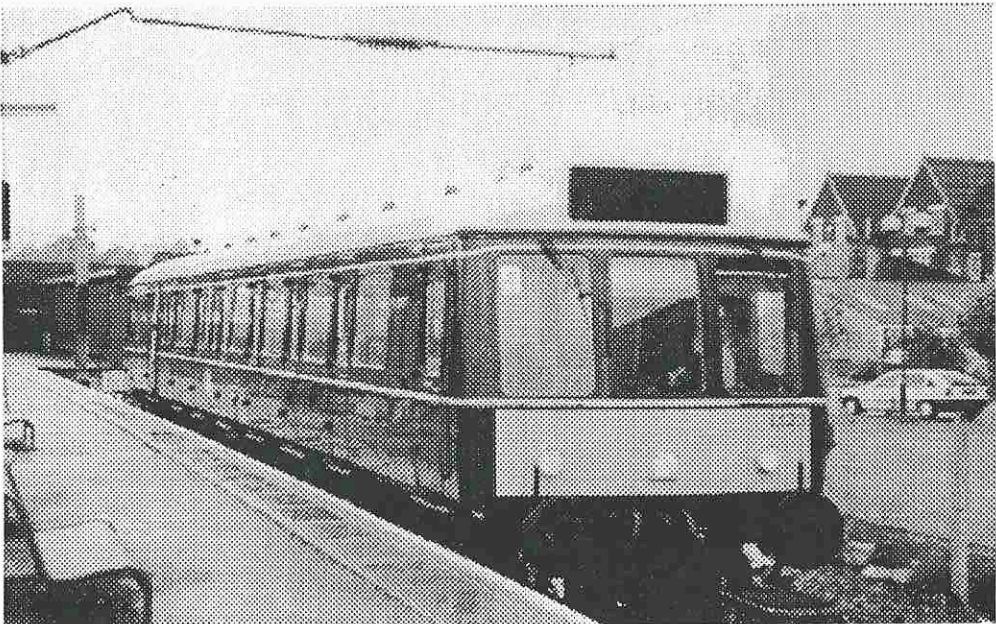




MKMRS NEWS

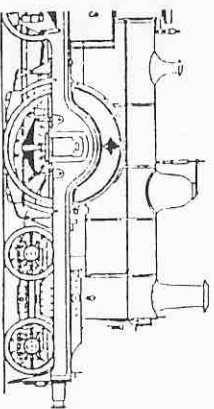
No. 56

NOVEMBER 1996



A Bletchley - Bedford unit stands at Bedford Midland last year
Photograph: David Lean

Published by Dennis Lovett, Chairman, Milton Keynes Model Railway Society.
Telephone 01908 376750



The Scale Show

MODEL RAILWAYS IN S & 2MM SCALES

Bletchley - October 19th 1996

LEISURE CENTRE

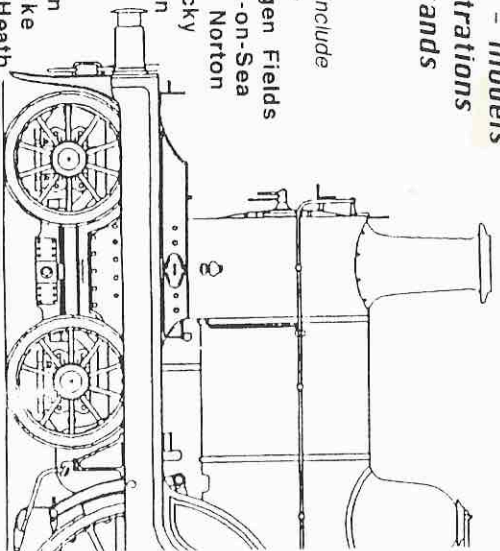
PRINCES WAY - BLETCHLEY - MILTON KEYNES
Bletchley main line station is a short walk or exit M1 Juncd 13-14
Admission £4.00 including guide Open 10.30 to 5.00
Admits 1 adult + 1 child



