerous hospital visits that he was very glad to have got his wife into the bungalow – but sadly he was not there often enough to enjoy it. As you must all be aware Bob went back into hospital in early September 2012 and never recovered his health, even momentarily, to leave.

Now – just how did he have an interest in model railways? Well I certainly didn't know until I was surprisingly given a Thomas 00 set by my family one Christmas about 6 years ago – on the basis that if I had no interest then it could go away in the loft for potential grandchildren (oh! yeah!!). Sometime later Bob bumped into Paul Wakley in their local newsagents – Paul bedecked in club colours probably prior to weekend duty at BP. From this Paul invited Bob (who invited me!) to view the club and the rest is history, as they say.

Bob enjoyed his time, every bit of time, he spent at the club, whether on club nights but even more so, on weekend duties. He expanded his interests in railways in general, probably with an LMS bent fostered by his childhood days watching the then quite extensive rail network around Northampton and the Nene Valley, and I well remember him walking me off my feet around the NRM in 2011 before walking back into York centre to find the model shop.

Bob built his own layout, track and scenery, at the house, but was unable to even start a new layout in the bungalow. Whilst this was much the effect of his failing health, it was not helped by the fact that the furniture removers piled everything, including food, into the spare bedroom (intended as the "train room"). I admit to being a little worried as to his intended layout as he had obtained from the NRM archive a full track plan of Northampton station. (Shades of the Club's "Bletchley" idea, perhaps??!!)

At 59 years of age, his departure from this earth, was premature to say the least. The club, and indeed all those who knew or came into contact with Bob, have lost a good interesting and committed friend.

Bob's wife Sylvia, daughter Samantha and her partner Mark wish to thank all members for their support and good wishes throughout the illness and at the funeral, and especially to Robin Rowles (what a coincidence that Robin was asked to officiate!) for his guidance and sympathy. In turn they all wish MKMRS all good fortune in the new clubhouse in the future.

## The Late William Robert Bodsworth (1953 -2013)

By Brian Morgan

... .. known to himself, his family and all his friends as "Bob". Born, raised and schooled in Northampton, Bob became known for his friendly and sometimes mischievous nature but a person who was always curious and caring for the world around him.

At working age, he became apprenticed in the engineering trade at British Timken but his engineering bent channelled largely towards the automotive industry. After spells as a delivery driver Bob worked for Renault at Luton in the parts department with managerial responsibility for customer liaison and satisfaction and later went on to City Trucks in Milton Keynes (Scania) in a similar (albeit 24 hour) capacity.

In between those posts Bob had worked in stock control at Rank Electronics in Milton Keynes, but even when faced with redundancy and unemployment Bob was not one to sit on his backside and wait for the world to come to him. He took, what to some may appear as a lowly mundane post, as a porter at Milton Keynes Hospital but it was in Bob's very nature to do this to help people as much as to put money in his pocket. He stayed in the job for nearly seven years before going back into the automotive trade as Parts Supervisor at Evan Hallshaw at Crownhill. From this Bob was made redundant during the early days of his ill-health, a move by an employer that might be considered as being unjust. However, Bob was nothing if not canny and having been offered quite a reasonable payoff, accepted willingly which, in the light of his demise about 16 months later, was a wise way of providing more than a little extra for his wife and family.



Bob met and married Sylvia, a Northampton girl, over 37 years ago and in due passage had a little girl, Samantha. Many of you will be acquainted with Sylvia for she gave willingly of her time and energy at the 2013 Exhibition raffle stall, and indeed that was not for the first time.

I first met Bob and Sylvia, when with Samantha, and Sylvia's sister and mother, moved into the neighbouring house in Fishermead in the early 1980's (the days when Fishermead was a decent estate to live on!!). My wife, Deirdre, and I moved away in 1985 when our first born arrived and after some time we lost touch. Quite how we were reunited I have long since forgotten, but the friendship was re-ignited and in the light of more recent happenings to Bob it was a good job it did.



The Train Collectors Society Presents..

All Trains  
**GREAT & SMALL**

How Model and Toy Trains Used to Be!

.....  
Saturday 6th July 2013

10:30 to 17:00

Sandy Upper School, Sandy, Bedfordshire. SG19 1BL  
.....

30 toy train layouts operating all day

By over 25 different manufacturers over the last 70 years  
in 8 different gauges

25 toy train traders and many more sales tables

One of the largest Electric Thomas series and Playmobil layouts to be seen in UK  
.....

Admission:

Adults - £4.50, Children - £1.50

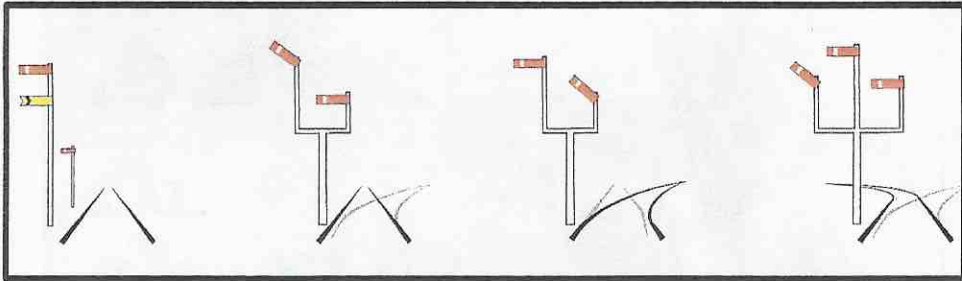
Family Ticket - £9.00



## SEMAPHORE SIGNALS

### Part Five – Bracket signals and gantries

The bespoke nature of semaphore signalling means that many different types could be found, for example attached to retaining walls or multiple arms on the same post, on brackets.



