

**MKMRS
SWEATSHIRTS & POLO SHIRTS
- AT LAST YEARS PRICES**

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

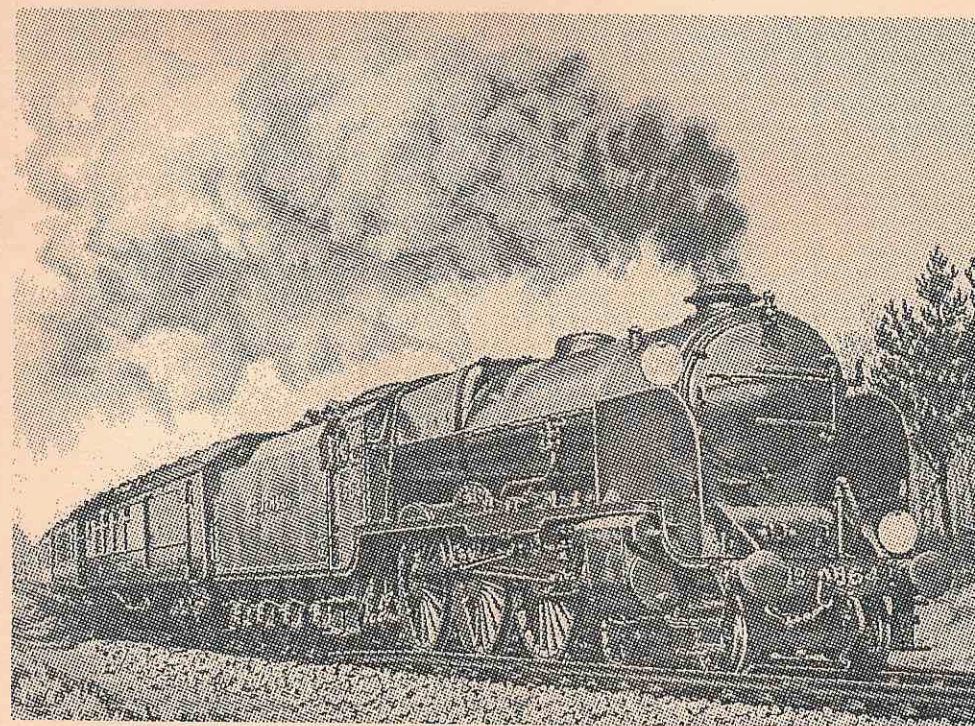
*Both can be personalised with your name for
£3 extra.

Please see Gordon Shrimpton



No. 119

July / August 2002



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

news from Grafar (as Graham Farish was known during this period) was the announcement that the company was to introduce the Southern Railway / Region Battle of Britain Class 4-6-2 in its original streamlined form. On show at Brighton was No. 34066 Spitfire in British Railways livery, this being one of the Class that did not get rebuilt after 1957, which retained its streamlined casing until withdrawn from service. On the stand, the locomotive was hauling a train of 10 Pullman coaches, the other new item introduced at the show (including a brake end coach). The reporter makes reference to both items being scaled down versions of former OO models (from the 1950s). Both locomotive and coaches were pictured within the report pages.

October 1974 saw a full colour advertisement appear on the rear of the Model Railway Constructor featuring the Battle of

Britain and the Pullman cars. The Centenary Celebration advert showed a dock scene with a boat train headed by a Battle of Britain and a rake of Pullmans alongside a large ship, reminiscent of Southampton. The advert celebrated the introduction of Pullman Cars one hundred years earlier in 1874.

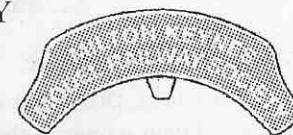
The December issue of the Model Railway Constructor carried an advert "love is" in which the words were pierced by an arrow (as used on the Golden Arrow trains!). A loving couple was pictured in front of the Christmas tree with "him" just having unwrapped a Southern Railway liveried version of the Bullied Pacific now advertised as Merchant Navy Class Channel Packet and "her" looking lovingly on.

