

BRIGHTON MODELWORLD

At the Brighton Centre on the Seafront at Brighton
on February Friday 15th, Saturday 16th and Sunday 17th
10-30am to 5pm each day

A good selection of model railways

plus model boats, aircraft, lorries, buses, cars, trams, fairgrounds,
circuses, doll's houses, miniature railways, soldiers and war games.

And a great deal more including traders and refreshments.

This is how it has been for the past two years in nine
different rooms on three levels. (Lifts available)

Special train FARES from Bedford £25 for 4 people return.

Contact Bedford Information Bureau

*HELP IS REQUIRED TO CARRYOUT WIRING ETC., ON THE BLETCHLEY 'N' GAUGE LAYOUT.
MEMBERS, WHO ARE WILLING TO ASSIST WITH THIS TASK AND HELP THE PROJECT, SHOULD
PLEASE CONTACT EITHER KEN WIGGINS OR THE CHAIRMAN DENNIS LOVETT.*

'G' SCALE MODEL RAILWAY

Village Farm Nurseries, Onley Lane, Barby, Near Rugby.

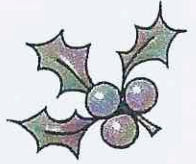
Still open until 24th February 2008.

Open seven days a week – 10am to 4pm.

For more information contact

John Forman or ring Nurseries on 01788891608

*The next MKMRS 'News' will be published on Tuesday March 4th 2008,
which will cover March, April and May 2008 for forthcoming events.*



NEWS

No 148

WINTER 2007



John Hatton and Derek Hart on the Bachmann stand at The 'N' Gauge Society's 40th anniversary exhibition at Kettering

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

Editorial

I must start by thanking the many members who have complimented me on my first issue of the MKMRS 'News', it is encouraging and very much appreciated. I would also like thank all those members who have offered articles, suggestions and their support for future editions. This issue is the proof, if proof is needed, that members are co-operating with me, and there is still material left over for next time. However, please keep the articles and information coming in, because I do not want members to get complacent, I can never have too much material. The more members who contribute, the wider the range of topics covered. All articles without a contributors name have been written or sourced by yours truly.

Finally, I would like to wish all members a very Merry Christmas and a Happy and Prosperous New Year. Let's hope Santa does not forget something in his sack for your railway.

John Forman – Editor

A Word From The Chairman

In the beginning

As Christmas rushes towards us, it reminds me that for many this has been the traditional entry into the fascinating world of models.

My first train set arrived from Santa in the North Pole in the form of a Tri-ang Princess locomotive No 46201 'Princess Elizabeth', two short Mark 1 coaches, battery powered controller and track. Today it is more likely to feature Thomas or Underground Ernie but for many in days gone by, perhaps a Hornby or Chad Valley 0 gauge set.

Thanks to Santa, I soon got to learn that in addition to the North Pole, such items could be found at the local Tri-ang dealer which served as the newsagents and toy shop at the corner of Church Street and Aylesbury Street in Fenny Stratford. In the main shopping centre of Bletchley, Mr Neal had a fine array of Tri-ang, Hornby Dublo, Trix and Hornby 0 gauge to tempt our meager pocket money into his till! That equally nice man Mr Preston, manager of Woolworth's (Eric to club members) had a nice display of Playcraft and Airfix kits to tempt us. I made loads of those 2/- (10p) Airfix wagon kits, to sit in my sidings. Over the years, I never managed to get one to run, until I discovered that proper wheels and couplings did the job 20 or so years later!

No doubt every member has a similar memory from their own area and childhood. I can remember receiving a launching helicopter car one Christmas, which promptly landed in my face when I attempted to learn how it worked!

Nowadays, many of these local stores are but memories and Santa is more likely to have used the internet to source such products. I am sure whatever we started with, be it a humble freelance representation of a train or a superb scale model, that they provided equal enjoyment.

I wish you and your families a very Happy Christmas and a Good New Year.

Dennis

NEWS FROM THE GAINSBOROUGH MODEL RAILWAYS SOCIETY

The society members have embarked on a number of projects on their large model railway. The first of these is to replace all the existing signals at the south end of the layout. This entails the building of the actual colour light signals from the original British Rail plans and then installing them on the model between King's Cross and Werrington junction. The signals, which are being produced from brass and installed by two of the members, vary according to requirements from a single to a four aspect together with a number of appropriate junction signals. It is hoped that the whole project will be completed by the end of 2007.

The station at the extreme north end of the layout, Leeds Central, has experienced a facelift. The buildings that were in situ on the actual railway in the 1950's have now been incorporated in to the station on our model. This has been achieved by obtaining the original drawings and photographs by one of our members who is also responsible for the detailed modelling at the south end of the railway, King's Cross.

At Gainsborough we have, in the past, concentrated on the maximum amount of running lines but now, more and more time is being concentrated on the scenic side. This includes the building of two new locomotive depots, one at Hornsey and now one at Hitchin. These depots, and surrounding areas, have certainly improved the scenic and operating potential at the south end of the railway. These two depots will enable the Society to have most of the one hundred and thirty locomotives on the railway, although a small number will always be out for maintenance. The locomotive fleet has recently increased with a further A4 60009, 'Union of South Africa' being added to the existing nine A4's. The Society now has a total of thirty Pacifics available to haul their 'Mainline' passenger services on this extensive model railway.