The typical junction signal, available in model form in several ranges, is arranged whereby the diverging route has the shorter post from that of the principal route, as shown in the diagrams (above).

The diverging arm is placed to the left or right of the main arm as required, and in the case of two or more diverging routes, additional arms are provided.

Where the provision of individual posts is impractical, for space and/or visibility reasons, gantries were erected across multiple tracks. A variety of truss designs was employed, and they were found chiefly in busy areas. The most celebrated gantry was situated at Rugby: as a consequence of bridging the LNWR main line, the Great Central had to pay for the reconstruction of the adjacent gantry with a full set of 22 co-acting arms on 13 posts as a duplicate above the original installation, which was adjudged to be obscured by the GC 'birdcage' bridge.

Below: a four-signal gantry sees safe passage of No.47 155 and oil tankers through Kensington Olympia on 30th May 1978. Semaphore signalling here lasted until October 1992. A similar gantry could be made up from Ratio components.



Photograph: Frank Hornby.

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These locomotives were a fine tribute to the man who produced, amongst other things, the ultimate British steam express locomotive.

The LMS locomotive stock had been completely revitalised during his tenure and many would continue to operate until the final days of steam on British Railways.

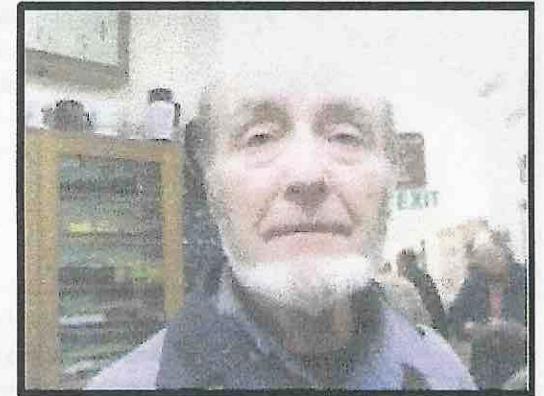
In the next issue:

### KEN WIGGINS

It is with great sadness I have to inform you of the death of Ken Wiggins on April 10th 2013.

Several members attended his funeral on Tuesday April 23rd 2013.

Ken was born on October 15th 1937, the 4th of 6 children, in Manor Park, London. He was married for 51 years to Margaret, who he had met in Ireland whilst serving in the RAF. They had 3 daughters, 5 grandchildren and 1 great granddaughter. Ken was not evacuated during the war and to college of education before doing national service. He joined the RAF, doing 17 years service and rising to sergeant, working on electronics on the Harrier Jump Jets.



Ken left the RAF in 1974 and moved to Old Stratford and became a computer engineer at the Open University and Abbey National.

He played Rugby, water polo and squash and was a West Ham Und supporter and they played the hammers theme song 'Blowing Bubbles' at the funeral.

He was also very keen on railways, going on many trips to preserved railways and when he retired in 1992, he built his own layout in a shed, known as the 'Bungalow' at the bottom of the garden. He liked walking and fishing and was a dog owner.

As a member of the MKMRS, he was probably best known for his hours of dedicated work on our infamous 'N' gauge Bletchley layout. Ken was always willing to help any member, with any task, and he used to assist Brian Barnes with laying the track, when Brian was exhibiting his tinplate layout.

Our thoughts are with his wife Margaret, and all his family.

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A trial run was arranged with one of the non-streamlined series with the obvious intention to test it to the limit. No 6234 "Duchess of Abercorn" was the locomotive selected and was booked to run from Crewe to Glasgow and back with a 20 coach train weighing 610 tons. This was an awesome load to take unaided over the top of Shap and Beattock in both directions.

Two hours was allowed at Glasgow to turn the locomotive. No special attention was given, as the aim was to see how it performed over a round trip of 487 miles.

The engine, with its original single chimney had previously had a dummy run over the route, in which failed to meet the schedule or maintain boiler pressure. This was not to be the case on the official test, a double chimney and blast-pipe having been fitted in the interim period between the two runs.

Unprecedented outputs of power were produced on that day and these have never been surpassed by any other British steam locomotive.

The peak in performance was reached on the climb from Motherwell to Beattock summit where nearly 2,500 horsepower was recorded at the drawbar, indicating that the locomotive was producing over 3,300 horsepower.

Boiler pressure was maintained at near maximum all through both runs. The crews were changed at approximately two hour intervals to allow the fireman to recover after firing at a rate of 1.5 tons per hour.

The test proved that the only limit to the power output of these machines was the ability of the fireman to keep supplying the huge fireboxes with coal!!

All the locomotives were then given double chimneys on their heavy overhaul.

The improvement to draughting caused its own problems with the softer exhaust obscuring the drivers vision. All engines were fitted with smoke deflectors to combat this problem.

This is the form that everyone associates with. The locomotives were known as "Princess Coronation" (official), "Duchess Class" (train-spotters) and "Big Lizzies" (train-crews).

