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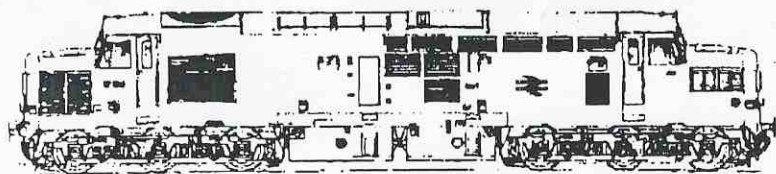
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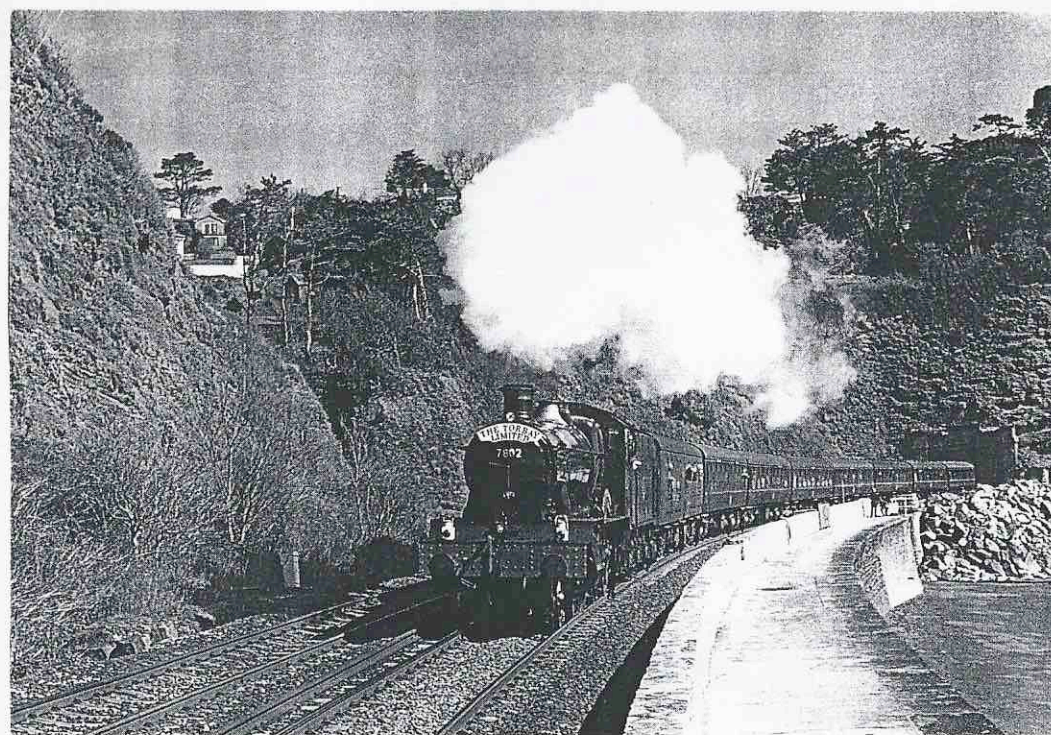
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(Formerly trading in Milton Keynes as Blechley Railwayana)

Milton Keynes Model Railway Society

# News ...

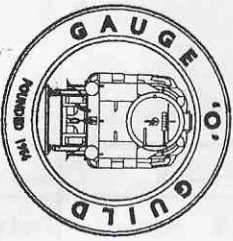
No.71 February 1998



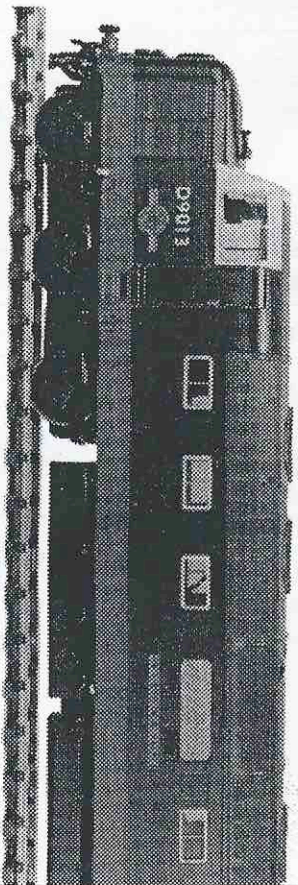
The MKMRS is a member of The Chiltern Model Railway Association,  
The Model Railway Club and The World War II Railway Study Group.

