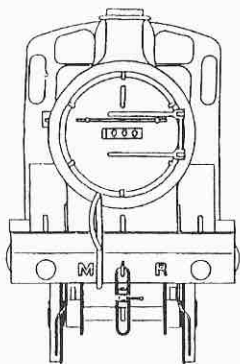


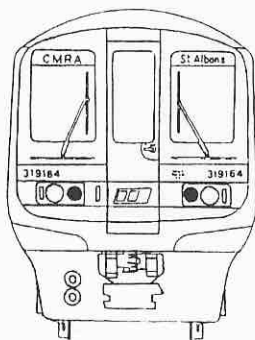


ST ALBANS MODEL RAILWAY EXHIBITION

Sat 14th & Sun 15th January 1995
10.00 am to 5.30 pm



Adults £2.50
Concessions £1.50
Children £1.00
Family £5.50
(max 2 adults)



20+ Layouts

Trade Stands Demonstrations
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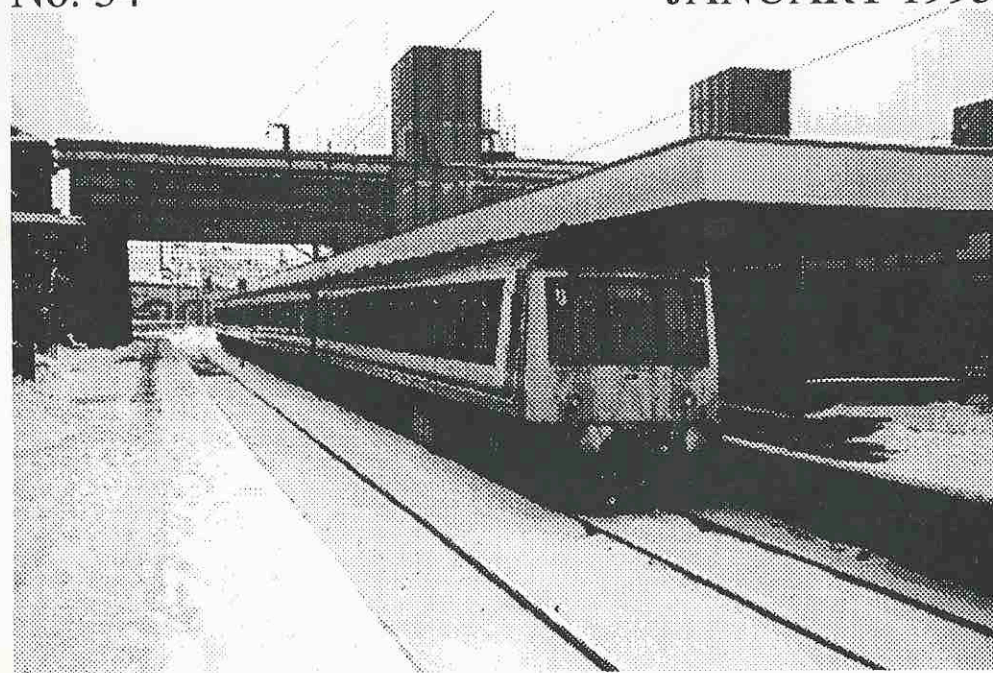
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MKMRS NEWS

No. 34

JANUARY 1995



Bletchley in the snow.

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

Britains best kept secret Bletchley Park - Part 3

After Sir Herbert's death, Lady Fanny Leon continued to serve the community. She was elected to Bletchley Urban District Council to represent the very small Bletchley ward in 1927. Although a Liberal she worked closely with the few Labour members, mostly railwaymen. In 1927 her majority was just 8, but in 1930 this increased by 60. In 1933 she was returned unopposed before standing down in the 1936 elections.

Lady Leon served on the Bletchley Schools Board for over 30 years, having first been elected in 1904. She was well known to many through her educational activities. The main school was at that time Bletchley Road (now Knowles in Queensway opposite our old club rooms) and during the 1960s it became Leon School, a name still carried by its successor on the Lakes.

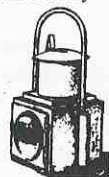
Her death on 19th January, 1937 was a blow to the area. The estate passed to Sir Herbert's son

George, who also worked for the family firm. He became the second Baronet Leon. He was not, however, willing to keep Bletchley Park and the estate was put in the hands of two well known London auctioneers, who split the estate into 16 lots. This brought an end to the famous Bletchley Shows and the cricket matches.

