



For all that is best in 7mm railway modelling

# 1999 Spring Convention

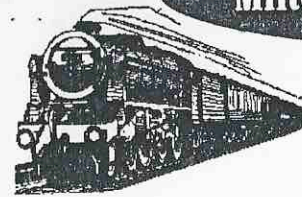
The Oasis Leisure Centre, Swindon

Saturday 13th March 1999. 10.00am - 5.00pm

Layouts - Displays - Test tracks (sorry, no live steam)  
- Demonstrations - Full trade support - Guild stands

Guild members - £3.00, Non members - £5.00

All tickets are family tickets

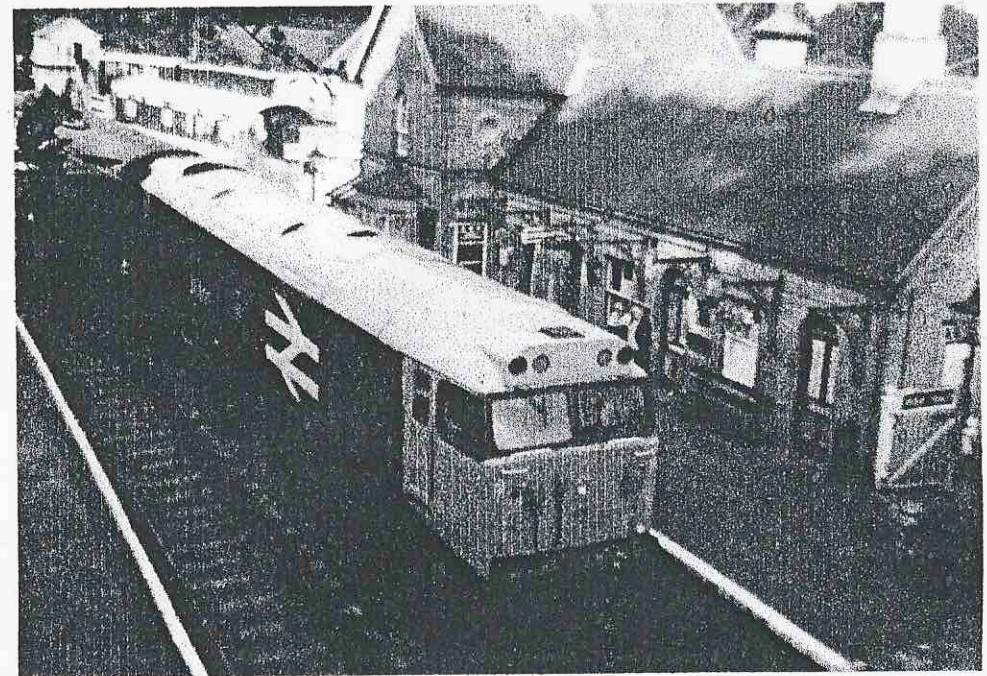


Milton Keynes Model Railway Society

# Newsletter ...

No. 84

March 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
March 20th/21st <b>Living Craft Fair</b>	Tim Davey, Bernard Worden	Fred Collins, Phil Wood <b>Parachute Regiment</b>
April 3rd/4th/5th <b>Easter Weekend</b>	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 <b>May Day Bank Holiday</b>	Bernard Worden, Eric Bowman	Gordon Shrimpton, Chris/Nick Hughes
	Monday	Dennis Lovett, Ray/Richard Cousins
May 15/16th		
May 29th/30th/31st <b>Spring Bank Holiday</b>	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 . . .

The answer to the 'poser' how many sleepers are there from London Euston to Glasgow Central is *two each night!*

*Start the car. I,m out 'a here!*

### 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

**Published by/  
Contact Point:**  
Dennis Lovett  
Chairman  
☎ 01908 376750

## February

February was a relatively quiet month for the MKMRS, although as this issue was written on 8th March, a couple more events can be reported.

The Gauge O Guild Auction took place on the 13th February. Nearly two hundred members attended and many visited our clubrooms to see our premises and our O gauge layout, a long section of which had been erected in the large clubroom.

A number of members turned up to steward and assist in the clubroom, the CAA building in which the auction was held and around the 'Park'.

The clubrooms were on the itinerary of a 'school visit' to Bletchley Park by 130 children from a 'middle' school. This highlights the invaluable contribution made by those members who are 'free' during the week, or part of the week, during the day.

