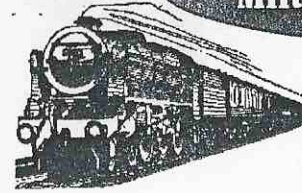


Milton Keynes Model Railway Society



Newsletter ...

No. 87

June 1999

THE BLETCHLEY PARK TRUST
&
THE MILITARY VEHICLE TRUST
PRESENT

MILITARY 99 BLETCHLEY PARK

JUNE 19-20
1999



YOU ARE ORDERED TO ATTEND THE
BEST MILITARY SHOW IN THE AREA



MILITARY VEHICLES
MARCHING BANDS
BATTLE RE-ENACTMENTS
STALLS
CHILDRENS CORNER
DIORAMAS
PUBLIC BAR
FOOD
A VALUE FOR MONEY DAY OUT FOR ALL

SHOW OPENS 10.30AM UNTIL 5.00PM
FREE CAR PARKING

ADMISSION £3.50 ADULTS £2.50 CHILD & OAP

CONTACT: G. BEALE THE M.T. SECTION, BLETCHLEY PARK, WILTON AVE.
BLETCHLEY, MILTON KEYNES, MK9 0EF
01908 322578 OR 0970 589701 TEADERS: J. MILLER 01234 854158



The MKMRS is a member of:

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

The Milton Keynes Model Railway Society – 'Today' by John Dibben

The club today is very different to that described by Fred Collins and myself in the last two issues. For four years the MKMRS has had the good fortune to have 'probably' the best premises in the country and rent free! I rejoined in 1995 because of the move to Bletchley Park. The 'Masons' were our landlords at Fenny Stratford, rent was low due to 'connections' but it was not easy dealing with an organisation with their 'dubious' reputation. It was also 'cramped' and parking was a 'nightmare'. The attractions of our present site are obvious. The membership is now more 'mixed' with members from 'all walks of life'.

The club has taken on a 'dual-personality' with the museum side and the model railway side. They *can* conflict, particularly in the area of space allocation but most of all the requirement to man the club rooms on open days. It is a difficult 'balancing act' for the committee but it is a 'small price' for the members to pay considering the rewards.

We have many very fine modellers. Mark Agnew, for example, brings along some marvellous creations.

However, some things never change. The question of space being a problem I find incredible. The 'discussions' about minor and irrelevant details I, along with many others, find tedious. The layout building has gone from 'enthusiastic' to 'extremely enthusiastic' and many find that there the balance between 'work in progress' and 'finished goods' is greater than it should be. Another significant change is the movement away from 'club layouts' to layouts associated with one person or a group of people.

I have been informed by a 'Bletchley Park Trustee' that all we need to do is continue to 'put on a good show'. Remember, we have everything a model railway club could possibly need and more. *Therefore the responsibility for its continued success is entirely dependant on its membership!*

Another 'little' Lester

Congratulations to Chris and Alison Lester on the birth of their daughter Beatrice a few weeks ago after an 'anxious' few months wait. Mother and baby are doing fine and Father looks much relieved.

And Finally ...

If you have enjoyed reading this half as much as I enjoyed writing it, then I have enjoyed myself twice as much as you. If you wish to enjoy yourself twice as much as everyone else, pick up a pen and write something!

Nurse is coming, I'm off - J.D.

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

Editor:
John Dibben

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

Cover Picture:

A couple of West
Country Pacifics
at Plymouth
Friary shed in
1949.

June

The most significant event concerning the MKMRS this month has been the signing of the agreement transferring ownership of Bletchley Park from the Government and British Telecom to the Bletchley Park Trust. This was concluded with due ceremony in D Block on Thursday 10th June.

This is much welcomed news, however it is only the beginning. What affect it will have on us is unclear, as it is for the other voluntary groups on the site. There is no cause for complacency. The groups that use Faulkner House will have to be relocated but there is no evidence that we will be affected in any way.

In recent weeks, a much more 'commercial' attitude has developed as regards the management of Bletchley Park. This has been necessary in order to provide the 'business confidence' required to obtain the twenty million pounds required to fulfil the ambitions of the Bletchley Park Trust.