The final two locomotives were slightly different to all the others in having a redesigned trailing truck and roller bearings throughout. The cab sheets were finished higher to improve maintenance access.

No 6256 was named "Sir William Stanier FRS", Stanier being the locomotive engineer since Stephenson to be elected a member of The Royal Society.

## Silver Fox DCC Model Railway Club (Milton Keynes)

### MODEL RAILWAY EXHIBITION SATURDAY 17 AUGUST 2013



Over 18 Working Layouts In Z, N, OO & O Gauge.  
Featuring MICHAELERPLATZ a 32 foot Modern Image  
HO layout. Plus Trader Stands, with a wide range of  
products. Also outdoor train rides provided by The Milton  
Keynes Model Engineering Society

Open 10 am until 4.30 pm

Admission Adults—£4.00, Family Ticket (2+2) £10.00  
Children (3 - Under 16) - £2.50

*Fun for all the family to enjoy model railways*

Venue: The Webber Independent School, Soskin Drive,  
Stantonbury Fields, Milton Keynes MK14 6DP

Further Information [www.silverfoxdcc.org](http://www.silverfoxdcc.org)

## LOCAL & MAJOR EXHIBITIONS AND SWAPMEETS ETC DURING THE SUMMER 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 with number in brackets.*

- June** Sat 15th CHATHAM MRC EX at Medway Park Leisure Centre, Mill Road, **GILLINGHAM** (2).  
GAUGE ONE EXPO at Warks Exhibition Centre, Fosse Way, Nr Leamington Spa (2).  
Sun 16th HUNTINGDON S/M at W. G. Animal Shelter, London Road, **GODMANCHESTER**.
- July** Tue 2nd RUGBY Evening S/M at The Benn Hall, Newbold Road, CV21 2LN. 7pm – 9pm.  
Sat 6th SANDY TCS EXHIBITION see separate advert on page 4  
Sat 13th HODDESDON EX at Sheredes School, Cock Lane, Hoddesdon, Herts, EN11 8JY.  
Sun 14th SPALDING S/M at Springfields Exhibition Centre, Camelgate, Spalding, PE12 6ET.
- August** Sun 11th RAMSEY MR EX at the Rural Museum, Wood Lane, PE26 2XD. 10am to 5pm.  
[This exhibition is set in a very nice rural museum with lots to see.](#)  
Sat 17th MILTON KEYNES Silver Fox MRC Exhibition see separate advert on page 6  
OXFORD S/M at the Exeter Hall, Oxford Road, **KIDLINGTON**, OX5 1AB.  
Sun 18th HUNTINGDON S/M at W. G. Animal Shelter, London Road, **GODMANCHESTER**.

### SOMETHING FOR THE POT!

It was common on branch lines, or even main lines in the early days, for engine crews and the guard on goods trains to indulge in a spot of poaching. Between Dolyhir and New Radnor on the Great Western branch from Titley, near the Welsh border, a driver used to stop to set some rabbit wires, pausing on the return journey to collect supper. Shooting estates were always good for pheasants sitting on line-side fences, irresistible targets for a well-aimed lump of coal. Even on the Lancaster & Carlisle Railway main line in the 1840's, a driver would take his whippet with him on the footplate in the hope of bagging a rabbit near Clifton & Lowther.

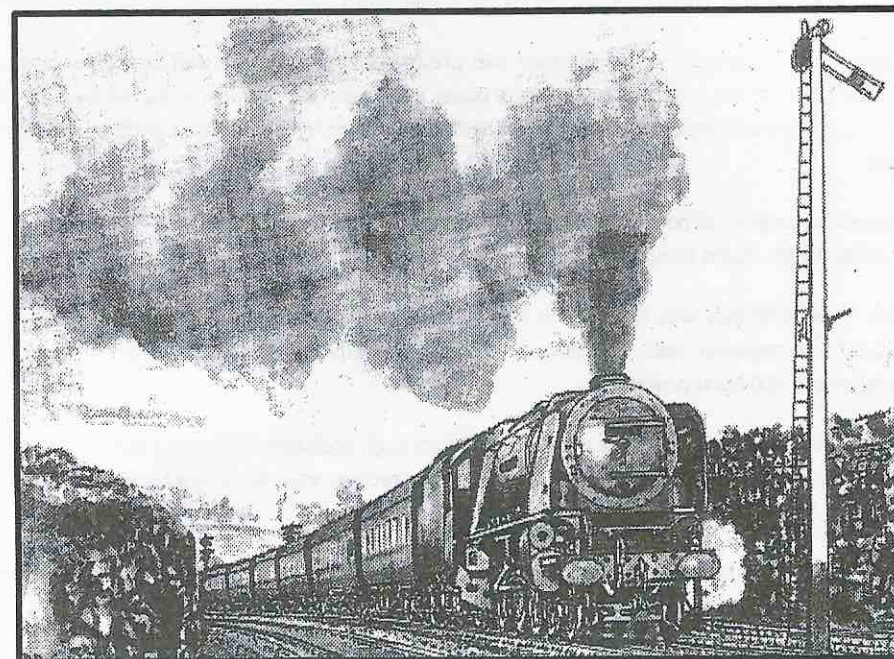
However, permanent way staff were not always happy with footplate crews living off the land in this way. They were often friendly with local farmers and regarded any rabbits to be had as their perquisite. On one occasion, a train crew were in a field adjacent to the line when they were startled by their engine whistling. They returned to the footplate to discover a stern-faced inspector who had been tipped off about their diversions.

