

THE MODEL RAILWAY CLUB  
*presents*  
THE INTERNATIONAL  
**MODEL RAILWAY**  
EXHIBITION  
IMREX 94

MONDAY, 4TH APRIL -  
FRIDAY, 8TH APRIL 1994

ROYAL HORTICULTURAL SOCIETY'S HALLS  
WESTMINSTER - LONDON SW1

Layouts, Demonstrations,  
Trade & Society Stands

LAYOUT OPERATING AND KIT BUILDING AREA FOR CHILDREN

Bus Route 600 from Waterloo or Victoria

Admission	At the door	Advance
Adult	£7.00	£5.50
Child/OAP	£3.50	£2.75
Family	£18.00	£15.00

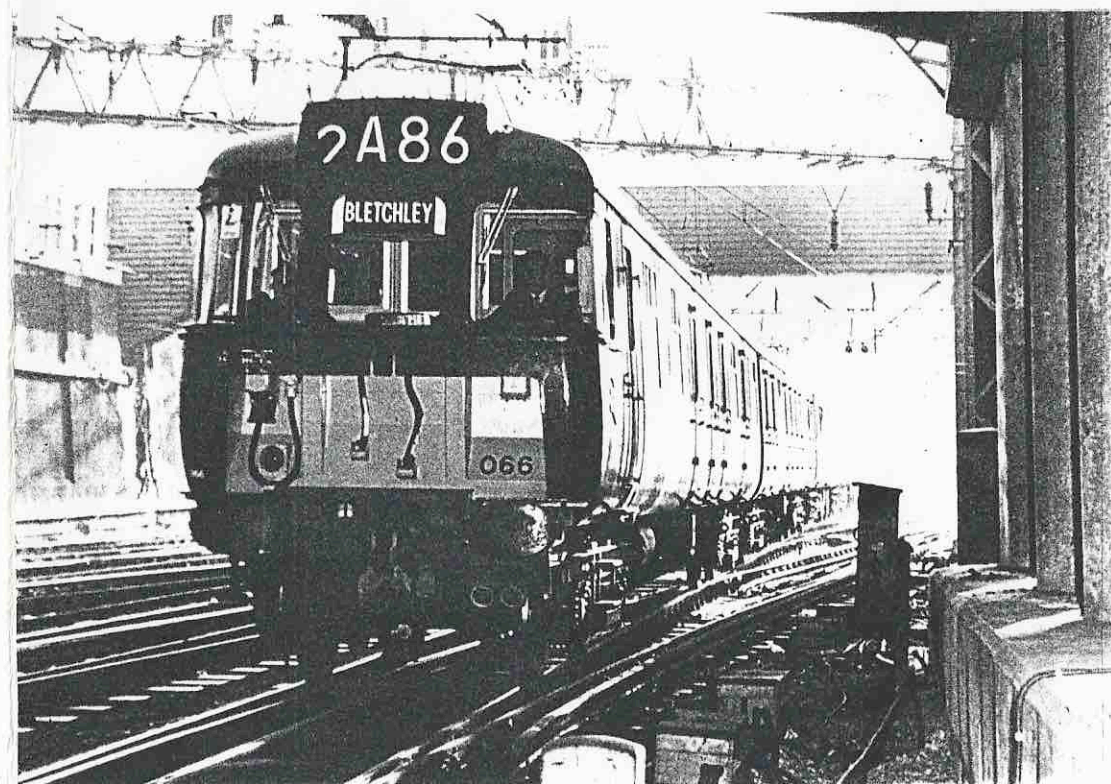
Advance bookings with SAE from:  
Hobby Publicity Ltd. (Dept AB)  
Keen House, 4 Calshot Street  
London N1 9DA

**NOTE NEW DATES - OPENS EASTER MONDAY**



No.24

March 1994



A Class 310 leaves Euston with a Bletchley train circa 1970

Published by Dennis Lovett, Chairman, Milton Keynes Model Railway Society  
c/o 4 Browning Crescent, Bletchley, Milton Keynes MK3 5AU.  
Telephone: 0908 376750.

