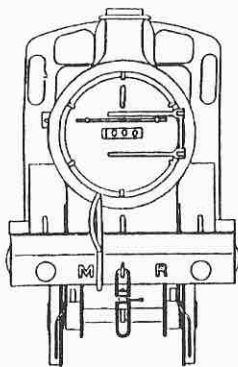


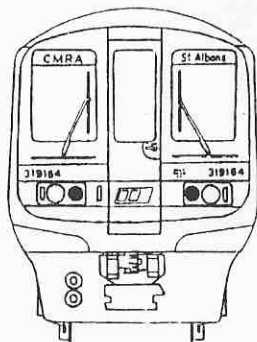


ST ALBANS MODEL RAILWAY EXHIBITION

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
Refreshments and Bar

Free and frequent vintage bus
service to the Arena from City station



Exhibition insurance sponsored by Traffords Ltd., 153 Hatfield Road, St Albans
For all your insurance requirements call 0727 833241



MKMRS NEWS

No. 35

FEBRUARY 1995



Class 27 at Stirling in 1978

Photo : D Lovett

Published by Dennis Lovett, Chairman, Milton Keynes Model Railway Society

Telephone 0908 376750

Britains best kept secret

Bletchley Park - Part 4

The outbreak of the 2nd World War saw Bletchley Park become the Government's Code Breaking HQ, then part of the Secret Service. Many of the country's leading academics worked on the site and Bletchley Park was visited by many of those actively involved in avoiding defeat. Churchill was a regular visitor and called Bletchley Park his "Ultra Secret". Strict security was enforced and only those who worked there new anything of its activities.

It was not until the mid 1970s that information about war time activities started to become known. During the war many hundreds worked at Bletchley Park and many of the staff were living in rented accommodation locally. To have kept the whole affair so secret was a tremendous achievement. To the locals, Bletchley Park has always had something secret about it. I have learn't more about Bletchley Park during 1994, than in my entire local lifetime!

The Park has remained under Government



Control ever since. Many of the huts have disappeared and the rapid development of West Bletchley after the war had a lot to do with the availability of land.

The park buildings have served as the DHSS, Civil Aviation Training School, British Telecom training centre and a teachers training college. The old cricket ground went on to house the towns Grammar School, which is now the college where we recently celebrated our 25th Anniversary. The cricket pavillion still stands as the North Bucks Music Centre. The fire station where we held our very first meeting was also on former Bletchley Park land.

When the future of the park was threatened, the Bletchley Park Trust was formed to save it from becoming yet another Milton Keynes housing estate.

We now have a responsibility to ensure that we do our bit to help the trust

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		

The place of democracy

I know some of our members view AGM time as one of the least productive evenings in the club calendar, but it is very important to us. The last 12 months have been pretty hectic and it is your opportunity to catch up with events and have your say in our future plans.

It is not my model railway club (nor anyone else's for that matter). It is everyone's! We are a group of individuals with a common interest and the opportunity comes round every January for you to have your say in our future.

The officers and committee have to make many decisions during the course of a year. not all these are popular. We do however, pride ourselves on being a democratic organisation. Unlike most other organisations you have the opportunity to vote EVERY YEAR on who holds office. You also have the AGM and three short QGM meetings to voice your approval, or otherwise, about current activities. You have the right to speak and many of you do ask questions etc.

The publication of this magazine enables members, including those who live some distance away, to have up to date information on our activities and to feel part of our organisation.

I and other officers and committee members are always willing to hear your views and to take forward plans and items to committee meetings if required and for action to be taken.

Running a model railway club, or anything else for that matter, is now vastly different from the one we formed back in 1969. 1994 was not without its problems and it is thanks to the hard work of a large number of members that we have been able to achieve so much at Bletchley Park in such a short space of time. We are not finished yet, so there will be plenty of opportunity to get involved in 1995!

I look forward to seeing and hearing from you at the AGM. Details can be found on page 3.

Dennis Lovett
Chairman

Club Notices



EXHIBITION DIARY

Swapmeet dates

A swapmeet will take place at Woughton Campus on the following dates during 1995;

February 12th
May 21st
September 10th
December 17th

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

CMRA Exhibition

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

TV Stars ?

