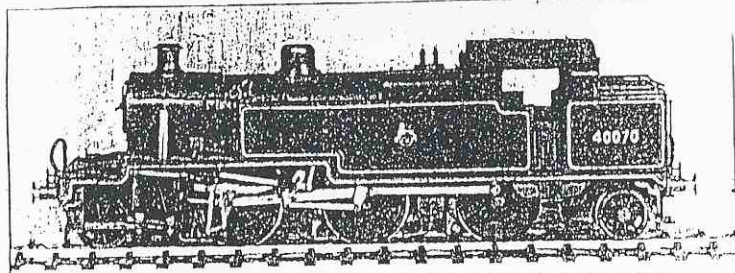
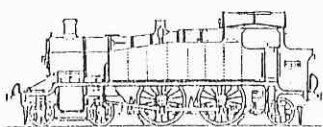


OLNEY MODEL RAILWAY EXHIBITION



Working Layouts

THE OLNEY CENTRE, HIGH ST.,
OLNEY, NORTH BUCKS/
SOUTH NORTHANTS BORDER.



Video Display

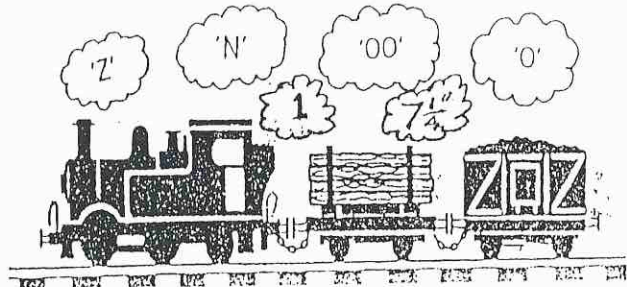
SUNDAY,
NOVEMBER 2nd.
1997.



Refreshments

11.00 am - 5.00 pm.

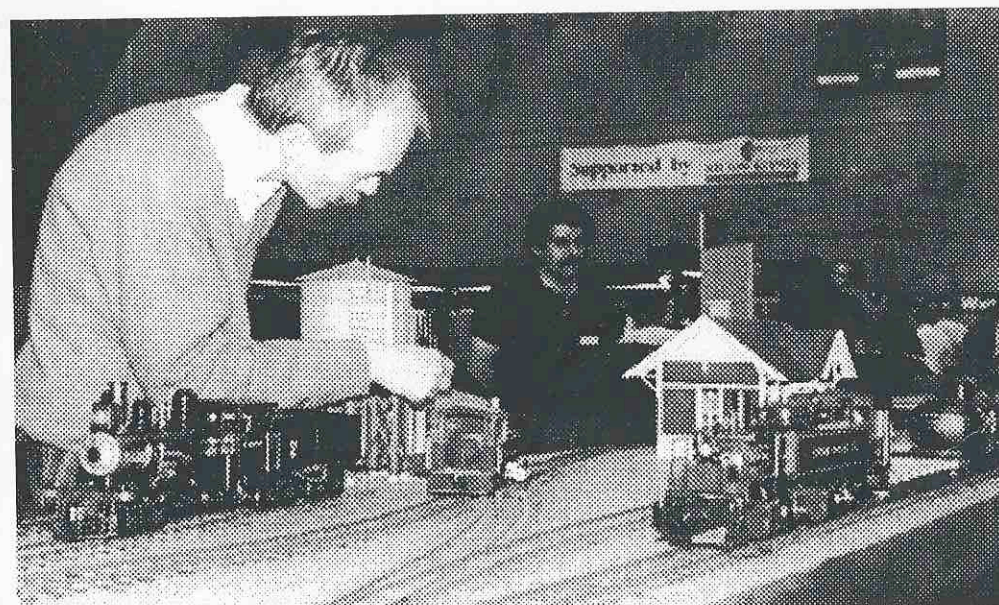
Adults £1.50, Children & Senior Citizens 75p
2 x 2 Family ticket £4.00 including programme.
Contact Bob Hill. 01604-811130.