TO BE CONTINUED

14/15th September
N Gauge Society 25th Anniversary
Exhibition
Bletchley Leisure Centre, Bletchley

14 / 15th September
Gauge O Guild
Guildex
Telford Exhibition Centre

MILTON KEYNES MODEL RAILWAY SOCIETY
 FOUNDED 1969



"Storms, Firedoors and Signals"

This editorial is being written just a few days after serious storms set fire to 15 houses in Milton Keynes in one evening and severe flooding had occurred across much of Britain. It was a good job that it was Summer! On Sunday 28 July we entertained 52 members of the Retford and Gainsborough model railway clubs in glorious sunshine and made good use of the outdoor tracks for the first time for some weeks. On the Monday a few members visited the club room to be confronted with the bad news that the leaky roof had given up the ghost and various attempts to repair it were no longer good enough. The good news is that Bruce has managed to get Bletchley Park to do something about it - sooner rather than later.

A visit by the Fire Officer has required the Park to install another Fire Exit from the Verney room into the main clubroom. This work is imminent and may require a major change around in the way that the main room is laid out.

A number of members have worked hard during the summer to remove a full size signal from a garden in West Bletchley. The signal had been erected in the garden from parts collected from various local railways by my former railway colleague John Hughes, who has been mentioned in these pages before. Thanks to Janet and son Stephen we began the task of bringing to the Park one of the best visual aids available to railway museums. Once an expert had dealt with the resident bees, removal of parts took place for removal to the park.

Which left just a 22ft post to be removed and transported to BP. Getting the said post out of the ground took considerable effort and was eventually accomplished when with one final desperate pull, it swung out of the whole. Quite how this was achieved is still not known, but I am sure that a number of the signal team will come up with scientific theories but brute force would be the best example. We were well supported by Janet's refreshments and Steve's strength, along with a couple of builders who were keen to see the post out of the way before they commenced work on the garden!

Getting the post out of the ground is one thing, transporting it to the park was another. A visit to Gordon in the military vehicle section soon solved the problem and a large army lorry was despatched to winch the post on to the flatbed and back to the park. It was quickly achieved, although the estate traffic was soon reduced to using the grass verge as an alternative roadway!

Having dug one hole to get it out - volunteers are welcome to start digging another - so that we can get it on show and back to its former glory.

Our thanks to Janet and Stephen for making the signal and associated equipment available for future visitors to enjoy at Bletchley Park.

Dennis Lovett
Chairman

Club Notice Board

2002 Club Barbeque

This will take place on August 31st.

Please add your names to the list posted in the clubroom if planning to attend.

2002 Woughton Swapmeets

The Swapmeets will take place between 1100 - 1500 at Woughton Campus on:

15th September

15th December

Admission is £1 Adults, 50p concessions, children under 18 free

Coronation Fund

The full £2000 has now been raised and the model secured from the Executor for display at Bletchley Park. To raise such an amount in one year was a terrific achievement and I am sure that John Tennant would have been proud of MKMRS members raising the money to keep such a fine model for display in our museum. Also thanks to Tony Winn for putting forward the idea in the first place. Thank you for your contributions.

5" Gauge Models on Display

Although this is outside the remit of most model railway clubs the industrial tank and B1 4-6-0 now on show have been purchased by two members - initially as static display models - from the estate of the late John Hughes. We have also recently acquired a length of track for possible future use from Ken Brendon, who was lifting his garden line.

Railway Correspondence & Travel Society

The RCTS meets on the first Thursday of the month at the C.I.U. Working Mens Club, London Road, Stony Stratford at 1930 hours. Our long-standing friend Bob Ballard is the Chairman. Further details from Bob Ballard on 01908 562195

5th September - "The Work of The Railway Heritage Trust" by Jim Cornell, Executive Director

3rd October - "Channel Tunnel Rail Link" by the Head of Public Affairs, Union Railways

7th November - "LMS Calvacade" the slides of Hugh Ballantyne

5th December - "Branch Christmas Evening" - the members entertain

MKMRS NEWS - Don't Forget

The next issue of MKMRS NEWS will be published at the end of September and will cover March / April.

Contributions always welcome.

Graham Farish, The N Gauge Story - Part 4

By Dennis Lovett

The following month saw extensive reviews of the GWR Hall Class 4-6-0 locomotive, the SR / LMS Standard tank locomotive and a set of three wagons. At the same time the model press was reviewing the newly reintroduced 00 range - so the factory at Holton Heath must have been very busy that Summer!

