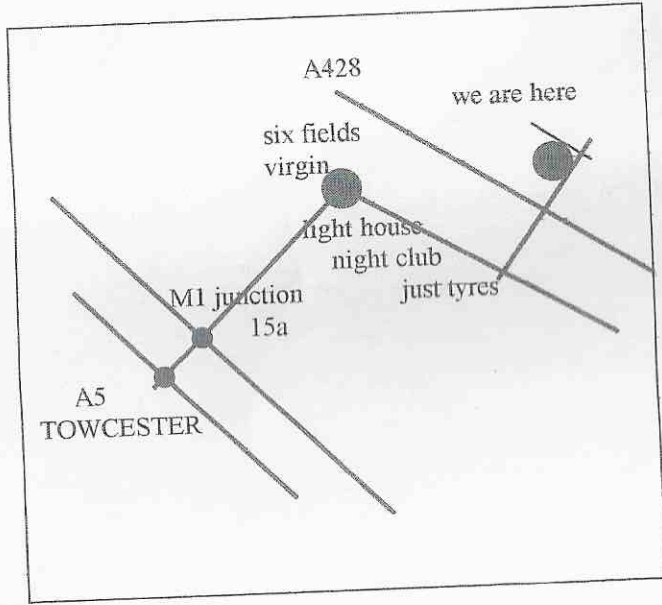


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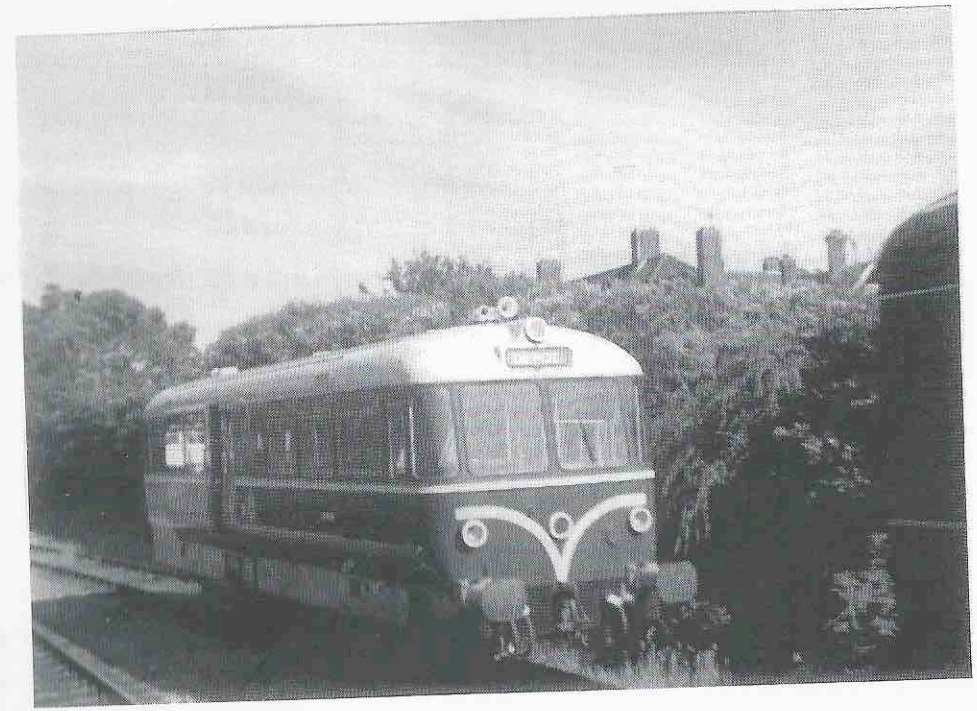
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Milton Keynes Model Railway Society

News ...

No.73 April 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.

The Modellers Dilemma !

by John Dibben

Which railway to model I wonder?,
So I sit down and I have a ponder,
Which one is best, south east or west?
Or London North Western up yonder.

I just cannot make up my mind,
Let's see just what else I can find,
I'm getting quite skittish, I'm going North British,
I must confess, I'm in a bind.

