

**1997 Club outing to the North Norfolk Railway,
Sheringham
Sunday 6th July**

Departing Bletchley Park at 0800 (cars can be left in club room car park).
Departure from Sheringham at 1715. Approximate journey time 3 hours in each
direction.

The North Norfolk Railway runs for some five miles from the coast at
Sheringham to the town of Holt. Opened originally as part of the Midland & Great
Northern Railway, the first section from Sheringham to Weybourne re-opened in
July, 1975.

In addition to the railway, the town centre at Sheringham and its beach are just
a few minutes walk from the station. Catering facilities are available at
Sheringham or Weybourne.

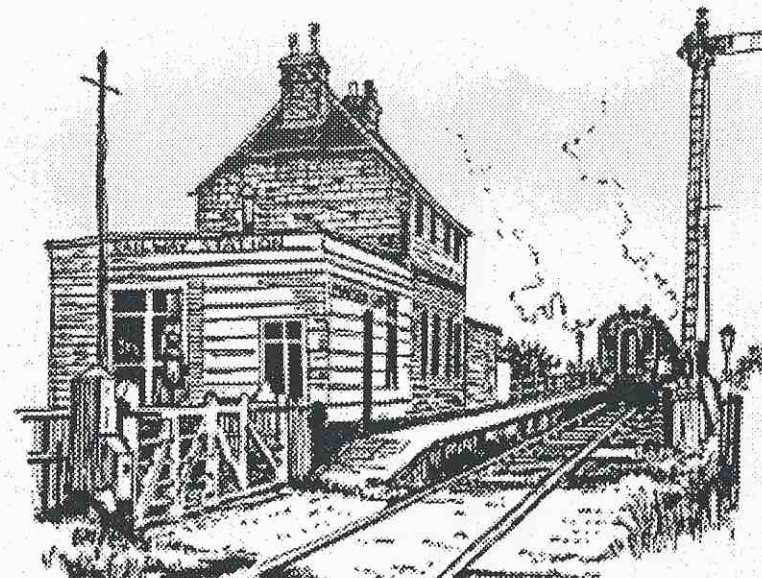
See booking form for further details



MKMRS NEWS

No. 62

MAY 1997



Marston Gate Station (Cheddington - Aylesbury line)

Picture: Courtesy G.E. Models, Sheringham

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

Telephone 01908 376750



West Coast plans from Virgin

By A. Mole (not) aged 34 3/4

News is coming in of Virgin West Coast's plans for the Summer Timetable which begins on June 1st. Improvements include:

- * An hourly service to/from London/Nuneaton on weekdays
- * Hourly service to/from Wigan and Warrington/London weekdays
- * Enhanced evening service from Birmingham New Street to Milton Keynes departing from New Street at 1815, 1845, 1945, 2045, 2145
- * Enhanced mid evening service from Birmingham New Street to Milton Keynes departing from New Street at 1645, 1715, 1745 then as above
- * Hourly service during morning peak from Watford Junction/Milton Keynes to Manchester and Liverpool with an hourly service returning from mid-afternoon onwards
- * Improved connections at Rugby for connections to/from Northampton

The above information is available in the on-board magazine 20:20.

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.

The Great Outdoors

In the derelict garden by the side of the club room, there has been a great deal of activity in recent weeks. The overgrown vegetation has been removed by Les. A team led by Les, Fred and Bernard have removed the cage which previously stored gas bottles, opening up the whole area. Fred and John have reroofed the former greenhouse and plans are being prepared for an outdoor O gauge layout, with the opportunity for a G and Gauge 1 facility at a lower level.

It will take sometime before we can enjoy the sight of a train running round the outdoor tracks but it will further enhance our visitor facilities and provide our membership with yet further options to enhance their modelling activities.

The garden area, once enhanced with a seat or two, will be a useful summer attraction. We do not, however, anticipate much demand for it during the winter months although one wag was

heard commenting it would probably be warmer than being inside!

In our three year plan, the outdoor project was listed as a year 2 activity. Enthusiasm for a range of activities has never been greater in our club life. There is so much going on that your Chairman finds it hard to keep up with it all. Volunteers are welcome to join in. Please see Fred or Les for further details.

Another part of our plan has been the improvements to the visitor areas in our buildings. It is amazing what two coats of emulsion have achieved. The displays and boards are now far better than they were. Work has now moved to the Verney room and will be followed by the main display area once that has been completed.

Once these areas have been improved then we need to ensure that we keep the public areas absolutely spotless. Please ensure that anything being worked on is tidied up

before one of open weekends.

Attention is now being turned to other areas and we are talking with the World War Two Railway Study Association to see if we can come to some arrangement regarding further displays.

There is little opportunity for anyone to get bored. There is so much to do and I am delighted to say so many doing it! Please keep up the good work, I am sure that we can produce the goods and provide plenty for our visitors to see in the coming years.

Keep up the good work.

Dennis Lovett
Chairman

PS I am sorry to report that Don Pigott has been unwell recently and is currently at Milton Keynes Hospital. A card has been send wishing him a speedy recovery and a return to Tram driving on the layout.