The GWR Hall Class 4-6-0 was available initially only in GWR green livery as No. 6998 "Burton Agnes Hall". The prototype locomotive was built in early BR days (1949) so it never carried GWR livery on entering service, only in preserved form. Costing £11.55, the introduction of such a useful mixed traffic locomotive was welcomed by many N gauge modellers.

By comparison the Standard tank locomotive at £5.72 did not represent any particular prototype [it could pass for the 3F "Jinty" 0-6-0T at a distance], it was available in both SR and LMS liveries, thus giving the range an example in each of the "Big 4" colours. In keeping with the company's long established practise of supplying ready to run chassis for scratch and kit building use, this chassis was available from dealers immediately.

The same issue reviews the first of the three private owner wagon packs then being introduced. The set in question included two ventilated vans in the liveries of Bass (Burton-on-Trent) and Fyffes Bananas. The third wagon was a 5 plank open wagon in the colours of Wallace Spiers. The set of wagons retailed at £1.56p.

The November 1973 issue of the Model Railway Constructor had an article on painting private owner wagons. It included several pictures of the entries from the 1971 "paint your wagon" competition including the entry from Mr Fern (described in the second part of this series).

November 1973 also sees the reviewer looking at more versions of the three private owner wagon sets. The first of two sets encompassed 2 x 5 plank wagons in CAM RYS (Cambrian Railways) and Dombey & Son (Shoreditch). The third wagon set was a 4 plank wagon in the colours of Snow & Son (Wallingford). The second set included 2 x 5 plank wagons representing G.F. Sleight (Grimsby) and Powell, Gwinnell & Co (Cheltenham). The third wagon in this set was a 4 plank version in the livery of D.Pitt & Sons (Reigate). The cost of both sets was £1.45 for the three wagons described.

Most of the remaining "paint your wagon" entries featured in the December Model Railway Constructor to support the next part of the private owner wagon painting feature. The same issue reviews the next three wagon set to be released comprising 2 x 5 plank wagons for Dutton Massey (Birkenhead) and Bullcroft. The third wagon was a ventilated van carrying Worthington (Burton-on-Trent) colours.

1974 and The Battle of Britain

The March 1974 Model Railway Constructor contained its usual in depth reporting of the Brighton Toy Fair. The big

On the Narrow Gauge

No: 6 - THE WELLS & WALSINGHAM

Wells-next-the sea stands on the Norfolk coast almost halfway between Hunstanton and Sheringham. Its harbour serves both fishing and commercial operators and today is a resort, which attracts a fair number of holidaymakers. It's terminal station (now in use as an antiques centre) still stands but is many years since the sounds of standard gauge trains have been heard. Trains once ran to the town from two directions, from Fakenham and from Heacham on the line between Kings Lynn and Hunstanton. The Heacham line lost its services in 1952, whilst the main line which carried through trains from Liverpool Street did not last long in the Beeching era, losing its trains in 1963. Even the harbour was rail connected but in 1964 the last freight train ran and the route abandoned.

There is often a great deal of argument as to whether a miniature railway can pass as a narrow gauge line. Often miniature lines are laid out for pleasure and serve no real purpose other than to provide rides at a resort, park or other tourist attraction. A few, however, provide passenger services and serve the communities through which they run. One such line is the Wells & Walsingham. This ten and a quarter line utilises much of the old line between the two places. It does not serve the old Wells terminus and stops short of the town by the A149 Cromer - Hunstanton road, thus avoiding the need for a level crossing, although the old crossing keeper's cottage is now a private house. For the same reasons, it stops four miles away, alongside the B1388 road on the outskirts of Walsingham, a village known for its shrine and religious activities. Another reason is that the old Walsingham station is now in use as a church!

In 1979, under the leadership of a retired Royal Navy Lt Commander Roy Burns, work began on clearing the neglected railway and on laying the track. A great deal of planning had taken

place and the line had to be fully inspected by HM Railway Inspectorate, before it could commence operations. The first train ran in march 1982 with an 0-6-0 side tank locomotive "Pilgrim" which had been built in the Norfolk town of North Walsham by David King Engineering, pulling five coaches built by the same firm.

