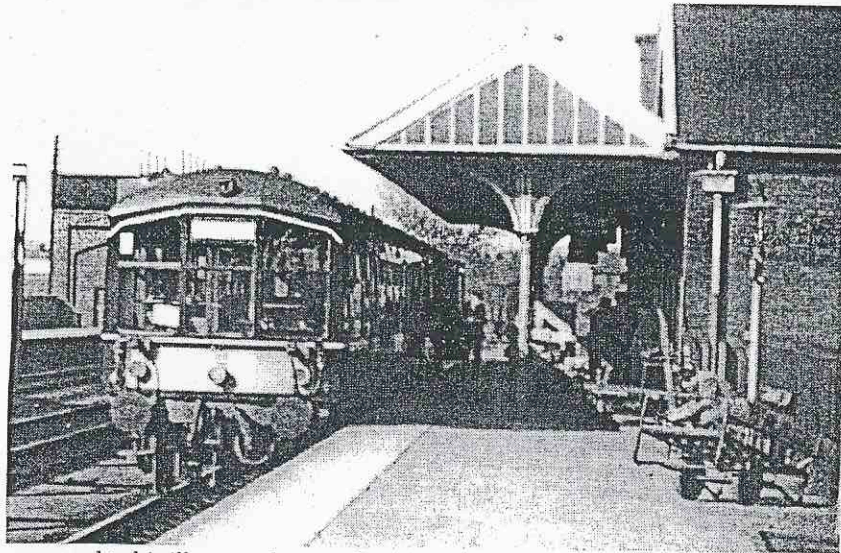


The Oxford to Cambridge Railway

Forty Years On 1960 - 2000

by Bill Simpson



As a sequel to his illustrated two volume history of the 'Oxbridge' line published in the early eighties Bill Simpson has produced this volume to continue the story from 1960, the Beeching years, up until the present day and the pending East - West route. Events in those forty years have been as variable as the time preceding with closures and re-openings with diesel locomotives on different trains. If you have the former volumes you are certain to want this addition which will be a limited print run available from Lamplight Publications in the near future. It will have 144 pages containing 200 illustrations between a full colour cover of laminate card. Price £12.95 plus £1.50 postage and packing. Simply return this leaflet to the address below, cheque will not be cashed until order is completed.

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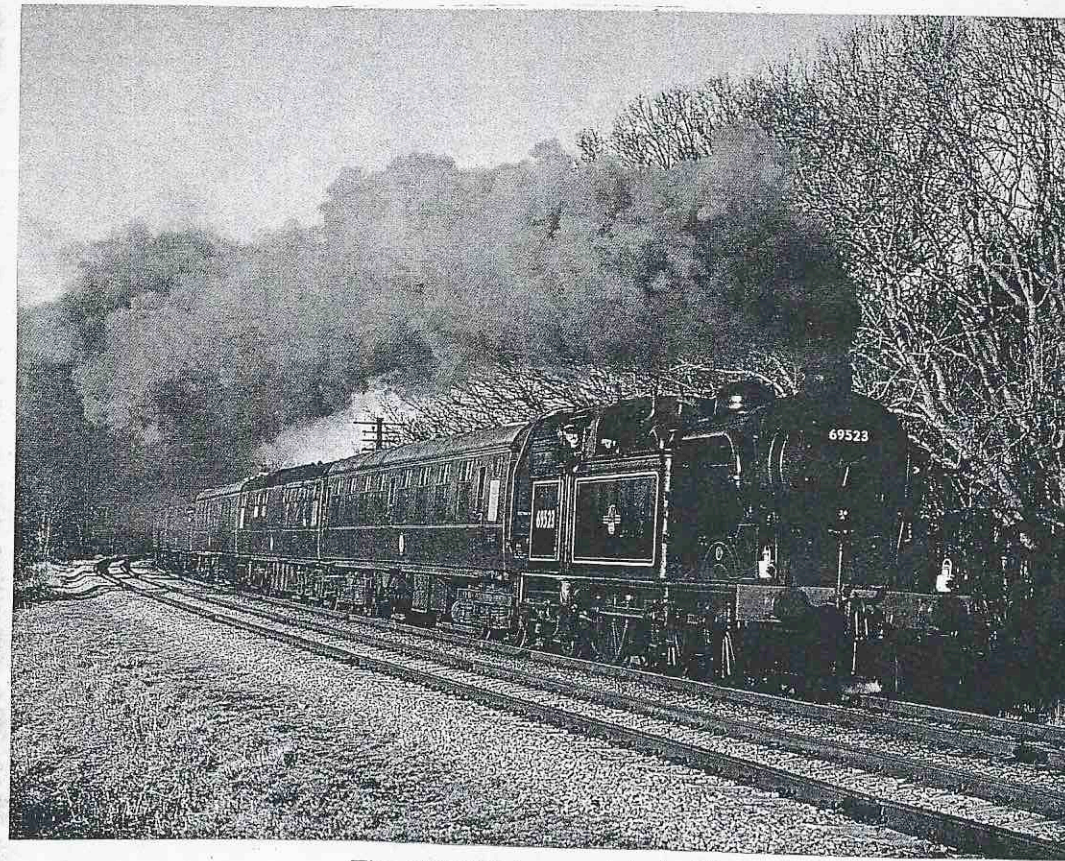
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260 Colwell Drive
Witney, Oxon
OX8 7LW