QUIZ CORNER from SAGITTARIUS

A HUNTING WE WILL GO!

There are 30 names of British Hunts as used on former LNER class D49 locomotives in this square. "The" has been left out as it would be too repetitive. It would also make the search too easy and we can't have that, can we?

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

The Badsworth	The Craven	The Puckeridge
The Bedale	The Derwent	The Pytchley
The Belvoir	The Fernie	The Quorn
The Berkeley	The Garth	The Rufford
The Bilsdale	The Goathland	The South Durham
The Braes of Derwent	The Grafton	The Southwold
The Bramham Moor	The Grove	The Staintondale
The Burton	The Meynell	The Tynedale
The Cleveland	The Oakley	The York and Ainsty
The Cotswold	The Percy	The Zetland

Answers from last month

1. 1600 class 0-6-0PT no 1669 in May 1955.
2. Seaforth Sands station, Liverpool Overhead Railway, 1901.
3. Bicester, 9 September 1960 (17.10 Paddington to Worcester).
4. London and Birmingham Railway in 1842, for Queen Adelaide.
5. Brockenhurst-Lymington, opened 12 July 1858 and worked by steam traction until 30 March 1967.
6. Crewe to Manchester on 12 September 1960.
7. No 7037 "Swindon" in August 1950.
8. Rhaetian Railway in Switzerland, in 1929.
9. Great Central Railway on 15 March 1899.
10. North Eastern Railway "S" class, introduced by Wilson Worsdell in 1899.

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.

<b>President:</b> Jim Wood	<b>Secretary:</b> Chris Hughes	<b>Committee:</b> Geoff Bell
<b>Vice President:</b> Les Wood	<b>Treasurer:</b> Gordon Etherington	Chris Garner
<b>Chairman:</b> Dennis Lovett	<b>CMRA Rep:</b> Eric Bowman	Chris Lester
<b>Vice Chairman:</b> Fred Collins	<b>Librarian:</b> Mark Wilson	Colin Jamieson

THE END OF AN ERA

Like most railwaymen, I have dreaded the end of March creeping ever closer on the calendar. I have for obvious reasons, kept away from making comments on what I think of the Governments latest views on privatising our national railway system. As we are a non-political organisation, I shall leave it up to you to draw your own conclusions.

What has been decreed by our worthy politicians is now firmly on the statute book and will happen whether we like it or not. Like the end of steam on BR, the grouping in 1923 and Nationalisation in 1948, April 1st 1994 is destined for the railway history books. It marks the beginning of a new era or "epoch" in German railway modelling parlance. What the history books will tell us in years to come about this particular era of our railway history will make some pretty interesting reading for our successors!

It will no doubt please the model railway manufacturers and give them the chance to try out some pretty physchadelic paint schemes and brandings, without the need for expensive retooling. They have had a field day since the corporate blue and grey went out the window with the setting up of the business sectors from 1982. To quote one industrial designer, "you've seen nothing yet!" I wonder just how many more liveries Lima and Graham Farish can get onto their Class 47 models?

I have a feeling that as someone who has been involved in the birth of Network SouthEast and the funeral of InterCity, and having worked for the last 7 years for the man regarded by many as the finest railwayman of all time, that I shall look back on that period of my life in a few months time as the "good old days". I shall now have to take up historical modelling and enquire if the Historical Model Railway Society will now be catering for Network SouthEast and InterCity modellers!

I only hope that the changes are for the better. Only time will tell.

  
 Dennis Lovett  
 Chairman

Club Notices

MKMRS NEWS

This issue has again been produced under great strain. The need to complete a book for InterCity in a 5 week timescale for a publisher used to working to a 5 year one has taken its toll. I apologise for the quality of this particular issue but the long working days and the lack of sleep have not helped. I hope normal service will be resumed as soon as possible. As the last issue, this edition has been published using a back log of material.

AGM NOTES

Following the recent AGM, Fred Collins has been appointed Vice Chairman. Colin Catley indicated his wish to stand down from the committee after several years hard work and our thanks to Colin for having served us so well. As a result Colin Jamieson and Chris Lester have joined the committee for 1994.

