

MODEL RAILWAY EXHIBITION

to be held at
the Village
Hall Church
Road
Westoning
Beds

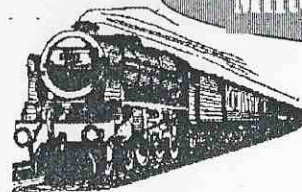
On Saturday 6 of
March 1999

10 am 5pm

Layouts in all sizes N.
00. & 0 plus Trade
Stands

Refreshments

All Proceeds will
go to Westoning
Playgroup

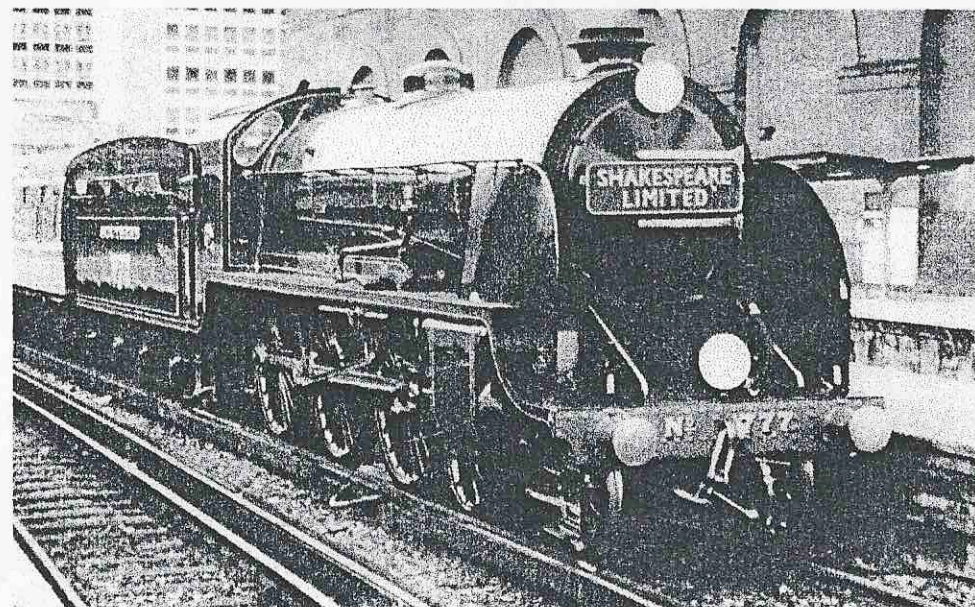


Milton Keynes Model Railway Society

Newsletter ...

No. 83

February 1999



The MKMRS is a member of:

- The Chiltern Model Railway Association
- The Model Railway Club
- The World War II Railway Study Group

Museum Duty Roster February – June 1999

Weekend	Saturday	Sunday
February 20th/21st	Bruce Garwood, Ken Wiggins	Ray/Richard Cousins
March 6/7th	Chris Hughes, Ken James, Chris Symonds	Les Wood, Dennis Lovett
March 20th/21st Living Craft Fair	Tim Davey, Bernard Worden	Fred Collins, Phil Wood Parachute Regiment
April 3rd/4th/5th Easter Weekend	Chris Lester, Tony Winn	Brian Barnes, Mick Clements, Stan Pennington
	Monday	Roger Blackburn Ian Leigh
April 17/18th	Eric Bowman, Eric Preston	Dennis Lovett, Les Wood
May 1st/2nd/3rd May Day Bank Holiday	Bernard Worden, Eric Bowman	Gordon Shrimpton, Chris/Nick Hughes
	Monday	Dennis Lovett, Ray/Richard Cousins
May 15/16th		
May 29th/30th/31st Spring Bank Holiday	Tim Davey, Tony Winn	
	Monday	
12/13th June	Chris Symonds	Gordon Shrimpton, Chris/Nick Hughes
19/20th June	Chris Lester, Tim Davey, Phil Gilbert	Dennis Lovett, Les Wood

And Finally . . .

