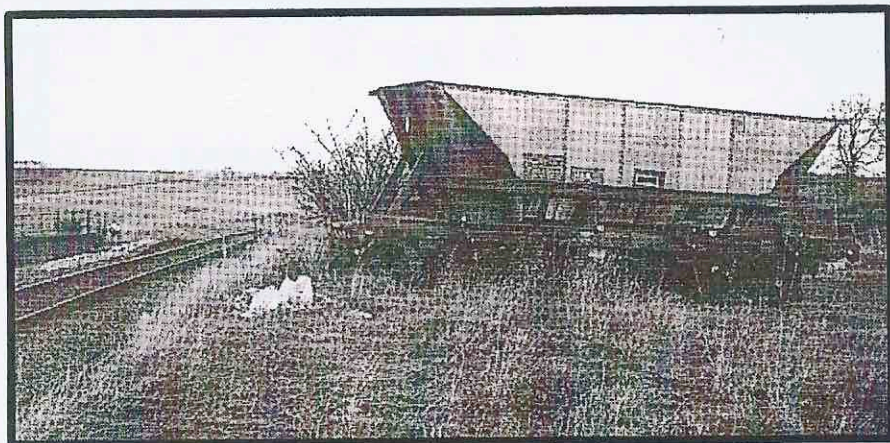


CAPTION COMPETITION – Last issue's result

Unfortunately, there were no entries to this competition. So the editor and his wife enjoyed the prize.

THE LAST LAUGH



Who parked that wagon there?



Can anyone remember this coach as one being used by the MKMRS?
Apparently this picture was taken during a club outing.

*The next MKMRS 'Quarterly News' will be published on Tuesday March 3rd 2009,
which will cover March, April and May 2009 for forthcoming events.*

*Anything to do with the Newsletter, see John Forman in the tinsplate room, every Tuesday
evening or ring him on 01234 853737 (Leave a message if I am not there, I will call you back).*



"QUARTERLY NEWS"

No 152

NEXT YEAR IS OUR 40TH ANNIVERSARY

WINTER 2008



Bill and Peter Ball at the Banbury Exhibition with their layout 'Bear Falls'

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

THE MILTON KEYNES MODEL RAILWAY SOCIETY

President:- Jim Wood Vice-President:- Les Wood
Chairman:- Dennis Lovett Vice-Chairman:- Bruce Garwood Secretary:- Chris Hughes
Treasurer/Membership:- Eric Bowman Exhibition Manager:- Gareth Homersley
CMRA Rep:- Peter Jones Webmaster:- Matt Rainer Editor:- John Forman
Librarian:- Fred Collins Schools Co-ordinator:- Ken James
Auditor:- Brian Barnes Club Merchandise:- Ken Ranns
Committee:- Chris Lester Jeff Mathie Mark Agnew

Editorial

I am sure you all would have noticed the last issue was in colour, this was thanks to Dennis who achieved this by printing the 'Quarterly News' over several weeks. However, it does mean I have to have parts of the newsletter ready extra early, so copy would be most welcome as soon as you have it ready.

May I take this opportunity to wish all members and their families a very Happy Christmas and a prosperous New Year.

John

A Word From The Chairman

Four hours to spare?

2008 has without doubt been the best in nearly 14 years of covering our duties at Bletchley Park. My thanks to all who have put in the hours to ensure our activities continue and we know from the feedback we get it is important that we do continue to be seen "in the correct light" by those who manage the BP complex. I would also like to thank those, who form part of the educational team, dealing with visiting schools. Railways are an important part of communication (it is not all about computers) and railways actually invented most of the communication systems we have today or developed them. Even signalling was developed from the naval semaphore signalling system of sailors using flags to communicate between vessels by raising their arms etc.

In the early days when we were only open every other weekend (and with a winter break) we struggled and it was only thanks to stalwarts like John Hatton, Ken Ranns, the late John Tennant and the late Ernie Johnson who seemed to cover every weekend, that with assistance from the rest of us, we managed to cope. Fortunately things have changed for the better.

Newer members will not know of our difficulties around 1994 when our modest clubrooms in Victoria Road were being faced with a major rent increase and our possible extinction. Then just at the right time, we were offered the facilities we now enjoy at Bletchley Park, the rent being to open every other weekend!

'G' SCALE MODEL RAILWAY

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

Opened at the end of September 2008.

NOW GOING TO BE OPEN ALL YEAR ROUND

New for 2008 – You will be able to walk all around the layout – not just down one side.

Open seven days a week – 10am to 4pm.

For more information contact

John Forman (Tinplate Room) or ring Nurseries on 01788 891608.

Sales and Wants

For sale – 'Triang Big Big' train '0' gauge accessories – bridges – buffers – signals – level crossings, track and points etc., very reasonable prices – Speak to John Forman in the tinplate room.