MKMRS NEWS

No. 69

DECEMBER 1997



Phil Gilbert busy on Steve Dennison's layout at our last Bletchley Exhibition watched by Steve in the background

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

QUIZ CORNER from SAGITTARIUS (REVIYISCENS)

BY POPULAR DEMAND ...

Stirred by the promise of a new episode of "Inspector Morse", I have been inspired to take up pen and paper and try my hand at another puzzle to test the detective powers of my fellow club members. Those of us jaded by Christmas lunch can fit it around the Queen's Speech and the other delights of Christmas afternoon. Who knows, it might even become family entertainment! The journey is again to Scotland but this time via the other railway before it was rationalised. Good luck.

P A D A L N M O U T H R Y R O G E T A C R T A S I
 R E M U G E R A E A E D Z G O W M G Y D N A S R A
 E N W E L W Y N G T Y U N J I E P R U A N O G L P
 T A U R O B G O S E A N E N E W A R K P R K T E O
 F N R U G A D A V G R B I O G R H A B C M H O M R
 O O B A T R C K O H S A E T R A I P S M E A Q R T
 R T M P L N E R U L E R M S M I U G M D S U J M O
 D R O P O E R N G I R D E K H R N O U S R K E O B
 R E D D H T R O W B E N K R T I N E W C A S T L E
 C L S S U S I D L U J M Z A K W J U E I H R D H L
 A L T E S N A G P E T E R B O R O U G H R I N C L
 O A E A U A P N R O S S D O G N L F A N R H T C O
 U H V E I P C I O Z N E D E G R A B S R E T T O P
 K T E Y T N R T L S E G R X S R E D T A X H I R K
 C R N O R O X N U M R L R M L A A R S K I B I B E
 I O A P O T E U W E O B H E C N D N M S E L B Y D
 W N G P S S R H E A A O S U I M A D T N W S A L E
 R S E H Y E P N Y W V E R L G O R I H H S M E S O
 E C D A P R A M T J Y E N A V W L D U N A I K R Y
 B U Q L C P U R K N G F R L E A I M O D F M C A B
 S I M A H T Y B E L T T I L T D N R C T P O O L O
 R E N I D N E S S E M A G S E N G P A V K L X T O
 V A C O C K B U R N S P A T H Y T H R L D S C F R
 H E L M G A O N T N I H C T I H O R N S E Y T E C
 T Y O R K A X C F H V F I N S B N Y Z H O T G Q S

- | | | |
|---------------|---------------|-------------|
| Alnmouth | Grantham | Pilmoor |
| Arlesey | Hatfield | Portobello |
| Barkston | Hitchin | Potters Bar |
| Bawtry | Hornsey | Prestonpans |
| Berwick | Huntingdon | Retford |
| Cockburnspath | Kings Cross | Sandy |
| Corby | Knebworth | Scrooby |
| Darlington | Little Bytham | Selby |
| Doncaster | Newark | Stevenage |
| Dunbar | New Barnet | Thirsk |
| Durham | Newcastle | Waverley |
| Essendine | Northallerton | Welwyn |
| Finsbury Park | Peterborough | Wood Green |
| | | York |

MILTON KEYNES MODEL RAILWAY SOCIETY
FOUNDED 1969

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

- | | | | |
|------------------------|--|--------------------------|------------------------------|
| President: | Jim Wood | Vice Presidents: | Les Wood, Gordon Etherington |
| Chairman: | Dennis Lovett | Vice Chairman: | Fred Collins |
| Secretary: | Chris Hughes | Treasurer: | Eric Bowman |
| Committee: | Geoff Bell, Bruce Garwood, Gordon Shrimpton, Colin Jamieson. | | |
| Librarians: | Ray Cousins, Richard Cousins, Mark Wilson. | | |
| Museum Curator: | John Hatton | Editor Designate: | John Dibben |

Towards 2000

"Over the years, we have reacted to changes within the hobby and we are now a very different outfit from the one I joined in 1969." - Dennis Lovett Newsletter February 1997. I agree wholeheartedly with this sentiment. If I am to become Editor I hope to continue his work in improving communications within the club, all the more important considering the amount of activity in the club, which is obvious to all who are present on Tuesdays, Fridays and of course open weekends. Opening the doors to visitors on open days seems to have influenced the club and there is a new atmosphere of informality and a general outward looking attitude. Being a novice Dennis and Fred are giving me assistance for which I am very grateful.

