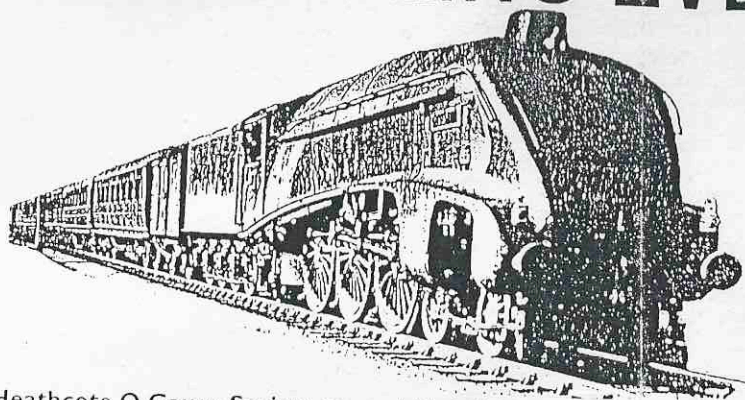


7MM MODELLING EVENT



The Heathcote O Gauge Society present their 9th annual Autumn event at

Humphrey Perkins High School
Cotes Road, Barrow upon Soar
near Loughborough, LEICESTERSHIRE

Sat 6th October 2001

With the East Midlands Gauge O Group test track and 2 other 7mm layouts, the event is supported by many leading 7mm manufacturers and traders, those invited include: ABC Gears, Acme Models, Acorn Models, Agenoria Models, Alphagraphix, Martin Bloxson, Bob Pearman Books, C&L Finescale, Connoisseur Models, Peter Cowling, Dragon Models, Duncan Models, Fox Transfers, G P Models, Haywood Railway, JPL Models, Karlgarin Models, Ian Kirk, Laira Models, Majestic Models, Mercian Models, Midland Carriage Co, Modellers Mate, Newbold Models, NMB Models, Old Originals, Phoenix Paints, Port Wynnstay Models, Premier Components, Railwood Products, Ron Chaplin, Warren Shephard, Slaters Plastikard, WEP Models, Westdale Coaches etc.

Sun 7th October 2001

A popular event for anybody interested in 7mm modelling. The test track will be there, along with 2 other 7mm layouts, & a large number of modellers demonstrating many different modelling techniques in true 'Hands-On' fashion. We hope to have modelling in card (stock / buildings), plastikard (locos/stock/buildings), resin cast modelling, etched brass loco & rolling stock building, white metal and plastic kit building, layout wiring, scenics, signalling and more! The demonstrators are willing to help anybody who has reached a stumbling block with their own particular project. Bring along anything you feel we can help you with! We will also have rolling bars, rivetters & guillotine for those who would find the facilities useful. A lot of the trade stands will also be there on the Sunday.

Open: 10.00am - 4.30pm (both days)

Saturday: Adults & Seniors £1.80, Juniors FREE!