Our N Gauge Mandlebury layout was hired by the TV production company making the new Police series "Frontiers" for Carlton Television. This series will be shown from Easter on Network ITV, including Anglia. The layout is due to appear in programmes number 5 & 6.

The layout was moved by Chris Garner and Dennis Lovett to Slough, where a hopuse was being transformed into the TV studio. We understand the storyline concerns a railway enthusiast who is wrongly accused of a crime and subsequently the police get their man.

Further details when they are known.

January 1995

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

Please see model press for details

Annual General Meeting / Competition

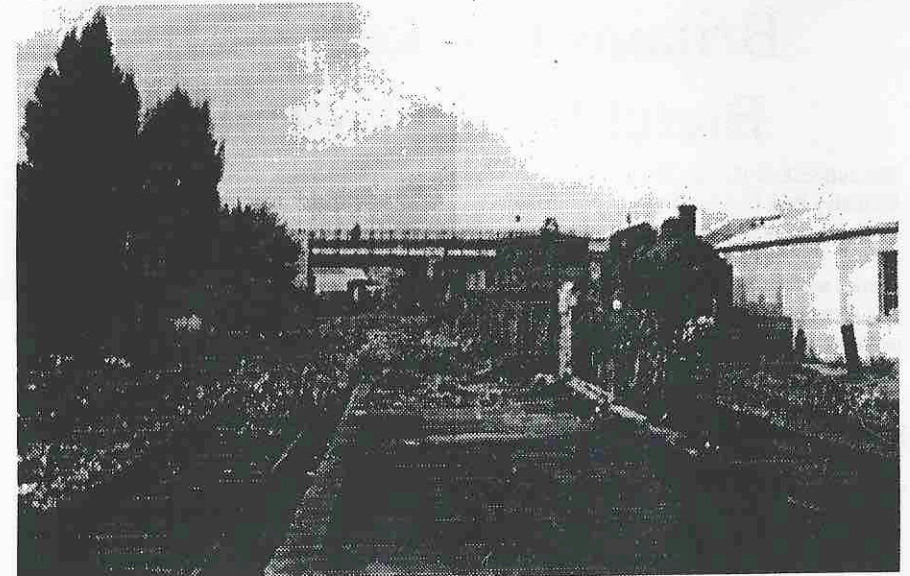
Members attention is drawn to the item on page 3 regarding the club AGM and competition. Please do your best to attend. The meeting will be held in the exhibition hall at Bletchley Park.

The club competition will be held on the same evening.

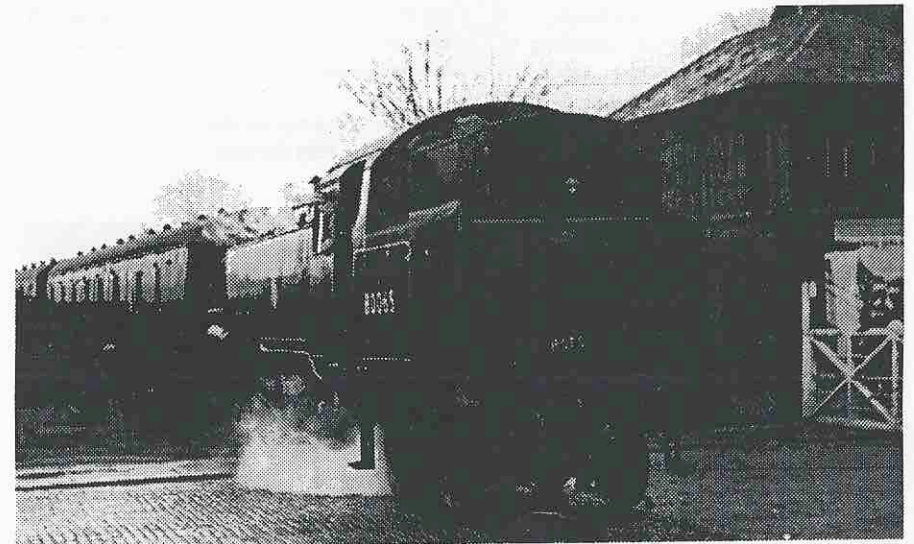
Club Library

Library Opening Hours
Tuesdays 2030 - 2130

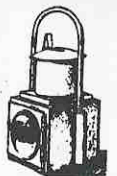
Wide range of railway magazines, books and videos available for loan to members, free of charge.



