

## PICTURE NEWS



*Whilst visiting the Springfield Miniature Railway at Haynes, with his two of his grandchildren, Mia and Ellie, the editor was caught in the act, having a ride on the train. He had not reckoned on Matt Rainer being there, and driving the train. Anyway a good time was had by all concerned.*



*This is Bittern speeding through Biggleswade on its way to the National Railway Museum at York. It was given special permission to travel at 90mph – the usual limit for mainline steam railtours is 75mph. It was on its way to join the other five surviving A4 class locomotives for a two week display at the Museum.*



## "QUARTERLY NEWS"

No 174

AUTUMN 2013



*Mark Agnew's 'O' gauge 'Tornado' on the Barnes Junction Layout.*

**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

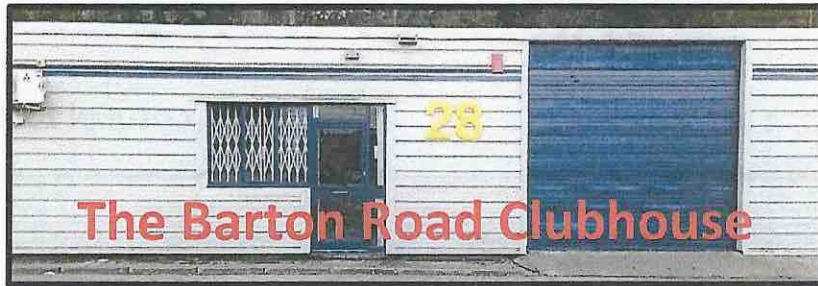
Webmaster:- Ian Bartlett

Editor/Archives:- John Forman

Librarian:- Derek Hart

Auditor:- Peter Holden

Committee:- Chris Lester Tony Winn Colin Joyce Bill Ball



### Editorial

I must start by offering my apologies to some members who received the last issue of the newsletter, including an up-side down page.

There is still plenty happening in the clubhouse, the new '00' gauge layout is very close to a starting point, with plans approved, Newport Nobby is being improved to be at our 2014 exhibition, Barnes Junction is progressing with two '0' gauge tracks and one '00' track now in full use and plans now are ready to start the new end to end '0' layout, which at present is still to be named.

The 2014 exhibition is being planned and by the time you read this, we will have been on the club's outing.



*It was very nice to see Colin Joyce and his wife at a recent clubnight, even though it was a short visit. Lets hope it will not be too long before Colin can get back to full health.*

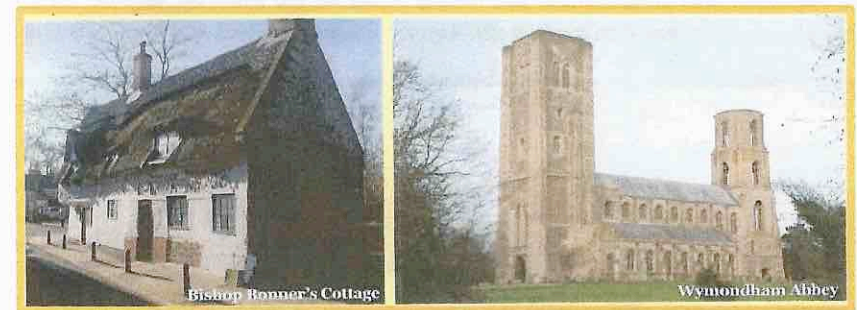
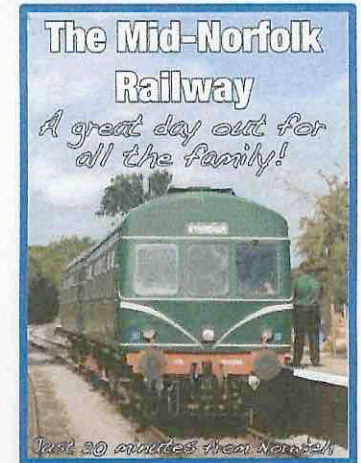
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## FOCUS ON RAILWAY PLACES OF INTEREST

The Mid – Norfolk Railway is East Anglia's longest heritage railway and links the historic market towns of Wymondham and Dereham, a round trip of 22 miles. Take a ride on one of our vintage diesel or steam trains through some of the most picturesque countryside in the Eastern counties and step back in to a bygone era of rail travel.

Dereham has a vibrant town centre with plenty of shops in the market place and it's new shopping centre. You can also visit some of the other local attractions such as Bishops Bonner's Cottage and Gressenhall farm museum.

Wymondham is home to the historic Abbey and Market Cross and has a good local museum and thriving arts centre as well as a great selection of local independent shops. There are a number of walks available in and around Wymondham along the picturesque River Tiffey.



Whether it is a simple thirst quenching drink that you require or a full Sunday roast dinner, the Mid-Norfolk railway is able to cater for all your needs. Our 1950's period refreshment room at Dereham station can seat 48 and provides a comprehensive menu ranging from simple snacks to full hot daily specials, all at reasonable prices. How about a treat at your seat? We aim to provide On-Train Catering onboard most services during the season. Whether it is a snack from the trolley or a bottle of locally produced ale from the buffet car, you are sure to find something to tempt you. During the steam season from June to August, you can enjoy a Cream tea on a mid-afternoon departure from Dereham every Sunday. Enjoy our fresh scones accompanied with strawberry jam and clotted cream all served up by our smartly dressed attendants. First come, first served basis.

