

The Annual event of 4mm fine scale railway modelling presented by . . .

The E.M.Gauge Society

expoEM' 94

BLETCHLEY LEISURE CENTRE
PRINCES WAY - BLETCHLEY

SATURDAY 14th MAY

10.30am to 6pm

SUNDAY 15th MAY

10.30am to 5pm

Featuring :

- 14 High quality layouts to EM and 18.83mm gauges
- Comprehensive specialist trade (over 30 traders)
- Demonstrations
- Lecture programme

Good local parking

Refreshments available at the Centre.

No expensive family ticket required - Just one entry fee for your family



Entrance : £3.50

(EMGS Member £2.50)

By Rail : Short distance from Bletchley BR Station.
By Road : Off the A5 trunk road. Also accessible from the M1.
(Visitors from the North should use junction 14,
those from the South, use junction 13)



MKMRS NEWS

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A Warship Class Diesel - Hydraulic stands at Old Oak Common during the recent Open Day.

Photo: John Hatton

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Towards Tomorrow

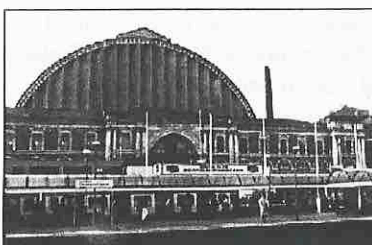
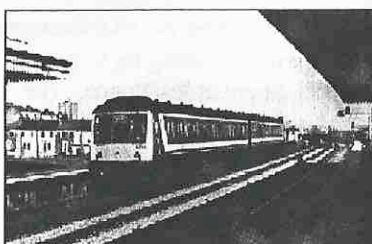
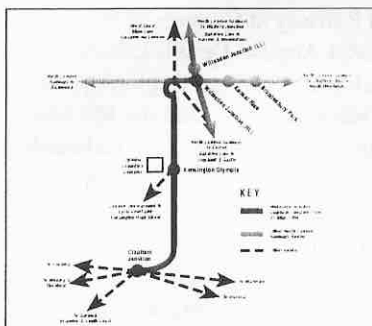
Willesden Junction - Clapham Junction

The Willesden Junction - Clapham Junction service reopened on 31 May 1994 after a gap of 54 years. The last passenger trains ran over this section on 21 October 1940 when they were withdrawn following extensive bomb damage. Scheduled passenger trains did continue to run from Clapham Junction to Kensington Addison Road (now Olympia). In recent years these have run only during the morning and evening peaks. This section of line was electrified in 1993.

The re-opening of the line with a scheduled service every half an hour is regarded as an exciting development which will ease travel to/from this part of West London. All trains will serve Kensington Olympia with its adjacent exhibition centre. Olympia also provides interchange with the District Line to Earls Court.

Negotiations are currently taking place with local authorities and businesses interested in the opening of further stations along the route. These have been identified at:

- White City
- Shepherds Bush
- West Brompton
(District Line interchange)
- Stamford Bridge
(for Chelsea Football Club)
- Chelsea Harbour
- Battersea High Street



The Exhibition Complex at Kensington Olympia is now accessible from both North and South.

**NORTH LONDON
RAILWAYS**

MILTON KEYNES MODEL RAILWAY SOCIETY

25th Anniversary year

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

Something to Celebrate

25 years in existence as a model railway club is quite an achievement. In October we celebrate the 25th Anniversary of the inaugural meeting although we are fast reaching the point where 25 years ago John Symons and Les Wood were dashing around Bletchley trying to get the display together for the annual Bletchley Arts & Crafts Festival held in June 1969.

25 years may not seem very old. Yet in this town and indeed City, there are very few organisations that have survived in recent years for as long. Apart from the Milton Keynes Operatic Society, I am hard pushed to name any others. Certainly none of the top football teams in the area can boast 25 months let alone 25 years!

We have survived and grown from those early days. Some of us may bemoan the fact that this or that has not been achieved or done straightaway. Before you know where you are going, it is important to know where you have come from. It is worth remembering that our first club room was little bigger than the workshop and we all know how crowded that becomes when John shouts "Tea Up"!

