



Front / back Quanton Road in its current role



MILTON KEYNES MODEL RAILWAY SOCIETY NEWS

NO. 6 September 1992



Quanton Road
before Preservation
see page 10



Quinton Road continued.

A quiet spell followed until around 5.30 pm when an Aylesbury - Calvert train called. This also was an interesting working, as it was usually formed of the Aylesbury - Princes Risborough branch train between trips, and stock was either a 14xx or 54xx and an autococh! Shortly after 6.00 pm, the "South Yorkshireman" would storm by on the climb to Finmere and an Up fast also appeared at the same time. The Calvert local would then return. At 6.30 pm an L1 would arrive on a local from Marylebone and after running round in the platform would shunt to the Up reception road to allow a parcels through on the Up line and a further local to Woodford in the Down direction would be seen at 7.00 pm. This enabled the Up local to reverse into the platform to return to Marylebone.

As far as I was concerned, the day was drawing to a close, as my grandparents did like to see something of me. Occasionally, I would stay on to see the next Down slow at 7.45 pm and a further Up fast just after 8.00 pm. Things were usually quiet from then on until the newspaper and overnight services got under way.

In my mind, Quinton Road will always remain an interesting station. Today, of course, it is well known as the home of the Buckinghamshire Railway Centre and we can still see steam working there. It also remains part of the BR network and in mid-week its slumberings are occasionally interrupted by the passing of a freight train. Until recently it saw empty DMU's that worked between Aylesbury and Bletchley for maintenance.



GUILDEX '92

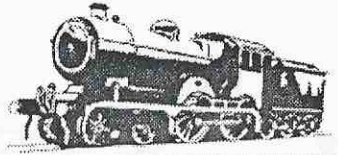
on: **SATURDAY 5th SEPTEMBER**
10.00 am to 5.00 pm
SUNDAY 6th SEPTEMBER
10.00 am to 5.00 pm
at: **TELFORD EXHIBITION CENTRE**
TELFORD, SHROPSHIRE
(follow signs to Exhibition Centre)
See: **AT LEAST 15 LAYOUTS**
including "Inkerman Street"
and "Dewsbury"
- DEMONSTRATIONS BY EXPERIENCED MODELLERS
- SPECIALIST TRADERS
- PLUS MUCH MORE

Admission: £2.50, GOG members,
£5.00, non GOG members and family
Concessionary rates for under 18s,
Senior Citizens, UB40 holders

More for the 7mm modeller!!

CHELMSFORD & DISTRICT M R C AND THE DELTAIC PRESERVATION SOCIETY

CHELMSFORD MODEL RAILWAY EXHIBITION



CATHEDRAL PRIMARY SCHOOL
Victoria Road, Chelmsford

SATURDAY 24th OCTOBER 1992
OPEN 10am - 5pm

- ♦ 12 WORKING LAYOUTS ♦
- ♦ TRAIN RIDES ♦
- ♦ REFRESHMENTS ♦ RAFFLE ♦
- ♦ TRADE & PRESERVATION STANDS ♦

Christopher Awdry
(owner of THOMAS THE TANK ENGINE)

Adults £1.20 Children and S.C. 60p Family £2.20 (3.00)



MILTON KEYNES MODEL RAILWAY SOCIETY

The club was formed in 1969 and is an Associate Member of The Railway Club and a Member of The Chiltern Model Railway Association.

President: Jim Wood	Secretary: Chris Hughes	Committee: Geoff Bell
Vice President: Les Wood	Treasurer: Gordon Etherington	Fred Collins
Chairman: Dennis Lovett	CMRA Rep: Eric Bowman	Phil Gilbert
Vice Chairman: John Symons	Librarian: Mark Wilson	Colin Catley

Where have all the models gone?

If, like me, you have visited several model shops recently, you will probably have noticed that the shelves have not been over full of ready to run N and OO equipment. This would appear not to be just a local problem, but a national one. Any questions asked regarding availability of X or Y is usually met with the response "we can't get it from the manufacturers".

During a recession, I would have thought that the shelves would have suffered from too much stock and lack of sales. On the model railway front, we would appear to have plenty of potential sales but a distinct lack of models. It would appear demand outstrips supply.

I have had on order from a couple of sources for some time, certain NSE models required for naming ceremonies etc. by a certain railway company. Despite Mr Lima selling every loco in sight for £19.99, the warehouse cannot supply these at any cost! I try to keep a few items in stock to avoid the mass hysteria that happens when the MD or another senior executive wants one at three minutes notice. The cupboard is getting very bare and I could shortly face the prospect of mass hysteria returning to become part of working day.