On this note, I would like to appeal to other members for articles. I had always assumed that no-one would ever be interested in anything I had written but when you get started you realise your wish to air your views or memories override your uncertainty about the reaction of others. I have a different style to Dennis which he has given me plenty of scope to develop.

The Bletchley Park Trust has given us premises which are the envy of many clubs. Even visitors on open days, who have no railway interest, have expressed this view. The MKMRS is now linked to the Bletchley Park Museum, but its fate is not. I have been reading the articles in the first editions of the present newsletter entitled "In the Beginning". The club spent from 1969 to 1976 based in the basement of Holne Chase School. Many present members will remember this and regard our present premises as "sheer luxury". However, in that time we built layouts, held meetings averaging 16 members present each Tuesday evening and organised two of the largest exhibitions in the country. On top of all this we attended and provided layouts at many exhibitions in the area.

We are now in the museum business and we seem to be enjoying it. I will attempt to provide members with news of developments on the site. I personally feel that our history is very important and shows us that the MKMRS is larger than any one person or building. We have changed before and we could change again. The club is now 28 years old, much has happened in that time, we have had ups and downs, some good fortune, an enthusiastic membership and I am sure it will continue to thrive well into the next millennium.

J. Dibben John Dibben
 Editor Designate

Printed by (Maureen) Mc. Carthey Services
 21, St. Mary's Avenue, Bletchley. (Gordon's old shop).

Club Notes

Swapmeet Dates

Campus are as follows;

The swapmeet dates for 1998, to be held at Woughton

February	8th
April	26th
June	21st
September	20th
November	22nd

Opening times are 1100 - 1500. Admission is 70p Adult and 30p for children and Senior Citizens.

Gauge O Guild

The Gauge O Guild Spring Convention will be held on Saturday 14th March 1998. Please book the date in your diary. The assistance of all members will be greatly appreciated.

HMRS Programme

The Historical Model Railway Society has recently announced their Winter Programme. Meetings will be held on alternate months between Bedford and at our own clubrooms. MKMRS members are invited free of charge. The Bletchley meetings which commence at 7.30pm. are as follows;

25th February 1998 "The American scene" - Mike Vincent

29th April 1998 "Traffic on the G.C. London Extension" - S. Banks.

Christmas and New Year

The clubroom will be open every Tuesday over the Christmas period. There will not be a Bletchley Park open weekend over the same period.

Museum Notes

Chris Hughes is drawing up a roster for 1998 which will appear shortly. The roster until Christmas appears below.

PLEASE ARRANGE SWAPS AMONG YOURSELVES IF DATES NOT CONVENIENT. VOLUNTEERS WELCOME EVEN IF YOUR NAME DOESN'T APPEAR-JUST TURN UP!

Saturday 29 November	Chris Lester	Phil Gilbert	
Sunday 30 November	Gordon Shrimpton	Chris Hughes	Nick Hughes
Saturday 13 December	Ken James		
Sunday 14 December	Dennis Lovett	Stan Pennington	Mick

"Bletchley Guard's Heroism"

Between Verney Junction and Buckingham, on the Verney Junction to Banbury branch, was Padbury station. Serving the nearby village of the same name. The station on the single line had a platform, station buildings and a solitary siding. In 1909 an incident occurred there which could have ended in disaster. A newspaper report of that time, with the above title, chronicled the events as follows.