25TH ANNIVERSARY DINNER

This event is planned for Saturday October 15th at Woburn Sands. Further details will appear shortly.

RAIL EXHIBITION

This modern image exhibition takes place on April 16/17 at Bletchley Leisure Centre.

SPECIAL EVENTS

- 22 Feb Illustrated talk on "Bridges and Trains" by Les Wood.  
8pm in the club room.
- 29 Mar Gauge O Guild Slide Evening
- 26 Apr QGM. This will include the formal presentation of the 1993 audited accounts.

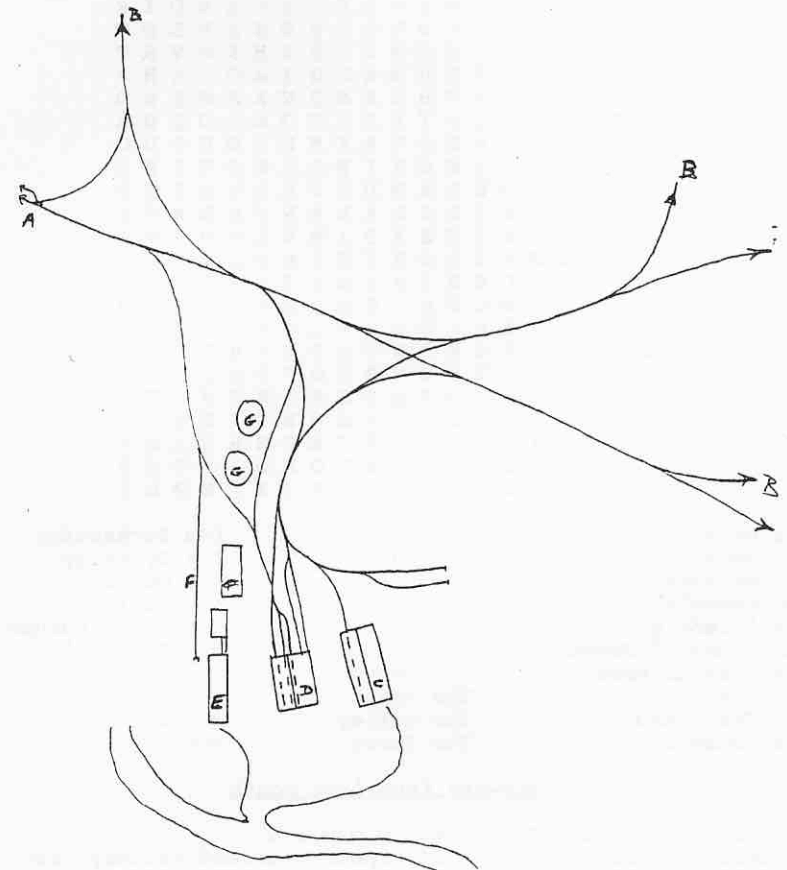
FEBRUARY EXHIBITIONS

- 12 Feb Biggleswade
- 19 Princes Risborough
- 20 Andover
- 26/27 Southampton
- 26/28 Scottish MR Exhibition, Glasgow

1994 SWAPMEET DATES

The following MK Swapmeets will take place during 1994 at Woughton Campus;  
May 22 - September 18 - December 11.  
Opening times are 1100 to 1500. Admission 60p. Child/Senior Citizens 30p.

Typical bord Na Mona Works Based on Blackwater Works, Co. Offaly



- A - to Power Station B - to Peat Workings
- C - Machinery Workshop D - Loco Workshop
- E - Offices, Canteen F - Passenger Terminus
- G - Oil Storage

## Bord Na Mona Blackwater by John Mayne

On a recent visit to Ireland I took the opportunity to sample the Clonmacnoise & West Offaly Railway at Blackwater works. This operates a successful tourist service over five miles of the Blackwater system in West Offaly.

