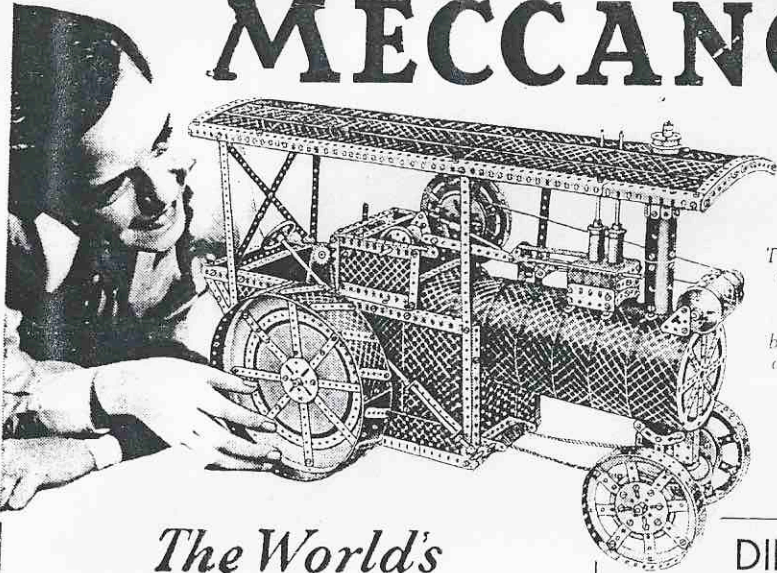


THE MECCANO MAGAZINE

MECCANO

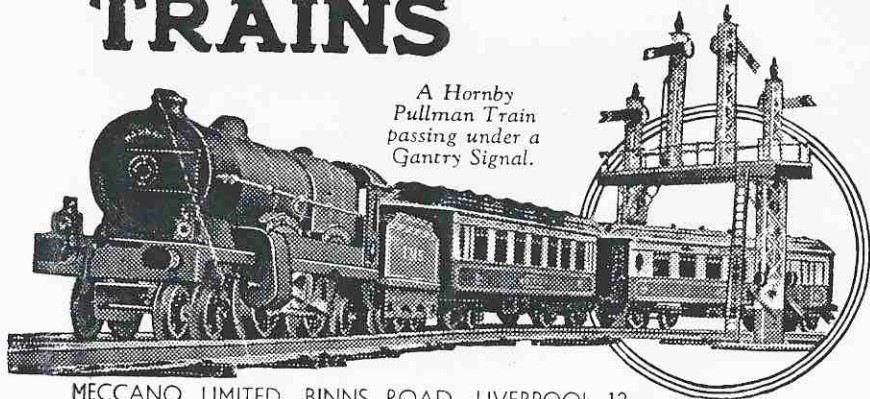


This splendid model of a Traction Engine is built entirely of standard Meccano parts.

The World's Greatest Toys

We are sorry that we cannot supply these famous toys to-day, but they will be ready for you again after the war. Look out for the good times coming!

HORNBY TRAINS



A Hornby Pullman Train passing under a Gantry Signal.

DINKY TOYS



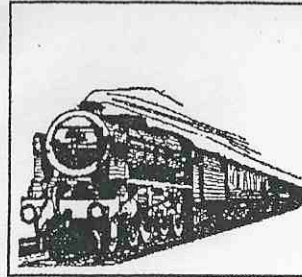
De Havilland "Flamingo,"
Used by R.A.F. for transport and communication work



Buick "Viceroy" Saloon Car

MECCANO LIMITED, BINNS ROAD, LIVERPOOL 13

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Milton Keynes Model Railway Society

Newsletter

NO 100

JULY 2000



The MKMRS is associated with:

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

A possible sight in the future on the East Coast at Newcastle.
Picture courtesy Virgin Rail Group

Working within the Bletchley Park Museum

employees accidents, retirements, dismissals and other routine issues, were the sanctioning of improvements to the Bow complex. Over the next few years the committee would be involved in the purchase of what the minutes call "labour saving machinery".

The meeting held on the 14th May, 1875, recommended that a new steam hammer be purchased for use in the connection of "making break (s.i.c. "brake") work" from Messrs. Thwaites & Carbutt at a cost of £110.

