

The Gauge O Guild Ltd.

1997 SPRING CONVENTION



**Saturday March 8th 1997
1000 - 1700**

**Bletchley Leisure Centre,
Princes Way, Bletchley,
Milton Keynes.**

Admission: Members £2.50

Non - members £5 (includes Family)

***8 Working layouts**

***Over 80 specialist traders**

***Test Track**

***Demonstrations**

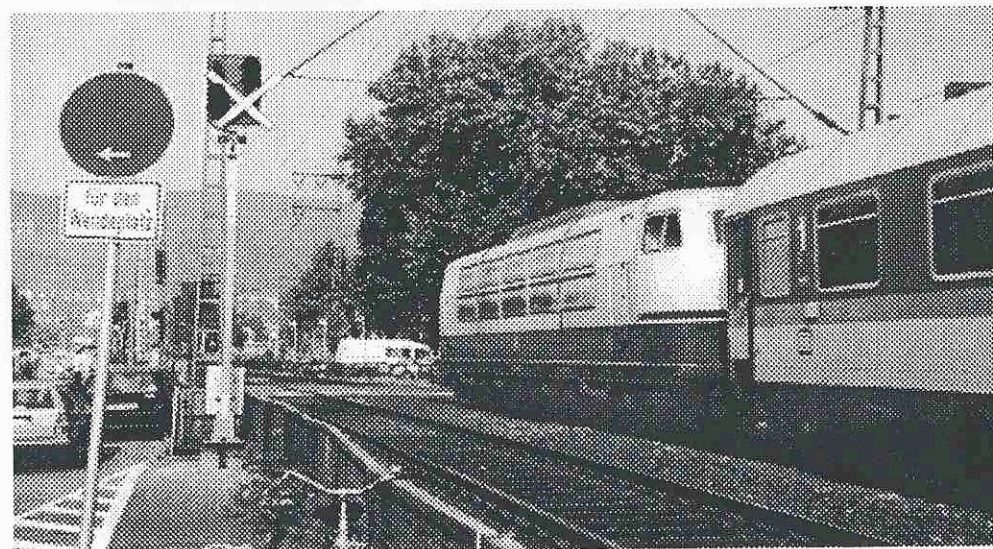
*The specialist model railway show for the
O gauge modeller*



MKMRS NEWS

No. 60

MARCH 1997



A north bound InterCity service pulls out of Bingen, Germany
Photo: David Lean

**Published by Dennis Lovett, Chairman, Milton Keynes Model
Railway Society.**

Telephone 01908 376750

MILTON KEYNES MODEL RAILWAY SOCIETY

Founded 1969

President	Jim Wood	Committee	Geoff Bell
Vice Presidents	Les Wood		Bruce Garwood
	Gordon Etherington		Gordon Shrimpton
Chairman	Dennis Lovett		Colin Jamieson
Vice Chairman	Fred Collins	Librarian/s	Mark Wilson
Secretary	Chris Hughes		Ray and Richard Cousins
Treasurer	Eric Bowman	Museum Co-ord.	John Hatton
		CMRA Rep.	Chris Lester

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

Outlining the way ahead

At the recent AGM, I concentrated this year on the way ahead. Your committee has been giving the matter considerable thought and we have prepared a 3 year plan. Several members have since spoken to me, requesting more information and I have agreed to use this column to outline where we hope to be in three years time, by printing the information which appeared on the viewfoil at the meeting.

For the record this is what we propose as our three year plan:

Short term objectives (1 year)

*Complete test tracks to museum standard

*Revamp Verney Junction to museum standard and create viewing gallery

*Complete Fenny Stratford project and secure behind viewing panels

*Upgrade main display lobby (decoration, electrics etc).

*Convert new display cabinet

*Create Shop window (display area)

*Convert tram layout into display module (behind perspex)

*Continue work on O gauge

*Continue work on EM

*Upgrade notices - provide display panels on Verney Junction / Fenny Stratford

*Continue to seek additional premises for displaying further layouts (incl. O Gauge)

Mid term projects (2 years)

*Tidy garden area and create out of door test tracks in O and G (G1 scales)

*Work with interested parties to provide additional railway related attractions

*Hold a model show with

other groups at Bletchley Park (boats/planes/military/cars etc.)

Longer term projects (3 years)

*Ensure that all outstanding items have been undertaken

*Ensure that additional visitor areas have been secured and are operational

*Recruit additional membership to enable us to operate accordingly

Enthusiasm is such that work on a number of these projects has already started or planning has commenced.

I look forward to our next AGM when the listing will be reviewed. It will be interesting to compare the number or ticks with the number of tasks.



Dennis Lovett
Chairman

Steam Returns

By Colin Jamieson

As you will have seen from the photographs in the last edition, steam did return to Bletchley on December 21st. This was despite pessimism from some quarters (including some of the Bedford - Bletchley 150th Anniversary Committee, I must confess!). However, we were determined that steam should commemorate the 150th Anniversary of the line and I think it is true to say that on occasions our hearts ruled our heads!