The combined Blackwater and Slomonbridge systems operate over one hundred miles of permanent trackage in four counties, conveying one million tonnes of peat annually to Slomonbridge Power Station: the largest of its type in western Europe. The most remarkable feature of the system is the train working: this is a 24 hours a day, 365 days a year process, the busiest period being Christmas and the winter months. Due to the bulk of the peat, it is not possible to build stockpiles of the peat at the power station, the material being stockpiled on the bog and delivered by rail as required. There are no fixed signals on the Blackwater system, operation being purely visual: BnM drivers have extremely sharp vision! Laden trains travel with their lights on, all points are manually operated by the drivers. Two-way radio communication is used between control, locomotive and plant drivers. Trains are typically made up of fifteen tippler wagons, hauled by Hunslet Wagonmaster diesels. A feature at Slomonbridge is a road/rail transhipment point where peat from foreign bags is loaded onto rail, the power station reception system being entirely rail hauled.

On the day of my visit this was worked by a Hunslet 9 tonne 115hp loco. The "line haul" work appears to be carried out chiefly by Wagonmasters; however, examples of Deutz and Gleismatic locos together with a Muir/Hill style loco were to be seen at Blackwater. The Gleismatic locos were in pieces. Blackwater overhauls locos and peat harvesting plant. The passenger service is worked by a Wagonmaster and a Ruston Hornsby 48DL. The operation is on a circular track showing the major features of the harvesting process from extraction to conservation. In true Schull & Skibereen fashion the passenger train backs out of the works, before entering the bog. As the system is in constant use the passenger train is often followed by laden peat trains from various sections of the bog. A feature of the tour is that it circles an island, the raised peat bogs being enormous lakes.

### Operation and Stock

Most of the Wagonmasters seen at both Blackwater and on the nearby Boora system are extremely care worn, have extended sandboxes and the driver usually carries some buckets of sand in the cab for good measure. The Wagonmasters work the majority of trains: the smaller locos work around the power stations and works. Few items of rolling stock have brakes: safety is largely dependent on the loco and its sanding system! There are many home-built service vehicles, carrying fuel oil, lubricants, sand and staff messing facilities.

### Civil Engineering and Trackwork

Tracklaying is mechanised using light bulldozers equipped with hydraulic cranes; these also serve as emergency vehicles in the case of derailments. Trackwork is to a typically industrial standard, the main problem being maintaining a firm line is level on top of a sponge! Level crossings are a feature of the older systems such as Ballydermot, Timahoe and Boora. These are protected by trap points providing a further hazard to drivers. At Boora, laden trains are sometimes assisted by a travelling gateman, who operates gates and traps, personal transport being a scrambler motorcycle or an enormous tractor.

The main problem for the modeller is that of space and its effective use. The sheer scale of both power stations and bog layouts, and the production of reliable locomotives, are a major difficulty. The best approach would be to model a transhipment point or works yard, perhaps in 7mm scale using modified Wrightlines locos with scratchbuilt stock

## Profile

### Colin Jamieson (MKMRS Committee)

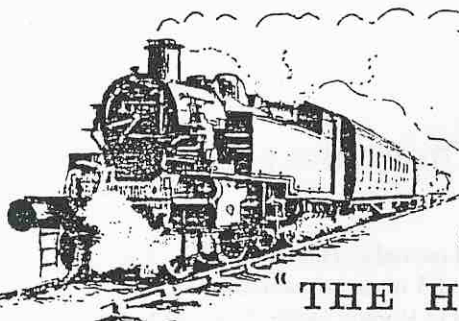
Colin was born in Bedford, lived in Flitwick and moved to Hitchin when he was 5. His first contact with the hobby came at the age of 3 when he received a Hornby clockwork O gauge set for Christmas. He moved to Hornby Dublo 3 rail at the age of 6 and changed to 2 rail when Hornby Dublo introduced it. He confesses to having modelled the Great Western in his early days, but later changed to the LNER which he has followed ever since.

The house in Hitchin afforded a good view of the LNER main line from Kings Cross to the North. He began trainspotting at Hitchin in 1956 and one of his favourite activities was watching the 9pm Travelling Post Office pick up at Hitchin South. He helped run the Locospotters Club at Hitchin Boys Grammar School, when the monthly shedbash would be undertaken by minibus. He stopped trainspotting when the diesels appeared in the mid-1960s and the steam restriction South of Peterborough was imposed. At the same time he began building Wills and K's kits.