For more information write to 5 Park Place Wembley Hill Middx HA9 8DB

*real historical railway crests
layouts - models
demonstrations
trade stands*

layouts to include
2mm scale
Copenhagen Fields
Burnham-on-Sea
Chipping Norton
Inversnecky
Ashburton
S scale
Emwell
Yaxbury
East Lynn
Eagle Lake
Lydham Heath
other scale layouts
3mm (14.2mm) Hemlock EM Walford Tower
S4 Wanborough Camp 7mm Ditchling Green
ALSO - early commercial models in 2mm & S scale

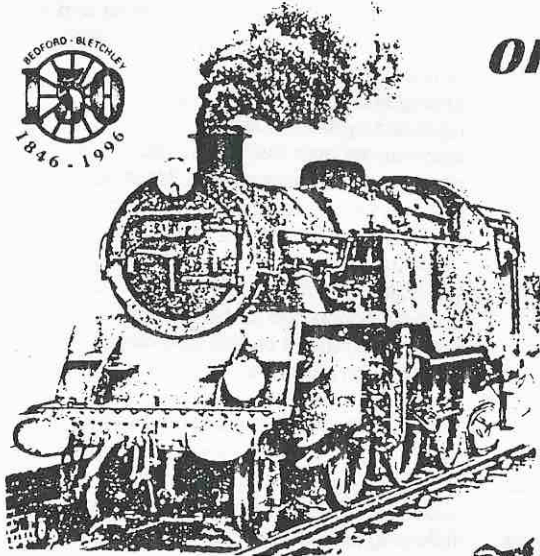


S scale 50

The S Scale Model Railway Society
celebrating the oldest scale society's 50th birthday
in partnership with
EXPO 2mm
of The 2mm Scale Association



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**Don't miss this unique opportunity
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MILTON KEYNES MODEL RAILWAY SOCIETY Founded 1969

President	Jim Wood	Committee	Geoff Bell
Vice Presidents	Les Wood		Chris Garner
	Gordon Etherington		Chris Lester
Chairman	Dennis Lovett		Colin Jamieson
Vice Chairman	Fred Collins	Librarian	Mark Wilson
Secretary	Chris Hughes	Museum Co-ord.	John Hatton
Treasurer	Eric Bowman	CMRA Rep.	Chris Lester

MKMRS is a member of the Chiltern Model Railway Association and the Model Railway Club.

A very busy month

The month of September was one of the busiest months that I can remember since I joined the club back in 1969!

The main event was of course the 150th Anniversary Exhibition at Woburn Sands, which Colin Jamieson organised for us, with assistance from Chris Lester. Colin has been an active member of the 150th Anniversary Committee and has spent well over 12 months organising this and other events. The event, very much regarded by your committee as an opportunity to support the wider programme of events with the main objective to break even. This was done. The event resulted in the first model railway exhibition appearance of Fenny Stratford. Although it is not yet finished (when are they ever!) the layout created a lot of interest and comment, all of which were complimentary! Congratulations, therefore, to our N gauge team led by Chris Garner for burning the late night oil in an effort to meet our deadlines. The Woburn Sands event also relied heavily on layouts provided by our members and friends. Stan and Brian attracted their usual crowds and John Hatton managed to keep the Trix operating despite its pounding the weekend before.

This leads nicely in to the busy weekend before Woburn Sands! The new Fenny Stratford needed to be moved before the Woburn Sands

event and tested prior to the main event. This was achieved by moving it to St. Martin's Church, Fenny Stratford for its exhibition debut. Being a local exhibition covering local history etc. it was an ideal place to show it. A similar trial took place with Mandelbury before it made its model railway exhibition debut at our own 1993 exhibition. This two day event was a major success and on the Sunday, we moved John Hatton to Wolverton, to the Stacey Hill Museum with his Trix Twin layout.

The following weekend John attended another exhibition in Wellingborough.

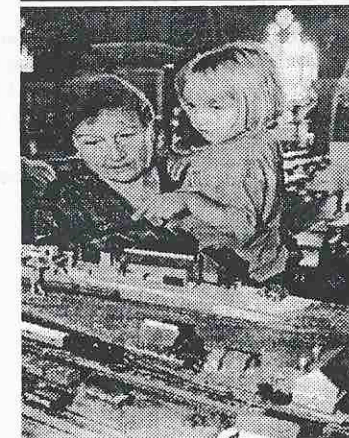
Not to be outdone, we also opened at Bletchley Park on three days,

gaining permission from the committee to close on the day of the Woburn Sands event. We were, however, open again on the Sunday.