A little 'poser', courtesy of Dave Andrews.

We all know some railway measurements, for example, the '4 foot', being the 4' 8 1/2" between the gauge of the track and the '6 foot', being the distance between the tracks.

Given the distance between London Fuston and Glasgow Central is 401 1/4 miles, how many sleepers are there between them ?

Milton Keynes Model Railway Society- 1969

President:
Jim Wood

Vice President:
Les Wood

Chairman:
Dennis Lovett

Vice Chairman:
Fred Collins

Secretary:
Chris Hughes

Treasurer:
Eric Bowman

Committee:
Geoff Bell
Colin Jamieson
Bruce Garwood
Gordon Shrimpton

CMRA Rep:
Chris Lester

Museum Curator:
John Hatton

Librarians:
Ray Cousins
Richard Cousins

Newsletter:
John Dibben

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24-8-86.
Dennis Lovett

1999

Judging by the reactions of the public, media and organisations of every kind throughout the world so far, 1999 is going to be a year, the like of which none of us has ever seen. The new millennium has already provoked more discussion, debate and bizarre happenings than would seem appropriate for the significant but relatively unimportant event that it is. I hope our hobby will provide a harbour of peace and tranquillity from the 'choppy' seas of hysteria which seems inevitable and increasingly surround any event that at one time would have passed off in a dignified manner. Unlike most events, there will be 'no escape', unless you have contacts with NASA!

Of course, the 'real' event of the year is, as every member of the MKMRS knows by now, is our 30th anniversary. I suspect this will go unnoticed by the 'wider world', but we shall 'carry on regardless'. On which date this occurs is a 'bit of a mystery', but Dennis has declared that three months of celebrations in the summer should cover it! Any suggestions on how to 'mark' it, to the Chairman please!

The much maligned but ever popular 'Railway Modeller' celebrates its 50th anniversary this year. Our library has an almost complete collection and a browse through 'back numbers' can always be relied upon to provide inspiration and show how far our hobby has come in fifty years.

January is normally a quiet month with little to report with the exception of the AGM and Club Competition which appears separately. However as this newsletter is a 'bit late', a number of matters concerning Bletchley Park, have made the past few weeks a very interesting time for the MKMRS.

As mentioned by the Chairman at the AGM and made clear in the media, this year will probably see a resolution of some of the matters relating to the ownership of Bletchley Park. It has also been made clear that at the moment no one knows for certain what the outcome will be.

Articles in the 'press' are mere speculation and usually have little or no facts on which they make their announcements. The headlines used are exaggerated and misleading. The only fact that *is* clear is that the Bletchley Park Trust and other organisations concerned are doing their utmost to secure the site as a museum for the country and considering its importance during the War and in regard to the development of the computer, the World.

I would suggest that is something *worth* celebrating!

John Dibben

J. Dibben

Diary



FEBRUARY

13	Gauge O Guild Auction
20/21	Bletchley Park Open Weekend
23	HMRS Meeting – GWR coaches and passenger services

MARCH

6/7	Bletchley Park Open Weekend
6	Westoning Model Railway Exhibition
20/21	Bletchley Park Open Weekend

Notice Board

M&GN 40th Anniversary North. Norfolk Railway.

Our honorary member for Norfolk, Gordon Eckersley, has invited MKMRS to take part in the model railway exhibition being held on various parts of the North Norfolk Railway on the first weekend of June 1999.

John Hatton has finalised the details of the layouts which are to be exhibited. Accommodation will be provided by the NNR and all layouts transported in a large vehicle by Gordon Shrimpton.

SWAPMEET DATES Woughton Campus

The next Woughton swapmeet will be held on April 11th.

Doors are open from 1100 – 1500.

The admission is 80p Adult, 40p children/Senior Citizens and £1.60 Family (2 adults and children).

The dates for the rest of the year are as follows:

June 13th
September 26th
November 14th.