## 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 8: The LMS Non – Streamlined “Coronation” Pacifics.**



**Cylinders: 4 x 16. 50". Boiler Pressure: 250 p.s.i. Length over buffers: 73' 10.25". Weight including tender: 163. 2 tons.**

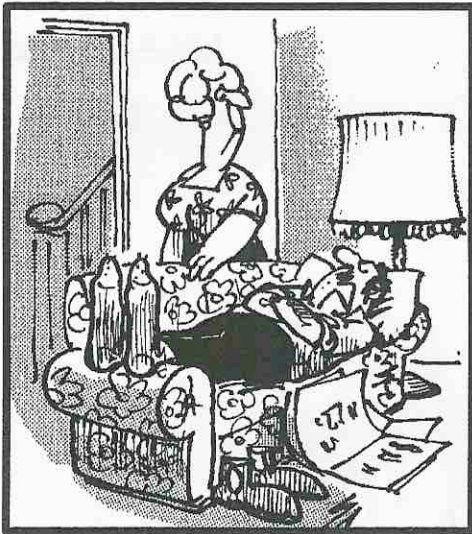
After the first batch of ten, streamlined engines were produced, the next five were made without streamline casing. This was not a permanent change as the next fourteen engines saw the return of the distinctive streamlined shape. The final nine were built without casing, eventually had it removed.

Although the non-streamlined engines were equal in performance, the streamlining was retained as it gave good publicity in a period when it was fashionable.

In fact all the “Coronation” pacifics were more than capable of meeting any challenge that the LMS could give them.



**You have to Smile!**



*"Of course I of have a hobby – this is it..."*



*"I hired a private detective to find out why he is always so happy."*



xxxxxxxxxxxxxxxxxxxxxxxx **Did You Know?** xxxxxxxxxxxxxxxxxxxxxxxxxxx

The inventor George Mortimer Pullman gained publicity for his luxury carriages by arranging for the body of US President Abraham Lincoln to be carried from Washington D.C. to Springfield in one, following his death in 1865.

**Blue Streak**

**The short – lived Blue Pullman trains of the 1960's**

In 1954 the British Transport Commission became proud owners of the British Pullman Car Company. A year later, the British Railways Moderation Programme was published – one of its main objectives was the replacement of steam by diesel power. A committee was soon set up to look into the introduction of diesel-hauled express passenger trains and, in 1957, it was announced that the Metropolitan – Cammel Carriage & Wagon Company of Birmingham would build five high-speed diesel multiple-units sets to be introduced in 1958 on the London Midland region between London St. Pancras and Manchester Central, and on the Western Region between London Paddington and Bristol and Birmingham.

At that time the design of these luxurious trains was fairly ground-breaking – the classic Pullman livery of brown and cream was replaced by blue (known as Nanking blues!) and white with a grey roof; the passenger coaches were fitted with double glazing, air conditioning and sumptuous seating and passengers were served at their tables by staff dressed in matching blue uniforms. Sporting the Pullman Car Company's crest on the nose of the streamlined power cars at each end of the train which were each fitted with 1,000hp NBL/MAN diesel engines driving electric transmission with a top speed of 90mph.

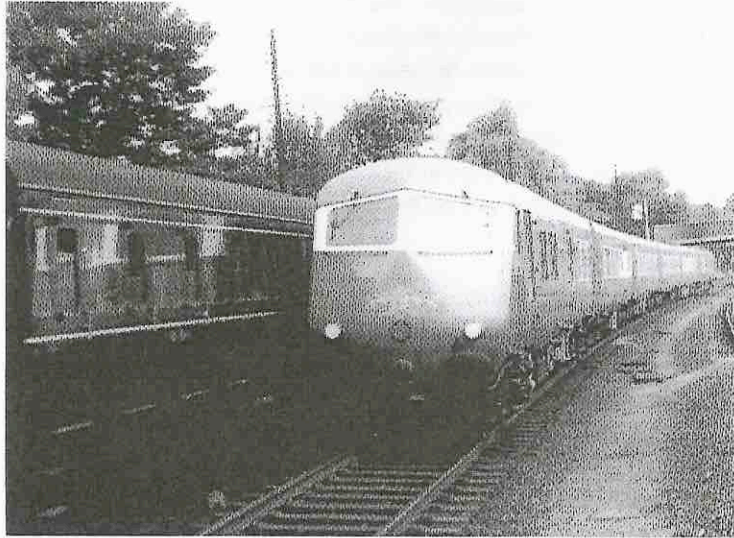


The two LMR sets were six-car formation (this included the two non-accommodating power cars) providing 132 first class seats. The three WR sets were an eight-car formation providing 108 first class and 120 second class seats.

Following delays caused by extended trials and modifications the first Blue Pullmans entered revenue-earning service on the LMR between St Pancras and Manchester on July 4th, 1960. Designed to cater for businessmen, the up service left Manchester Central during weekends at 8-50am and, after calling at Cheadle Heath, completed the 189 mile journey to St. Pancras in 193 minutes. Leaving St. Pancras at 6.10pm the return journey was completed in 191 minutes. A shorter fill-in turn from St. Pancras to Nottingham and back was short-lived. Following the completion of electrification between Euston and Manchester Piccadilly the two LMR sets were transferred to the Western Region in March 1967.