This gives a grand total of **8 operating days in 5 different venues with 5 different layouts**. A far cry from the days when member clubs of CMRA were encouraged to support 4 exhibitions a year!

I hope October will be somewhat quieter, although we do have an important role to play in the Scale Show on October 19th at the Leisure Centre. See you there!!

Dennis Lovett, Chairman



We were so busy even the local press got confused. A picture of our Woburn Sands event taken in St. Martin's Church, Fenny Stratford, where the new N gauge layout was the focus of attention.

MK Herald

Club notes

Swapmeet dates

A swapmeet will take place at Woughton Campus on the following dates during 1996;

13th October
8th December

Opening times are 1100 - 1500. Admission is 70p, child/senior citizens 30p

Gauge O Guild - Spring Convention 8th March 1997

The Gauge O Guild will be returning to Bletchley Leisure Centre after a gap of a couple of years for their Spring Convention - next March.

We have plenty of notice to round up volunteers for stewarding etc. We have also been asked to provide catering and to assist with the setting up on the Friday evening (7th March 1997).

Please book these dates in your diary a.s.a.p Please note this is a **one day show** (mainly trade with some supporting layouts).

Gordon Etherington, Vice President

The Scale Show - 19th October

The S Scale Model Railway Society has invited MKMRS to provide 12 (or more) stewards at its 50th Anniversary event. The S Scale Society is a small organisation of talented scratchbuilders who work at 3/16 inch to 1 Foot. Our Honourary Member Ian Pusey, is also Chairman of the S Scale Society and it is

important that we support Ian at this event, who after all has done us proud on many occasions in the past. The 2mm Association are also providing exhibits and they too are a specialist group, who scratchbuild many of their models. A full list of exhibits appears elsewhere in this issue.

This looks to be an excellent show and the organisers have promised not only free entry to those volunteering to Steward but lunch as well from the Leisure Centre caterers.

Volunteers please put your name on the list by the signing in book. Twelve members have already volunteered and I look forward to supplying Ian with a longer list before the event.

Dennis Lovett, Chairman

QGM

The next QGM will be held on **Tuesday 29th October** starting at 8pm in the club room.

Would Committee members and club officers please note that a Committee Meeting will be held in the club room on Wednesday 23rd October commencing at 7.45pm.

Steam on the Bedford line

We understand that the Bedford - Bletchley 150th Anniversary committee will be sponsoring steam trains on the Bletchley - Bedford (Marston Vale Line) on Saturday 21st December. (see advert on back page)

Bletchley Park duties

The Bletchley Park duty roster now appears on **Page 3**. Your support is greatly appreciated. **John Hatton will explain the procedures and how to operate layouts.**

The Network SouthEast era

On 10th June 1986 the Network SouthEast sector of British Rail was formed and the line transferred to that organisation from the London Midland Region of British Rail.

Electrification

In 1987, Network SouthEast announced its plans for the electrification of the Watford - St Albans line. Work began in October of the same year and was completed by 11th July, 1988 when the first electric passenger trains operated. The line has been worked by electric multiple units collecting power from 25kV overhead wires ever since.

How Wood station opens

As part of the electrification scheme, work began on a new station at How Wood between Park Street and Bricket Wood. The station was officially opened for traffic on 22nd October, 1988.

The 1993 Railways Act

As a result of the 1993 Railways Act becoming law on the 31st March 1994, Network SouthEast split into several train operating companies, of which North London Railways was one. Ownership of stations and tracks transferred to the newly formed Railtrack on the same date.

Formation of Abbey Flyers Users Group (ABFLY)

In order to protect the interests of the lines passengers, the Abbey Flyers Users' Group (ABFLY) was formed in May 1995. The group both promotes the line and holds regular meetings with the management of North London Railways to

discuss issues of mutual interest.

The future

North London Railways is working with the local authorities and the users' group to ensure that the line plays a major role in transporting people along the line in future years. It has the potential to become a major carrier into the traffic congested city of St. Albans and to play a role in its future tourism development.

