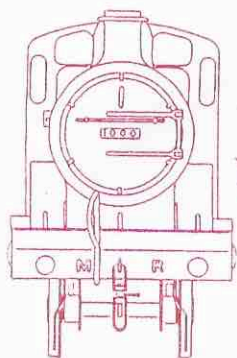


MAKE A DATE FOR 93

THE  
CHILTERN MODEL RAILWAY  
ASSOCIATION

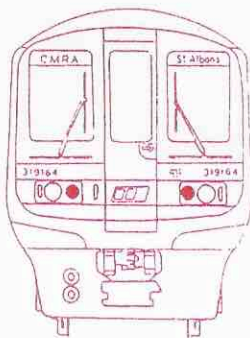
MODEL RAILWAY EXHIBITION



IS TO BE HELD AT

THE ALBAN  
**ARENA**

ST. ALBANS



Sat. 9th and Sun. 10th January, 1993

Wishing all our readers a  
Merry Christmas and  
a Happy New Year



No. 10

JANUARY 1993



Published by Dennis Lovett, Chairman, Milton Keynes Model Railway Society  
c/o 4 Browning Crescent, Bletchley, Milton Keynes MK3 5AU.  
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## Why trains no longer run on Christmas Day

**Ron Lovett worked from Bletchley Depot for almost 50 years. When a fireman, he found himself working to Banbury one Christmas Day.**

One Christmas Day during the late 1940's, A Driver and his fireman left their family Christmas and made their way to Bletchley Depot to book on at 10.30. After a brief chat with their colleagues and being allocated a locomotive for their duties, they made their way to the locomotive to get it ready for the days work.

The coaches had to be collected from the carriage shed and taken back to Platform 2 at Bletchley station. After running round the train, the crew awaited passengers and the departure time of 1307 and right away for all stations to Banbury via Buckingham.

Passengers were noted by their absence as the train departed from Bletchley. Even at Winslow and Buckingham the platforms were empty apart from railway colleagues, and after a brief exchange of seasons greetings, the train trundled on towards Banbury.

At Fullwell & Westbury a passenger waited and promptly joined the train forward for the next station at Brackley, just a few miles down the line.

After arrival at Banbury, the locomotive was uncoupled and proceeded to the turntable for turning and replenishing the water supply. Back at the station the crew had plenty of time to make good use of the tea can and wait for passengers for the departure back home after 1600. There was not to be any!

The empty train proceeded back to Bletchley and after putting the carriages away in the carriage shed, the locomotive was taken back on shed and left on the ashpit for disposal. The crew picked up their tools and returned them to stores. They then proceeded to book off.

The above goes to illustrate, why running trains on Christmas Day was phased out in the early 1960's.

**Below - the closed station at Fulwell & Westbury in 1991.**



## MILTON KEYNES MODEL RAILWAY SOCIETY

The club was formed in 1969 and is an Associate Member of The Model Railway Club and a Member of The Chiltern Model Railway Association.

<b>President:</b>	Jim Wood	<b>Secretary:</b>	Chris Hughes	<b>Committee:</b>	Geoff Bell
<b>Vice President:</b>	Les Wood	<b>Treasurer:</b>	Gordon Etherington		Fred Collins
<b>Chairman:</b>	Dennis Lovett	<b>CMRA Rep:</b>	Eric Bowman		Phil Gilbert
<b>Vice Chairman:</b>	John Symons	<b>Librarian:</b>	Mark Wilson		Colin Catley

## A Christmas Story

Most of our members will, if pushed, confess to having entered the hobby via the traditional Christmas morning delivery from Santa Claus and his friends. Models produced at factories in Liverpool, Margate and elsewhere were mysteriously exported to Lapland and then, thanks to the Reindeer Delivery Company, have delighted many children on Christmas mornings since mass production of model railway items began.

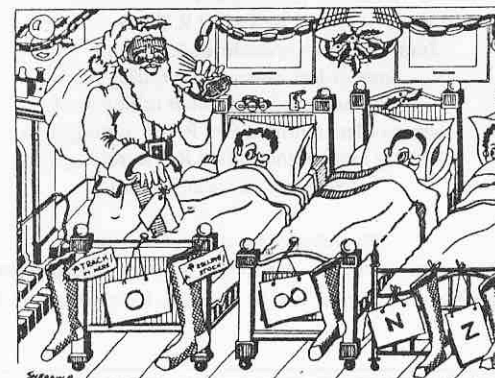
I wonder how many train sets will be unwrapped this Christmas. Retailers have been aware of a shortage for some months and nowadays train sets have to compete with Sega and other such delightful computer games. If the industry loses its traditional Christmas sales and the hobby its traditional recruiting

source, then what of the future?.

