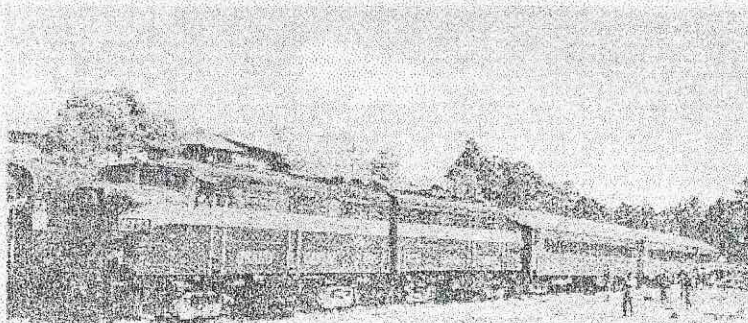


Transport and  
**MODEL  
RAILWAY**  
EXHIBITION

Fairfield Halls  
Croydon



Admission  
ADULTS  
£3.00  
CHILD/OAP  
£1.50  
FAMILY  
(2+2)  
£7.50

25 working  
layouts,  
sales and  
trade  
stands,  
Displays  
and outside  
attractions

Layouts include:

Dartmouth  
Ferring  
Groombridge  
Königshafen  
Watchingwell  
Winbury

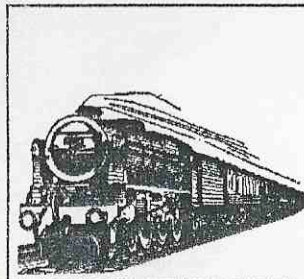
**Saturday 16th  
& Sunday 17th  
October 1999**

Traders include:

N.S.L.T.C.  
Andy Lynch  
East Kent Models  
I.W.A.  
Kent Panel Cont.  
Video Promotions

Photograph by David Johnson ©

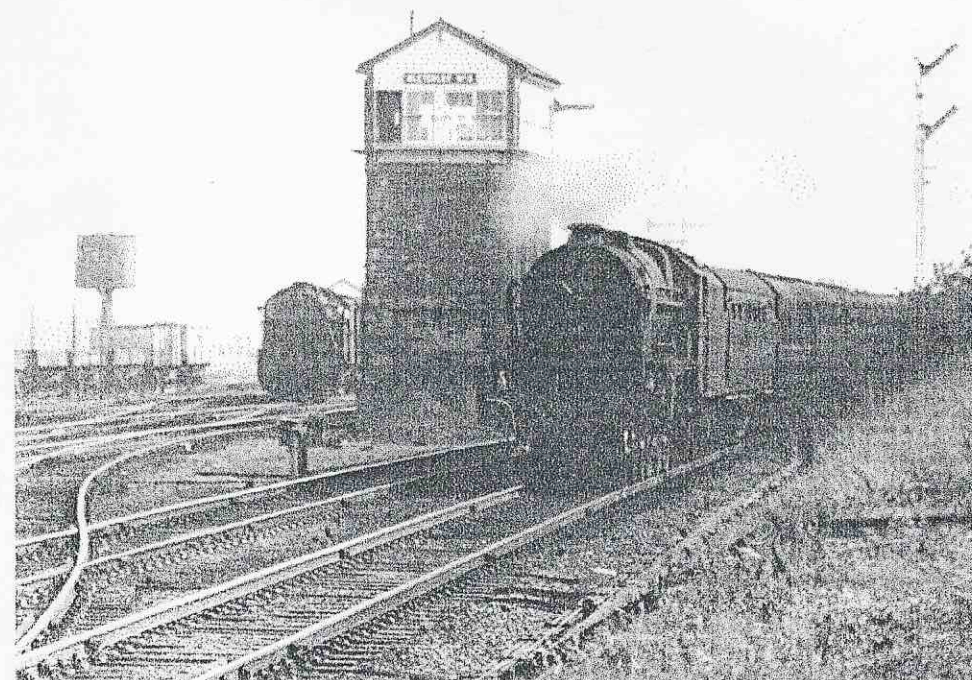
Exhibition Organized by The Association of Model Railway Societies



# Milton Keynes

## Model Railway Society

Newsletter No. 90 September 1999



The MKMRS is a member of:

- The Chiltern Model Railway Association
- The Model Railway Club

Working within the Bletchley Park Museum



# Museum News

A couple of items were mentioned at the last 'group meeting' which concern the MKMRS.