Soon the little line was attracting more passengers than it could carry, often turning away complete train loads of prospective customers. Something clearly had to be done and famous miniature railway locomotive engineer Neil Simkins was approached to see if a more powerful option could be designed. As the line climbs 100ft on leaving Wells, Simkins decided to opt for a Beyer-Garratt type design with a 2-6-0 + 0-6-2 wheel arrangement capable of hauling seven plus coaches. In 1985, Simkins received the go-ahead to build the loco at his Ashby-de-la-Zouch works and it was delivered to the line in October 1986. It was named "Norfolk Hero" by Viscountess Coke, of nearby Holkham Hall. "Pilgrim" was sold and "Norfolk Hero" continues to operate 99% of the services, the only other locomotive on the line is an Alan Keef 0-6-0 diesel which is used on engineering trains and as a standby.

The station at Wells is centred on the old Swainsthorpe signal box, removed from the Norwich - Colchester line during the electrification of the line. It now forms the booking office and shop at the bottom, with the Commander living above the shop during the season.

The line won the title of the "World's smallest public railway" from the Romney, Hythe & Dymchurch Railway, which is a 15" line. It also boasts in "Norfolk Hero" the most powerful ten and a quarter inch gauge locomotive in the world. Next time you are in Norfolk, it is well worth a visit.

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

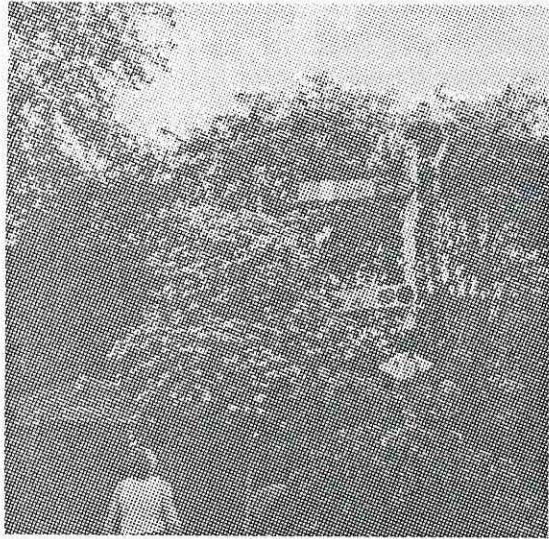
UNROSTERED PEOPLE ARE WELCOME AT ANY TIME

Duties commence at 1300 until 1700 (unless a special weekend which requires 1030 start)

<i>Saturday 10 August</i>	<i>Matt Rainer, Ted Mellor</i>
<i>Sunday 11 August</i>	<i>Gareth Homersley, Bernard Worden</i>
<i>Saturday 17 August</i>	<i>John Hatton, Geoff Blackwell</i>
<i>Sunday 18 August</i>	<i>Ken Ranns, (VACANT)</i>
<i>Saturday 24 August</i>	<i>Geoff Bell, Tony Winn, Robert Smith</i>
<i>Sunday 25 August</i>	<i>Martin Shenton, Tracey Broyd, Gareth Homersley</i>
<i>Monday 26 August</i>	<i>Dennis Lovett, Brian Barnes, Stan Pennington</i>
<i>Saturday 31 August</i>	<i>Ken Ranns, (VACANT)</i>
<i>Sunday 1 September</i>	<i>Bruce Garwood, Ken Wiggins</i>
<i>Saturday 7 September</i>	<i>Eric Bowman, Fred Fox</i>
<i>Sunday 8 September</i>	<i>Chris Hughes, (VACANT)</i>
<i>Saturday 14 Sept</i>	<i>Gordon Shrimpton, Eric Preston</i>
<i>Sunday 15 September</i>	<i>Volunteers needed</i>
<i>Saturday 21 Sept</i>	<i>Ken Sharpe, Robin Rowles</i>
<i>Sunday 22 September</i>	<i>Ian Smith, Matt Rainer</i>
<i>Saturday 28 Sept</i>	<i>Mark Agnew, (VACANT)</i>
<i>Sunday 29 Sept</i>	<i>Tim Davey, Mick Clements</i>
<i>Saturday 5 October</i>	<i>Martin Shenton, Tracey Broyd</i>
<i>Sunday 6 October</i>	<i>John Hatton, Geoff Blackwell</i>
<i>Saturday 12 October</i>	<i>Geoff Bell, Ted Mellor</i>
<i>Sunday 13 October</i>	<i>Chris Hughes</i>
<i>Saturday 19 October</i>	<i>Chris Lester, Bernard Worden</i>
<i>Sunday 20 October</i>	<i>Fred Collins, Tony Winn</i>
<i>Saturday 26 October</i>	<i>Steve Walker, Gareth Homersley</i>
<i>Sunday 27 October</i>	<i>Dennis Lovett, Peter Ball</i>
<i>Saturday 2 November</i>	<i>Gordon Shrimpton, Mike Maidment</i>
<i>Sunday 3 November</i>	<i>Les Wood, Eric Preston</i>
<i>Saturday 9 November</i>	<i>Ken Sharpe, Robert Smith</i>
<i>Sunday 10 November</i>	<i>Ken Ranns, Matt Rainer</i>
<i>Saturday 16 Nov</i>	<i>Ian Smith, Robin Rowles</i>
<i>Sunday 17 November</i>	<i>Ken James, Mick Clements</i>
<i>Saturday 23 Nov</i>	<i>Mark Agnew, (Vacant)</i>
<i>Sunday 24 Nov</i>	<i>Chris Hughes (Vacant)</i>
<i>Saturday 30 Nov</i>	<i>Tim Davey, Brian Barnes, Stan Pennington</i>
<i>Sunday 1 Dec</i>	<i>Martin Shenton, Tracy Broyd</i>