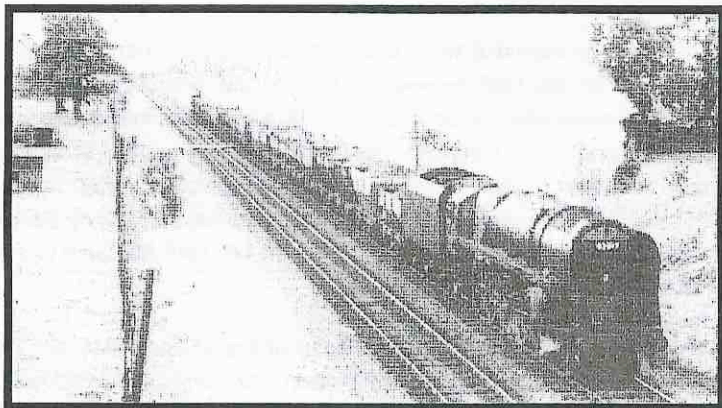
Blue Pullman services on the Western region between Paddington and Bristol and Paddington to Wolverhampton Low Level commenced on September 12th, 1960. An additional service was introduced between Paddington and Swansea in the summer of 1961. A steam hauled set of traditional brown and cream Pullman cars set was always kept in reserve at Old Oak Common.

The transfer of the two six-car sets from the LMR in March 1967 saw the introduction of an additional service to Bristol and a new service to Oxford. The introduction of High Speed trains on the Western Region led to the demise of Blue Pullman services, with the last train (an enthusiasts' special) running on May 5th, 1973. None have been preserved.



*The Midland Pullman approaches St. Albans on its inaugural up run from Manchester on July 4th 1960.*

### THOSE WERE THE DAYS

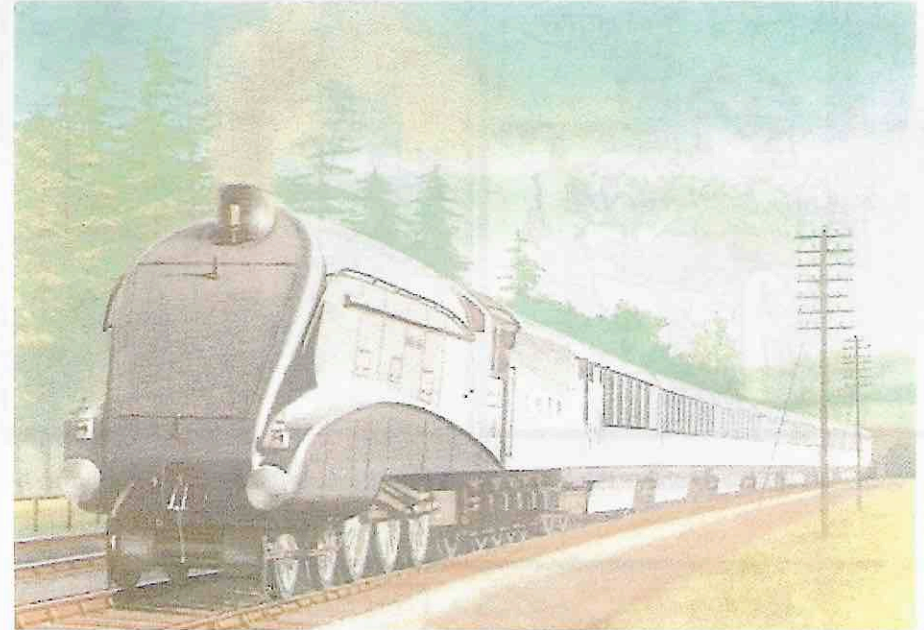


*A class 9F 2-10-0 locomotive number 92017 heads an eastbound freight train between Swanbourne and Bletchley on the 28th September 1957.*