Firstly, everyone by now should have a pass with Bletchley Park Volunteer 1998 or later on it. The activities concerning part of the Milton Keynes College using the site has led to calls for increased security. In addition to obtaining a pass, members are requested to wear them at all times whilst 'on site'. Anyone without a pass may be asked for further proof of identity. Anyone visiting the site who cannot provide a pass at the gate will be given a 'visitors pass' if they need gain access to a group's facilities.

Secondly, anyone who wishes to participate in 'firewalking', that is walking across a carpet of 'red hot coals' on the 'Halloween' weekend, please contact Merry! Jenkins in the mansion. The meeting was treated to a short promotional film showing a group of lunatics undergoing this 'characterbuilding' exercise.

*After you Merry!!*

## Bletchley Park Roster – September to December 1999

Saturday	18 September	Chris Lester	Tony Winn	Ian Harrison	Battle of
Sunday	19 September	Dennis L.	Les Wood	Martin S.	Britain Wkd.
Saturday	2 October	Eric Bowman	Bernard W.		Women's
Sunday	3 October	Chris Hughes	Nick Hughes	Gordon S.	Weekend
Saturday	9 October	Mick C.	Stan P.	Brian Barnes	2nd Craft
Sunday	10 October	Ray Cousins	Richard C	Steve E.	Fair
Saturday	16 October	Eric Preston	Tim Davey	John Dibben	
Sunday	17 October	Gordon S.	Chris Hughes	Nick Hughes	
Saturday	30 October	C. Symonds	Ray Cousins	Richard C.	Halloween &
Sunday	31 October	Bruce G.	Ken Wiggins	Paul Wakely	Fireworks
Saturday	13 November	Colin J.	Geoff Bell	Martin S.	
Sunday	14 November	Phil Gilbert	Chris L.	Steve E.	
Saturday	27 November	Eric Bowman	Tony Winn	Mark Wilson	Christmas
Sunday	28 November	Dennis L.	Les Wood		Fair
Saturday	11 December	Bernard W.	Ken James	John D.	Christmas
Sunday	12 December	Gordon S.	Chris Hughes	Nick Hughes	Carols

## 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

**CMRA Rep:**  
Chris Lester

**Museum Curator:**  
John Hatton

**Editor:**  
John Dibben

**Committee:**  
Geoff Bell  
Colin Jamieson  
Bruce Garwood  
Gordon Shrimpton

**Librarians:**  
Ray Cousins  
Richard Cousins

**Published by/  
Contact Point:**  
Dennis Lovett  
Chairman

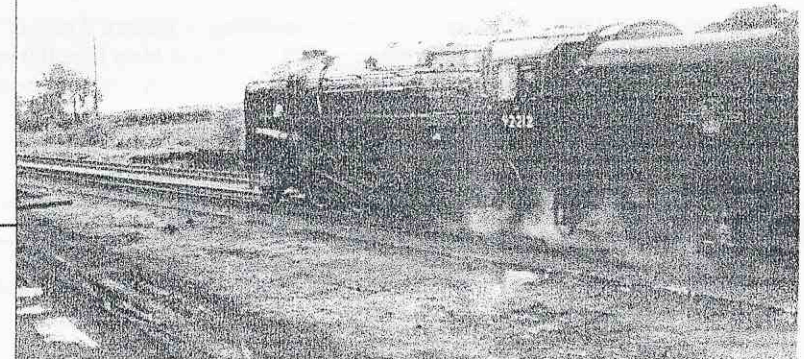
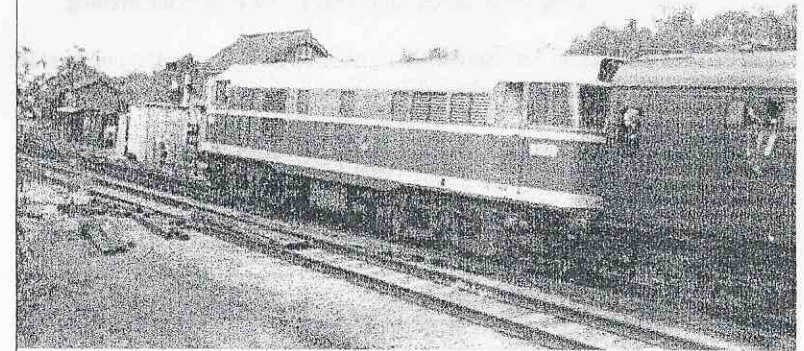
**Cover Picture:**  
'Royal Scot'  
46115 at  
Bletchley  
No.3.

