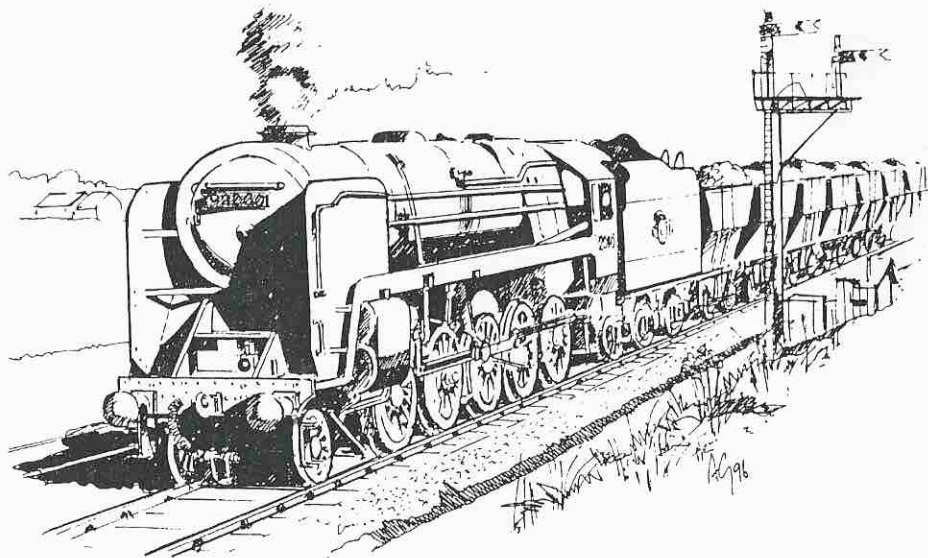


CRANFIELD UNITED FOOTBALL CLUB

PRESENT

AN EVENING OF STEAM



on **FRIDAY 23rd FEBRUARY 1996**

at **THE CLUBHOUSE, CRAWLEY ROAD, CRANFIELD.**

*SILENT AND SOUND FILMS, OF STEAM TRAINS IN BUCKINGHAMSHIRE
(Incl. NEWPORT PAGNALL)
PLUS A FULL SUPPORTING PROGRAMME OF STEAM FILMS.*

STARTING 8pm PROMPT

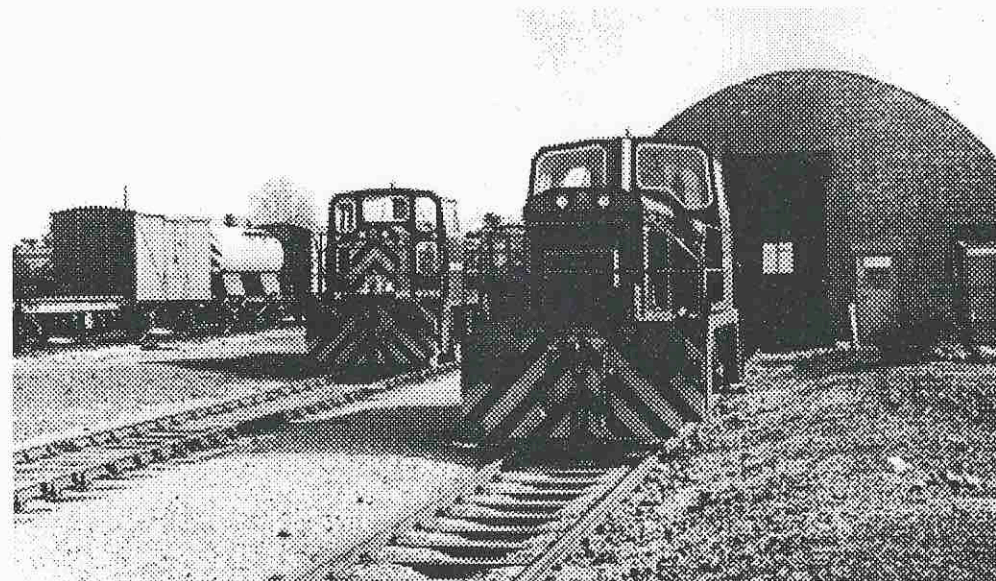
ADMISSION £2 ON THE NIGHT



MKMRS NEWS

No. 48

MARCH 1996



Army locomotives stand outside their depot at Ludgershall (1987)

Photo: Dennis Lovett

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

Telephone 01908 376750

TWO INTO ONE WILL GO by Eric Bowman

Part I: INTRODUCTION

Those of you who expect a boring treatise on mathematical principles should not read any further. These articles will deal with surgery.