Work has also been undertaken at Fitzwilliam Station. The station between Doncaster and Leeds Central is served by the local services between these points. Here street lighting has now been installed in the village street.

Visitors to the railway on the 'Open Days' have come from far and wide and the 60th Anniversary last year was a huge success with a record number of visitors throughout the year.

The last 'Open Day' this year is December 30th, however I have all the dates of the twelve 'Open Days' in 2008 and I will be publishing them on the Exhibition page each quarter. A nostalgic, historical and colourful opportunity to see how the LNER, was actually run in the heyday of steam. Dozens of trains, formed from over 120 locomotives and over 400 items of rolling stock.

Ed – This railway is well worth a visit, especially if you are into '0' gauge.

And so to an overnight stop in a hotel opposite the station in METZ. The idea had been to watch the TVG's but an eleven kilometre traffic jam around Stuttgart made us too late for that, and all we saw was a double deck commuter train bound for NANCY. But we did admire the cathedral like architecture of the station itself, before next morning starting the long haul to Calais, where DAME JOAN SUTHERLAND brought us back through the tunnel to England.

Where the railway runs parallel to the M20 we were easily overtaken by a EuroStar on its way to Waterloo, and so after travelling around the M25 and up the M1 we arrived home. We had driven 2090 miles, door to door, in a hired VW mini bus. My son Tim did all the driving, six adults, luggage, two invalid chairs, duty free etc., we finished doing 36 to the gallon of diesel.

Tell us about your railway experiences

SOHAM

In June this year, the Duke of Gloucester unveiled a plaque adjacent to the war memorial in Soham (Cambridgeshire) commemorating the bravery of railwaymen who, in 1944, uncoupled a burning wagon and drew it clear from a train-load of bombs, reducing the subsequent explosion. This blast caused serious damage to Soham station, but would have destroyed the town if the train-load had gone up. Two George Crosses were awarded to the loco crew, while the guard and signalman are both remembered locally.

INTRODUCING SARKY



Sarky

'Sarky' is a new fictitious member to the club, who will be giving his opinion and comment on anything and everything connected with railways, modelling, the club, and life in general.

He makes his first appearance in the next issue.

CLUB NOTICEBOARD

Welcome Aboard

The MKMRS would like to welcome Bruce Hankins as a new member, we hope you have a long and enjoyable stay with the club.

Brian Barnes at Stacey Hill Museum

On September 16th Brian Barnes ran his '0' gauge tinplate layout at The Milton Keynes Museum, Stacey Hill, as part of their Transport Day. In addition to the many artefacts on display throughout the museum, there was a large selection of classic and vintage cars, commercial vehicles and motor cycles. There was also an excellent Hornby Dublo layout exhibited by Clive Boddington. Brian's layout consisted of three continuous circuits all passing through 'Stonyford' station. On the outer track was the 'Flying Scotsman' train hauled by an A4 'Woodcock' in wartime black livery. Whilst on the two inner tracks, freight trains, both containing pre-grouping wagons headed by a variety of locomotives by Ace, Hornby, Bassett Lowke and Bing. In the background, was the enormous body of one of the two Wolverton to Stony Stratford tram cars. This has been re-built and painted back to its former glory. The vehicle seated one hundred and two passengers, and is thought to be the largest tram in the world. Over seven hundred visitors attended during the day.

Annual General Meeting

Next year's Annual General Meeting and Competition Night will be on Tuesday January 29th 2008. Commencing at 8pm.

Trains and Mince Pies

On Tuesday December 18th it will be 'Trains and Mince Pies' at the club night and all the money collected in the tea cash pot, will be donated to Willen Hospice.

Weekend Rosta

It is important that all members should make themselves aware of any gaps on the weekend rosta, so if you do have some free time, and you can fill one of these spaces, please do. In the interest of our relationship with the 'park', **we must cover the weekend duties at all times.**

Newsletters

I am hoping to distribute the Newsletters on the first Tuesday in March, June, September and December. Please let me have any copy you want me to include, as soon as possible, but at least two weeks prior to publication. If in the event of some urgent information required to be published immediately, speak to me in the tinplate room on a Tuesday evening, or ring John Forman on **01234 853737** I will try to fit it in somehow.

Continued

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Newsletters and Exhibition Programmes Archive

When I became editor, as part of my research, I decided to look through the past copies of the 'News' which are kept in the library as part of the archives. At first, two copies were missing, but after checking around the library they were located. So we now have a complete set of No 1 to No 146 'News', but there are in fact 147, because there are two 143's, Autumn and Winter 2006. So this issue is 148 instead of 147 to put the numbers back to normal. This set started in April 1992. We also have copies Numbers 1 to 26 with the exception of number 23 in the very first set of 'Newsletters' with the first one being published in April 1970. I have also found one Newsletter dated September 1982 called 'MKMRS News' No 5 and another published in June 1984 called 'The Link' and numbered Issue No 29.