## August

A fairly quiet month and so no need for a long introduction. Instead, a couple of pictures taken at the Great Central Railway '1960's Gala' on 24th April 1999, supplied by Bob Perry whose 'good lady' Lynda visits our house in the course of her work.



John Dibben  
Editor



Top: Class 31 No. D5830 masquerading as D5579, in Golden Ochre livery.  
Bottom: 9F no. 92212.



## Notices

### 30th Anniversary Barbecue – Saturday 18th September

1999 marks the 30th Anniversary of our formation and five years since we moved into Bletchley Park.

In order to celebrate both, we have decided to hold a barbecue commencing at 1800 on the evening of Saturday 18th September. This will follow on from the Park open day. The event is open to members, partners and their children and the barbecue element will be provided from club funds. Gordon Shrimpton has volunteered (!!!) to be our head chef and would welcome some assistance tackling burgers and sausages. We will also be inviting a number of external guests.

We are, however, looking to our members to provide drinks (both soft and for those who prefer it, something a little stronger) and donations will be gratefully received in tins or bottles (*or barrels!* – Ed.). We are also asking for donations of cakes etc. for later in the evening.

The evening will enable our families to see what we have been getting up to at Bletchley Park in the last 5 years in a relaxed atmosphere.

I do hope that you and your family will be able to join us on the 18th September.

Dennis Lovett  
Chairman

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### Historical Model Railway Society Meetings – 1999/2000

Eric Bowman has kindly supplied the dates of the HMRS meetings to be held at Bletchley for the year 1999/2000 and they are listed below.

All meetings are held in our clubrooms unless stated.

- September 29th, 1999** – ‘Hints and tips to assist modelling’ – Bernard Weller of ‘Exactoscale’.  
**November 24th, 1999** – ‘Centenary Lecture’: ‘The West Coast Main Line 100 years ago’ - Peter Davis. (*To be held in the mansion at Bletchley Park, all ticket, free of charge-- see Eric*).  
**February 23rd, 2000** – ‘The Railways during World War 2’  
**April 26th, 2000** – ‘Modelling the London & Birmingham Railway’ - Ian Forsyth.

Meetings commence at 1930, are free of charge and MKMRS members are welcome.

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**MKMRS Sweatshirts and Polo-shirts** are still available. Sweatshirts £14.50 and Polo-shirts £12.50. ‘Personalised’ shirts with name embroidered £3.00 extra. Orders to Gordon Shrimpton.

**Ian Tennant of ASK Models** still has a wide selection of model railway items for sale. Please ask if you wish to have a look. Several items were purchased last Tuesday (31st August).

With the electrification of the Midland Main Line terminating at Bedford, the Bletchley to Bedford DMU’s could provide a local service to Kettering and link into the ill-fated Kettering to Corby experiment.

Bedford St. Johns was a ‘quirky’ station and for some time after closure of the Cambridge section of the line, trains would have to reverse back down to the signal box out of the north side arrival platform, nearest the entrance, to enter the south side departure platform. Meanwhile departing passengers had to walk to the other end of the platforms and accross the boards over the track which was very inconvenient for the frail and elderly.

On one occasion, a friend and myself arrived at the station after a train-spotting excursion to Midland Road, to find the DMU attempting this manoeuvre, only to see the trailer car come to grief on the points. Undeterred, the driver and guard detached the power car and found their way back to the departure platform.