The Midland Railway had shocked the railway world in 1875 by dispensing with second class travel; henceforth it was either first or third. So they re-designated existing carriages and continued to build new carriages to a very high standard as necessary. At the time the carriages for the Scottish traffic to run over the Settle and Carlisle line were being designed and ordered. They were delivered in 1876 and were the first carriages in Great Britain with 6 wheeled bogies. Further 12 wheeled stock was built in 1883 for the London-Liverpool service; more in 1886 and yet more in 1892. All were 54ft long and were generally used in express trains. They reflected the development of facilities over the years, such as gas lighting, electric lighting, lavatories and improved third class furnishings. The last 12 wheeled arc roof stock was built in 1896. The Midland also built 12 wheeled sleeping and dining carriages over the same period. These carriages were longer than the 54ft norm and had clerestories which looked as if they were an afterthought and had just been stuck on the arc roof.

By the mid-1890s the stock built between 1873 and 1878 was due for replacement. Clayton put proposals to the Midland Board and received their approval to build some new stock for the Bradford-Bristol service. He appears to have excelled himself with the introduction in 1897 of three new trains, each consisting of four 12 wheeled clerestory carriages with a 6 wheel full brake at one end and a 6 wheel kitchen car in the middle. The catering vehicles were gangwayed between themselves but not with the rest of the train. The coaches were 60ft long and comprised full third, third class dining carriage, first/third composite dining carriage and a brake composite. The main feature of this stock was the way in which the clerestory roof was integral with the body ends, it did not look like an afterthought.

By 1898 new stock would be needed for the London-Derby-Manchester service. Clayton dusted off the earlier plans of the Bradford-Bristol coaches and revised them. The result was two four-car sets which began running in May 1898. These carriages were also 60ft, 12 wheeled clerestories and comprised brake third, first/third composite dining carriage, third class dining carriage and a brake composite. You will note the similarity with the 1896 stock, the full third being replaced by a brake third and no 6 wheeled vehicles. However, there was an imbalance so ten 60ft clerestory lavatory composites with a luggage compartment were ordered in April 1897 and delivered in 1899; six for the London-Manchester service and four for the Bradford-Bristol service. Most of the carriages built in this programme lasted until the mid-1930s, some even until after World War II. After these coaches were built the Midland standardised on a length of 48ft; growing to 54ft and to 57ft by World War I, although 60 ft became the accepted length for dining cars. It was left to the LMS to build longer vehicles, following the lead set by the LNWR at Wolverton. Plans, photographs and other details will be found in *Midland Coaches Vol 1* by Lacy and Dow and *An Illustrated History of Midland Coaches* by Essery and Jenkinson (currently out of print). Enough of the background; now to the model.

PART II NEXT MONTH

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

No Change

The recent AGM resulted in the same committee being returned unopposed. I can only assume that as a result, the membership is happy with the way we have moved forward during the past 12 months.

AGM's are always a challenge to your chairman. After dealing with 8 of them, you would think that he had actually come to terms with them but he still finds them difficult! Whilst they provide the opportunity to look back - and 1995 was a pretty busy year - they also give us the chance to outline future plans and aspirations.

MKMRS is currently investing heavily in layouts. As I explained at the AGM, we are moving from some of our more traditional and conventional activities - into a Pendon type situation, where we have to provide layouts which will "entertain" visitors to the site. Whilst Pendon's visitors are often railway modellers our visitors are more likely to be Mum, Dad and 2.4 children. Within the complex we need to establish a display area which meets the approval of the Bletchley Park Trustees and also meets the aspirations of our membership.

