

BANBURY & DISTRICT MODEL RAILWAY CLUB + **ECME**

BANRAIL '94

MODEL RAILWAY EXHIBITION

THE COUNTRY'S BIGGEST
1 DAY SHOW

on Sunday November 6th 1994
at Broughton Hall, Banbury School,
Ruskin Road, Banbury, Oxfordshire
(signposted Junction 11, M40)

featuring over 25 layouts;

Including

- Carron Bridge
- Chipping Norton
- Helmdon N.S.E.
- Hook Norton Light Railway
- Kings Sutton
- Hollybank Depot
- Brocklesea
- Grizzly Flats
- Stapleforth Road
- Acton Main Line
- Russel Bridge
- Glasgow Central
- Firhill
- Beaver Creek
- Wick Road

And Many More!

Full trade support from:

C.J.M., B.H. Enterprises, Greenscene, John Grey, Kevin Robertson Books,
N. Gauge Society, Cheltenham Models, Squires Tools, Mainstreet Models,
R.D. Whyborn, Shire Lane Crafts, Howes, Fox Transfers and more!

Opening Hours: 10.30am - 5.30pm

Admission: Adults £2.00 Junlor/OAPs £1.00

FOR MORE INFORMATION PHONE: (0295) 721567



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A Cauliflower stands at Verney Junction with a Bletchley train in 1936.

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QUIZ CORNER from SAGITTARIUS

AGE OF CHIVALRY

This month, after the short anagram style quiz of the last issue, we go back a mythical time when knights were bold and damsels fair (although always in need of rescue!). Sir John Eliot, with a typical publicity man's flair, immortalised the King Arthur legend in 1925 by naming Richard Maunsell's new 4-6-0 passenger locomotives after characters in the story. No Kings, Queens or Sirs in this word square but you will find their names here.

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

King Arthur	Sir Gaheris	Sir Lionel
Sir Balan	Sir Galahad	Sir Meliagrance
Sir Balin	Sir Gareth	Morgan le Fay
Sir Bedivere	Sir Gawain	Sir Ontzlake
Sir Brian	Queen Guinevere	Sir Pelleas
Sir Cador of Cornwall	Sir Guy	Sir Percivale
Camelot	Sir Ironside	Sir Persant
Sir Dinadan	Iseult	Sir Torre
Sir Durnore	Sir Kay	Sir Tristram
Elaine	Sir Lamiel	King Uther
Etarre	Sir Lamorak	Sir Valence
Excalibur	Sir Launcelot	Vivien

Answers from last month

- | | |
|--------------------------|--------------------------------|
| 1. 56040 Oystermouth | 7. 31233 Severn Valley Railway |
| 2. 91011 Terence Cuneo | 8. 60026 William Caxton |
| 3. 33008 Eastleigh | 9. 86211 City of Milton Keynes |
| 4. 55013 The Black Watch | 10. D806 Cambrian |
| 5. 45022 Lytham St Annes | 11. 40017 Carinthia |
| 6. 50039 Implacable | 12. 37216 Great Eastern |

MILTON KEYNES MODEL RAILWAY SOCIETY
25th Anniversary year

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

Move to Bletchley Park completed
All one club again!

The short period that we operated at both Bletchley Park and Victoria Road was not without its problems. The main one being that both Secretary and Chairman, always seemed to be away from the action!

We were, therefore, not too upset when it was suggested by our landlords at Victoria Road, that they would be willing to release us from our commitments there. Hence the very quick process of emptying Victoria Road, our home for 17 years, in less than 3 weeks! My thanks to all those who worked at both ends to make it happen, not forgetting of course, those who found themselves driving vans etc. between the two.

The committee are unanimous that the only way we could survive as a club in the long term, was to move to Bletchley Park and commit ourselves to helping the trustees secure its long term future. We were already faced with an increase in rent (20%) from the 1st October and we knew that next October it would go up again to something close to commercial rent. It takes little working out to realise the implications on the budget and the fact that we would be facing a fight for survival, not to mention a large subscriptions increase to stay there.

Fortunately, we were already in preliminary discussions with the Bletchley Park trustees and were able to reach a speedy and satisfactory conclusion to negotiations, which enabled the quick withdrawal from Victoria Road to take place.

Closing the door on the old club room brought an end to a long period in our club life. We must now face the future and ensure that the visitors to Bletchley Park are impressed with our efforts in due course. We need to attract many more members, there are plenty potential railway modellers in this city who are not club members, and once the potential of what we can offer is realised, then I expect a rapid increase in membership.

I have been very impressed by the commitment the membership has shown in clearing our future exhibition hall of computer equipment and furniture. If this level of effort can be maintained then I have no fears for our future. We all know what is required and I look forward to many happy years with you at our new home at Bletchley Park.

Dennis Lovett
Chairman

Club Notices

QGM - Tuesday 26 October

A short QGM will take place on Tuesday 25 October 1994 commencing at 8pm in the temporary club room at Bletchley Park

Swapmeet dates

A swapmeet will take place at Woughton Campus on the following date;

11 December

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

Library

Following the move to Bletchley Park, the library will be closed until further notice.

