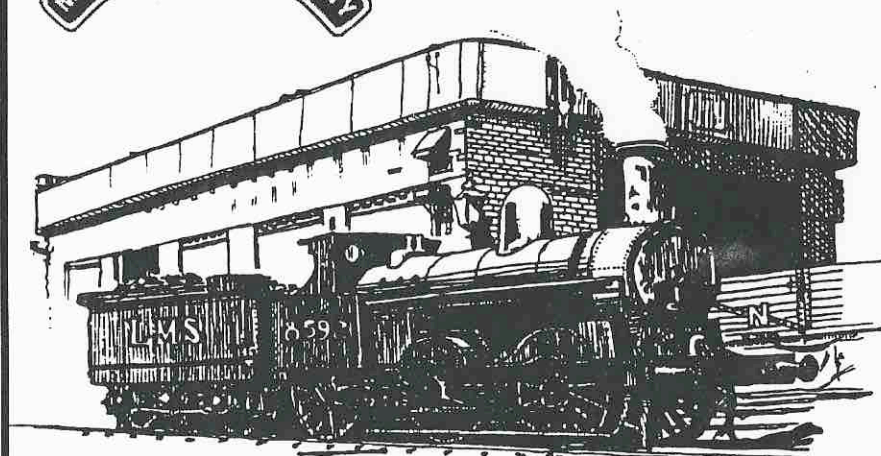




12th Model Railway Exhibition



The Leisure Centre, Bletchley
Saturday 28th October, 1995
10.30 - 6pm
Sunday 29th October, 1995
10.30 - 5pm

19 layouts + full trade support.
Layouts include: Helston, Kirkby Mellersdale, Striving,
Wellington, Walford Town, Watersfield

Admission : Adults £2, Senior Citizens £1.50, Children £1, Family (of 4) £5.
10 minutes walk Bletchley station, adjacent free car park

A large regional show - organised by your local model railway club

Sponsored by:



BRITISH RAILWAY
MODELLING



Bletchley Motor Group PLC

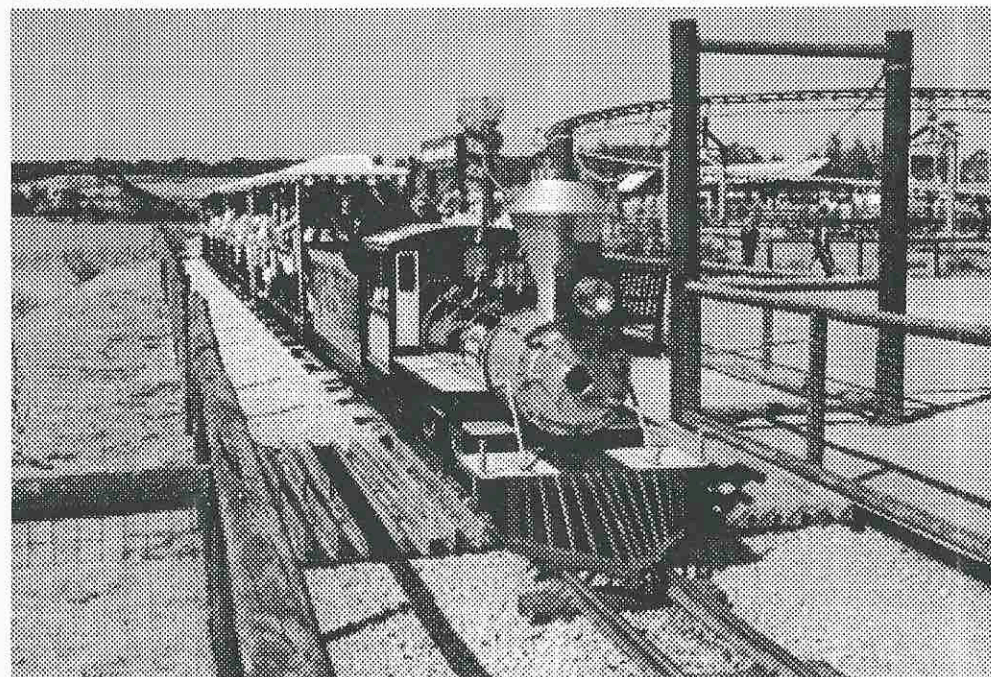
Information Line 01908 648299 (10-5 not Wednesdays 1000 - 1pm Sundays)
(Bletchley Railwayana)