The mansion and immediate parkland was purchased by a property developer. He sold off some of the land into smaller lots and Wilton Avenue was built, some of the houses in the avenue date from this time.

The threat of war brought an end to many of these plans and the area remained mainly undeveloped.

To be continued.



The Leon estate in 1937 comprised most of what is today West Bletchley.



MILTON KEYNES MODEL RAILWAY SOCIETY Founded 1969

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

Trains and boats and planes

Christmas is the traditional recruiting time into our hobby. Much the same could in the past have been written about those who model ships and aeroplanes, or who collect the many fine diecast model cars that are very different from the Dinky Toys that many of us used to have.

I have a feeling that the model railway industry has moved so far away from the toy market, it has now lost the mass appeal it once had. I know Hornby tried to win it back with their Trackmaster sets and Thomas & Friends, but this is very much a case of bolting the stable door after the opposition has won the Grand National!

Modellers have demanded that models get more accurate and this means less affordable. If you want quality, then according to the manufacturers you have to pay for it. A visit to any model shop with a £50 note will just about secure you a decent mass produced OO scale locomotive. A visit to anyone specialising in American outline models, which in operating terms is vastly superior to anything yet to appear from our own factories, will get you a locomotive with fly-wheel drive for half the price and a good number of wagons to go with it!

Model trains today are so fragile and breakable that any mishandling by a youngster will lead

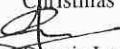
not only to damage but in the case of many children, to total frustration. One of the successes of the toy world - Scalextric has benefitted from being big and chunky and able to cope with crashing at fast speeds into furniture etc. The micro - racing systems available from other manufacturers to OO scale, are much more vulnerable.

If I was Father Christmas looking for a toy train system that was able to cope with the demands of my Christmas customers, I would be getting my elves to reinvent the Hornby O Gauge system. Big, chunky and capable of being restored to near new condition after countless generations had dented, reshaped and generally abused them over many years.

Give any youngster today some Hornby Dublo 3 rail to play with and he will have a great time. It can be laid on the carpet and the trains will dish out far more damage to the furniture than to themselves.

Whatever Father Christmas brings you this year, I trust it will not only work but will continue to do so for a good number of years.

Best wishes to you and your families for Christmas and the New Year.


Dennis Lovett
Chairman

Club Notices



EXHIBITION DIARY

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.

Bequests

The club has been contacted recently and has received generous bequests of magazines, books and photographs in recent weeks from Mrs Wingrove and Mrs Morgan, following the deaths of their husbands. The items donated will be incorporated into our library over the next few weeks.

Photo ID Cards

Can you please arrange for photographs for ID cards to be handed to the Chairman a.s.a.p. if you have not already done so. Access to the park is also possible by showing the red membership card. Any problems please advise a committee member.

Christmas/New Year arrangements

Tuesday 20 December - Club open
 Tuesday 27 December - Bank Holiday
 - Club closed
 Tuesday 03 January - Club open

O gauge Friday evening group please liaise with Geoff Bell.

CMRA Exhibition

If you would like to steward at the above event please see Eric Bowman a.s.a.p.

January 1995

14/15 CMRA, St. Albans
 21 Astolat, Guildford
 21 Erith, Crayford

Please see model press for details

Annual General Meeting / Competition

Members attention is drawn to the item on page 3 regarding the club AGM and competition. Please do your best to attend. The meeting will be held in the exhibition hall at Bletchley Park.

The club competition will be held on the same evening.

Club Library

Following the move to Bletchley Park, the library has now been installed in its new, albeit temporary accommodation within the exhibition hall.

Mark is now able to deal with your requests again.

Library Opening Hours Tuesdays 2030 - 2130

Wide range of railway magazines, books and videos available for loan to members, free of charge.