**The Mid-Norfolk Railway Prservation Trust, Station Road, Dereham, Norfolk, NR19 1DF.**

Visit us online at [www.mnr.org.uk](http://www.mnr.org.uk) SatNav: NR18 0PH.

## Ceynix Railway Trees

Trees with Personalitree



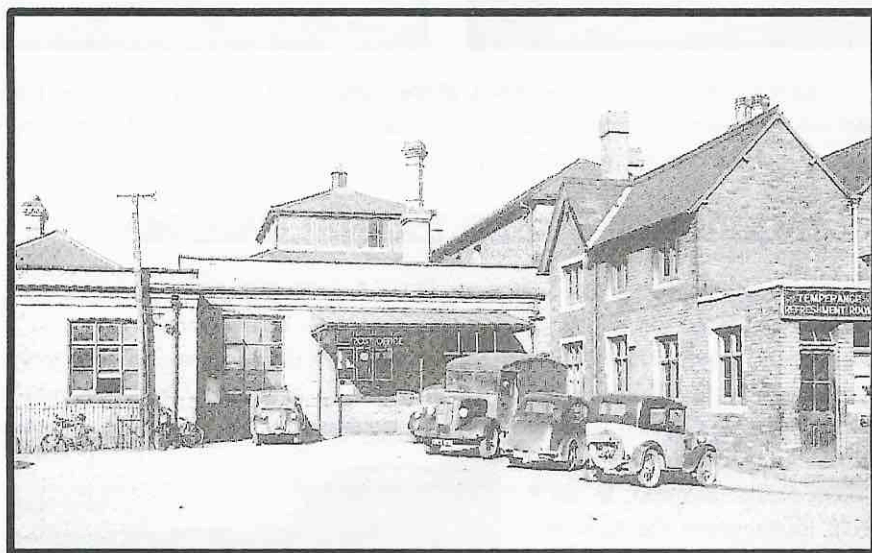
### Tree Building for Beginners

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)

### THOSE WERE THE DAYS



*Bletchley station in the 1950's, with a good array of GPO vehicles in service.*

*Note the post office adjoining platform 1 and the 'Temperance Refreshment Room' on the right.*

### CHAIRMAN'S REPORT



#### Mission Accomplished

I am writing this shortly after the first anniversary of our last weekend of being open to the public at Bletchley Park. A lot has happened since and following our relocation to Barton Road it has all been for the better.

At the AGM I outlined my decision to stand down as Chairman, something that I had intended to do a year earlier. Circumstances dictated that this would have to be held back until our future had been clarified one way or the other at Bletchley Park. The late Gordon Etherington served 25 years as Treasurer and I had fully intended that having taken the role on in January 1988 I would stop at the same number?

With the ink barely dry on all the legal documentation that was signed by Chris, Bob and I, it would not have been the right time to do it. Now the time is right and at the end of January I will return to being an ordinary club member, something I only managed to achieve for a short time between 1969 and 1973, when someone decided the committee needed some 'young blood'. 40 years later, the 'young blood' is now in need of a transfusion.

I will be handing over to A. N. Other with the club in a more stable position than it has been in any of its 44 years of existence. We have new projects on the go and we have returned from the museum business to being a "normal" model railway club again.

A year ago we faced an uncertain future or even extinction. For the next two and half years we know exactly where our future lies and with it some stability as we head towards our half century. I have every confidence in the scoreboard reading 50 not out in 2019.

Dennis Lovett (Chairman)

### KEEP THE ARTICLES AND INFORMATION COMING IN

***The next MKMRS 'Quarterly News' will be published on Tuesday 3rd December to cover December 2013, January and February 2014 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 Robert Wright, Michael Conyers, Ed Dunn and Christopher Steele as a new members. We hope you will all 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.

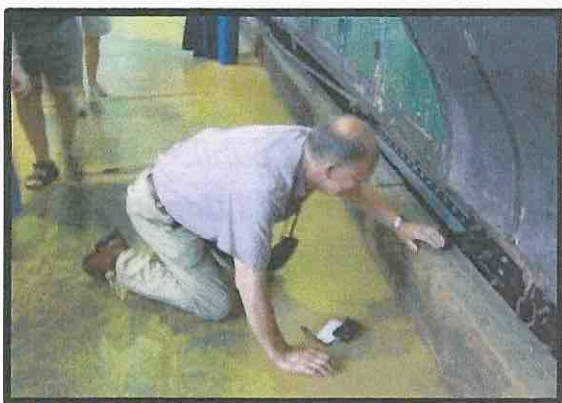
**Photographs** - If any club layout, or club members layout, is due to appear at an exhibition, please let the editor know so plans can be made to have photographs taken at that event. I will make every effort to attend, but if this is impossible, I will make alternative arrangements.