"The engine of a goods train, which had been shunting on the siding at Padbury station, appears to have been left unattended for a few seconds, (amazingly the driver jumped off to pick violets whilst the fireman jumped off in the same moment to answer the call of nature, it is noted that the two men seldom conversed) and in some unexplained manner started off down the line.

Jim Bates in his brake-van, realised in a flash that after the train had run through Buckingham on the single line it would reach Westbury, where a passenger train from Banbury would be standing. He crawled from his van to the last of the dozen trucks which made up the goods train, and, hanging over the side of it, reached down and loosed the long lever that put the brake on. Then he crawled to the next truck, and did the same thing, and then to the next. It was a most perilous task, for the trucks were filled with granite and coal.

Meanwhile the train had dashed through Buckingham station at a great speed, to the consternation of the officials, who seeing that there was no one on the engine telegraphed to the next station. Although the footplate was untenanted by driver or fireman, the officials could plainly discern the guard crawling from truck to truck and dropping the brakes.

Bates also tried to reach the engine, but the space between the leading truck and the locomotive was so great as to make this impossible. His work however had told. The engine could not pull the dozen heavy trucks with their brakes on. Presently he was encouraged by the slackening speed, and just outside Westbury station the runaway train came to a standstill.

It was now on a single line, and in front stood the passenger train from Banbury and Brackley. But for the coolness and pluck shown by Bates an awful catastrophe must have resulted. The goods train was brought back to Buckingham, where the breathless driver and stoker had already arrived, having run the two and a quarter miles from Padbury. They feared a disaster, and were much relieved to find that no damage had been done".

Jim Bates listened to all the praise for his "sharp exciting run" with great reserve and self-effacing modesty, he claimed to have done no more than his duty. He was a resolute workman of forty-five years of age, seventeen of them with the railway company which he joined in 1882. His reward came in the form of promotion to Station Master.

The two footplate men were summarily dismissed, the chairman of the company, Sir Guy Calthorpe did not take too kindly to the fact that the first news of the matter came to him via the press.

The 10 "Baby Deltics" in contrast had been very unreliable to a point where after 3 years service the locomotives were taken out of service as failures occurred. Napiers' supplied modified engines and the refurbished locomotives re-entered service in 1965. They proved entirely satisfactory, at the time the E.R. considered them their most reliable Type 2's with a casualty rate half that of others on the Region. They were all withdrawn by 1971 but this was probably because they were non-standard. Working on suburban services with little fill-in work between the morning and evening passenger peak they could not be compared with the Type 5's. However, Finsbury Park showed successions of weeks with 100% availability. Fleet mileage for 1966 was around 455,000.

The modified engines supplied by Napiers' were of a new turbo-charged design and could have formed the basis of the power for the "Super Deltic". A turbo-charged and air-cooled unit rated at 3,700hp. had been developed for marine use and further development had given 4,000hp. Although the "Super Deltic" was never constructed the brilliance of the original "Deltic" project was truly apparent.

The only locomotive delivered in this period was the first of the new English Electric 2,700 hp. diesel locomotives No. D400. During October it was at work on parcels and freight services on the Crewe to Holyhead mainline.

The only good news for steam enthusiasts was preserved locomotives on "specials" providing some unusual sights. 7029 "Clun Castle" was at Gateshead shed in September preparing for trips between York and Newcastle. Class A4 60019 "Bittern" had hauled a "special" to Glasgow over the Settle to Carlisle line on July 16th.

MODEL RAILWAY NEWS AUTUMN 1967

The first **Marklin** British design locomotive for 16.5 mm. gauge, a model of the Western Region "Warship" diesel was released. Available as a Marklin 20V A.C. three-rail or Hamo 12V D.C. model. It was a smooth running locomotive but was HO in height and fitted on a chassis suitable for American models was too wide. This distorted the appearance of the locomotive. Price: £6/10/-.

The Deacaville 009 set from **Playcraft** was released. A loco and three wagons and an oval of track was provided.

The **Tri-ang** "Hymek" diesel made its debut in two-tone green livery. This ever popular model is still available today under the Hornby name with an improved motor. It was an excellent model of an ever popular subject. Price: £2/19/3.