There may be lots of train sets delivered this year and hopefully Thomas and his friends will continue to delight children around the world. If not, perhaps in future, trains will be sought by adults keen to make up for those years when they were deprived of them in childhood!

I trust that Santa will deliver your own special requests and that you and your families enjoy a Merry Christmas and a Happy New Year.

Dennis Lovett  
Chairman





## NOTICE OF ANNUAL GENERAL MEETING

In accordance with the requirements of the club rules, I am giving in excess of the 21 days notice needed, to notify you of that the Annual General Meeting will be held on

**Tuesday 26 January 1993** commencing at 8pm.

The nomination form for club officers and committee positions is circulated with this issue of this magazine. Further copies will be available from myself and should be completed and returned to me by the start of the meeting on the 26 January.

Chris Hughes  
Secretary

10 November 1992

## COMPETITION RULES

As usual the club modelling competition will be run in conjunction with the Annual General Meeting, so finish off your projects in good time.

The classes will be as follows;  
 4mm or less Scratchbuilt locomotive  
 7mm or more Scratchbuilt locomotive  
 2mm Kit/modified R.T.R. locomotive  
 4mm or less Kit/modified R.T.R. locomotive  
 7mm or more Kit/modified R.T.R. locomotive  
 4mm or less Scratchbuilt rolling stock  
 7mm or more Scratchbuilt rolling stock  
 4mm or less Kit/modified R.T.R. rolling stock  
 7mm or more Kit/modified R.T.R. rolling stock  
 Scenic item (to any scale)

The rules of the competition state  
**no entry shall have been entered in a previous club competition.**  
 Competition entry forms will be available from me before the event.

Chris Hughes  
Secretary

1978. Articles included the Great Western and Great Central Joint Line by Les Wood, Model Railway tracks by Editor, John Mann and a report on the GWR Bridge tests of 1934. Reports on the Glasgow Exhibition, the 1977 MKMRS Exhibition, the visit to the Model Railway Club and the Christmas visit to the preserved Great Central Railway also appeared.

Jim Wood (President) and Les Wood (Chairman) attended the National Exhibition Managers Conference held at Birmingham on 9 April.

At the QGM and Competition night held on 25 April, the members voted on Verney Junction becoming the new OO club layout. In order to adopt fine scale standards rather than the proposed universal, the club agreed to bulk purchase a good stock of scale wheels from MGW. This was to enable members to obtain wheels easily and enable them to convert their stock in the club room, with supervision available for any who needed it. Bill Ibbott had judged the competition during the QGM and the following results were announced;

Scratch loco	- Trevor Nunn
Kitbuilt loco	- Colin French
Kit rolling stock	- Eric Bowman
Scratch r/s	- Les Wood
Scratch lineside	- Chris Mann
Kit lineside	- Chris Avis

The club outing on 18 June, saw the members head for the North Yorkshire Moors Railway. Following the success of the special train to Loughborough, the M & GN Society arranged for their train to be rerouted and stopped specially at Bletchley for us! If memory serves me right the train was delayed enroute to Malton. In order to view the loco-

motive shed at Grosmont, several members tested their athleticism with a quick sprint through the old tunnel to the shed and back!

The club attended exhibitions at Hatfield, Princes Risborough (Colin French), Northampton (Mike Knowles) and Lea Valley with the club OO layout on 15 July.

Colin French our Vice Chairman moved to Suffolk and the club wished him well. He was "lodging" in Ipswich whilst Margaret and the girls continued to live in New Bradwell whilst the search for a Suffolk home was underway. It was agreed at the July QGM that Colin would continue as Vice Chairman until the next AGM in January. John Tennant suggested we should purchase some tools for club use. Only recently has John's wish been granted!

A special OO meeting was held on 25 July 1978 and the specifications for Verney Junction were outlined. Section leaders appointed were; Baseboards (Dave Goddard), Laurence Kirk (Electrics), Don Pigott (Scenery) and Jim Wood (Trackwork).

MILTON KEYNES MODEL RAILWAY SOCIETY

New Letter No. 51: March 1976.