**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.

**Norgate** – Won best layout in show at the Ely Exhibition.

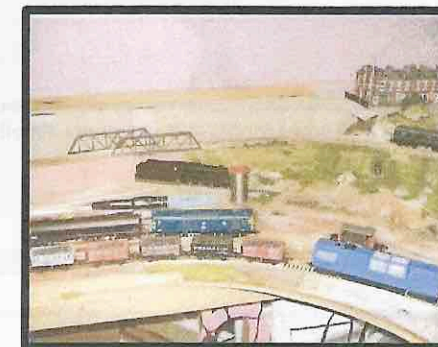
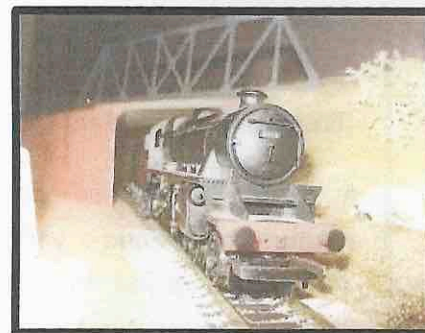
At the recent York NRM 'Gathering of the A4's' exhibition, Roger White was seen scrambling about on the floor, as bewildered visitors passed by, we believe Roger had dropped a 2p piece down under this coach.



However, Roger's explanation was that he was looking for certain details, such as numbers etc., on this Barnstable & Lynton coach.

Incidentally, this exhibition was excellent, and a good time was had by all. *Despite being on the wrong train!*

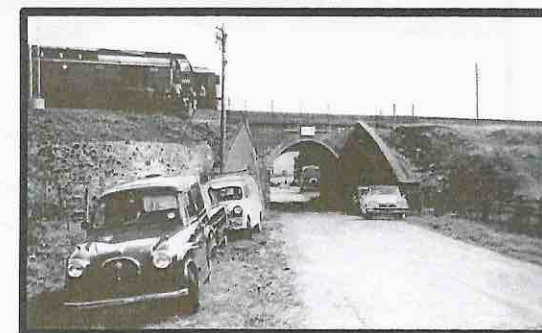
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As you can see from the photographs supplied, all the changes and the expansion taking place on my model railway layout. I hope to build on the layout a Faller road system and a tram line with working trams, but then again it might all change again and not happen, Ha! Ha!!!

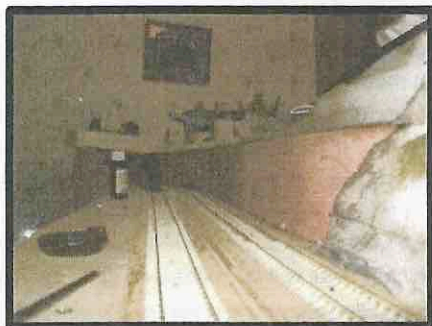
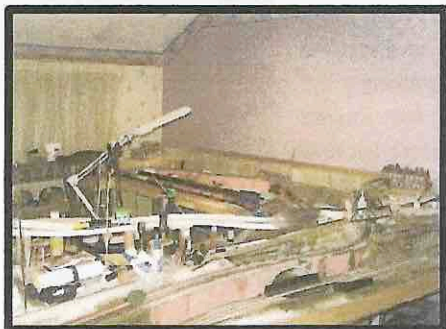
## THE 50TH ANNIVERSARY OF THE GREAT TRAIN ROBBERY

I was surprised to see it was the 50th anniversary of the Great Train Robbery on August 8th 1963, near Cheddington Station, on the West Coast Main Line, your editor remembers it well. I was interviewed by the police, to help them with their enquiries. At the time I was working in Woburn Sands, as manager of a grocery shop. After their hideout was discovered by the police, they found out they had a store of tinned food, so the police were checking the codes of the tins in shops around the area, to see if they could locate where the food had been bought from. Luckily no match was found so we were all in the clear.



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Some of my interest in Model Railways comes from my father who built a model in our front room when I was about 5 years old. I just love trains and railways in general and I worked in Wolverton Works for 24 years. I also sometimes play bowls for Wolverton Town bowls club.



I have also helped on many projects at the club, including clearing up when we moved from Bletchley Park and more recently working on the club's new information desk with Phil Woods.



## LOCAL & MAJOR EXHIBITIONS AND SWAPMEETS ETC DURING THE AUTUMN

*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.*

- September** Sat 7th **Bishop's Stortford MRE** at Markwell Pavilion, Castle Gardens, CM23 2EL  
**Grantham MRE** at Walton Girls School, Kitty Briggs Lane, off Harlaxton Road, NG31 7JR. (2)  
**Rugby Vintage** at the Benn Hall, Newbold Street, CV21 2LN.  
 Sun 8th **Spalding S/M** at Springfields Ex Centre, Camelgate, PE12 6ET.  
 Sat 14th **Bury St. Edmunds MRE** at Village Hall, Aylmer Close, Risby, IP28 6RT.  
**Woking Diamond Jubilee MRE** at Leisure Centre, Kingfield Rd, GU22 9BA (2)
- October** Sat 12th **Aldershot MRE** at Connaught Leisure Centre, Tongham Rd, GU12 4AS (2)  
 Sun 20th **Reading Vintage Ex & Fair** at Rivermead Leisure Cen, Richfield Ave, RG1 8EQ  
 Sun 27th **Huntingdon S/M** at W. G. A.S., London Rd, GODMANCHESTER. PE29 2NH.
- November** Tues 12th **Rugby Evening S/M** at Benn Hall, Newbold Street, Cv21 2LN.  
 Sat 16th **Sandown S/M** at Sandown Race Course, KT10 9AJ. 500 Stalls.  
**Royston Ex** at Village College, BASSINGBOURN? (Check Model Press)  
 Sat 23rd **Warley National Ex** at NEC, Birmingham. (2)  
**Oxford S/M** at Exeter Hall, Oxford Rd, KIDLINGTON OX5 1AB.  
 Sat 30th **Letchworth Ex** at Eton Middle School, Stotfold Road, ARLESEY, Beds.