The current buildings are not suitable for public access, but they make excellent club rooms. It will fall within the remit of the officers and committee to ensure that the needs of MKMRS are fully understood. Once a dedicated exhibition area becomes available

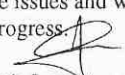
then we need to have something to put in it! This is why we are committing resources and cash to layout building on a large scale!

It is very much a chicken and egg situation. The O gauge will, because of its size and suitability (it can be easily seen etc.), form the centrepiece for any future displays. What else fits in remains to be seen, but they must be prepared in case!

Once we have the room and the layouts, we then need to make them secure etc. This will require further major expenditure and funding.

We know that the trust want to see a model of Bletchley station in 1939 and have funding in place. Such a project could take up to 10 years and will need careful planning and management. We need a volunteer to start preparing the groundwork - the research alone is likely to take a good twelve months and possibly longer. We have already estimated that the section from the new foundout to Denbigh Hall bridge will require some 60' in OO scale, so you can see the size of the problem!

These are exciting times - they can also be frustrating and difficult. I hope that at the next AGM, I shall be able to report real progress on these issues and will keep you fully informed of progress.


Dennis Lovett
Chairman

Club Notices

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.

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

Following the interesting talk he gave on the Taff Vale Railway, the speaker returns to give the history and an operating review of the Barry Railway in South Wales. The movement of coal both for inland use and for export was the principal function of the Barry Railway.

MKMRS members are invited to attend the meetings free of charge. Further details from Eric Bowman.

Gordon Etherington

Gordon continues to make good progress following his enforced absence. We were delighted to welcome him back for the AGM, although it may be some months before he is a "regular" again.

The Bletchley Park duty roster now appears on Page 3. Your support is greatly appreciated. John Hatton will explain the procedures and how to operate layouts.

John Hatton

John had a short stay in hospital and we were delighted to have him back with us so quickly, although he is being made to take at least one weekends rest!

Swapmeet dates

A swapmeet will take place at Woughton Campus on the following dates during 1996:

**14th April
7th July
13th October
8th December**

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

Colin Massingham, Modern Traction Kits

It is with regret that I have to inform members of the death of Colin Massingham of Modern Traction Kits. Colin was a good friend to the club and was a personal friend of several members. He, along with wife Margaret, was a regular attender at all but our last exhibition, which sadly his illness forced him to miss.

Although his kits were sometimes the butt of exhibitors jokes he always replied with "What kind of modeller are you!". Although they were never the easiest of kits to construct, there are plenty of them running with some superb paint jobs to boot. The Class 313 in the lobby built by Dave Lowery is all the proof one needs!

Colin will be sadly missed. Gordon Eckersley attended the funeral and represented us. A card has been sent to Margaret and family.

Dennis Lovett, Chairman.

Fulham in November 1902. The station was to receive a significant boost from activities at Stamford Bridge, opposite. The Stamford Bridge Athletic Ground had opened as early as the 28th April, 1877 and was used almost exclusively by the London Athletic club who held meetings regularly. In 1904, the ground was purchased by a Mr Gus Mears who saw it's potential as a football stadium and he invited Fulham F.C. to consider it as a new home, the offer being declined. In 1905, it was agreed to increase the number of clubs in the Football League's Division 1 and 2 to 20 clubs from 18, commencing from the start of the 1905/6 season. It was decided in early 1905, to form a new football club at Stamford Bridge and apply for membership of the 2nd Division of the Football League. The club held its first meeting on 14th March, 1905 and signed its first players on 26th April, on the proviso that league membership was attained. At the Football League's Annual General Meeting on 29th May 1905, Chelsea were elected to the 2nd Division without ever having kicked a ball! At the end of their first season they finished third, and the following season were promoted to the 1st Division as runners-up. The

success of the team, generated large numbers of supporters and on match days when playing the likes of Arsenal, Tottenham Hotspur and Charlton, many special trains were run to Chelsea & Fulham.