Should you have any surplus items or you are looking for a specific item, or you may need some information, please send details to the editor for inclusion in the next edition of the 'Quarterly News'. **There is no charge for this service.**

UNDERGROUND MYSTERIES by John Page

Find the names of these hidden London underground stations:-

Example:- PALE TOWN – WHITE CITY

- | | | |
|-------------------------------|--------------------------|---------------------|
| 1. Fire Extinguisher | 2. Patella's Lair | 3. Angry Monarch |
| 4. Huge | 5. Which River Crossing | 6. Photo Synthesis |
| 7. Coalmen are willing | 8. Rabbit's Thoroughfare | 9. Noisy Stream |
| 10. Tall Hair | 11. Bible Tree | 12. Toilet H2o |
| 13. Difficult to pass through | 14. Regal Wobble | 15. Rooster's Lager |

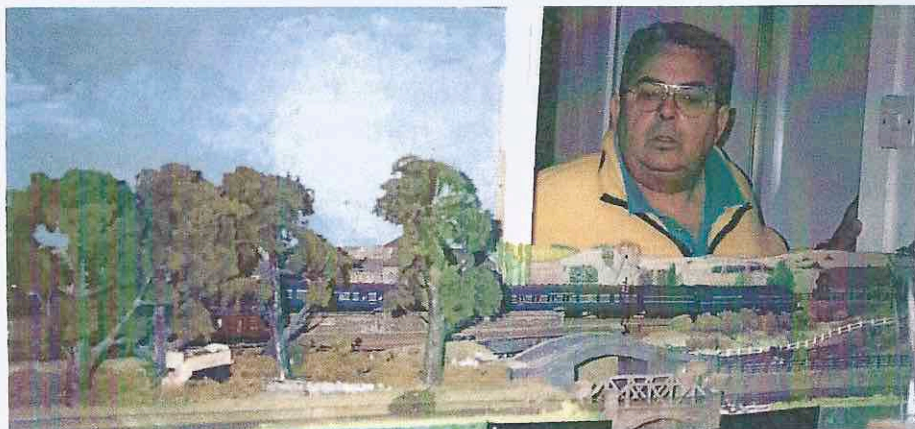
Answers will be published in the next issue.

CAMBRIDGE TO OXFORD CROSS COUNTRY LINE

The local radio station 'Three Counties' has been broadcasting on its news bulletins, that two million pounds have been allocated to help draw up detailed plans for this proposed new railway. The only information mentioned, was that it involved going through Buckinghamshire and there would be a station at Winslow. No mention of Bletchley!

GUESS THE CAPTION COMPETITION

There will be a small prize for the best entry received by 31st January 2009, please hand your entry, including your name, to the editor in the tinplate room any Tuesday evening. There is no limit to the number of entries per member. The winner will be announced in the next issue.



Sarky

**"You just cannot win with women, can you?
My wife said my railway room was untidy,
with odd items all over the place. So I had a
good clear up and put all the loose bits and
pieces, that may be of some use in the
future, into a box under the bench. Whilst I
was out she threw this box out, because SHE
thought it was RUBBISH!"**

Strange but True

This is a story from the past. "Sorry that your Darlington-Redditch journey was awful", said BR. It was our fault, so we are refunding the price of your ticket, £33 – 33. Great thought Dr Ian Evans, until he noticed that the cheque was made out, for only £28.30, because of a deduction for administrative expenses.

We now cover every weekend (apart from the Christmas holidays) and in the past it has been a struggle. We have seen some new members and we have lost (in some cases temporarily) members to ill health (either their own or family members) or immobility, in such cases much to the frustration of the member concerned.

We do have members whose career does not allow them to plan in advance and we fully understand that. Indeed what we do is voluntary not mandatory but if we are to survive as a club then we do need to take a look at how we address this in future. At the same time we have some newer members and we also have members who are "nervous or hesitant" of putting in a "shift" – to quote railway terminology.

The 'Winter' season (with reduced opening times 1200-1600) does give us the opportunity to introduce new members to assist us in spreading the load. Anyone, even if not on the roster, is welcome to call in and lend a hand. Lending a hand can mean just making a cup of tea or perhaps recording visitor numbers by using the five bar gate system, leaving others free to talk to visitors. I personally find the "shift" enjoyable and even endeavour to drop in when I can to lend a hand for a bit even when I am not on the roster.

We shall shortly be drawing up our 2009 roster. Now is the chance for your input. Can you help by letting Chris know if you prefer Saturdays or Sundays. You might want to team up with the same "mate" (more railway footplate terminology!) for a number of shifts, allowing transport to be shared etc. Fifty weekends is a lot to cover and I would encourage as many members who are able to commit themselves, earlier rather than later, so that we can fit around your diary rather than the other way round. We also understand that last minute events can cause a change of plan – in such cases advance notice (or in worst case scenarios last minute notice) can be swapped with another member.

We have developed so that trains almost run themselves (well once they have got warmed up and the first ten minutes is past), most are secure behind screens avoiding previous worries, not all have to work all the time as most museum exhibits elsewhere are designed to sit there and tell a static story etc. Compared to 14 years ago, today's "shifts" are more 'Pendolino' than open cab steam!

Your contribution is welcomed (however small or large) and very much appreciated – not, just by those of us in the club, but above all by those who visit us. The good news gets back to the mansion and that benefits us all. Without those contributions none of us would have a model railway club to belong to.

Each year we welcome some 10,000 visitors through our doors. It shows that there is much more to our hobby than "playing trains" and that railway are very much a part of the communication and WW2 story as everything else on site here. Lets make 2009 (our 40th Anniversary year) the best ever.

Dennis

CLUB NOTICEBOARD

Club Sweatshirts and Polo Shirts

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

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 member's new layouts on line, so just contact the web master (Matt Rainer).

