

MILTON KEYNES MODEL RAILWAY SOCIETY NEWS

No.15

June 1993



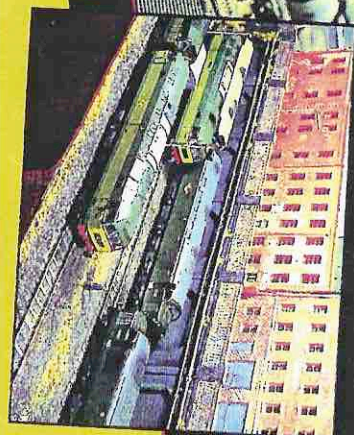
A Class 60 at Newport, Gwent. Photo: John Hatton

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ModelRAIL 93

BRITAIN'S ONLY ALL MODERN MODEL RAILWAY EXHIBITION

FOLLOWING the tremendous success and support for its previous two exhibitions, ModelRAIL is staging a third model railway exhibition on May 22 & 23, 1993. The event, exclusively featuring diesel and electric based layouts, will also include top traders and specialist suppliers together with a range of modern modelling demonstrations.



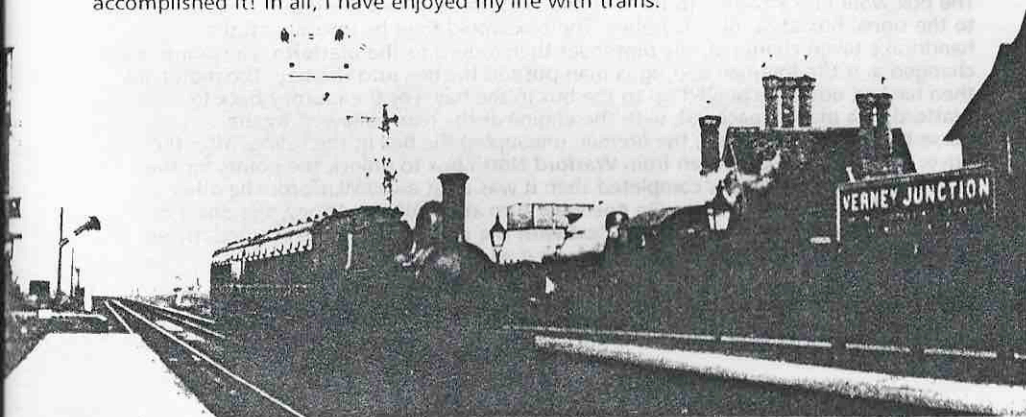
The Alban Arena
St. Albans
Hertfordshire.
Saturday & Sunday
May 22 & 23, 1993
ModelRAIL 93 - The
show you cannot
afford to miss

My next move was to Watford Tunnel North End, on the main line. This was a very busy job and the freight traffic at night was phenomenal. The loop from Kings Langley was well used. Two incidents come to mind. One morning there was a fatality when a Polish platelayer stepped out from the cess to start work just as a down local was approaching. He was killed at once and later the Inspecting Officer held an enquiry in the Watford Engineers Coach, worked to the site by the Engineers locomotive 40672. We were all interviewed in one group, he handed out cigarettes to the smokers and spoke in a quiet courteous manner. I often think of him when reading the latest ravings from the press about BR. The other incident was when an express on the Up Fast was stopped and the driver had moved forward to the box. I instructed him to set back behind the Home signal. He should have known that such a move required my yellow Wrong Line Order Form to be countersigned by the Guard, but the train was about 14 coaches long and I suppose he didn't fancy the long walk back! The engine was the Turbomotive 6202 and the sound it made was most interesting.

Kings Langley station box came next and then Croxley Green Junction, where I controlled both the Croxley Green and Rickmansworth branches. The most important role was however, controlling access to and from Croxley Green shed, a third of which dealt with LTE Underground stock. Seven years of this was less stressful than the main line until a Station Masters job at Ettingshall Road in the West Midlands became vacant. The passenger station was located just above the very busy Ettingshall Road Goods, which had two trains out nightly as well as a resident shunting locomotive (usually a LNWR D 0-8-0).