5. (a) I was born in 1858 in Lucca, Italy.
 (b) I was organist and choirmaster in Lucca by the age of 19 but I was poor and could not study music until a grant from the Queen in 1880 enabled me to go to Milan Conservatory.
 (c) I was a composer of music for church use but am best remembered for my operas which include Manon Lescaut 1893, La Bohème 1896, Tosca 1900, Madame Butterfly 1900 and Turandot which my friend Alfano finished for me after my death.
 (d) I died in 1924.
6. (a) I was born in 1828 in Nantes, France.
 (b) I studied law and wrote opera from 1848 to 1863 but then became a novelist.
 (c) My works include Journey to the Centre of the Earth 1864, From the Earth to the Moon 1865, Twenty Thousand Leagues under the Sea 1870, Around the World in Eighty Days 1873 and greatly influenced the early science fiction writing of H G Wells.
 (d) I died in 1905
7. (a) I was born in 1813 in Leipzig, Germany.
 (b) I was in debt for most of my life, spending some time in a debtor's prison in Paris in 1842 and being befriended by King Ludwig II of Bavaria in 1863 when destitute but I was also a political meddler and spent many years in exile in Switzerland.
 (c) I composed many operas including Der fliegende Holländer 1843, Tannhäuser 1845, Das Rheingold 1853 and Tristan and Isolde 1859 which reformed the whole structure of opera and I inspired the theatre at Bayreuth.
 (d) I died in 1883.
8. (a) I was born in Besançon, France in 1802.
 (b) I was educated in Paris and Madrid, became a poet and author whose works include Notre Dame de Paris 1831, La Esmeralda 1836, Ruy Blas 1837, Les Misérables 1862, L'année Terrible 1872 and Torquemada 1882.
 (c) I was actively involved in republican politics and sat in the French Constituent Assembly in 1848 and became a Senator in 1876 but from 1851 to 1870 I was exiled on Guernsey.
 (d) I died in 1885.
9. (a) I was born in 1685 in Halle, Germany.
 (b) While studying law at University I was organist at Halle Cathedral (1702) and played in the Hamburg opera orchestra from 1703 to 1706; but I travelled frequently to London and finally stayed when the Elector of Hanover ascended the British throne in 1714.
 (c) I wrote many unsuccessful operas in the Italian style and then experimented with a new musical form (the English oratorio) for which I am best remembered, including Saul 1739, Israel in Egypt 1739, The Messiah 1742, Samson 1743, Judas Maccabeus and Solomon.
 (d) I died in 1759 and am buried in Poets Corner of Westminster Abbey.
10. (a) I was born in 1756 in Salzburg, Austria.
 (b) I displayed my musical gifts early by playing the keyboard confidently at the age of 4 and composing from the age of 5.
 (c) I composed sacred works, oratorios and cantatas, dramatic works, symphonies, concertos, chamber and keyboard music, which was catalogued by Ludwig Ritter von Köchel in 1862 and includes Don Giovanni, the Coronation Mass, the Marriage of Figaro, the Magic Flute, the Barber of Seville and the Symphony in C Major (Jupiter)(K551).
 (d) I died in poverty in Vienna in 1791.

QUIZ CORNER by SAGITTARIUS**MODERN CLASSICS**

I wondered whether the title of this month's quiz could not be better expressed as "Classical Modernists" but decided against it! What makes a classic locomotive? Would Webb's compounds qualify as they represented an early attempt to improve the use of fuel? Do Churchward's Saint and Star classes merit such a description as they were the forerunners of "modern" locomotive practice on the GWR and the LMS and, indeed, influenced the design of BR Standards some 50 years later? What about Gresley's Pacifics and his other 3 cylinder engines using conjugated valve gear? Did Chapelon's improvements on streamlining the flow of steam create classic engines? And what about diesel and electric locomotives? Do you have any suggestions? (Answers on a postcard via the Editor, please)

One way to resolve the debate is to use classical names on locomotives. The latest electric engines (Class 92), built for Channel Tunnel operations, have been given names of eminent Europeans whose work could be called classic. Whether the locomotives themselves will become classics is another matter. Can you identify the appropriate name from the four clues given for each person? Challenge-my wife got 9 out of 10 right!! Answers next month.

