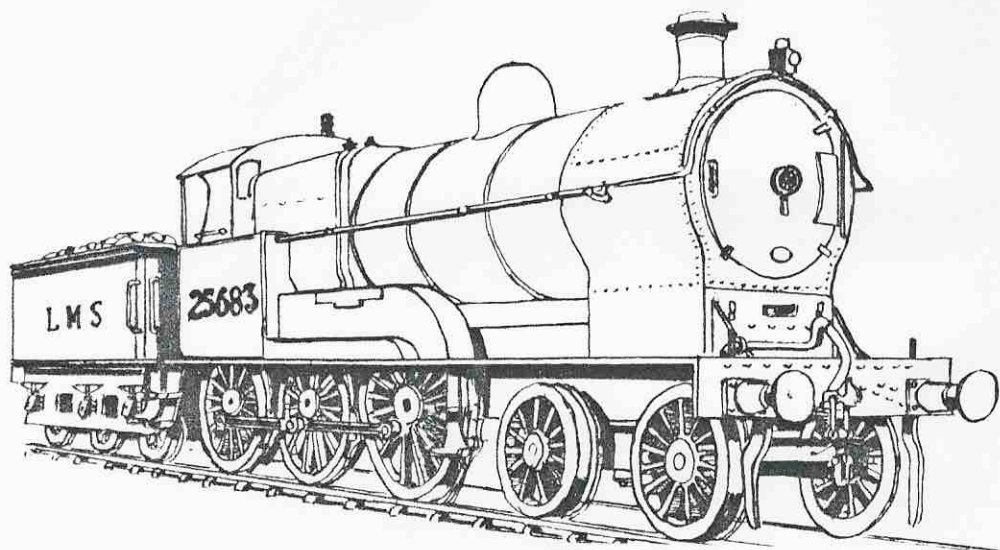




Eleventh Model Railway Exhibition



The Leisure Centre, Bletchley

Saturday 30 October 1993

10.30 - 6pm

Sunday 31 October 1993

10.30 - 5pm

20+ working layouts in all the popular scales.

Well supported by trade and other stands.

Live steam rides. Refreshments

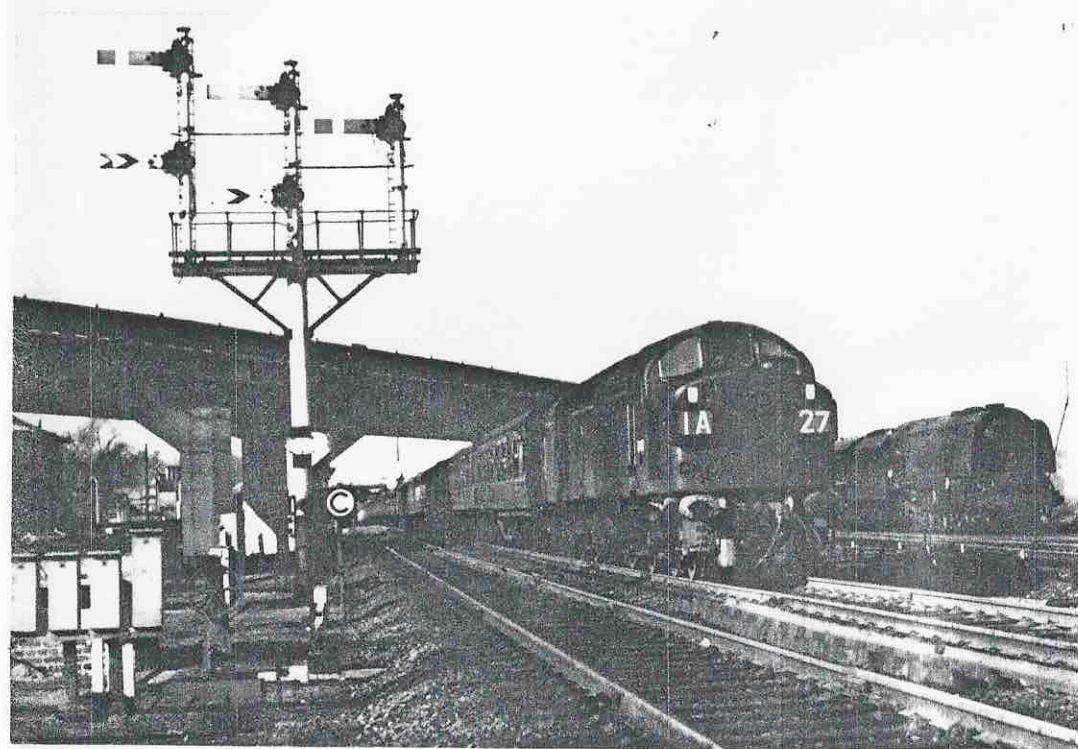
Day membership £2, Family £5, Children & Senior Citizens £1.