This would have been unfortunate for any other train during the day but this was the 1610 and the platform was packed with schoolchildren and is still the busiest train today. How we all fitted in the now half-DMU with 50 seats and brake compartment, I am not sure, but the view out of the back was unusual to say the least!

Two major problems faced the line. The first was the emergence of Milton Keynes as the dominant station in the area and the inability to provide through trains without investment in upgrading lines to passenger standards or a possible new station at Bletchley.

The second problem was purely operational. Bletchley has had to maintain a small fleet of life-expired DMU’s at what has become an isolated outpost of the diesel age at a depot predominantly occupied with electric motive power. Despite an allocation of well over a dozen DMU’s, often no available units could be found and the service suffered accordingly.

Also, today’s managers frown on the idea of trains having a 44 minute layover every two hours, although this has been reduced to 36 minutes with the extension to Midland Road. In fact, the overall times allowed today are unchanged from 1963. Economy measures, in the form of automatic level crossings with CCTV and reduction of train size to a single unit for a period have enabled savings to be made but it is noticeable that the line works as an independent unit with no new signalling or any attempt to integrate the signalling into the main signal boxes at either end of the line. The line has gradually deteriorated particularly in the condition of the stations, mainly due to vandalism, facilities for passengers and lack of publicity.

The BBRUA was formed in 1980 to redress these areas and have campaigned with great vigour to do as much as is in their power to raise standards for passengers. Several of our members belong to the BBRUA and Colin Jamieson is their Vice Chairman. The Rail Day is a means of raising funds and awareness of the line. The BBRUA also organises visits to places of interest and organises ‘railway rambles’. Money raised goes towards the continuing the campaign for cleaner trains, tidier stations and prominent advertising amongst other things. They organise a ‘station watch’ and report on cases of vandalism or lapses by the operators of the line.

They have achieved considerable success in their goals although there is still much to be done

Should you wish to join I am sure Colin will point you in the right direction.



## The Bedford to Bletchley Line – ‘A cause for concern’

By John Dibben

With the Bedford to Bletchley Rail Users Association's 1999 Rail Day only a month away I thought an article on the line to which this dedicated band of campaigners have pledged to improve was in order. It is also an annual event at which the MKMRS has traditionally played a significant part.

The BBRUA is a voluntary group, formed in 1980 to represent the interests of passengers using the local rail service.

The line has been under constant threat of closure for many years but concerns were heightened when in 1966 the Oxford to Bletchley and Bedford to Cambridge sections of the Oxford to Cambridge line perished. The former remained open for freight but the latter was ‘ripped up’ with indecent haste with only a short siding to Goldington power station surviving for coal traffic for some years. Formal closure was a real possibility in the past but in recent times ‘closure by stealth’ has seemed a more likely possibility.

Until 1966, the Bletchley to Bedford line formed the ‘backbone’ of the link between the ‘university cities of Oxford and Cambridge. In 1963 there were 18 trains to, and 19 trains from Bedford. Of these, 4 were ‘through’ trains from Oxford to Cambridge with 5 in the opposite direction. A further 4 were ‘through’ trains from Bletchley to Cambridge with 3 in the opposite direction.

The Bletchley to Bedford section trains ran almost hourly whereas the other sections were ‘roughly’ two-hourly. This indicates where the bulk of the passenger traffic lay, due in no small part by the extensive brick industries which dominated the line between Ridgmont and Kempston Hardwick. In fact Ridgmont and Stewartby stations were situated within a brickworks complex. Sadly, these industries which created rail traffic at many locations in the area, have suffered a major decline.

By 1972, the ‘knives’ were out for the B – B line. The ‘sombre’ note above the timetable for that year appears below.

The Department of the Environment has under consideration withdrawal of this service between Bletchley and Bedford St John's and closure of Fenny Stratford, Bow Brickhill, Woburn Sands, Aspley Guise, Ridgmont, Lidlington, Millbrook, Stewartby, Kempston Hardwick and Bedford St John's stations. In the event of this taking place during the currency of the Timetable appropriate notice will be given.