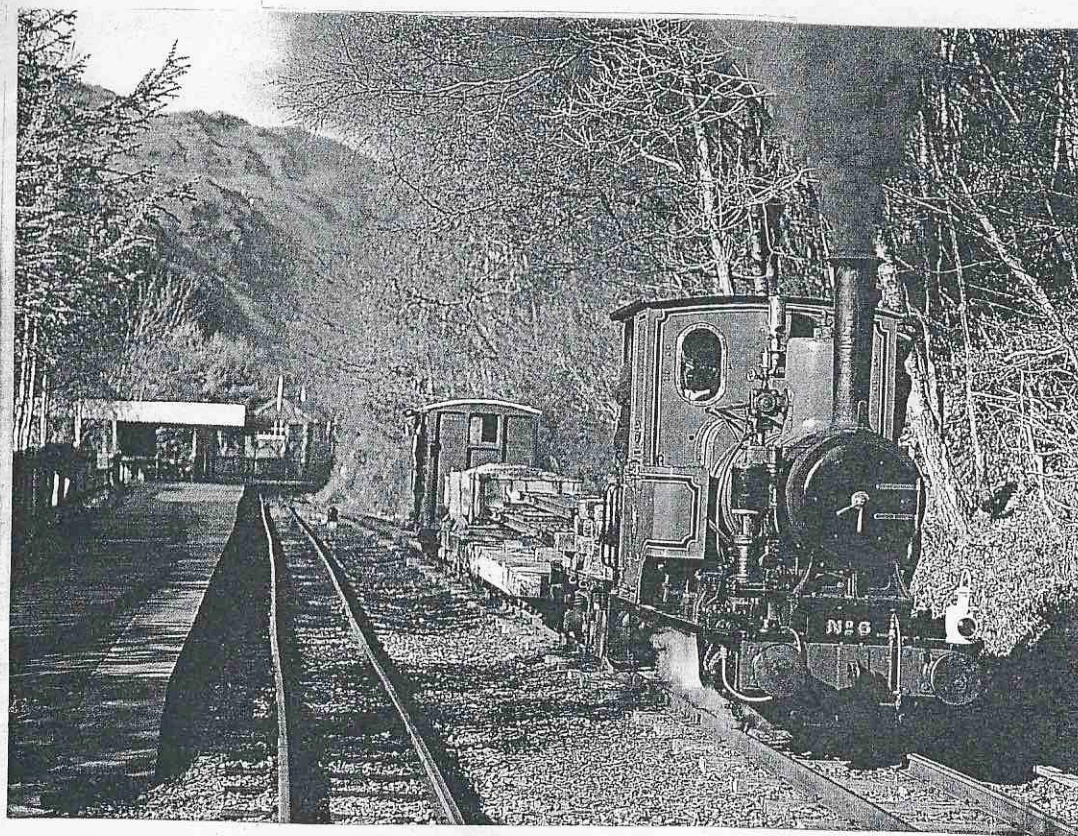
Sunday: Adults & Seniors £1.00, Juniors FREE!

(Juniors up to 15 yrs old admitted FREE when accompanied by an Adult - If not, the full rate applies)

Barrow upon Soar is 3 miles south east of Loughborough. We are only 6 miles from the M1 (Junction 23), 10 Miles from Leicester, 15 from Nottingham, 18 from Derby, and 3 miles from the Great Central Ry at Loughborough. If you require directions, please write to: 34 Gracedieu Road, Loughborough, Leics LE11 4QG, enclosing an SAE. All details are correct at the time of printing (June 2001), and supercede any leaflets or posters previously issued. R O A P



No. 113 August 2001



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

Buxfield grabs the headlines in the Model Press

Mark Agnew's layout appears in the September issue of Model Rail and makes very interesting reading!
Buxfield will be attending the Gauge O Guilds GUILDEX event at Telford during September

Class EM1 Bo-Bo

The Prototypes

Designed by Raven for the North Eastern Railway (NER), this Class of 10 locomotives was built for Britain's first major overhead electrification project. The NER opened its electrified line between Shildon and Newport in Co. Durham in 1914. The outbreak of war and the subsequent Grouping scuppered the plans for further electrification particularly between York and Newcastle. This project was finally abandoned in 1935 and the locomotives placed in to store, finally being withdrawn in 1950.

The North Eastern Railway, later LNER, numbered the locomotives 3-12 and BR 26502 - 11. One locomotive remained until 1963 for carriage shunting duties at Ilford Depot in East London. No members of the Class have been preserved.

The Models

Only one model was produced commercially of this locomotive. R & N Models of London SW16 manufactured a OO model which was introduced in 1935.

MKMRS NEWS – Don't Forget

The next issue of MKMRS NEWS will be published at the end of September and will cover the September / October period
The following issue will cover November / December
Contributions always welcome

MILTON KEYNES MODEL RAILWAY SOCIETY FOUNDED 1969

A change in communication

This magazine started off as a very simple four-page newsletter back in April 1992. It was brought about, as we needed to improve communication in the days when we were still at Victoria Road, but busy taking layouts to exhibitions etc.

