



## Guild Events for 1999 / 2000

Saturday 27th November 1999

### Winter Trade Show

Bletchley Leisure Centre  
Admission free to Guild members

Saturday 12th February 2000

### Guild Auction

Bletchley Park  
Guild members only

Saturday 18th March 2000

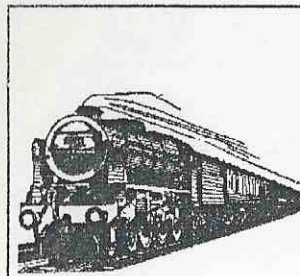
### Spring Convention

Rivermead Leisure Centre, Reading  
Guild members £3.00, non-members £5.00  
All tickets are family tickets

Saturday 3rd June 2000

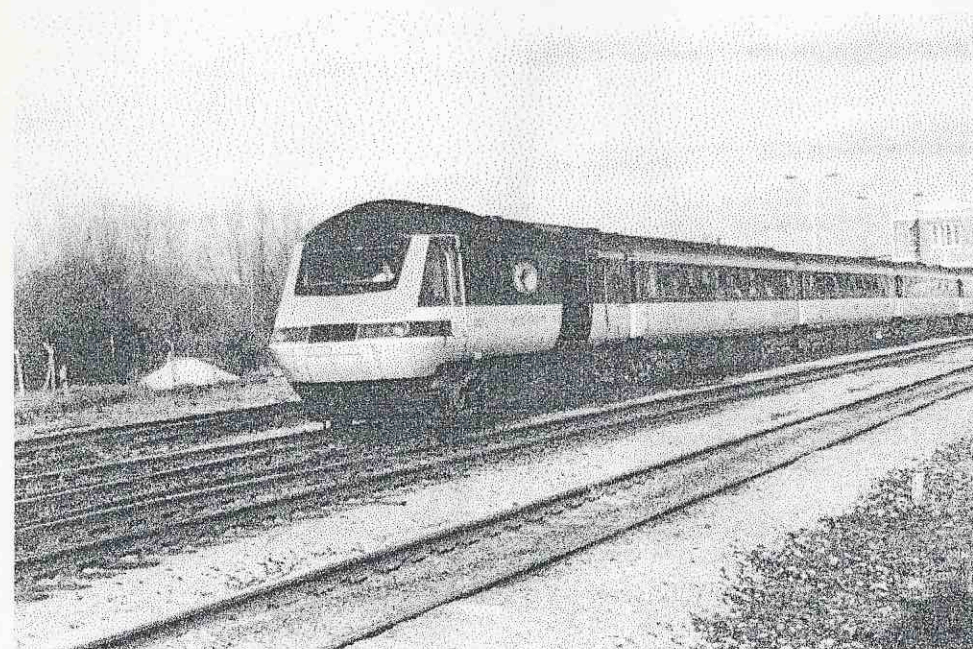
### Northern Summer Convention

Northbridge Leisure Centre, Halifax  
Guild members £1.00, non-members £3.00  
All tickets are family tickets



# Milton Keynes Model Railway Society

Newsletter No. 93 December 1999



The MKMRS is associated with:

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

Working within the Bletchley Park Museum

## Museum News

As usual at this time of year, the number of visitors at weekends has reduced but remains steady in comparison with previous years.

A roster for the coming year will appear shortly.

### Bletchley Park Roster – December 1999

Saturday	11 December	Bernard Worden	Ken James	John Dibben	Christmas
Sunday	12 December	Gordon Shrimpton	Chris Hughes	Nick Hughes	Carols

### Bletchley Park Open Weekends – 2000

January	8th/9th,	22nd/23rd	
February	5th/6th (ATC Sunday),	19th/20th	
March	4th/5th,	18th/19th (Craft fair)	
April	1st/2nd,	15th/16th,	29th/30th (Women's Weekend)
May	13th/14th,	27th/28th/29th (1940's Military Weekend)	
June	10th/11th (Challenge Weekend),	24th/25th (Boat Club Enduro)	
July	8th/9th (Vintage Car Picnic),	22nd/23rd	
August	5th/6th (Fun in the Sun),	19th/20th,	27th (Radio Fair)
September	2nd/3rd,	16th/17th,	30th/1st October
October	14th/15th,	28th/29th	
November	11th/12th,	25th/26th,	December 9th/10th

And Finally ...

