Stewartby - There was always a good crowd watching `Fenny Stratford'.
Front cover - Mark's excellent layout makes it's debut at Kempston.

YOUR MAG NEEDS YOU!

We need more input to this mag from **EVERYBODY.**

Here are a few suggestions:-

- Updates on private or club layouts with photos.
- Hints and tips on all aspects of modelling.
- Classified ads - for sale, wanted, swaps etc.
- Favourite web sites re. modelling (trains that is, not girlies - oh! I don't know....)
- Pictures you'd like to see in the mag. (see above). These can be in the form of photos, slides or negatives - we can use them all!
- Write-ups on shows, exhibitions you have been to.
- Any amusing stories...

(If you have something you would like photographed, then contact Dennis Lovett or Mike Maidment)

This is ***YOUR*** mag - help us by putting something into it!

MILTON KEYNES MODEL RAILWAY SOCIETY NEWS

No.104 November 2000

The MKMRS is associated with:
The Chiltern Model Railway Association - The Model Railway Club
The World War II Railway Study Group

Working within the Bletchley Park Museum

minutes in hand. Approaching Wolverton we shut the controller, as beyond the station is a service slack of 15 m.p.h. Soon the hiss of air is heard as the brake is gently applied; down comes the speed, until the "C" of the slack is seen. The train takes the piece of line under repair at what seems like walking pace. Speed is deceptive from the cab of a diesel locomotive, but the speedometer reads 15 m.p.h. The slack is almost a mile along and it seems ages before the "T" appears. Off we go again, the speed is not high enough to pick up water, but we have over 300 gallons which will take us to Rugby.

The gradient rises from Castlethorpe to Roade, and full power is needed to gain speed. The acceleration is amazing; in less than a mile we are back at 60 m.p.h. and soon Roade is passed ... we are one minute behind schedule.

On the down grade to Blisworth we hold 80 m.p.h. until we come to Stowe tunnel. The distant signal for Weedon is at caution – power is cut off and the brakes applied. We approach the signals gently and find them to be at clear. The brake is released, and after a short pause the controller is opened. Now we climb from Weedon up to the tunnel at Kilsby. We whistle passing Welton for the through line at Rugby as we are booked non-stop to Liverpool. Thence through the long tunnel with its two large air shafts that echo the whistles we give.

Soon we approach Rugby and speed is reduced to the maximum permissible, 45 m.p.h.; we note that we are four minutes late due to the signal check at Weedon.

Once clear of Rugby the controller is opened, and we prepare to pick up water. As the trough is reached, the water scoop control is moved to the left and the water gauge pointer moves toward the full mark. The control is moved to the right and a slight hiss of air tells us the scoop has lifted.

Now we settle down to do 70 m.p.h. and hope to recover two of the lost minutes by the time Nuneaton is reached, for we have another service slack just beyond Atherstone. Beyond Shilton the speed goes up to 80 m.p.h. on the down gradient, and we dash through Nuneaton at that speed. Two minutes of the lost four minutes have been regained. Just before Atherstone power is shut off, for the slack round the double bend, first to the right and then to the left and the two yellow lights of the warning board show ahead. Brake application is called for and again we crawl for half a mile. Once past the "T" which denotes the end of the speed restriction, we open out once more. On the down grade speed is soon regained, and Polesworth and Tamworth flash by. Over the Trent we approach Hademore water trough ... but no water is needed. Soon we are passing Lichfield, and still four minutes behind time.

We press on through Armitage, Rugeley and Colwich, where we whistle to denote that we do not stop at Stafford, through the tunnel at Shugboro, and soon the lights of Stafford can be seen reflected by the clouds. Our hopes of passing Stafford on time are dashed as we approach for we receive a caution signal and take the bend slowly,and then come to a stand at the stop signal.

We debate among ourselves the reason for the stop, and, after a short delay, off comes the signal and we move gently forward. Frank, the Napier's engineer, comes from the engine room to ask if it is possible to have full throttle for a while. My reply is: "Wait until we are through Stafford then it may be possible". The stop has cost us five minutes, and altogether we run through Stafford, nine minutes late, and speed 20 m.p.h.

