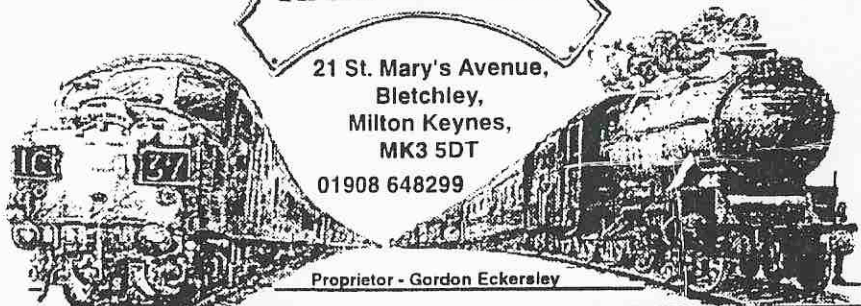


BLETCHLEY RAILWAYANA

21 St. Mary's Avenue,
Bletchley,
Milton Keynes,
MK3 5DT
01908 648299

Proprietor - Gordon Eckersley



Model Railways, Railway books, Ephemera and Relics BOUGHT AND SOLD

We buy or part exchange unbuilt or part built kits

MODELS

Gauge O - Try a kit or ready to run model - we stock both. The following O gauge ranges are in stock: Slaters, RJH, Janick, Mendip Models, Parkside Dundas, Connoisseur, Mikes Models, Oakville, Pocket Money Kits, Scorpio, Alan Gibson, Westdale.

OO gauge models by: Lima, Bachmann, Dapol, Ratio, Hornby, Slaters, Peco.

N Gauge models by: Graham Farish, Minitrix, Ratio, Peco, Slaters, KRS.

We also stock - paints by Humbrol and Railmatch, transfers by Fox, Howes and Woodhead. Nameplates from CGW and Jackson Evans. Electrical items by Seep and Gaugemaster. Try us for tools, drills, cutting mats, soldering irons, flux, glues and sundela board.

Mail order service available.

BOOKS

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Commissioned railway paintings. Original oil paintings, drawings, pastels, watercolours, prints and acrylics. Picture framing service.

RAILWAYANA

Locomotive name and numberplates, lineside and station signs, signalling, handlamps, station lamps, railway silverware, station furniture, glass and china, uniforms, buttons, badges and clocks - bought and sold.

Telephone for details.

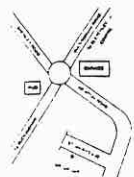
PRINTS

Photographic prints and post-cards always in stock to please the collector.

WANTED

Commercially made trains in all gauges, clockwork, steam and electric by Hornby (Dublo & O), Bassett Lowke, Trix, Bing, Marklin etc. Also early brass, tinplate, wood or cast iron trains, stations and accessories. Also required more recent models by Airfix, Lima, Mainline etc. American & Continental also purchased.

Where to
find us



Open 6 days a week

Mondays	1000 - 1730
Tuesdays	1000 - 1730
Wednesdays	Closed
Thursdays	1000 - 1730
Fridays	1000 - 1730
Saturdays	1000 - 1730
Sundays	1000 - 1300

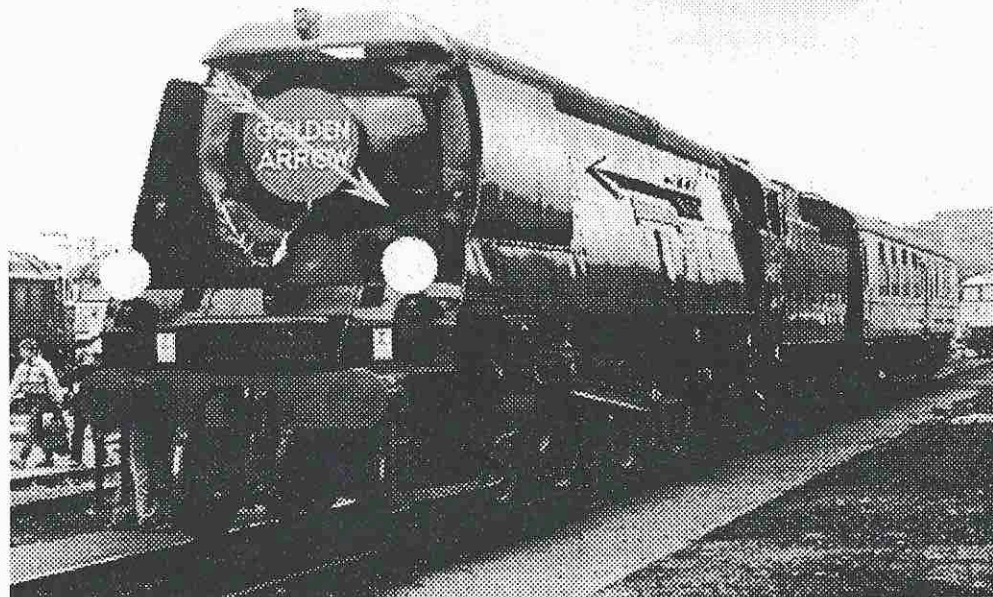
Free parking outside shop.