Bletchley Leisure Centre is 10 minutes walk from Bletchley Station
(Euston-Northampton line) and has an adjacent multi-storey car park (free).



No.16

July 1993



Old and new pass at Bletchley circa 1962. Photo: InterCity

Published by Dennis Lovett, Chairman, Milton Keynes Model Railway Society
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Telephone: 0908 376750.

The club outing to the Bluebell Railway took place on the 17 July. Fares including train rides were Adult £5 and Children £3. The local group of the Gauge O Guild held a successful open day at Bletchley Masonic Hall on 25 July with over 50 people attending the event organised by Roger Blackburn. MKMRS was also represented at the Truro Exhibition during July.

At the July committee meeting it was reported that work was progressing well on the club layouts, Winslow (N), Victoria Road (old OO), Verney Junction (OO), and Alverton (new O).

Issue 26 of the club newsletter was published in August. It was the final edition to be produced under the editorship of founder member John Mann. Articles included a report on the club outing to the Bluebell Railway. Les Wood's exhibition layout Woodford in O gauge, an item on 6 wheel coaching stock and an article on loco kits.

The club put on a display in conjunction with Ian Allan at Fagins Bookshop, Central Milton Keynes during September. At the September meeting membership was recorded at 60 (including 3 Hon. members).

At the October committee meeting, Chairman Les Wood announced he would be unable to act as Exhibition Manager for the 1983 Exhibition. Les was required to undertake professional examinations in conjunction with his job as a Civil Engineer. It would therefore be necessary to appoint a new exhibition manager at the January AGM.

The joint exhibition with Milton Keynes Model Society was held at the end of October at Middleton Hall, Central Milton Keynes. There is little in the club records except the Chairmans reaction "disappointing!". A lot of work was put in by both organisations and the project eventually killed off by administration headaches which resulted in little financial return for either club.

November's committee meeting took the decision to scrap the Victoria Road layout. Electrical equipment valued at £75 was removed before the remainder was sold for £40 to Dennis Lovett and Austin Daly. The baseboards were eventually stripped and utilized in a further project. Membership increased to 69 (a record?). Consideration was given to increase our 1993 Exhibition from one day to two.

Honourary Member Ivor Evans visited us on 30 November and gave a talk on railway wagons and modelling them. Ivor scratchbuilt many wagons of South Wales prototypes in 4mm which were bequeathed to the Welsh Museum in Cardiff.

1982 concluded with Secretary Dennis Lovett being asked to take over as Exhibition Manager (Designate). The club would have to find a new Secretary and appointments would need to be put before the January AGM. The new O gauge "Alverton" layout was discussed and John Symons estimated expenditure on the total project as no more than £100. How times (and values) change!!

To be continued.

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

Some thoughts on special evenings

During the winter season (October-April), we have planned special evenings. Some like the October and April QGMs have to happen anyway to conform with the rules and another evening is devoted to the important business associated with the Annual General Meeting. The time after QGMs (which are usually short) and on other last Tuesdays, is usually devoted to items of railway or modelling interest.

Over the years we have heard from magazine editors, manufacturers, modellers and railway photographers etc. We have seen and learn't a great deal. We have seen places which many of us would like to go to but have never managed to get. In recent months we have seen Steam around the world, St Pancras - Bedford over the years, and some of the Gauge O Guild slide/tape programmes.

One or two have questioned why we as a model railway club are wasting good modelling time, by putting on these special evenings. Some do not like them and do not turn up. Others like them and make a special effort. They have never been or are they likely to become compulsory. It is all down to individual choice.

As a democratic organisation, we have decided to allow the matter to be discussed at the July QGM. Whilst these evenings use up a fair amount of organisational time, they do not cost us a great deal of money. The hiring of the Gauge O Guild programmes and the return postage was our only expenditure for the 1992/3 season and that was all of £10! Special evenings were implemented because of demand from the membership. Should the membership still wish it, we can soon draw up a programme for next winter. We do however, not want to spend a great deal of time and effort organising something that is no longer required.