However, it was a close run thing - those of you who heard conversations between the Chairman and myself on club nights will know of the problems! Most of the problems emanated from the fragmentation of the railway system - I could almost write a book on this subject but I'll spare you the details. I've no doubt that the railway companies are very reluctant to run special trains, as we experienced obstacles at every turn. Fortunately there was a great deal of determination and enthusiasm on the part of the organising committee and a large number of unsung heroes existed in the form of professional railwayman, some of whom you probably know and who will remain nameless in view of some of the behind the scenes activities! I have to say that we were very fortunate in having their assistance, because without them it would not have happened.

In view of all the difficulties associated with running steam specials, let alone the extortionate 'access' and other charges, I do not know how main line steam survives. In the end the day (almost!) went well - all the things we thought might go wrong (loco not arriving, loco failing steam test, crew not turning up, stock arriving late etc.) didn't. But on the morning, a dispute over who would travel on the footplate took over 2 hours to resolve and ultimately led to one return working being cancelled.

Other than this, all went well - the loco performed superbly and nearly everyone enjoyed themselves.

To those of you who supported us, whether by travelling on the train, "putting the word around" or just expressing support, many thanks. If you have any photographs or video, I would be pleased to see them.

For me the highlights were:

- the enthusiasm and support of the staff of NLR Bletchley Depot

- smiling children

- storming up Broghborough bank

- the Welsh driver of the last 2 trains who was thrilled to be back on the footplate of his old loco (he last drove it when based at Oswestry in the 1960s).

One happy passenger asked me if we would be doing it again next year - I think you can guess my reply.

BLETCHLEY PARK ROSTER 1997

WEEKEND OF		MEMBER ON DUTY	MEMBER ON DUTY	MEMBER ON DUTY	
Saturday	11	January			
Sunday	12	January	John Hatton	Dennis Lovett	
Saturday	25	January			
Sunday	26	January	Chris Hughes	Nick Hughes	John Hatton
Saturday	8	February			
Sunday	9	February	Roger Blackburn	Ian Leigh	
Saturday	22	February	Geoff Bell	Gordon Shrimpton	
Sunday	23	February			
Saturday	8	March			
Sunday	9	March			
Saturday	22	March	Mark Wilson	Bruce Garwood	
Sunday	23	March	Ray Cousins	Richard Cousins	
Saturday	5	April	Eric Bowman		
Sunday	6	April	Chris Hughes	Nick Hughes	Gordon Shrimpton
Saturday	19	April	Eric Preston	Don Piggott	
Sunday	20	April	Bernard Worden		
Saturday	3	May	Phil Wood	Bruce Garwood	
Sunday	4	May			
Saturday	17	May			
Sunday	18	May			
Saturday	31	May			
Sunday	1	June	Roger Blackburn		
Saturday	14	June	Bruce Garwood		
Sunday	15	June			
Saturday	28	June			
Sunday	29	June	Phil Wood		
Saturday	12	July	Eric Bowman		
Sunday	13	July			

Club notes

Swapmeet dates

A swapmeet will take place at Woughton Campus on the following date during 1997;

April 13th
June 29th
September 21st
November 23rd

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 - on the 8th March.

Volunteers are required from 1500 on the 7th March to help with laying out the halls etc, Stewards are needed for the 8th itself, whilst Fred and his catering team will be happy for volunteers to assist them on both occasions (Tea will need brewing on both Friday and Saturday morning/evening).

Stewards please volunteer to Geoff Bell. A cooked lunch will be provided free of charge to all volunteers!

Dennis Lovett, Chairman/Exhibition Manager

HMRS - February meeting

The HMRS will be at our club rooms on Wednesday 26th February at 1930 hrs when

the subject will be "Caledonian Boat Trains". MKMRS members are invited to attend these meetings. Further details from Eric Bowman.

Bletchley Park duties

The Bletchley Park duty roster now appears elsewhere in this issue. Your support is greatly appreciated. John Hatton will explain the procedures and how to operate layouts. A new roster for 1997 will appear shortly.

Bletchley Park photo passes

These are now available once more. If you are not in the possession of one of the blue ID passes with a photograph please provide the Chairman with two passport size photographs.

I appreciate that some of you have done this previously and they were lost outside of our control. Please resubmit them as production is now done on site and they are normally back within a few days.

Dr Daly's Repair shops up and running

Austin Daly, well known for his ability to repair trains at Bletchley Railwayana has set up a repair facility. Details on 01908 376389.