Published by John Dibben  
on behalf of The Milton Keynes Model Railway Society.





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7mm railway modelling



# The 1998 Spring Convention

Bletchley Leisure Centre

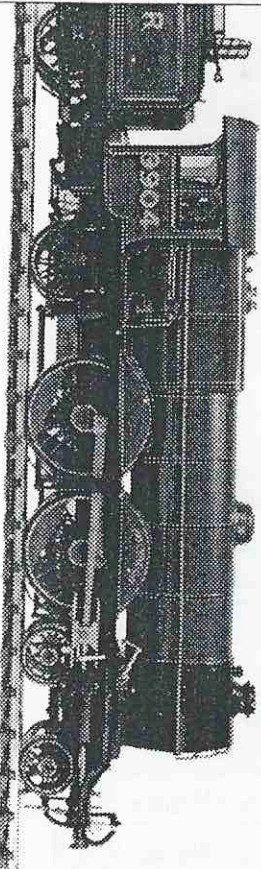
Saturday 14th March 1998. 10.00am - 5.00pm

Layouts - Displays - Demonstrations - Full Trade Support - Guild Stands

**Guild members - £2.50**  
**Non members - £5.00**

All tickets are family tickets (2+2)

Guild Membership Information from:  
Peter Lerew, Membership Secretary  
The Old School, Flatts Lane  
Wombledon, Yorks, YO6 5RU



## All Change!

After publishing the newsletter since 1992, our chairman has declared at 70 not out. I have "volunteered" to pick up his bat and take his place at the "crease", although, no doubt, there will still be some words of advice issuing forth from the "pavillion" from time to time. He can now concentrate on organising the Gauge O Guild exhibition at the Bletchley Liesure Centre in March. All assistance will be welcomed as our participation is very beneficial for the club.

The AGM was business-like and matters were dealt with in tme fro tea. The Chairman's speech on the theme of "transition" gave reassurance to club members on the matter of the changes which have occurred since taking up our new role in the museum business. It was clear and effective, judging by the warm applause it received.

The MKMRS has definetely benefitted from our invovement with The Bletchley Park Museum. We have more contact with the public, members have a greater range of duties to perform than was previously the case and our image in the public's eyes can only be enhanced, given our often unflattering coverage in the media.

I hope you like the new-look newsletter. It will be informal but informative. I will endeavour to cater for the range of functions that it performs. They are to provide communication to members who attend regularly, those who cannot and to interested outside parties e.g. prospective members and organisations with which we have links.

I would like to thank those who have responded to my appeals for articles, photographs and information which have allowed me to include a variety of subjects in the editions I have assisted in producing. We have even had poetry!

Have you noticed how much cookery there is on TV, and in papers and magazines? Maybe I should devote a page to recipies, entitled "The Frying Scotsman"?

Maybe we could indulge in a little lighthearted debate? For instance, What is "modern image"? I would say post-1968, the last year of BR steam. What do you think and why?