Trains through the years

From the opening of the line, trains were worked by 2-2-2 tender locomotives and 4 wheel coaches. Eventually, by the 1870s, tank engines of the 2-4-0T wheel arrangement were used. These were replaced by more powerful tank locomotives over the years. Trains were often push/pull worked with the driver working the locomotive on trains towards St. Albans, whilst on the reverse working to Watford the driver was located in a specially converted coach which had controls connected to the locomotive. The fireman remained on the locomotive during such journeys.

Diesel multiple units were first tried on the line in the 1930s but were not in regular use until some 20 years later when widespread dieselisation was introduced following publication of the 1955 Modernisation Plan.

Diesel units remained on the line until 1988, when electrification permitted more modern electric multiple units to be introduced. These units are still in use today.

This concludes the four part article on the Abbey branch.

The Abbey Branch (Part 4) by Dennis Lovett

Hatfield Line closes

Passenger services on the Hatfield - St Albans Abbey line were withdrawn on 28th September, 1951. Freight traffic continued until 1964 when the line finally closed. The track had all been lifted by 1967.

Abbey also threatened with closure

Closure was announced in 1963, when the famous "Beeching Report" listed the line for total closure.

The line thankfully was reprieved, due mainly to the building of houses north of Watford (see Garston section).

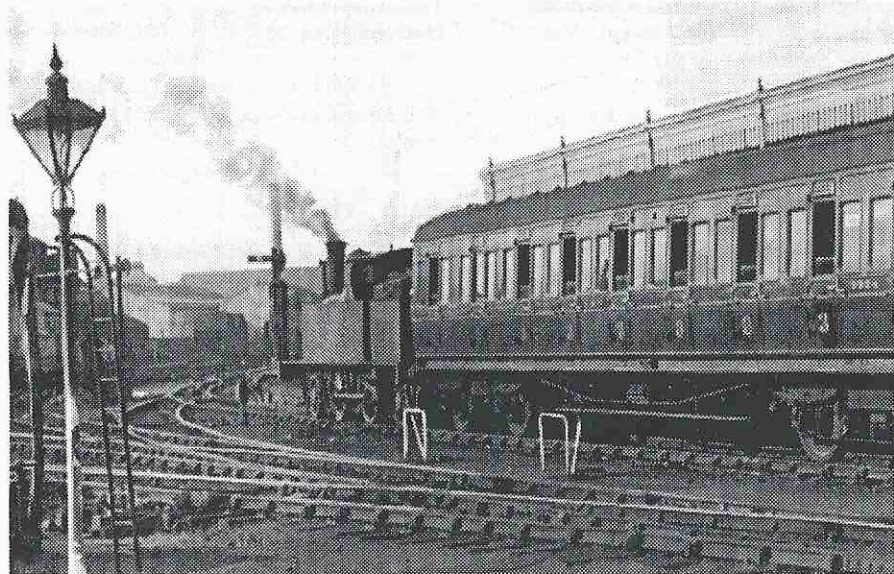
All the stations on the line became unstaffed halts in February 1966.

Most goods yards on the line closed around 1965, an exception being the sidings serving the gas works at St. Albans where coal trains ran until its closure in 1971.

Some freight facilities remain at Watford North although they have not seen regular traffic since the mid-1980s.

Garston opens

With the line reprieved and new housing being built alongside the line, a new station was proposed for Garston. It opened as an unstaffed halt on 7th February, 1966.



A train for St. Albans Abbey stands at Watford Junction in May, 1931. The locomotive is No. 6569. Photo: H.C. Casserley