The terminus at Hammersmith just before closure



A special hauled by Br standard tank No. 80065 passes the site of the old Bath Road Station.



The Hammersmith & Chiswick Branch of the North & South Western Junction Railway

By Dennis Lovett

A branch from South Acton (South Acton station did not open until 1880) to Hammersmith opened for freight on 1st May, 1857 and for passenger traffic on 8th April, 1858 amidst great controversy. The building of the line was sanctioned by the Directors and the shareholders forced an enquiry which was extremely critical and reported that it found little justification for its construction in the first place. Trains ran at first from Acton station and reversed at the junction (known initially as Acton Gate House and later Hammersmith Branch Junction), before continuing to the terminus 1.5 miles away. When the station at South Acton was opened, the branch was extended a short distance to the station. The terminus was renamed Hammersmith & Chiswick in the same year (1880). Because of the lack of a station at the junction, passenger traffic was worked by detaching and attaching vehicles here. In later years, there was some form of 'slip coach' working which was a long way removed from the specially built 'slip coaches' which existed on other railways.

Traffic levels never reached expectation even after 1909, when a steam railmotor was introduced in an effort to boost traffic levels and three additional halts opened en - route at Rugby Road, Woodstock Road and Bath Road. They closed for passenger traffic, along with the terminus at Hammersmith & Chiswick on 1st January, 1917.

Conventional wagon load freight services continued to decline as British Railways retreated from unprofitable traffic. The Hammersmith & Chiswick branch freight trains were withdrawn on 3rd May, 1965. Since the early 1950s this line had been served by only one train, Mondays to Fridays, departing South Acton at 1300 and returning from Hammersmith at 1700. A great number of goods yards along the North London line closed at this time.



Notice of Annual General Meeting

In accordance with the requirement of the club rules, I am giving in excess 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:

- Best 7mm or above scratchbuilt locomotive (For **T. Wilson Trophy**)
- Best 4mm or less locomotive (for **George Barratt Memorial Trophy**)
- Best 2mm or less locomotive (For **P & D Marsh Trophy**)
- 7mm or above kit built or modified ready to run locomotive
- Best 4mm or less rolling stock (For **Jim Armstrong Trophy**)
- Best 2mm or less rolling stock (For **KRS Trophy**)
- 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

Verney Junction

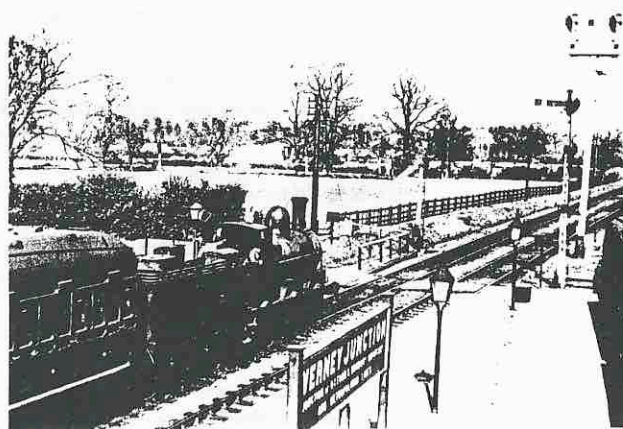
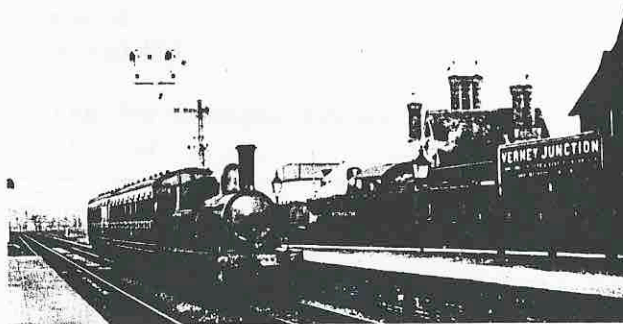
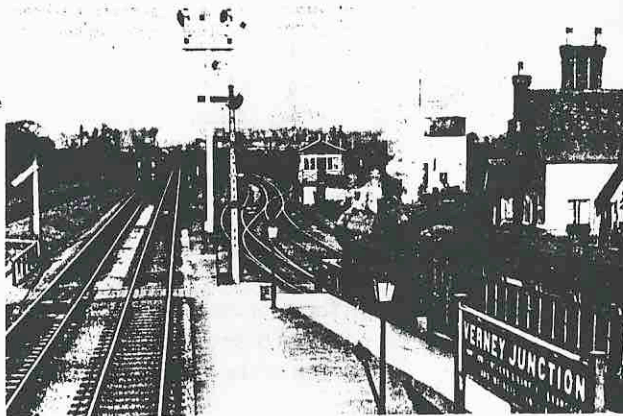
The re-appearance of the old Verney Junction layout in to the club room for the first time in several years has generated considerable interest.