The London North Eastern looks nice,
I've thought of it now once or twice,
I'm going quite mental, I'm turning Great Central!
Even the Southern looks nice.

I like the London South Western,
Cambrian, Midland, Great Eastern,
I'm in such a mess, that I've tried LMS,
But *of course*, the Great Western's the best 'un!

And finally ...

Do you remember when instead of trying to beat the World land speed record when someone bought a new car, they put a cardboard sign in the back window with the the words "Running in ,please pass"?

Wasn't it all so polite?

+++ STOP PRESS +++ STOP PRESS +++ STOP PRESS +++

Don't Panic! The reports in the local news reporting that Bletchley Park is to be turned into the next "Alton Towers" were greatly exaggerated. At the group meeting last Wednesday evening, attended by Fred Collins and John Hatton, it was explained that it was not to be a "theme park" but a "park with a theme". Dennis Lovett will explain the details to members at the clubrooms after "tea". - J.D.

MILTON KEYNES MODEL RAILWAY SOCIETY - Founded 1969

President:
Jim Wood

Vice Presidents:
Les Wood
Gordon Etherington

Chairman:
Dennis Lovett

Vice Chairman:
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Chris Lester

Museum Curator:
John Hatton

Editor:
John Dibben

Librarians:
Ray Cousins
Richard Cousins

Contact Point:
Dennis Lovett,
Chairman.
☎ 01908 376750

Gauge O Guild Success!

At the AGM in January, I thanked you for your support at the Gauge O Guild Spring Convention held last year at the Bletchley Leisure Centre. The tremendous efforts put in by our membership were reflected in the accounts presented by Eric at the same meeting. Our reward was to be asked to do it all over again!

As many of you know , I was asked to act as exhibition manager due to the unexpected illness of the Gauge O Guild's own man. He subsequently recovered and has taken up other duties and I was asked to carry on! I, therefore asked you to support the event in 1998 and I was delighted to see that we surpassed our tremendous efforts of last year.

I calculated that we had over 35 members on parade, stewarding, catering or setting up/knocking down. We thoroughly enjoyed being back in the exhibition business, although this time we took non of the financial risks.

In my years as chairman, I have received tremendous support from the membership and I was particularly pleased at the way we rolled up our sleeves and got on with the job. My Guild colleagues remarked several times that the MKMRS not only knew what they do, they knew how to do it.

1209 tickets were sold (family ones!), 200 up on last year. The end result was a tremendous success for the Guild, which would not have been achieved without the support of the club.

Thanks to all those members who took part and also to our ladies and friends who provided the usual high standard of catering.



Dennis Lovett
Chairman

Cover Picture: To celebrate the 40th anniversary of the BR "Railbus", a picture of the preserved Wagon und Maschinenbau railbus on the North Norfolk Railway in 1997. Photo: Chris Avis.

Diary



April 10th (fri)	Madder Valley layout in operation at Pendon Museum.
April 18th	Amersham Model Railway Exhibition.
April 18/19th	Lavendon Model Railway Exhibition.
April 26th	Swapmeet to be held at Woughton Campus. Opening times are 1100 - 1500. Admission is 70p Adult and 30p for children and Senior Citizens.
April 28th	QGM. (see below).
April 29th	The Historical Model Railway Society are holding a meeting at our clubrooms, with a talk entitled "Traffic on the G.C. London Extension" by S. Banks. MKMRS members are invited free of charge. The meeting commences at 7.30pm.
May 16/17th	Expo EM, Betchley Leisure Centre. Sat. 10.30am - 6.0pm, Sun. 10.30am - 5.30pm. Admission £4, EMGS Members £3.
June 7th	Club Outing - North Norfolk Railway. (see facing page).
June 21st	Swapmeet. (as above).
June 27th	CMRA Modellers' Workshop. Leicester.
September 20th	Swapmeet. (as above).
November 8/9th	Warley National Model Railway Exhibition, National Exhibition Centre, Birmingham.
November 22nd	Swapmeet. (as above).

Notes

QGM	A Quarterly General Meeting will be held on Tuesday 28th April in the clubrooms at 8.00pm.
Photo passes	New photo passes are being issued. Please give your old passes to John Hatton so they can be replaced.

