



Gt. Yarmouth & District
Model Railway Club

Presents the Annual

MODEL RAILWAY EXHIBITION

14th & 15th October 2000

at Gt Yarmouth High School, Salisbury Road, Gt. Yarmouth
(sign posted from main roads)

WORKING LAYOUTS

DISPLAYS & DEMOS.

FULL TRADE SUPPORT

OPENING HOURS

SATURDAY. 10.00 to 17.00

SUNDAY. 10.00 to 16.30

ADMISSIONS

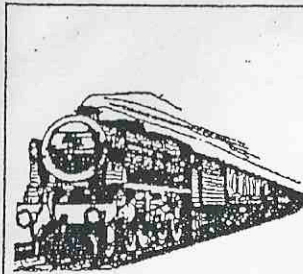
ADULTS £2.50

CHILD / O.A.Ps £1.50

FAMILY (2+2) £7.50

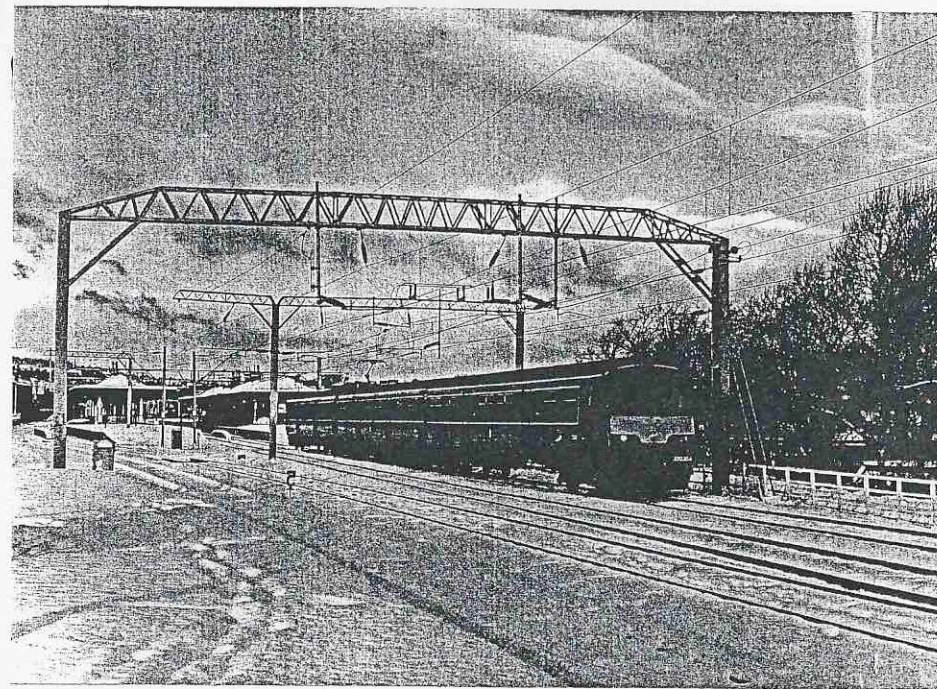
REFRESHMENTS

FREE PARKING



Milton Keynes Model Railway Society

Newsletter No. 101 AUGUST 2000



The MKMRS is associated with:

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

Working with the Bletchley Park Museum

planing machine and the purchase of a combination saw and hand planing machine at a cost of £130.

At the meeting of the 1st November, 1881, it was reported that the drainage and paving of the new Devons Road shed had been completed. The gas fitters shop was also recommended for removal to the outside of the shed in order to avoid fire risk! Devons Road at this time was the carriage shed (running shed rather than the works) and should not be confused with the later locomotive (later motive power) depot which had yet to be built.

More labour saving equipment

A new wood planing machine was sanctioned on the 31st January, 1882, at a cost of £120 and a new screw cutting lathe for £150. The meeting held on 10th October, agreed to the purchase of an automatic wood machine, band saw and drilling machines at a cost of £193.

Chimney trouble

The meeting held on 27th February, 1883, heard that a notice had been received by the company on 13th January from the Metropolitan Board of Works, concerning the unsafe condition of the chimney shaft at Bow Works. At the meeting it was reported that the chimney had been reduced by 30' as a result!