MKMRS NEWS

No. 44

NOVEMBER 1995



A miniature train at the Americal Adventure Park, Ripley, Derbyshire, 1995

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

Telephone 01908 376750

MILTON KEYNES MODEL RAILWAY SOCIETY
Founded 1969

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

Researching Railways

I have spent quite a lot of the past twelve months researching railways in one form or another for various projects. These have either been for my professional activities or for modelling projects.

Research does take some considerable time - particularly if you are researching original documents of materials. These are usually found in the Public Records Office, the National Railway Museum or in other large libraries.

One of my projects has been to research the history of the old North London Railway. It is a highly complicated piece of railway and its story has never been told in an easy to read (or follow) format. One or two books have been published, but they are difficult to understand and have never dealt with the subject properly. That should be remedied once the final drafts of my manuscript have been handed over to the publishers (by 31/12/95!).

I did not set out to write a book, it just happened. Following the closure of InterCity at the end of March, 1994, I found myself employed as the communications manager of a very complicated engineering project, the North London Lines Modernisation Project. This took me to previously unknown pastures and it was important for me to get some background history into my head - to enable me to deal with the rather complex questions that get

asked, in an effort to catch you out. Although lacking the degrees and professional qualifications of most of my contemporaries, I do keep ahead the opposition by knowing my round the railway industry. I have always read up on the various lines which I have worked, but the NLR was a major headache. Not only has the research been interesting in it's own right, it has supplied quite a bit of material for this publication!

We are fortunate that we have our own extensive library which is available to assist us with our own modelling activities, so there is little excuse for not getting a model right. There will still be times when further research is necessary and knowing where to go for it is more important than the research itself.

No other hobby can have so many books, magazines, videos or photographs available to it's participants. But when all else fails, it is back to do-it-yourself research.

Dennis Lovett
 Chairman

This issue has been published early in order to communicate some additional exhibition information and to reduce pressure on what is likely to be a busy time period for MKMRS members.

**Railways
 and the war**

Bletchley - a strategic junction

In 1846, the line from Bletchley to Bedford was built to give Bedford its very first railway link. Until then, Bletchley was not important enough to warrant a station. Lines were added to serve Oxford and Banbury (via Buckingham). Local staff also maintained and ran the services from Leighton Buzzard-Dunstable, Cheddington-Aylesbury and Wolverton-Newport Pagnell.

Bletchley soon had large marshalling yards and a busy locomotive depot. Very much a railway town Bletchley employed some 800 staff at its peak. The houses around Albert Street, Oxford Street, Bedford Street, Windsor Street, Duncombe Street etc. were all built to provide homes for railway staff. They were laid out in similar fashion to the railway towns of Wolverton, Crewe and Horwich.

During the war, the lines around Bletchley were even busier. The cross country route from Oxford to Cambridge was centred on Bletchley. Additional junctions were built to keep the trains moving and local railway staff were working long hours, sometimes up to 24 at a time, to move trains carrying ammunition, military vehicles, aircraft parts and fuel, as well as food for the troops and the people left at home.

Railway work during the war was extremely dangerous. Many Bletchley railway staff can recall being attacked by enemy aircraft. Not only were bombs dropping, but they had to work in almost total darkness. The steam locomotives having large blackout sheets over the cabs, making them almost unbearable to work in.

The train crews were supported by those who repaired the tracks, rebuilt bridges and got the railway back together as quickly as possible after the attacks had taken place.

Many railway jobs were classified "Reserved Occupation" and railway staff were given special badges to wear on their uniforms to avoid them being attacked for not fighting for their country. It was both dangerous and tiring work.