Now is the chance for the locomotive to show its paces. As soon as the signal lights ahead show green, we accelerate to full power. The engines appear to snarl and develop into a full-throated roar – 36 cylinders are doing their utmost at 1500 r.p.m. Speed rises rapidly, the ammeter needle flickers once, then again, and for the last time at just over 60 m.p.h. and 3,300 horsepower is unleashed ... up goes the speed to 70 m.p.h. ... it's terrific, for we are climbing to Whitmore.

At Norton Bridge speed is up to 80 m.p.h. and still rising. All are eagerly watching the speedometer to see if the locomotive will reach the limit of 90 m.p.h.

Badnall Wharf is passed at 85 m.p.h., Standon Bridge at 87 m.p.h. but we must reduce to 80 m.p.h. for the bend at Whitmore. From passing Stafford to Whitmore has taken only ten minutes – five minutes has been regained.

Now we are on the down grade, and the controller is eased to prevent the speed going above 90 m.p.h., and in no time we are approaching Crewe, only eighteen minutes after passing Stafford.

We must reduce speed to 20 m.p.h. for Crewe. We are now only two minutes behind time. Over the junctions each end of the station, and once clear of the points we open up. Up goes the speed, and before Winsford we register speed again in the region of 90 m.p.h. We hold this speed until we whistle at Hartford for the Liverpool line.

As we approach Weaver Junction speed is reduced to take the bend, and then we climb up to Sutton Weaver, on time.

Power is shut off as we come on to the down gradient to Runcorn, over the Mersey Bridge at reduced speed, on to the viaduct and down to Ditton.

Soon we are passing Speke, then Wavertree, and we drop sharply in speed, pass Edgehill, and soon we drop down into Lime Street. We come to a stand two minutes before time. Again we have to answer many questions from passengers as to what kind of a locomotive it is. They appear satisfied. So are we ... *very much so*!

MILTON KEYNES MODEL RAILWAY SOCIETY FOUNDED 1969

The next generation

The recent Warley National Model Railway Exhibition held at Birmingham's National Exhibition Centre confirmed that the model railway hobby remains buoyant. Some 13,700 visitors attended - an increase of 500 on last year. Bearing in mind that the whole of the railway industry was operating a post Hatfield emergency timetable which doubled journey times, there was severe flooding over much of the country and queues had returned to the petrol pumps, then this is a remarkable achievement.

The one reassuring thing about this show, was its appeal to younger visitors. Having spent two days on the stand of a well-known train operating company, younger visitors were extremely knowledgeable about current railway activities. All were familiar with new rolling stock orders and were particularly well-versed on current operations (or following Hatfield - the lack of them!). I suspect many of them came into our hobby thanks to a certain blue tank engine reproduced by Hornby, Ertl and found on countless videos.

For those of us born before the end of steam in 1968, it is sometimes difficult for us to see what attracts fellow modellers to what is loosely termed "modern image" modelling. First adopted by the Railway Modeller in the 1960s to cover the increase in diesel and electric layouts at a time when steam traction was being phased out. We have now entered a new era where the post - privatisation railways now being well covered by the major manufacturers. Certainly, some of the liveries present on manufacturers stands at Warley could be described as different and in their own way some colourful additions to the ranges are now appearing.

Railway history is forever changing - indeed Connex South Central will soon cease to exist having lost its franchise to the New Southern Railways. One wonders how organisations such as the Historical Model Railway Society will cope with such changes - because pretty soon Connex South Central will have passed into history.

Manufacturers acknowledge that if they are to attract the next generation of modellers then the models on the shelves need to reflect what they see at the station. We will have to put up with the "Hogwarts Express" from the Harry Potter books if it attracts new blood. When the Merchant Navy was repainted in red for the all important book promotional tour - railway enthusiasts were appalled. Now a film is being made using a GWR Hall which also appears in bright red.

Now nothing is new in this hobby. You may recall Hornby producing a red Hall some years back with the name Lord Westwood and carrying the factory telephone number on its tender for which the company were crucified in the pages of the railway press. What price it reappearing in red - and proving the cynics wrong? Now Hornby can say they had a crystal ball - and that there is a prototype for everything.

Who will be the first to repaint a Hornby Merchant Navy bright red!