Now you have the opportunity to make your views known. Please do so at our next QGM on Tuesday 27 July at 8pm in the club room.



Dennis Lovett
Chairman

Club Notices

QGM Notes

At the April QGM it was reported that difficulties beyond our control, had prevented both the dinner and outing being organised this year. Notice was given at the July QGM that we shall be discussing the special evenings programme. This will be your opportunity to comment on the programme of speakers and talks and what we should do for the November - April 1993/4 session (see Editorial on page 1). The club rules are currently being overhauled (some are now dated) and this should be done in time for the AGM in January. The insurance issues held over from the AGM have not yet been clarified. Once they have been we will report back.

1993 Competition Winners

The Tom Wilson Salver was won by Les Wood, The P & D Marsh Trophy by Jeff Mathie, The George Barratt Salver by Colin Catley and the Scenic Rail Trophy by Peter Moore. Our congratulations to all prizewinners.

3mm in Buckingham

Our first Vice Chairman, Brian Golding, who lives in Buckingham, has recently taken over the mail order business 3mm Scale Model Railways, which specialises in British 3mm/TT3 items. Further details from Brian at 23 Gilbert Scott Road, Buckingham, MK18 1PS.

Bletchley Railwayana

Apologies for having to ammend the proposed opening date in the last issue of the magazine after we had printed the magazine. Delays were experienced with the exchanging of contracts etc. and we understand that trading should commence early in July.

Club Exhibition

Work is progressing well on the club exhibition and Chris has a good response from layout owners and traders (see article elsewhere). Members are reminded that the event will take place on October 30/31st. Please book the date in your diary. Further details will appear in future issues.

Milton Keynes Swapmeets

The next Swapmeet will be held at Woughton Campus on Sunday September 12th. The Christmas event is scheduled for Sunday September 12th. Opening times are 1100 - 1530. Admission is Adult 60p and child/oap 30p.

In the beginning (part 14)

The 1982 AGM was held on 26 January. The Chairman, Les Wood, noted the increase in popularity of etched brass kits. He also noted with concern the reduction in exhibition attendances. Subscriptions were increased from £6 to £7. Work had recently commenced on new test tracks (the current ones) and there had been problems with the tracklaying which would need to be resolved (it was). Discussion followed on why they were needed. It was agreed that they were needed and work should continue. In retrospect this was a good decision and they have given us good value since. The existing club officers were reelected, whilst the committee was reduced from 5 to 4 with Tony Hill standing down. Club Ties were displayed at £3 and the Treasurer sold quite a few later that evening.

Results of the 1982 club competition were: Scratchbuilt loco - Dave Hyder; Kitbuilt loco - Chris Hughes; Scratchbuilt rolling stock - Les Wood; Kitbuilt rolling stock - Chris Hughes; Scratchbuilt scenic - Roger Blackburn; Kit scenic - Bob Redhead:

Nine members attended the Norwich Exhibition on 6 March with the O Gauge layout "Ayot St Lawrence". The Team left Bletchley at 0600 and returned at 2330. It was noted that the layout team from Beaconsfield MRC had been on the road since 0430!

Issue No. 25 of the Newsletter appeared in March 1982. In addition to the news items there were articles on the proposed new O gauge layout "Alverton" by John Symons, "Oxbridge" - a first effort at building an exhibition layout of the Great Central main line in OO by Dennis Lovett and an article about wagons.

Merl Evans, Production Manager of Mainline Railways visited the club on 16 March and gave a fascinating insight in to researching and tooling models for the OO market. Merl was well known to Messrs Wood & Lovett following their exploits with the Cades Locomotive Guides. Les researched much of the B1 for Mainline, although it did not appear until after their demise, eventually reaching the market via Replica Railways. Merl told us that Airfix & Mainline models were produced in the same factory in Hong Kong (Bachmann), who eventually entered the British market in their own right. We understand that Merl has recently joined Bachmann.

The joint exhibition with Milton Keynes Model Society for the end of October at Central Milton Keynes, hit trouble as early as March. Negotiations with the Shopping Management had reached stalemate. All problems were resolved by the July QGM and the exhibition went ahead as planned.

