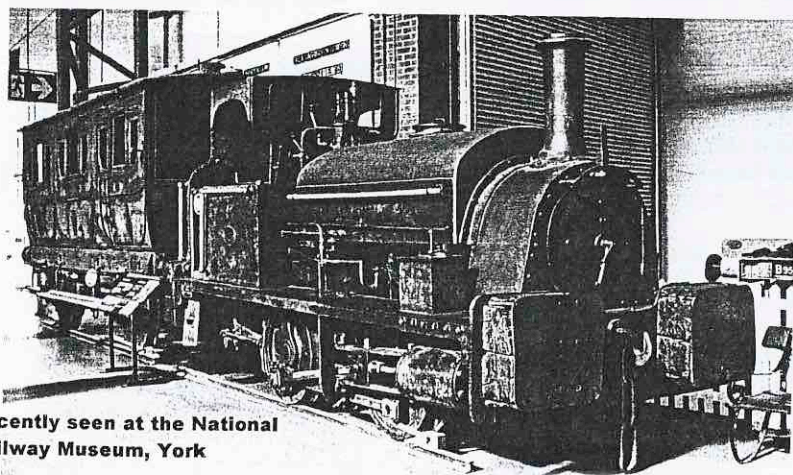
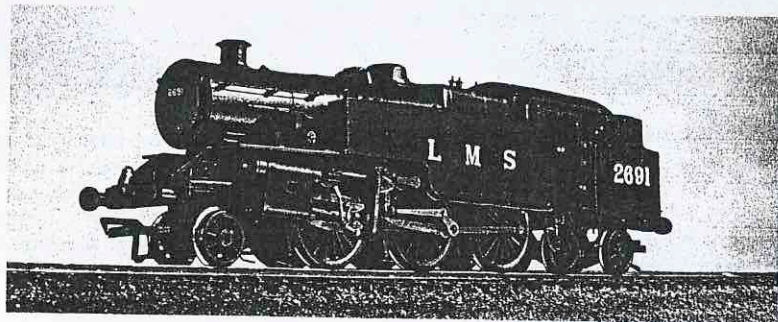


Other London Midland Region examples could be found at work around, Birmingham, Liverpool and Manchester.

Decline

With the introduction of diesel multiple units and wholesale closure of lines the first locomotive was withdrawn in 1961. The last locomotive survived until 1967, the penultimate year of British Rail steam operation.

2 Brighton built locomotives (No's 42073 / 42085), however, were saved for preservation. After initial storage at Carnforth Depot following its closure in 1969, they moved to the fledgling Lakeside branch of the former Furness Railway. They have operated on the line since reopening. This line is a popular Lake District tourist attraction working out of the impressive Lakeside terminus adjacent to Lake Windermere. At one stage during the 1980's, No. 2085 carried Caledonian Blue livery. Both locomotives are currently in BR black.



Recently seen at the National Railway Museum, York



NEWS

No. 141

MARCH / APRIL 2006

2006 EXHIBITION
SPECIAL



Milton Keynes Model Railway Society is associated with:
The Chiltern Model Railway Association, The Model Railway Club, The World War
11 Study Group
Working within The Bletchley Park Museum

MILTON KEYNES MODEL RAILWAY SOCIETY FOUNDED 1969

BACK TO NORMAL

After several weeks of uncertainty following recent developments at Bletchley Park, three of us met with the new Director Designate to see what future role existed for MKMRS. Until the issues had been resolved the publication of this magazine was deliberately held back in order to communicate the news,

The outcome was extremely positive. Our efforts have not gone unnoticed and neither has our investment in the premises which have required considerable time and money.

We are required to sign a form, obtain new orange passes and undergo a CRB check to meet the new regulations. All these are fairly painless and require us to do no more than in the previous 12 years that we have been part of the Bletchley Park complex.

We are required to tidy up the outside area and to ensure that the bunkers are covered and protected. Once the saga of the roof of our outside store has been removed, it will be necessary for us to fit a new one and to ensure that surplus material is stored in it. We are also required to install a disabled ramp to enable wheelchair access into our building. Just like the roof over the club room, this can be regarded as valuable investment in our future security at the park.