### TRAIN & TOY AUCTIONS

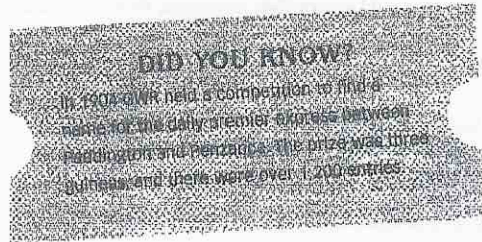
- September** Sat 21st **RUGBY Vectis Auctions** at the Benn Hall, Newbold Road, CV21 2LN.
- October** Sat 12th **BEDFORD Memories of Childhood**, W.H. Peacock, 26, Newnham Street.
- November** Sat 16th **BURY ST EDMUNDS** Lacy, Scott and Knight, 10, Risbygate Street.  
 Sat 23rd **RUGBY Vectis Auctions** at the Benn Hall, Newbold Road, CV21 2LN.

## THE CORNISH RIVIERA LIMITED

### High – speed services to the West Country

Through trains from London Paddington to Penzance were introduced in 1867, with a journey time of around nine hours. Until 1906 trains from Paddington to Devon and Cornwall had to travel the 'Great Way Round' via Bristol, but with the opening of a new line between Patney & Chirton to Westbury in 1900, and from Castle Cary to Cogland Junction (near Taunton) in 1906, the journey was shortened by just over 20 miles. New track bypassing Westbury and Frome opened in 1933, further reducing travelling times.

The 'Cornish Riviera Express' – Simply known as the 'Limited' to railway workers – initially ran via Bristol, but in 1906 it took the shorter route via Castle Cary. Slip coaches were included to serve other popular holiday destinations such as Weymouth, Ilfracombe and Newquay. The train became so popular with holidaymakers that it ran in two portions on summer Saturdays until World War 1, when it was suspended.



coaches for Falmouth and St. Ives.

In 1935 new 'Centenary' carriages were introduced and the regular 10.30 departure from Paddington carried reserved seat passengers only and ran (officially) non – stop to Truro – in fact the train halted at Devonport to change engines, the 'King' being too heavy to cross the Royal Albert Bridge.

On summer Saturdays such was the demand for the train that it ran 'non – stop' to St. Erth with passengers for Falmouth and Helston being conveyed in a relief express.

By 1939 the 'Limited' normally consisted of eight portions: the main portion with restaurant car for Penzance, one through coach each for St. Ives, Falmouth, Newquay, Kingsbridge, the Taunton slip coaches for Ilfracombe and Minehead and the two Weymouth coaches slipped at Westbury. The Train continued to run during World War II but via Bristol, and it wasn't until 1955 the pre – war schedules had been regained.

## MEET THE MEMBERS

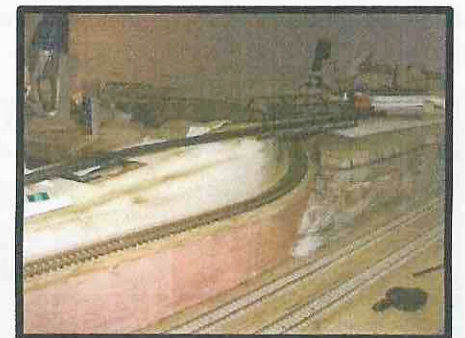
### ROBERT TAYLOR



All the layout photographs were taken by the Author.

Since joining the Milton Keynes Model Railway Club I have become a keen model maker. I spend most of my spare time creating a '00' gauge model railway in one of my bedrooms, which is not required anymore, and occasionally I am told off by my partner because sometimes parts of the railway creeps downstairs.

I have been making the model for about a year now, and it is still no-where near finished, and I do not think it ever will be, because I keep changing my mind, and change the tracks, scenery etc., however, I do believe this is part of the pleasure.



On the odd occasions my partner helps me to make buildings and trees. Since I started to build it, it has gone from being a simple layout to a much more complex model with all the many changes. I have even travelled up to Liverpool to Hatton's shop to browse around and of course, spend some money.

The objections to fitting a condensing unit was the unacceptable extra size and weight required.

By comparison with previous experiments with turbine propulsion, the locomotive had a fairly pleasant appearance with 'clean lines'. It was very 'smooth running' (which was expected) and had more power than a 'Princess' and 5% more economical with coal.

The engine spent most of its life working expresses between London and Liverpool. It was well liked by the crews once they mastered the regulator which worked by progressively opening ports to the turbine, although not as flexible as the normal regulator.