N Gauge Society heads for Bletchley

The N Gauge Society is holding its 30th Anniversary at Bletchley Leisure Centre on 22/23

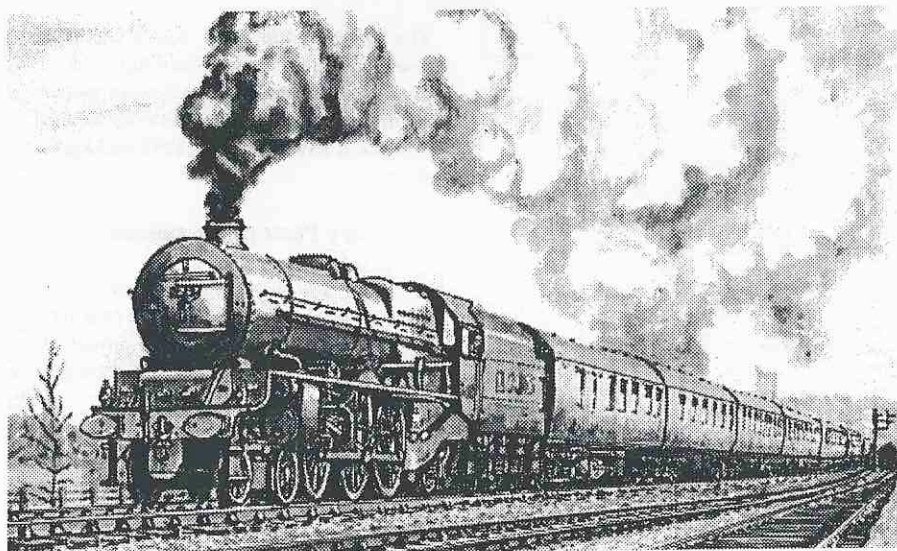
November, 1997. Details Ken James.

Doncaster Races

Well done to those who represented us at the BRM Exhibition on 15/16th February at Doncaster Racecourse. Mandelbury Central was well at home and ran plenty of trains which were much acclaimed by the 6,000 visitors.

The British Pacific Locomotives

No 6: The LMS "Princess Royal" Pacifics by Fred Collins



Cylinders: 4 x 16. 25"
Boiler Pressure: 250 p.s.i.
Length over buffers: 74' 4.25"
Weight incl. tender: 158. 6 tons

For the benefit of our younger members, it is worth going into the background of how the LMS was formed. In 1923, many of the railways in Great Britain were amalgamated under the 1922 Railways Act by the Government into 4 large regional companies. These were The London & North Eastern Railway (LNER), The London, Midland & Scottish Railway (LMS), The Southern Railway (SR) and the Great Western Railway (GWR). The two largest constituent companies to form the LMS were the London & North Western Railway and the Midland Railway, both of which were large companies operating on parallel routes from London to the North. Together with the other constituent companies such as the Caledonian Railway and the Lancashire & Yorkshire Railway, the LMS became the largest commercial

company in the world.

The years following Grouping resolved into a battle between the two important powerhouses of Crewe (x L&NWR) and Derby (x MR). Internal politics assumed more importance than actually operating the railway (sounds all too familiar!). The former L&NWR routes relied on Claughton 4-6-0s which were not really up to the task of hauling the heavier trains and the faster schedules demanded after Grouping. The West Coast route was saved by the cavalier attitude of the train crews who thrashed their locomotives unmercifully when required. The situation at Derby was somewhat different with the 4-4-0 compounds being well engineered but too small, with double heading becoming increasingly necessary in order to maintain time.

The LMS Board tried in desperation to buy GWR Castle Class locomotives but were met with a flat refusal. This resulted in the

building of the parallel boiler "Royal Scots" supposedly from drawings supplied by the SR of the "Lord Nelson" Class. The "Royal Scot" order was farmed out to contractors and although the class performed brilliantly when new, they soon deteriorated when the deficiencies in their construction began to show. The LMS Board realised that drastic measures were needed.

William Stanier, who was second in command to Collett on the GWR, was approached with an offer to take over as Chief Mechanical Engineer of the LMS. He would be given a free hand to tidy up the chaotic affairs on the works side, to standardise the locomotive fleet and to produce locomotives befitting the biggest railway company in the world.

Stanier could see that his chances of succeeding Collett, who was only a few years older than himself, would be along time coming and only a few years away from his own retirement. He quickly accepted the offer from the LMS.

His first job was to get the warring factions at Crewe and Derby pulling in the same direction. This he did brilliantly, as 18 months after taking office his first locomotive appeared, the pacific "Princess Royal" (I got there in the end!).

The first of the "Princesses" showed the influence from Swindon but Stanier quickly

realised that not everything that suited was Swindon was suitable for the LMS working conditions. The superheating was upgraded, a dome for steam collection fitted and other minor alterations made to prepare them for the high speed running they had been built for.

Stanier also spent time at Crewe bringing the engineering standards up to Swindon levels. In November, 1936 a trial run was arranged from London to Glasgow non-stop. This was achieved at an average speed of over 75 mph for the whole journey, including the awesome climbs over Shap and Beatock. The speed did not exceed 95.5 mph at any point although long stretches on that run must have been achieved at very high average speeds.

Another trial run yielded an average speed of 75.5 mph from Euston to Rugby with a train of 500 tons. The arrival of Stanier had brought a dramatic improvement in locomotive performance probably never occurring before or since, except maybe with the introduction of the Britannia Pacifics in East Anglia. But more about them later in the series!

LMS engineering must have been proud of their 12 "Princess Royal" locomotives but Stanier knew they could be improved upon. They were to be a testbed for the Streamlined Coronation Class that was to follow.

G.E.MODELS (FORMERLY BLETCHLEY RAILWAYANA)

OPENING 15th FEBRUARY 1997

Gordon Eckersley can now supply your modelling needs by Mail Order

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