It is very much a case of carrying on as normal. We have survived for almost 40 years and there are not many local organisations that can claim to be as older than us. There is much to be done in the coming weeks and months. We can now

get on it with renewed confidence.

Finally thanks to Gareth Homersley for his efforts in organising a very successful exhibition in Wolverton in late February. The good news is that a repeat is planned for 24th February 2007 at the same venue. Further details of the exhibition attended by over 900 people can be found in this issue.



Dennis Lovett
Chairman

Club Notice Board

2006 Woughton Swapmeets

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

7 May 2006

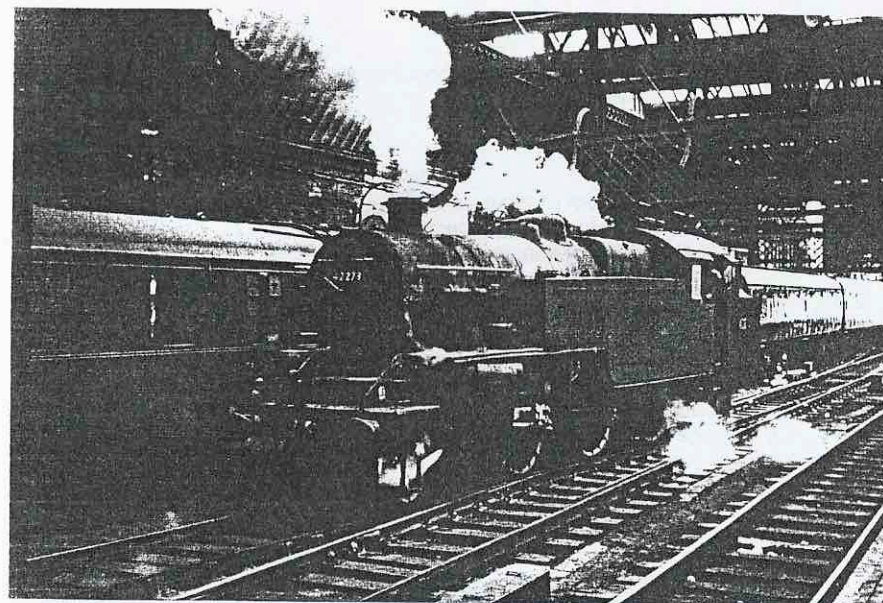
Admission is £1 Adults, 70p concessions, children under 18 free

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**

Club Sweatshirts and Polo Shirts

Ken Ranns will be happy to take your orders for club sweatshirts and polo shirts.



As part of the trials, 2 Fairburn tank locomotives (No's. 2198/9) were sent to work on the Southern Region. The Central and South Eastern Divisions contained a number of non electrified lines over which a number of ageing pre-Grouping locomotives were used. They obviously impressed and 41 of them went on to be built at the former Southern Railway locomotive works at Brighton, allowing the older locomotives to be retired. They remained until 1960 when BR Standard 2-6-4T's from the London Midland Region were exchanged for the Fairburn tanks.

After his death in 1945, H.G. Ivatt succeeded Fairburn and went on to produce a number of locomotives including the 2-6-2 tank and 4MT 2-6-0 which both feature in the Bachmann range.

2-6-4 tank locomotives were ideal locomotives for local passenger workings on mainlines, cross country routes and branchlines. British Railways went on to produce a development of Fairburn's locomotive which became the British Railways Standard 4MT 2-6-4T introduced in 1951. Models of the BR Standard 2-6-4T locomotives have been part of the Farish N gauge range since 1991 and in the Bachmann OO catalogue since 2001.