However, the Trust fully acknowledges the enormous contribution played by the 'volunteers' and 'groups', in which we have played a large part, in order to get this far.

On a 'lighter' note both Dennis and Chris Hughes attended the first day of the new 'Virgin' coach link between Luton and Milton Keynes. This prompted me to look into the influence of bus companies over British railway passenger operations. There are several ways to quantify this, amount of stock, revenue, route miles or miles travelled but I settled on the percentage of numbers of trains per day.

The results were 55% (approx.) were operated by bus companies, mostly in areas which they 'had an interest'. 25% were 'foreign' owned (Connex). Leaving only 20% in the hands of 'independent' operators.

Of course, 'Stagecoach' also owns approximately one-third of the rolling stock as 'Porterbrook Leasing' and the 'Sheffield Super-tram'. 'Stagecoach' was last seen taking over the Hong Kong buses and on a 'long march' into China!

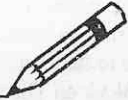
All freight, mail and parcels, apart from 'Freightliner', is American owned and rolling stock is manufactured in the most part by companies with 'foreign' parent companies.

This was achieved by a government who managed to wave the 'Union Flag' at the same time. A 'very strange' form of patriotism.



John Dibben

Diary



JUNE

19/20 Bletchley Park Military '99 Open Weekend
26 CMRA Modellers' Workshop, Beaconsfield
26/27 Bletchley Park Open Weekend

JULY

10/11 Bletchley Park Open Weekend (Vintage Car Picnic and Fire Engine Display)
13 Woughton Swapmeet
24/25 Bletchley Park Open Weekend (Polish Anniversary)

Notice Board

Bletchley Park Open Weekends August to December 1999

August 7th/8th and 21st/22nd
August 29th (Radio Club fair)
September 4th/5th
September 12th (Enigma Reunion)
September 18th/19th
(Battle of Britain Display by BARG)
October 2nd/3rd (Womens' Weekend
And Sunday GBFDC)
October 9th/10th (2nd Craft Fair)
October 16th/17th and 30th/31st
November 13th/14th
November 27th/28th (Christmas Fair)
December 11th/12th

A new roster will appear next month.

SWAPMEET DATES Woughton Campus

The next Woughton swapmeet will
be held on September 26th.

Doors are open from 1100 – 1500.

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

The last swapmeet of the year will
be on November 14th.

IN THE EVENT OF A FIRE IN THE CLUBROOM

- The Museum Duty Officer of the day will sound the Fire Bell continuously.
- Other Duty Officers will show visitors to the exit and direct them to the assembly point.
- The assembly point will be at the foot of the driveway adjacent to the "Railways at War" signboard.
- **ALL** visitors **AND** Officers to remain at the assembly point until advised to disperse.
- When all visitors and Officers have been accounted for persons will be permitted to disperse.
- Fire drills will be held without prior notice on Clubnights. If the alarm bell is sounded leave the premises at once – do not stop to retrieve anything – even valuable models.

**WITH IMMEDIATE EFFECT THE FIRE BELL IS NOT
TO BE USED FOR ANY PURPOSE OTHER THAN
IN AN EMERGENCY**

Chris Hughes
Secretary
11 May 1999

A message from the Secretary

Now that we are attracting so many visitors it occurred to me that we should set up some formal Fire Evacuation procedures. I have drawn up a suitable procedure which is reproduced on the opposite page and which is now on display in the Clubroom. It is all basic common sense, but the most important change is that from now on the red fire bell is **ONLY TO BE SOUNDED IN THE EVENT OF AN EMERGENCY**. We will also hold fire drills from time to time on Clubnights, so if you hear the bell being sounded please proceed to the assembly point at the foot of the driveway and await further instruction.

The 'Park' has requested all groups to lodge a register of those on duty at weekends but this is impractical in our case as we are never quite sure in advance just who might turn up on the day. A copy of these fire procedures has been handed to the Park and they are content that it is sufficient for their needs.