Begin - through successive issues of the modelling magazine, and especially, taking note of the layout photographs, one does notice a change in French's views on attitudes - one, that the models are the owner's pride and joy and therefore he is proud to have them in pristine condition, i.e., ex-palais shop. The other rule of thumb arose to be Standard 1s and 2s (LMS) Goods in the last twenty years of steam were visible in varying shades of slate-grey model them as working in traffic if they were not? This argument, then, must surely be applied to coupling stock and work-cars only to goods stock, wooden examples of which were entirely unprinted under B.N. after the early years. All right, what colour is mine?

The answer seems to be that it is not black. A trial of a dark grey - Hornsby 65 - on a small loco seems to give the impression that here is a starting-point but the coupling-rods on a goods-wagon surely never nickel-bright, so again, a lighter grey of a greenish shade seems to look good, matt of course, once more, after this the eye moves to wagon and coach underframes, and one wonders if a greyish buff would be right. It is all according to your particular 'eye'. Experiment in the answer, surely.

M.B. - Club outing to North York Moors Rly, Sunday June 18th.



## In the beginning (Part 8)

After the 1977 Exhibition, attention was turned to the proposed new OO gauge layout. Colin French reminded the committee at its December 1977 meeting, that it had been some three years since a decision had been made to build a new OO universal layout. It was decided that all OO modellers should attend a special meeting on 20 December, which President Jim Wood would Chair.

The club visited the Great Central Railway at Loughborough on Sunday 11 December. A special train organised by the M & GN Society called at Bletchley and reached Loughborough via Birmingham. Duty locomotive that day was King Haakon VII a 2-6-0 from Norway, which now resides at Bressingham. The line terminated in those days at Rothley. The party returned to Bletchley via Leicester and the Leicester - Nuneaton line before rejoining the WCML at Nuneaton.

At the AGM held on 31 January 1978, the Chairman, Les Wood, reported that a new OO layout and a new N gauge layout were to be built. Club membership stood on the night at 41 with 5 Associates. Tony Hill and Don Hilton joined the committee, replacing John Tennant who stood down after six years and Terry Scott who was not re-elected. Terry eventually rejoined the committee at a later AGM.

The club visited the Model Railway Club at Keen House on Saturday 11 February. Jim Wood, Eric Bowman, Gordon Shrimpton, Dennis Lovett, Les Wood, Brian Dudley, Fred

Clow, John Symonds, Mike Knowles, Ivor Evans and Tony Hill all attended. A wide variety of stock was run on the excellent MRC test tracks and members were impressed by their library. Little did we realise that one day we would have our own extensive library.

Tom Wilson (Marks Dad!) was our guest speaker on 28 February. Tom a stalwart of both the Model Railway Club and Gauge O Guild had helped MKMRS in many ways since formation. In order to show our appreciation, Tom was made the first Honourary Member of MKMRS. Tom later presented us with the salver which was our first competition trophy.

Plans were being prepared for a joint exhibition to be held with our friends in Milton Keynes Model Society. Colin French (Vice Chairman) was given the task of organising the event and it was organised for the Drill Hall in Wolverton on 30 September.

The new OO layout was discussed at the March 1978 committee meeting. A local prototype was favoured and amongst those suggested were Towcester, Fenny Stratford, Leighton Buzzard and Verney Junction. When the layout plans were researched, Verney Junction was to win the approval of many members.

Arthur Grigg, the well known local railwayman and author visited us on 28 March to give an illustrated talk on railways of the Bletchley area.

Newsletter No. 21 appeared in March

## Exhibition Diary

2 Jan	- Marlow
9/10 Jan	- CMRA, St. Albans
16 Jan	- Brambleton, Harpenden
23 Jan	- Erith
6/7 Feb	- Ongar
13 Feb	- Princes Risborough
13 Feb	- Hillingdon/SNCF, Yiewsley
27/28 Feb	- Twickenham, Richmond

## Gauge O Guild Spring Convention, Bletchley

The Gauge O Guild will be holding its Spring Convention at Bletchley Leisure Centre on Saturday 27 March. MKMRS support has been requested.

## Roller Mill

The club has purchased a roller mill for members use. This can be used for bending metal or plastic and for shaping coach roofs etc. It can also roll boilers and is kept in the workshop cupboard.

## BanRail

Thanks to all who operated Alverton at Banbury recently. Thanks also to Neil Richardson and Les Zara for rejoining us for the day from Swindon and London respectively.