To be continued

Wanted

Photographs, diagrams, locomotive details of Bletchley station for our N gauge project.

Also volunteers to assist with eventual construction

Please see Bruce Garwood, Jeff Mathie, Ken Wiggins and Co for further details

MILTON KEYNES MODEL RAILWAY SOCIETY FOUNDED 1969

The Ultimate Challenge – Bletchley in N

At the QGM I outlined the rationale behind the proposal from our N gauge team to build a model of Bletchley station as it existed from wartime until electrification in the early 1960s.

This layout has been given outline planning permission and it is expected that the full proposals will receive the go ahead at the next QGM at the end of October. We are in no doubts that the completed project will cause much interest amongst visitors to the park. We are also acutely aware that this is the biggest project that we have ever tackled and that it will take considerably longer to build than either Mandlebury or the later Fenny Stratford project.

It is obvious already that Bletchley will require greater planning than the other two layouts and the research element will be considerable. Very little of the old Bletchley station remained after the modernisation programme in the 1960s and anything that did has been swept away following privatisation. With modernisation of the West Coast Main Line about to reach us again, it will be all change once again. We have, therefore, an opportunity to capture a considerable element of the towns history into our future displays.

I recently watched a video that contained an extensive element on the work of Pendon Museum. I could see a similarity between our own operation and that at Pendon. There projects have taken a large number of years to reach the current stage – we have been in the museum business for just 5 of our 31 years existence. There is much we can learn from Pendon and I suggest that we take a trip to see it for ourselves on a future occasion. The building of Bletchley will be an integral part of our future operations at Bletchley Park and with so many locals visiting the site, we had better get every detail right. I can recall a visitor in the past to the Verney Junction layout commenting that it was a good model but the front door on the station house had been painted the wrong colour and could we correct it.

I am confident that we have the team in place to deliver another quality exhibit for Bletchley Park and look forward to reporting on progress in future issues.



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

Northampton Swapmeet

The next Northampton Swapmeet will take place on Sunday 20th August at the Moat House Hotel, Northampton between 1100 – 1500. Further details from Ken Wiggins

Gauge O Guild Auction -2001

The third auction will take place on Saturday 10 February 2001 at Bletchley Park. The last two have gone down particularly well and the event, after several years of decline in Central London, is now proving popular again. One of the features has been our ability to open up our facilities and keep the visitors entertained and out of the way of those organising the proceedings in the hall. Please book the date in your diary.

Historical Model Railway Society

The following meetings are open to MKMRS members free of charge (tea / coffee available at small fee). Meetings commence at 1930 and further details are available from Eric Bowman. Meetings below are in the MKMRS clubrooms.

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|--------------|--|
| 27 September | Practical demonstrations on air brushing by the management team of Shesto. Members may be invited to take part so please wear old clothes. |
| 29 November | The Flying Scotsman Abroad a talk by George Hinchcliffe. George in addition to looking after this famous locomotive for many years is also a well-known modeller and is currently President of the Gauge O Guild. This meeting is being held in the mansion – tickets required from Eric Bowman. |
| 28 February | Reconstruction of Euston Station - Prior to electrification |

Other details will appear next month.

committee reported the work be carried out as an "important and reliable addition to the premises and recommended to the main Board, that the work be carried out".

On the 1st April, 1879, Park reported difficulty in accommodating the increased number of trains at Devons Road and recommended the installation of 6 additional sidings, although the committee agreed only to support the installation of 3, at the cost of £100 per siding.

More "labour saving machinery"

A wheel lathe was authorised by the committee on 5th August, 1879. This was purchased from Messrs. Craven Brothers at a cost of £460, which included delivery charges to London.

On the 6th April, 1880 the committee agreed to the expenditure of £780 on a new frame plate slotting machine to allow engine frames to be machined at Bow, thus avoiding the use of outside contractors. Again the equipment was supplied by Craven.

On the 3rd August, 1880, authorisation was given to the purchase of a 35' turntable. Cowans, Sheldon & Company had submitted the best tender of £255. A further £220 was agreed for the cost of the turntable well and associated track laying work.