I sincerely hope that we never suffer a fire but trust that everyone appreciates the need for such procedure and will abide by the fire bell rule (which being a matter of public safety will not be put before the Committee for ratification). In closing I would however ask that when signing the book on Clubnights, that you make your entry legible as one day we might have to account for everyone.

Thanks, C.H.

This is true!

And supplied by Steve Dennison from the 'Internet'

MISSING: ONE (1) EMD SD45 LOCOMOTIVE, ROAD NUMBER 6632. MAROON AND GOLD IN COLOR, "WISCONSIN CENTRAL" LETTERING ON THE SIDE.

APPROXIMATELY 65 FEET LONG, 3600 HORSEPOWER. VERY DIFFICULT TO HIDE. TENDS TO BE EXCESSIVELY NOISY.

LAST SEEN SOMEWHERE ON THE CHESSIE SYSTEM, CHESSIE SYSTEM NOW CLAIMS NOT TO HAVE IT. WC HAS NO RECORD OF IT BEING RETURNED.

IF YOU HAVE ANY INFORMATION ON THE LOCATION OF THIS LOCOMOTIVE PLEASE DROP ME A LINE. WC IS COUNTING ON THE RAILFAN COMMUNITY TO LOCATE THIS LOCOMOTIVE FOR THEM WITHIN ONE WEEK.

THERE IS NO OFFICIAL REWARD BUT IF THE FINDER REPORTS IT THROUGH THIS WEBSITE I WILL MAIL OUT A COUPLE OF WC GOODIES TO THE FINDER...

GOOD LUCK AND HAPPY HUNTING. (yes, this is serious) George Widener.

Reply: Would this fall under the rule of finders keepers?????

And yes I do have a place to put it. Later, Jamie.

Don Pigott

It is with great sadness that we have to announce the recent death of Don Pigott after a long illness.

Not only was Don a 'founder member' of the MKMRS, he can honestly be said to have inspired its creation. Both Dennis and I would like to pay a 'joint tribute' to a quiet and unassuming man who will be greatly missed by his friends.

Don grew up in Birmingham with trams 'rattling' past his house and this gave rise to his life-long interest in them. His 'speciality' was his ability to work with cardboard to produce very fine models of buildings. This began at an early age when his model railway required buildings which were too expensive to purchase.

The culmination of his interests and talents was his excellent tram layout which he exhibited all over the country. When the club moved to Bletchley Park, he donated the layout to the MKMRS and stands as a symbol of what can be achieved by a dedicated modeller with the minimum of cost. The layout itself has given great service, is admired by visitors and extremely popular with children.

Don had many other interests and was known by many local people. He organised the Bletchley Arts and Crafts Festival in the 1960's and enlisted the assistance of John Symons to provide model railway exhibits. It was from one of these Festivals at Wilton Hall that the MKMRS was founded.

Many newer members may not have known Don as he has been unable to visit the clubrooms regularly for some years due to illness.

Our deepest sympathies go out to his wife Jean and his family.

Dennis Lovett and John Dibben

QGM

The next QGM will be held on Tuesday 27th July at 20.00 in the clubrooms.

This date is 'provisional' at the time of writing. In other words, I couldn't get hold of the Chairman to confirm it! - J.D.

The British Pacific Locomotives – No. 11

The B.R. Bulleid Pacific Rebuilds

By Fred Collins

In 1953, a 'Merchant Navy' class pacific was rigorously tested on the British railways test plant at Rugby and road tested with the dynamometer car.

The test confirmed all that had been suspected about the good and bad features of the design.

Both the 'Merchant navy' and 'West Country' classes had performed brilliantly during the 1948 locomotive exchanges, both in timekeeping and power output, but at a high cost of coal and water. The Rugby test showed that with two firemen, firing at a rate of 3,000 lbs. Per hour, the maximum steam raising capacity of the boiler had not been reached.

The full potential of the boiler was never realised because of the failure of other components.

Oil from the oil bath found its way onto the test plant rollers causing such serious slipping that the coupling rods were bent. Cut off speeds and drawbar pull varied over a wide range without any intervention from the driver. The engine was virtually uncontrollable.