In addition to the newsletters I found 9 exhibition programmes as follows 1973, 1977, 1979, 1981, 1989, 1991, 1993, 2002 and 2004. As no 2006 and 2007 exhibition copies, have been located, I have donated my copies to the archive. In addition to these I found one programme for an exhibition which was organised by the MKMRS and the MK Model Society called 'Trains, Boats and Planes '78' and held in Wolverton on Saturday 30th September 1978. If any member has any other exhibition programmes, please let me know, so I will understand what is still missing.

There are an enormous numbers of back copies of the MKMRS 'News' in the library, should any new members like to read them. They have been sorted out in number order, just come and see me and I will help you to find what you are looking for. If anyone finds any more Newsletters or Exhibition programmes in the library, please let me know so they can be sorted, and stored in the correct place.

Club Sweatshirts and Polo Shirts

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

MKMRS Member speaking to The Model Railway Club.

Jacqui Perrat is giving a talk about making trees at The Model Railway Club on Thursday 14th February 2008. Visitors are welcome. See their website for further details.

People through the door

At the time of printing this issue, we have had over 11,500 people through the doors this year.

MKMRS Website

This is to remind you we have a website on <http://www.mkmrs.com> and the web master is always looking to feature members new layouts on line, so just contact the web master (Matt Rainer).

Get Well Soon

On behalf of all the members, we would like to wish Eric Preston a speedy recovery after his recent illness, our thoughts are also with Jeff Mathie and his partner, as she has not been very well recently and we hope it is not too long before we see both Eric and Jeff back at the club.

MY RAILWAY EXPERIENCES (Real and Model) By Brian Barnes

A 3am start from Stony Stratford saw us aboard the 5-40am Shuttle through the tunnel behind Dame Joan Sutherland to arrive in a very wet Calais. The rain persisted to Brussels, then cleared between Cologne and Frankfurt, where a newly engineered railway ran parallel to the road for miles, affording us to views of the occasional ICE trains on the very undulating track.

Then rain and traffic jams all the way to Nuremberg, so we were late booking into our hotel. Our bedroom window looked out onto a demolition site, which gave us a perfect view of the end of Nuremberg station platforms and their approach roads, with trains of all sorts constantly on the move. I spent ages at the window, but remembering our 3am start, sleep soon overcame me and soon the many trains went un-watched until the morning.

Then we continued our journey and as we approached our holiday house at Oberstdorf we were aware of a single track non-electrified line often running beside the road, which terminated at a six platform station, five of which were long enough for twelve coach trains. There must be very heavy traffic on this line during the skiing season, and the signalling must be nightmare.

We visited Lake Constance, where at one particular place, the railway terminates on a peninsular with the lake, to connect with ferries to both Austria and Switzerland. Then onto Frederickshaven and the Zeppelin Museum, where there is a full size mock up of the passenger accommodation of the ill-fated Heidenberg.

Another day we went to GARMICHE, and boarded the COG railway to the top of the ZUGSPITZ, the highest mountain in Germany. This was a two car unit, closely followed by a three car unit, and climbed at alarming gradients and through tunnels to emerge into sunshine at the summit. After a walk in the snow we came back down to the valley by cable car, leaving the snow, and seeing the start of the tree line, and with a bump regaining terra firma.

On the way home we did a diversion to visit GOPPINGEN. Last year we found the MARKLIN museum in a temporary building in the factory car park. This year, brand new premises with lots of space between exhibits, and a special display of Gauge 0 trains on a layout, at least 30ft by 12ft, with three circuits of inter weaving track, and three trains which started and stopped to an automated sequence, amidst tinline tunnels and stations that you would kill for. Then an extensive HO layout of all modern items, and several dioramas of MARKLIN trains going back to the late eighteen hundreds. The walls were covered in show cases of current Z, HO, and Gauge One stock, and there was of course a shop, and YES, I did buy two more wagons for my Gauge One set-up.

Sat 9th East Beds Model Railway Exhibition, Stratton Sch, Eagle Farm Rd, Biggleswade.

Sun 10th Stevenage Swapmeet, Stevenage Leisure Centre, Lytton Way, Stevenage.

Fri 15th Brighton Modelworld – See back cover. (3 days)

Sat 16th Tonbridge MRC Exhibition, The Angel Centre, Tonbridge.
Beaconsfield Swapmeet, Beaconsfield School, Wattleton Road, Beaconsfield.

Sat 23rd **Milton Keynes MRS Exhibition, Milton Keynes College, Sherwood Drive, Bletchley. (See seperate advert.)**

Risborough & Dist MRC Exhibition, Community Centre, Stratton Road, P.R.

Carshalton & Sutton MRS Exhibition, The Leisure Centre, Leatherhead. (2)

Sun 24th Huntingdon Swapmeet, at W.G. Animal Shelter, London Rd, Godmanchester.

March

Sat 1st Abingdon & District MRC Exhibition, White Horse Centre, Audlett Dr, Abingdon.
South Hants MRC Exhibition, Crookhorn College, Stakes Hill Road, Waterlooville.