A train is bombed near Bletchley, October 1940

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**NORTH LONDON
 RAILWAYS**

Club Notices

Bletchley Park Opening Dates

Bletchley Park is open from 10.30 until 5pm on the following dates:

7th/8th, 21st/22nd October
4th/5th, 18th/19th November
2nd/3rd December, 16/17th December

In order to co-ordinate our efforts properly in future, the committee has appointed John Hatton to act as Museum Co-ordinator. Your assistance in supporting the staffing of the club rooms is required. Please see Chris Hughes or John Hatton with dates you are available (2 people per day). A volunteer sheet appears by the signing in book in the entrance area.

From January, members will be rostered in advance, so that the workload can be spread amongst the membership. At the moment we are meeting our requirements by relying on a small team of members and this clearly cannot go on next year. We need your support in 1996.

Swapmeet dates

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

December 17th

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

QGM / Exhibition briefing
24th October 8pm in the club room, Bletchley Park

HMRS Diary 1995/6 Season

MKMRS members are welcome to attend the meetings held in our club room free of charge. The programme is published well in advance to enable you to book dates in your diary. Meetings are held on Wednesday evenings in our main club room, commencing at 7.30 pm.

29th November - MKMRS Club room
 L & NWR Coaching Stock by Phillip Millard, with most of the vehicles being of local interest, having been built in Wolverton, this meeting will be of interest to those of us who are having to gain interest in the local railway scene for our various projects. Phillip will deal also with the make up of trains covering throughout the LMS period into the BR one.

28th February - MKMRS Club Room
 Master of the lining pen - Bob Moore will be giving a practical "hands on" session on how to line your models. Pens will be available for sale if you fancy your chances after all the demonstrations. PS. The last "demo" job I attended on soldering, we all had a go. I've still got the burnt fingers to prove it!

24th April - MKMRS Club Room
 The Barry Railway by C. Chapman

See notice board for further details

Gordon Etherington

Gordon has recently had his operation and is now on the road to recovery. He will unfortunately be out of circulation for some weeks, but we are in constant touch and several members have visited him in hospital.

We have sent your best wishes together with a small gift to while away the hours of convalescence, and trust that it will not be too long before his back in action in the club room.

Dennis Lovett, Chairman.

Railways and the war

The London, Midland & Scottish Railway (LMS) was formed in 1923, when private railway companies were grouped together.

The new company included the London & North Western Railway, who had operated local services since 1846. The L&NWR succeeded the London & Birmingham Railway who had built the railway and opened it in 1838.

At the outbreak of the war in 1939, the LMS was the largest private company in the world.



The LMS consisted of:

- 19,000 track miles
- 250,000 staff
- 25 docks & harbours
- 66 ships
- 4,000 vehicles
- 8,000 horses
- 28 hotels
- 25,000 houses
- 500 miles of canal

Other interests included air services, warehouses, engineering, warehousing, removals, farming and gas supply. By today's standards, it was a very large company indeed!

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NORTH LONDON RAILWAYS

Railways and the War - Part 1

These exhibition panels were produced for permanent exhibition at Bletchley Park by North London Railways. They will be produced in the next few issues to enable members to obtain background information on the panels displayed in our exhibition centre.



"The railway is the agent of civilisation"

Winston Churchill

Sponsored by
**NORTH LONDON
RAILWAYS**

One for the ladies - please pass on

As you will probably have heard by now, MKMRS is holding its big exhibition at Bletchley Leisure Centre on the 29th/30th October. One of our obligations is to feed the various layout exhibitors, most of whom are away from home for the day or weekend. These visiting exhibitors give their services free of charge and it is, therefore, important that we feed them each day. The cost of these meals is down to the organising club - us! We need to feed some 120 people each day by providing lunches, and teas. Tea will consist of sandwiches and cakes. The sandwiches are already being dealt with but we still need the cakes - at least 240 of them! It would be much appreciated if you could help in providing them. any cakes will do and it can be one large one, which can be sliced up, or a number of small ones.

This will probably our last exhibition. Rising

costs and fierce competition are making it very difficult for small clubs such as ours, to carry on producing large shows in future. We have always provided some of the best catering available to exhibitors anywhere in the country and I would like to think we could carry on the standards this time - and really go out with a bang.