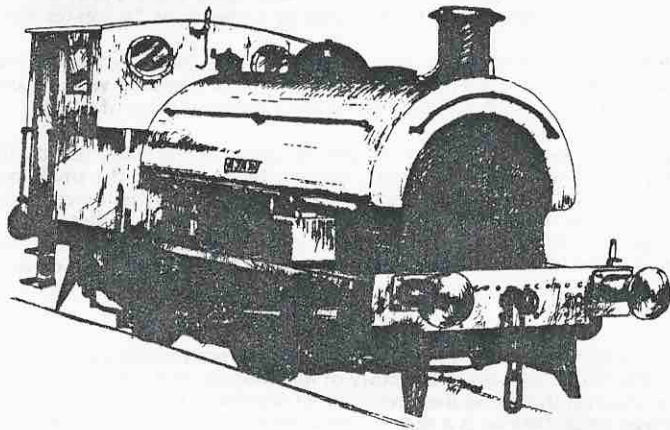
Austin Daly attended the Stowmarket Exhibition on April 17 with his O gauge layout, "East Bay". During the show a photographer lent on part of the fiddle yard, collapsing part of it and badly damaging a couple of locomotives. Unperturbed, he carried on snapping! The same layout operated at Hatfield, the following weekend, non the worse for its exploits.

At the June 1982 committee meeting it was reported that part of the Verney Junction layout had been requested to support the launch of Arthur Griggs book "Country Railwaymen" at Rectory Cottages (22-24 September). Ivor Evans was nominated as our third Honourary Member. Ivor is sadly no longer with us.

CHATHAM & DISTRICT MODEL RAILWAY CLUB

present

“The Chatham Show”



MODEL RAILWAY EXHIBITION

...a great day
out for ALL the
family!

12th. and 13th. June 1993
10.00 - 17.30 hrs both days
Chatham Historic Dockyard
Dock Road. Chatham, Kent.

Our 1993 Exhibition

By Chris Hughes, Exhibition Manager

Our 1993 Exhibition will take place on the weekend of October 30/31st. We have again assembled a good selection of layouts and work has been in hand since the last exhibition finished to find layouts up to our usual standards. In order to maximise the use of the rifle range we have gathered together some interesting vintage layouts to add to Stan and Brians joint venture. There is a growing interest in old toy trains and these layouts have become increasingly popular with both young and old alike. All trade stands will be located in the main hall this year.

At the time of going to press the following 23 layouts are due to be exhibited;

Dormans Hill	4mm EM, BR Southern, David Mee,
Bogsworth Harbour	4mm EM, Last Century, Mike Sharman'
Portewan	4mm OO9, Narrow Gauge, Roger Gadsby,
Tuscah Rock	3.5mm HO/HOn3, USA, Leigh Clark,
Lego Trains	7mm O, Collectors trains, David Brown,
Ronsthorpe	2mm N, BR Eastern Region, Ron Bailes,
Lower Loxley	4mm EM, LMS, Ray Earl,
Maristow	7mm O, GWR Broad Gauge, Bob Harper,
Black Canyon	7mm O, USA, Mike Vincent,
Garsdale	3mm TT, BR LMR, Paul Dennison
Alnhill	2mm Finescale, NER, Paul Hodgson,
The CWM Railway	4mm OO9, Welsh narrow gauge, Ted Johnson,
Hornby Dublo	4mm OO, Collectors trains, Clive Boddington,
Triang Railway	4mm OO, Collectors trains, Clive Boddington,
Trix Twin	4mm OO, Collectors trains, John Hatton*,
Hornby Tinplate etc.	7mm O, Collectors trains, Stan & Brian*,
Gauge One Tinplate	10mm, 1, Collectors trains, Stan & Brian*
USA layout	3.5mm HO, USA, Rod Pearson*,
Five Lanes	4mm OO, BR Modern Image, Chris Avis*
USA layout	3.5mm HO, USA, Kevin Payne*
Mandlebury Central	2mm N, BR Modern Image, MKMRS*
Lifford Sidings	10mm 1, BR 1960s, Jim Harris,
Willshaw	7mm O, LMS, St Neots MRC.

* layout operated/owned by MKMRS member/s

Further information regarding changes to the layout list and trade stands, demonstrations etc. will appear in a future edition of news.

Please ensure that you have marked the exhibition dates in your diary. We need the assistance of every club member to ensure that the event is a success. If you require any further information please do not hesitate to contact me.