## A HISTORY OF BRITISH RAILWAYS

No 14

LNER Class A4



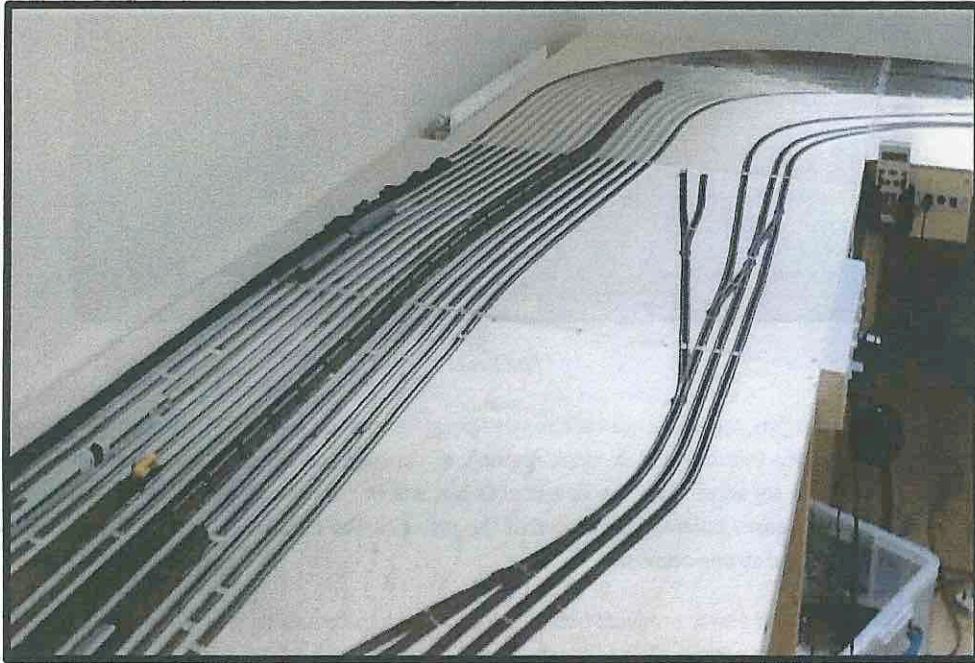
The high speed of the Berlin – Hamburg diesel express (the ‘Flying Hamburger’) caused Sir Nigel Gresley to rethink steam traction on the London & North Eastern Railway. After tests at 100 mph and above with his A1 and A3 engines, he built the streamlined 3 cylinder A4 with 6ft. 8in. driving wheels and a 250lbs pressure boiler. A corridor tender allowed crew changes on the move and a scoop picked up water from troughs en route. Designed while Sir Nigel lived at Salisbury Hall, the fastest, No 4468 ‘Mallard’, which achieved 126mph in 1938 and the world record for steam, was named after ducks he fed there.

Pictured is 2509 ‘Silver Link’ with the lightweight ‘Silver Jubilee’ express of 1935, whose carriages were covered with silver-grey rexine which was washed for each trip. A4s also hauled the two-tone blue ‘Coronation’ with its beavertail observation car inspired by Bugatti. Others handled fast freight and mail trains. Towards the end of their service A4’s were seen on coal trains through Sandy.

### TOY AND TRAIN AUCTIONS DURING SUMMER 2013

August Saturday 17th Lacy Scott and Knight Auction

As I have often read of other layouts not being well populated despite having a main line station, this will not be a feature with the intention of having smaller diorama type situations to tell a story. From the agricultural scene to weddings, funerals, the party gatherings and of course the ladies shopping.



*Osterburken 2*

Rolling stock is from Arnold, Fleischmann, Lemke, Minitrix and Piko all of which I find to be very detailed and perform well. Most come in Analogue form but then are fitted with decoders. A number already have sound, 10 currently.

I hope to provide photo's as the layout develops but it is open for viewing it anyone would like to see it and of course any suggestions or assistance would be very welcome.

Ed. I will be only too pleased to print photographs as the layout progresses.

## AROUND THE CLUBHOUSE

### The Barnes Junction Layout



*A temporary double track has been laid so we can run trains whist the boards are completed.*



*Brian Barnes sits next to the layout named after him and talks to Ted Mellor.*



*Left: Roger Mills pauses to have his photograph taken, whilst the spectators continue to watch, right: the first coat is complete.*



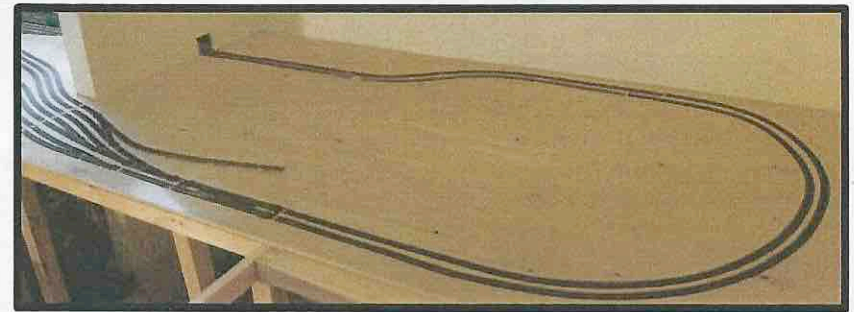
*The Tinplate team, take a rest whilst the second coat of paint dries.*

### **Quarterly General Meeting**



*Dennis Lovett (Chairman) speaking at the QGM, see notes on page 3.*

Scenic wise there is provision for three stations one on the higher level, various industries, towns and villages and the engine servicing area. A quarry will be located in one corner which is now much reduced but provides a site for a cement and concrete mixing plant. Where possible buildings will be illuminated with internal fittings as can be arranged.



*The Loop.*

My preferences for forming landscapes are to use fibreglass matting and resin over wooden frames covered with gauze. This provides a quick method of construction which is both light but very strong. This will be separate from the baseboards but will fit into predrilled holes using dowels. Access can then be easily obtained but also that the resins can be applied away from the layout in view of the associated strong odours.

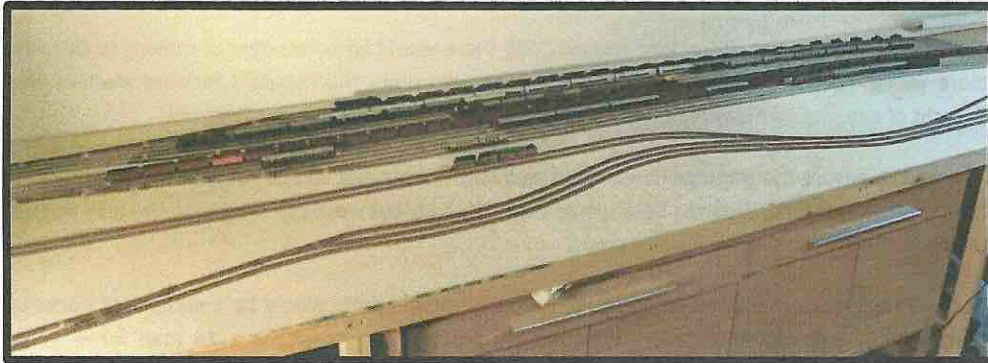
Previously I have found scenic products from Noch and Busch to be excellent and very realistic. This will include static grass and the Busch flower ranges. Their grass and field accessories will also be used to provide agricultural settings, open areas for the deer to graze and some water feature which is to be decided upon.