The line was heavily used by freight traffic from the outset. It was also used extensively by express passenger trains. The London & North Western ran through trains from Birmingham to Dover and Queenborough to connect with ships to the continent. The most famous train however, was the "Sunny South Express" which ran from Liverpool and Manchester via Birmingham to both Brighton and Eastbourne. Although a joint operation between the London & North Western and the London, Brighton & South Coast, the service used corridor coaches provided by the London & North Western. London, Brighton & South Coast locomotives worked the train south of Willesden.

To be continued



A DMU at Clapham Junction awaits passengers for Willesden Junction

The West London Railway

by Dennis Lovett

Kensington was rebuilt in 1869 with two through platforms, central passing loops and bay platforms at both the north and south end. Following the reconstruction work, Kensington station became known as Kensington (Addison Road), the name of an adjacent street and not the one in which the station actually stands! The London & South Western Railway service from Richmond via Gunnersbury (*see Chapter 2*) terminated in the north bay and the service from Clapham Junction at the south bay. The main platforms were used by through express trains and by services from Victoria to Southall (Great Western Railway) and Clapham to Willesden (London & North Western Railway). The London & North Western Railway introduced a service from Broad Street to Kensington in September, 1867. This was later extended to the London, Brighton & South Coast Railway platforms at Victoria.

The arrival of the railway at Kensington resulted in the development of the area around the station, large town houses being built to accommodate businessmen who commuted to the city.

From 1872, Kensington (Addison Road) was served by both the middle and outer circle lines which operated in conjunction with the underground companies. At this time, the London & North Western Railway's Broad Street - Victoria service was diverted to Mansion House. As the section from Gloucester Road to Mansion House was "underground", it was necessary for the London & North Western to acquire locomotives which condensed their own steam in the tunnel sections. This service was known as the

"Outer Circle", although the circle was not quite a complete one and ran at 30 minute intervals. After calling at Willesden Junction (High Level), these trains continued to Kensington Addison Road, where they joined the line to Earls Court. Following electrification of the Metropolitan District Line in 1905, from Mansion House to Lillie Bridge (near Kensington), the steam locomotives were exchanged for Metropolitan District electric ones at Earls Court. From 1908, services ran to/from Willesden Junction (High Level) and from March 1912, a steam shuttle service was implemented which terminated at Earls Court. The line from Willesden Junction to Earls Court was electrified in 1914.

Whilst some through trains did exist after the withdrawal of the Great Western Railway service to Victoria in 1915, the London & South Western Railway operated a service from Kensington (Addison Road) to Clapham Junction and the LNWR with its electric trains to Earls Court, which began in 1914. The line from Willesden to Earls Court (via Kensington Addison Road) was electrified as part of the London & North Western's 1911 electrification scheme, full details of which, can be found in *Volume 1*. The London & North Western Railway also operated the Willesden - Clapham Junction local service.

The building of the exhibition centre at Earls Court in 1886, created a significant amount of additional passenger traffic, as did the building of the exhibition complex at Olympia, opened in 1894.

Chelsea station was renamed Chelsea &

Bletchley Park Roster Board

By the Chief Roster Clerk

1996 Open Days and staff arrangements

January 13th: Fred Collins, Ernie Johnson	July 13th:
January 14th: Ray & Richard Cousins, John Tennant	July 14th:
January 27th: Richard Cousins	July 27th:
January 28th: John Tennant	July 28th:
February 10th: Bruce Garwood, Ken James	August 10th:
February 11th: Chris & Nick Hughes	August 11th:
February 24th:	August 24th:
February 25th: Chris Garner	August 25th: Bletchley Park show
	August 26th:
March 9th: Geoff Bell	September 7th:
March 10th: Dennis Lovett	September 8th:
March 23rd: Tim Davey	September 21st:
March 24th:	September 22nd:
April 6th:	October 5th:
April 7th:	October 6th:
April 20th: Eric Bowman	October 19th:
April 21st:	October 20th:
May 4th:	November 2nd:
May 5th: Tattoo Weekend	November 3rd:
May 6th:	
May 18th:	November 16th:
May 19th:	November 17th:
June 1st:	November 30th:
June 2nd:	December 1st:
June 8th:	December 14th:
June 9th: Military 96 Weekend	December 15th:
June 15th:	Thanks to our co-ordinator John Hatton, who has been on duty every open day so far. John will continue to ensure that we are "open".
June 16th:	
June 29th: Boat Club Weekend	If you are unable to work the day allocated please arrange a "swop" with another
June 30th:	

From the Secretary - Chris Hughes

The AGM

The Annual General Meeting was held on 30th January, 1996 and was attended by 32 members. The retiring committee was re-elected unopposed for the coming year.