### The Internet

The MKMRS now has a 'web site' which is [www.mkmrs.fsnet.co.uk](http://www.mkmrs.fsnet.co.uk)

### 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:

First Great Western  
Trains HST at  
Swindon

Photo:  
Fred Collins

### 1969 – 1999 and beyond!

As 1999 draws to an end and the year 2000 beckons, I thought a brief look back 30 years might give some idea as to where the hobby is going.

To anyone who was railway modelling in the late 60's and 70's will have seen great changes in the hobby. The standards of exhibition layouts have increased immeasurably and the amount of items that can be bought 'off the shelf' has increased to a point where on many such layouts only the scenery requires 'modelling'. The need for 'improvisation' and the scope for 'imagination' has been reduced. Many 60's layouts pushed their credibility to the limit whilst their builders' used their imagination to build their own 'little empires' with limited resources. In short they were less accurate but more fun. Of course there were many excellent layouts to be seen but the 'serious' and 'less serious' coexisted happily.

The requirement for higher standards led to a profusion of 4mm scale gauges. A 4mm modeller had to make a choice between HO, EM or P4, another scale or put up with 'narrow gauge' OO. This occurred mainly through British reluctance to follow the 'Continental' and American practice of adopting HO which allows them to purchase track, locomotives and rolling stock and concentrate on the scenery. A leaf through the Continental Modeller or the Model Railroader illustrates the benefits of their choice of scale. As far as the general public are concerned the scenery sets the standard for the whole layout.

The level of r-t-r items has greatly improved over the last few years but most of the technology has been available since the early 80's. If manufacturers had been in a more competitive field, for example, the media devices we use in our homes we would have seen great improvements mechanisms used in r-t-r models and the devices used to operate them.

The average 'starter' set that will be given to children this Christmas is basically no different, certainly if you started with Hornby-Dublo as I did, than those on offer 40 years ago!

However, there are hopeful signs with infra-red remote control devices available and can-motors appearing in r-t-r models. Technological advances have made possible 'wireless' layouts which would bring 'unconfined joy' to many modellers. In the 60's our layouts used 'cutting edge' technology which was exciting in itself. If in the future a similar outlook was adopted our hobby could regain its place underneath the Christmas Tree of many homes once again!

**Merry Christmas** from ...

John Dibben

*J. Dibben* . Editor

## Notices

### Christmas Quiz and Social Evening

The date for the 'social evening' has been changed to Tuesday, 14th December. There will be a quiz and festive 'eats'.

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

Peter Davis gave an entertaining lecture on 'The West Coast Main Line 100 years ago' on the 24th November in the mansion at Bletchley Park. It was presented as if the year was 1899 and many slides of the period were shown including some of Bletchley and Wolverton.

An exhibition of 7mm LNWR stock of the period was set up in the library along with some very early examples of model railway items, for example, Bing.

It was very well attended with a sizeable contingent of MKMRS members. The next two lectures which will be held in the clubrooms are listed below:

**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 to attend.

### Woughton Swapmeet

The dates for next years swapmeets are as follows:

February 6th                      May 14th                      September 17th                      December 3rd

They will be held at the Woughton Campus from 1100 – 1500. Admission is £1 Adults, 80p Concessions and Children under 18 Free.

### Gauge O Guild – Winter Trade Show, Bletchley Leisure Centre

The above show was held on 27th November, 1999. The Gauge O Guild have expressed their thanks to the sizeable number of volunteers from the MKMRS that assisted on the Friday and Saturday that weekend.

The next Gauge O Guild function in the area will be the 'Guild Auction' to be held at Bletchley Park on Saturday 12th February, 2000.