Annual General Meeting

Next year's Annual General Meeting and Competition Night will be on *Tuesday January 27th 2009*, Commencing at 8pm.

2009 MKMRS Exhibition

Our next club exhibition will be held on *Saturday 21st February 2009* at Courtside Sports Hall, Milton Keynes College (Bletchley Campus), Sherwood Drive, Bletchley. **See separate advert on page 4. For further details please contact Gareth Homersley**

Trains and Mince Pies

On *Tuesday December 23rd* it will be 'Trains and Mince Pies Night' at the club night and all the money collected in the tea cash pot, will be donated to Willen Hospice.

People Through the Door

At the time of writing this issue, we have had over 13,500 people through the doors this year.

Do's and Don'ts List

In the last issue, we distributed a Do's and Don'ts list, with regards to weekend duties, if you did not get one or you are a new member, please let me know and I will make sure you receive a copy.

The Show Must Go On

After setting up his layout on the Saturday at the Stacey Hill Museum, Brian Barnes found he was having great difficulty with walking. However, undeterred and with help from his son Tim, he operated his layout on the Sunday in a wheelchair. Now that is dedication.

Wilton and Sherwood Automation Leaflet

A leaflet explaining the setting up and closing down of the Wilton and Sherwood layout automation, is included as a loose sheet, please keep this handy so you will be able to use it the next time you are on duty. An article by Ian Bartlett on how the automation, was achieved, is on page 15.

PETERBOROUGH MODEL RAILWAY EXHIBITION



I recently visited the brand new National Festival of Railway Modelling Exhibition at The East of England Show ground in Peterborough, organised by British Railway Modelling Magazine. The show was located in an excellent exhibition centre which has just been completed at a cost of over £7million. There were over thirty very nice layouts and plenty of trade support including Bachmann, Just Like The Real Thing (with Pete Waterman on the stand), Ten Commandments, Langley's and even one called Dirty Boy Weathering Service! As well as our very own Jacquie Perratt (left), with her Ceynix Railway Trees stand. My favourite layout was Hassell Harbour Bridge (0) closely followed by two more '0' gauge layouts, Penfold Priory and Vine Street, whilst my son who models in 'N' favoured Castle Hill in that gauge.

I found this to be a very good exhibition, with lots of space to walk around in comfort, plenty of choice when it came to refreshments and excellent easy car parking. Roll on next year!

JUST A MINUTE!

(This is part of an article which appeared in the BBRUA Newsletter)

Over the past five years the Marston Vale Line (MVL) has seen an unprecedented level of investment, reversing the neglect and decay that had marked the previous 20 or so years.

Long suffering passengers suffered again as buses replaced trains for 6 weeks in the summer of 2004 as signals and level crossing were upgraded. When the work was done senior rail managers proclaimed that this was the beginning of a new dawn for the Bedford to Bletchley line. We could look forward to a new future with greater reliability and faster services. Then we were told these improvements were rather 'on hold' until the tracks were upgraded.

More investment came, and two, one week long blockades saw Network Rail relay several miles of track. Again, there was much beating of chests as we were told 60mph running was back on the MVL. A new faster timetable beckoned – but nothing changed. The association lobbied Silverlink, London Midland and Network Rail to make full use of the improved line speed, and to knock at least four minutes from the timetable to bring the Bedford to Bletchley time to below 40 minutes. At last there was a change, in the timetable produced in May this year and the 'improved timings'? Many of the MVL trains are now timetabled to take ONE minute.....LONGER!

AROUND THE LAYOUTS AND PROJECTS – SHERWOOD AND WILTON

Converting to Automatic Shuttle Operation

By Ian Bartlett

Part One

Background

Back in the Spring of 2008, I was attending one of the regular Tuesday evening club nights. Unusually for me, I ventured out of the DCC room and got involved in a conversation with a few people about how it would be nice to have Sherwood set up as a simple, working layout for days when the club is open to the public.

For those who don't know, Sherwood is the long, thin layout fixed to the left-side wall as you enter the club. Given its location, it was felt that a good impression would be made on visitors if we had a couple of DMUs moving up and down on our most immediately visible layout. Our chairman, Dennis, who was one of those present, remarked that there were a couple of automatic shuttle units in the storage cupboard underneath Sherwood and that these could be used to set the layout up to operate as a twin track shuttle. I don't recall how, but somehow I ended up volunteering to install the units – a somewhat random (maybe, stupid..?) move as I'd never tried anything like it before. 'Still', I thought, 'I can read wiring instructions on a packet; how hard can it be...?'

Wiring on Sherwood

Sherwood has been around for quite a while and a number of people have worked on it. Most recently, Bruce has made sterling efforts to sort out the wiring which is rather complex. With some further work to the track, Bruce has been successful in keeping the layout operational and a quick look under the boards will quickly demonstrate that this is no mean feat. The layout is fully wired for cab control and, given its length and the number of sections, the amount of wiring is considerable. I rather like the block structure of cab control, but if ever I needed a reminder of the simplicity of individual train control under DCC, this is it.

The beauty of the two shuttle units the club owned, was that they relied on reed switches and magnets to provide the automatic control that was required. This meant that the units could be installed as a completely independent system without interfering with any of the existing layout wiring. No need to set up track circuits, no worries about identifying the various feeds and returns for the cab controls sections – just a few reed switches and a couple of magnets to fit to the DMUs which would operate on the layout.