The engine was built in 1935 and ran until 1952, running some 440,000 miles.

The locomotive spent fairly long periods off the road when repairs were needed, as being a 'one off' no spare were kept. They had to be manufactured or sent from Sweden. The locomotive was stored during the War, due to the difficulty in obtaining parts.

In 1952 a new turbine was required. It was decided to rebuild it as a standard pacific. The end product was a cross between a 'Princess' and a 'Duchess'

After running just a few months as BR No. 46202 'Princess Anne', the engine was virtually destroyed in the disastrous 'Harrow' double collision and was written off as beyond repair.

The experiment was by far the most successful of any that had departed from the basic Stephenson principle.

One wonders what would have been the attitude if ten had been built instead of just one. Spares would have been a stock item at Crewe and off the road periods would have been reduced to that of a standard locomotive.

### **TREASURE IN A TIMETABLE**

In the 1970s a man bought a box of second-hand books from a north London shop, including a railway timetable, and for the next thirty years he was puzzled by eight small etchings he found inside it.

He first thought that the powerful visions of men being stripped of flesh or drowning were facsimiles. But in 2007 he took them to the Tate Gallery, where they were identified as original William Blake etchings, probably done for the series of books produced by his method of 'illuminated printing'.

The hand-coloured prints were bought by the Tate for £441,000 and went on display in July 2010.



Steam haulage was ousted in the late 1950's with the introduction of 'Warship' Class diesel hydraulics followed in the 1960's by the more powerful 'Western' Class locos. By the end of the decade the journey time to Penzance had come down to 5hr 35min and more was in the pipeline – following haulage for some years by Class 47 and Class 50 diesel electrics the 'Cornish Riviera' (as it was then known) became an HST working in 1979, and by 1983 Plymouth was reached in 3hr 13min and Penzance in 4hr 55min. The ageing HSTs were still operating this service in 2010.

### **WHO LIVES IN A HOUSE LIKE THIS?**



*The 155-year-old Grade II listed former London, Chatham & Dover Railway water tower in Station Road, Faversham last changed hands in 2006 – for the princely of £109,400. This one-bedroom 'des res' was described in the sale brochure as having 'a spiral staircase leading to a mezzanine lounge – and a slatted staircase to the rooftop garden' – by which the selling agents actually meant the riveted cast iron water tank!*



### OBITUARY – KEN JAMES

Ken died on the 22nd June, three days short of his 88th birthday.

He was born in Hornchurch, Essex on 25th June 1925.

Ken met his future wife Peggy at the local Methodist church which they both attended. At the time of his marriage he was serving in the RAF in Malta and only made it back on the day of the wedding with a few hours to spare.

Although ill health did not enable him to attend the club room as often as he would have liked in recent years, he was

instrumental in our involvement with school visits to our former Bletchley Park facilities.

Ken spent his working life in education teaching in schools and colleges. In 1972 he was appointed to the local teachers training college then located in Bletchley Park where he taught future teachers how to make and use visual aids.

I believe it was Ken who brought the famous lump of coal to the clubroom to be used to tell the story of coal and steam, in a way in which only Ken could do! After years of handling there was no trace of coal dust and the children took great delight in getting dirty hands from it initially. Ken was a brilliant teacher and passed on his years of experience to other members of our school team which enabled us to fulfil the education element of our time at Bletchley Park.

Ken was not just a railway modeller. He achieved a great deal in setting up motor racing marshalling for the British Motor Racing Club, the owners of Silverstone. He kept many a racing driver on the straight and narrow. He was also a guide for the National Trust at Stowe Gardens and an active member of the Freeman Memorial Methodist Church in Buckingham Road.

Ken will be remembered for his ability to keep the most unruly school children captivated by his stories of railways, World War 2 and coal. He taught so many so much.

We offer our condolences to his family.

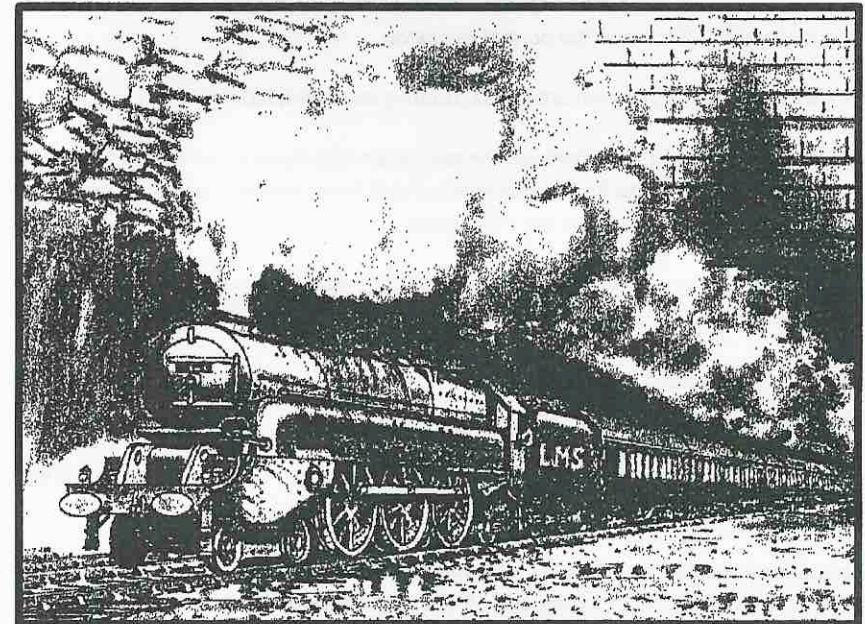
Dennis Lovett.