Museum Notes



The Militaria 98 weekend will be held this year on the 13th/14th June. This is usually the busiest weekend of the year and is the scene of much activity and features many events and exhibits.

Museum Duty Roster April - June 1998

Weekend	Saturday	Sunday
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. Bank Holiday Monday: 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 UP!

Dates for the rest of the year are as follows:

July 11/12th, 25/26th.	August 8/9th, 22nd/23rd.	September 5/6th, 19/20th.
October 3rd/4th, 17/18th,	October 31st/November 1st	November 14/15th, 28/29th.
December 12/13th.		

Bletchley Shed Allocation 1945 -1966

by John Dibben

The most notable feature about the 1945 allocation which was listed in the April 1997 newsletter is the age of the loco's. Of the total of 67, only the 4 "Jinties" and the 10 Stanier 4P 2-6-4 tanks were LMS designs. The vast majority dated from the nineteenth century, with the exception of the 9 "Prince of Wales" class of loco's which were introduced in 1911. A neighbour, Colin Dell, a fireman at Bletchley from 1943 to the early 1960's informs me that the latter were not popular with crews, not being suited to the branch line work to which they had been relegated. The remainder of the loco's were 39 ex LNW, 4 ex L&Y and 1 ex MR dating from the 1880's and 1890's. Noticeable also, was the absence of any Stanier 8F's, wartime stalwarts.

In the February newsletter, I listed the locomotive allocation as at January 1958. I thought it would be interesting to compare this with the allocation as at November 1945.

By May 1955, not one of the 1945 loco's were still allocated to Bletchley. Many did not exist! The only classes still remaining were the "Jinties" and the ex LNW 0-8-0's. By 1958 the allocation had dropped to 46. 7 ex LNW 0-8-0's, 24 ex LMS loco's and 15 BR designs. The increased availability of the newer engines and their greater power probably accounted for much of the decrease. The LMS loco's consisted of 2 Class 2MT 2-6-2 tanks, 4 4F 0-6-0's, 2 "Jinties", 7 Black 5's, a favourite with crews only bettered by the 9 8F's. The BR types consisted of 2 Class 2MT tanks, 4 class 4MT 4-6-0's and 9 Class 4MT 2-6-4 tanks. Loco's were replaced on a like for like basis except 8F's gradually replaced the ex LNW 0-8-0's, which were also popular with crews, if they were kept in good order. This caused the allocation to remain almost static during the late 1950's and early 1960's. 10 BR 80XXX 2-6-4 tanks were delivered, probably new, 80040 having "escaped" in 1957. A loco' which would "run on a lighted rag", but never allocated to Bletchley was the "Austerity" 2-8-0. During WWII, "foreign" locomotives, would often appear and Bletchley men had a chance to sample different types of loco' from other regions. My neighbour also singled out the GWR 28XX 2-8-0 as a good locomotive.

Diesels had also begun to arrive in the shape of 2 diesel-shunters, 13051 and 13052 (class 08) were allocated in May 1955, but were reallocated to Willesden, the main maintenance depot. 2 Willesden diesel-shunters being outstationed at Bletchley. Last but not least were the two Derby lightweight single-car DMU's M79900 and M79901, which had been built for use on the Buckingham to Banbury branch, with some journeys extended from and to Bletchley for operational reasons.

"Real" Bletchley engines of the period are listed below. These were locomotives allocated to Bletchley from May 1955 until the dates shown, some until the closure of the steam shed in July 1965.

2-6-2T	41222 - 1/65*	"Jinties"	47500 and 47521 - 7/65*
0-6-0's	44370 - 5/62*	8F's	48207, 48549, 48550 and 48688 - 7/65*
"Black 5's"	45331 - 7/64, 1/65 - 7/65*		48446 - 11/62
	45393 - 3/64	0-8-0's	48898 - 2/62
			48953 and 49061 - 11/61
			49287 - 11/62*

* last of class allocated.

(to be continued.)