Club History

With the MKMRS celebrating its 40th anniversary next year, John Dibben is looking into the possibility of writing the club's history, Fred Collins is doing the same with regards to West Bletchley MRC and hopefully, Eric Bowman is going to cover Leighton Buzzard MRC.

Remembering

At this time of the year, we should remember the following members who have contributed so much 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 Tennent
Reg Cook	Chris Garner	Stan Pennington
Fred Fox	Robert (Bob) Hatton	

This month I have featured a special tribute to Gordon Shrimpton, in a future edition, I will be featuring Stan Pennington. If you have any photographs or information with regards to Stan, please contact the editor.

MILTON KEYNES MODEL RAILWAY SOCIETY

2009 MODEL RAILWAY EXHIBITION

Saturday 21st February 2009 10 – 00am to 4 – 30pm

Over 20 Working Layouts, Trade Stands and Demonstrations

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

This venue has ample car parking and is ideal for the disabled,
with easy access and it is within a 2 minute walk from Bletchley Railway Station

For further details contact Gareth Homersley (Exhibition Manager)

LOCAL & MAJOR EXHIBITIONS AND SWAPMEETS ETC., DURING THE WINTER 2008/9

*All entries are correct at the 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.
Any event that lasts for more than one day will be listed appropriately.*

At the time of going to print, some swapmeet promoters had not published their lists for 2009, so please check the model and local press for any I may have missed.

December

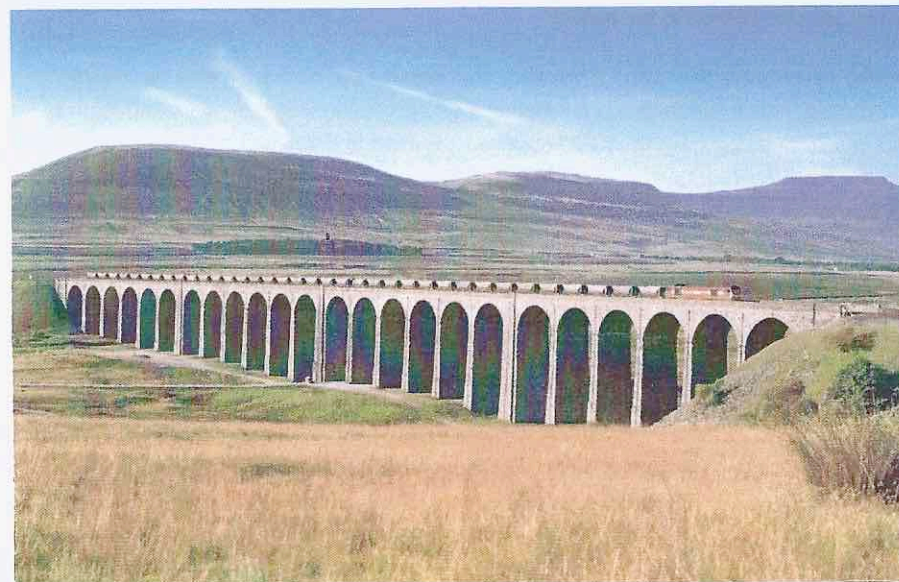
- Sun 7th BEDFORD S/M at John Bunyan Upper School, Mile Road.
GAINSBOROUGH '0' Gauge Layout Open Day at Florence Terrace.
- Sun 14th Toy Collectors Fair at NEC in Hall 18 (600 Stalls) 10-30 – 4pm **BIRMINGHAM**
- Sat 27th Toy Collectors Fair at Donington Park (500) 10-30am – 3-30pm. MI J23A or J24.
- Sun 28th HUNTINGDON S/M at WG Animal Shelter, London Rd, **GODMANCHESTER**
GAINSBOROUGH '0' Gauge Layout Open Day at Florence Terrace.
- Wed 31st KETTERING S/M at The Arena, The Leisure Village.

January

- Sat 3rd MAIDENHEAD EX at Cox Green Community Centre, 31, High Street Lane.
- Sun 4th SPALDING S/M at The Springfield Exhibition Centre, Camelgate.
- Sat 10th CHILTERN EX at Alban Arena, Civic Centre, **ST ALBANS** (2 days).
ORPINGTON EX at the Village Hall, Norstead Lane, Pratts Bottom, (2 days).
- Sat 17th BRAMBLETON EX at The Public Halls, Southdown Rd, **HARPENDEN**.
GUILDFORD EX at the Methodist Church Hall, Woodbridge Road.
LEAMINGTON/WARWICK MR EX at Stoneleigh Park Ex Centre (2 days)
HAMPTON COURT MRS at Tolworth Recreational Centre, Fullers Walk North,
TOLWORTH (2 DAYS).
- Sun 18th RUGBY VINTAGE S/M at The Benn Hall, Newbold Road.
WINDSOR S/M at the Montem Leisure Centre, Montem Lane, **SLOUGH**.
- Fri 23rd ST ALBANS Evening S/M at Frances Bacon College, Drakes Drive, 7pm to 9pm
- Sat 24th ERITH MRS EX at Temple Hill CP School, Temple Hill **DARTFORD** (2 days)
- Sun 25th BEDFORD S/M at the John Bunyan School, Mile Road, Bedford.
- Sat 31st HARROGATE EX at the Yorkshire Event Centre, Harrogate Showground (2 days)

During the trip to Carlisle, we stopped at stations such as Dent (the highest mainline station in England), Garsdale, Kirkby Steven and Appleby, to name just a few, these are names I have read about so many times in the past, and wondered if I would ever see them, here I was gazing out the carriage window in amazement. I was very pleasantly surprised to see all the goods sheds etc that had survived in such immaculate condition, albeit now in private hands, but obviously well looked after.