On the 29th June, 1875, the committee accepted Park's request for a cylinder planing machine, which was purchased from Craven Brothers at a cost of £410. It was also agreed to purchase 4 lathes at a cost of £320 from the same source to replace those worn out.

Two new cranes were the subject of discussion on the 3rd August, 1875. These were required for use in the running shed (locomotive) and wagon works were respectively and were authorised at a cost of £100.

Expenditure continued on "labour saving machinery" with the purchase of a drilling machine from Cravens at a cost of £180. Agreed at the meeting on 1st February, 1876, the minutes recall it was needed to expedite the completion of additional locomotives in time for the Summer traffic requirements.

Additional sidings

On the 4th April, 1876, the committee authorised the construction of additional sidings at Bow to accommodate the Tilbury line service, thus avoiding the need to shunt trains on the main line.

Theft

The minutes report several instances of employees stealing from the company. At the meeting on the 10th October, 1876, it was minuted that a Driver had been prosecuted for stealing timber from Bow Works and had received 2 months imprisonment. The harsh penalties, not to mention dismissal from the company, were obviously recorded to stop further employees undertaking such actions!

To be continued

MILTON KEYNES MODEL RAILWAY SOCIETY FOUNDED 1969

100 Not Out

This issue marks the 100th issue of the MKMRS Newsletter. This is no mean achievement and takes a considerable amount of effort by a number of people to produce a magazine each month. It was started at a time when the club was extremely busy and that it was possible for members to miss out, because the then communication system was word of mouth. Your Chairman took the editorial chair for a number of years before passing it to John Dibben. When John resigned in February this year, it passed back. We are hopeful that another Editor will resume control in the New Year.

There have been some problems with distribution in the past few months and I would welcome a member taking this important role on. Envelopes and magazines are provided, all that is required is distribution around the club room using a supplied membership list or posting to our country members or members who have not made it to the club for a few weeks.

It is our intention to continue publication and we welcome contributions from our members. If these are not forthcoming, then I will be forced to use material from yours truly, which is in hand.

Here's to the next century.

Making an impression

There have been lots of favourable comments following the fitting of the carpet tiles to the Verney Junction viewing area and the main exhibition area. The exhibition area itself is currently undergoing a change following the sale of Mandlebury. Ken's Hornby Dublo layout and John's Trix Twin are now being positioned in this room, ready for the erection of suitable screened protection.

The carpet tiles have really brought the standards of exhibition areas up to very professional standards. I would ask, therefore, that we keep it that way and the rooms involved be kept tidy.

As from now on, the main club room reverts back to its previous role as club room and working area, although it remains part of our remit, to open it up to the public in the longer term.

In our enthusiasm to improve our exhibition areas, can I remind members to seek Freds views before carrying out any work to the structures within the club room and outside in

the garden. The Bletchley Park Trust have reminded us of the need to consult them before we do anything that affects the building itself. Since the lease has now been signed, we have been promised that responses to our applications will be much quicker and hopefully we can get the viewing window for the tinplate room back on the agenda.

There remains much to be done. We can continue to upgrade our facilities ready for the winter. The carpet tile layers will soon be working in the tinplate room, which will greatly improve the quality of our display area. Meanwhile, the tinplate team, continue to work on their exhibit. Not only does the flooring look better, but when the cold weather comes, I can assure you that your feet will certainly feel the benefits of not standing on cold concrete!

Keep up the good work both indoors and out. The efforts of outdoor team have not gone unnoticed and the layout is rapidly gaining in popularity with both members and visitors!

Dennis Lovett
Chairman

Club Notice Board

Woughton Swapmeet

The Swapmeet will take place between 1100 – 1500 at Woughton Campus on:

September 17th

December 3rd

Admission is £1 Adults, 80p concessions, children under 18 free

North Norfolk Thanks

Thanks to those members who represented the club at The North Norfolk Railway event at Sheringham station and Weybourne M.P.D. during June. We were pleased to be joined by our outbased members from both Norfolk and Suffolk and look forward to next years event, which will be held in the new carriage shed, currently under construction.

Get well soon

Two of our members Ted Stanley and Ernie Johnson have had length stays in hospital. We wish them a speedy recovery and look forward to welcoming them back to the club soon.

Additional equipment was also sanctioned by the Board. At the meeting held on 18th January, 1866, it was agreed to purchase a new planing machine and double bolt lathe from Messrs. Fairburn. A screw cutting lathe, brass finish shaping machine and a nut and bolt turning lathe were also agreed to, these to be supplied by Sheppard Hill.