*Osterburken 1*

In total there are 11 boards which will be constructed individually to ensure all electrical work is tested to avoid short circuits etc. Track work is Peco code 55, electro frog points with seep motors. Whoops! Having moved from 6mm to 9mm boards what do you do? Replace all point motors or router the board to accommodate the shortened operating bars. The router was the cheapest option and has worked well, once you get the hang of it. All track work is hand painted using Decor Arts Burnt Sienna acrylic. This produces the almost red hue seen on German lines. Time consuming but it is, at least that's how I feel, more realistic.

Because of the overall track length, there are two transformers each operating an isolated circuit. Apart from electrics for lights and accessories there are only six wires to connect up the whole layout, two for each circuit and two for the point decoders which each operates six points. All is controlled through a Lenz system with three hand held controllers.



*Layout fiddle yard two.*

So far track has been laid to four boards principally the fiddle yard. Layouts based upon German practice feature very long freight trains. So far I have one rake of 45 wagons which could be extended as I am testing the haulage capacity of one loco. This rake is 3.6 metres long with the wagons weighing 1.12Kilos! In addition there will be various passenger traffic including three ICE trains, Rheingold and Orient Express long distance trains together with commuter traffic.

My reference is for steam haulage although diesel and electric locos will be seen as I may not run strictly to different epochs.

The main running lines will be on one level as I wanted to be able to construct the layout quickly so that I can run my rolling stock. It is planned to have a higher level branch line running up to possibly to a steam museum to allow specials and a variety of older locos to be seen.

### *The Club's Information Stand*



*Robert Taylor and Phil Woods, making the club's information desk.*



*Bill Ball has re-painted the club's sign ready for the new information stall.*

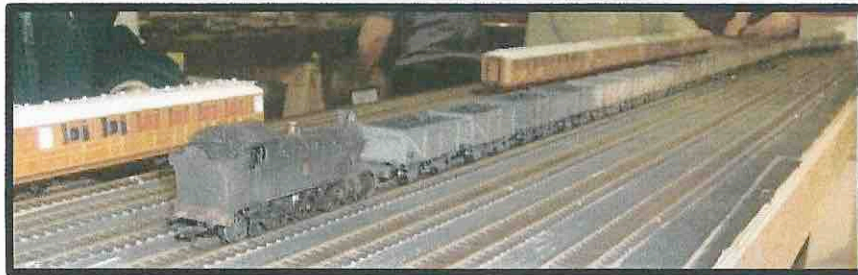


*Time to show it off!*

## **The DCC Layout**



*Members around the DCC layout.*



*Geoff Trenholme's train of mineral wagons – very impressive!*

## **The Milton Quays Layout**



## **RE-BUILDING MY LAYOUT**

**by Roger Holiday**

It is now just over twelve months since we moved from Letchworth to Bedford. As many of you will know moving house is never an easy experience with sorting, packing then once again sorting and unpacking. When this includes a model railway layout, which was not intended to be portable, this added another dimension. Having just laid the last length of track there was no alternative but to lift all the track-work and start once again.

Fortunately the new property was ideal with a more than suitable room which would enable a large layout to be planned. The room measures 5.4m x 4.3m in the main area plus a further 2.4m x 1.4m. Baseboards are positioned around the walls with entrance using the door to the room providing a good internal working area. All boards are 1.0m wide.

Having acquired my first digital loco around 1988 there would be no thought of moving to DC with more wiring, section switches etc. Not being good with more than straight forward electrics the thought of needing no more than two wires to power the whole layout was welcome.

I wanted to ensure the framework would be well constructed and level throughout and decided to have this made for me. Previous baseboards were 6mm ply but were too flexible so the new boards are 9mm resting on 50mm x 50mm frames.

Planned started. As the layout is a German based 'N' gauge, there would be a number of tracks in keeping with both the prototype and modelling practice. There will be a 16 road fiddle yard, roundhouse with 25 lines, three stations and two lines, one of which will be hidden.