We passed five trains going in the opposite direction, including what seemed to be a very long coal train, which apparently was taking imported coal down to Yorkshire and Lancashire power stations.



A coal train crossing The Ribbleshead Viaduct on the Settle to Carlisle Railway.

I am just thankful the authorities never succeeded in closing this spectacular railway. I very much appreciate the work of the many volunteers, who help to keep the stations so spick and span and man the souvenir shops, which helps to fund the Friends of the Settle to Carlisle Line who promote and develop the route as a part of the national railway network.

On the following day, the party visited the Seven Valley Railway, on our way home, which was running steam.

My wife also thoroughly enjoyed this journey and has already suggested she would like to make the same trip again next year, if we see it advertised. Who am I to disappoint her.



MARINE BOILER loaded on L.N.E.R. 35-ton FLAT TROLLEY Wagon.

This is the end of the article, which if you have kept all the parts as you were as advised, you can now read the article as a complete piece.

SETTLE TO CARLISLE RAILWAY by John Forman

On Saturday September 27th 2008, I finally fulfilled my dream to travel on the Settle to Carlisle Railway. My wife Pauline and I had breakfast in the Britannia Hotel in Bolton, along with the other sixty-eight people on this special weekend break, before eagerly setting off in our two coaches, bound for Settle. As I had visited this station the previous year, unlike most of the other enthusiasts, I did not have to take photographs of this delightful place. Instead I visited the signal box which was open to the public, and had a very constructive lecture about the workings of signalling in general.

Eventually, our train pulled in from Leeds with two extra carriages, reserved for the additional seventy passengers. Soon we were off, on a glorious sunny and clear morning and it was not long before we realised why everybody agrees this is the most spectacular journey in England, as far as scenery is concerned. To say we were overwhelmed by it all would be an understatement, as you could not take it all in. The journey is seventy-two miles long and we crossed over nineteen viaducts and went through fourteen tunnels and you cannot believe just how remote some of these places are. Our guide told us that most of the dwellings in this area, have to travel at least four miles to buy the bare essentials, such as milk and bread. Although, this was extremely picturesque in clear sunny weather, just imagine a sunny frosting morning.

February

- Tue 3rd RUGBY EVENING S/M at the Benn Hall, Newbold Road. 7pm to 9pm.
- Fri 13th BRIGHTON MODEL WORLD at the Brighton Centre, Kings Road. (3 days)
- Sat 14th BIGGLESWADE EX East Beds MRS at Stratton School, Eagle Farm Road.
TONBRIDGE EX at the Angel Centre, Angel Lane.
SANDOWN PARK RACECOURSE S/M including international dealers.
- Sun 15th HUNTINGDON S/M at WG Animal Shelter, London Rd, **GODMANCHESTER**.
SLOUGH S/M at The Centre Conference Venue, Farnham Road.
- Sat 21st **MILTON KEYNES MRS EXHIBITION in BLETCHLEY** (See separate advert)
Hornby Railway Collectors Association AGM at Leicester (**Members Only**)
PRINCES RISBOROUGH MRS RISEX at the Community Centre, Stratton Road.
- Sun 22nd PETERBOROUGH S/M at The Cresset, Bretton Centre.
READING VINTAGE S/M at the Rivermead Leisure Centre,
- Sat 28th SOLENT MRG EX at Fleming Park Leisure Centre, Passfield Avenue,
EASTLEIGH Hants (2 days).
OXFORD S/M at the Exeter Hall, Oxford Road, **KIDLINGTON**.

TOY AND TRAINS AUCTIONS

December

- Fri 12th **TRAINS GALORE**, Special Auction Services, Kennetholme, Midgham, Near Reading, Berkshire, RG7 5UX. Tel: 01189 712949 for catalogue.

January

- Sat 17th **RUGBY** Vectis Auctions at the Benn Hall, Newbold Road.

February

- Sat 7th **BURY ST EDMUNDS** Lacy, Scott and Knight, Auction Centre, 10, Risbygate St.

March

- Sat 14th **RUGBY** Vectis Auctions at the Benn Hall, Newbold Road.

If you know of any other toy and train auctions I am not covering, please advise me.

LOTTO FUNDING FOR BLETCHLEY PARK

According to the BBC 10 o'clock news on 6th November 2008, the park have been awarded a third of a million pounds for repairs and maintenance on their property.

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.
Further details from our long standing friend Bob Ballard on 01908 562195

Unfortunately, the details for the first quarter's meetings, had not arrived when going to print.

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 are welcome.**

Jan Wed 28th Archive Films – Frank Banfield

Feb Wed 25th Maintenance & Renewal of the Permanent Way – David Ventry

Preserved Railways

Most preserved railways just run Santa Specials during December and then reopen in the spring of 2009. More details in the next issue

If you know of any other clubs or preserved railways etc., you would like included in this section, please let me know the details, so I can add them to this page each quarter. I am always open to ideas and suggestions about other events you want covering. Ed.