It would be nice to imagine that some of the visiting children might take up our hobby as a result, or partly as a result, of their visit. One day they might even return to become members.

The Westoning Model Railway Exhibition took place on the 6th March. Whilst I have no reports on it yet, there is no reason to believe it was anything other than a success, raising money for a 'good cause', the Village 'playgroup'.

All this just goes to show what a multi-faceted club we have become!

John Dibben

*J. Dibben.*

### Cover Picture:

Class 50 at Arley, on the Severn Valley Railway, at the 1997 'Diesel Gala'. Photo: Chris Avis.

# Diary



## MARCH

13 Gauge O Guild Spring Convention, Swindon  
20/21 Bletchley Park Open Weekend

## APRIL

3/4/5 Bletchley Park Open Weekend (Easter Weekend)  
11 Swapmeet, Woughton Campus  
17/18 Bletchley Park Open Weekend  
28 HMRS Meeting – The Raetian Railway in Switzerland

## 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.

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 last 1998/9 season HMRS meeting at our clubrooms will be held on April 28th and is on the subject of The Raetian Railway in Switzerland and the talk is by E.C. Vaughan.

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

Members attending on a Tuesday night might well be unaware of the amount of activities in which BP is involved. To give some idea of the amount of activity involved, it was reported on the 3rd February, that there was only 8 days between then and 31st March when nothing was happening.

Nearly every week an article appears in the 'Citizen'. It is mentioned on the radio and television. A recent 'Antiques Roadshow' from Bletchley Leisure Centre made no mention of Bletchley's railway connections and was presented from BP which has taken over as the centre-piece of Bletchley's history. However, it is arguable which needs the investment most!

Incidentally, BP will appear on 'Blue Peter' on 17th March.

Our ID cards have 'Bletchley Park Volunteer' on them and their success is ours as well. We have more in common than might be evident at first sight.

Even this newsletter has been printed by BP, courtesy of Margaret Sale, not forgetting Victoria and her 'photocopying finesse'!

### Merchant Navy and West Country Pacifics

(Continued from page 5)

The 'West Country' Pacifics were a slightly scaled down version of the 'Merchant Navy' class with the same mechanical layout. A total of 140 Pacifics were built between 1941 and 1950. 27 more than Gresley built over 16 years for the LNER. Bullied certainly intended to leave his mark on railway history.

Bullied was obviously a brilliant designer, not afraid to introduce new ideas, some of which were in advance of the materials and technology of the time.

He would possibly been more prudent to road test some of his more outlandish ideas before plunging into full production.

Production of express passenger engines was banned during wartime but Bullied managed to persuade that his 143 ton Pacifics with 280 psi boilers and the 6' 2" drivers were freight engines and production was allowed to continue. Although the Merchant Navy class were originally built to haul the heavy boat trains on the Eastern Section, they spent most of their working life on the West of England expresses. Some of the locomotives were rebuilt in B. R. Days. This will be the subject of the next article.

### QGM

Please note that the next QGM will provisionally be held on the 27th April, 1999. This date will be confirmed in due course. The meeting will be held in the clubrooms at 2000.

## Museum Notes . . .

This month I have again devoted a significant amount of space to BP (Bletchley Park). When I took over the newsletter, Dennis asked that I should do just that. However, it is only recently have I been able to write with any knowledge of the subject. A list of dates and press reports cannot convey anything like the real picture of BP, with its many groups and activities.

A certain amount of 'discussion' on the subject took place at the AGM which members attending will be all too well aware. The result is that I attend the 'group meetings' for information purposes but in regard to the MKMRS, Fred and John represent the club and are responsible for reporting information back and forth. I have agreed not to discuss details of the meetings, although I find them invaluable in writing about BP.

Since the MKMRS moved to BP, the effects have been remarkable. The whole atmosphere has changed. Open to the public every other weekend, most of whom are not railway enthusiasts, has been a real challenge. I believe we have learned a lot from each other. There is a world of difference being isolated in a room every Tuesday night, with excursions to places with people with a common interest and entertaining people who have come to see the very important part BP played in World War II.