Sun 2nd Reading Vintage Swapmeet, Rivermead Leisure Centre, Reading, Berks.

MILTON KEYNES TO GET A NEW SWAPMEET

Barry Potter Fairs is planning to hold a new '400 table' swapmeet in Milton Keynes at the stunning new Stadium MK, late in 2008. ***First Date to be announced later, watch this space.***

This is a plea to all members who are booked to exhibit a layout, their own or the club's, at a future exhibition to let me know, so I can put it into the diary. I will then publish these dates and locations in the appropriate newsletter.

TOY AND TRAIN AUCTIONS

Fri Dec 14th Trains Galore, Special Auction Services, Kennetholme, Midgham, Near Reading, Berkshire, RG7 5UX. Tel: 01189 712949 for catalogue.

Sat Jan 26th Vectis Auctions, The Benn Hall, Newbold Road, Rugby, Warks.

Sat Feb 9th Lacy, Scott and Knight, Auction Centre, 10, Risbygate Street, Bury St. Edmunds.

If you know of any other toy or train auctions – please advise me

A project to build a £16 Billion railway across Central London was finally approved recently by Gordon Brown. The Prime Minister agreed to 'Crossrail' after a financial package was thrashed out. First mooted in the 1940's, the 73-mile link will run from Maidenhead in Berks through the City and Canary Wharf to Shenfield in Essex. A map of the proposed route and further details will be published in the next issue.

A DAY IN THE LIFE OF THE 'S&G'

The Settle-Carlisle line nearly closed in the 1980's, but is now a busy passenger, freight and diversionary route. To see how it functions day-to-day, this article visits Blea Moor signalbox, spends a shift at Appleby station and joins the Arriva crews on the trains.

The article was written in 2004, and is set in July of that year.

Part Two

Even on a July day it's not warm at Blea Moor – the wind makes sure of that – but the view across the Permian fells is spectacular. Come winter, snow, ice and howling winds are the order of the day. The view from the 'box will disappear in a white swirl and it will be little fun walking from there to a car under the viaduct. This prompts Ken to recall that the 'plough trains had two duties – keeping the lines clear and ferrying signalmen to and from their posts.

But it's more recent history that gives Blea Moor its most unusual characteristic. For it controls the only single-line section on the route. The line over Ribbleshead was singled in the 1980's amid fears the structure could not take the weight of two trains crossing on it. While remedial work has quashed this fear, the line remains single and will do so unless there's a great increase in traffic.

The single line is controlled through track circuits and, because it is within the signalbox's 'station limits', is less complex than might be thought. For a southbound train to proceed, the Settle Junction signaller must have accepted the train and then the Blea Moor man can set the route (checked by track circuits) and then clear either No.2 signal or Nos.7 and 19 signals. No. 2 is on the up main and is a home and sectional signal combined. No.7 controls the entrance to the up loop with No.19 controlling the exit and is a sectional signal (so it should have a full-size arm rather than the miniature one it has.)

Northbound trains see Blea Moor's down distant (No.30) as they approach Ribbleshead station and then No.29 immediately south of the station. This acts as Blea Moor's down home signal but can also display a yellow aspect if No.26, the down section signal, is at danger. No.29 controls access on to the single line and No.26 is north of the viaduct, back on double track, controlling access to the section to Garsdale.

There are no loops or sidings on the down side. Although the tracks remain, the connections were removed when the line was singled. Indeed, the entrance points to the down loop were pretty much where the points for the single line are now.

One more recent addition is an up signal (No.15, for southbound trains) on the down line. This allows a train to turn back south having crossed the viaduct. It is used by the Ribbleshead tumbback, an early evening train from Leeds which reverses at the 'box to return to Leeds. With a full-size arm, it can be used by passenger trains, allowing the revellers on the occasional beer and folk music trains, to remain on board as it reverses.

What appears to be missing from the layout is an up section signal. It would allow a southbound train to cross the viaduct even if the section beyond to Settle Junction was blocked.

Also absent but useful are tail-lamp cameras. Absolute Block regulations insist that the signaller checks that every train is complete-that is, it has a tail-lamp. But for long trains held at the down section signal or the up loop, the tail-lamp is not visible and there's no guard these days to wave confirmation to the signaller. So it is a walk for the signaller to check.

The explanation of how the 'box works is interrupted by the only non-passenger working of my stay. On a Carlisle Kingmoor circular run, 47501, running as OP45, passes with a wave from the Direct Rail Services driver.

It's a far cry from the procession of freight trains that led to a 30mph speed restriction imposed in the late 1990's as the increased traffic was not matched by more maintenance. Indeed, today seems more like the 'S&C' of the 1990's when the line was 'Sprinterised' to save money.

But the lack of freight is a temporary blip. It will return so that the night signaller will have a train in block continuously through his shift - though with Settle Junction and Garsdale closed, the long sections mean this equates to just six freight trains a night.

Perhaps today's not the best day to see Blea Moor in action. Come back during a week-end with West Coast diversions and the story will be different.