A reopening date should be available by the next issue

Victoria Road

Our Victoria Road premises were vacated on 30 September 1994.

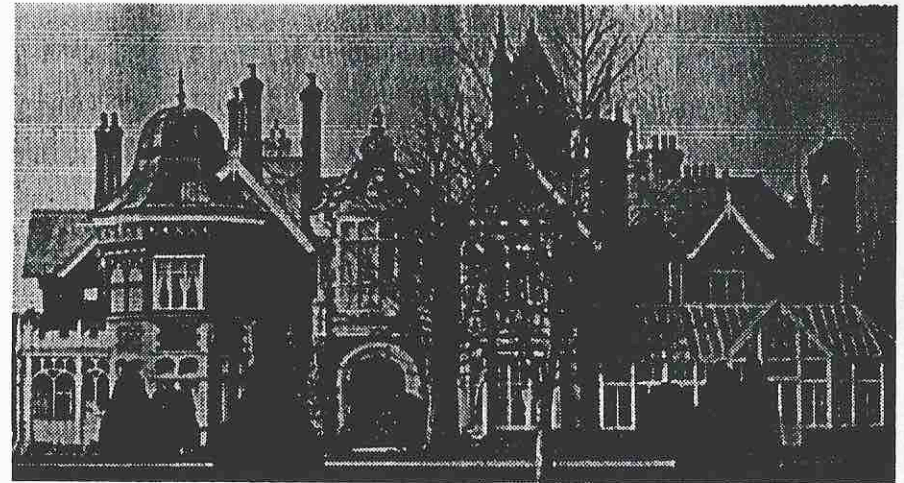
Would members please note we no longer have access to these premises. The locks were changed prior to the handover (thanks Fred) and the former Victoria Road locks/keys will eventually be used on our new premises,

Bletchley Park

From 1st October, 1994, all club activities have been concentrated on Bletchley Park. We still have storage accommodation at Holne Chase, which houses our former 0 gauge layout, Alverton. This will be moved to more secure storage at Bletchley Park in due course. We shall continue to pay the modest rent on Holne Chase.

We have to vacate the current temporary club rooms in March, 1995. I hope that we shall be installed in our exhibition hall long before then. Please help us to get the accommodation ready. Once we are installed there, we can set about preparing our new club rooms alongside the exhibition building.

The next few months should keep us all busy!



Britains best kept secret Bletchley Park - Part 1

Now that we are firmly installed at Bletchley Park, you may find yourself asking, just what is this place all about. With talk of secret tunnels, underground compounds, not to mention computers and top secret agents, MKMRS News has decided to undertake some research on your behalf.

There has been a house and estate since the days of the Domesday Book, when it formed part of Etone Manor (as in Water EATON). Bishop Geoffrey of Constance received it from King William 1 as a gift for his fighting skills in the Battle of Hastings. It was for his fighting skills and his ability to command large sections of the army that he made his name, which had little to do with his normal professional activities! The Bishop was not so popular, however, with the next King William (2nd) who stripped him of all his 280 titles.

In 1092, the estate passed to Walter Giffard, who later became the 1st Earl of Buckingham. Over the next 500 or so years the estate passed through the family and by marriage into the hands of the Grey family (as in Lord Grey school etc.). It then passed back to the Earl of Buckingham where it remained until the Civil War. All land was then siezed by Parliament and in 1674 was sold to the Willis family. Dr Browne Willis became the owner in

1699. He became MP for Buckingham from 1705 - 8 and is best known for his involvement with St. Martins Church at Fenny Stratford and the Fenny Poppers. He did build a mansion on part of the estate in 1711 which was known as the Water Hall. In fronto of this house he had the pond enlarged in to a lake.

The estate was sold in 1798 to Thomas Harrison who had the hall pulled down. In 1870 the estate passed to a Mr Coleman, who build a small house on the site of todays mansion. It passed to Samuel Seckman in 1881 who extended the house and in 1882, it was sold again to Herbert Samuel Leon. By now, the estate was much smaller, but consisted of what today is known as West Bletchley. It was still large, even by todays standards.

Herbert Samuel Leon was a London financier and head of the stock broking firm of Leon Brothers. He was a part owner of the Daily News. In January 1889, Leon was elected to the newly formed Bucks County Council. Shortly afterwards, in 1891, he became the Liberal Parliamentary candidate.