Our membership has changed significantly with a shift towards 'nostalgic' layouts. The historical side of railway modelling has come to prominence, with both models and information about wartime railways and more noticeably model railways of the period and immediate post-war years. Museums feed on nostalgia and the 'tinplate', Trix-Twin and Hornby-Dublo layouts satisfy this admirably. It is difficult to imagine them having such prominence them in previous clubrooms.

That in no way denigrates the other layouts. These provide people with no interest in model railways an insight into our hobby and are much loved by children to whom the art of deciphering is something which they will only appreciate fully with maturity.

I have also become aware of the similarities between us and other groups. They must also have had little experience with the general public, in the main dealing with people with a common interest. Whilst some have the advantage of being World War II or military orientated, we have the advantage of working exhibits.

The reaction of the public to our clubrooms, displays and layouts leaves me personally to feel we have no reason to explain ourselves, rather just answer the questions they ask, which are a lot less complicated than at a 'conventional' exhibition and to just chat to them if they wish to do so.

This weekend (6th/7th March) saw the car parks full and coach trips which take a while to arrange start to appear. 12 twelve coach trips were scheduled, up to 600 people!

I have heard it said that BP is 'groaning' under the sheer weight of numbers. Car parking and refreshment facilities, in particular, 'under strain'. Many volunteers are 'retired folk' and like us they rely heavily upon them. At this point I think special mention should be made of the two Johns and Ken who rarely miss a weekend.

## Club Notices . . .

### Members' layouts

Two members' layouts were on show, on March 2nd, in the clubrooms. Bruce Garwood's modern-image N gauge layout was in the lobby and although in three sections, the size and detail of the layout could clearly be appreciated. It is equipped with 'overhead catenary' and judging by its 'badges of honour', has been to numerous exhibitions since 1996. I believe it is booked for four more this year.

The second layout was Chris Avis's N gauge American layout. It is only 2' 6" x 10" but shows what can be achieved in a small space. It was due to make its first outing to Westoning the following weekend.

### Outside Layout

A 'working party' was arranged on 27th February and a number of members turned up. Reports indicate that significant progress was made.

### Subscriptions

As mentioned last month, the subscriptions for this year are £30 Adults, £20 Over 65's and £17 Associate membership. Easy terms can be arranged 0% interest. See Eric Bowman.

### MKMRS Sweat-shirts

The talk of the 'catwalks' in Paris, New York and London will be our 'very own' sweat-shirts which should be available by the time you read this. Resplendent in 'burgundy' with MKMRS motif (the 'German helmet'), it is a snip at £14.50. Available in all sizes, medium, large and 'I really must lose weight!'. Orders taken by Gordon Shrimpton who has asked for suggestions for ideas for other garments which could be similarly 'adorned'. Suggestions to him please!

### Newsletter

I am now responsible for sending out newsletters, so don't blame Ken! The next batch should be sent out very shortly.

### Northampton Swapmeets

I am informed by Ken Wiggins that the Northampton swapmeets are well worth a visit.

The next one is Sunday 7th March and is held at The Moat House Hotel, Silver Street, (off Horsemarket). It is open from 1100 - 1530.

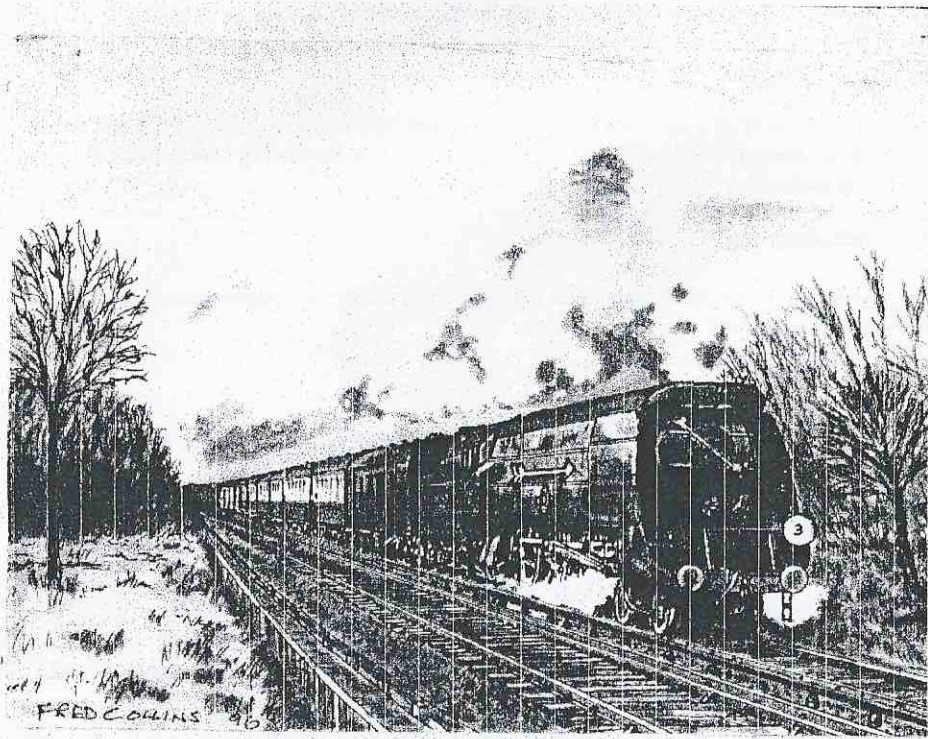
The dates for the rest of the year are May 23rd, September 5th and December 19th.