And yes, water is still delivered to Blea Moor 'box by rail!

Appleby Station

One of the attractions of the 'S&C' is its dual nature. Heading north, the 'Long Drag' from Settle to Ais Gill crosses the wild and barren landscape most people associate with the line - but the northern ramp climbs through much gentler country, dotted with dairy farms and attractive Pennine villages.

Nestling in the valley of the appropriately named River Eden is Appleby-in-Westmorland, the county town of Westmorland and home to around 2,800 people. Since 1876, the town has been served by Settle to Carlisle line trains operated successively by the Midland Railway, LMS, British Railways, Northern Spirit and now Arriva Trains Northern. And soon it will be Serco/Nedrail serving the station.

Appleby has always been one of the few sources of passengers and freight on this spectacular, but lonely, route across the spine of England. It remains an important calling point today. Unlike many rural stations, it retains a small staff and the unique atmosphere of a busy country station.

It's always a pleasure to travel over the 'S&C' and stop off at any of the intermediate stations, so it's with a sense of anticipation that I step off the Class 37-hauled train at immaculately tended Appleby. I'm greeted by Chris Benson, ATN Sales Manager Teeside, and Bob Parnley, the station's full-time member of staff.

Moving into the ticket office, we meet Anne Ridley, one of two part-time staff funded by the Settle & Carlisle Railway Development Company. They ensure that the second busiest station on the line is staffed even when Bob's on leave, and that he has all the help he needs at busier times. The Development Company works closely with ATN and other supporters of the line to promote rail travel and attractions along the 'S&C'. **To be continued.**

EXHIBITIONS AND SWAPMEETS DURING THE WINTER

All entries are correct at 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. (2)=2 days

December

Thu 6th Rugby Evening Swapmeet at The Benn Hall, Newbold Road, Rugby, Warks.

Sun 9th Kettering Swapmeet at The Leisure Village, Kettering.
Gainborough Permanent '0' Model Railway - Open day.

Sun 16th Woughton Swapmeet at Woughton Campus.

Sun 23rd Huntingdon Swapmeet at Wood Green Animal Shelter, London Rd, Godmanchester

Sun 30th Gainsborough Permanent '0' Model Railway - Open Day.

January

Sat 5th Marlow, Maidenhead & District MRC Exhibition, Cox Green Com Centre, M'head.

Sun 6th Potters Bar Swapmeet, Elm Court Youth and Com Centre, Mutton Lane, PB.
Spalding Swapmeet, Springfields Exhibition Centre, Camelgate, Spalding.

Sat 12th Chiltern Model Railway Exhibition, Alban Arena, Civic Centre, St Albans.(2)

Sun 13th Orpington & Dist MRS Exhibition, Village Hall, Norsted Lane, Pratts Bottom.(2)

Sat 19th Astolat MRC Exhibition, Methodist Church Hall, Woodbridge Road, Guildford.
Brambleton MRC Exhibition, Harpenden Public Halls, Southdown Rd, Harpenden.
City of Canterbury MRS Exhibition, Canterbury.

Sun 20th City of Canterbury MRS Exhibition, Canterbury.
Kettering Swapmeet at The Leisure Village, Kettering.

Sat 26th) Erith MRS Exhibition at Dartford.

Sun 27th) Southampton MRS Exhibition, Eastpoint Centre, Burgoyne Rd, Thornhill, S'ton.
Bedford Swapmeet, John Bunyan School, Mile Road, Bedford.
Rugby Vintage Swapmeet, at The Benn Hall, Newbold Road, Rugby, Warks.

February

Sat 2nd) Alton MRG Exhibition, Eggars School, Alton.

Sun 3rd) Stafford RC Exhibition, Sandylands Centre, Staffs County Showground, Stafford.
Peterborough Swapmeet, at The Cresset, Bretton Centre, Peterborough, Cambs.

Tues 5th Rugby Evening Swapmeet, at The Benn Hall, Newbold Road, Rugby, Warks.

Continued

REMEMBERING PAST MEMBERS

This is the time of the year when we start reflecting on the past, so it seems an appropriate time to remember past members who have died. Hopefully, time and space permitting, I will feature some of these members individually, to explain their particular role in the club's development. So if anyone has any interesting stories or pictures about the people named, please contact the editor. In the mean time we remember the following, who have all contributed to the club's progress.

David Moore	John Symonds	Keith Reynolds-Robinson
John Mann	Frank Hewer	Doug Moorcroft
Tom Wilson	Gordon Etherington	John Cole
Don Pigott	Ernie Johnson	John Tennant
Reg Cook	Chris Garner	Gordon Shrimpton
Stan Pennington	Fred Fox	Robert (Bob) Hatton

ENGINEERING WORK ON MY LAYOUT

It seems every time you turn on the television or radio, they are reporting delays and cancellations on The East Coast, Midland and West Coast main lines etc., due to engineering works. Recently, I had to carry out some extensive engineering work on my layout, which caused maximum disruption during the rush hour, evenings and weekends. Apart from getting permission from the management (the wife), I gave no prior notice or warning, there were no public announcements and the work certainly overran. Despite all this, luckily for me, my little passengers just continued to wait patiently on the platforms without complaining, and just took it all in their stride. There was no need to provide replacement buses and there was never any mention of compensation.