Also some stocks still remain of:

'A History of the Stratford-upon-Avon & Midland Junction Railway h/b £24.95.
The Dunstable Branch £8.95 plus £1.20 p&p Plus £2.00 p&p
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The Banbury to Verney Junction Branch £8.95 plus £1.20 p&p



No. 108 March 2001



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

popular with the footplate staff. Locomotives built during the 1939-45 war, however, did not have the cab windows fitted, but these were fitted retrospectively when the war ended.

The Class were found mainly on freight duties throughout the Great Western Railway and later the Western Region of British Railways. Most of the major GWR depots had an allocation over the years. Officially regarded as mixed traffic locomotives, they were also used on passenger services, particularly on cross-country and branch line services.

Modernisation of the railways after the publication of the 1955 plans, coupled with many route closures, resulted in withdrawals taking place. The last of the Class survived until the end of the Western Region steam in 1965. Only one member of the Class, however, was preserved and No.3205 after several years on the Severn Valley Railway can now be found on the West Somerset Railway between Minehead and Bishops Lydeard.

When Bachmann's parent company Kayder Industries produced the Mainline range for Palitoy, Mainline introduced its OO model in 1979. After several years off the market, the model has been upgraded and improved to bring it up to the exacting standards of Bachmann. It has been available since late 1998.

The model locomotive looks just right hauling a long train of wagons around any layout. It looks equally at home hauling a couple of coaches to a branch line terminus.

B-B-Q

Book the 5th May in your diary for our B-B-Q at Bletchley Park. Further details will appear in due course. In the meantime please see Jeff Mathie or Gordon Shrimpton.

FOR SALE - £15 each

O Gauge Kit built Wagons

From the estate of the late John Hughes, a large number of O gauge wagons made from kits by Slaters, ABS, Peco etc. All are built and painted to a high standard. Excellent value – we are currently taking weekly deliveries.

Please see the Chairman

MILTON KEYNES MODEL RAILWAY SOCIETY FOUNDED 1969

A Museum of model railways

Well known modeller and pop personality Pete Waterman is behind the plans to create a national model railway museum in Crewe. This will be set up as a Trust and Pete's extensive collection of magnificent models will form the nucleus of the collection.

The April edition of Classic British Railway Modelling looks at the problems of preserving model layouts such as John Ahern's famous Madder Valley layout which now resides at Pendon Museum and because of its frailty can only be operated a few days each year.

Our own facilities at Bletchley Park fall within a museum of model railways but where others preserve and conserve, we work on a continuous programme of upgrading and replacing our exhibits when time, space and money permit. As the National Railway Museum found to its cost when it offered the S4 Heckmondwyke layout a home initially, what seemed a good idea at the time, soon became a liability and the scrapping of the layout caused a great deal of gnashing of teeth. But the truth was that years of trawling the exhibition circuit had taken its toll and the layout was simply worn out.

On this basis, we should have never contemplated the sale of Mandlebury Central – but then we needed the cash and the space to build a better layout. We shall need to replace other layouts as time progresses. The difference with us is that whilst we operate in a museum complex, we can afford the luxury of changing the exhibits without being slaughtered for it.

Those of us who saw the late Ernie Johnston's magnificent layout at this home in Wolverton were very impressed. Unfortunately the nature of its construction and the shape of the room in which it was located, made preservation and conservation as it then was impossible. Fred and John were, however, able to rescue the most important elements and we hope to be able

to find a suitable location within our complex for these to appear at least as dioramas.