The benefit gained from the enclosed valve mechanism did not justify the cost of maintenance and the loss of oil.

R.G. Jarvis, the chief Technical Assistant at Brighton Works was given the task of producing plans and estimates for saving the engines by rebuilding. Jarvis (who had learned his trade with the LMS) and H.H. Swift came up with the plans to rebuild at less than half the cost of producing a new locomotive.

The plan was approved and work commenced in 1955.

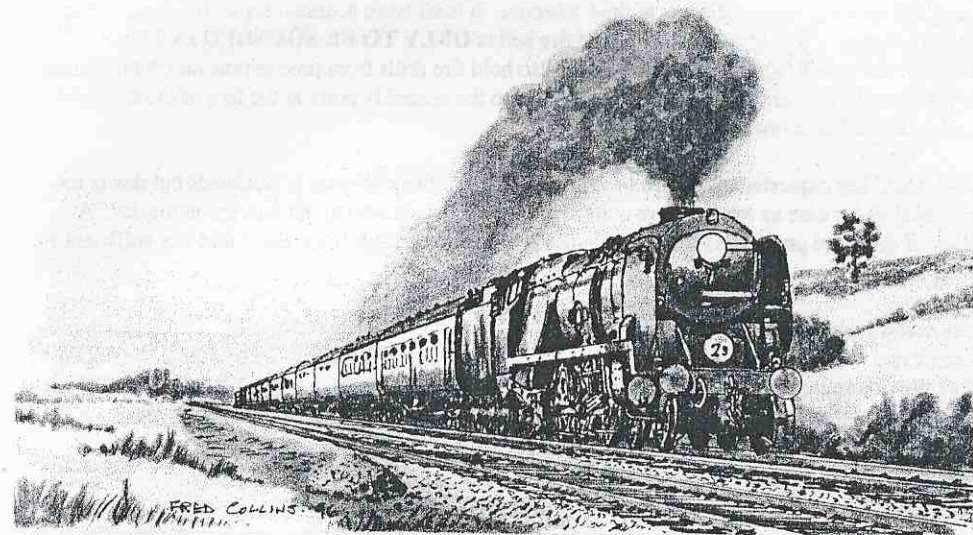
The overall dimensions would be the same as before but with an increase in weight of 3 to 4 tons. By February 1956, the first of the rebuilds emerged from Eastleigh.

The boiler and Boxpok wheels had been retained. The most obvious changes were with the casing and valve mechanism. The Air-smooth casing was removed and standard Walschaerts valve gear was fitted, one set to each of the three cylinders. The steam reverser was an LMS pattern screw reverse fitted.

The smoke box was enlarged by twelve inches. The boiler pressure was reduced to 250 psi. The multi-jet blast-pipe was kept which gave engines an individual exhaust sound. The absence of the casing and fitting of smoke deflectors revealed a handsome and powerful appearance to the locomotive.

Testing was started more or less immediately and indicated that a fast running powerful locomotive had been produced.

The rebuild had caused no detriment to the steam raising powers of the boiler.



Drawing: B.R. 'Merchant Navy' No. 35003 attacks Semley Bank with an Exeter to Waterloo express in August 1960. – Fred Collins.

(from previous page)

The engine reacted positively to the controls. The clean exhaust indicated that complete combustion of the coal was taking place. One of the more important aspects of the rebuilding was in the drastic fall in maintenance costs.

Overhaul of the cylinders and valves jumped from 36,000 miles to over 44,000.

Repairs and servicing at a home shed instead of returning everything to Eastleigh.

All 30 of the 'Merchant Navy' class and 60 of the light pacifics were rebuilt.

The crews in the West of England were determined that steam should go out on a high note before the surrender to diesels. Some incredible feats of running were recorded including regular maximum speeds in the high nineties and many at a hundred mph plus.

To end on a humorous note. It came to Bullied's attention after he had retired, that some of the rebuilt engines were experiencing overheating of the middle valve gear bearings. Bullied wrote a letter (which was never posted), suggesting that enclosure in an oil bath would probably solve the situation.