In 1960 I moved to Verney Junction as Station Master, which also controlled Claydon. This was taken up after an interesting three weeks at the Derby Training School. Eventually I took control of Marsh Gibbon and Launton. I had good staff who looked after the daily books. I also had the month-end balances to undertake. These of course are now unknown to today's computerised railway staff!

After the closure of the Oxford line in 1968, I moved to Bletchley where I undertook a wide range of clerical activities before retiring in June 1980. One learns a lot in such a diverse career, but deep down I always wanted to be a journalist. As a founder member of the club and the first editor of the magazine, I eventually accomplished it! In all, I have enjoyed my life with trains.



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.

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

Back on the rails

The loss of Bletchley's first specialist model railway shop came as a bit of a shock to some of us. On Friday it was there, by Saturday it was gone!

The news that a new specialist model railway shop is to open is therefore very welcome news (see club notices). The Rails experience showed that the area does need a conveniently located local shop. Not only does it supply our needs but it also acts as a focal point for the club to meet others and to be honest, allows us to promote the club and the hobby. There were many local visitors to the shop who for some reason or another have never joined or had never heard of us! Several of our current membership came to us through Rails and one member rejoined after a gap of several years. I was introduced to several prospective members and some have since joined us and are playing an active part.

I personally tried to support the Rails establishment when items were required. Indeed I have always preferred local shops and in the early days Neals supplied most of my basic needs. When Taylor & McKenna opened the current Beatties store, many of us thought that the hobby had really arrived. It saddens me today to walk into the so called model department, to find very few model railway items and lots of Sonic the hedgehog. Perhaps that shows why the hobby is in such a state!

My support for the local trade is based on not wishing to scan pages of adverts in the model press to save myself a pound, write a letter and cheque, post it etc. or the fact that it takes around two hours to drive the 40 odd miles to Oxford and back. I therefore plan my purchases so that I order items well in advance of needing them from my local retailer. Each to his own, but I find I save myself a lot of grief and the time saved can be used to do some modelling!

The last few weeks have robbed me of keeping in touch with the hobby, promoting the club and exchanging friendly banter with the shop staff. We have lost one shop. Now there is another chance and I trust many of us will support the new venture. Like a local post office - we must use it or lose it! The choice is ours.

Dennis Lovett
Chairman

Club Notices

Club Outing

Following a change of ownership of MK Citybus (it is now owned by Cambridge based Cambus) it will not be possible for us to hire a bus for our club outing this year. Cambus have refused their drivers permission to drive any other vehicles (even hired coaches) and this in effect makes any outing a financial impossibility. Before Gordon kindly volunteered to drive for us a couple of years ago, the cost of coach hire had made the outing a no go area. It was only whilst trying to tie up arrangements for the proposed outing to the Midland Railway Centre, that these difficulties came to light. We would like to thank Gordon Eckersley for his help in the past.

MK Swapmeet

The next Milton Keynes Swapmeet will be held on Sunday May 16 at the Woughton Centre, Rainbow Drive (off Chaffron Way, H7) from 1100 until 1530.

ExpoEm

ExpoEm is being held at Bletchley Leisure Centre over the weekend of May 15/16. See details in the advert which appears elsewhere in this issue.

A new shop for Bletchley

Our member, Gordon Eckersley has announced the opening of Bletchley Railwayana on ~~May 29 (Bank Holiday Monday)~~. Whilst the shop will be located at the former Rails address at 21 St. Marys Avenue, this is a completely new business that has no connection with the former Rails business. Gordon was in the process of opening a shop in the Wolverton area when the Rails business was set up and as the area could not support two shops, put his plans on the back burner. In addition to models, the shop will specialise in railway relics and paintings. We wish him every success.

Crown 7

The Crown 7 Society in conjunction with the Gauge 1 Development Society, will be staging a one day exhibition at Bletchley Leisure Centre on June 5. MKMRS have been asked to undertake the catering and also seek volunteers for stewarding. Geoff Bell is co-ordinating and would welcome your support once again.