Our first librarian Don Pigott set about listing all the books and magazines held by members because the club owned nothing. Now

we have one of the best libraries I know of and still it grows, mainly because keeping our own libraries is a pointless exercise when the club has such a good one!

Our first layouts, whilst we thought they were good at the time, were very basic when compared with those now being built. Even our test tracks were little more than a circle of track.

October is the time for us not only to look back but also to take a look at where we are going. I believe we are in a very strong position. We have good facilities, good exhibitions, good layouts being built. In fact those early members would hardly recognise their old club today.

Our strength has been stability. We have had only three Chairmen, four Secretaries and one Treasurer! The model railway magazines get very little in the way of changes from us after an AGM.

I hope that you will book Saturday 15 October in your diaries. The 25th Anniversary dinner is on schedule. Come and join the celebrations!

Dennis Lovett
Chairman

Club Notices

ExpoEm

The EM Gauge Society will be holding **ExpoEm** at Bletchley Leisure Centre on Saturday 14/ Sunday 15 May. Further details appear elsewhere in this issue.

Swapmeet dates

Swapmeets will take place at Woughton Campus on the following dates;

22 May
18 September
11 December

Opening times are 1100 - 1500. Admission is 60p, child/senior citizens 30p.

CMRA Convention

Saturday 9 July 1994

This event will be held on Saturday 9 July at Beaconsfield School. Commencing at 1015, the day will include a talk on resistance soldering by Mike Gray, a talk on Plasticard buildings by Ted Coughlan, and Humour on the footplate by Keith Catchpole. Participating clubs

are also expected to demonstrate their abilities.

Member clubs will also have a stand and demonstrate their activities. We hope to work on a section of the EM at the event.

Tickets must be prebooked. Volunteers please see Eric Bowman by Tuesday 17 May. Admission is free but if we book and someone fails to turn up we will have to pay £5 cancellation fee per person.

Congratulations

To Steve Dennison and Jackie Robinson on their forthcoming marriage.

The InterCity Story

The publication of the above book just before the demise of InterCity caused your Chairman to work some very long hours in order to produce it. In order to compensate for some missing Tuesday evenings, a copy has now found its way into the club library.

Library

In order to catch up with a back log of work and to get the library into shape, the library is open only for return of material at present. We hope to outline opening information etc. in the next issue.

In the begining - Part 22

During August 1986 a group of members attended the 150th Anniversary Celebrations of the London & Greenwich Railway at Cannon Street station on 23/24 August. Dennis Lovett was British Rail Southern Region's joint Exhibition Manager and the MKMRS layout consisted of his own Lulworth Cove layout (not that we let him anywhere near it!) and the layouts of Gordon Eckersley, Les Wood, Mark Agnew and Austin Daly joined together, well we did have a very long platform to play with!! Whilst the current Chairman was lost amongst the 48,000 crowd over the two days, managing to get himself locked out at least once, The insurance was organised through CMRA, a staggering 385,000 of cover, which we believe is still the CMRA record.

September 1986 was by contrast an even busier month. Parts of the Cannon Street exhibit attended an event at Leedon School, Leighton Buzzard organised by Frank Hewer on the 6 September. the following weekend (13/14) we exhibited at the Learning & Leisure Exhibition at Central Milton Keynes Shopping Centre, whilst Verney Junction attended the Hemel Hempstead MRS exhibiton. The following weekend it was all hands to the pump at the Gauge O Guild descended on the Leisure Centre for its Annual Convention.