## Welsh Highland Exhibition, Porthmadog.

John Mayne has asked if anyone would like to take a layout to this event next August. Volunteers please see Chris Hughes.



## Club Diary

22 December - Club Quiz and social Starts at 8pm in the club room.

26 January - AGM and Competition

23 February - Illustrated talk "St Pancras to Bedford through the years" - Gordon Eckersley.

30 March - Illustrated talk "World Steam" - Mike Hedderley.

## CMRA Exhibition

The CMRA Exhibition will be held on 9/10 January at the Alban Arena, St. Albans.

Anyone wishing to volunteer for stewarding duties is invited to speak to Eric Bowman our CMRA Rep.

## Festiniog Talk

Thanks to Peter Jarvis for an entertaining talk on the Festiniog Railway at the end of November.



## FENNY STRATFORD

Part 2 - by Dennis Lovett

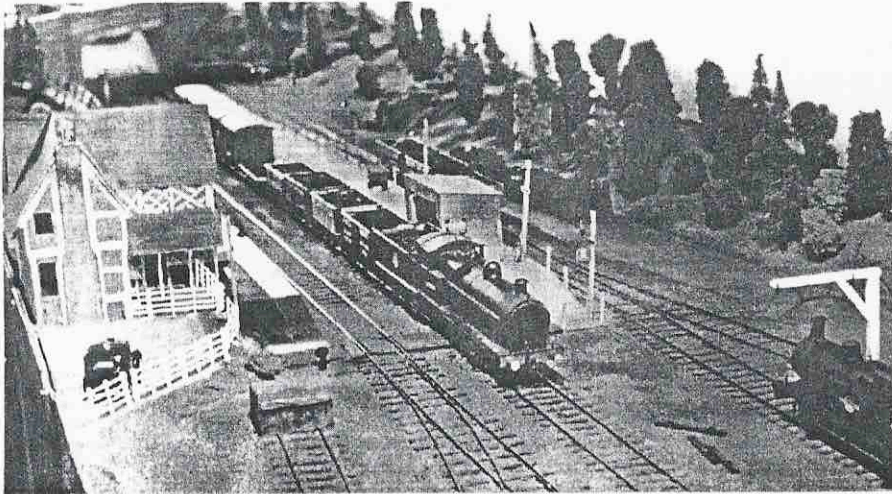
### Baseboards

Four baseboards 4'3" x 3' were constructed using 2" x 1" timber for framing and legs. Flat top baseboards were needed, rather than the previously open plan type. Whilst we required sturdy baseboards, when bolted together in pairs for transportation, their rigid construction was at times frowned upon!. Needless to say any future baseboards will be much lighter and probably built using plywood and the now standard MKMRS technique.

### Trackwork

The trackplan ruled out the normally favoured Peco trackwork. Having drawn the trackplan direct on to the baseboards, a start was made on the pointwork using copper clad

sleepers and Peco rail. Les Wood became our track engineer and built all the pointwork, whilst the rest of stuck the copperclad sleepers on to the baseboards and soldered Peco rail to them. Pointwork included a double slip at the Bletchley end of the station, which with the other points were stuck into position first and the plain track laid between them. Track was laid in a couple of evenings and we experienced no difficulties over the two years we carted the layout around the country. 4mm scale ballast was mixed with Cascamite powdered glue and mixed in an old coffee jar. It was then positioned dry and the whole lot given a very thorough soaking from a rose spray full of water and a touch of washing up liquid. After this overscale rain storm, the whole lot was left to dry out for a couple of weeks!



Some 15 - 20 local rail enthusiasts visited many railway establishments in their final steam days, but unfortunately the coach operators who had previously charged a set rate, got wise to the fact that the coach was doing much more than average mileage, and consequently wanted to treble the charges. This was the unfortunate end of Roughdown Railfans!

At this time the transition to modern traction was well advanced, and other activities were beginning to push railways into 2nd place! Marriage to Gill resulted in 1968 with a move to Leighton Buzzard (they could not afford the £5,500 asking price for a Hertfordshire semi, Leighton's were only £4,900!).

Railway interest was rekindled in 1974 on taking son Ross on walks by Linslade tunnels, but by this time the locos all had strange numbers!