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

Thanks to all those who volunteered to assist at the Gauge O Guild Spring Convention on 8th March.

We must have made a great job of it as the Guild have announced their intention to repeat the event next March!!!!

Dennis Lovett, Chairman/Exhibition Manager

HMRS - April meeting

The HMRS will be at our club rooms on Wednesday 30th April at 1930 hrs when the subject will be "The Channel Tunnel" by well published expert Barrie Hughes. MKMRS members are invited to attend these meetings. Further details from Eric Bowman.

Bletchley Park duties

A new roster will appear in the next issue. Please consult the roster board in the club room for the next few weeks.

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.

Club Outing

Members should find a copy of the booking form inserted in this issue of MKMRS NEWS. Our Hon. member for Norfolk, Gordon Eckersley has volunteered to return to Bletchley Park on **Sunday 6th July** so that he can drive one of the coaches from the Park to the **North Norfolk Railway at Sheringham**. Gordon, for those who were not aware retained his PSV throughout his Bletchley Railwayana days and regularly drove the coaches parked at the bottom by Sherwood Drive. Thanks to Gordon's generosity, we are able to offer very good rates. There will be an opportunity for you to visit Gordon's new emporium on Sheringham station during the day, so start shaking those piggy banks!

Lavendon Exhibition

Mandlebury will be exhibited at Lavendon on the 19th/20th April. Lavendon is near Olney.



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of fine scale railway modelling in 4mm scale

SATURDAY 17th MAY 1997
10.30am - 6pm

SUNDAY 18th MAY 1997
10.30am - 5pm

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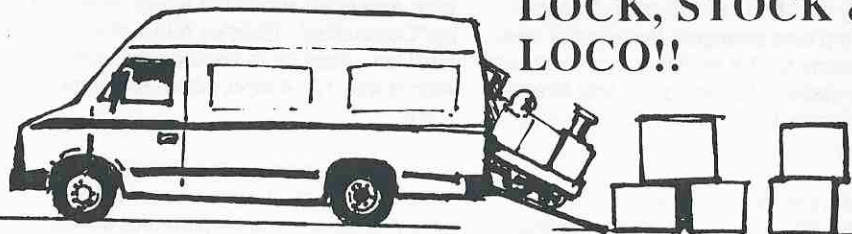
Further details of the Society and this event, send sae to :
Mike Bell. (Chairman) 200A Prospect Road, Woodford Green, Essex, IG8 7NG

**BLETCHLEY
RAILWAYANA**

21 St Mary's Avenue
Bletchley,
Milton Keynes MK3 5DT
Telephone 01908 648299

Proprietor: Gordon Eckersley

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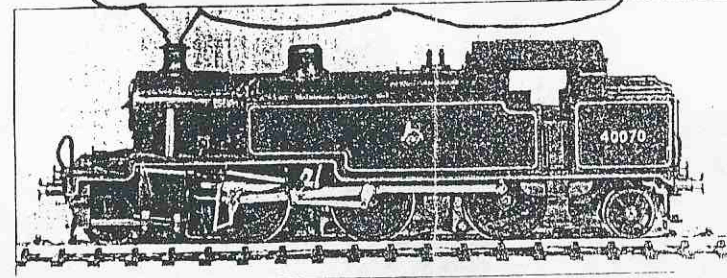
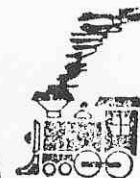
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8th ANNUAL

**LAMREX
MODEL RAILWAY
EXHIBITION**



Working Layouts

THE VILLAGE HALL, HIGH ST.,
LAVENDON, NORTH BUCKS/
SOUTH NORTHANTS BORDER.



Saturday/Sunday

APRIL

19th./20th.

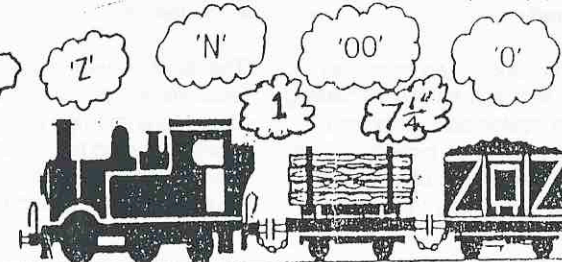
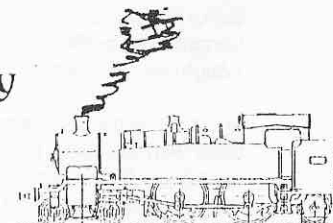
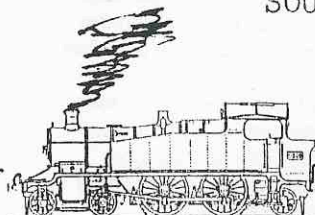
Video Display

1997.