MKMRS NEWS

No. 49

APRIL 1996



West Country No. 34092 "City of Wells at Carlisle Upperby Open Day, 1986
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 II: THE MODEL

During my visit to ExpoEM last year I came across a demonstration stand showing a number of model coaches from the LMS and constituent companies. My eye was caught by a 60ft, 12 wheeled clerestory lavatory composite in fully lined LMS Period I livery. I asked about it and was told that it represented the composite from the 1896 train. It was not absolutely accurate but the error was not obvious (except to people who had written a PhD thesis on the Midland Railway carriage building programme in the 1890s). The model was based on parts from the Ratio 48ft clerestory range. I was impressed as this coach was different and would complement those used on Verney Junction. I went immediately to the Ratio stand, bought most of the necessary parts to make this coach and went home that evening with a slim wallet and a bulging paper bag.

I had acquired side mouldings for a full third and a composite and two roof mouldings, all from the Ratio standard 48ft Midland range. Out came the books, there it was - picture and plans! I quickly checked the side mouldings against the plans, they were accurate but would have to be cut up to get the compartments in the right order. A search of the cupboard revealed some spare bogie mouldings and wheels. I was in business. Construction was on a unit basis.

SIDES

I identified the compartments which would be needed and cut the sides into the appropriate parts. The unwanted pieces went into the spares box. The sections for the 60 foot sides were assembled in their correct order and stuck together, with plasticard reinforcing the joint. They were put aside to dry thoroughly before filling the joins, smoothing, painting, lining and fixing transfers.

BOGIES

The four wheel sides were extended to six wheel sides by cutting in the appropriate places to get the right length. The bits were stuck together with reinforcing pieces behind the joints. The distinctive transverse springs were filed up from plasticard sandwiches and fitted to the bogie sides. The bogies were assembled in the usual way but a new top plate, made from 40 thou plasticard, was used because the one provided for the Ratio 4 wheel bogie would have been in the way of the centre axle. The bogies were put aside to dry thoroughly.

UNDERFRAME

The floor was cut to size from 40 thou plasticard. Bogie and other equipment positions were marked out before the body pieces were stuck to it. Once the body sides had been assembled and the joints had dried out, the other under floor fittings were attached. The gas cylinders are whitmetal castings and put weight where it is needed. The original long shank buffers were used because I could not find any replacements.

INTERIOR and ROOF

Glazing, partitions, seats and pictures were installed at this stage. The two roof and clerestory mouldings were cut to length and joined. Details such as ventilators, gas lamp tops, gas pipes to the lamps, train alarm indicators, vacuum pipes and screw couplings were added. With final painting, that was that! The finished model went into the competition in January. Plans for another one? We-e-l-l - you'll have to wait and see.

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

The art of communication

Is it really four years and 48 issues ago that the very first copies of MKMRS News were printed? Why did we do it - a question I occasionally ask when faced with blank pages! I started it because we were so busy that it was difficult to keep up with it all and I wished that we still had the newsletter that had been given up some years previously.

Since then - lack of communication - no longer holds sway. Too much - might be a valid a criticism, but you can't have it both ways.

I recently placed all 48 copies in front of me. What should have been a quick look resulted in an evening of reading about past activities and exploits. They are now very much part of our history and one day these copies will provide those that follow us with a clear insight into past club life.