I have produced most of these magazines, save for a period when John Dibben took over the editorship for around two years, although as your Chairman, I still contributed to it. Since taking it back over it has been a struggle to keep up with the monthly schedule and even more difficult to get it out before the middle of the month in which it appears.

The committee have agreed that we need to improve the way in which we distribute the magazine and it will be posted to members who have not received it after the first two weeks after publication. It will also appear bi-monthly from the next issue and so we will end up with 6 issues a year. The next issue will be the September/October edition and it will be due for distribution at the end of the first month (eg end of September).

I am grateful to Steve Dennison for agreeing to take my raw copy and to redesign it into something more in keeping with the current desk-top publishing programmes. I look forward to seeing Steve's efforts in due course.

I trust that the magazine still continues to be of interest to our members. For those who live away from Milton Keynes it keeps our "country" members in touch with what has been going on at Bletchley Park. It also reminds us of important events and dates, which if you are anything like me, you would probably have forgotten about anyway!!!

I believe that it is worth publishing, but we could do with some material to assist the items we have in stock. The bi-monthly timescales will allow us to catch up the backlog and improve the quality of the material that we publish.

Despite many of still having holidays to catch up with, the modelling season begins in earnest next month. Mark Agnew's Buxfield modern image O gauge layout is off to Telford to attend the Gauge O Guild annual Guildex event. We wish Mark and his team well.

Dennis Lovett
Chairman

Club Notice Board

2001 Woughton Swapmeets

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

**16 September
4 December**

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

Historical Model Railway Society

The following meetings 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 held in The following subject will be covered:

Wednesday 26 September	Swindon Works 1923-48 (Slide Presentation)
Wednesday 28 November	Slide presentation by Colour-Rail (Ron White)
Wednesday 27 February	Railways around Shrewsbury (Alan Rhodes)
Wednesday 24 April	St Pancras Division of the Midland Main Line in the 1950s

The Bedford meetings are as follows Wednesday 31 October (Restoration Work at Quainton Road by Eric Miller), Wednesday 30 January (Railway films by David Barker), Wednesday 27 March (Loctite glues) and Wednesday 15 May (The Midland Main Line by Bob Essery and Bob Moore).

Further details available from Eric Bowman.

NORTH NORFOLK RAILWAY ANNUAL EXHIBITION

Apologies to the FENNY STRATFORD team, who missed being mentioned in the last issue. Our N gauge layout performed admirably and they soon let me know that they missed out from being on last months role of honour.

The Willesden Area Part 6 of a series by Dave Meaden

Back in the days of steam, trains from the north terminated at Sudbury sidings, 24 hours a day, except Sunday. On arrival the locomotive is uncoupled from the train, through the sidings to the engine line. From there the locomotive proceeds to Sudbury south end, using the goods line going under the four main lines. Having passed the Heinz factory and also that of McVittie & Price Biscuits we see G sidings to the left (Willessden men called it "Klondyke") before leaving the goods lines to enter Willessden loco (now the site of the Freightliner depot).

When heading north you left the loco and used the goods line to pass the biscuit factory and the Heinz factory, passing the entrance to F sidings. You then passed under the four main lines, from the goods, to Brent Sidings to the "creep up", a single line for single engines only. At the top were a set of spring points which allowed you to reverse into Brent Sidings. For trains heading north, there were two ways out of the Brent. You could leave either by the down goods, passing Sudbury sidings on the right and on to Wembley Central, joining the slow lines for the journey north. The other route allowed you to go straight out on to the slow lines at Sudbury, proceeding to Wembley Central. At Wembley Central you either remained on the Down slow line or were crossed to the Down fast.