In 1972 Colin began building in P4, which at that time was still in its infancy. He took a break from the hobby after getting married and the family came along. In early 1980, interest was reawakened when he began photographing steam specials. He moved to Bletchley in 1975 and later to Husborne Crawley and finally Woburn where he has visions of building an O gauge garden layout. During his Bletchley days, Colin built a small P4 layout which was a GN/GE branch terminus.

Colin joined MKMRS in 1990 and has recently been elected to the committee. Colin works for Mid Bedfordshire District Council as a Housing Manager and is a member of the Gauge O Guild and Scalefour Society, He currently favours O gauge and can be found hard at work alongside Geoff and the rest of the team.

Another victim next month.



# NOBBY NEWPORT

a brief history of

"THE HAPPY GO LUCKY LINE"

The story begins on June 14th. 1814 when King George 111 gave his Royal assent to an Act of Parliament allowing a canal to be built and maintained from Newport Pagnell to Great Linford, a distance of 2100 yards. Due to the drop between the two towns there had to be constructed a total of seven locks. The canal was moderately successful, although it never reaped the large profits expected by its shareholders.

Canals and railways were incompatable and when a branch railway line was authorised from Wolverton to Newport Pagnell on 29th. June 1863 the same Act authorised the stopping up of the canal.

The parish bells were rung on June 16th. 1863 when the Newport Pagnell Railway Act had only been passed at the committee stage in the House of Commons, so keen were the inhabitants of the town to have their own line. On 2nd. June 1865 an Act was passed to authorise an extension of the railway to Olney, and on 10th. August 1866 another Act was passed to extend the railway again, this time from Olney to join the Northampton and Peterborough railway lines. The new lines however never materialised.

On September 30th. 1865 the first engine hauling 17 wagons filled with 'navvies' went down the line, and the following year it opened for goods, cattle and parcel traffic.

The passenger service was officially opened on September 2nd. 1867 with the bells of Newport Pagnell once again ringing out, as a Union Jack was hoisted on the church tower. Streets were decorated and illuminated. A free trip to Wolverton was arranged for 1.15p.m. but many though were dissappointed and got left behind on the platform as the carriages were full to bursting. Opening the railway brought about the revival of the Newport Pagnell Steeplechases and on March 20th. and 21st. 1868 special trains took people to the races.

'Buster' or 'Nobby' as the local train became known was housed at Newport in its own made to measure shed. Once 'Nobby' was in the possession of the 'Staff' no other engine was allowed on the line, it was King of the Line! When the engine was stabled at night the 'Staff' were still in possession and if the fire was allowed to go out during the night it was all hands on board to revive the last few sparks in the fire-box. Passengers never seemed to mind if the train was late, they knew 'Nobby' would always get there somehow.

The line was a regular means of transport for many who worked in the Railway Works at Wolverton and also for schoolchildren - some of whom were put in the luggage racks if all the seats were occupied.

The train would make its way up and down the four miles, the engine pulling the train to Newport and pushing it back to Wolverton, The gradient out of Newport to Linford caused problems in frosty weather or when autumn leaves were falling and it was doubtful if the Black Horse bridge could be reached without the assistance of the fireman. On these occasions he left the engine and applied ash and sand to the line. If this didn't work the train would run back and have a second go. Nobby always made it.

Occasionally and unofficially one of the staff in the early hours of the morning would move the engine to heat the train, so giving the early passengers a warmer ride. Another member of staff was known to scatter corn onto the line in the vicinity of a poultry farm, so hoping on the return journey that a slight accident might enable him to return home with the Sunday lunch.

This quaint little line lost some of its individuality in 1955 when the Newport shed was closed and Bletchley supplied the engine and men to run the passenger and freight services.

Despite many protests the Beeching axe fell on the 'Nobby' line and the last train ran on the 5th. September 1964.

Leaving Newport Pagnell on a spring or summer morning was delightful, pushing up the line amid high hedges and leafy overhanging trees. It's still there, a ghostly avenue of trees and hedges now overhanging red tarmac, a public walkway for all to enjoy.