The layout first appeared at our 1979 exhibition, when the notes below were produced for the guide.

The layout will be refurbished to current standards and as it is of local interest should be well received by visitors to Bletchley Park in future years.

Verney Junction was once the northern outpost of the Metropolitan Railway (later absorbed by London Transport) and an important station on the London & North Western Railway branch from Bletchley to Oxford. It was also the junction for the Banbury via Buckingham branch although trains ran to and from Bletchley. From 1960 to 1964 services terminated at Buckingham. The station was built as part of the Buckingham Railway, of which Sir Harry Verney was the driving force. He was a local land owner and Member of Parliament for Buckingham. The scheme outlined proposals to build a line from the L.N.W.R. at Harrow, through Aylesbury to a point where it crossed the L.N.W.R. Bletchley-Oxford line. Another line northwards to Banbury was planned. The L.N.W.R. was not keen on the idea. They argued the branch from Cheddington served Aylesbury adequately. Eventually two lines were constructed with L.N.W.R. assistance from Bletchley to Banbury (1850) and Oxford (1851). The Aylesbury section followed in 1868 with Great Western Railway assistance. This line hit financial trouble and became part of the Metropolitan Railway in 1891. To coincide with the opening of the Aylesbury section a station was built on Verney's Land at the point where these systems met. Because there was no nearby town from which the station could take its name, the station was named Verney Junction after Sir Harry Verney. Eventually a few houses were built along with a local hostelry, The Verney Arms.

The layout is based on the station as it was in the 1930's, when it was at its busiest. Passenger services to Aylesbury were withdrawn in 1936, to Buckingham in 1964 and Oxford/Bletchley in 1967. Freight trains still pass the site but the station buildings and branch line tracks have long since vanished. Only the station masters house, the booking office and derelict platforms remain.



TOP - Metropolitan tank waits for right of way.
MIDDLE - L.M.S. and Metropolitan locomotives pause at Verney.
BOTTOM - 8535 with train to Bletchley.

QUIZ CORNER by SAGITTARIUS

SIGNS OF THE TIMES

This month's quiz continues the European theme introduced in the December issue. You are on holiday in a European country and attend a large railway show à la Rainhill. As you go round the sights you notice the various logos, both ancient and modern, on the locomotives and rolling stock which have come from all over Europe. Intrigued, you bring back copies for your fellow club members to identify, along with the inevitable hundreds of snaps and slides which will be passed around on club nights. Technical limitations prevent reproduction of the snaps but the logos are copied below. How many railway companies and countries can you identify? Answers next month.

- | | | | | | |
|----|--|-----|--|-----|--|
| 1. | | 6. | | 11. | |
| 2. | | 7. | | 12. | |
| 3. | | 8. | | 13. | |
| 4. | | 9. | | 14. | |
| 5. | | 10. | | 15. | |

Answers from last month

- | | |
|----------------------|----------------------|
| 1. 92004 Jane Austen | 6. 92008 Jules Verne |
| 2. 92009 Elgar | 7. 92019 Wagner |
| 3. 92002 H G Wells | 8. 92001 Victor Hugo |
| 4. 92003 Beethoven | 9. 92011 Handel |
| 5. 92013 Puccini | 10. 92005 Mozart |