To be continued

Bletchley Locomotive allocation 1945

I have been asked in recent weeks by several members what locomotives were allocated to Bletchley during the period of our planned Bletchley model. I have therefore trawled through various books and have found the 1945 allocation. This is reproduced below. In

addition, all the main LMS locomotives of the period would have been seen passing through, not to mention LNER locos working from Cambridge and x Midland locos from Bedford etc. An impressive list and not an 8f amongst them!!!
Dennis Lovett

2B Bletchley

Stanier 4MT 2-6-4T

2442
2444
2452
2458
2552
2566
2582
2591
2600
2604

LNW 1F 0-6-2T

7742
7763
7773
7830

LNW 0-8-0

8894	8913	8925	8931
8935	8952	9005	9007
9056	9064	9076	9100
9127	9138	9173	9175
9179	9193	9201	9208
9213	9332	9350	9403
9406	9409	9416	9427

Midland Railway 2F 0-6-0

3347

L & Y 2F 0-6-0

12086	12105	12107	12322
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LNW 3P 4-6-0 (Prince of Wales)

25673	25683	25694	25752
25791	25804	25818	25827
25845			

LNW 2F 0-6-0 (Cauliflower)

28350	28550	28555	28601
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Total allocation - 67 locomotives

Bletchley Park - Security passes

It is some weeks since I put the first batch of photographs into the Bletchley Park offices for security passes to be made. I have put in a weekly envelope since then. Once the passes are available they will be distributed. To the best of my knowledge, I am unaware of anyone having difficulties gaining access to the park. If a problem does arise, please advise me.

In the meantime, please provide photographs if you have not already done so.

Dennis Lovett
Chairman

CMRA EXHIBITION DIARY

October 1994

22	Tring	5	Dunstable
22	Chelmsford	5/6	Oxford Continental
23	Sawston, Cambs	5/6	Shrewsbury
28-30	Leeds	6	Banbury
28-30	Merseyside	12	Holtwhites
29	Chesham	12/13	Hampton Court
		19/20	Watford
		19/20	Ipswich
		19/20	North Downs

November 1994

5 Risborough

Please see model press for details

Historical Model Railway Society -

Bedfordshire Group

A Soldering Workshop

Wednesday 30th November 1994

7.30pm in the MKMRS club room,

Bletchley Park

All MKMRS members welcome to attend. Details from Eric Bowman

Gospel Oak - Barking 100 not out

The Gospel Oak - Barking is just one of the lines that North London Railways operates. Every half an hour, the 2 car diesel units shuttle up and down giving the impression they have always done so. Like all aspects of history of railways in north London, however, nothing is ever that simple!

The Gospel Oak - Barking line was in fact built as two separate railways, almost 30 years apart. In fact Gospel Oak has played an almost insignificant role in the lines past.

The first section from South Tottenham on the Great Eastern Railway Railway's Liverpool Street - Cambridge line to Highgate Road, some 1/4 mile away from the lines current Gospel Oak terminus. This line was incorporated in 1862 as the Tottenham & Hampstead Railway and opened in 1868. It was jointly owned by the Great Eastern and the Midland railways, the latter's London Extension to St. Pancras, opened in the same year. Beyond Highgate Road, junctions were built to Kentish Town (for access to St Pancras) and Carlton Road for northbound trains.

In 1888, the 1/4 mile section to Gospel Oak on the North London Railway was opened, although there was no physical link between the two systems, until wartime traffic demanded one in 1916!. This link remained open until 1920 when it ceased to be used and the junction was removed several years later.

The second section of line from South Tottenham to Woodgrange Park, where it joined the Forest Gate - Barking line opened in 1894, as the Tottenham & Forest Gate Railway, hence the reason for the recent celebrations. This formed the through route into Barking and was jointly promoted by the Midland Railway and the London, Tilbury & Southend.

The line was always important as a freight route and gave the Midland Railway access to the London Docks via East Ham. Although freight traffic has declined over the years, the line still sees some freight workings.

A Barking train at Kentish Town



Gospel Oak - Barking continued

Passenger workings have always been interesting. The Midland Railway used the line to gain access to Tilbury and Southend, the L, T & S ran trains from St Pancras to Southend and the Great Eastern Railway also ran trains to/from the Midland's St. Pancras terminus. Royal trains for Sandringham often left St. Pancras and traversed the route before heading off towards Norfolk via Cambridge, thus avoiding the pomp and ceremony that was necessary every time the Monarch entered the City of London, where Liverpool Street is of course located!

The section to Gospel Oak saw only occasional passenger use and services were withdrawn as early as 1926. The 2nd World War soon saw the reinstatement of the junctions created during the 1914 - 18 conflict.

The war also saw the closure of St. Anns Road station (1942) and Hornsey Road (1943).

Junction Road station closed in 1949 but may again be utilised if plans for the new Tufnell Park station materialise on the site! Highgate Road boasted both a High Level and Low Level station, although they both closed early on. The High Level station closed in 1915, whilst the low level station, which had only opened in 1900, closed in 1918! The High Level route closed completely in 1964.

Although trains ran to and from St Pancras until the 1960s, Kentish Town became the terminus until 1981, when the platforms were required for the electrification of the Bedford - St Pancras "BEDPAN" services. This saw the diversion of the service to Gospel Oak where it formed a connection with the North London line.

In 1989, the line was transferred from the L,T & S Division of Network SouthEast to the North Division's, North London Lines. It is currently operated by NORTH LONDON RAILWAYS.