John Dibben  
Editor

**President:**  
Jim Wood

**Vice Presidents:**  
Les Wood  
Gordon Etherington

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Dennis Lovett

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Fred Collins

**Secretary:**  
Chris Hughes

**Treasurer:**  
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**Committee:**  
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Colin Jamieson  
Bruce Garwood  
Gordon Shrimpton

**CMRA Rep:**  
Chris Lester

**Museum Curator:**  
John Hatton

**Editor:**  
John Dibben

**Librarians:**  
Ray Cousins  
Richard Cousins

**Contact Point:**  
Dennis Lovett,  
Chairman.  
Telephone  
01908 376750



# Club Notes

**Swapmeet Dates** The next swapmeet to be held at Woughton Campus is on **February 8th**. The dates for the rest of the year are, April 26th, June 21st, September 20th and 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 this 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.**

## Exhibition Diary

- 14th February East Beds MRS Stratton School, Eagle Farm Road, Biggleswade.  
 10.30 - 5.30 Adults £1.80, Chldrn/Snr Cits 90p, Family £4.50.
- 21st February 16th Annual Princes Risborough Exhibition Community Centre, Wades  
 Park, Stratton Road, Princes Risborough.  
 10.30 - 5.00 Adults £1.75, Chldrn/Snr Cit £1.
- 21st February Dunstable Model Railway Exhibition Downside Community Centre,  
 Suffolk Close (off Southwood Road), Dunstable.  
 10.30 - 5.00 Adults £2, Chldrn/Snr Cits £1, Family £5.
- 16th/17th May Expo EM, Bletchley Leisure Centre.

**Museum Notes** Chris Hughes has drawn up a roster up to June 1998 which included at the rear of this newsletter. This month the museum will be open on the weekends of the 7th/8th and 21st/22nd.

**Newsletter** The newsletter will normally be circulated on the Tuesday of the preceeding month. I say normally as the Editor and his computer "Deep Thought" sometimes fail to communicate, particularly when he has indulged in a spot of "window Cleaning". My thanks to Simon Lovett who "rescued" this months newsletter. Copies will be available for a short period from the Editor or Ken Wiggins, after which they will be posted to remaining members as usual.

# Museum Duty Roster

## February - June 1998

Weekend	Saturday	Sunday
7/8 February	Fred Collins, Phil Wood.	Dennis Lovett, Les Wood.
21/22 February	Bruce Garwood, Ken Wiggins.	Ray Cousins, Richard Cousins.
7/8 March	Geoff Bell, Colin Jamieson.	Gordon Shrimpton, Chris Hughes, Nick Hughes.
21/22 March	Tim Davey, Mark Wilson.	Fred Collins, Phil Wood.
4/5 April	Chris Lester, Tony Winn.	Brian Barnes, Stan Pennington, Mick Clements.
18/19 April	Eric Bowman, Eric Preston.	Dennis Lovett, Les Wood.
2/3/4 May	Bernard Worden, Ernie Johnson.	Gordon Shrimpton, Chris Hughes, Nick Hughes. <b>Bank Holiday Monday:</b> Dennis Lovett, Ray Cousins, Richard Cousins.
16/17 May	Colin Jamieson, Marvin Knapper.	Bruce Garwood, Ken Wiggins.
30/31 May	Tim Davey, Tony Winn.	Ernie Johnson, Mark Wilson.
13/14 June		Gordon Shrimpton, Chris Hughes, Nick Hughes.
27/28 June	Chris Lester, Tim Davey, Phil Gilbert.	Dennis Lovett, Les Wood.

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

1  
E

## "2B or not 2B"

In the April 1997 edition of the newsletter, a list of locomotives allocated to Bletchley depot in November 1945. I thought I would take this opportunity, whilst on the subject of 40 years ago, to compare it with the locomotive allocation of February 1958, by which time the allocation code had changed from 2B to 1E.