# ST ALBANS MODEL RAILWAY EXHIBITION



at the Alban Arena, St Peters Street  
on 15th & 16th January 2000

10 to 5.30 both days

Families (2+4) £10

Concessions £2

Children £1.50

Adults £4



Tickets available from  
the box office, 01727 844455, from 13th December

About 20 quality layouts plus trade stands and demonstrations

Free vintage bus service from the Abbey & City stations ~ Refreshments & bar

Exhibition insurance sponsored by Traffords Ltd., 153 Hatfield Road, St Albans

For all your insurance requirements, 'phone 01727 833241



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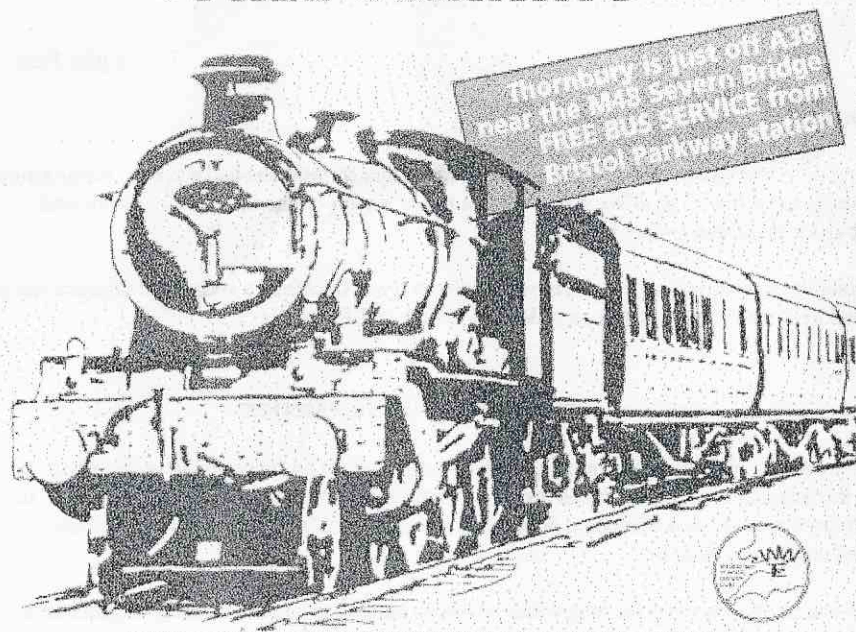


32nd ANNUAL  
**BRISTOL**  
**MODEL RAILWAY**  
**EXHIBITION**  
**2000**

Thornbury Leisure Centre,  
 Alveston Hill, THORNBURY,  
 BRISTOL

Friday April 28th 2 pm - 8 pm  
 Saturday April 29th 10 am - 7 pm  
 Sunday April 30th 10 am - 5 pm

**\*FREE PARKING\***



ASSOCIATION OF MODEL RAILWAY CLUBS, WALES & WEST OF ENGLAND LTD.

## Notice of Annual General Meeting

In accordance with the requirement of the club rules, I hereby give advance notification of the 2000 Annual General Meeting of the Milton Keynes Model Railway Society which will be held on

Tuesday 25th January, 2000

Commencing at 8pm at the MKMRS Club Room, Bletchley Park

Nomination forms for the appointment of club officers will be available from me in due course. These should be completed and handed to myself before the start of the meeting on the date specified above.

Chris Hughes, Secretary  
 8 November, 1999

## Club Competition

As usual the club modelling competition will be run in conjunction with the Annual General Meeting, so now is the time to start finishing off your models.

The classes of competition areas follows:

<u>7mm or above</u>	<u>4mm or less</u>
Scratchbuilt locomotive	Scratchbuilt locomotive
Kitbuilt or modified ready to run locomotive	Kitbuilt or modified ready to run locomotive
Scratchbuilt rolling stock	Scratchbuilt rolling stock
Kitbuilt or modified ready to run rolling stock	Kitbuilt or modified ready to run rolling stock
<u>2mm or less</u>	<u>Any scale</u>
Kitbuilt or modified ready to run locomotive	Scenic items

- Rules: 1 - No entry shall have previously been entered in a club competition  
 2 - The entry shall be made by a fully paid up member at the time of entry

*The competition will be judged during the AGM and prizes awarded afterwards*

### MKMRS

Sweatshirts      £14.50  
 Polo-shirts      £12.50

'Personalised' with names embroidered  
 £3.00 extra.  
 Orders to Gordon Shrimpton

**Do you have your own layout?  
 Is it portable?  
 Do you wish to exhibit it?**

A register of layouts owned by members is being drawn up. If you wish to be included please contact Chris Hughes who will be pleased to hear from you.

# The British Pacific Locomotives – No. 13

## The BR 3-cylinder pacific

The concluding part of an occasional series by Fred Collins

### Dimensions:

Cylinders:	18" x 28" x 3	Length over buffers:	70' 0"
Boiler pressure:	250 psi.	Weight including tender:	156.8 tons

The final British pacific locomotive emerged from Crewe works in early 1954. It had basically a "Britannia" boiler with larger firebox and superheater. A double blastpipe and chimney had been fitted. The valves were poppet valves with a Caprotti type mechanism. A new type of tender was provided, similar to the one used with the "Duchess" class.