SPALDING MODEL RAILWAY EXHIBITION

On Sunday November 9th my son and I decided to take a trip up to the Spalding Model Railway Exhibition, at The Springfield Events Centre. As our wives had seen the retail outlets on the same site advertised on the television, they were also keen to come with us.

Darren and I went into the exhibition, whilst the ladies looked around the shops. There were thirty two layouts including Hadley Green (00), Abbey Road (00 London Underground), Helston (3mm), Gamston Bank (00), Nettlecombe (4mm/9mm NG), Bassenthwaite Lake (N), Oakhurst (0), Sellindge (0), and Warmington (00). In addition to these there was the usual array of trade, demonstration and society stalls, with something for most visitors..

The refreshments included a good selection of cooked meals and snacks inside the exhibition and other options on the rest of the complex.

There are fifty shops including such names as M & S, Thorntons, Clarkes Shoes, Game and Gap etc., restaurants, cafes, family pub and a 43 bedroom Travelodge. A large garden centre, 25 acres of beautiful Festival Gardens and The Springfield's New Display Fountains.

This is a very good exhibition for the enthusiast and a great area for the rest of the family. Next year this event will be on 14th and 15th November 2009.

If you visit an exhibition and you would like to share your thoughts and opinions about this show, good or bad, with the rest of the membership, please pass the details to the editor.

So how did Route Availability affect the previous Constituent Companies?

GNR – Much of the main line systems suitable for RA 9 locomotives (with some restrictions).

GCR – London Extension generally RA 8 or 9, other sections generally adequate for the desired traffic.

CLC – Mainly RA 7 (with Classes K3 and Q1 permitted) again other lines generally adequate for local traffic.

GER – Generally RA 7 (with Class K3 permitted). Peterborough – March – Ely – Cambridge – Hitchin was RA9 for ECML diversions. Other branches much reduced some only at RA1 or RA2 rating.

NER – Much of the main line system RA9. Hull – Doncaster RA7 only, with Classes D49, K3 and K5 permitted. The Barnard Castle to Kirkby Stephen Line was only RA2. Most local routes around the Durham Coalfield were generally adequate for use and also ECML diversions.

H&B – Most of the routes only RA5 (with some RA6 locomotives permitted).

NBR – Main line almost all RA9 – Waverley route had restrictions on double-heading (Classes A,V and W). Much of the remainder of the system was RA6, including the West Highland Line with Classes J37, J38, K3 and L1 permitted, although double-heading restrictions applied.

GNoS – Generally RA6 Max. (no double-heading) on main lines and much lower elsewhere – ex-GER Class B12/3s (RA4) were generally the largest locomotives permitted until the Thompson Class B1 4-6-0s were permitted following the strengthening of structures.

During 1940, the Southern Area Civil Engineering Dept., adopted a grading system of RA1 (the lowest) to RA8 (the heaviest). This considered only the static weight of the locomotive and did not take into account dynamic forces such as speed, hammer blow (reciprocating motion of cylinders/vale gear), lurching and rail joint effect.

During 1947, the Running Dept, became interested in the scheme and the system was revised and extended out to RA9. It is this system developed for the LNER which forms the basis of Network Rail's (formerly Railtrack) Route Availability System.

The 1947 System

Group	Max. Axle Load
RA 1	13.75 Tons
RA 2	15.00 Tons
RA 3	16.25 Tons
RA 4	17.50 Tons
RA 5	18.125 Tons
RA 6	18.75 Tons
RA 7	20.00 Tons
RA 8	21.25 Tons
RA 9	21.25 Tons and above

To look at two sample wagons to consider RA.

PROTROL 'F'	(LNER Wagons p.117 – P.Tatlow)
Load 40.00 Tons	Hence for 4 axles $\frac{58.3 \text{ Tons}}{4} = 14.575 \text{ T}$
Tare 18.30 Tons	
58.30 Tons	Thus RA2.
TRESTROL 'A'	(LNER Wagons p.109 – P.Tatlow)
Load 40.00 Tons	Hence for 4 axles $\frac{66.96 \text{ Tons}}{4} = 16.74 \text{ T}$
Tare 26.96 Tons	
(inc.Trestles) 66.96 Tons	Thus RA4.

POWER CLASSIFICATION, STRUCTURE GAUGING and ROUTE

AVAILABILITY

by Les Wood

Part Five

Steel – as stated post-1952, welding came into its own and most structures were built in sections. i.e. Main Girders, Floor Units etc., trail erected in workshops and then taken on site and bolted together (using high strength friction grip bolts and more latterly 'huck pins' (proprietary fasteners).

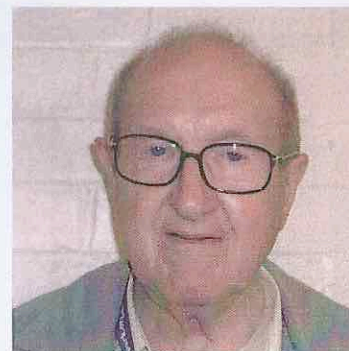
Obviously with such difference, and to agree, variable materials in use permissible stresses very considerably:-

Material	Tensile Stress (Tons / sq.in)	Permissible Compressive Stress (Tons / sq.in)
Timber	0.75	0.75
Cast Iron	Nil	5.00
Wrought Iron	8.40	Reduced in accordance with length of compressive flange or section ÷ radius of gyration of section. Usually about 85% of Tensile Stress.
Steel	12.00	As above

Having blinded everyone with science, although hopefully it makes sense, it is a feasible to determine the carrying capacity of all lines in the network. Generally it was always locomotives that were heaviest items to be carried – an A3 is RA 9. But nowadays the 102ton g.l.w. Oil/scrap steel wagons are rated RA 10.