Exhibition Diary

May	15/16	ExpoEM, Bletchley Leisure Centre
	15	Lodden Vale
	22/23	ModelRail, St.Albans
June	5/6	Basildon

A career on the railways

by John Mann

I had been involved with railways since my earliest days. I remember watching trains and later in life playing trains with a Hornby O Gauge layout. These activities have already been outlined in Profile (April issue).

My working life began in engineering and in 1938, I moved to Hitchin from Yorkshire. I and other young men would spend evenings by the main line watching the evening traffic. There was a fascinating mixture of green engines to be seen (never seen at home), Atlantics on the trains to the Garden Cities and the Cambridge Buffet Car Expresses (they needed long nameboards in those days!). On some evenings we would walk to Cadwell Crossing, north of Hitchin to see the "West Riding" pass, a blue A4 with a blue train, dashing at tremendous speed along the "middle line". The signalman through his window would keep us informed of passenger movements. In between there were regular coal trains, many of them hauled by Tango 2-8-0's.

For a time in 1938, I worked in Brighton, and remember the beautiful Atlantics on the Cardiff expresses. One gloomy evening an Atlantic stood at the stops, its firebox door open to permit a lovely warm glow under the impressive station roof. The whisps of steam and the sound of the blower, upstaged the rather dull electrics that dominated the local railway scene. I travelled to Watford by the "Sunny South Express" via Willesden, where a change to "our" line was made. In those days, apart from the DC or "new line" electric services, it was all steam and the Willesden area boasted massive amounts of freight traffic.

By the middle 1940's my age group came due for call-up. By this time I was working for the LMS and because of my impending call up was not allowed to start in the clerical grades and had to start on the platform at Watford Junction as a Relief Porter. Soon men were required in the signalling grades and I spent some 18 months on the Watford - St. Albans Abbey line as a Porter-Signalman. I served at all three stations on the line, starting at Watford North, which was busy with freight traffic. Loaded horse-boxes were conveyed to Bricket Wood by the branch motor train. The box would be attached to the rear coach at Watford and the journey made as usual to the signal box at St. Albans Abbey. The box would then be uncoupled, the handbrake taken charge of, the motor set then moved to the platform. The points were changed and the foreman and signalman pushed the box into the bay. The motor set then backed out and coupled up to the box in the bay. For the journey back to Watford, the motor coach led, with the engine at the rear, followed by the horse-box. At Bricket Wood, the fireman uncoupled the box in the siding, after the driver had obtained the token from Watford North box to unlock the points for the siding. Once the move was completed then it was right away Watford. The other foreman did things differently. On one early turn at St. Albans Abbey, the driver of the morning goods was having breakfast with the signalman, whilst I busied myself driving the Watford tank. I could have done it all day!

Class 1042

There are some 300 units in this class built between 1963 and 1977. They are intended as mixed traffic locomotives and are to be found throughout Austria operating Schnellzug (express), Eilzug (semi-fast) and Regionalzug (local) services.



Class 1042.5 with a Regionalzug at Wiesenschwang-Oberndorf on a Salzburg-Wörgl service. There are two types of internal service carriage in the train. 4 October 1992.

Livery

For many years the main livery was a dark green. The livery now is a reddish orange relieved with cream but some 1044 locomotives have grey. Main line coaching stock is also a reddish orange, local services are cream with reddish orange bands at window level.

To be continued.

In the beginning (part 13)

At the April 1981 Committee meeting, the Treasurer outlined the request from our landlords for a loan to help them reduce their bank repayments on the site. The committee agreed to loan them £100. Plans for our 1981 exhibition were outlined. The O gauge layout was being prepared for exhibiting at Stowmarket. The current library was then in process of being fitted out as a kitchen. Concern was expressed at the lack of running water and this was a major problem until our new kitchen was brought into use last year.

Colin Stacey gave an illustrated talk on the 26 May and the HMRS used our club room the following evening. At the May committee meeting it was agreed to build a desk for the Treasurers use, which would fold down when not in use.

During June the club exhibited several layouts at the Alex Campbell School fete. These included several private layouts being tested for our own exhibition. July's meeting was saddened by the announcement that BR would no longer be able to exhibit at our exhibition. Their stand had always been well patronised. They did however wish to continue displaying posters. The O gauge layout had run well at Truro (9-12 July).