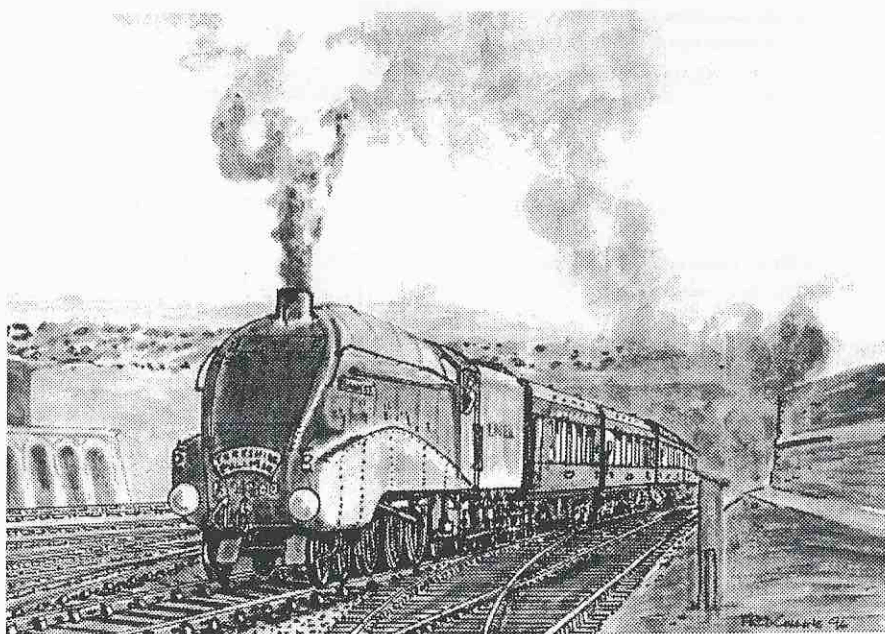
Bletchley Park Roster Board

By the Chief Roster Clerk

January 13th: JH, Fred Collins, Ernie Johnson	July 13th: JH, Don Pigott, Eric Preston
January 14th: JH, Ray/Richard Cousins, John Tennant	July 14th: JH, Roger Blackburn
January 27th: JH, Richard Cousins	July 27th: Colin Jamieson & Peter Moore
January 28th: JH, John Tennant	July 28th: Tony Cordwell
February 10th: Bruce Garwood, Ken James	August 10th: JH, Tony Cordwell
February 11th: JH, Chris & Nick Hughes	August 11th: JH, John Tennant, Dennis Lovett
February 24th: JH, Dennis Lovett, John Tennant	August 24th: JH, John Tennant, Eric Preston, Chris Lester
February 25th: Chris Garner, Ken James	August 25th: JH, John Tennant, Bruce Garwood, John Dibben, Ken James
March 9th: JH, Geoff Bell	August 26th: JH, John Tennant, Ernie Johnson, Dennis Lovett
March 10th: JH, Dennis Lovett	September 7th: JH, Ernie Johnson
March 23rd: Tim Davey, Ken James	September 8th: JH, Bernard Worden, John Tennant, John Dibben
March 24th: Chris Hughes	September 21st: Woburn Sands Event (not open)
April 6th: JH, Ernie Johnson	September 22nd: JH, Dennis Lovett, John Tennant, John Dibben
April 7th: JH, Bernard Worden	October 5th: JH, Tony Winn
April 20th: Eric Bowman, Gordon Shrimpton	October 6th: JH, Ray & Richard Cousins
April 21st: Richard & Ray Cousins	October 19th: TBA (S Scale/2mm Association, BLC)
May 4th: John Tennant, Chris Hughes	October 20th: JH, Gordon Shrimpton
May 5th: John Tennant, Roger Blackburn	November 2nd: Geoff Bell, Colin Jamieson
May 6th: John Tennant, Chris Lester	November 3rd: JH, Fred Collins
May 18th: Bruce Garwood & Ken Wiggins	November 16th: Ken James
May 19th: JH, Fred Collins, John Tennant	November 17th: Chris Hughes
June 1st: JH, Tony Winn	November 30th: Ken James
June 2nd: JH, Dennis Lovett	December 1st: Don Pigott, Eric Preston
June 8th: JH, Mark Wilson	December 14th: Chris Lester, Phil Gilbert
June 9th: JH, Bruce Garwood, Ken Wiggins, John Tennant	December 15th: Chris Garner, Ken Wiggins
June 15th: Gordon Shrimpton, Les Wood	JH = John Hatton (Museum co-ordinator).
June 16th: Chris Hughes, John Tennant	If you are unable to work the day allocated please arrange a "swap" with another member
June 29th: Richard & Ray Cousins	
June 30th: JH, Chris Garner, John Tennant	

The British Pacific Locomotives

No 5: The LNER Streamlined A4 Pacifics by Fred Collins



Cylinders: 3 x 18.5"
Boiler Pressure: 250 p.s.i.
Length over buffers: 73' 0"
Weight incl. tender: 167.9 tons

1935 saw the introduction of Gresley's masterpiece, the A4 pacifics.