Problems at Bow

At the meeting held on 10th January, 1882, Park outlined that problems were being experienced with the roofs in the erecting shop and running shed. Park submitted plans for a major rebuilding programme, which included the removal of the existing roof and a portion of wall. In order to allow for the installation of a 30 ton travelling crane, it was necessary to rebuild the wall higher, in order to accommodate the girders and columns for the crane and to increase the height of the roof by 8'. The new roof would include skylights. An estimate of £9,000 was provided but the decision was deferred until the committee could inspect the problems for themselves.

Inspection of the roof duly took place on the 28th February. After careful examination, it was minuted that the committee agreed it needed repairing "at once". The matter was passed to the main Board for a decision. At the same meeting it was agreed to install a large illuminated clock, complete with gas fittings in the works. A tender for £49 from Messrs. Thwaites and Read was accepted.

More sidings and covered accommodation

The committee agreed to further expenditure of £130 at its meeting on the 1st February 1881, for additional sidings at Bow. The following month it approved a further 4 carriage sidings and 16 short sidings for wheel storage at Devons Road, at a cost of £725. The same meeting agreed to the replacement of a new plane edge

running shed. Bearing in mind, earlier discussions on the separation of the running shed from the works (minuted 31st October, 1876), then it would appear that progress was not as quick as anticipated. Later that month (30th January, 1877), the committee authorised expenditure of £400 for a gas holder and associated equipment at Devons Road. This would allow gas to be supplied to the trains (for lighting) at considerable savings. The same meeting was told of difficulties being experienced in washing out locomotive boilers due to poor water pressure. Purchase of a suitable pump from Messrs. Shand & Mason was authorised at a cost of £150.

The meeting on the 3rd July, 1877, authorised the purchase of further "labour saving machinery" for the saw mill, carriage and pattern shops at a cost of £485.

At the meeting held on the 4th December, 1877, it was reported that difficulties were being experienced with the transportation of carriage wheels from Devons Road to Bow Works. It was recommended that a tyre turning machine was transferred from the works to Devons Road and that a small 4 horsepower machine be purchased for £102 10/- to drive it.

A new wheel lathe was authorised on the 4th June, 1878, from Messrs. Craven at a cost of £350.

Works and running shed conflict continues

On the 8th October, 1878, the Locomotive, Stores and Traffic Committee were reminded of the earlier conflict between the requirements of the workshop function and the running shed facility of the traffic department. Difficulty was being experienced with the amount of space available for stabling locomotives and preparing them, pending the provision of new facilities at Devons Road. It was resolved that the installation of two additional pits in the long shed would solve the problem on a temporary basis. This was agreed a cost of £1,150. At the meeting held on the 3rd December, 1878, progress on the pits was reported. The problem had obviously not been fully resolved, for the meeting authorised the construction of an additional shed, complete with pit, at a cost of £500, which increased the capacity by a further 7 locomotives. The meeting was informed that the cost of signalling alterations, to allow locomotives access to the proposed new facilities at Devons Road, had been estimated at a cost of £110.

Reorganisation planned at Bow Works

The meeting on the 7th January, 1879, received plans for the reorganisation of Bow Works. It was suggested that the works be fenced off from the running line and that an overbridge be provided with a new central entrance off Back Road. The plans included extending the foundry, providing a 75' chimney for the wheel shop and provision of a new furnace. The estimated costs of the works was £4,523 and a decision was deferred until the committee could visit the site and look at the suggestions themselves. At the next meeting, held at Bow, on 4th February, 1879, the

Bletchley Park Roster

Please note: If you are unable to cover any particular date – please arrange a swap on the roster in the clubroom – Chris Hughes

Saturday 5 August: Eric Bowman / Eric Preston / Jim Wood
Sunday 6 August: Fred Collins / Martin Shenton

Saturday 19 August: Chris Lester / Tony Winn / Ken Sharpe
Sunday 20 August: Les Wood / Geoff Blackwell

Saturday 2 September: Colin Jamieson / Brian Barnes / Stan Pennington
Sunday 3 September: Bruce Garwood / Ken Wiggins / Geoff Blackwell