September saw the exhibition arrangements well in hand and the guide was with the printers. It was reported that 60 people had attended the Cornish O Gauge/MKMRS joint meeting held at the Penzance home of John Symons on 25 July. Austin Daly's first O gauge layout (East Bay) was requested for the filming of the first programme to be made in the new BBC/Open University TV studios at Walton. When several capacitor discharge units went bang, the BBC electricians discovered a lot more than 240 volts coming out of their 13amp sockets!!! Verney Junction attended the Hemel Hempstead Exhibition on 26 September. It was reported that no work had been undertaken on the N gauge Winslow project for over a month.

October saw problems emerging with the Victoria Road project, which was being refurbished at Holne Chase. Work had virtually stopped. Whilst the project struggled on and attended several more exhibitions, the writing was now appearing on the wall. The decision to produce a club tie was taken and these were sold at £3 each.

Our 5th Exhibition took place at Bletchley Leisure Centre on Saturday October 31. Visiting layouts included Thame (S gauge, The Model Railway Club), Market Redwing (3mm), Barnston (OO, Ernulf MRC), Woburn Sands (N, Bedford MRC), Houghton Junction (OO, Stowmarket MRC), Kingsbridge (EM), Mansfield Park (OO, modern image), LNER Loco Depot (LNER Society), Uppingham (P4, HMRS), Colnford (P4) and finally the old favourites, the large scale trams. Club layouts included Verney Junction, Ayot St. Lawrence (O), Snake River Crossing (American N, Chris Avis), Harlyn Bay & Trevose Head (OO9, Wood family), Chipping (OO, Alan Dare), Victoria Road (OO), Oxbridge (OO, Dennis Lovett) and East Bay (O, Austin Daly). For a small club this was an impressive turnout but caused lots of stewarding problems! There was plenty of trade support including Ian Allan, Kemilway, Mike Sharman and Taylor & McKenna.

At the November meeting early indications were that the exhibition was again successful. Geoff Bell was appointed Membership Secretary. The club entered the new year with enthusiasm restored and layouts being worked on. (to be continued).

Profile

Eric Preston

Eric's first introduction to railways was at the Empire Exhibition at Wembley in 1925 when he was fascinated by the large locomotive exhibits that could hardly fail to impress a young lad. Born in Grimsby, deep in Great Northern/Great Central territory, Eric's allegiance to the LNER cannot be faulted. The local school was near to the railway, and Eric can recall watching the Grimsby - Louth local trains. A regular performer on this service was C12 No. 4525 (BR No. 67379) of which he has a model. The 4-6-0 Sir Sam Fay was another favourite.

Back in the 1930's, Eric's brother had a Hornby O Gauge system which Eric was allowed to play with. This survived in the family until 1980 when it was sold. Eric had long since been a OO modeller.

On leaving school Eric joined Woolworth's as a trainee manager. This employment was cut short by the outbreak of war and Eric joined up in late 1940. The war enabled him to travel around and experience railway travel in other countries. Eric travelled on the footplate across the Sind Dessert on a train from Karachi to Delhi. For three years he also became familiar with the line from Bengal to Assam.

After the war Eric rejoined Woolworth's. Still interested in railways he purchased the Observer Book of Locomotives in 1955 and from 1959 became a subscriber to the Railway Magazine. In 1950 Eric was moved to Northampton and the next thirteen years saw a number of moves for Eric, Des and a young family. He was appointed to Management positions at Ipswich (1952), Bury St Edmunds (1955), Gerrards Cross (1956), Marlow (1957) and Bletchley (1963). The Bletchley store had opened in 1954 and was seen by the town as a great step forward! Eric also acted as a Relief Manager in many other stores and was given the task of opening the Stowmarket store, which will interest our country cousin Colin French and give a reminder of MKMRS next time he pays a visit there!

Son Nick received a train set (Hornby O Gauge, BR livery) for Christmas around 1959. This rekindled Eric's interest in model trains. When the club was formed in 1969, John Symons and Les Wood asked all the newsagents for a list of those who took railway magazines. Eric was one of them. As a result he became a founder member of the club, met Les who had a similar interest in the LNER. With advice and enthusiastic support, Eric became a railway modeller! A large layout was soon established in the loft and a model based on the Grimsby area resulted. Eric must be unique in MKMRS as someone who joined the club and then started modelling!