I use this purely as an example. If NSE can't

get the models which manufacturers are given facilities by it to produce, then what chance has the average parent got of getting one for junior's birthday or Christmas present.

I have spoken to several retailers of late and they all tell me that the leading manufacturers can't supply train sets and by Christmas shopping time, there will no doubt be a severe shortage.

It would appear that only railway models are in short supply. I recently passed Hamleys and as it was lunchtime, decided to pay it my first ever visit. The model department had shelves of just about every model Corgi, Dinky, Britains Soldiers, Aifix, Tamiya etc. produce. The model railway "station" was by contrast a pitiful sight. Very little was available and mostly Hornby. By the state of some of the packaging, some of it was old stock!

I trust for their own sakes that the model manufacturers get their act together soon. If they fail then the model shops or their customers may not be around to give them a second chance.

Dennis Lovett
Chairman



MKMRS and the Gauge O Guild

Later this month the Gauge O Guild meets at Telford for its Annual General Meeting.

MKMRS has always provided the Guild with a good few members and this year two of them would appear to be heading for leading positions within the Guild organisation.

Les Wood is President elect and, if confirmed in that position at the AGM, will lead the Guild for the next two years.

Geoff Bell has been returned unopposed as the new constituency member for Bucks, Herts & Oxon.

Congratulations to you both. I hope your service to the Guild will be as rewarding as your service to MKMRS.

The Gauge O Guild will be returning to Bletchley Leisure Centre for it's Spring Convention on 27 March 1993.

BanRail 92

Our O Gauge layout Alverton, will be exhibited at BanRail 92 on Sunday 15 November.

Further Details from John Symons nearer the time.

MKMRS NEWS

This issue is being produced a little earlier than usual. This will enable your Chairman to go on holiday!

SITUATIONS VACANT!

We need an ASSISTANT LIBRARIAN to help Mark Wilson in the library. In recent weeks there has been a great deal of activity in bringing our files up to date and we are looking for a volunteer to help Mark in his work. Our library is rapidly gaining in popularity and we need additional help to enable the service to be maintained.

We are also looking for someone to distribute MKMRS NEWS around the club room and also to send some copies by post to those members who cannot attend regularly. Stamps, distribution list and envelopes will be provided.

Please speak to Dennis Lovett or Chris Hughes if you would like to know more.

GARDEN STEAM UP

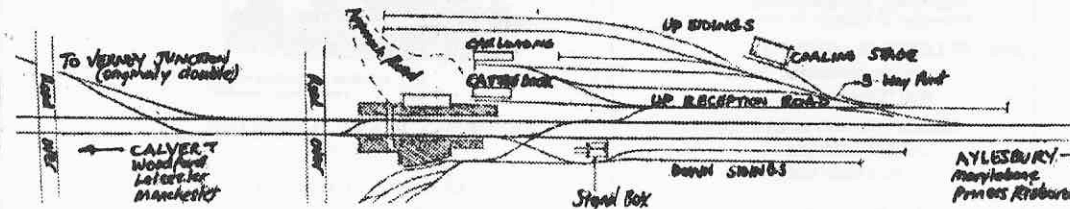
Please see Page 9 for details of a special garden steam up organised by Steve Dennison.

lazy, left the train in the Up reception road and was released out to the Down yard to pick up any traffic then re-crossed to collect it's brake from the incoming train before returning to Swanbourne. This left the ER loco to dispose of the train to the respective sidings and form its own Up train. A further Down slow called at about 12.15, usually a six coach suburban rake hauled by a Woodford B1. This was followed by an Up fast at about 1.00 pm from Manchester (pacific and eleven vehicles), closely followed by a parcels train from Nottingham, usually hauled by a B1 and comprising sundry vans. An Up local 1.30 pm formed of a four coach main line set, had around four vans added for tail traffic. This was probably one of the best workings of the day, as the loco was often a spare from Woodford and often a York V2, B16 or B17 from further afield could be seen.

The next train to appear was the Up "South Yorkshireman" at about 2.20 pm (A3 + eleven coaches), allowing the Up goods to be released to Aylesbury, calling as required at the private siding of International Alloys. This ground frame was released by lever 40 in Quainton box..

A Down local arrived at 3.30 pm for Woodford, whilst an Up goods arrived about the same time into the Up reception road and undertaking shunting as required. This was usually hauled by a J11, but occasionally a WD 2-8-0 would be seen. These locomotives were not popular with the drivers when it came to shunting, as full forward to full reverse gear meant some thirty turns of the reversing wheel. They really loved it if they had to move about a yard forward to draw a wagon clear of a set of points!