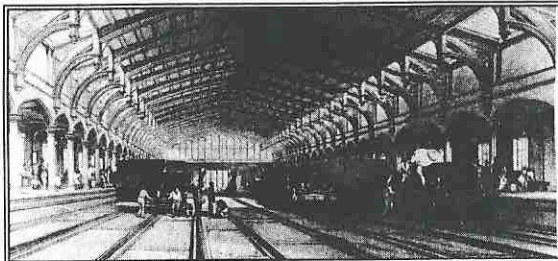
At the October committee meeting it was reported that member Cliff Grimes, from Olney, was unwell. A retired railwayman who had worked on the Bedford - Northampton line at Olney and elsewhere, he was an active OO modeller at the time. Volunteers to assist Steve Howard exhibiting his Savernake layout at the MRC Easter Exhibition were being sought. Attendance at this event could only be contemplated if we had the manpower!

November's meeting recorded that the Gauge O Guild had requested a mass turnout from MKMRS to attend their Convention planned for September 1987 at Blackpool. The Holne Chase premises were reported as suffering from flooding due to a pump failure. Work continued on Verney junction in preparation for its visit to the Bedford MRC Exhibition on 29 November.

The December minutes record that MKMRS had taken to television advertising. Chris Hughes had arranged for our details to be displayed on MKTV's (the cable) local teletext service, which appeared every hour. Despite this exposure, no enquiries had been received by the date of the meeting. John Symons reported don work being carried out on Alverton ready for its trip to the CMRA Exhibition at St Albans in January 1987.

To be continued.

BRUNEL SUMMER MODEL RAILWAY EXHIBITION



I.K. Brunel's Great Temple Meads Railway Terminus

BRISTOL

SATURDAY 25th / SUNDAY 26th JUNE 1994

OPEN: SAT. 10.30am to 5.30pm SUN. 10.30am to 5.00pm

**20+ Layouts 20 Trade Stands
Demonstrations**

-LIGHT REFRESHMENTS-

£2.50 Adult £1.00 Child/OAP

Modelling T Shirts

by Phil Gilbert

Following the exhortations of "Sagittarius" in the last issue (who is that masked man?) I had a look at my collection of T-shirts. Perhaps the best of these has a fine action picture of a Beyer - Garratt on the front under the words "Steam is Best - Baobab Hotel Hwange". Hwange of course is in Zimbabwe and the Baobab was one of that select band of establishments famous throughout the world fraternity of steam photographers. The late proprietor, Mrs Jane Hammond was one, of the last of the old school of the British in Africa, a familiar figure in the area in her 30 year old Mercedes. You knew the place was something special when you arrived. Every wall was covered in steam photographs of the highest quality taken by anybody who was anybody on the steam scene. What's more most of these pictures were taken within 10 miles of the hotel. When I was there in 1990, the National Railways of Zimbabwe (NRZ) was as far as steam was concerned 100% Beyer - Garratt. The steam was centered on Bulawayo, running the branch to West Nicholson and the main line to Hwange, Thomson Junction and Victoria Falls. Hwange was an ideal base, the Baobab would provide packed breakfasts, so you could be out before dawn and down to the CTC office to find out what was happening. The line to Victoria Falls was 100% steam. If the overnight passenger train was late, you might catch it in the daylight but otherwise there were three freight trains to watch sneaking round the climb of Zangiya Bank. Train times down the main line were erratic, so catching a train in the best light at the Lukosi Gorge needed good planning - and you had to be careful as both lion and elephant could be seen on the road. If nothing was moving on NZR, the nearby Wankie Colliery Company had quite an extensive all-steam system, using conventional 4-8-2 tender engines working flat

out on empties up the hill to the pits.

The NRZ Garratts, all 3'6" gauge of course, fell into 4 classes. The smallest were the 14th Class 2-6-2 + 2-6-2, which were used exclusively for shunting and trip work around Bulawayo. The 16th Class 2-8-2 + 2-8-2 were usually found on the West Nicholson Branch and the cement works at Colleen Bawn. This line included the spectacular ascent of Mulungwane bank, usually involving dividing the train. Maids of all work were the numerous 15th Class with the unusual 4-6-4 + 4-6-4 wheel arrangement. These worked all classes of trains. At the time of my visit the "West Line" to the Botswana border at Plumtree had returned to steam, and passengers on the weekly Bulawayo - Johannesburg train could enjoy the last steam hauled dining car in Africa. Largest of the Garratts, and probably the largest steam locomotives in the world in normal service at the time, were the 20th Class 4-8-2 + 2-8-4. These huge engines had given trouble in latter years, especially with boilers, but I remember a memorable afternoon at a passing loop in the bush, listening to a test match on the World Service and pausing to photograph several of these monsters.