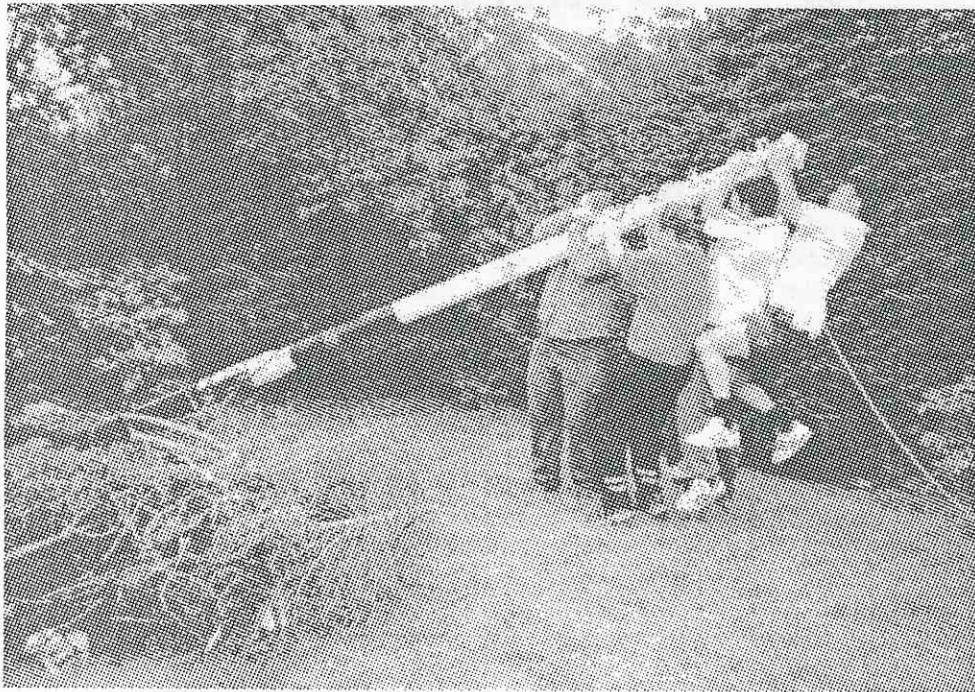
Please note that Bletchley Park Trust have advised us that the Park will not open to the public during December and January but will reopen in February.