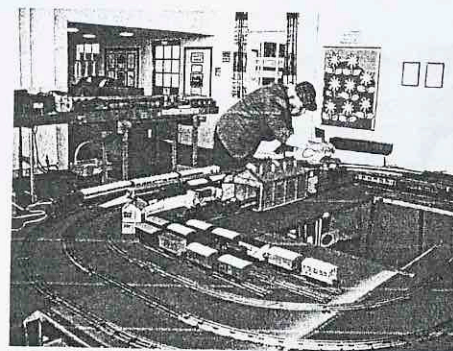
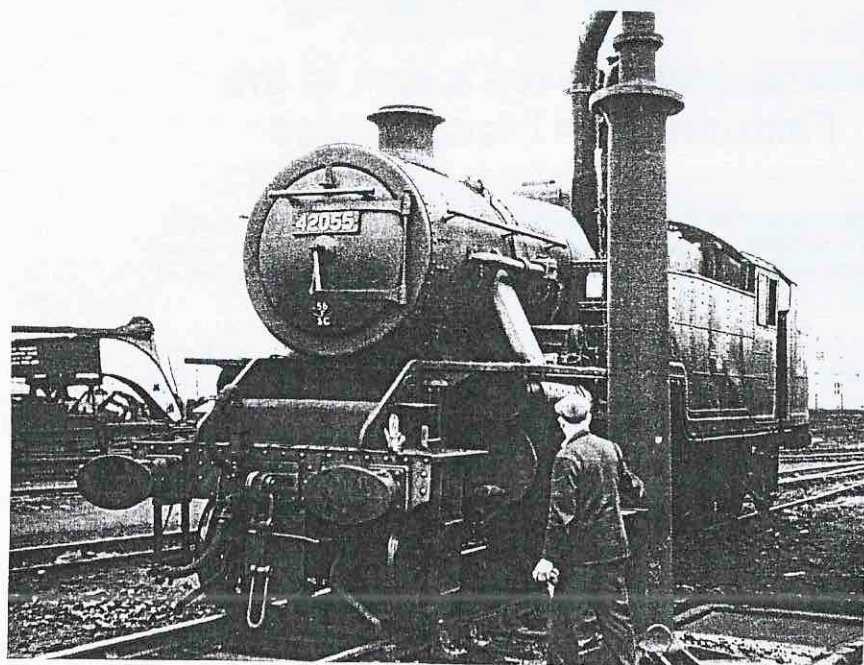
The Fairburn tanks were spread far and wide. In Scotland they worked suburban trains around Glasgow and Edinburgh. Some were allocated to the North Eastern Region working mainly on semi-fast services around Leeds and Newcastle. Workings from Leeds included hauling the Bradford portions of London – West Riding trains which were split at Wakefield from the Leeds Central portions. London Midland Region workings were widespread and the Class were regular performers on London area suburban trains in and out of Euston, Fenchurch Street, Marylebone and St. Pancras.

The building of locomotives during the war was somewhat restricted and it was during this time that the only class attributed to Fairburn was built, although most of the work is attributed to Coleman and Ivatt. Stanier himself had built 37 three cylinder 2-6-4 tanks in 1934 for the former London, Tilbury and Southend lines. Stanier had also had built a total of 206 locomotives with two cylinders between 1936 and 1943, although the wartime built locomotives mainly utilised parts, which were in stock. Stanier's own version had followed on from the 125 Fowler two cylinder locomotives with the same wheel arrangement, which had been built between 1927 and 1934.

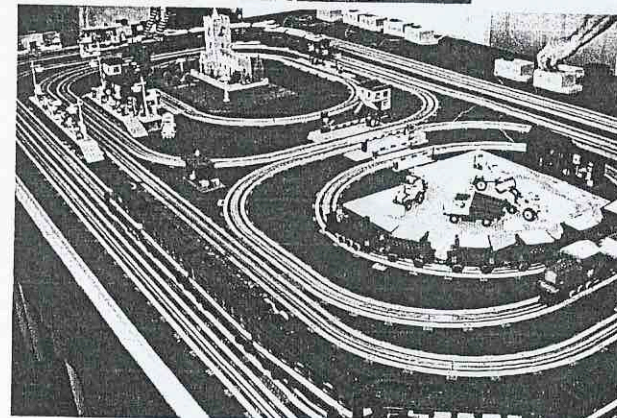
Additional locomotives would be required following the end of the Second World War. Fairburn took time to evaluate the Stanier locomotives by conducting a series of trials. As a result Fairburn calculated that a reduction in the coupled wheelbase would be beneficial, as would a reduction in the overall weight. Fairburn managed to reduce the total weight to 85 tons 5cwt, weighing in 2.5 tons less than the Stanier examples.