### 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: 9 The LMS 'Turbomotive'.**



**Data and Dimensions: Cylinders: None – Ljungstrom turbine drive, Boiler pressure: 250 psi, Weight including tender: 166 tons, Length over buffers: 74ft 4 and a quarter inches.**

We cannot leave the story of the Stanier 'Pacifics' without reference to the 'Turbo'.

Stanier had been interested in the possibility of turbine power but had been deterred by the theory that turbine power was uneconomical without the fitting of a condenser. He paid a visit to Sweden where Swedish Railways were successfully operating a non-condensing turbine locomotive.

He was so impressed that he decided that what should have been the third 'Princess' would be built as a turbine. The order for the turbine was placed with Metropolitan Vickers and was based on the Swedish 'Ljungstrom'. The rest of the locomotive was built at Crewe using as many standard parts as practical.



You have to Smile!



"How attached were you to the car?"

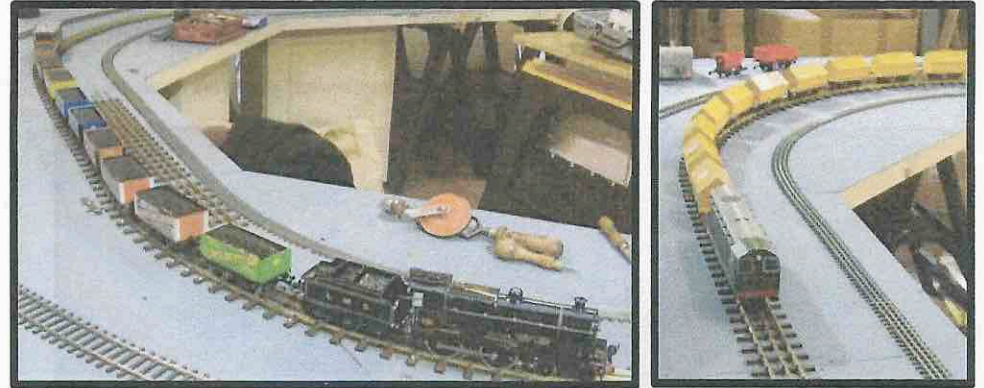


"Don't strain yourself, love, make TWO trips"

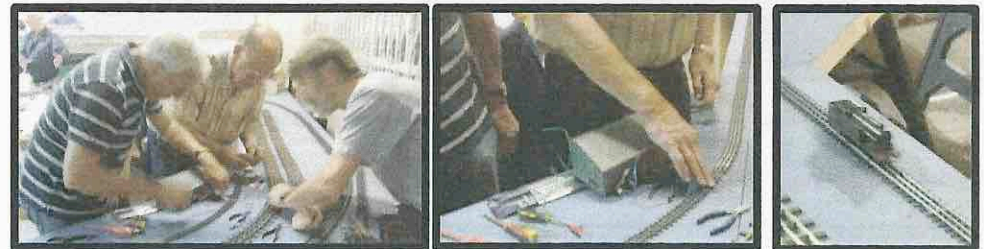


AROUND THE CLUBHOUSE

The Barnes Junction Layout



John Forman's 2P engine with a train of 'private owner' coal wagons, and a class 20 diesel loco with cement wagons.



The '00' track is complete, now to connect the electric, the final touch, and bingo! The first '00' train, Roger White's Hornby 0-6-2 tank, makes the first complete circuit.



An Ace '0' gauge 3 car Southern Set owned by Brian Barnes.



*David Ramsey's '0' gauge North British Railway loco 'Aberdonian' probably made by Bing.*



*Little and Large, Roger Whites '00' train and John Formans '0' gauge Watford Set.*

### *The DCC layout*



*Mark Pollit's A4 'Sir Nigel Gresley', complete with a rake of teak coaches.*

## A HISTORY OF BRITISH RAILWAYS

### No 15

### GWR King Class



The Swindon-built 4 cylinder King was the ultimate expression of Great Western power. With 6ft. 6in. driving wheels delivering 40,300 lbs. of tractive effort, the 30 Kings handled the big trains from Paddington to Birmingham and the West of England. Capable of 108 mph and featuring an unusual bogie design to permit large inside cylinders, 4000 gallon tenders and white code numbers introduced in 1934, they were an impressive sight. Seen at Dawlish with a Plymouth – London express is No 6013 'King Henry VIII'.

First built in 1927, many Kings covered nearly 2 million miles in service before the whole class was withdrawn in 1962. No 6000 'King George V', the first built, was shipped to the USA in 1927 for the 'Fair of the Iron Horse' held by the Baltimore & Ohio Railroad. Highly praised, this most famous King returned with a brass bell and gold cab-side medals.