Dennis Lovett
Chairman

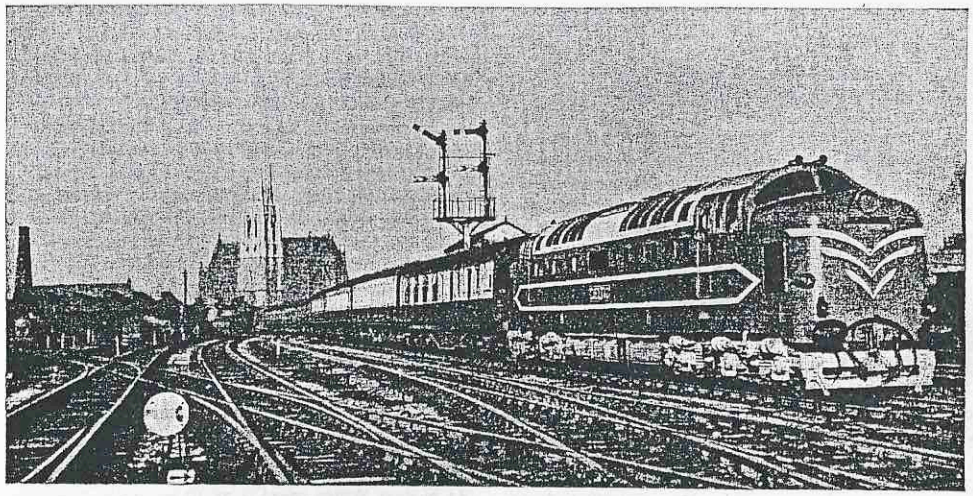
Club Notice Board

Woughton Swapmeet

The Swapmeet will take place between 1100 – 1500 at Woughton Campus on:

December 3rd

Admission is £1 Adults, 80p concessions, children under 18 free



The English Electric Company's Deltic locomotive on trial on the London Midland near Preston

With the tremendous power at hand, we have to be careful of wheelslip. The locomotive weighs only 106 tons, so power is kept in check until we pass under the bridge outside Euston. Now that we are clear of the points and crossings, we can open up a little more. The speedometer moves towards the 20 m.p.h. mark, and we are climbing up the 1 in 70 gradient towards Camden.

We now open up to three-quarters of the controller movement. The engines change their note as field diversion takes place in the traction motors.

Three minutes have passed and we are leaving Camden: our speed is 40 m . p.h. as we enter the tunnel at Primrose Hill, with a blast on the horn. There is activity in the engine room as the engineers, Frank Yellen, of Napiers, and Bob Radford, the English Electric Company's official in charge, make a check of various engine and electrical readings. Soon we are passing Kilburn and holding 60 m.p.h. easily at half power, and if we keep at that speed we shall maintain our running time. Willesden is passed in one minute under the time allowed. The coloured lights of the factories slide by on our left, lots of lamps on the right with a sign which says "GO IRISH MAIL". Sorry and all that, but this is *The Shamrock*.

As we pass through Wembley the last streaks of daylight disappear, and into the darkness we speed. The green lights of our signals can be seen over half a mile away: We pass an electric train near Harrow, and the passengers look out of the windows to see what it is that sounds so different from the noise of a steam engine.

We are still on a slight up-gradient until we pass over the troughs at Bushey, and then a slight down-slope into Watford. Speed is now 72 m.p.h. and we are two minutes before time. As we have some 15 m.p.h. checks ahead we hope to gain a few minutes to allow for this. Thence into the tunnel at Watford and out of the other end with a blast on the double horn. A local train on the slow line makes a desperate attempt to keep up, but it is a hopeless task.

The hum of the engines and the whirr of the shafts that drive the roof fans break into a deafening crescendo as someone opens the engine-room door. We welcome the fireman with a large pot of tea. Cups are filled in the light of a torch, and we all enjoy a very welcome cup of tea, standing up, as the locomotive, having coil springs for suspension, maintains a slight up and down floating action at speeds between 60 and 70 m.p.h.

Through Hertfordshire we tear, soon Tring is passed, four minutes ahead of schedule. Now the gradient falls and the controller is eased back as the speed rises to 80 m.p.h. The engines appear to be throbbing as if they resent being throttled back. Down the cutting, along the straight to Leighton and with a terrific "whoosh" we hit the stillness of the single tunnel at Lindslade.