Please do your best to help us out and I look forward to the usual high standard of mouth watering cakes appearing at the Leisure Centre. If you would like your tins or pots back, please mark your name on the outside, so we can return them afterwards.

Yours in eager anticipation

Fred Collins,
Vice Chairman
Voluntary, acting, unpaid - Catering Manager

Bow - North London Railway Britains First all diesel depot

BR's 1955 "Modernisation Plan" resulted in the move away from steam to diesel and electric traction, and the gradual phasing out of steam locomotives. Each BR Region was allowed to adopt its own policy and the LMR chose Devons Road as its experimental conversion exercise.

In 1957 the depot had an allocation of 41 steam locomotives, most of which were the LMS 3F "Jinty" 0-6-0T type. Conversion to a diesel depot began in September that year, utilising the former No. 1 running shed. The No. 2 maintenance shed was demolished after

conversion work had been completed. Inside the former 10 road depot, 5 tracks were retained for stabling purposes, whilst the space occupied by the other 5 tracks was portioned off to form a 3 road maintenance shed. Removal of the old steam troughs from the roof enabled improved lighting to be installed. The space between the tracks allowed high level inspection platforms to be built and between the running rails, new inspection pits were provided with built in lighting to aid inspection. The maintenance area was also fitted with gas heating and the facilities were great improvements on the

cold, dark depots that remained during latter day steam operation.

Conversion work was completed in August 1958, when the last steam locomotives left the depot. By 1959 the depot had an allocation of 23 Type 1 English Electric 1000 hp diesel locomotives (now Class 20) numbers D8005-19/ D8030/ D8037/ D8039 -44, 3 British Thompson Houston 800 hp (later Class 15) locomotives numbers D8207-9 and 8 North British Locomotive Company 0-4-0 330 hp diesel shunting locomotives numbers D2900-7.

Although Devons Road was now the first fully converted diesel depot, it continued to provide coal and water for visiting steam locomotives from other depots, working in and out of the docks.

The LMR gained much experience from the Devons Road programme. The work had been completed at a cost of £1.3m and future LMR schemes moved away from dead end depots to through sheds, with access at each end, and to brand new construction! This allowed new depots to be built on different sites,

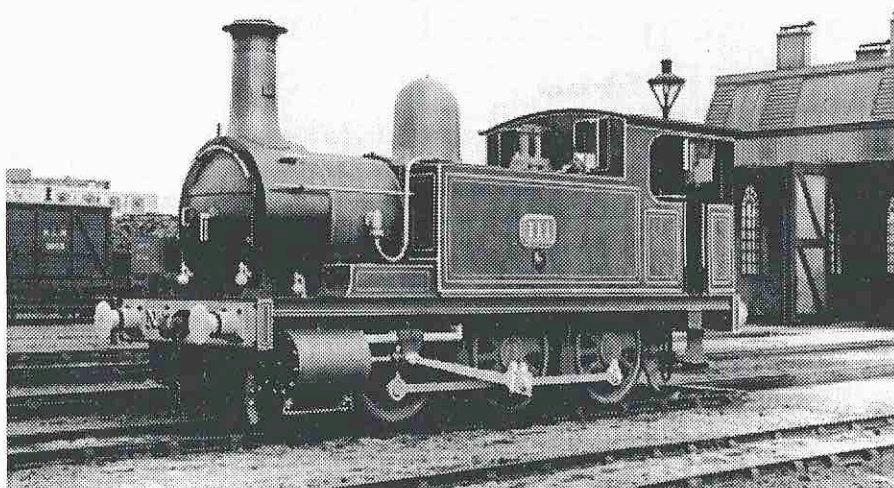
without affecting the day to day running of existing facilities. Once the new depots were up and running, the old steam sheds were demolished, thus affecting a much smoother transition.

Depot Closure

Following a rationalisation of depots in the London area, Devons Road was closed on 10th February, 1964, and its allocation of diesel locomotives split between Stratford (30A) and Willesden (1A). Trains to and from the docks, the depot's principal workload, were worked thereafter from either of these depots.