BACHMANN ACQUIRE NEW COMPANY

Bachmann issued a press release on October 16th 2007 announcing they have taken over American firm Williams Electric Trains, who make 3-rail '0' trains. Bachmann will promote the Williams name as "Williams by Bachmann" to capitalize on both brand names.



MEET THE MEMBERS

Meet Les Duncan

Hi! I would like to introduce myself. I am Les Duncan and I am still getting over having my arm twisted up my back to write this. I have been a member for two years, also I am a member of the model electronics railway group. Garath introduced me to the club through DCCUK on the internet and I became part of the DCC group, the section that spends all the club's money, according to Ken.

I was born in Sunderland in 1941, like the editor, I am another war baby, no television in those days!!! I became interested in railways through a childhood friend and used to loco spot at Seaburn station (LNER) then progressed to Newcastle station, junior anorak. Later on we travelled all over the Tyne and Wear stations and goods yards, it also helped having an uncle on the railways. My own preference was and is goods yards, it fascinates me the vast movement of goods from place to place. No computers to help in those days.

From the time I was 16 to 21 years old, because I was only interested in girls and booze, trains were shunted into the sidings. Joined the Merchant Navy, and was off to Canada for 12 months on a bulk carrier, carrying coal, iron ore and wheat on the Canadian coast for the Dominion Iron and Steel Company.

Started up again when I was in Canada in Sydney Nova Scotia, I was shell shocked walking through the town, five locomotives pulling a coal train right through the middle of the town. I spent hours in the goods yards talking to drivers and schedulers, I did the same at Montreal and Severn Islands (iron ore) and used to go the control room and watch unloading of wagons automatically over the hump and onto conveyors for loading into ships. Over the next few years I managed to visit a few countries and see different steam locomotives, as well as diesel. I only wish I had bought a camera.

After settling down I started on modelling '00' gauge, as '0' gauge was a tad expensive, in LNER, naturally. Then when I moved from ICI to Vauxhall in Luton and after visiting a few shows, my interest in GWR started. I still model the GWR, and I have a layout at home which used to be DC but then changed to DCC, it's a terminus layout on two levels.

As to the DCC group we are doing a primary American layout, but can run any locomotives. We are slowly converting other members to DCC, including Ken. The electrics and track work is now finished, scenery is ongoing via Chris, station and sheds Bernard and Colin making the bridge. We hope the layout will be finished in time for the club's February exhibition.

If anyone wishes to chat, argue or just listen when we have a sound or running session, please come into our room, everyone is welcome and you can even bring your own locomotives, remember it is your layout. When the layout is finished we hope to run a training session for anybody who is interested in operating.

In the next issue – Meet Peter Jones



Quick Christmas Teasers

Find the Matching Pairs

The ten letter clues are club members and the ten number clues are famous sportsman. When you have solved them correctly, the ten surnames in each set should be the same. So you are looking for ten matching pairs. For example: The answer to letter clue (C) is John Forman and the answer to number clue (10) is George Foreman, so (C) and (10) are a matching pair, how many more pairs can you find?

LETTER CLUES A) This member has a relative also in the club. B) Someone who dabbles in both Hornby '00' and '0' gauge. C) The club's newsletter editor. D) He has an important job on the committee. E) This person helps out with regards to the power. F) Tinplate room creator. G) Chairman of another model train association. H) A member who is very involved in the school visits. I) He had a scale '0' gauge layout at our 2007 exhibition. J) Member who contributed to Milton Quays, especially the signalling.

NUMBER CLUES 1) England's most successful football manager. 2) Footballer known as the English Pele, now dancing. 3) Luton town manager, who was at Leeds Utd. 4) Midfield dynamo in England's football world cup winning team. 5) One of this year's England goalkeepers who is getting on a bit. 6) Footballer known as 'Crazy Horse'. 7) A top world golfer. 8) A very popular and exciting snooker player. 9) Harvey who? a show jumping champion. 10) Ex-heavyweight boxing champion of the world. **Answers in the next issue.**

WHERE ARE THESE TWO LOCATIONS IN THE CLUBROOM



INFORMATION FROM OTHER LOCAL RAILWAY CLUBS

Railway Correspondence and 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 1930hrs. Forthcoming events are;
6th December 2007 – Christmas Evening – festive fare along with members presentations.

3rd January 2008 – Branch AGM followed by talk by Alan Nichols "Bank Manager to SWT Train Driver". Alan a Surrey Branch member reflects on his career change.

7th February 2008 – "The Waverley Route" – an illustrated wander along this beautiful route with Northampton Branch member Derek Lovell.

Further details from our long standing friend Bob Ballard on [01908 562195](tel:01908562195)

HMRS

Meetings of the local HMRS group are held at The Mansion, Bletchley Park. Further details can be obtained from Eric Bowman our Treasurer. MKMRS members can attend.