Model railways now gained the upper hand, the Hemel Hempstead club being joined in 1975, and while with them, Colin served on

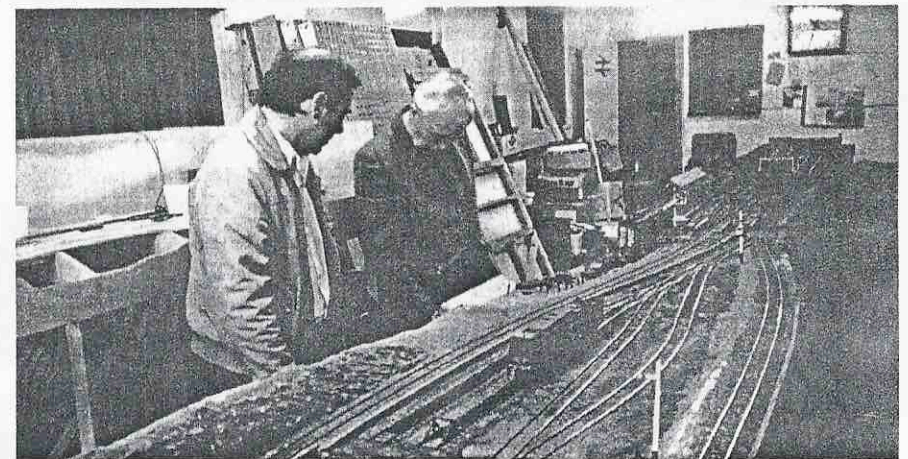
their committee and acted as Exhibition Manager on two occasions.

The current Catley home in Buckingham was acquired in 1984, followed by early membership of MKMRS (could this have been to avoid the mountain of work at the new home?).

Twelve inch to the foot railways once again occupy much of Colin's leisure time, as he works on the Llangollen Railway with Ross, as a "Coach Commander" on the wine and dine trains.

As for the future there is an E.M. gauge layout on the stocks, and a country home (coach compartment in a BSK) to be refurbished, at Llangollen. It looks as though railways of one sort or another will continue to play an active role in Colin's life for many years to come.

*Another victim next month!*



John Symons and Andy Winwood at work on Alverton during its preparations for the Banbury Exhibition.



## Johns Jottings by John Mayne

Our member John Mayne has recently moved to Scotland to study for a year at Stirling University. This article outlines the railway scene in the Stirling area.

The pictures which illustrate the article were taken by the Editor in 1977.

Moving to Scotland provided the excuse to look at ScotRail, which I suppose is a change from obscure industrials, Welsh narrow gauge, the Delaware & Hudson and the even stranger manifestations once found across the Irish Sea.

Stirling on the Caledonian Glasgow - Perth main line, has an impressive if under used station layout. It contrasts with the basic facilities of such places as Menstrie and Cambus. The Caley line still boasts semaphore signalling, with the odd Caledonian lattice post complete with M & H finial. Stirling was the junction for the N.B.R. lines to Dunfermline and Kinross, whilst the Caledonian had lines to Oban and Aberfoyle which are all long since closed.



The present layout consists of double track main line with terminal platforms both North and South and through platforms serving the former N.B.R. lines. The layout controlled by a pair of typical large Caledonian signal boxes, complete with bay windows. All passenger services use the two main platforms, local trains from Glasgow terminate at Dunblane eight miles further North, the former junction for the Callander & Oban Railway.

Freight activity is chiefly through traffic to Aberdeen and Inverness. A short section of the Dunfermline line remains open for mollasses traffic which operates twice weekly from Kings Lynn to Menstrie distillery.

The Menstrie trip reverses at Cambus, which handled bulk grain for Distillers until recently. These workings ran to Alloa until 1988, a loop was installed at Cambus and Alloa closed. In addition to the loop at Cambus there is a private distillery siding and a junction for the Menstrie line.

Points at Cambus are hand operated without locks or clamps. Menstrie has a run round loop outside the yeast factory, the full tankers being left on one side by the Railfreight loco, whilst the Distillers shunter takes the wagons into the factory and then propels the empties to the other side of loop for collection by BR.

Both locations would make interesting, though simple, layouts with scope for main line and industrial loco's, grainflow wagons, chemical tank wagons and other items of specialist stock.

ScotRail propose re-opening the line from Stirling to Alloa for passenger services during 1993. This will require alterations at Cambus and upgrading of the Cambus - Kinross section of the Dunfermline branch which has been mothballed since the Polmadie colliery closure in the mid-1980's.

1993 promises to be an exciting year for the railways of the Stirling area. How long Stirling station retains its period charm is anyone's guess!