### THE WORDS OF BILL BALL

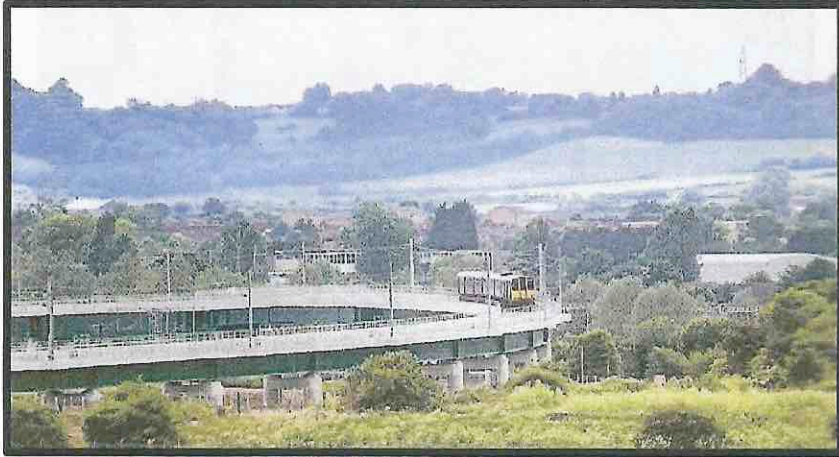
A MKMRS member and his wife walked past a posh new restaurant, "Did you smell that food?" she asked "Wonderful". Being a kind man, he thought what the heck, I will treat her. So they walked past the restaurant again!

My wife asked "What are you doing today?" I said "Nothing". She said "You did that yesterday" I replied "I know, but I did not finish!"

## THE HITCHIN FLYOVER OPENS TO TRAFFIC

Passenger services have begun to use the new Hitchin flyover, with the first train running over the structure on June 25th.

The flyover, which is more than a mile long, connects the down slow line of the East Coast Main Line with the line to Cambridge, avoiding the need for trains to cross the other three tracks of the ECML, which create passing difficulties for other services.



*The first passenger train christens the viaduct on June 25th 2013.*

Network Rail estimates that the structure will cut ECML delays by 30,000 minutes a year at this bottleneck. Initially, First Capital Connect will run just three services a day over the flyover while it completes a driver-training programme. From December, almost 600 trains a week will use the single-track link.



*This is a panoramic view of the complete structure.*

## The New Club '0' gauge Layout

It has been several years since the club has been able to promote a '0' gauge layout. Other than member's private layouts, no such layout has existed within the club over the past 20+ years. The last layout was left under Holme Chase School when the cellar was bricked up, prior to us moving to the Masonic Centre and ultimately Bletchley Park. It's been a long wait and unfortunately many gifted '0' gauge modellers have left the club.

Having considered Hunstanton (a few platform terminus) and also East Lynn and Nunstanton - a 'S' gauge layout by former club member Trevor Nunn, which has widely been reported in the M.R.J. No's 86, 135-6 and 199. These would have taken too much space in our new clubroom. Further investigation was made and approval has been given for an '0' gauge version of the late Chris Matthewman EM gauge layout of 'Strove' (Railway Modeller Sept 2001).

Chris was a member of the Wakefield Model Railway Club, and the layout is based on the former Great Eastern Branch terminus of Aldburgh on the East Suffolk line (Ipswich - Lowestoft), the main station was Saxmondham, although a station name has yet to be decided.

As most of the former G.E.R. branches were of relatively light construction, very few were able to carry heavy locos and generally speaking have a Route Availability of RA6 - hence no Pacifics (RA9) but offered were B1, B2, B16, B17 4-6-0's as well as J39 0-6-0's and smaller, max. (Axle load 18.75 tons)

As the layout is modelled, as well as passenger services, the station has a parcel dock, coal drops, unusual but not unknown, an abattoir/meat processing site which means visiting livestock and refrigerated meat away from the depot, a milk dock and a goods shed for incoming merchandise. As the station was on the east coast, fish traffic could also be considered.

The station layout is fairly tight and to keep within the space limitation, the narrowed loop can easily handle 3 main line coaches, or approximately 8 wagons and a brake van, so operating could be fun. Your committee have decreed that the layout shall be DCC/Analogue, but of course before then there is a lot of hard work to do to the layout and scenery.

All the point-work other than the double slip have been completed, and the Engine Shed has been started, but obviously lots of work to do.

It is proposed to use a cassette in the Fiddle Yard. Does anyone have any knowledge of these? Please talk to Ian Harrison or myself if you can help or need more information. **Les Wood.**

*There are two pictures on the next page.*

*Pictures from the Strove 'EM' layout, which the 'O' gauge layout is going to be based on.*