Refreshments

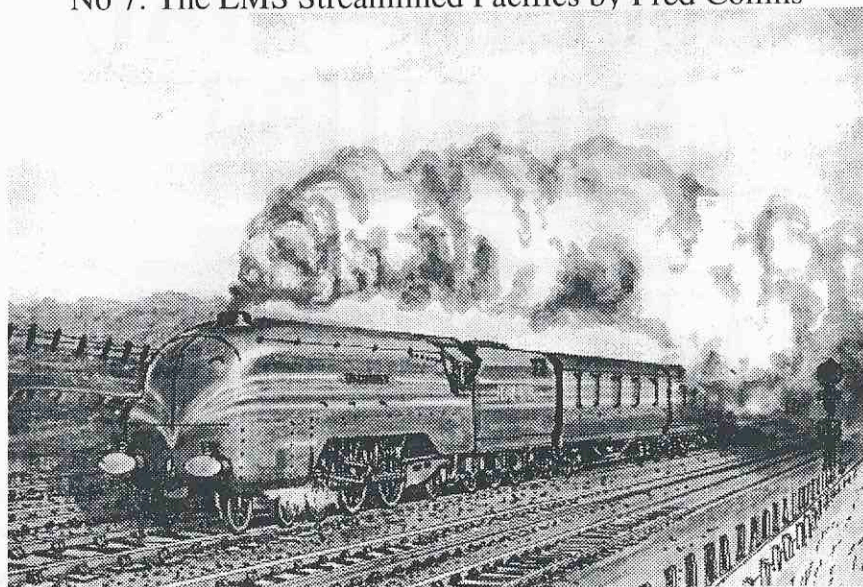
11.00 am - 5.00 pm.

Adults £1.50, Children & Senior Citizens 75p
2 x 2 Family ticket £4.00 including programme.
Contact Bob Hill on 01604-811130.



The British Pacific Locomotives

No 7: The LMS Streamlined Pacifics by Fred Collins



Cylinders: 4 x 16. 50"
Boiler Pressure: 250 p.s.i.
Length over buffers: 73' 9.75"
Weight incl. tender: 164. 50tons

By 1937, in the few years that Stanier had been with the LMS, he had completely revitalised the locomotive fleet. The Princess Royals were doing sterling work with the main line expresses, the Jubilees and Black 5's were in production, the 8f 2-8-0s had appeared for freight work and the 2-6-4 tanks were in traffic. These were to form the standard locomotives for LMS work and locomotive affairs were looking pretty good. Although the Princess Royals were performing well, Stanier knew that they could be bettered.

Work was put in hand for an improved Pacific design, with a capability of hauling heavy trains at sustained high speed. Driving wheels were to be increased from 6'6" to 6'9", a high degree of superheat was specified and the internal steam

passages were given particular attention to ensure that the steam generated from the super efficient boiler would reach the cylinders by the most direct route possible.

The four cylinders were operated by two sets of Walschaerts gear on the outside cylinders, the inside cylinders working from rocking levers, the opposite method to the GWR Kings and Castles.

The grate area would be 50 square feet, the size of a small room, the maximum recommended under the existing legislation for hand firing. To assist the fireman with the task of feeding the hungry giant, a steam operated coal pusher was installed in the tender.

The decision was made to streamline the locomotives resulting in an eye catching shape, painted rich blue with silver lines running front to back. When coupled to the Coronation Scot train, the livery was continued along the length of the whole train.

It was obvious from the start that the locos could do everything asked of them with power to spare. In fact the loco could produce and use steam well beyond the physical capacity of a fireman to feed the firebox.

After its initial running in turns, it was decided to use No. 6220 "Coronation" for an attempt at the world speed record, then held by the LNER at 115 mph. A special press trip was arranged, the attempt was to be made on the southern approaches to Crewe station, this being the only stretch of LMS track then suitable for high speed running.

The train set off from Euston amid great publicity, 80 mph was reached from Harrow, 87 through Cheddington, 86 through Wolverton. Clearly, the locomotive wasn't going to be nursed en route to the record attempt. Whitmore Summit, 10 miles out from Crewe was reached at 85 mph. The locomotive was then given its head and speed rose to 114 mph with 1.25 miles to go before it reached Crewe and its complicated trackwork. Common sense prevailed and the regulator was closed, accompanied by a full application of the brakes. With flames streaking from the brake blocks, the train rushed into the points systems at Crewe at a speed of 52 mph. The speed restriction stood at 20 mph!!!

It was reported that not a cup or plate was still in one piece in the restaurant car after this escapade.

It is generally accepted that the locomotive could have travelled faster, had the track been available for higher speed running, possibly as high as 120 mph. LMS enthusiasts will say that 130 mph was possible but this is all academic. None of the class ever exceeded above the speed recorded by "Coronation". Gresley A4 Pacific "Mallard" later went on to set the world steam record with 126.4 mph, which still stands today.

History will remember the Coronation class as beautiful locomotives, magnificently designed and engineered, a tribute to Stanier. Credit must also be given to Coleman, the Chief Draughtsman at Crewe who undertook much of the design work. Stanier was at the time, on loan to Indian Railways investigating the rough riding characteristics of rough riding on certain of their locomotive classes.

The second batch of the class were produced without the streamlined casing and these will form the next article in the series.

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