Following a house move from Bletchley, Eric built a new layout in a 12' x 8' centrally heated, double glazed shed. A further house move has seen the shed and layout stored. Eric's fleet of 44 OO locomotives is currently stored pending future traffic requirements. Before closure of the line, Eric recorded it all on video.

Before his retirement in 1980, Eric witnessed the refurbishment of the store (it has since closed and become Superdrug by the market) and managed to salvage the Woolworth corporate design clock from the skip. During his days in the store, Eric was proud of his clock and it kept perfect time. Eric generously donated it to the club where it still keeps excellent time. Next year it celebrates it's 40th birthday, having been delivered new to the store for its opening in 1954.

Austrian Rolling Stock (Part 1)

by Eric Bowman

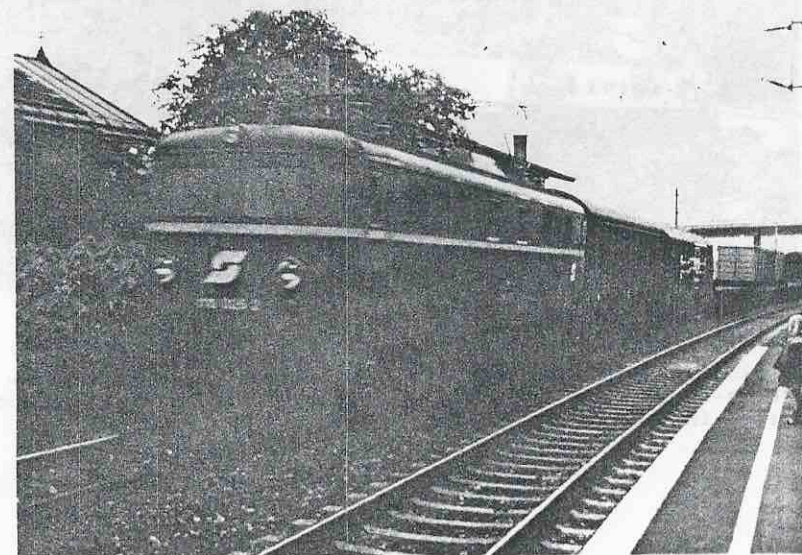
Locomotive classes

There are four main classes of electric locomotive operating in Western Austria. They are:-

- i. Class 1110
- ii. Class 1020
- iii. Class 1042
- iv. Class 1044

Class 1110

Based at Innsbruck and Bludenz this class of Bo-Bo heavy freight locomotives are generally used on freight workings throughout the Tirol, Brenner and Vorarlberg areas. There are 29 members in the class and were built between 1956 and 1960.



Class 1110 locomotive passing Wiesenschwang-Oberndorf with an eastbound freight train. 8 October 1992.

QUIZ CORNER from SAGITTARIUS

WESTERN DIESELS

There are 22 names of Western Region diesel hydraulic engines hidden in this word square. How many can you find? For obvious reasons "Western" has been omitted.

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Z K P E P H L J E S H Q L C A M X E
X I E Q E Z I U S I Z U S H G A I R
C N S L P G R P E R P E T I N G S D
V R G Y L U D I Y B G E R A V P E X
B Y L K E Y Z T Y R L N N O B I D C
N K U Z O E A L B I O N S Y I E H F
M E T N E I L S C A R H O F Y S C T
L P D E T N U A D N U D R G E I A V
K A O C U L A E O R W L H Q A Z R G
J T M D T H U R R O Y A T C E R A Y
G H W A C B O A D B E N B O W J D U
H J N Y U T W S B E F U L E A X O H
F K P I J O U Z S R Q O R M R W C B
D L S T A L W A R T U S E A R F C N
S A F R I A D J S S W L T N I Y I J
A I H O A K N A K O S A E S O E T I
Q K N J G U C X F N V J X R R O S K
W C R A E S I B M E I L E W Y M E M
E P A N T H E R N F K C H D E O J L
R Y E A D X T M W S I I Z E B R A U
T N R T K S R D R V N A V E N W M I
Y E S R D I L N G E G T N C S K S O
U R N O M O N A R C H R S P V T R P