The Locomotive, Stores and Traffic Committee

The Public Records Office at Kew has separate minute books for this committee from 1871 onwards. Prior to this date, the decisions taken or recommendations made were incorporated within the main minute books.

At the committee meeting held on 28th November, 1871, it was reported that the working hours at Bow Works had been reduced to 54 hours per week (including 6 am until 1 pm on Saturdays).

At the meeting held on the 3rd December, 1872, it was recommended that "hot water heating apparatus be furnished to the new carriage shed at Bow, the painting and varnishing of carriages, rendering it necessary for the building to be properly heated".

The reduction in the number of Foreman employed at the works from 12 to 10 was actioned at the meeting held on 4th November, 1873. Following a reduction in the work required on the hydraulic machinery at Poplar, Messrs. Grigg and Affleck (pay £299 per annum) were paid three months salary and their services dispensed with. At the same meeting, it was recommended that alterations should be made to stationary engines which were consuming 100 tons of coal per month, at an annual cost of £1,680, by "constructing a new engine of modern construction and dispensing with the present one. Recommended that parts, including the boiler, of condemned engine No. 23 be utilised".

It was decided at the meeting held on 2nd December, 1873, to purchase a new boring machine at a cost of £115 to replace the previous one. Despite the minutes recording that it was worn out, it was decided to offer it for sale!!

The meeting on the 3rd February, 1874, was informed of a fatal accident to locomotive fitter William Garbutt. Garbutt was killed crossing the line at Bow by a light engine returning from Bow. The company had agreed to pay £10 compensation and the funeral expenses. Safety was obviously a matter of concern and the committee asked Mr Park to arrange for fencing to be placed around the doorway to the fitters shop and to investigate the possibility of building a footbridge between the fitters shop and the stationary engine shops.

Labour saving equipment

Much of the work of the Locomotive, Stores and Traffic Committee was involved in the everyday running of the railway. Hidden amongst the booking clerks losses,

Plans for the new carriage sheds at Old Ford were submitted to the Board at its meeting on the 8th September, 1863. These included a new roof for the existing sheds at Bow and were duly referred to the Stores Committee. The meeting of the 1st October accepted a tender of £1, 594 for the new roof at Bow, although the work at Old Ford was delayed because of problems with an adjacent roadway. The Board agreed to purchase the road at a cost of £188 but it would appear that the threatened move of facilities from Bow to Old Ford had had the desired effect and the plans for Old Ford never had reached fruition.

The site at Bow would eventually cover 31 acres and accommodate locomotive, carriage, wagon, signal, telegraph, permanent way and advertising departments. The works was now self - sufficient, being able to undertake most of the company's requirements. The locomotive, carriage & wagon facilities included a large erecting shop, foundry, smithy and machine shop. The company's locomotives and most of its coaches and goods rolling stock were produced at Bow after 1863.

Further expansion

The Board agreed to purchase, at its meeting on the 15th December, 1863, 7.5 acres of land at Devons Road at a cost of £1,000 per acre from Mr Ratford.

Despite heavy investments in its facilities at Bow, the NLR Board continued to look for improvements. At the meeting held on 17th May, 1864, plans were submitted for an additional carriage shed at Bow and tenders were invited. At its meeting on the 28th June, a tender from Mr Francis Hedges for £4, 144 was accepted. At the same meeting, Adams requested enlargement of the existing boiler shops at Bow and estimated the work would cost £300. It was resolved to put the work in hand.

At the Board meeting on the 20th July, 1865, the Board sanctioned the erection of a shed at Bow for the storing of loco coal at a cost of £250.

Further expenditure was agreed by the Board on 18th January, 1866, when they agreed for the Long Shed to be fitted with ashpits at a cost of £350.

On 17th May, 1866, Adams reported on provisional arrangements with the Durham & Northumberland Coal Company for the purchase of the remaining coal stocks in store at Bow. The NLR Board also agreed to purchase land at Bow, occupied by the Northumberland & Durham coke ovens, at a cost of £2, 000.