Wrenn - Lima N gauge models were introduced under the name Wrenn N Micromodels. The sets consisted of an AL6 Class 86 locomotive, B.R. brake van, 2 mineral wagons and a petrol tanker. A Mark 1 brake second and composite coach in blue and grey livery were also introduced. The locomotive was a good model with a smaller version of the Lima motor which is still used today. The wagons were overscale and the coaches underscale with scale 57' bodies. Price: Set 79/11. Coaches 10/3 each.

Notice of Annual General Meeting

In accordance with the requirement of the club rules, I hereby give advance notice, on behalf of the Club Secretary, of the 1998 Annual General Meeting of the Milton Keynes Model Railway Society which will be held on; **Tuesday 27th January 1998, at the MKMRS Club Room, Bletchley Park, commencing at 8pm.**

Nomination forms for the appointment of club officers will be available from the Club Secretary in due course. These should be completed and returned to him before the start of the meeting on the date specified above.

Chris Hughes
Secretary
5th November 1997

* * * * *

Club Competition

As usual, the club modelling competition will be run in conjunction with the Annual General Meeting, so now is the time to start finishing off your models. The competition is divided into the following categories;

Scratchbuilt locomotive	4mm or less	(for George Barratt Memorial Trophy)
	7mm or above	(for T. Wilson Trophy)
Kitbuilt or modified ready to run loco.	2mm or less	(for P.D. Marsh Trophy)
	4mm or less	(for Jim Armstrong Trophy)
	7mm or above	
Scratchbuilt rolling stock	4mm or less	(for Sylvia Armstrong Trophy)
	7mm or above	(for Moorcroft Shield)
Kitbuilt or ready to run rolling stock	4mm or less	
	7mm or above	
Scenic Items	any scale	(for Rail Trophy)

Rules:

1. No entry shall have previously been entered in a club competition.
2. The person submitting the entry shall be a fully paid up club member at the time of entry.

The competition will be judged during the AGM and prizes awarded afterwards.

Chris Hughes
Secretary
5th November 1997

Members Memoirs - Ernie Johnson

Ernie Johnson was born in Western Road, Fenny Stratford in 1929, although his family moved to Old Bradwell when he was only one year old. His father worked in Wolverton Works as a "blacksmith striker" and so, as was traditional in those days, when he left school at the age of 14 he was automatically given an apprenticeship in the works. After 7 years he became a "coach finisher". This entailed starting off by holding the lamp for the more experienced men to fitting the interior of the coach, including the windows.

Whilst he was "courting" he would walk along the canal towpath and when a train passed on the nearby main-line he would proudly point to a coach and exclaim "I built that", but with the humility that he still shows today, confessed, "I had some help". It's an odd "chat-up" line but it obviously worked. He later married his wife Doreen who was one of 11 all of whom worked in the works at some time and moved to New Bradwell where they still live today.

His interest in railway modelling began around 1959 when Kitmaster was producing their range of plastic kits. In 1974 the rundown of Wolverton Works meant he transferred his skills to the Open University. He first encountered the MKMRS when he met Dennis at an exhibition at the Territorial Hall in Wolverton and at the exhibitions in the Bletchley Leisure Centre.

He admits to being a "secret" railway modeller for some years in which time he built a 14' x 12' OO gauge layout based on Wolverton with a model of Wolverton station, a 4-track mainline and the "Nobby Newport" branch. He has even included a stationary model of the "Wolverton Tram". He also has an ambition to construct a model of every coach he worked on in the works. "Quiet a task".

He joined the MKMRS when he retired in 1994 and has made his mark on the "Sherwood" layout. His speciality is building card models from scratch or from kits. The station buildings, shops, signal box and footbridge are just some of Ernie's "creations".

Working as he did in Wolverton Works for 31 years between 1943 and 1974 he obviously gained a great deal of knowledge of LMS and early B.R. coach design and construction plus a great deal of knowledge about the works itself.