Local protests and the emerging ‘new city’ of Milton Keynes led to the line being granted a reprieve. This was to be the last ‘formal’ threat to the line. Ironically, the line was in ‘fine fettle’ at the time. An hourly service, 17 trains each way, was provided by a fleet of 5 power-trailer DMU's, then a youthful 15 years old. They also managed to serve the Watford to St. Albans Abbey branch with an unadvertised passenger working from Watford to Euston and return in the very small hours of the morning. First class accommodation and toilets were provided. Also, trains would frequently use platform 7, now 5, particularly in the morning and evening, sharing the platform with Bletchley ‘starters’ and ‘terminators’.

A most positive step was taken some years later when in conjunction with the Bedford Midland Road remodelling, Bletchley trains were diverted to the new station. St. Johns was a long way from the town centre and further from Midland Road and had become no more than a ‘glorified bus stop’.

## Events

**Saturday/Sunday 11th/12th September, 1999 – Meccanno and Hornby Railways Exhibition,** ‘The Whitewebbs Museum of Transport’, Whitewebbs Road, Enfield, Middlesex. Open 1000 – 1700. Admission £2.00.

**Saturday 18th September, 1999 – 30th Anniversary Barbecue** (see ‘Notices’).

**Saturday 18th September, 1999 – Hoddesdon Railway Circle Model Railway Exhibition –** Broxbourne Civic Hall, High Street, Hoddesdon, Hertfordshire. Adjacent to Police Station. 30+ Exhibits. 18 working layouts. Adults £2.30, children and Senior Citizens £1.00. 1030-1730.

**Saturday/Sunday 18th/19th September, 1999 – Bletchley Park Museum Battle of Britain Weekend.** Flypast by ‘Spitfire’, ‘Hurricane’, ‘Lancaster’ and ‘Dakota’.

**Sunday 26th September, 1999 – Woughton Swapmeet –** Woughton Campus. 1100-1500. Admission 80p Adults, 40p Children/Senior Citizens and £1.60 Family (2 adults and children). The final swapmeet of 1999 will be held on November 14th.

**Tuesday 29th September, 1999 – HMRS meeting** (see ‘Notices’).

**Saturday/Sunday 9th/10th October, 1999 – Bletchley Park Museum 2nd Craft Fair.**

**Saturday/Sunday 9th/10th October, 1999 – Warley Model Railway Exhibition, Birmingham NEC.**

**Saturday 16th October, 1999 – Bedford to Bletchley Rail Users’ Association 1999 Rail Day,** Bow Brickhill Village Hall. Details to follow. Mandleburys final outing.

**Tuesday 26th October, 1999 – QGM** at the clubrooms at 2000.

**Saturday/Sunday 30th/31st October, 1999 – Bletchley Park ‘Halloween and Fireworks’ Weekend.** *Try your hand, or should that be foot, at ‘Firewalking’! – no joke! See ‘Museum Notes’.*

**Tuesday 21st December, 1999 – ‘Christmas Social Evening’,** details in due course.

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## Work in the clubroom

Bernard Worden and Paul Wakely have been very busy of late, fitting the baseboards in the old storeroom which will be used by the ‘Tinplate Team’, Stan, Brian and Mick.

Mention should also be made of Reg Cook's ‘wiring’ in various areas of the clubrooms and in particular the fitting of plug sockets which has eliminated the need for extension leads all over the place which looked very untidy *and could prove extremely hazardous!*



# The British Pacific Locomotive – No.12

## The B.R. Standard Pacifics

By Fred Collins

Main dimensions:

Cylinders:	20" x 28" x 2	Boiler Pressure:	250 psi.
Length over buffers:	68 ft. 9 ins.	Weight including tender:	141.2 tons.

In 1948 the four main railway companies were merged into one unit and nationalised.

The situation after nearly 6 years of war was that most of the track, rolling stock and locomotives were fairly run down. No development had taken place and massive investment was required to bring the railways into some sort of reasonable order. The three chief posts in the mechanical department of the new British railways went to ex LMS men. R. A. Riddles became Chief Executive, E. S. Cox was given locomotive design and R. C. Bond, building and maintenance.

The first job was to bring together the various design teams with their diversity of ideas and practice and to weld them into a single unit. It was important to dispel the feeling that could have arisen, that the LMSR was taking over. All the design centres would contribute to the new standard locomotives.