It was resolved that subscriptions be raised by £5 for all classes of memberships and are for 1996 as follows:

Full member	£25
Senior/Junior	£15

and that Tea money be raised to 20p with effect from 6th February. Eric will be pleased to relieve you of the money a.s.a.p.

Layout expenditure was reported as follows:

Fenny Stratford	£316
EM	£ 91
O	£227

Peter Jarvis reported that the Bletchley Park Trust had received a donation of £1000 towards the construction of the proposed layout of Bletchley station in wartime (1939), which will be built when suitable accommodation can be provided. The clubs thanks were minuted in this regard.

Subscriptions update

On the subject of subscriptions, I have just received notice that the **Model Railway Club** in London, charge as follows:

Full member	£40
Senior/junior	£20

so ours at little under 50p a week is still very good value considering we have use of the premises 24 hours, 7 days a week! The club is often busy on a Friday and can be used by project teams on other nights as required. We, of course have the use of it, every other week-end!

Competition Results

Jim Armstrong very kindly came along and judged our efforts. The competition was held on the same night as our AGM and the results were:

4mm Scratchbuilt loco

LMS streamlined Princess Coronation - Jim Wood

7mm Scratchbuilt loco

BR J15 - Les Wood

4mm Kitbuilt loco

LNER J21 - Tony Winn

7mm Kitbuilt loco

Class 37 diesel - Mark Agnew

4mm Scratchbuilt rolling stock

Coach - Owen (Junior member)

7mm Scratchbuilt rolling stock

No entry

4mm Kitbuilt Rolling Stock

LMS 60' 12 wheel composite - Eric Bowman

7mm Kitbuilt rolling stock

NER covered carriage truck - Eric Bowman

Scenic

2mm Joinery Works - Chris Garner

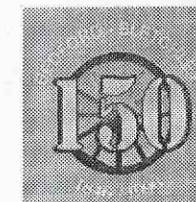
4mm Goods shed - Chris Lester

7mm Coaling stage - Roger Blackburn

Trophies will be awarded at the QGM at the end of April

Bedford - Bletchley 150

By Colin Jamieson



Diary of Events

5th January

Talk - Oxford to Cambridge - Then and Now at the Kettering Locomotive Club

7th February

Talk - Bedfords Railway Age at Kempston Ladies Guild

21st March

AGM of the Bedford to Bletchley Rail Users Association, Lidlington.

27th March

Talk - Bedfords Railway Age at the Historical Model Railway Society

3rd April

Talk - Bedfords Railway Age at Toddington Methodist Church

21st May

Talk - Bedfords Railway Age at Bedford U3A Group

1st July

Talk - Bedfords Railway Age at Bedford U3A Group

Saturday 21st September

Model Railway Exhibition Fulbrook School, Woburn Sands

Of importance to our club, is the model railway exhibition at Woburn Sands on Saturday 21st September, 1996, which MKMRS will be organising on behalf of the celebration committee.

30th September - 12th October

Bletchley - Bedford 150 Exhibition Bedford Library

12th October - 4th November

Bletchley - Bedford 150 Exhibition Bedford Museum

October

Special Trains on the line (provisional)

16th November

BBRUA Rail Day
Civic Theatre, Bedford
John Huntley Film Show
Civic Theatre, Bedford

Saturday 16th November (provisional)

Re-enactment of the Opening Ceremony

Sunday 17th November (provisional)

Special Train to Civic Service etc at St Pauls Church, Bedford.