Soon we are looking out for the distant signal for Bletchley, and we tear through the station with five

(continued overleaf)

By Deltic over the Mersey

By W J F

Some readers of the Magazine may have seen a locomotive, painted Cambridge blue with a silver coloured roof, and a yellow band along the sides enclosing the word "Deltic", hauling *The Shamrock* 4.55 p m Euston to Liverpool and the *Merseyside Express* 10.10 a m Liverpool to Euston. This is the English Electric Company's experimental diesel electric locomotive of 3,300 horse power and the most powerful for its size in the world.

Most main line diesel locomotives are "diesel-electric" which means they are mobile power houses in which the diesel engine drives a generator that produces electrical energy, which is used by traction motors to move the locomotive.

In the Deltic are two 1,650 horse power Napier Diesel engines which work on the two-stroke cycle. The symbol of the Greek letter 'Delta' is a triangle and the cylinders of the Deltic are set in the form of an equilateral triangle, having six cylinders in each bank, making eighteen cylinders to each engine. Two pistons opposed to each other work in each cylinder, the three crankshafts being geared to a common output shaft. Each engine drives a generator, each of which supplies current to the six traction motors. Only one engine can be used at a time when the load is light or in the case of failure.

The Deltic is a 'dream' to drive . . . this is the opinion of the majority of men who have handled her. It can easily reach a speed of 90 m.p.h with a train of over 500 tons.

In the cab one finds two nicely upholstered armchair seats for the driver and fireman, which can be adjusted for height and leg room. On the driver's left side is a Perspex window that can slide back for him to put his head out if required. By his left elbow is a button to sound the horn; in front is a panel in which is a large speedometer, volt and ammeters, vacuum brake and air pressure gauges. Below the panel are engine start buttons; near his left foot is a pedal which, if pressed, supplies sand to prevent the wheels slipping on the rails, and if slipping does occur a small hooter sounds in the driver's corner. By his right hand is the controller and master key, which must be set for required direction of travel, also the vacuum brake application handle.

The outlook from the cab is all that could be desired; a two-pieced window of armoured glass, sloped to reduce wind resistance, stretches the width of the cab. Double wipers are fitted to each window, together with a water spray to keep the windows clear. Red and white indicator lights shine when in service. When dimmed, things are in order; a failure is indicated by the lights showing bright. In the centre at the front of the cab there is a step down through a small door into the nose in which are housed various components, such as traction motor blowers, compressors and vacuum exhausters, also some switch gear. On the fireman's side is a smaller panel in which are gauges for train heating steam pressure, and water tank level, together with a small control to operate the water pick-up, which is worked by air pressure. (A water tank is carried below the engine room to supply water for the train heating boiler). Below this is a boiler ring, complete with kettle, a cab-heater, and fans that can be used separately from the heater to ventilate the cab in hot weather, and another horn button.

Come with me on a trip on *The Shamrock*, with Driver Hale and Fireman Cook of Edge Hill Depot. Firstly we approach the locomotive which stands in a siding at Euston, we walk round it to check the fuel in the tanks and the general condition of the locomotive. Then we go into the cab to put the master key in position, thence into the engine-room to prime the lubrication system of the engines by hand pumps, and note that fuel is being lifted from the tanks on the underframe. We put in the battery switches, close all necessary switches in both cabs, and press the start buttons for each engine in turn. When the indicator lights glow dim we remove our finger from the start button, wait for air pressure and vacuum to build up, and test the brake. Then we hold the air brake on, take the hand brake off, set the handle for direction of travel, and, when the signal comes off, we give a toot on the horn, release the brake, open the controller slightly, and after a short pause the engine gently moves over the points and on to the train. It has to be tightly pressed to the train until the brake is applied so that the fireman can tighten up the coupling. The vacuum and steam heater pipes are coupled, cocks opened and when the vacuum brake has been tested we are all set to go. The fireman will have started the heating boiler which is oil-fired. This soon raises steam pressure to 70 lbs. per square inch and maintains the pressure without difficulty.