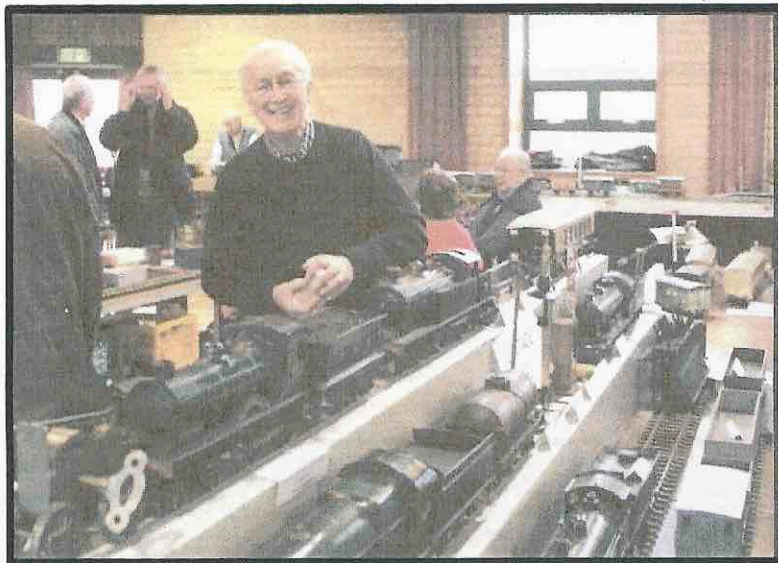
Using a Win-Digipet programme for the outline, this can be updated to a full programming arrangement for computer control which is the long term plan; initially an outline was drawn up.



*One of the stations.*



*Bob Taylor, John Harrison, Wayne Webb and Colin Joyce with the club's 'N' layout 'Norgate' at the Basingstoke Exhibition.*



*Roger Mills with his display of Gauge 3 loco's and rolling stock at the Gauge 3 Society AGM at Biggleswade.*

### *The Newport Nobby Layout*



*This trolley will be the home for the 'Newport Nobby' layout, once the wheels have been put on.*

### *The Archives*

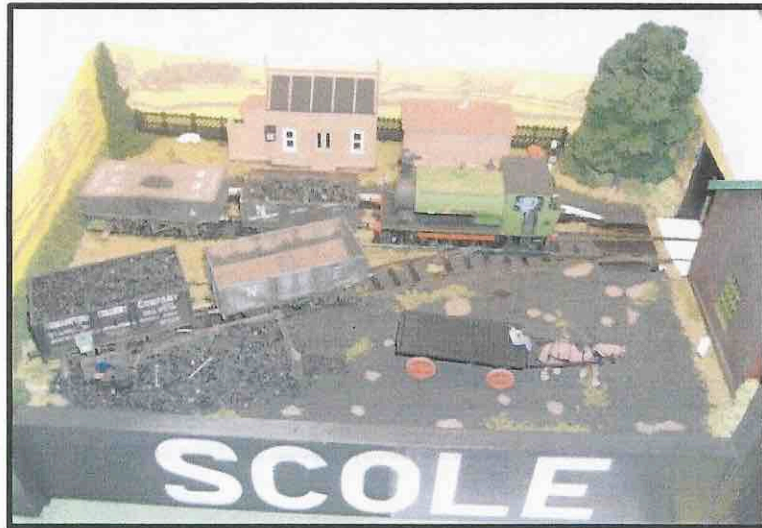


*This is the new home for the Club's archives, at present located under the DCC layout*

### *The Norgate Layout*



**CLUB AND MEMBERS LAYOUTS AROUND THE EXHIBITIONS**



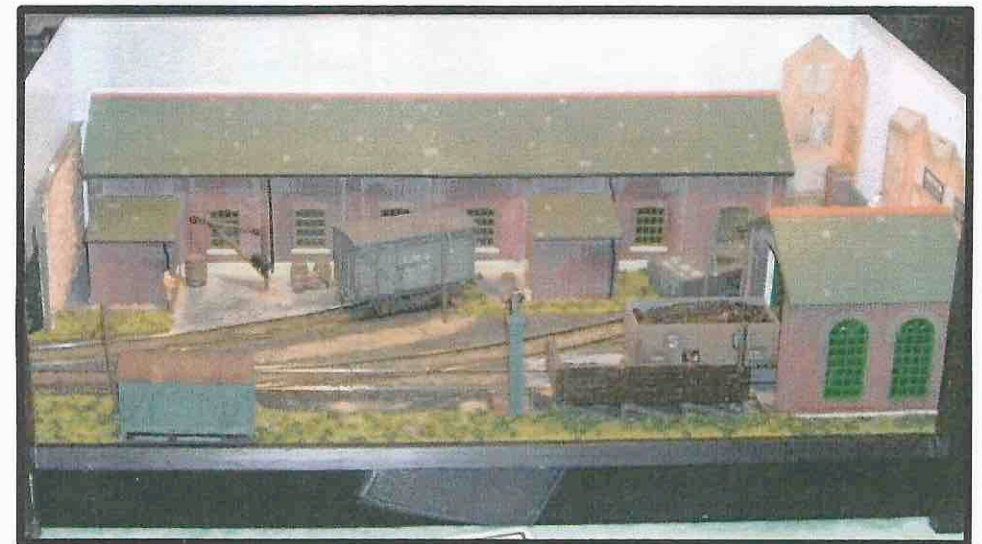
*Colin French's (Associate Member) 'Scole' '0' gauge layout at the East Anglian Model Railway Exhibition run by the St. Neots Model Railway Club at Huntingdon Racecourse.*



*John Forman's display of toy 'streamlined trains' at the Biggleswade TCS Get-together and AGM. Some of these were on display at Bletchley Park.*



*Roger White at the Biggleswade TCS Spring Get-together and AGM, with his 'Lynton and Barnstable Railway' Display.*



*Colin French's 'Ledsam St Yard' '0' gauge layout at the Rushden Model Railway Exhibition*