Club Outing

The club outing booked for the 7th June, a coach trip to Sheringham and the North Norfolk Railway, as announced last month, will this year include Muckleborough Military Museum. The coach fare will be £6. An all-day Adult "Rover" ticket on the North Norfolk Railway will cost £4.50. The prices for children/OAP's are to be advised. Please inform Eric Bowman if you are interested.

MORE ABOUT "MUCKLEBOROUGH"

The "Muckleborough Collection" is the largest privately owned working military collection, under cover in Britain. It has 16 tanks in working order, a unique collection of 54 model ships, 120 vehicles, guns and missiles and 600 models of military vehicles and aircraft from WWI and WWII. It also has displays covering many military subjects, tank demonstrations and rides in military vehicles. Admission: Adult £4, Sen. cit./HM Forces £3, Children £2, Family £10.50.

Leaflets for both destinations can be found in the entrance to the clubroom.

New Shops!

A new shop has opened in Stony Stratford called "Serious Fun". The address is 2, George Yard, Stony Stratford, between Boots and The Old George. Telephone 01908 263728.

Another new shop is "England of Northamptonshire" in Northampton. (see rear cover.)

Now there's something you don't see every day!

by Dave Lean

(I just happened to be in the right place at the right time, casually going about my duty.)

I was at the "Oak" the other week, when pulling out of the carriage sidings with the engine to work "Virgin Trains" 0906 Paddington to Manchester Picadilly, when I saw *nine* trains on the move at the same time. First was a RES "47" in the factory, on the up relief was a Thames Turbo, a "Great Western Trains" HST on the up main and a "Heathrow Express" EMU on the down main. In North Pole were the "Eurostar" and rescue loco's. Up on the West London Line were a "Silverlink" "313" to Clapham and a "Connex" "319" to Rugby.

Apart from the unusual fact that all the trains were on the move, *all nine trains were in their new liveries!*

40 years ago!

Original "Warship" delivered

Described as the first of 130 diesel-hydraulic locomotives ordered for the Western Region, BR Type 4 A1A-A1A No. D600 *Active*, was allocated to Swindon motive power depot. A demonstration run for the 2,000 hp. locomotive ran on February 17th. Departing from Paddington at 11.00 with a 9-coach, 328 ton train, it made a circular run via Bristol but suffered a partial failure. The first of 5 such locomotives, later classified Class 41, new numbers never carried, were eclipsed by the later and more numerous "Warship" classes.

First "Railbus" delivered

The first of 22 "railbuses" ordered by BR, was demonstrated to the press on a short run from Marylebone to Sudbury & Harrow Road and back, in mid-February. The A.C. Cars railbus, No. SC79979, was the first of an order for 2 Bristol - ECW cars and 5 Wickham units for the Scottish Region, 5 Park Royal units for the London Midland Region, 5 Waggon und Maschinenbau units for the Eastern Region and 5 A.C. Cars units for the Western Region. The London Midland Region Park Royal units worked the Northampton to Bedford line until closure and then were transferred to the Scottish Region as were all the others except 4 of the A.C. Cars units.

The railbuses were used mainly on branch lines and normally signalled their imminent closure. In Scotland however, they were used on main lines calling at halts where passenger numbers were low to allow fewer stops for larger trains. Branch lines such as the Kemble to Cirencester and the Kemble to Tetbury received the most frequent service since they were built when the railbuses arrived, but it was not enough to save them. Part of their problem was their unreliability, to the extent that 2 cars were kept at Swindon as spares. By 1968 only Park Royal No. SC79971 and A.C. Cars Nos. W79975-8 remained in service and they were withdrawn shortly afterwards.

Airfix, now Dapol, have produced a kit of the Park Royal example since 1960 and many modellers have examples of these, *normally under construction!*

"Castles" in maroon

It is now common knowledge, it was reported in May 1958, that the Maunsell "Lord Nelson" 4-6-0 had at least some influence on the designs that were drawn up for the original LMS "Royal Scot" 4-6-0, which had to be produced so hurriedly in 1927. What had not been divulged hitherto, they believed, was that the impression made by the Great Western 4-6-0 No. 5000 *Launceston Castle* during its on the West Coast main line of the LMS in 1926 was so profound that, before resort was made to the "Royal Scot" design, approaches were made to Swindon for the loan of "Castle" drawings so that a close resemblance, to be known as the "Improved Castle", could be produced for the LMS! The request was, however, refused by Swindon. This revelation appeared in the first of an important series of articles on the work of Sir William Stanier by O.S. Nock, beginning in the April issue of "The Locomotive".