Saturday 16 September: Geoff Bell / Dave Ruck / Ted Mellor
Sunday 17 September: Chris Hughes / Nick Hughes / Geoff Hammond

Saturday 30 September: Chris Lester / Phil Gilbert / Ian Smith
Sunday 1 October: Dennis Lovett / Jeff Mathie / Martin Shenton

Saturday 14 October: Eric Bowman / **Volunteers needed**
Sunday 15 October: Fred Collins / Bernard Worden / Phil Wood

Saturday 28 October: Gordon Shrimpton / Dave Ruck / Ken James
Sunday 29 October: Les Wood / Roger Blackburn / Ian Leigh

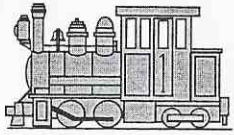
Saturday 11 November: Colin Jamieson / Tony Winn / Ted Mellor
Sunday 12 November: Bruce Garwood / Ken Wiggins / Geoff Blackwell

Saturday 25 November: Bernard Worden / Tim Davey / Martin Shenton
Sunday 26 November: Chris Hughes / Nick Hughes / Ken Sharpe

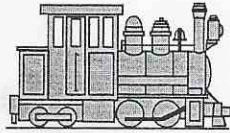
Saturday 9 December: Eric Bowman / Ken James / Phil Gilbert
Sunday 10 December: Dennis Lovett / Les Wood / Paul Wakley

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

Please let Chris know of any dates etc. you prefer (or are not available for 2001)



KRS Model Railways
(Casting Services)
14 Brickhill Road
Heath & Reach
Leighton Buzzard
Beds
LU7 0BA



☎ 01525 237873 (Home)

☎ 07721 329252 (Mobile)

E:MAIL J.MATHIE.KRS@VIRGIN.NET

TO.
MKMRS MEMBERS

31.07.2000.

Dear Members.

Kim & Jeff at KRS MODEL RAILWAYS,

Wish to thank all those members that came to the BBQ on Saturday the 22nd.
Along with Gordon & Phil the other cooks for the night.

And we hope every body enjoyed themselves, it came to our attention that a collection was taken and this was offered to us to help offset the cost of the food, we thank every body for their great support, this money was refused by us, as KRS had offered to pay, as the club has limited funds.

We have asked that this money should be made available for the next BBQ's which we hope to hold twice a year, your thoughts on this matter would be most welcome.

Again many thanks for the support.

Jeff & Kim @ KRS.

The Railway Town in the City

Part 4 – By Dennis Lovett

Separation of works and running shed facilities

As early as October 1876, the Locomotive, Stores and Traffic Committee were looking at problems concerning the locomotive running shed being part of the works complex. Most companies had long since separated the heavy engineering facilities away from the running sheds (locomotive depots), which were often located at strategic locations in order to meet the daily traffic requirements. At the meeting on the 31st October, Park explained that complaints regarding smoke and noise had been received and that the company would possibly be compelled to move the running shed to a new site. Park had obviously undertaken considerable research and had identified a site owned by the Rafterd Trustees at a cost of £12,000, which was ideally suited for the purpose. The NLR required only part of the site, but it would appear that the Trustees had decided on an "all or nothing" sale. Park explained that should the site be purchased, the land not required could be converted into a road and laid out for building purposes. The committee asked for the matter to be passed to the main Board for urgent consideration, with the recommendation that the entire property be purchased.

Although it was to take several more years before this objective was achieved, the land would later be used for the construction of Devons Road Locomotive Depot and the provision of housing alongside for its workforce with the building of Devas Street, Empson Street and Marner Street.

Additional workshop space

At a meeting held on the 10th October, 1876, it was resolved to erect a new pattern and carpenters shop. The purchase of suitable "labour saving machinery" including the purchase of a log saw frame was approved at the same time.

Contract work

At the meeting of the Locomotive, Stores and Traffic Committee held on the 28th November, 1876, it was reported that the company had secured a temporary contract for washing the LNWR carriages used on its Metropolitan services between Broad Street and Mansion House. Work was to be carried out at Bow, providing the NLR with an income of £13 a week for the work.

More machinery and equipment

On the 10th January, 1877, it was agreed to purchase a new crane and traverser for the