Unlike some Editors, I never suffer from a lack of material. I have enough material from my own researches to fill a good number of issues yet and it is still being added to! If faced with blank pages, I have the resources to be able to fill them up - but I prefer it when others contribute - it adds variety. So if you are fed up reading my own modest efforts, then put pen to paper or finger to word processor and share your modelling experiences or prototype information with your fellow members. Otherwise I'm afraid, you will have to put up with my own efforts indefinitely!

I did ask 12 months ago, for a volunteer to take over. The silence was impressive, so I take it you are happy for me to continue. If not, then I will be delighted to hear from you. It never hurts to change Editors in order to keep new ideas flowing and unless someone else volunteers, then I am afraid you are going to have to put up with me for another 12 months.

MKMRS News has always been experimental and must continue to be so. I am never sure whether I shall have the equipment to produce it from one day to the next. I am therefore prepared to continue with the experiment for another 12 months. It will be necessary to review it again then.

Next month we produce our 50th edition. We have a feature on the Bletchley - Bedford line scheduled to coincide with the 150th Anniversary celebrations which are being planned. Other features in the machine include a look at the history of the line between London and Birmingham.

I am of course grateful to those who have supplied articles over the past year. Please keep up the good work. I look forward to receiving something from the rest of you. MKMRS News is an important communication tool. I trust it will remain so for a very long time.


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.

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.

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

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.

Lavendon Exhibiton

This takes place on the 20/21st April at the village near Olney. John Hatton will be on duty with his Trix Twin and Brian & Stan are regular attenders with their vintage O gauge tinplate layout.

Bletchley Project

As outlined in the last issue of MKMRS News it is essential for us to collect the information required to meet the future aspirations of the Bletchley Park Trustees to build a OO scale model of Bletchley Station in 1939.

Gordon Shrimpton has kindly volunteered to collate plans and information and would welcome copies of pictures etc so that we can make a start on planning this project.

Mandlebury cleared for EPS (NOL) Eurostar sets

Major work has been completed on our Mandlebury layout to allow Eurostar trains to operate on North of London services through the station, outer tracks only. Thanks to Ken James and Chris Garner for doing a "Railtrack". EPS have not been advised of the lack of either OHLE or 3rd rail by them!

Chairman's temporary absence

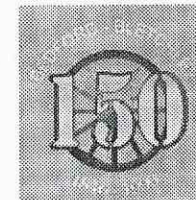
A major schedule of Tuesday evening meetings in connection with your Chairman's duties for his employers, will result in his absence on Tuesdays for 4 weeks. Any problems should be referred to the Vice Chairman (Fred Collins) during this period.

ExpoEM

This event is being held at the Leisure Centre during the weekend 18/19 May.

Bedford - Bletchley 150

By Colin Jamieson



Diary of Events

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.

From the Secretary - Chris Hughes

Committee Matters

It has been decided by the committee, that formal committee meetings on a monthly basis are no longer so important now that the club has settled into its new (and major - exhibitionless) regime.

Instead there will be 4 formal meetings this year on the Wednesday preceding each QGM. This will permit a better update to members at the QGM the following week.

Committee members should note the following dates, which are all Wednesday evenings, ready for a 7.45 pm start in the club room in each case:

24 April
24 July
23 October
22 January, 1997

Additional meetings may be convened should the need arise and please note the less formal discussions in the workshop which will continue on the second clubnight of each month. (Less formal means I shall not be issuing minutes to everyone, but notes and records will still be kept).

Donated items

Several items have recently been given or loaned to make our existence here a little more pleasurable and our grateful thanks are extended to the following members:

Ken James - portable gas fire and cylinders
Masonic Club - folding wooden chairs via Jim Wood
Chris Hughes - electric heater
Ernie Johnson - reference books for library, benchdrill and MKMRS pencils
Chris Lester - books for library
Fred Collins - point motors for Sherwood layout.

Apologies if I have missed anyone out!

1996 Budgets

The following budgets have been set for the year.