# British Pacific Locomotives – No. 10

## The S. R. Bullied Pacifics

### (Merchant Navy and West Country Classes)

By Fred Collins



S. R. 'Battle of Britain' class '219 Squadron' in the Kent countryside with the down 'Golden Arrow'. Drawing: Fred Collins.

Data and dimensions:	Merchant Navy	West Country
Cylinders:	3" x 18"	3" x 16 3/8"
Boiler Pressure:	280 psi	280 psi
Length over buffers:	69ft 7 3/4"	67ft 4 3/4"
Weight including tender:	143.1 tons	128.6 tons

O.V.S Bullied had been Gresley's personal assistant on the LNER when he was offered the post of CME of the Southern Railway. It was 1937, Maunsell had been forced to retire on the grounds of ill health. He had been in the process of looking at the ageing 'Lord Nelsons' with a view to improving them to cope with the increasingly heavy boat trains on the Eastern Section. Bullied was given the same mandate but decided it would be more cost effective to design a new locomotive rather than try to upgrade the existing.

The severe gradients out of the ports coupled with the tight loading gauge and weight restrictions on the Eastern Section, gave the designer a near impossible specification to work to. The combination of low engine weight, high power and steep gradients was a near certain recipe for loss of adhesion. Bullied considered the proposition of either a 2-8-2 or a 4-8-2 but had to dismiss both of them. The first was inadvisable because of the sharp curves on part of the line, the second would have exceeded the capacity of existing turntables.

A pacific design was finally settled upon. Many new and untried features were incorporated in what turned out to be a brilliantly designed and manufactured locomotive that flew in the face of tradition with ideas to save weight without impairing the efficiency of the locomotive.

Welding was used wherever possible instead of the usual lap and rivet joints. The steel welded boiler with thermic syphons was a masterpiece of boilermaking. There had never been any suggestion that a Bullied pacific would not steam. Southern enginemmen would swear that you could raise steam on a bucket of garden refuse, (a slight exaggeration). Boxpok wheels were fitted which weighed 10% less than conventional wheels. No balance weights were needed as the 3 cylinders virtually balanced each other. The engines were superb riders at any speed.

With all the weight saving features the engine was still too heavy for the Civil Engineer and some castings in the frame had to be replaced with steel plates.

The most drastic of all the weight saving devices was the valve gear. The original gear was designed to be driven by gears and a prop shaft all enclosed in an oil bath.

Most of the problems that arose in later years arose from this chain driven gear. Would the problems still have occurred had the original mechanism been installed. Maybe not!

The oil bath was supposed to protect the mechanism but had the opposite effect. Grit and ash found its way into the casing causing wear to the chains and oil found its way out, particularly onto the wheels, with some startling results.

There were some inspiring displays of pyrotechnics with engines slipping madly trying to get trains on the move on even the slightest gradient. Cases were reported of slipping at 70/80 mph (frightening to think about). It was known for oil to find its way into the boiler lagging causing the lagging to catch fire.

The steam reversing gear was so inaccurate as to be ignored most of the time by the drivers. It was proved on a controlled test that the power output recorded was impossible to achieve with the percentage indicated in the reverser.