1. (a) I was born in 1775 in Steventon, Hampshire.
 (b) I was an English novelist and am credited with 6 great novels (Sense & Sensibility 1811, Pride & Prejudice 1813, Mansfield Park 1814, Emma 1815, Persuasion 1818 and Northanger Abbey 1818).
 (c) I am said to have been the first author to give the novel its distinctly modern character by my treatment of ordinary people in everyday life.
 (d) I died in 1817 and am buried in Winchester Cathedral.
2. (a) I was born in 1857 in Broadheath, near Worcester.
 (b) I worked as an orchestral violinist, conductor and organist in Worcester before I became a composer (works include Enigma Variations 1898, Dream of Gerontius 1900 and Pomp & Circumstance Marches).
 (c) I was knighted in 1904 and became Master of the King's Musick in 1924.
 (d) I died in 1934 (both a steam engine and a diesel engine have carried my name).
3. (a) I was born in 1866 in Bromley, Kent.
 (b) I was a novelist, a short story writer and a popular historian becoming a full-time writer after gaining a BSc degree in biology and lecturing for the Universal Tutorial College.
 (c) My works include The Time Machine 1895, The Invisible Man 1897, War of the Worlds 1898, Kipps 1905, The History of Mr Polly 1910, The Shape of Things to Come 1933 and an Outline of History which was published in 1920.
 (d) I died in 1946.
4. (a) I was born in 1770 in Bonn, Germany,
 (b) I was recognised as a keyboard prodigy in 1778 and later went on to play the viola in an opera orchestra.
 (c) I suffered from serious deafness which caused depression but I was still able to compose many works (including 3rd Symphony (Eroica), 6th Symphony (Pastoral), 9th Symphony (Choral), a Mass in D (Missa Solemnis) and an opera, Fidelio).
 (d) I moved to Vienna in 1792 and died there in 1827 of cirrhosis of the liver following pneumonia.

Notice of Annual General Meeting

In accordance with the requirement of the club rules, I am giving in access of the 21 days notice needed to notify you that the Annual General Meeting of the Milton Keynes Model Railway Society will take place on

Tuesday 31st January, 1995
Commencing at 8pm
at the MKMRS Exhibition Hall, Bletchley Park

The nomination form for club officers and committee positions will be circulated by me in due course. These should be completed and handed to myself before the start of the meeting on the date specified above.

Chris Hughes
 Secretary
 24th October, 1994

The club competition will take place on the same evening.
 Details below.

Club Competition

As usual, the club modelling competition will be run in conjunction with the Annual General Meeting. Please finish off your projects in good time.

The classes of competition will be as follows:

- 4mm or less scratchbuilt locomotive (**for George Barratt Memorial Trophy**)
- 7mm or above scratchbuilt locomotive (**For T. Wilson Trophy**)
- 2mm or less kit built or modified ready to run locomotive (**For P & D Marsh Trophy**)
- 4mm or less kit built or modified ready to run locomotive
 - 7mm or above kit built or modified ready to run locomotive
 - 4mm or less scratchbuilt rolling stock
 - 7mm or more scratchbuilt rolling stock (**For Moorcroft Shield**)
 - Scenic items (any scale) (**For Rail trophy**)

The rules of the competition state:

- 1. No entry shall have been entered in a previous club competition.**
- 2. The person entering shall be a paid up member of the club at the time of entering.**