All the surviving engines had been extensively rebuilt in the 1980's and the Sunday evening spectacular at Bulawayo had to be breathed to be believed. Most of this, however, is already history. Mrs Hammond died a couple of years ago, and no longer sends Christmas Cards from Hwange to her "Railway Nuts". The NRZ called in a Canadian consultancy, who removed almost all the steam overnight at the height of the 1993 photography season. A few 14th Class still shunt at bulawayo and the Wankie Colliery 4-8-2's still run, but few people visit. Steam in Africa is almost dead.

QUIZ CORNER from SAGITTARIUS

IMPERIAL ECHOES

Older members of the Society will remember Empire Day (24 May) when patriotic songs were sung in schools and the Union Jack flew from all public buildings. These names from former LMS "Jubilee" class locomotives will recall the days of empire on which the sun never set; when large areas of the atlas were coloured red and the winds of change had not blown.

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

Aden
Australia
Barbados
Bermuda
Burma
Canada
Ceylon
Cyprus
Eire
Fiji
Gibraltar
Gold Coast

Hong Kong
India
Jamaica
Kenya
Malta GC
Malay States
Mauritius
Newfoundland
New Zealand
Nigeria
North Borneo
Nyasaland

Palestine
St Helena
Sarawak
Seychelles
South Africa
Southern Rhodesia
Swaziland
Tobago
Tonga
Trinidad
Uganda
Zanzibar

MKMRS NEWS

Answers to last month's Quiz

1. On the Nullarbor Plain in Western and South Australia (297 miles on the Transcontinental Railway of the Commonwealth Railways of Australia).
2. From Moscow to Vladivostok, 5777 miles.
3. Canadian National Railways in 1925.
4. 22 May 1977.
5. Baldwin "141R" class 2-8-2s (last journey from Bening to Sarreguemines on 28 March 1974).
6. Arlberg railway in Austria, opened in September 1884.
7. Jisr el Majame near Samakh in present-day Israel. It was 802.42 ft below sea level where the Haifa to Derraa Railway crossed the River Jordan and was closed in 1949.
8. The funicular railway on Mount Vesuvius in Italy (opened in 1880, it was destroyed by the eruption of 20 March 1944).
9. Central Railway of Peru.
10. From Bombay to Thana on the Great Indian Peninsula Railway; opened 18 April 1853.

Bushey Exhibition - 22 October 1994

Geoff Bell is looking for volunteers to help him man a Gauge O Guild stand at the above event. Volunteers please see Geoff or contact him on MK 660909.

The Great Eastern Railway by The Great Eastern Railway Society

The Great Eastern Railway was formed in 1862, the result of an amalgamation of several smaller railway companies, the most important of which was the Eastern Counties Railway. This company had opened the first line in the eastern region from Mile End to Romford in 1839. From these early beginnings the GER network spread throughout the Eastern Counties by the turn of the century, the system being completed in 1913 with the opening of the Thaxted branch. The GER also managed to spread its wings outside East Anglia with the building of The Great Northern & Great Eastern Joint Line to Doncaster, thereby giving access to York. The company was absorbed into the LNER in 1923 at the grouping in 1923.

Essentially the GER catered for three distinct customers; the commuter, the agriculturist and the holiday traveller. Each had a profound effect on the development and character of the company. The commuter traffic culminated in the world's most intensive steam suburban system; the farmers and growers needs were catered for with a comprehensive network of branch lines; whilst the traveller was served in two directions: the Continental services via Harwich and the development of the East Coast Holiday Routes. Only in this latter area did the GER have any competition; with the Midland & Great Northern Joint Railway in Norfolk and the London, Tilbury & Southend Railway in south Essex.