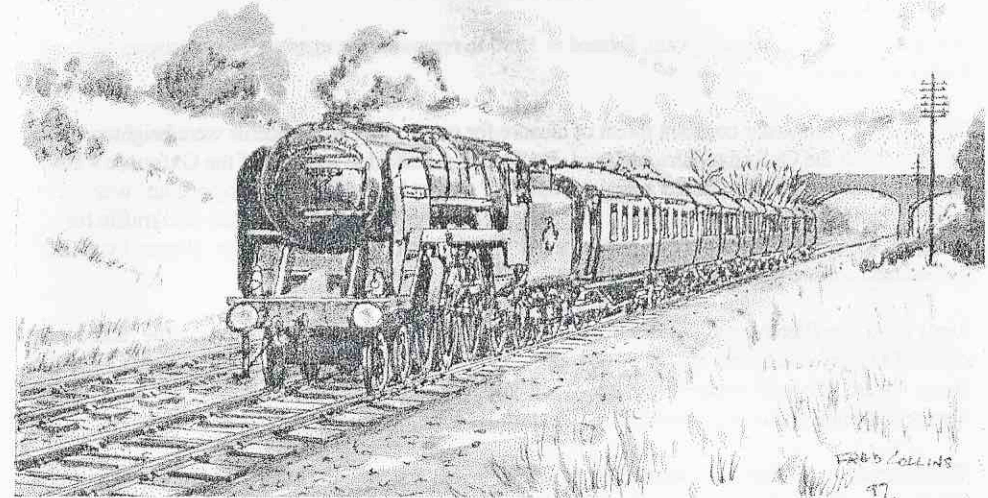
In 1951 a paper was read to the Institute of Mechanical Engineers laying down the principles of any new design. The stock should be able to run inside the loading gauge throughout the country appropriate to the class of train. Boilers should be the most effective possible within the confines of the loading gauge and weight restrictions.

Ease of maintenance should be paramount with the time in sheds kept to a minimum, which meant self cleaning smokeboxes, rocking grates and self emptying ash pans. Large firegrates and high superheat was specified as it was anticipated that the unlimited supply of high quality coal used pre-war, would no longer be available.

It was with these features prominent that the first standard locomotive built by B. R. made its appearance. It was a pacific numbered 70000 named 'Britannia'. The whole class would be recognised as 'Britannias'.

This class was intended to be equal in power to a 'Castle' or a 'Royal Scot' and was needed to accelerate services in certain parts of the country where the available power would not make this possible.

The outstanding example was in the Eastern Region, Liverpool St. to the East Anglian cities and the boat trains. Thirteen of the first fifteen pacifics were dedicated to this region. The delivery of the new engines meant that the available power leapt from the 4P and 5P 4-6-0's to the 7MT of the pacifics. The Eastern crews accepted their new locomotives with enthusiasm, making the most of their brand new engines and realigned track. Trains were flying across the flatlands of East Anglia at speeds in the high nineties and occasionally 'topping the ton' (100 mph.). Eastern metals had never seen anything like it.



Drawing: No. 70039 'Sir Christopher Wren' near Mountessing with 'The Broadman'.

The Stratford and Norwich sheds were proud of their express engines and looked after them well.

The rest of the pacifics were allocated to depots around the country, where they were not always so welcome. Some areas regarded them as a nuisance, especially the ex GWR, West of England crews who never got to grips with firing a wide grate.

The early 'Brits' had their share of teething troubles with tyres working loose on the wheels, slide bars breaking and coupling pins breaking between engines and tenders. However once the faults were rectified, high mileages were run between workshop visits. It has been personally related to me of one occasion when an inexperienced fireman used the rocking grate to break up clinker in the fire and deposited the whole fire into the ashpan and thence onto the track.

All in all they did the job they were designed for during a very difficult period in the history of British Railways.

Ten lightweight pacifics were built designated class 6, they were identical to the 'Brits' except for a smaller boiler and firebox thereby reducing the weight by 6 tons. They were built for the Scottish Region and were named after 'Clans'. They were undistinguished in service and never produced the performance expected of them.