He is proud to have worked at Wolverton Works and to have a job where he could see the results of his work which could be appreciated by others. If he paid the attention to detail to "real trains" as he obviously does to his models, he has every right to be proud.

* * * * *

WESTONING SCHOOL EXHIBITION

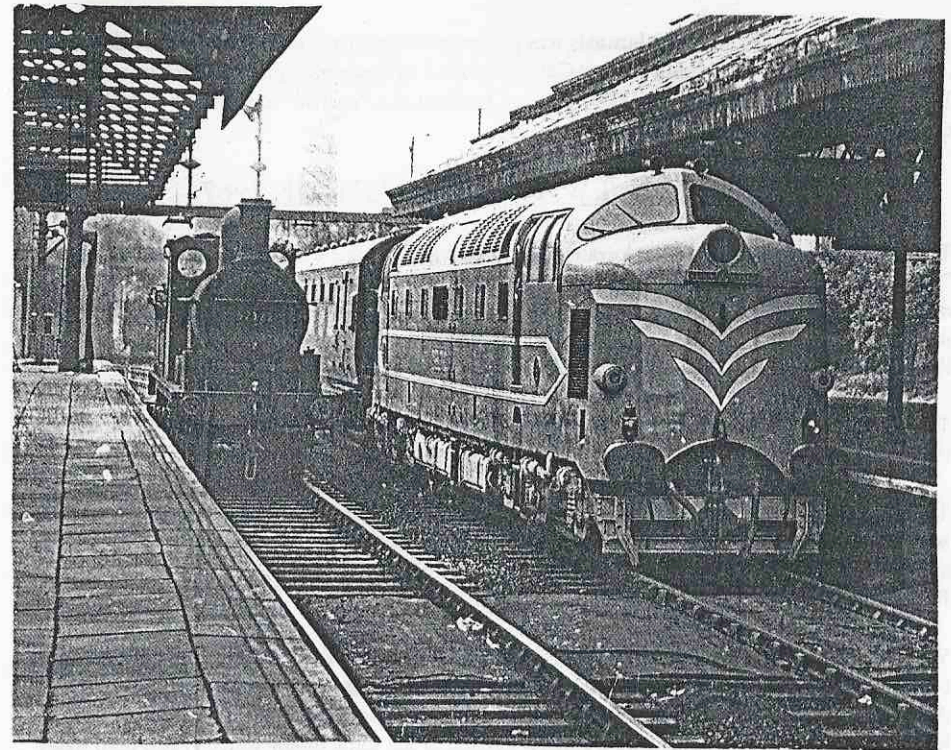
At short notice the MKMRS put on a display at Westoning School on the Saturday 25th October. John Hatton took his Trix-Twin and new TT-3 layouts. He was assisted by Dennis, Gordon S, Ken and Ernie. By all accounts a good time was had by all!

BRITISH RAILWAYS - AUTUMN 1967

The main news in Autumn 1967 was the gathering momentum for a new B.R. generation of 3,500 hp-plus "Deltic" diesels. The East Coast Main Line was the focus of attention as the additional power required for the electric train heating which was being introduced with the advent of the new Mark IIA stock plus the increased speeds which were being envisaged meant a more powerful form of traction had to be found.

The 22 3,300 hp. "Deltics" which were the main traction for the express trains on the route had proved very successful but a 4,000 hp-plus locomotive was required if 125 mph running could be achieved. The "Deltics" had already run 21m miles in their first 5.5 years of operation, the equivalent of each locomotive running 500 miles per day every day during that time. An example of their availability is as follows;

Period	Days lost (engines)	Days lost (other)	Availability (per cent)
8/61 - 8/62	239	1,025	96.33
8/62 - 8/63	156	667	97.86
8/63 - 8/64	17	480	99.77



"Deltic" passes through the remains of the old station at St. Helens Shaw Street in 1958, en route to tests over the WCML north of Wigan. The contrast is supplied by ex-L&Y 2F 0-6-0 52322.