The hands of the clock creep up to 4.55 p m, there is activity along the platform, of doors slamming and of last 'good-byes'. Up comes the "start" indication, the controller is pulled into the first notch, there is a slight pause then a little more controller opening. The engines speed up – the noise increases in intensity, and the locomotive moves, taking the train gently out of the platform.

This article first appeared in the British Railways Staff Magazine for March 1957 and was submitted by Ken Wiggins.

Gauge O Guild Auction -2001

The third auction will take place on Saturday 10 February 2001 at Bletchley Park. The last two have gone down particularly well and the event, after several years of decline in Central London, is now proving popular again. One of the features has been our ability to open up our facilities and keep the visitors entertained and out of the way of those organising the proceedings in the hall. Please book the date in your diary.

Historical Model Railway Society

The following meeting s are open to MKMRS members free of charge (tea / coffee available at small fee). Meetings commence at 1930 and further details are available from Eric Bowman. Meetings below are in the MKMRS clubrooms.

29 November	The Flying Scotsman Abroad a talk by George Hinchcliffe. George in addition to looking after this famous locomotive for many years is also a well-known modeller and was President of the Gauge O Guild until recently. This meeting is being held in the mansion – tickets required from Eric Bowman.
28 February	Reconstruction of Euston Station - Prior to electrification
25 April	Bullied Locomotives of the Southern Railway

The HMRS also meets in **Bedford** (details available from Eric Bowman). The following subjects will be covered:

31 January	"Fragile"- a review of parcels and perishable traffic
28 March	Slides by Chris Youett (including new material on the Southern and London & North Eastern
30 May	A modelling clinic (no appointment necessary!)

New Book

Well known Railway Author Bill Simpson, who has produced a number of books on local railways is releasing a new book before Christmas covering the last 40 years of the Bletchley – Bedford line. Please see the back cover for further details

Bletchley Park Roster

Please note: If you are unable to cover any particular date – please arrange a swop on the roster in the clubroom – Chris Hughes

Saturday 11 November:	Colin Jamieson / Tony Winn / Ted Mellor
Sunday 12 November:	Bruce Garwood / Ken Wiggins / Geoff Blackwell
Saturday 25 November:	Bernard Worden / Tim Davey / Martin Shenton
Sunday 26 November:	Chris Hughes / Nick Hughes / Ken Sharpe
Saturday 9 December:	Eric Bowman / Ken James / Phil Gilbert
Sunday 10 December:	Dennis Lovett / Les Wood / Paul Wakley

Please note that John Hatton / John Tennant and Ken Ranns are not rostered as they attend most weekends.

Please let Chris know of any dates etc. you prefer (or are not available for 2001)

A new roster will appear next month – covering the first part of 2001

MKMRS
SWEATSHIRTS & POLO SHIRTS
– AT LAST YEARS PRICES

Sweatshirts (Maroon with MKMRS logo)	£14.50
Polo shirts (Maroon with MKMRS logo)	£12.50

*Both can be personalised with your name for £3 extra.

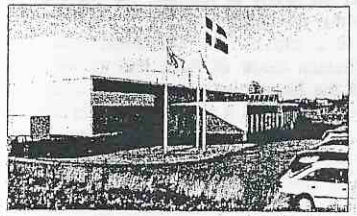
Please see Gordon Shrimpton

HELJAN'S NEW '00' GAUGE CLASS 47 MODEL

YOUR QUESTIONS ANSWERED

Who are Heljan?

We are a Danish model manufacturing company, specialising in plastic injection moulding, with our own factory in Sønderso, 150 kilometres west of Copenhagen. We have over 40 years experience of making model kits and locomotives. As well as supplying the Danish and continental European markets, we export and manufacturer for many other well known companies on a worldwide basis.



Why have Heljan decided to enter the British Outline 'OO' market?

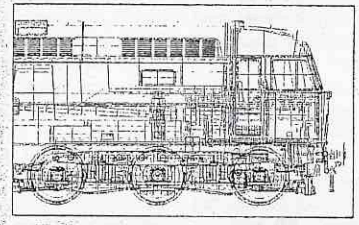
The simple answer is as a response to the overwhelming number of requests from UK modellers for a 'high specification' British Rail diesel locomotive model. We attended the Warley National Exhibition in 1999 and were amazed by the level of interest shown in our products. We realise 'OO' gauge, 4mm scale is by far the most popular size in the UK, not 'HO' 3.5mm scale which is standard elsewhere in Europe and in the United States.