Premises/electrical	£500
O gauge (electrics)	£200

EM layout, (wiring/ scenery)	£150
N Fenny S (wiring/scenery)	£200
N Mandlebury	.*
OO Sherwood	£50

* No planned expenditure

This budget will not be exceeded without good reason and prior committee approval

Alverton

It has been decided to strip the "Alverton" O gauge layout, currently residing in the basement at Holne Chase. This will enable us to salvage electrical components of further use. This layout has no further use as an exhibition layout and is no longer good enough to be sold on to another club or individual.

Mandlebury - Exhibition requests

Mandlebury is beginning to receive exhibition requests following its appearance in BRM. The committee has decided that too many outings will drain the resources desperately needed to man "the Park", and so far have only accepted the planned 2 Day event to be sponsored by BRM at **Doncaster Racecourse** on 15/16 February 1997.

Fenny Stratford too is being invited out even though it is not yet in an exhibitable condition. To date it is required for the Bletchley - Bedford 150 event at **Woburn Sands (21st September)** and again on **16 November at Bedford Civic Centre**. In order to meet these commitments we need to improve resourcing the building of the layout and support Chris Garner and his team, as a matter of urgency. All volunteers are invited to see either myself or Chris. Modellers from all scales are invited to contribute!!

Exhibition tickets

I often receive complimentary tickets to other clubs exhibitions. Keep an eye on the noticeboard if you fancy a trip out.

Chris Hughes,
Secretary

Bletchley Park Roster Board

By the Chief Roster Clerk

1996 Open Days and staff arrangements

January 13th: JH, Fred Collins, Ernie Johnson	July 13th: JH, Don Pigott
January 14th: JH, Ray/Richard Cousins, John Tennant	July 14th: JH, Roger Blackburn
January 27th: JH, Richard Cousins	July 27th: Colin Jamieson & Peter Moore
January 28th: JH, John Tennant	July 28th: Jim Wood, Dennis Lovett
February 10th: Bruce Garwood, Ken James	August 10th: JH, Tim Davey
February 11th: JH, Chris & Nick Hughes	August 11th: JH, Dennis Lovett
February 24th: JH, Dennis Lovett, John Tennant	August 24th: Chris Lester
February 25th: Chris Garner, Ken James	August 25th: TBA
March 9th: JH, Geoff Bell	August 26th: TBA
March 10th: JH, Dennis Lovett	September 7th: JH, Ernie Johnson
March 23rd: Tim Davey, Ken James	September 8th: JH, Bernard Worden
March 24th: Chris Hughes	September 21st: JH, Phil Gilbert
April 6th: JH, Ernie Johnson	September 22nd: Dennis Lovett, Les Wood
April 7th: JH, Bernard Worden	October 5th: JH, Tony Winn
April 20th: Eric Bowman, Gordon Shrimpton	October 6th: Ray & Richard Cousins
April 21st: Richard & Ray Cousins	October 19th: Eric Bowman, Colin Underwood
May 4th: Chris Hughes	October 20th: JH, Gordon Shrimpton
May 5th: Roger Blackburn	November 2nd: Geoff Bell, Colin Jamieson
May 6th: Chris Lester	November 3rd: JH, Fred Collins
May 18th: Bruce Garwood & Ken Wiggins	November 16th: Ken James
May 19th: Gordon Shrimpton	November 17th: Chris Hughes
June 1st: Tony Winn	November 30th: Ken James
June 2nd: Dennis Lovett	December 1st: Chris Hughes
June 8th: Jim Wood, Eric Preston	December 14th: Chris Lester
June 9th: Dennis Lovett, Les Wood	December 15th: Chris Garner
June 15th: Bruce Garwood & Ken Wiggins	
June 16th: Chris Hughes	
June 29th: Richard & Ray Cousins	
June 30th: Chris Garner	

JH = John Hatton (Museum co-ordinator).

If you are unable to work the day allocated please arrange a "swap" with another

The West London Railway

by Dennis Lovett

During the 1st World War, the "Sunny South Express" linking the north west with the south coast and travelling via the West London was withdrawn during the early days of the war. The London & North Western withdrew its service from Willesden Junction to Victoria on 1st October, 1917. Sunday services over the West London were withdrawn in May, 1918.

During the 1st World War, the line saw extensive war time traffic and was widely used by troop trains enroute to/from the channel ports.