HMRS Meeting

The next HMRS meeting at our clubrooms will be held on February 24th and is on the subject of "GWR coaches and passenger services" and the talk is by D.L. Hyde.

Meetings commence at 1930 prompt. MKMRS members are invited to attend all HMRS meetings held at Bletchley Park.

Museum Notes . . .

The most noteworthy event of previous weeks has been the broadcasting by Channel 4 of 'Station X', a four-part documentary about Bletchley Park and its significant role during World War Two which resulted in the development of the first 'programmable' computer here at Bletchley. The series concluded this week (13th February).

The affect on visitor numbers at open weekends was immediate. The car parks were almost full and the number of visitors in the club rooms was up seven-fold compared to that of last year. There were long 'crocodiles' of people on the 'guided tours' and this was without coach parties which take longer to arrange.

Even though the documentary was shown on Tuesday night and repeated on Saturday night which would enable most members to see it, I would recommend borrowing a video tape of it, if you missed it, as it was very illuminating. I am sure those people who have seen it must agree that it was a very well produced documentary. It avoided the 'jingoism' which can so often spoil such programmes. The atmosphere created was one of thousands of people engaged in hard, mentally tiring, often tedious and frustrating work in complete secrecy with sudden 'breakthroughs' and 'flashes' of genius.

Tony Sale presented the importance of the site in a very 'polished' manner. Many programmes on technical subjects can leave the viewer 'bewildered' but it was presented in such a manner that conveyed the 'basics' without getting 'bogged down' in too much detail.

I must admit that I have a 'personal interest' in Bletchley Park as my family has lived in the area for many years and 'close relatives' worked at the Park during the War, after the War and also at Hanslope Park where my nephew works today. Hanslope Park took over some of the work from Bletchley Park as a part of HMGCC when most of it was transferred to GCHQ at Cheltenham. This is also where Tony Sale worked for some time. In fact, my father remembers the Bletchley Park Shows put on in the 'grounds' of Bletchley Park by Lord Hubert and Lady Fanny Leon before the War, a picture of which along with details can be found in the 'mansion'.

The activities of the MKMRS within the 'Park' are numerous and include opening during the week for school visits. Whilst not being as military 'orientated' as some groups, the MKMRS is undoubtedly a 'major attraction'.

Visitors, completely unaware of our existence, often express great enjoyment and thanks for the way they are 'shown around' and questions answered. Some children get completely 'carried away' and would happily stay all day and have to be 'dragged away' by their parents. *Some husbands have to be 'dragged away' by their wives!*

I was asked by Dennis, when taking over the newsletter to include more information about the 'Park' which he considers very important and as such, is involved in work 'behind the scenes'. I have set about visiting the other groups, looking for points of common interest and general information which might interest members as all groups tend to find themselves involved in their own activities at open weekends and know very little about the activities of others.

Club Notices . . .

St. Albans Model Railway Exhibition

As part of our CMRA activities, the MKMRS was asked to provide stewards for the St. Albans Model Railway Exhibition in January. Those members involved were Chris Lester, our CMRA representative, Tony Winn, Ken Ranns and Steve and Jacqui Dennison.

Westoning Model Railway Exhibition

The MKMRS is heavily involved in the Westoning Model Railway Exhibition which is to be held on Saturday 6th March (see advert on the rear cover). John Hatton has organised the layouts to be provided by the MKMRS and those booked to appear are as follows:

Stan Pennington and Brian Barnes with their ever popular 'tinplate' layout.
John Hatton with his 'Trix-Twin' layout.
Bruce Garwood with his own modern-image N gauge layout.
Chris Avis with his American N gauge layout.
Rosemary and Brian Humphries with 'Erichburg' a Continental Marklin Z gauge layout.

MKMRS Sweat-shirts

Gordon Shrimpton is looking into the possibility of producing a MKMRS Sweat-shirt. The more orders that are taken will help to reduce the cost, so if you are interested please contact him as soon as possible.