LMS Class 2MT 2-6-2T  
41222 41275

LNW Class G2a 7F 0-8-0  
48898 48953 49061 49093  
49094 49287 49443

LMS Class 4F 0-6-0  
43841 44072  
44352 44370

BR Standard Class 4MT 4-6-0  
75030 75036 75037 75037

LMS "Black 5" 4-6-0  
45004 45020 45195 45307  
45331 45388 45393

BR Standard Class 4MT 2-6-2T  
80039 80041 80042 80043  
80081 80082 80083 80084  
80085

LMS Class 3F 0-6-0T  
47500 47521

BR Standard Class 2MT 2-6-2T  
84002 84004

LMS Class 8F 2-8-0  
48207 48446 48535 48544  
48549 48550 48610 48688  
48754

BR 350hp Deisel shunter 0-6-0  
13051 13052

Total 46 locomotives

Also, the two Derby built single-car units allocated to Bletchley for the Buckingham to Banbury service.

M79900 M79901

Compare the above with the total allocations in November 1945.

10 x LMS 4P 2-6-2T's	4 x LMS 3F 0-6-0T's	4 x L&Y 3F 0-6-0's
1 x MR 3F 0-6-0	4 x LNW 1F 0-6-2T's	9 x LNW "Pr. of Wis." 3P 4-6-0's
3 x LNW 1P 2-4-2T's	28 x LNW 6F/7F 0-8-0's	4 x LNW "Cauliflower" 2F 0-6-0's
Total 67 locomotives		

(2B continued ...)

## High speed to Brussels

*by our Euro-correspondant - David Lean*

From 14th December 1997, the first part of what will form LGV Belge (Belgian High Speed Lines) was opened to traffic. As a result it is now possible to reach the Belgian capital from London in 2hrs 40mins. Most services call at Ashford (Kent) and Lille/Rjssel, the final part now taking just over 30 mins. via the LGV. The intermediate routing via Tournai/Dornik and Silly taking 1hr 15mins. on the classic lines, will now be used for internal services and diversions only. The service has now also been increased to 10 trains each way Mondays to Fridays, 9 on Saturdays and 8 on Sundays. For the early birds there is now an 06.14 departure from Waterloo which arrives Brussels at 10.01. (The 04.31 from Milton Keynes Central connects for this). The last train back leaves at 21.01 and arrives Waterloo at 22.43, plenty of time to get across for the 23.45 to Milton Keynes Central arrive 00.25.

## Club Competition Results

The club competition was held, as usual, on the night of the AGM. The entries were judged by Colin Underwood who commented that the lower than average number of entries in no way was reflected in the standard of entries. The results were as follows:

7mm	scratchbuilt locomotive	The L&Y 0-4-0ST	Mick Clements
7mm	kitbuilt locomotive	The 74XX 0-6-0PT	Gordon Etherington
4mm	scratchbuilt/modified loco.	"Deltic"	Tony Winn
4mm	kitbuilt rolling stock	Thompson Full Brake	Eric Bowman
2mm	kitbuilt/modified loco.	"Claude Hamilton"	Ken Wiggins
A/S	scenic item	LSWR turntable	Tony Winn

## Question

In the October 1997 edition of the newsletter I mentioned that 40 years ago a new named train had been introduced between St. Pancras and Manchester Central called the "Palatine".

The Question is why?

The answers to The New Year Quiz are as follows:

c) 46521                      b) Oakworth                      c) A deisel-electric multiple unit  
The **Red Knight**, Cunard **White Star**, **Blue Funnel**, **Silver Jubilee**, Royal Scots **Grey**, **Black Watch**, **Golden Plover**, **Brown Jack**, **Green Arrow**, **Black Prince**.



*40 years ago!*

### Happy New Year?

It is curious that as BR stood on the threshold of a new and exciting age, that the entry into 1958 was greeted with gloom and pessimism. Painfully emerging from the upheaval of "nationalisation", roads flooded with cars, lorries and buses, high wages causing current economic problems, cuts in capital investment were phrases being used 40 years ago. (*sound familiar ?*) Even the phrase "Integrated transport policy" (*The Government is bringing out a "White paper" on this in Spring 1998!*)

The British Transport Commission had allocated £145m for 1958 on railways, compared with £100m on roads!