Bow today

There is little today, to suggest the activity previously carried out at Bow, for most of the site is now an industrial estate. The former main line to Poplar now forms part of the Docklands Light Railway (DLR), Stratford - Poplar section, and the area is served by Devons Road station. The former Devons Road depot site was at one time considered for the DLR depot, but this was ultimately built at Poplar.



Loco no. 111 in works grey livery stands outside Devons Road Depot in NLR days

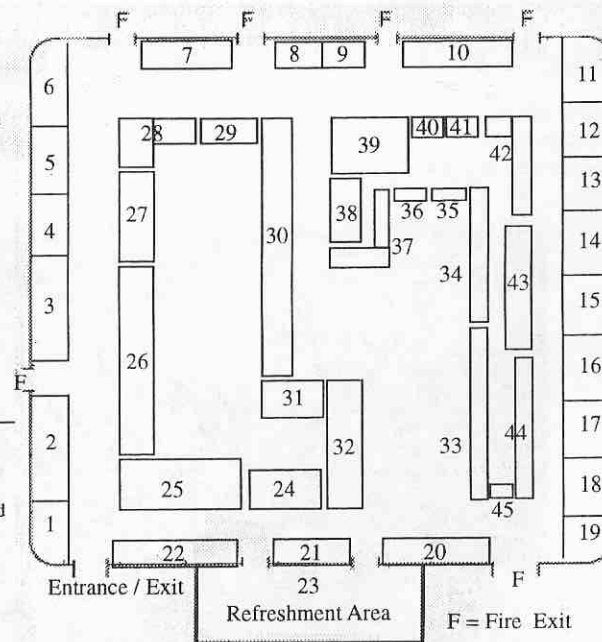


Welcome to our 1995 Exhibition. Once again we have assembled some excellent layouts for your enjoyment. MKMRS meet at its club rooms in Bletchley Park. For further details please contact our Secretary, Chris Hughes on MK 605417.

Dennis Lovett, Chairman.

List of exhibits: Layouts shown in **Bold type**.

- 1 MKMRS Information Stand
- 2 Squires Tools
- 3 Bletchley Railwayana
- 4 Modern Traction Kits
- 5 Railway Lines
- 6 Westdale Coaches
- 7 Richards Spares
- 8 Geoff Gamble Books
- 9 Falcon Brass
- 10 Cove Models
- 11 Pendon Museum
- 12 Jim Armstrong
- 13 Historical Model Railway Society
- 14 Railway Correspondence & Travel Society
- 15 Stanley Fish Books
- 16 Model World (Olney)
- 17 Shire Lane Crafts
- 18 Bedford-Bletchley Rail Users Association
- 19 Bletchley Motor Group
- 20 **AKTKEN VOHWINKEL**
- 21 Modelex
- 22 Crownline Models
- 23 Refreshments
- 24 The Garen Railway Society
- 25 **TUCUMCARI**
- 26 **WELLINGTON**
- 27 **CANLEY FIELDS**
- 28 **TRIX TWIN RAILWAY**
- 29 **PLYM FALLS**
- 30 **WATERSFIELD**
- 31 **KIRKBY**
- 32 **MALLERSDALE**
- 33 **STRIVING**
- 34 **WALFORD TOWN**
- 35 **DOCK GREEN**
- 36 **WHITBURN**
- 37 **HELSTON**
- 38 **GRUMSTICK & DIPPLEWICK RAILWAY**
- 39 **OLD SWAN SONG**
- 40 Dart Castings
- 41 Leighton Buzzard Narrow Gauge Railway
- 42 Isinglass Models
- 43 Festiniog Railway
- 44 **PONT-Y-BRENIN**
- 45 **MANDLEBURY CENTRAL**
- 46 **FENLEY BRIDGE STREET**



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- 37 **HELSTON**
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Best Layout Award - The John Symons Memorial Trophy

In memory of our founder, first Secretary, Vice - Chairman and friend, John Symons, who sadly died a few weeks before our 1993 Exhibition, this award has been kindly donated by the family.

The layout judged by our friends from the Bedford Branch of the Historical Model Railway Society, of which John was an active member, will receive this prestigious award.

1993 Winners

Lower Loxley (4mm EM Gauge)
Ray and Cida Earl, Twickenham.