Whist most of the new diesel locomotives rate at only RA 5 or RA 6. Hence a reversal, as previously most goods wagons or rolling stock, would have only have been RA 1 or RA 2 at most.

Route Availability does not depend alone on the strength of structures on the line but actual construction of embankments etc., It is well recorded on the LNER that the East Suffolk Line, the Kelvedon & Tollesbury and others in the East Anglian area were built without major earthworks and purely followed the contour of the land. Furthermore, the ECML just south of Peterborough crosses the Fens on a floating timber 'bed' which still causes the 'IC225' and 'IC125' to slow down due to lack of support. A stretch on the West Highland Line across Rannoch Moor is similarly constructed.



MEET THE MEMBERS

Meet Michael Clements

Hello! To all members of the MKMRS, I was born in Maids Moreton (near Buckingham) in January 1933, and have lived there pretty well all my life.

In 1947 I started my working life as a trainee centre lathe turner, with an engineering firm in Buckingham, the company had moved from London to Buckingham during World War 2, and produced a range of 'Diesel fuel pump test equipment'.

My latter years with the company, I spent as a machine shop loader, progressing the work load through the machine shop and my last years as a product controller. I still have happy memories working as a turner, in those days, just after the war, machine tools were not easy to replace. So most of the machines were driven by overhead line shafting, and you soon learnt to keep your arms clear of the belts, and you never forget the smell of oil or the black dust if you were machining 'cast iron'.

I wonder what 'Health and safety' would have thought about industry as it was then. Eventually the machines were replaced by new machines and the overhead line shafting was dismantled.

I had two breaks from the company, 'National Service' called and I spent eighteen months in 'The canal zone' Egypt, and then for a short while I worked as a tool room turner for 'Wipac' in Buckingham.

I have always enjoyed modelling in various forms. I am not too sure at what point, railway modelling took over.

I have been friends with Brian Barnes for a great many years, and of course, anything to do with railways and railway modelling was and still is a common interest. I started modelling in 4mm scale and do still have a fair amount of stock. These consist of mainly of LMS and LNER with a few British Railways locomotives. I should consider selling some of the 4mm stock as '0' gauge seems to be taking over and space is becoming a problem.

I enjoy building loco's and have built several scratch built '0' gauge engines and hopefully I still have time to build a few more. **(Ed: Michael is far too modest to mention he has won the odd MKMRS building competition)** I also do a few repairs and modifications to '0' gauge locomotives, not only for myself, but for other MKMRS members as well.

I have helped Brian Barnes and the late Stan Pennington with many '0' gauge layouts, including several for '0' Gauge Guild exhibitions and various other local shows, by providing a centre track running ETS stock. I also helped to lay the track in the tinplate room.

I enjoy my times with the club and have made so many very good friends. Long live MKMRS.

In The Next Issue – Meet John Page

MEMBERS LAYOUTS AROUND THE EXHIBITIONS



Colin French's 'O' gauge layout 'The Wagon Works' at The Grafham Village Exhibition.

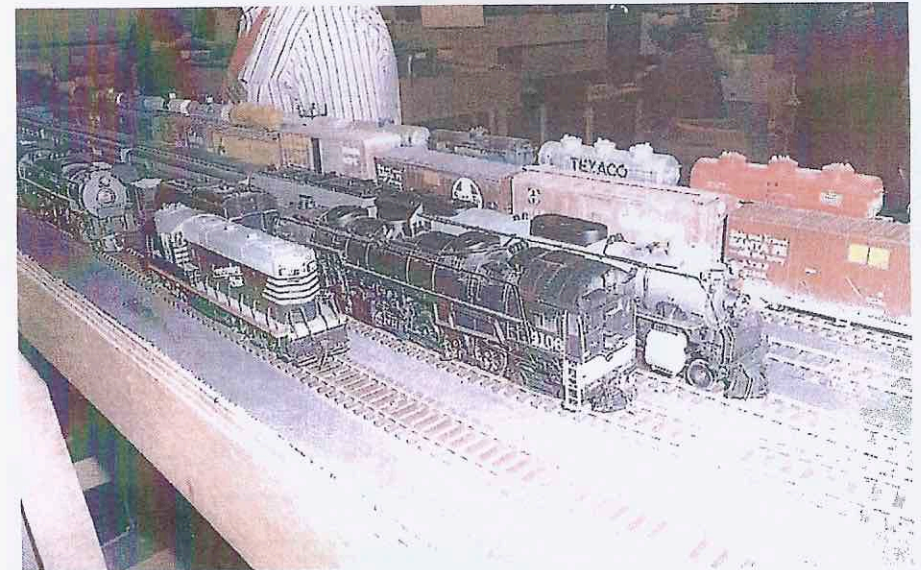


John Forman's working display of 'O' gauge Hornby Trains at The Renhold Exhibition.