The donation of the late Don Pigotts tramway layout was another example. Don was fortunately still alive when restoration began and the seaside scene over which Don laboured with his beloved cardboard, was transformed by a team of MKMRS members. The track itself became worn and sharp as a razor blade and Steve Dennison relaid it. So here we have a layout which has new track and the buildings and scenery revived, but to many of us it still portrays the excellence of Don's work.

Standards change. We only have to look at the magazines in the library from the 50s and 60s to see that the hobby has developed in many ways. As a museum we must continue to develop, whilst at the same time preserving some of the core components for future generations to enjoy.



Dennis Lovett
Chairman

John Tennant

It is with regret that I have to inform members of the death of John Tennant who died in Milton Keynes Hospital on 5 March, aged 74.

John's interest in railways could be traced back to his days on the footplate at his home town depot of Motherwell and at London's Kentish Town depot. He later moved into other railway work before joining British Telecom.

John was until fairly recently one of stalwarts at Bletchley Park and had an excellent collection of LMS models in N, OO and O scales, not to mention the odd live steam miniature railway locomotive.

John joined us initially from West Bletchley Model Railway Club along with John Hatton and Fred Collins. John will be missed by his many friends within the club.

Dennis Lovett, Chairman

STOP PRESS

Gauge O Guild Spring convention at Reading

Three club members layouts will be appearing at the Gauge O Guild Spring Convention at The Rivermead, Leisure Centre at Reading. These are : Mark Agnew's modern image layout – Buxfield; Brian Barnes and friends with Tinplate Renaissance and our member from Suffolk, Colin French with his Wolverton Works Shunting layout.

The 2251 Class 0-6-0

The editor traces the history of this useful Great Western mixed traffic locomotive

The Great Western Railway was the only one of the pre-grouping railways to retain its status and name during the 1923 Grouping, absorbing a number of other railways, notably in Wales. Some of these lines, particularly in Central Wales, carried route restrictions and the types of locomotives that could be used on them were limited.

No 0-6-0 tender locomotives had been built at Swindon for many years, the Great Western Railway relying heavily on the 2301 Dean Goods 0-6-0s, which had entered service, back in 1883. Many of these locomotives had been used overseas during the First World War and were in need of replacement on main line freight trains.

With Collett now in charge at Swindon, he realised that by building a new Class of 0-6-0 tender locomotives; he could solve the problems on the lightly constructed lines by freeing up the Dean Goods locomotives to haul trains over them. It would also allow for the withdrawal of the older locomotives inherited from the pre-grouping companies.

In 1930, the first of the new Collett 0-6-0s left Swindon works. Designated 2251 Class, in all eight batches was built, with the Class totalling 120 locomotives. These were numbered 2200 – 2299 and 3200 – 3219. The final members of the Class, No's 3218 and 3219, were not delivered until just after Nationalisation and the formation of British Railways in 1948.

The Class 2251s was designed around a number of standard Swindon components including the No. 10 boiler. Unlike earlier locomotives, the new locomotives had cabs, which offered much better protection for the train crews from the elements. The Dean Goods in comparison had little protection and the new locomotives were immediately

Bletchley Park Roster

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

UNROSTERED PEOPLE ARE WELCOME AT ANY TIME – THANKS

Saturday 17 March: Gordon Shrimpton / Ken Sharpe
Sunday 18 March: Bruce Garwood / Martin Shenton

Saturday 31 March: Chris Lester / Stephen Walker
Sunday 1 April: Dennis Lovett / Ted Mellor

Saturday 14 April: Eric Bowman / Paul Wakeley
Sunday 15 April: Fred Collins / Ken James
Monday 16 April: Easter Les Wood / Roger Blackburn / Ian Leigh

Saturday 28 April: Geoff Bell / Ray Cousins / Richard Cousins
Sunday 29 April: Chris Hughes / Nick Hughes

Saturday 12 May: Gordon Shrimpton / Geoff Blackwell
Sunday 13 May: Bruce Garwood / Ken Wiggins

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

**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

Club Notice Board

2001 Woughton Swapmeets

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

**13 May
16 October
4 December**

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

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.