The British Transport Commission's modernisation plan was shortly to be published. It was known that dieselisation on a large scale would be in the offing. One wonders why the pacific was ever built. All the regions were well served with express power except the West Coast main line who were a class 8 short due to the loss of "Princess Anne" in the Harrow disaster. This could have easily been made up by the production of a "Duchess" similar to "City of Salford". A proven successful design.

Only one of the 3-cylinder class was ever built. Numbered 71000, named "Duke of Gloucester", it was soon put on trial on the Swindon test plant. The results were disappointing.

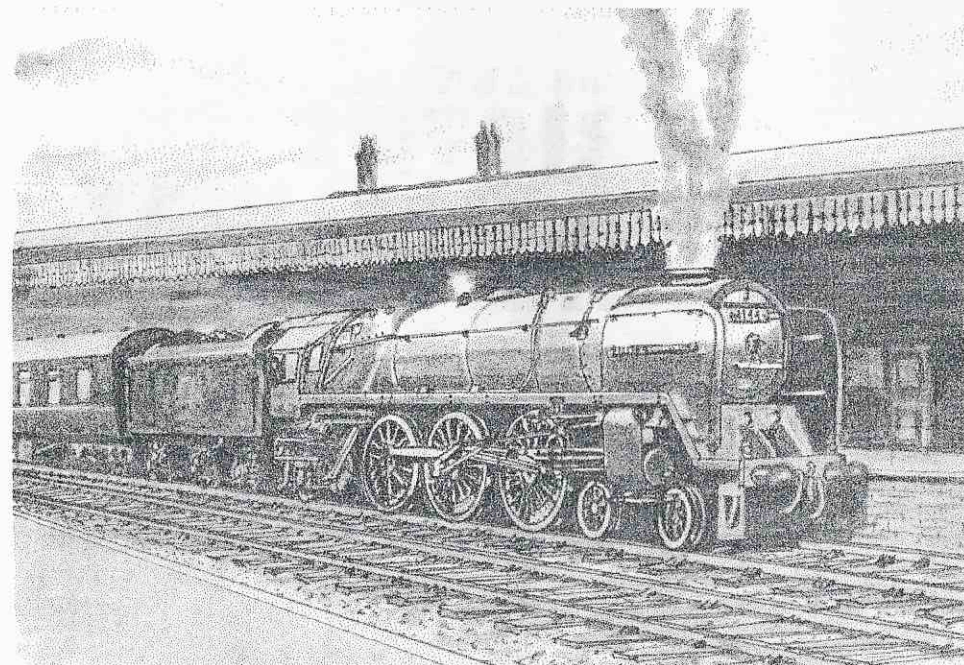
It should have been proportionately more powerful than a "Britannia". However this proved not to be the case. With two firemen firing at a rate of 3 tons per hour it was producing less steam than a "Britannia".

The exhaust analysis showed that incomplete combustion was taking place. The test was eventually suspended because of the clinkered state of the fire.

On the plus side it was shown that the steam produced was used very effectively by the cylinders and valve gear. Cut offs as low as 5% were possible. For those not familiar with steam working, it means that steam is admitted to the cylinder during 5% of the piston travel. The rest of the piston travel would be powered by the expansion of that steam. It was unusual for steam engines to cut off lower than 15%.

The locomotive spent most of its life hauling trains between London and Liverpool and performed reasonably well but did nothing beyond the capabilities of a "Royal Scot" and was definitely inferior to a "Duchess".

The locomotive was rescued in recent years from Barry scrapyard in a very poor condition with many parts missing. The valve gear now resides in the Science Museum. A replica was manufactured for the preserved engine.



Drawing by Fred Collins

(from previous Page)

During the preservation rebuilding it was discovered that the ashpans had not been manufactured to the design drawings. The effect was to restrict the air supply to the fire causing incomplete combustion and rapid clinker build up.

The rebuilt locomotive had this discrepancy corrected and hopefully a successful machine has been created from what was probably regarded as a failure in BR service.

### Articles for the Newsletter

As was mentioned in the above article, it was the final part of an "occasional" series which has run over the past couple of years. It has become a traditional part of the 'MKMRS Newsletter' that when space permits as it often does at times of the year when 'activity' is reduced that articles on any related subject are included.

So, if you can find time on the long winter nights to put pen to paper, it is always appreciated.

The alternative is my 'ramblings', which should provide plenty of incentive! - J.D.