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D800 Sir Brian Robertson	D803 Albion	D805 Benbow
D807 Caradoc	D814 Dragon	D823 Hermes
D827 Kelly	D829 Magpie	D830 Majestic
D833 Panther	D856 Trojan	D857 Undaunted
D862 Viking	D866 Zebra	D869 Zest
D1006 Western Stalwart	D1017 Western Warrior	D1040 Western Queen
D1049 Western Monarch		D1050 Western Ruler
D1052 Western Viceroy		D1056 Western Sultan

Answers from last month

- (b) was an LNER class B2; the others were GWR Castles.
- (c) was in Derby, the others were in Nottingham.
- (c) was a GWR Castle, the others were LMS Royal Scots.
- (a) was a GCR Director (LNER D11), the others were members of the LMS Princess Royal class.
- (a) was in Edinburgh, the others were in Glasgow.
- (b) D(ugald) Drummond should be Peter Drummond (CMEs of the Highland Railway).
- (d) was a BR Class 55 diesel, the others were LNER Class A3 locomotives.
- (c) P Stirling should be J Stirling (CMEs of the South Eastern Railway.)
- (d) was an LMS Patriot, the others were SR Schools.
- (b) W(ilson) Worsdell should be T W Worsdell (CMEs of the Great Eastern Railway).

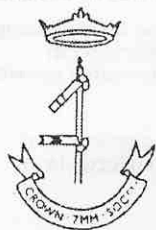
During his time with Woolworth's in South Bucks, he came across one Colin Massingham (of MTK fame), who worked at the Slough store. Colin's father was Manager at Windsor. Eric and Colin frequently talked about railways and now they catch up with the Wollgorth's news when Colin visits the Leisure Centre shows.

Eric also retailed trains for a brief period when Woolworths became stockists of the Playcraft (Jouef made) range in the 1960's. Now they are becoming collectable, no doubt Eric wishes he had bought a few!

Another victim next month.



Bletchley station entrance before rebuilding in the early 1960s.



Crown 7mm Society



Presents
In conjunction with the
Gauge One Development Society
The Fifth 'O' Gauge
Model Railway Convention

Saturday 5th June 1993

10.00 am to 5pm
at the
Bletchley Leisure Centre
Princes Way, Bletchley, Milton Keynes

Featuring: Bring & Buy Stall
A number of 'O' Gauge layouts and Gauge 1 layouts
Trade Stands, Test Track for Gauge 1
Modelling Demonstrations in both scales

Refreshments - Licensed Bar - Free Parking

THE E.M. GAUGE SOCIETY

expoEM'93

fine scale railway modelling in 4mm scale

layouts - demonstrations - lectures - trade stands

SATURDAY 15th MAY 1993

10.30 am - 6 pm

SUNDAY 16th MAY 1993

10.30 am - 5 pm

THE
BLETCHLEY

LEISURE CENTRE
 PRINCES WAY - BLETCHLEY - MILTON KEYNES



expoEM is a display of model railways and modelling techniques in 4mm scale. We will show you how to build rolling stock, trackwork, scenery, incorporate suspension units into your wagons, help you with electrical problems. There will be many interesting demonstrations plus talks given by modellers for modellers. The layouts in EM as well as 18.83mm gauges come from clubs, groups and individual members of the E.M. Gauge Society. Comprehensive specialist trade representation will be present in order that you can discuss kits, parts and components with the actual manufacturers. This is expoEM where there are no "crush barriers" and where you can discuss with the layout owners any facet of modelling you wish, even have a go yourself.



By train:

The Centre is a short walk from BLETCHLEY station.

By car:

Use exit 14 of the M1 if travelling from the north. Use

exit 13 of the M1 if travelling from the south

Admission £3.50p

- (2 day ticket)

E.M.G.S. Members £2.50p

Further details of the Society: Ted Butler. 2 Chesham Crescent, London, SE20 7RL