*A J15 is shunting the pick-up goods.*

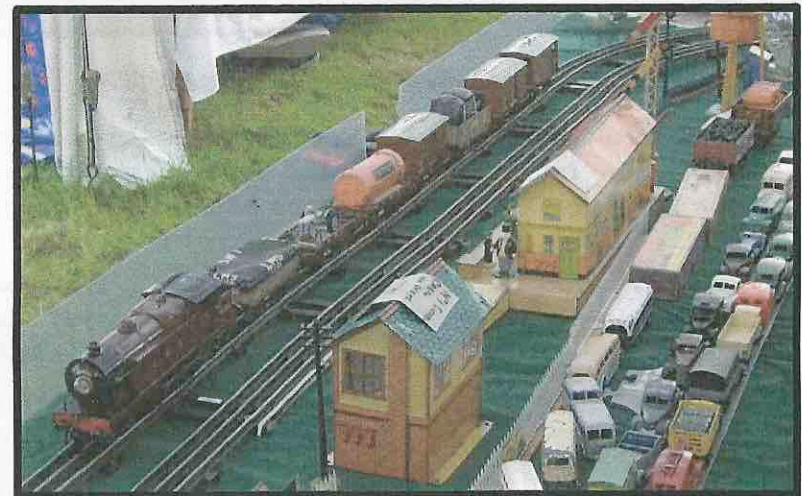


*A J10 is shunting the abattoir today and the tram bides its time on the head-shunt.*

## CLUB AND MEMBERS LAYOUTS AROUND THE EXHIBITIONS



*Peter and Bill Ball at the Bideford Pannier Market on May 26th, helping to raise money for the Amigos Children's Charity,*



*John Forman's 'pick up' goods train, running on the Cambridge HRCA group's 'O' gauge layout at the Ramsey Exhibition, held in a marquee at the Ramsey Rural Museum, an excellent location.*

### Semaphore Signals continued

In order to make signals more visible, several railway companies, notably the London & South Western and the London & North Western, erected very tall signals, in order to make them stand out against the sky and above buildings and other obstructions. Often such lofty installations has co-acting arms lower down, repeating the position of the upper arm to crews close to the post. In many cases, white boards were attached to the post, to make the arm stand out against background clutter, in the manner of a cricket ground's sight screen. Alternatively, a square of white paint would be applied to bridge abutments and suchlike, to provide a simple function. In many cases, these squares outlived the semaphores that they were meant to clarify.

I hope this series on signals, has been of some use to a number of members.

### HMRS MEETINGS 2013/2014

at the Whaddon Way Church Centre, 19.30 hrs

September	25th	Beaverbrook Court Bletchley	Carlisle as a Railway Centre
October	30th	Beaverbrook Court Bletchley	Travelling Post Office Network
November	27th	Beaverbrook Court Bletchley	Modelling Work in Progress
February	26th	Beaverbrook Court Bletchley	Archive Films
March	26th	Beaverbrook Court Bletchley	London to Birmingham, Part 2 – Ron Hart
April	30th	Beaverbrook Court Bletchley	Freight Traffic

### DID YOU KNOW?

Besides regular visits to the Lake District, the family of Beatrix Potter would often take a house near Dunkeld in the Highlands of Scotland. It stood close enough to the Highland Railway's Perth – Inverness main line for her to watch the trains pass, and she wrote: 'To my mind there is scarcely a more splendid beast in the world than a large locomotive... I cannot imagine a finer sight than the Express, with two engines, rushing down the incline from Kingswood Tunnel.'

### THE GREAT A4 GATHERING AT THE NRM IN YORK



*Left to right: 60007 Sir Nigel Gresley, 60008 Dwight D. Eisenhower and 60009 Union of South Africa.*



*Left to right: 4464 Bittern, 4468 Mallard and 4489 Dominion of Canada.*

On Tuesday 16th July, club members Roger White, Roger Mills and John Forman visited the NRM to see the great gathering of the A4's to mark the 75th anniversary of Mallard's 126mph record. It marked the culmination of the museum's ambitious plan to reunite all six surviving class members, in what has been described as a 'once in a lifetime' opportunity.

Although they were lined up in a row of six, I had to take them in two sets of three, unfortunately, no wide lens!

After enjoying a lovely lunch in the platform restaurant, the two Roger's are seen standing next to 'Gladstone'.



## SEMAPHORE SIGNALS

### Part Six – Positioning signals

On the prototype, distant signals were 1,000 or more yards away from the box controlling them, so for a typical passing station on a single-track branch in model form, they can generally be ignored without significant loss of authenticity. One application, however, might be as a scenic feature in open country; possibly at the bridge hiding the entry to the fiddle yard.

Essentially though, on most layouts it will be the choice and positioning of the 'kinds' of stop signals to which modellers will have to give consideration.

### Layout examples

To show where signals are usually positioned, there is an illustration of some typical layout examples in the panel (right). In all these cases, the aim has been to show the barest minimum of signals with which the modeller can get away with. Many railways, in particular the Great Western, signalled most if not all possible moves within a track layout (eg with ground signals at the crossover in the terminus plan), but such provision – whilst undeniably an enhancement – is not always necessary from a modeller's viewpoint. In this regard, distant signals have been omitted as well.

Beginning with the most basic, a simple passing loop on a single line (shown in Plan 1) will have two home signals – one at each end controlling movements into the loop, and two starter signals – controlling movements out of the loop. Also, there may be examples of shunting discs, if the railway company being modelled used them, although these are not shown on the diagram.

Of course, signals are only as good as their visibility to engine crews. Signal sighting is a practised art even today, and in steam days could be quite a tricky job. Every effort was made to ensure that signals were as easy to 'read' as possible, bearing in mind changeable weather, night-time visibility, possibility of confusion with other signals and so on. *Continued on page 15.*