Verney Junction

I may have inadvertently inferred that the Verney layout was a test-track as opposed to a layout on which members can run their stock on occasion and at weekends. Chris Hughes pointed this out to members recently and I would advise consulting the team engaged on rebuilding the layout if you wish to use it as the team must be able to work on as it is now one of our layouts on exhibition every open weekend. - J.D.

Tony Cauldwell

It is regret that the Chairman, Dennis Lovett, informed the members of the tragic death of Tony Cauldwell on Christmas Eve. Although he was not a member of the MKMRS, he was a great friend of the club and provided exhibition material as part of our 'Railways at War' display.

AGM

The AGM took place on Tuesday 26th January and was well attended with approximately 40 members present.

The meeting commenced with a 'minutes silence' in memory of Vice-president Gordon Etherington, long serving and first Treasurer of the MKMRS and John Cole, popular character, club member and Bletchley Park volunteer, who sadly passed away last year.

Details of the meeting can be found in the minutes. However, one important item was the matter of club subscriptions which were raised and are now as follows:

Adults: £30 Over 65's: £20 Associated membership: £17
(all per annum)

The Secretary, Chris Hughes, pointed out that there is a large amount of 'flexibility' regarding 'potential' members being given time to 'decide' whether or not to join and a 'pro-rata' arrangement was available to members joining later in the year. Current members can also pay by instalment if they wish.

The Chairman, Dennis Lovett, paid a warm tribute to the 'founding fathers' of the MKMRS, some sadly 'no longer with us'. Jim Wood, President of the MKMRS, supervised the election of the Committee, all of which were returned unchanged. Looking around before the meeting, he was clearly full of admiration for the results of members' work in the club room.

The AGM gives an opportunity for members to agree or disagree with and praise or query any issue they feel important. As such, it is a time to clear outstanding business from the previous year and then move forward, positively, into the next.

As usual, the night finished in good humour with the results of the club competition being Announced. Unfortunately, Colin Underwood, our usual judge had suffered the sudden bereavement of his wife over the Christmas period and so this year the 'task' fell to Mike Vincent, great friend of the club.

The results of the competition were as follows:

Mick Clements with a 7mm scratchbuilt Steeple-cab electric locomotive
Geoff Bell with a 2F 0-6-0 7mm kitbuilt locomotive
Mark Agnew with a 7mm Class 121 'Bubble car'
Jeff Mathie with a scratchbuilt 7mm B.R. ballast wagon
Jeff Mathie with a kitbuilt B.R. 'Seacow' ballast hopper wagon
Chris Lester with an EM kitbuilt GWR Class 45XX tank locomotive
Eric Bowman with a 4mm 8 Compartment LNER coach
Jeff Mathie with a 2mm kitbuilt Class 60 diesel freight locomotive
Jacqui Dennison with a diorama in the Scenic item category

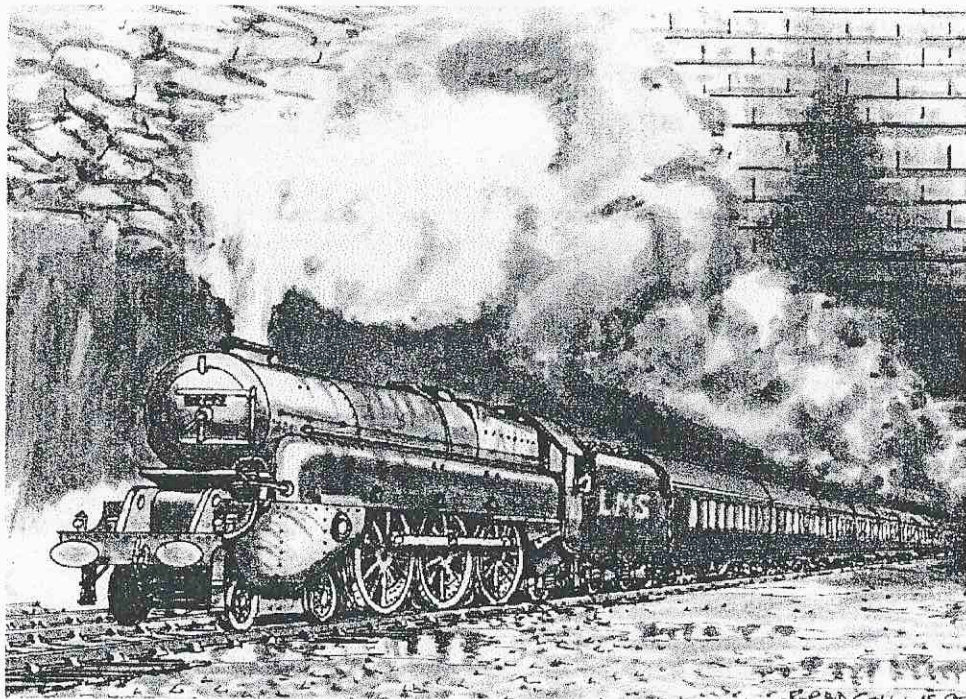
Last but not least, Dennis awarded a new 'Member of the year' award to **John Hatton** for his work at weekends and during the week as Museum Curator.