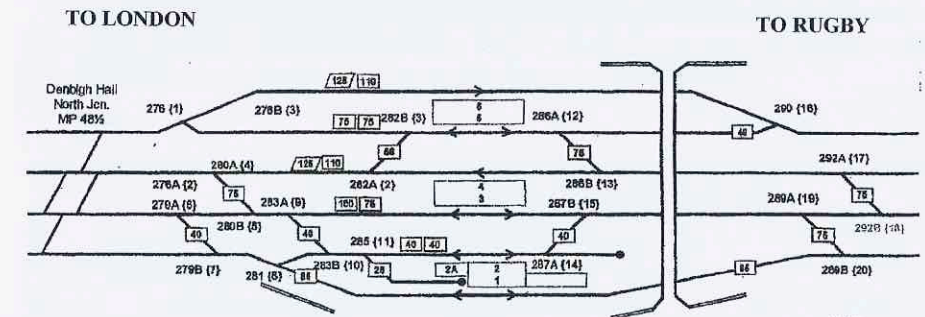
Jan Wed 30th Archive Films – David Baker.

Feb Wed 27th The WCML 1923-1939 (on film) – Chris Pratt.

STRANGE BUT TRUE

Whilst visiting an exhibition a few months ago, I came to a special display. I was standing next to a couple, probably a man and his wife and he was explaining the situation to her. He said this company are celebrating their 'centenary' this year, to mark their fiftieth anniversary.

FINAL LAYOUT FOR MILTON KEYNES CENTRAL



LEGEND

125 ENHANCED PERMISSIBLE SPEED **110** PERMISSIBLE SPEED
75 SPEED IN OTHER DIRECTION (OR BI-DIRECTIONAL LINE)
 This will allow Bedford trains to travel through to Milton Keynes Central

MILTON KEYNES MODEL RAILWAY SOCIETY

2008 MODEL RAILWAY EXHIBITION

Saturday 23rd February 2008 10-30am to 5-00pm

Over 20 Working Layouts, Trade Stands and Demonstrations

NEW VENUE

Courtside Sports Hall,
Milton Keynes College (Bletchley Campus),
Sherwood Drive, (Opposite Bletchley Railway Station)
Bletchley, Milton Keynes, MK3 6DR.

Admission: Adults £3-50 Children and Senior Citizens £2-00
Family Ticket (2+2) £8-00

The new venue has ample car parking and is ideal for the disabled
with easy access. It is within a 2 minute walk from
Bletchley Railway Station

For further details contact Gareth Homersley (Exhibition Manager)

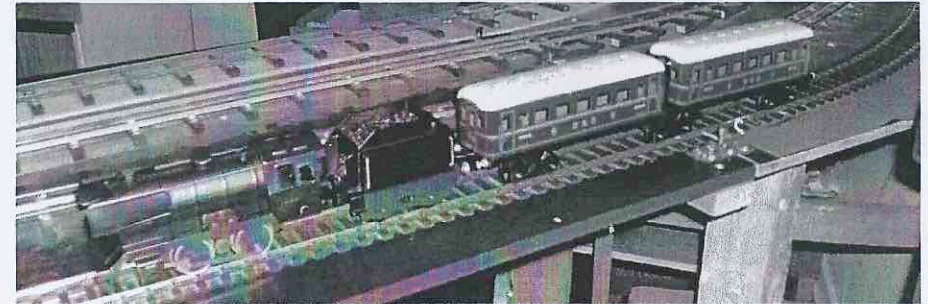
SALES OR WANTS

Should you have articles for sale or looking for a specific item, please hand information to the editor for inclusion in a future edition of 'The News' *There is no charge for this service.*

For Sale Lima '0' gauge coaches in various liveries including LMS Maroon, Southern Green, GWR cream/brown, blood/custard and blue/grey. All boxed £25 each. Lima '0' gauge bogie container wagons (various types of containers). All boxed £18 each. *See Editor.*

AN UP-SURGE of '0' GAUGE TRAINS

Over the past few years there has been an up-surge in '0' gauge trains with Ace, Corgi, ETS, Bachmann and Heljan etc., plus many smaller firms, offering us a wide choice of mouth watering items. I have just received a copy of the 2007 - 2008 Bassett-Lowke Catalogue showing a selection of new goodies such as an 'A3' Pacific 'British Railways' 60103 'Flying Scotsman' (Now in Stock). An 'A1' Pacific 'LNER' - Apple green 4475 - 'Flying Fox' (Available: Dec 07). A 'J39' 0-6-0 Loco, 'British Rail' (Now in Stock). A 'J39' 0-6-0 Loco 'LNER' 2714 (Available in Feb 08). A Re-Built Patriot BR Green - 455344 (Late Crest) 'E.Tootal Broadhurst' (Now in stock). A Southern Maunsell 'N' Class 2-6-0 SECK Austerity Grey - 810 (Available in Mar 08). All these locomotives can be switched for 2 or 3 rail operation. There is also a selection goods stock, including a 12ton brake van and various accessories



THE TINPLATE ROOM DOING THEIR BIT FOR RE-CYCLING

When David saw a small German black electric locomotive for sale in American on 'Ebay', he bought it and gave the loco to Michael in appreciation for some repairs Michael had carried out for him. Michael was very pleased with the loco, because he does in fact, favour continental trains. He cleaned it as much as he could without taking it all apart, and then oiled it and away it went. Michael now had to think about locating a tender, after sometime without success, Brian gave him a Hornby tender. Apart from it being the wrong colour, it was also too small. Undeterred, Michael made a shell resembling a German style tender and fitted it over the Hornby tender. Once it had been painted black and red, the loco and tender looked perfect together.