Removal of the Signal



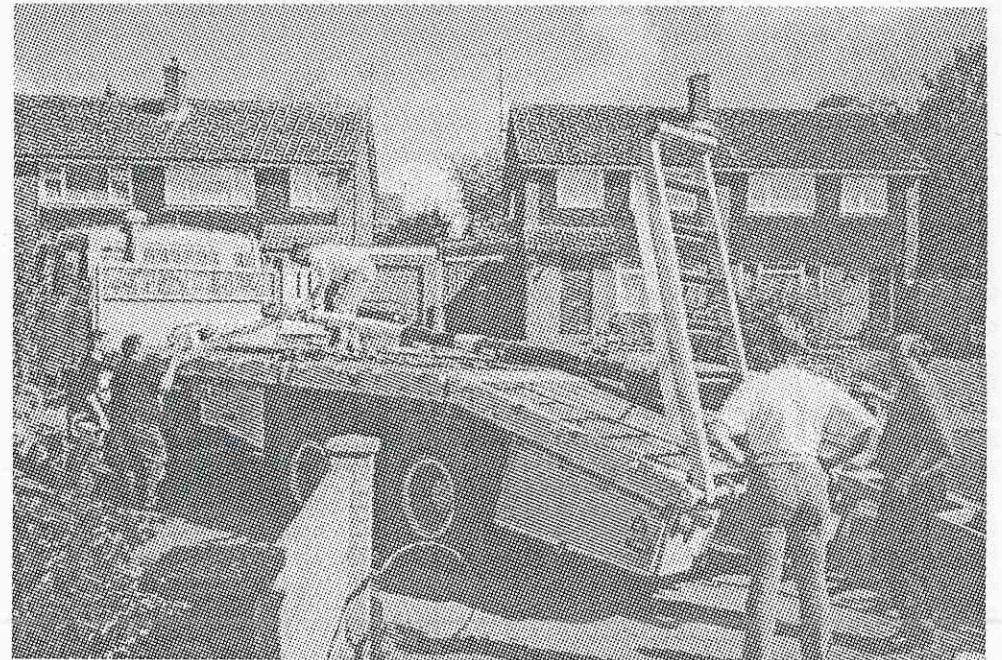
Peeking out of the trees!

Coming Down.



Down at Last!

Finally on the Truck



British Railways London Midland Region

Euston House

Eversholt Street

London N.W.1.

01-387 9400 Ext. 2537

Stores Controller

J.D. Hughes Esq.,

Bletchley,
Bucks

y/r

a/r

705-497-42

9th July, 1970

Dear Sir,

Thank you for your remittance received
on the 7th July.

This letter may be accepted as authority
to remove the nameboard from Grovebury Crossings
Signal box and one ground signal located on the
now disused line between Leighton Buzzard and
Grovebury Crossing.

Yours faithfully,

S. J. Godwin
for STORES CONTROLLER.

British Railways London Midland Region EW

Euston House

Eversholt Street

London N.W.1.

01-387 9400 Ext. 2537

Stores Controller

J.D. Hughes, Esq.,

Bletchley,
Bucks.

y/r

a/r

705-497-42

10th July, 1970.

Dear Sir,

This letter may be accepted as authority to
remove 2 ground shunting Disc signals from Caledonian Road
and Barnsbury station.

Your remittance of £3. should be sent to me,
cheques and postal orders made payable to 'British
Railways' and crossed.

Yours faithfully,

S. J. Godwin
for STORES CONTROLLER

"the signal"



British Rail

EW
BR 3/2

to J.D. Hughes, Esq.,
Div'l. P.R. Office,
Room 219,
Eversholt House,
Euston.

Copy to:-
Area Manager,
Luton.

from STORES CONTROLLER,
EUSTON.

ext. 063-2534

o/r 705-497-42
date 12th March, 1971.

y/r
date

Dear Mr. Hughes,

Please accept this letter as authorisation to remove fittings from
Signal Post at Bedford St. Johns.

Price will be negotiated with "Collectors Corner".

[Signature]
STORES CONTROLLER

British Railways London Midland Region

EW

Euston House
Eversholt Street
London N.W.1.

01-387 9400

Ext. 2537

Stores Controller

J.D. Hughes, Esq.,

Bletchley,
Bucks.

y/r

o/r 705-497-42

29th October, 1970.

Dear Sir,

The starter signal post and fittings at No.10
platform Watford Junction is available for sale in
the sum of £3. 10. Od.

This letter may be accepted as authority to
remove the items and I shall be glad to receive
your remittance as soon as possible.

You should approach the S. & T. Inspector,
Mr. Stannard at Watford before commencing any work.

Yours faithfully,

[Signature]
for STORES CONTROLLER

" the signal "