Why have Heljan chosen to model the Class 47 diesel locomotive?

The Class 47, or Brush Type 4 as it was known, is one of the most popular diesel loco types amongst modellers. With 512 examples built, it was BR's most numerous mixed traffic design. It has great appeal, stretching in time from the transition era of the 1960s right through to the new millennium. A wide geographical sphere of operation and many colour schemes are added attractions. The Class 47 will appeal to every single 4mm scale 'modern era' modeller.

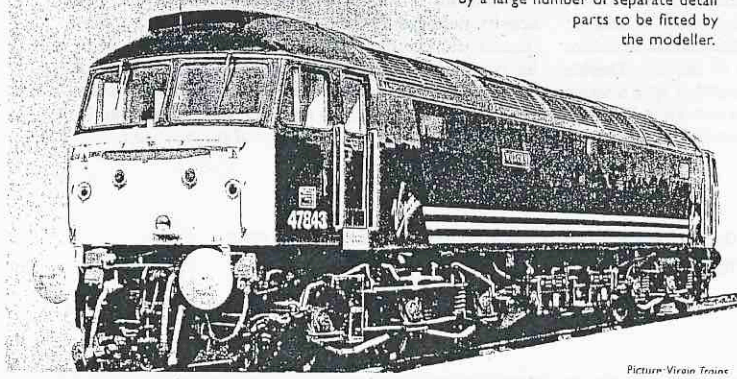
What makes this model be better than other manufacturers' offerings?

We hope the Heljan Class 47 will meet modellers' expectations... and surpass them. We have spent almost a year extensively researching the model with the help of experts and train operating companies, paying meticulous attention to detail. Skilled and experienced technicians have translated this information in to a true scale model using 'state of the art' computer aided design and computer controlled toolmaking systems, thus ensuring a high degree of accuracy and detailing.

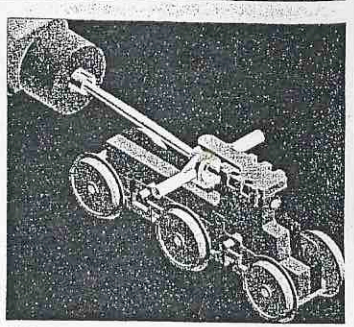


What are the special features of the new Class 47 model?

We aim to produce the best Class 47 model on the market and have specifically targetted two principle areas - the mechanism and body detail. A cast metal chassis holds a centrally-mounted five-pole motor driving both bogies through twin flywheels, cardan shafts and gear trains to give smooth, controllable, powerful running characteristics. A finely moulded, accurately proportioned bodyshell will be complemented by a large number of separate detail parts to be fitted by the modeller.



Picture: Virgin Trains



What colour schemes and detail variations can we expect to see ?

Initially, we will reproduce the 'present day' Class 47 which has not been accurately represented before. This will feature the distinctive exposed bufferbeams and working headlights. Future plans exist to backdate the model to 'as built' condition with headcode boxes and boiler water tanks. All the popular liveries will be offered through periodic new releases.

When will it be available to purchase?

We hope to have some test 'shots' available for inspection at the 2000 Warley National Exhibition. Further work will then be undertaken over the New Year before final approval. The first finished models are expected to be made available for purchase during the first quarter of 2001.

How much is the model likely to cost and where can I purchase it?

The price has still to be finalised but is likely to be in the region £85-£90, reflecting the level of detail incorporated and its specification. A network of UK retailers will be established early in 2001. A UK mail order subsidiary has been set up - you can write to the UK address below, enclosing a SAE, for an order form.

Where can I find more information?

Look out for our advertisements in the model railway press or visit our website at www.heljan.dk/class47. We also hope to provide further information sheets - please write enclosing SAE and your e-mail address to Heljan (UK) at the address below.

Heljan (UK), PO Box 474, PETERBOROUGH PE8 6FF
Heljan A/S, Rebslagervej 6, 5471 Sønderø, Denmark
Website: www.heljan.dk
Information Sheet No: 01/47/00