British Pacific Locomotives – No. 9

The LMS 'Turbomotive'

By Fred Collins

To clear up any confusion for newer members, it is eighteen months since the previous article appeared in the newsletter. So it is a pleasure to resume the series which amongst other aspects, highlights Fred's artistic skills – J.D.



Data and dimensions:

Cylinders:	None – Ljungstrom turbine drive
Boiler Pressure:	250 psi
Weight including tender:	166 tons
Length over buffers:	74ft 4¼"

We cannot leave the story of the Stanier 'Pacifics' without reference to the 'Turbo'.

Stanier had been interested in the possibility of turbine power but had been deterred by the theory that turbine power was uneconomical without the fitting of a condenser. He paid a visit to Sweden where Swedish Railways were successfully operating a non-condensing turbine locomotive.

He was so impressed that he decided that what should have been the third 'Princess' would be built as a turbine. The order for the turbine was placed with Metropolitan Vickers and was based on the Swedish 'Ljungstrom'. The rest of the locomotive was built at Crewe using as many standard parts as practical.

The objections to fitting a condensing unit was the unacceptable extra size and weight required.

By comparison with previous experiments with turbine propulsion, the locomotive had a fairly pleasant appearance with 'clean lines'. It was very 'smooth running' (which was expected) and had more power than a 'Princess' and 5% more economical with coal.

The engine spent most of its life working expresses between London and Liverpool. It was well liked by the crews once they mastered the regulator which worked by progressively opening ports to the turbine, although not as flexible as the normal regulator.

The engine was built in 1935 and ran until 1952, running some 440,000 miles.

The locomotive spent fairly long periods off the road when repairs were needed, as being a 'one off', no spares were kept. They had to be manufactured or sent from Sweden. The locomotive was stored during the War, due to the difficulty in obtaining parts.

In 1952 a new turbine was required. It was decided to rebuild it as a standard pacific. The end product was a cross between a 'Princess' and a 'Duchess'.

After running just a few months as BR No. 46202 'Princess Anne', the engine was virtually destroyed in the disastrous 'Harrow' double collision and was written off as beyond repair.

The experiment was by far the most successful of any that had departed from the basic Stephenson principle.

One wonders what would have been the attitude if ten had been built instead of just one. Spares would have been a stock item at Crewe and off the road periods would have been reduced to that of a standard locomotive.

Request

As it is our 30th year, I would like to hear from anyone with stories of interest to newer members of events which have occurred over that time. Fred has already given me an article on the very early days which includes the Bletchley Model Railway Club from which some of our present members came. If you want to know about the 'Olney Floral Fiasco!', sorry, 'Fiesta', who coined the phrase 'we have continuity', who had a 'Loch Ness Monster' on their layout and who used the bell-code 1-3-1 with the reply 1-1, *all will be revealed ?!!!*