From Sudbury, the trains were shunted over a hump, to Sudbury south end or the "basin". At Sudbury south there were some 27 sidings, where the wagons were shunted. Trains from here would be taken to the South via the West London Line (Kensington Olympia and Clapham Junction), where they could access all points on the old Southern Region. The large goods depot at Camden was also reached from here.

From the basin some 6 sidings contained wagons which were shunted to Willessden Junction High Level Sidings (engineering trains) or North London line stations such as Kew. A large number of Eastern Region stations could now be reached via the North London Line and the Gospel Oak – Barking route. The goods depot at Broad Street was also accessed from this point. Broad Street is no more, although there is good chance that trains will once again access the former route to Broad Street leaving the NLL at Dalston Western Junction as part of London Underground's East London Line extension.

It must have been successful because further batches were authorised. D5020-29 were built at Derby in 1959, D5030-65 were built at Crewe in 1959/60, D5066-75 at Derby in 1959/60, D5076-D5093 were constructed at Crewe in 1960, D5094-D5113 were built at Darlington in 1960 and the final batch, D5114-D5150 were built at Derby in 1960/61. The final locomotive in the series (D5150) was delivered in January 1961.

After reclassification to accommodate the TOPS numbering system, these locomotives were designated Class 24. D5000-49 were renumbered 24001-49 and were classified Class 24/0. Locomotives numbered D5050-D5150 were classified Class 24/1 and were renumbered 24050-24150. Renumbering took place from 1971 and the fleet comprised a total of 150 locomotives.

The differences between later Class 24 locomotives and the early Class 25's are not always easy to spot. One of the main differences between the two classes was that of engine size, which of course makes not one iota of difference to railway modellers! The Class 24's were rated at 1,160 bhp and the 25's at 1,250 bhp.

Perhaps the biggest distinction is in the cab fronts. All the Class 24's had connecting doors to enable transfer between locomotives when dual working. As we saw with the Class 25's this was not a particularly desirable feature and was not pursued with later Class 25 builds. No headcode boxes were fitted to the cab roofs of numbers D5000-D5113 and most of the class therefore have a rounded cab roof, which provides the most recognisable difference between the two classes. Just to confuse us all further, the remaining Class 24 locomotives (D5114-50) were fitted with headcode boxes and therefore look very similar to the early Class 25's.

The Class 24's were initially allocated to all regions of British Railways with the exception of the Western Region. They were used to replace steam tank locomotives (such as the BR Standard Class 80xxx 2-6-4's) on suburban services such as those in and out of Euston prior to electrification. They could equally be found on branch line or cross country passenger duties, empty stock workings, parcels and freight trains. As other classes of diesel appeared, the Class 24s were reallocated and ended up mainly on the London Midland Region. When additional power was required, double heading was unknown, so now you have an excuse to buy two locomotives!

From the late 1960's the class appeared in BR blue livery. As more powerful locomotives were released into traffic and freight work deteriorated, withdrawals took place and by October 1980, only one locomotive (24081) remained in traffic. It's last working was to deliver itself to the railway museum at the old Southport Motive Power Depot (now closed). Three examples remained in traffic with the British Rail Research Department for a period. No. 24061 was renumbered in the 97xxx series and named Experiment. Three locomotives D5032, 24081 and 24061 have been preserved for use on heritage railways.

THE BEDFORD – BLETCHLEY RAIL USERS ASSOCIATION RAILDAY

This event is being held at the WOBURN SANDS MEMORIAL HALL on Saturday 13 October. Fenny Stratford is attending. Volunteers required – please see Bruce Garwood.

Library News

Following last month's report, Fred Collins has agreed to take over the library. Please bear with us as we try to clear the backlog of recently donated magazines.

THE BEDFORD – BLETCHLEY RAIL USERS ASSOCIATION PRESENTS "BRITAIN'S RAILWAYS"

Well known railway photographer Colin Garratt, who has photographed trains in over 50 countries will be at The Berrill Theatre, The Open University on Friday 16th November. Tickets available on the door at £4 or in advance for £3 from Richard Crane, 23 Hatfield Crescent, Bedford, MK41 9RA.