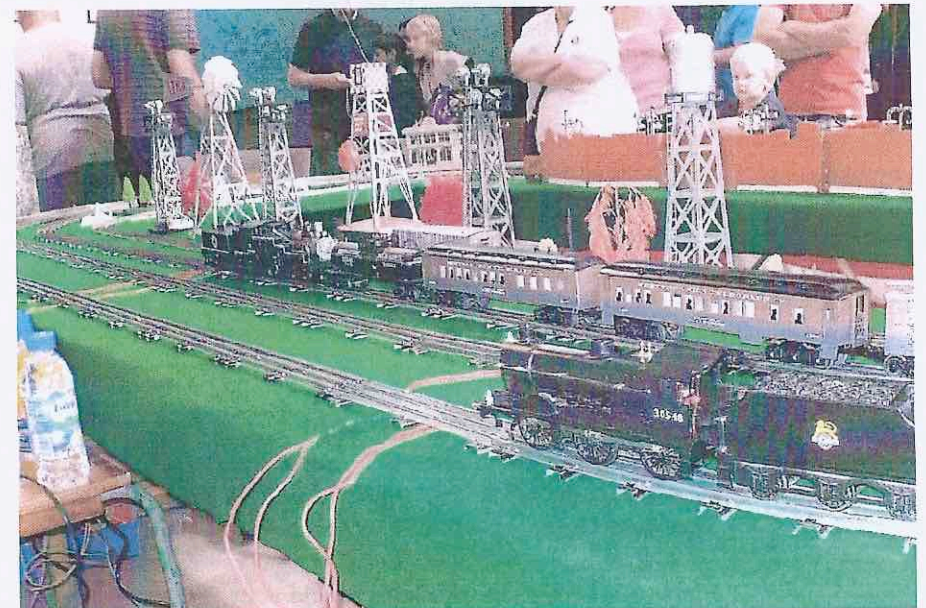


Bill and Peter Ball's 'Bear Falls' layout at The Banbury Exhibition.

MEMBERS LAYOUTS AROUND THE EXHIBITIONS



The Club's DCC layout at The Romford Exhibition.



Brian Barne's Layout at the Stacey Hill Museum Transport Day.

He was one of the trio, along with John Hatton and Bruce Garwood, who built 'Gortonwood'.

Gordon took all the jokes and joined in all the banter. He also managed the purchase of our club sweatshirts and T shirts. Only Ken could get the one that had one sleeve longer than the other! Gordon found this very amusing.

It was only when he was unable to polish off his pre-ordered fish and chips with the usual aplomb that we first sensed he was not as well as he said he was. As a lorry driver Gordon did a fair amount of layout moving in his time. He was a strong chap and lifting large items never presented a problem to him. It was, therefore, particularly distressing to see him in the last few weeks when he was unable to lift even a spoon. Many club members visited him at home and Willen Hospice, and we know the family were grateful for the support that they were given during a very difficult time.

Unfortunately, Gordon died and the funeral service at Crownhill Crematorium was attended by a large number of members, many of them standing. Club member Robin Rowles, who is a Lay Reader at St. Marys, Bletchley, took an active part in the service. The large attendance showed just how much Gordon's contribution to club life was appreciated. I think the club owes a debt of gratitude to Gordon who has certainly left his mark on everyone who knew him.



Gordon at the National Railway Museum at York, with the 'Duchess of Hamilton' in the background.

REMEMBERING GORDON SHRIMPTON



Gordon operating 'Gortonwood' on the layout's last outing at The Sandy TCS Exhibition in 2004

Remembering Gordon Sprimpton

by John Forman

with contributions of information and photographs, from Dennis Lovett, John Hatton, Bill Ball, Les Wood, Bruce Garwood and Eric Bowman.

I first met Gordon long before I joined the club, at a Gauge 0 Guild Convention at the Bletchley Leisure Centre in 1997. Dennis Lovett had invited me to put on a display of working Lego trains, which I was reluctant to do, as the '0' gauge boys were not very keen on tinplate, let alone Lego. Anyway, Dennis persuaded me to do it and I arrived at the Centre on the Friday night to set up, feeling very anxious but the first person I met was Gordon who soon put me at ease. As the steward for the hall where my layout would be displayed, he told me the best place to park, the easiest way to unload and directed me to where I was to set up. He explained I would be using the mobile staging, which he said, was used for Cliff Richards to perform on. I said if it was good enough for Cliff Richards then it is good enough for me. After that I saw him at many exhibitions, including the NEC, where he was representing MKMRS with 'New Garsdale', and we always acknowledged each other. When I finally joined the club he was one of the first members to come up to say hello and welcome me to the club.

He had joined the club in March 1976, and worked on the Verney Junction project. Gordon was later an active Committee Member and organised one of our trips. His travels as a lorry driver took him away from us for a while and we were delighted to welcome him back into the club after we moved to Bletchley Park. He eventually rejoined the committee and was instrumental in ensuring that the Sherwood/Wilton test tracks expanded to their current size.



A young Gordon on the extreme left on a club trip to The Keighley and Worth Valley Railway.



Gordon along with John Hatton at Llandudno Junction

Gordon originated from High Wycombe and we soon discovered that he and Les Wood had been close neighbours. He was an avid supporter of Wycombe Wanderers and took great delight in seeing them promoted to the football league under Martin O'Neill, the current manager of Aston Villa.



Gordon operating the 'Trix Twin' layout.



Gordon with his wife Chris.