Chris Hughes
 Secretary
 22 November 1994

The Rise and fall of a main line - Part 2

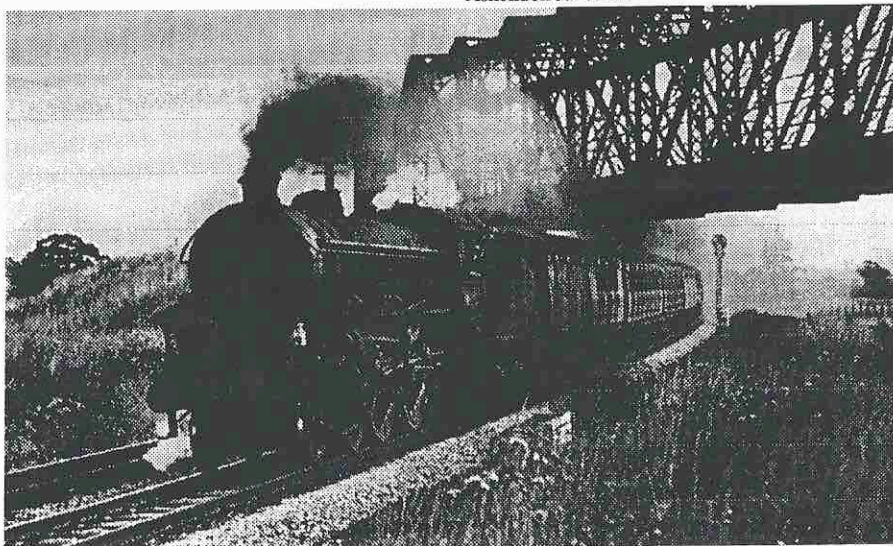
The GW & GC Joint Railway

by Les Wood

Reprinted from Newsletter No. 21 March 1978

High Wycombe station was rebuilt in 1903 to accommodate the anticipated increase in traffic. The original 1884 building was hardly suitable for a junction station, the original GWR line from Paddington to High Wycombe and Princes Risborough joined the new line just south of the station, before climbing a 1 in 50 gradient for about 200 yards. It is interesting to note that the old station only had one siding and this could hold some 200 wagons. How often it was shunted would be interesting to know!

At this time Wycombe was a fair sized country town and when the new line was opened a yard was provided 3/4 mile north of the station, it was provided with a gantry crane and was used mainly for incoming timber traffic for the furniture trade of the town. The yard at the station continued to handle most of the outgoing products.



A small point of interest was the junctions at each end of the line. At Northolt, the GWR was given a clear run, whilst the down line of the Great Central dived underneath. At Ashendon junction, the opposite happened with the GWR up line being on flyover to clear the Great Central tracks. A further point of interest was that the first locomotives to operate on this section of line, belonged to neither the GWR or GCR but were LBSCR Terriers, used to haul the construction trains. The first train for High Wycombe from Marylebone was hauled by GCR 4-4-2T No. 359 on 2nd April, 1906.

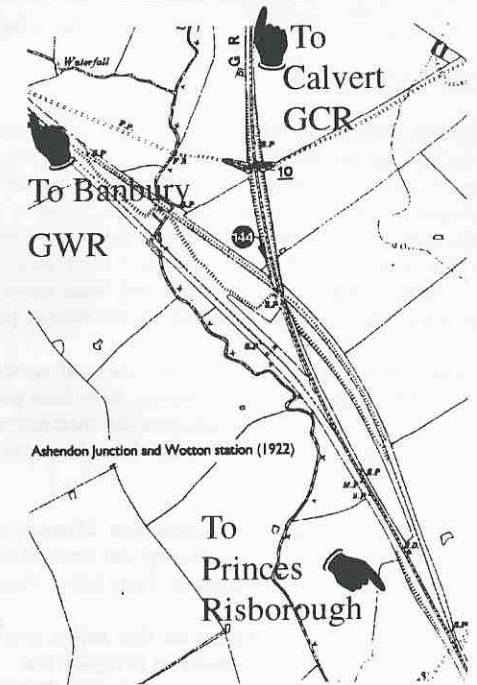
Likewise the Paddington - Aylesbury service commenced the same day, although services via Maidenhead to Risborough, Aylesbury and Thame had continued to run during the con-

A B1 bound for Sheffield passes under the GWR at Ashendon Junction.

struction period and during the re-alignment of the new line. Much of the trackbed between Wycombe and Risborough still remains, as does the old brick viaduct just to the north of Wycombe station, which carried the line over the Highended Valley.

To run the Marylebone service the GCR built 40 4-4-2T locomotives, but by 1911 these could not handle the volume of traffic, so Robinson designed the bigger 4-6-2 tanks which became LNER Class A5. Due to the 1914-18 war, only 21 were in service by 1917, with a further 10 appearing from Gorton in 1923. Gresley was impressed and ordered a further 13 for use in the North East.

The A5s were known as Singers or Sewing machines by their crews, for their smooth ride and survived until ousted by the Thompson L1 2-6-4T (which were known as concrete mixers also for their riding abilities!), which were far more powerful and particularly useful on some of the banks on the line. The GWR used their 36xx tanks until they were replaced by the County 4-4-2T's, later 61xx 2-6-2T's were used. Others loco's included 48xx 0-4-2T (BR 14xx) which were used on the auto trains between Gerrards Cross and Uxbridge High Street until its closure in 1939. The branch remained in use, however, until the 1950s as a freight line to serve the major oil depot adjacent to Northolt Aerodrome.



Above - Ashendon Junction
Below - A GCR train waits at the old Aylesbury station