25 April Bullied Locomotives of the Southern Railway

The HMRS also meets in **Bedford** (details available from Eric Bowman). The following subjects will be covered:

28 March Slides by Chris Youett (including new material on the Southern and London & North Eastern

30 May A modelling clinic (no appointment necessary!!)

NORTH NORFOLK RAILWAY ANNUAL EXHIBITION

The club has been invited to provide layouts again for the North Norfolk Railway exhibition to be held in the new carriage shed at Weybourne near Sheringham. Our Norfolk member Gordon Eckersley of GE Models is once again organising this event.

Anyone wishing to exhibit a layout at this event which is being held on Saturday 23 and Sunday 24 June should contact the Chairman a.s.a.p.

Mechanical Horses and The "Scammell" Scarab

The second in a new series of articles by Dave Meaden

The Mechanical Horse

At the age of 15, I started my railway career as a van boy at Willesden Goods Depot, on 1 January, 1951. The vehicle we had was a 6 ton three wheeler mechanical horse. The cab was made of wood using tongue and groove panelling. The engine was a 4 cylinder petrol Scammell engine, with a starting handle permanently in place at the front of the cab. The starting handle was spring loaded so as to push it clear once the engine started. When engaged for starting the handle was pushed in and turned clockwise on a ratchet. The compression stroke was selected and given a sharp turn, with many a wrist badly sprained or broken, if the starting procedure was ignored. The engine sat between the driver and vanguard inside the cab. The radiator filler cap was also accessed via the cab. On some of the mechanical horses the petrol filler cap was located above the engine with the tank gravity fed to the engine. The horn was outside and screwed to the cab. The doors were made of wood, the windows opening with a strap which was kept in place by a lug. To strengthen the cab, a metal frame, small bonnet and rubber inserts were constructed. Top speed was 20 mph.

The Scarab

In contrast to the mechanical horse, the Scarab had an all metal body and was self starting. It also had internal heaters! At Willesden we had around 8 Scammell Scarabs all of which were three ton. We also had at Willesden at that time 8 x 6 ton mechanical horses, 6 x 3 ton mechanical horses, one flatbed Albion lorry and a Bedford 8 ton lorry. The 8 and 6 tone mechanical horses were fitted with larger couplings to engage the low lowdowns and heavier drays for the heavier loads. At that time we collected and delivered from; Caxton Steel Co, Park Royal Vehicles, Walters Palm Toffee, Dulcet Sweets, Symbol Biscuits, Heinz, McVittie & Price Biscuits, Hoover, Hotpoint, Sandersons Wallpaper, Lesme Chocolate, Rolls Royce, Park Ward, Worwood Scrubs Prison, United Dairies, Cow & Gate, Matthews Meat Product, Firestone Tyres, Camden Borough Council along with other freight depots at Broad Street and Shoreditch. We also delivered to other companies around London and Park Royal. The goods would arrive overnight from Carlisle, Crewe, Heysham, Holyhead, Liverpool, Manchester etc.

The railways were integrated with British Road Services following nationalisation. They were subsequently de-regulated by a Conservative Government and sold off. The result was a massive programme of motorway building and the transfer of freight from road to rail.

SALVE ATQUE VALE

We welcome the following new members who have joined us in the past few weeks

Dave Meaden	Dave worked on the railway as a Driver and seeks to continue the link through modelling
Robin Rowles	Robin is a 4mm modeller and has joined the group building the EM layout
Nick Hughes	Nick has long standing associations with us and has developed his talents in scenic modelling
Lewis Martin	Lewis is an "O" gauge modeller who hopes to learn from us
Craig Shaw	Craig also has long standing connections with us and is currently helping his grandfather (Les Wood) build an N gauge layout
Bob Gamble	Bob is a Gauge 1 live steam modeller with particular leanings towards the Great Central Railway

We wish them many happy years modelling and look forward to their association with us. Railway modelling is a multi-faceted hobby and in view of this growth in membership, reports of its demise have been exaggerated.

Eric Bowman, Treasurer

RAILWAY CORRESPONDENCE & TRAVEL SOCIETY

The RCTS meets on the first Thursday of the month at the C.I.U. Workingmens Club in Stony Stratford at 1930 hours. Our long standing friend Bob Ballard is the Chairman.

A number of interesting speakers are scheduled for the next few months including:

5 April	"Mail by Rail" by Ian Rixon, EWS
3 May	"Kingmoor to Kosovo" by Bob Sweet the photographer who travelled with the humanitarian aid train
6 September	"1931-2000 I.C.I Hopper trains and works" by Brian Arnold (RCTS Altrincham)

Further details from Bob Ballard on 01908 562195