The editorial in "Trains Illustrated" summed it up as follows:

"We have always excepted the fact that road motor development has outdated some railway facilities. But if it is sane to look forward to this small country with more and more wide trunk highways (and their inevitable ribbons of houses, hoardings, cheap cafes and filling stations) to be rampaged over by new hordes of bigger, faster and even more lethal lorries and coaches, when a properly developed trunk railway system, now working at less than capacity, could carry the bulk traffic from railhead to railhead faster, more cheaply, more safely and with far less disturbance to our everyday life - then we're bound for the madhouse!"

### London freight by-pass

"Transport Age" a BTC periodical, featured an article on a proposed London freight by-pass. Inter-regional transfer traffic was running at 10,000 wagons per day and causing problems. It proposed diverting thirty trains each way to the Cambridge - Oxford line, most of them off the West Coast mainline and the Midland mainline. Suitable connections existed at Cambridge and at Sandy, the latter a World War II addition for emergency working into and out of Euston for the East Coast mainline trains and also for to link the Great Northern with the Southern Railway (and the wartime London terminal for VIP passenger traffic at Addison Road, Kensington) via the West London line.

A flyover was announced at Bletchley involving some carriage sidings being moved from the south to the north of the station, where the marshalling yard and goods depot would be remodelled and a new marshalling yard at Swanbourne. To provide access to the Great Central a spur was to be built at Claydon. A GC north-west connection, already existed between Woodford Halse and Banbury. Finally the layout at Oxford was to be remodelled, resignalling between Oxford and Reading and a burrowing junction at Reading to provide a through route to the Southern Region.

### Other News

In May 1957, BR adopted the "D" prefix to its diesel-locomotives. This led to the renumbering of many diesel shunters although this task took some years to complete due to their infrequent visits to works.

The first of 10 British Thompson-Houston 800hp diesel electric locomotives, D8200, was formally delivered to BR at a ceremony at Euston station on the 18th November 1957. The locomotives were to be allocated to Devons Road, Bow for cross-London freight trains. They were later given TOPS code Class 15 but were never renumbered, all being withdrawn by March 1971.

After a long absence, the London area saw the return of some Fowler 2-6-4 tanks. They were employed on empty coaching stock workings into and out of Euston but also were used on some Tring and Bletchley local trains.

After a spell on freight duty, "Deltic" resumed its four-stage daily diagram on November 18th 1957, beginning with the 7.55am Euston - Liverpool and ending with the up "Postal".

Newcomers to the Plymouth were diesel-shunters 11225-9, for work on the Turnchapel and Cattewater lines, as a result of their arrival the Plymouth Friary "B4" 0-4-0 tanks were made redundant.

The 2.0pm Newbury - Bournemouth Central was usually 4-4-0 "City of Truro's" job as far as Eastleigh where it handed over to a standard class 4 2-6-0 and then ran light to Southampton.

On February 1st 1858 the Great Central main line from Marylebone to south of Heath, near Chesterfield, was transferred to the LMR Midland Division. With it went the MPD's and signing - on points at Annersley, Ardwick, Aylesbury, Chesham, Dinting, Gorton, Guide Bridge, Leicester GC, Neasden, Woodford and Reddish.

### Model Railway News - Winter 1958

#### Toy fair sensation!

**Hornby-Dublo** introduced their Stanier 8F 2-8-0 and the Vulcan Foundry 1,000hp Bo-Bo diesel No. D8000 (Class 20) which had only just been introduced on BR.

**Tri-ang** announced their OO 0-6-0 tender locomotive, twin-unit diesel railcar set, Pullman car and the recently reintroduced SR bogie utility van, "Superbly detailed with doors which stay open and shut" and was available in BR red or Southern green.

**Trix**, who had been taken over by Ewart Holdings a year before, announced their OO/HO models of "Britannia", BR Standard Class 5MT 73000 and a Ruston and Hornsby diesel shunter, complete with shunter's truck, for general work in and around the yards.

*40 years ago, 7 new models. Compare that with the present! - Ed.*