Chris Hughes
Exhibition Manager, MKMRS

Profile

Frank Hewer

Frank Hewer was born in Northchurch near Berkhamsted and lived there until he married and moved to Leighton Buzzard in 1971. Franks first model railway was acquired at the age of 8 and was a Hornby O Gauge clockwork set. Not long afterwards he received his first electric trainset, the now much sought after 2 car underground set by Ever Ready, the battery manufacturers, which of course relied on batteries to make it go! He joined the Berkhamsted Model Railway Club at the age of 11 and left at 16 when the club folded following the loss of use of the Royal British Legion premises.

At the age of 11, Frank also built his first layout in the loft using Wrenn trackwork and 2 rail locomotives by Hornby-Dublo and Triang. The layout eventually acquired too much stock eg over 300 wagons and 60 coaches. He still has most of it. The move to Leighton Buzzard resulted in the need of a new layout and work commenced within a month in the newly acquired garage. His garage today houses a 26' x 12' modern image layout set in the period 1965-75. Work has not progressed lately as Frank began modelling in O gauge during 1991 and most of his modelling activity since has been in that scale.

Frank joined MKMRS in 1985, although work and other commitments restricted his appearance in the club room. He was also appointed a County Councillor in the same year, serving as the Liberal Democrat for the Brooklands Ward of Leighton Buzzard on Beds C. C. for four years.

Frank is also a founder member of the Aylesbury BRSA MRC and is still active. The club own a 1932 LMS 60' composite coach which was built at Wolverton. It was purchased for a club room for £500 from Marylebone Depot where it had served as a Dormitory Coach. The tale of how the coach was moved and lifted into position by the Bletchley Breakdown Crane should keep Frank in tea for several weeks!

Frank is a professional railwayman. He joined BR in 1962 as a signal box lad at Tring. He moved around the railway in a variety of positions serving as an S & T apprentice at Watford, a clerk in Bletchley Booking Office (1965), followed by a spell at Bletchley yardmasters office. He became Assistant Controller at Bletchley and worked on the first shift in the new Power Signal Box (PSB) when it was commissioned in the mid- 1960s. His duties also took him to Rugby, Watford and Willesden P.S.B.'s when required. He became an Assistant Controller at Euston (1969) and then moved to the Eastern Region HQ at Liverpool Street to work in Timings & Diagrams. Following a spell in Regional Control in which he was responsible for supplying coal wagons to the mines in the Doncaster Area, he moved to Kings Cross. From there he moved to District Control as Freight Controller for the LT & S line. Following a brief spell as Yard Controller at Euston he moved to Aylesbury as Area Movements Inspector. After moving around the system for so long, Frank enjoyed 19 years at Aylesbury. He decided it was time to move when the Western Region took control! He is currently Traction & Yard Supervisor for InterCity WCML at Euston. Hopefully Frank will be able to advise us on movements when our new layouts hit the scene.

Another victim next month

A JOB FOR LIFE

Bletchley man of trains

by **A.E. 'Sam' Grigg**

Retired railwayman and local author Arthur Grigg is about to publish his fourth book on the local railway scene. His previous tomes, "In Railway Service", "Town of Trains" and "Country Railwaymen" are to be joined by a new book "A job for life".

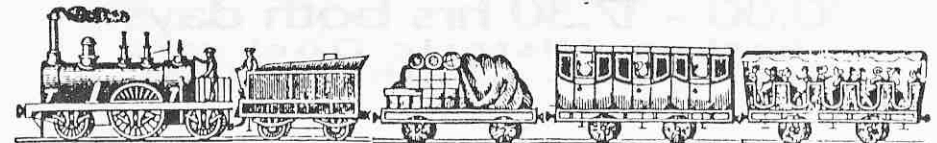
Reservations are currently being taken for the book by the publishers, Quotes Ltd of Whittlebury. Subscribers, who are incidently invoiced on publication, will be listed in the book and will also save themselves £2 on the published price of £17.95.

Arthur, whose nickname is Sam, began his railway career at Shoeburyness on the former London, Tilbury & Southend Railway. He later transferred to the small market town of Bletchley. As a Driver, Arthur witnessed mishaps and mayhem; accidents, collisions and comedies. As a Union man, he was one of the batch of Bletchley Drivers who supported the N.U.R (now RMT) and believed that all railwaymen were equal. His Union duties took him through trials and troubles, many of which were recalled in his book "In Railway Service", which is long out of print and is much more than the official history of the union branch.