The Fairburn tanks were well advanced when the war ended and construction was able to commence in 1945 at Derby Works. Further batches followed in 1946, 1947 and after Nationalisation in 1948. A total of 277 were built before construction ceased in 1951.

In 1948 British Railways conducted a series of locomotive trials known as "The Locomotive Exchanges" in which various locomotives that it inherited were tested over routes that they were not designed for. This was to lead eventually to the building of what became the British Railways Standard locomotives utilising the best characteristics of each locomotive type.



Left: Brian and his tinplate layout.
Above: Jacqui creates some new trees

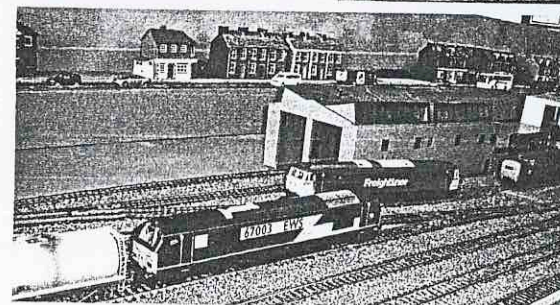
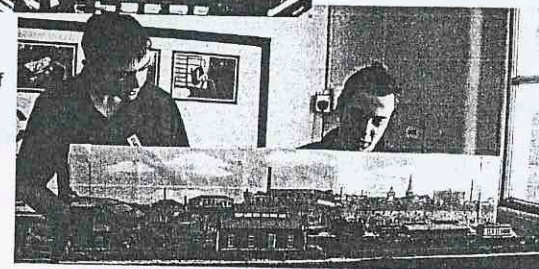


PICTURES FROM AN EXHIBITION

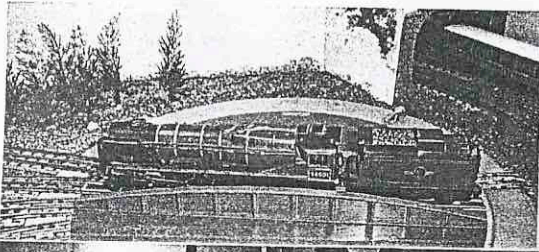
CAUGHT BY
THE LENS OF
MATT
RAYNER

Right: Daniel and his brother get to grips with some of the finer points of operation

Below: Gareth's DCC layout



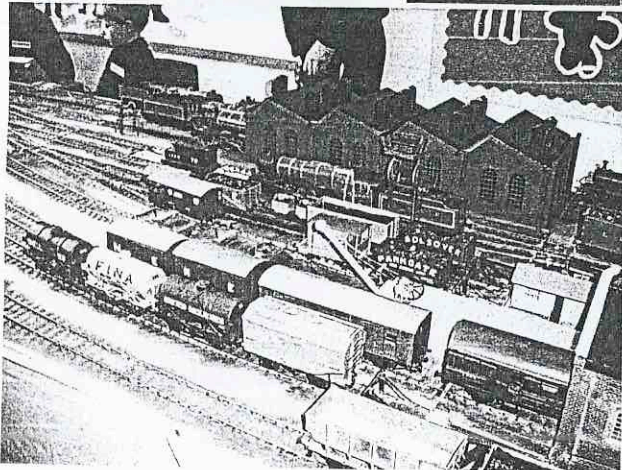
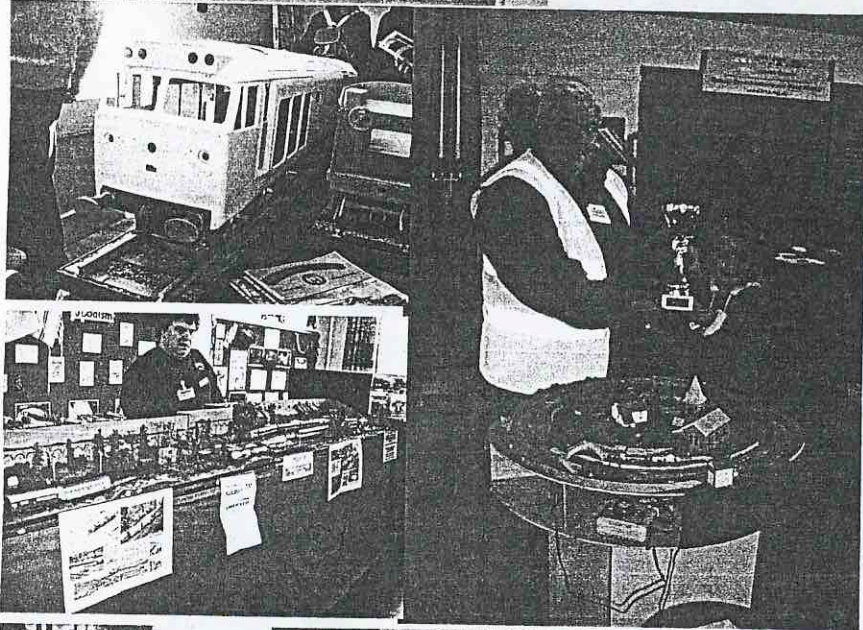
OUR 2007
EXHIBITION IS
BEING HELD AT
THE SAME VENUE
ON
SATURDAY
24th FEBRUARY
2007