With increasing competition from the motor car and aeroplane it was realized that the train services would have to be speeded up if the railways were to keep their customers. Railways in various parts of the world were experimenting with trains that ran non-stop, city to city at high speed (sounds familiar). The Americans with their big powerful diesels, the French with steam and the Germans with diesels were all leading the way.

Gresley studied the German system and de-

vised he could do better with steam and haul heavier trains! Drawing on the experience gained with the A1's and A3's, a new locomotive was designed.

The boiler pressure was raised to 250 p.s.i. Slight alterations were made to the valve and cylinder dimensions. The lateral springing on the bogie was improved and based on the findings of the great French engineer Andre Chapelon, the internal steam passages were smoothed to allow free flow of the steam.

There is a theory that the external streamlined shape was forced on Gresley by the publicity people. This is difficult to accept and as I cannot imagine Gresley having anything forced upon him! Gresley seemed to be enthusiastic with the streamlining, spending some time perfecting the shape with wind tunnel

testing.

The streamlining of trains is not thought to be effective at speeds below 80 mph, but obviously Gresley intended the A4's to be faster than this for most of the time anyway. No. 2509 "Silver Link" was the first of the A4's to enter service and went straight in at the deep end operating the Silver Jubilee service to Newcastle and back, completing the round trip on the same day. Silver Link bore the load for the first 2 weeks until other members of the class were released from Doncaster Works.

On 27th September 1935 a trial was arranged from Kings Cross to Peterborough for the Silver Jubilee train with "Silver Link" at its head. Incredible feats of speed were achieved that day with 41 miles reeled off at an average of 100 mph, 25 of them at an average of 107 mp. With a maximum speed of 112.5 mph, a new world speed record for steam traction was created. The record was later raised to 113 mph by the LNER and to 114 mph by the LMS.

During 1938, a series of high speed brake tests was organised, one of the tests was earmarked for an attempt at the speed record. "Mallard" was the engine selected and left Grantham with full regulator and 40% cut off, which was maintained throughout the run. The speed was allowed to rise until a maximum of 126.4 mph

was reached on the down hill run towards Peterborough. At this speed, the 6' 8" driving wheels would be revolving at 9 times per second. Several tons of rods and valve gear were reciprocating at the same rate. The pulses from the exhaust were occurring at 50 times per second.

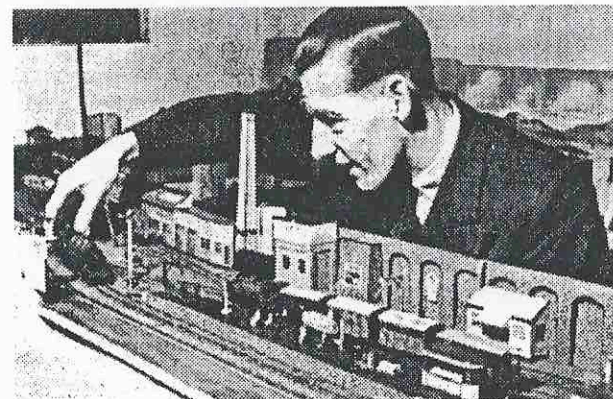
For those not familiar with the workings of A steam engine. A three cylinder steam locomotive would be the equivalent of a 6 cylinder car engine, as steam is admitted to both sides of the steam piston. The A4 would produce 6 power strokes to each turn of the driving wheels.

The outbreak of the war put an end to all high speed running on Britain's Railways and apart from a few special trips the speeds of the 1930's were never repeated post war.

The A4s remained virtually unchanged through their lifetimes except for the cutting away of the valances to ease maintenance during the war. The fitting of double chimneys also took place.

The wedge shaped fronts were believed to have been designed to throw the exhaust clear of the cab, but for whatever reason, it made them instantly recognisable as unique and graceful machines. the product of Gresley's genius.

All the Presidents Models!



A recent influx of old magazines were gratefully received for their place in the library, when one dropped open at the page that showed our president, Jim Wood during his Norwood Club days. The Railway Modeller for May 1955 shows Jim with his 16.5mm stud contact layout. The list of prizewinners told of Jim picking up the top prize, the J B Wilson Trophy for his scratchbuilt LMS tank No. 2500 at the annual exhibition held on 26th February that year.