"A job for life" (a title no longer taken seriously in the current railway industry as some of us may find out) will tell the story of locomotives and steam, about the people who worked on them and the townfolk of Bletchley. Those who have heard Arthur in the club room will recall that he is a superb story teller. His tales (and exploits) are legendary and no doubt the latest book will be a best seller. It is 11 years since Arthurs last book hit the shelves. I am sure this offering will be as good as the others.

An order form appears in the middle of this magazine. Those wishing to order copies are advised to so as soon as possible.

Dennis Lovett



Ballasting - A solution?

By John Mann

In the course of many years modelling - none of which have actually produced a finished layout - I have always been dissatisfied with whatever efforts I have made in the field of putting stones between sleepers! The nearest to reality was the purchase of finely divided real stone - which was marketed by the P4 Society - and except for the colour - a bright turquoise green, it did seem the final answer. Previous trials had been made with the finest grade of cork from Worcester Cork Company, but the ordinary grade supplied by this company was hopeless for 4mm scale - more suitable for painting white and installing as rockery in a seaside garden.

The advertisement "Bored with ballasting?" prompted the ordering of a ten-metre roll, and this does really seem to be a good answer to what has long been sought.

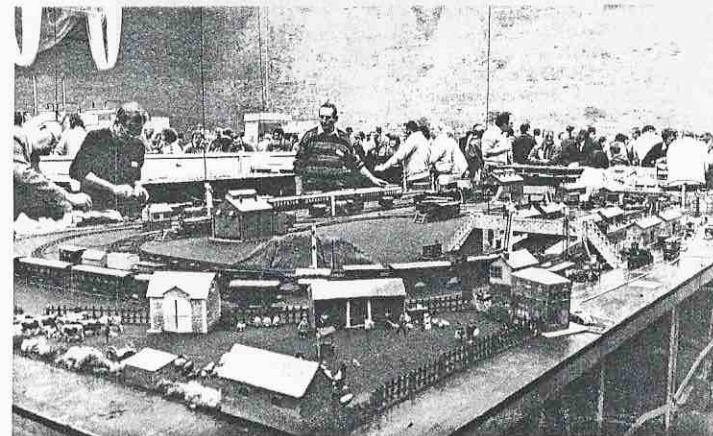
The material comes in the form of a strip, single track width. The strip itself is light grey and the cover strip white, the latter protecting the adhesive coating until the time comes to install the track. The whole strip is glued down on the baseboard. I tried various glues but none sufficed to hold the plastic of the base. Eventually I tried UHU, following the makers instructions to allow a few days to elapse between the application and using. Even then care is needed if the edges of the ballast strip are to stay where put. With a sharp, preferably new, craft knife lift up the cover strip by a corner. In fact it pays to run the knife blade along the centre first so as to peel away half at a time. Have another craft knife, this time with an old blunt blade, to hold down the ballast strip when carefully peeling away the cover. Do not peel away in anything like an upward direction, but keep the ahnd low and peel slowly. It is necessary not to get the edges lifted. When done, carefully position the track, trying to get it right first time without correction, and then pour on the ballast itself, smoothing down the ballast with something like an artists pallette knife. It is possible to buy from art shops a painting knife, which has a large diamond shape blade about 1.5 inches long. The blade is quite flexible and the delicate point enables the grains to be worked into all the corners and under the railws themselves. Leave for a while before spreading out some newspaper and turning the baseboard upside down onto it. Knock the underside and the surplus ballast will fall onto the newspaper for future use. Inspecting the results, you will find that the ballast has settled into a level surface about half a millimetre below the upper level of the sleepers. It really does give the impression of wooden sleepers being bedded into a level surface, which is what real track looks like. The ballast can then be painted whatever colour you think represents real ballast. I used a dilluted solution of Humbrol No. 29 Dark Earth, which is put into a container (ice cream or similar). The ballast is then 'dunked' in the paint and then retrieved using an old spoon. It is then laid out on some old newspaper to dry. The amazing thing is it will not stick to the newspaper. When dry you can then separate the grains again using a spatula before transferring to a jar for use. Make sure however, that it is completely dry before you do so. Well it works for me, no reason why it shouldn't for you.

QUIZ CORNER by SAGITTARIUSWHAT'S MY NAME

Name the train which does or did these journeys.