Following the Grouping in 1923, only the Great Western Railway (GWR) retained its name, the Southern Railway (SR) took over London, Brighton & South Coast, South Eastern Railway and London & South Western Railway interests, whilst the London & North Western Railway became part of the London, Midland & Scottish Railway (LMS).

The "Sunny South Express" was reintroduced in 1921, continuing to run under LMS and SR ownership until the 2nd World War.

During the 1930s, the SR continued to operate the Clapham Junction - Kensington (Addison Road) service, with the LMS operating electric services to/from Earls Court and the local steam operated trains between Willesden Junction and Clapham Junction.

The outbreak of the 2nd World War would have a dramatic effect on the line. As part of the general travel restrictions imposed, the electric service from Willesden

Junction to Earls Court was withdrawn on 3rd October, 1940. On the 20th October, the line suffered from extensive bombing. The Willesden Junction - Clapham Junction LMS operated steam service was withdrawn after bomb damage which totally destroyed Battersea Station and badly damaged West Brompton and Kensington (Addison Road). St Quintins Park & Wormwood Scrubs station was also closed.

The SR continued to run the Clapham Junction - Kensington (Addison Road) service once repairs had been affected but the intermediate stations at Battersea, Chelsea & Fulham and West Brompton, never reopened.

The line did, however, see extensive war time use for both freight and troop workings. Following the evacuation of Dunkirk in 1940, Kensington (Addison Road) was used as a control point.

Kensington (Addison Road) was renamed Kensington (Olympia) on 19th December, 1946. Whilst the SR continued its shuttle trains from Clapham Junction, the intermediate stations and the line north of Kensington to Willesden Junction remained closed to local passenger traffic.

Following publication of the 1947 Railways Act and the formation of British Railways on 1st January, 1948, the line came under the control of the newly formed Western Region.

The line was extensively used by through trains from the north and midlands bound for the south coast resorts, particularly at

weekends during the summer. These trains gradually dwindled over the years as the holidaymakers were lured by cheap package flights to Spanish and other resorts.

A Motorail terminal was opened at Kensington Olympia in May, 1966. Motorail allowed the long distance motorist to have their vehicle transported on the same train as themselves and arrive at their destinations without the hassle of a strenuous drive. Destinations from Kensington Olympia included St Austell, Fishguard and Stirling.

In February, 1970 the line passed from the control of the Western Region to the London Midland Region.

In 1974, the publication of the Greater London Council's London Rail Study recommended the reopening of the line with trains running to Barking via the Gospel Oak link and the North London.

InterCity, one of the business sectors formed in 1982, began running through services in May, 1986 from the midlands and north west to the south coast and vice - versa as part of its cross London marketing strategy. Kensington Olympia station was upgraded to InterCity 'Parkway' status (Olympia is located near both the M4 and M40 motorways and the old Motorail site, now abandoned, allowed considerable car parking on site. Trains to/from Liverpool/Manchester ran via Birmingham and the West Coast main line before joining the West London at

Willessden Junction. 3 trains top/from Brighton, 3 to/from Dover Western Docks (for Channel Ferries) and one to Newhaven (Ferry to Dieppe). Many people had expressed a desire for through services which avoided the turmoil of changing London stations, with a taxi, bus or underground journey in between. The need for locomotive exchanges from electric to diesel and vice - versa (the West London was not now electrified) at Willessden Junction, added around 20 minutes to the journey and it was often quicker to travel via the main line termini. The service was not the great success it was hoped for and in May, 1988, the three remaining trains which called at Kensington Olympia, were diverted south of Birmingham via Oxford and Reading, before joining the West London.

In April, 1988, the West London Line was transferred from the London Midland Region to the Southern Region as part of the on-going Channel Tunnel works being carried out at Waterloo and Battersea. A new depot was built at North Pole, opposite Old Oak Common depot and adjacent to the Paddington - Bristol main line.

Shortly afterwards on 27th May, 1994, North London Railways reopened the Willessden Junction - Kensington Olympia - Clapham Junction line to local passenger trains for the first time in 54 years. Thus reinstating a service that had begun on the northern section, 150 years to the day previously!

A SECR C Class passing the old Chelsea & Fulham Station in the early 1930s