Return of Caledonian No. 123

The event of March 1958 in Scotland was the re-appearance in steam of the preserved Caledonian single-wheeler, No. 123. The occasion was the return from Perth to Edinburgh (Prices Street) on March 18th. of a press party that had been touring the Highlands at the invitation of the Scottish Tourist Board, and for whom an elaborate period tableau was staged. To match the 4-2-2 in its pre-1923 blue livery two ex-Caledonian coaches, SK No. 3339 and BCK No. 7369, had been restored to their original Caledonian livery and these formed the train, while its crew were also decked out in Caledonian uniform and the inevitable beard and whiskers.

No. 123 is a unique engine ordered from the Caledonian firm Neilsons in 1886 to represent the railway at the Edinburgh Exhibition of that year, and built in no more than 66 days at the maker's Hyde Park works, Glasgow. Its chief claim to celebrity is its participation in the 1888 Anglo-Scottish race, during which it was the Caledonian's representative between Carlisle and Edinburgh, its best achievement being the coverage of the 100.75 miles in 102.5 min. with a four-coach load of 80 tons.

It escaped condemnation at the grouping, though it lost its Caledonian livery and became LMS No. 14010, and for many years was kept at Glasgow as power for the Scottish Division director's saloon. Then, at the end of the 1930's, it was put back into regular revenue-earning work from Perth shed on passenger duties to and from Dundee West, making four trips each way daily. It was withdrawn from traffic in 1935. (*One of the above dates is obviously wrong. Anyone know which one? - Ed.*)

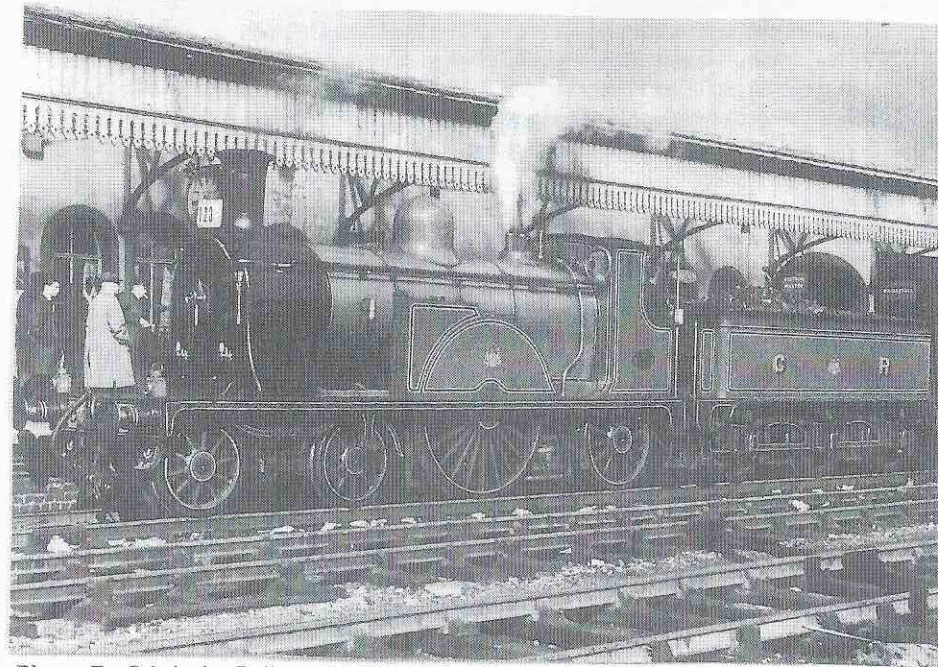


Photo: Ex-Caledonian Railway 4-2-2 No. 123 at Carstairs on a railtour in 1965.