Now it was a matter of finding something suitable to pull. Whist I was looking through one of my many boxes, marked 'these may come in handy sometime', I found two bogie German outline coaches. They were made by a firm called HWN and marked 'Made in the US Zone', so they were produced in Western Germany, we believe early in the 1950's. However, before I purchased them, someone had converted them into a pair of articulated coaches. The bodies were okay but the roofs were not very good, but I knew that would not deter Michael. So I gave them to him, and they looked good with the locomotive and made an excellent set. They also ran alright but then suddenly they started to spark, because the wheels were metal but once again, this was no problem to Michael. He changed the metal wheels for plastic ones and stripped down the roofs and re-sprayed them.

Chris Hughes has verified the coaches are German and that they are sleeping compartments. As you can see from the picture above, it pays not to be too hasty in throwing things away. I am sure this train set will be seen running around the tinsplate room on a good many Tuesday evenings and on the occasional weekend.

POWER CLASSIFICATION, STRUCTURE GAUGING and ROUTE

AVAILABILITY

by Les Wood

Part One.

I have prepared the following notes as three separate subjects but all are interlinked being the onus of diverse departments.

The **Power Classification** would be under the jurisdiction of the Operations Department combined with the Motive Power/Chief Mechanical Engineer.

Structure Gauging and Route Availability were entirely under the control of the Chief Civil Engineer.

Power Classification (LNER Load Classes)

At Grouping each of the constituent companies had their own systems – generally only for freight traffic locomotives, but passenger traffic locomotives were sometimes included. Only the GNR, GCR and NBR generally displayed load classification on their locomotives.

In 1924 a new scheme was drawn up for all LNER Southern Area locomotives (freight only) and cast plates were ordered for the respective locomotives and fitted generally to the front brake pipes, or centrally on the buffer beams on steam braked locomotives. The Eastern Section (ex-GER lines) lagged behind on this scheme and not every locomotive carried such plates. The practice lapsed after the early days of grouping but the 1939-45 war saw the re-use of the system as freight locomotives became more dispersed under wartime conditions.

The NER had introduced a similar system in 1907 and a final tome on 'Loads of Engines' was published in 1917 consisting of 499 pages and 1600 entries! This publication remained in use until 1950 and a similar version was produced for the NE Area entitled the 'Passenger Train Loading Book' classifying loadings for each class of locomotive when working express passenger, ordinary passenger or excursion traffic.

Similarly, the NBR had, since the introduction of its Train Control System in September 1913, used an alphabetical based power classification scheme for its locomotives – A to G for freight trains and H to R for passenger locomotives. The NBR scheme remained in use until 1928 when a new Loads Book covering LNER locomotives classification came into use, although many of the locomotives retained their NBR plates into the 1939-45 war period.

The GnoSR was separately graded and these were maintained until 1928 when the first Northern Section Area Appendix was issued –this was amended on the arrival of the ex-GER

4-6-0s (LNER Class B12) locomotives which were allocated an independent load table.

Later still, during 1943, a full Scottish Area Loads Book was published.

Whilst the haulage capacity of a locomotive is important it must also be remembered that it is also necessary for a locomotive hauling a freight train to be able to stop it!

This obviously depends upon the following factors:

- Is the train unfitted? (i.e. – no vehicles having a through braking system)
- * A fitted 'head' – perhaps 4-10 wagons next to the locomotive to be piped and provide additional power.
- * A fully fitted freight train – as used on express freight services such as meat, fish etc., run by the LNER.

It should be remembered in the early days many of the constituent companies did not use vacuum brakes but instead employed the air-powered Westinghouse system, which was not compatible.

Like the locomotives were not always compatible with such vehicles:-

- Some locomotives (and tenders) had steam brakes only – hence no through control of the train
- Some locomotives had vacuum brakes/ejectors.
- Some locomotives had Westinghouse air-brakes, or a combination of all three.

Obviously a complex subject.

I well remember in my early days sending LNER Class J11's (ex-GCR 0-6-0s) away from Quainton Road to Woodford Halse with 65 empties (wooden coal trucks) and one brake van, something in the order of 570 tons, with no continuous braking system. Under such circumstances the skill of the driver and guard was most important. **To Be Continued.**

Surprise Visit On Tuesday November 20th, the club was visited by Three Counties Radio, with MK breakfast show presenter Toby Freedna calling in, having a tour of the clubroom and recording conversations with various members. He seemed very interested in everything he saw and heard, and was extremely relaxed, especially when during one interview, a voice in the back ground shouted 'TEA UP COME AND GET IT'. He just carried on regardless.