1. London St Pancras (9.50 am) to Glasgow (St Enoch)
2. London Kings Cross (10.00 am) to Edinburgh (Waverley)
3. London Euston (8.45 pm) to Holyhead
4. London Paddington (11.15 am) to Weston-super-Mare via Bristol
5. London Waterloo (12.00 noon) to Ilfracombe
6. Bournemouth West to Manchester
7. London Euston (18.00) to Manchester Piccadilly
8. London Victoria (10.00 am) to Dover Marine
9. London Euston (11.50 am) to Windermere
10. London Waterloo (11.00 am) to Devon and Cornwall
11. London Euston (17.03) to Holyhead
12. Sheffield (7.40 am) to London Marylebone

Answers next month



A scene from 1989 Exhibition. The old Hornby tinplate trains in the foreground caused a great deal of interest. Photo: Phil Caley.

Austrian Locomotives (Part 2)

by Eric Bowman

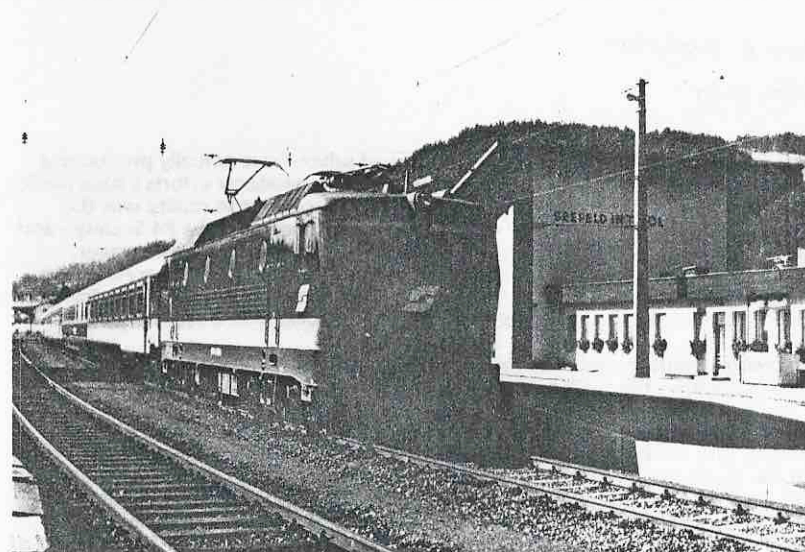
Class 1044

This class is a development of the Swedish Rc2 class delivered in 1971-1973. They are also designated mixed traffic and are to be found on main line and some branch line duties throughout Austria. They have been built from 1974 onwards and now number some 150 units. Some are being updated for high speed running.

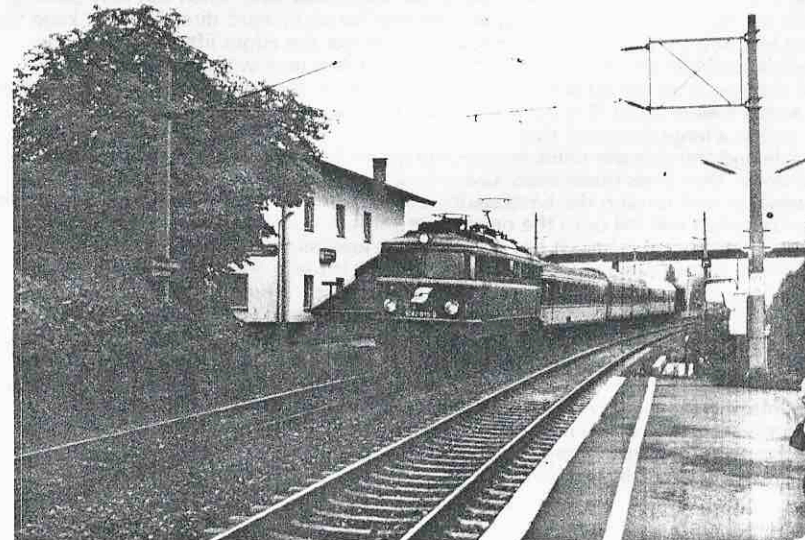


Class 1044 locomotive leaving Salzburg with a Schnellzug for Vienna. A 1st class internal service coach has been added at the front of the train to provide extra accommodation. 7 October 1992.

To be continued



Class 1044 in the then new livery at Seefeld in Tirol on the morning espress from Innsbruck to Dortmund. 25 September 1991.



Class 1042 leaving Wiesenschwang-Oberndorf on a local service for Salzburg. Note the covered van added as tail traffic at the rear. 8 October 1992.