The works continued to expand. At its meeting on the 15th August, 1866, the Board requested Mr Matthews and Mr Adams to prepare plans and estimated for the proposed rearrangements of shops at Bow. At the meeting held on 3rd October, the Board accepted the revised plans for the workshops, following amendments made by Mr Ramsbottom (of the LNWR?) and authorised the purchase of additional land "from Mr Ratford at Bow to provide any future extensions to the workshops".

Bletchley Park Roster

Saturday 8 July: Geoff Hammond / Ken Ranns
Sunday 9 July: To be advised

Saturday 22 July: To be advised
Sunday 29 July: To be advised

Saturday 5 August: To be advised
Sunday 6 August: To be advised

Saturday 19 August: To be advised
Sunday 20 August: To be advised

Please note that John Hatton / John Tennant and Ken Ranns are not rostered as they attend most weekends.

Sales or Wants – Should you have any items for sale or are looking for a specific item, please hand to the Chairman for inclusion in a future issue. There is no charge for this service.

MKMRS SWEATSHIRTS & POLO SHIRTS – AT LAST YEARS PRICES

Sweatshirts (Maroon with MKMRS logo) £14.50
Polo shirts (Maroon with MKMRS logo) £12.50

*Both can be personalised with your name for
£3 extra.

Please see Gordon Shrimpton

MK MRS

B-B-Q

SATURDAY 22ND
JULY

COMMENCING AT 1900
IN THE CLUB ROOM GARDENS BY
THE OUTSIDE LAYOUT

OUTSIDE LAYOUT WILL BE OPERATING

OPEN TO ALL MKMRS MEMBERS AND
FAMILIES

**Please register your interest and number
attending with**

Jeff Mathie

or

Gordon Shrimpton

Donations of cakes and drinks appreciated

***A chance to talk, eat, drink
and watch the trains go by***

The Railway Town in the City

Part 3 – By Dennis Lovett

Further expansion or a move to Old Ford?

Additional land was soon required at Bow. The Board at its meeting on the 22nd October, 1861, referred the lease of land at Bow to the Stores Committee. At the meeting on the 11th February, 1862, reference was made to a piece of land (size 17 perches) which belonged to the poor of Bishopsgate and suggested it be purchased or exchanged for a similar plot of land owned by the NLR. The Board resolved to exchange land if possible or if required to purchase, pay up to £100 for it. This would result in difficult and lengthy correspondence with Mr Clapham, Clerk to the Trustees of St. Botolph, Bishopsgate. At the Board meeting held on the 4th November, it was reported that Mr Clapham had valued the land at £700, a price the Board agree to match if it was valued at that by a "mutually agreed surveyor". The minutes for the 16th December report that the figure should not exceed £900, whilst on the 27th December, 1862, the figure Mr Clapham requested had risen to £800!

By the 13th January, 1863, the Board had had enough and declined purchase of the land on grounds of excessive costs and resolved to investigate the cost of lands at Old Ford with a view to "ultimate removal of the shops". The Stores Committee were summoned to a special meeting on the 20th January to look at property at Old Ford. At the 10th February meeting, the Directors were informed that Mr Clapham objected to selling the whole plot but would sell the piece of land required to strengthen the company's boundary for £100. The Board recorded that this land should be purchased but that they should continue to pursue the Old Ford option. At its meeting on 17th March, 1863, the Board received a final refusal from Mr Clapham to sell the land. The Directors also acknowledged receipt of a letter from Mr Shaw, Surveyor to Christ's Hospital, accepting the NLR offer of £310 per acre for land at Old Ford. By the Spring of 1863, the matter was drawing to a close. The piece of land was valued at £100 and was settled at the Board meeting of the 31st March, following a letter received from Messrs Paine & Langton, who waived the purchase fee in return for shares. The following meeting held on the 14th April, received a report from Mr Shaw following his survey, which valued the Old Ford land at £2,009. It was agreed to purchase this.

Whilst the land wrangles carried on, the Board sanctioned the request from the Stores Committee at its meeting on 6th May, 1862, for the purchase of a 20 cwt steam hammer from Glenn & Rop of Glasgow, at a cost of £300. According to the minutes, the previous hammer had been installed in 1855 (earlier minutes of the 28th October, 1856, throw doubt on the date minuted here!) and was no longer capable of the work asked of it. Additional tools were sanctioned at the meeting held on 5th May, 1863, when it was reported that shaping machines and two bolt lathes should be purchased from Messrs Shepherd Hill for use in the workshops at Bow.