Left: Binns Road from Ken Ranns

Lower Left: The large scale display from Ian, Mark and friends

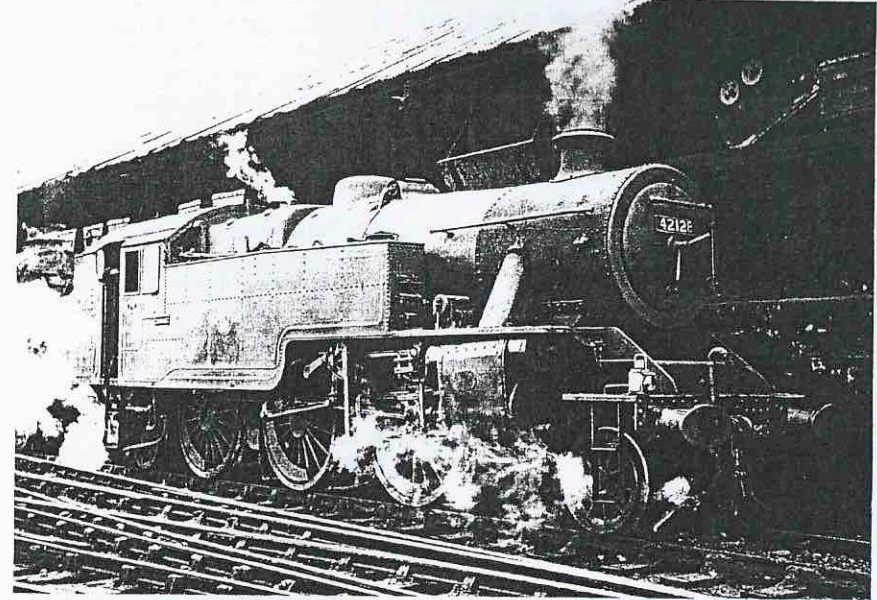
Below: The best layout in the show is awarded to the Lester family



Above Left : Melford from the Carless boys

Left: Woodford from Club Vice President Les Wood

Apologies to all those exhibits not fea



Fairburn's legacy

Dennis Lovett takes a look at the Fairburn 2-6-4T locomotives

Charles Fairburn's reign as Chief Mechanical Engineer of the London, Midland & Scottish Railway (LMS) was tragically but a short one. In 1945, a year after he had been appointed successor to Sir William Stanier he suffered a fatal heart attack at the age of 58.

Fairburn's rise to the top job did not follow the normal path. After graduating from Oxford he spent 2 years at Derby as a pupil of Sir Henry Fowler of the Midland Railway. He then joined Siemens at Stafford before working on the Shildon – Newport electrification scheme of the North Eastern Railway as an assistant to the project engineer. After serving in the Royal Flying Corps, the predecessor of the Royal Air Force during the First World War, he became the head of railway electrification projects for English Electric. Fairburn became head of the traction department working on diesel and electric locomotives before being appointed Chief Electrical Engineer of the LMS. When Stanier was seconded to work for the War Department in 1942, Fairburn became Acting Chief Mechanical Engineer. Following Stanier's retirement in 1944, the LMS made the temporary appointment permanent.