Highly recommended for a good night of nostalgia and entertainment.

REQUEST SPOT

When I last spoke with Peter Hunt (our Australian member!), he said that he was interested in buying books about the Lancashire & Yorkshire Railway or early LMS which members were disposing off from their libraries.

Peter is also interested in obtaining Wrenn Pullman Cars (the brown & cream version).

Would any member who can fulfil these requests please have a word with me.

Eric Bowma.

RAILWAY CORRESPONDENCE & TRAVEL SOCIETY

The RCTS meets on the first Thursday of the month at the C.I.U. Working Mens Club in Stony Stratford at 1930 hours. Our long standing friend Bob Ballard is the Chairman.

6 September "1931-2000 I.C.I Hopper trains and works" by Brian Arnold
(RCTS Altrincham)

Further details from Bob Ballard on 01908 562195

Bletchley Park Roster

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

UNROSTERED PEOPLE ARE WELCOME AT ANY TIME

Saturday 18 August Sunday 19 August	Geoff Bell, Mike Maidment, Roy Cobb Dennis Lovett, Peter Findlay, Gareth Homersley
Saturday 25 August Sunday 26 August	VOLUNTEERS NEEDED
Saturday 1 September Sunday 2 September	Gordon Shrimpton, Geoff Blackwell, Ray Cousins, Richard Cousins Tracey Broyd, Ken Wiggins, Ted Mellor
Saturday 8 September Sunday 9 September	VOLUNTEERS NEEDED
Saturday 15 September Sunday 16 September	Chris Lester, Stephen Walker, Tim Davey Chris Hughes, Nick Hughes, Martin Shenton
Saturday 22 September Sunday 23 September	VOLUNTEERS NEEDED
Saturday 29 September Sunday 30 September	Eric Bowman, Tony Winn, Dave Meaden Fred Collins, Roger Blackburn, Ian Leigh
Saturday 6 September Sunday 7 September	VOLUNTEERS NEEDED
Saturday 13 October Sunday 14 October	Geoff Bell, Les Wood, Craig Shaw Dennis Lovett, Paul Wakley, Fred Fox
Saturday 20 October Sunday 21 October	VOLUNTEERS NEEDED
Saturday 27 October Sunday 28 October	Gordon Shrimpton, Mike Maidment, Roy Cobb Bruce Garwood, Ken Wiggins, Gareth Homersley

Saturday 3 November
Sunday 4 November

VOLUNTEERS NEEDED

Saturday 10 November
Sunday 11 November

Chris Lester, Ken Sharpe, Geoff Blackwell
Chris Hughes, Nick Hughes, Peter Findlay

Saturday 17 November
Sunday 18 November

VOLUNTEERS NEEDED

Saturday 24 November
Sunday 25 November

Eric Bowman, Eric Preston, Robin Rowles
Fred Collins, Brian Barnes, Stan Pennington, Mick Clements

Saturday 8 December
Sunday 9 December

Geoff Bell, Tim Davey, Bernard Worden
Dennis Lovett, Les Wood, Craig Shaw

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

WEBSITE NEWS

If you have web access the address is:

www.mkMrs.fsnet.co.uk

THE CLASS 24

Dennis Lovett tells the story of the latest newcomer to the Bachmann range

The Class 24s were the predecessors of the later Class 25 locomotives. Although it is sometimes difficult to tell the two types apart, there were subtle differences and these will become apparent during this article.

The Sulzer Type 2's initially consisted of just twenty examples, constructed as part of the pilot scheme announced following the publication of the Modernisation Plan in 1955. Originally numbered D5000-D5019, the first batch was built at Derby Works in 1958/59. The first locomotive was presented at London Marylebone station on 25 July 1958 for inspection by the British Railways Board which was at that time located in the old Great Central Hotel (222 Marylebone Road) opposite the station.