The loco of the goods train came over to the Down yards and prepared its train to go back to Woodford. About 4.15 pm, a Down fast for Manchester passed. This allowed the Down goods to be released from the Down yard and backed over the Up line, to pick up vehicles from the Up reception road. This train was usually loaded to some 65 vehicles and you could imagine that this caused some fun.





QUAINTON ROAD by LES WOOD *Reproduced from Newsletter No.9 (October 1972)*

Quainton Road station lies about 7 miles north of Aylesbury - and 1 mile west of the village of Quainton (one of the prettiest in the county). Formerly the Metropolitan Line to Verney Junction (on the Oxford-Bletchley route) and the Brill branch provided its rail connections, but in the early 1900's when the Great Central railway came south to London it became more important, as the Met. and the G.C. running over the same metals joined forces to Harrow, before the G.C. headed to Marylebone. In those days three buses ran to Steeple Claydon via Quainton Road on Saturdays only, so it was obvious despite the mile distance from the village, that most people travelled to Aylesbury for shopping and work and a few commuted to Harrow and London by train.

It is interesting to note that the Junction to Verney which was about half a mile north of the station was one of the first installations in this country of power signalling (semaphore arms and point motors).

A further unusual feature was the fact that a hand coaling stage was provided in the Up Yard, but there was no water (nearest point Aylesbury).

As my grandparents lived at Quainton I became acquainted with it from a very early age and spent most of my summer holidays there until 1956. With my grandfather's railway connections (he was a signalman at Wootton and then Grendon Underwood Junction until 1950) and later after his death, the Station Master lodged with my grandmother. As a result, I was able to study all aspects of the station working from the signal linesman and on one occasion I tried to coal a locomotive (never again!).

Quainton was interesting in as much that only one through freight passed every day, this being a train from Mottram Yard (near Penistone) to Neasden, the return working being via High Wycombe and Ashendon Junction, calling at the north (mainly Woodford) or south (Neasden, Aylesbury) and the trains then terminated and returned from where they had come.

During the 1950's and early 60's before the axe fell on the G.C. to permit the electrification of the L.N.W. main line from Euston, a fairly extensive service of trains passed through Quainton on a normal day and I will list some of the workings.

Up locals to Marylebone at 7.15, 8.20 and 9.30 usually six-coach suburban sets had a Pacific (A3) or otherwise a B1 or V2 in charge. An up goods also arrived from Woodford at about 8.00 returning north after the first Down train at 9.30 which as a passenger to Leicester was formed of a four-coach main-line set and usually with a B1. The up "Master Cutler" appeared at 10.15 with an A3 Pacific, usually on about eleven coaches, and just after 11.00, a Down express to Manchester was similarly loaded and hauled.

Next in the Down direction from Aylesbury, a goods arrived to shunt its train into the Down yard (the brake first being shunted to the Up reception road). This was often in charge of an L1 tank, although B1's, 76xxx and LMS Ivatt 2-6-0's also appeared. The loco having finished on the Down side then crossed to the Up yard and shunted the brake up the cattle dock to clear the Up reception road for a freight to arrive from Swanbourne about 11.30 hauled by an 8f or LNWR G.2. The LMR always being considered



Building the Extension of the Welsh Highland Light Railway

By MKMRS member - John Mayne

I should describe myself as a professional railway enthusiast who happens to be a Construction/Project Manager in his spare time! I have been involved in major construction projects, building new town centre shopping developments among other things. The most recent involved removing 250,000 cubic metres of spoil, the boring of 1200 piles and the placing of 20,000 cubic metres of concrete at a rate of 2,000 cubic metres a week. I have also had hands on experience of building roads in Ireland.

Thus I decided I could do with a challenge and follow in the footsteps of my predecessors, and boldly go where no concrete mixer has ever gone before. I have had a lifelong interest in railways and, some years ago, was a member of West Rail, an organisation which now operated steam excursions on a 20 mile stretch of the old Irish WLMR Main Line (Irish standard gauge - 5'3"). The line runs from Tuam to Athenry in Co. Galway and is normally used only for freight.

My family involvement with railways extends back at least two generations. My grandfather was a driver in the 1920's - 30's on the (Irish) Midland and Great Western Railway which ran from Dublin to Galway and the West Coast, while my father maintained the rolling stock of the Canadian Pacific Railway when he was working in Winnipeg in the later 1930's.

I joined the Welsh Highland Railway some three years ago and I believe the railway offers one

of the greatest challenges both in its rebuilding and future operations. Despite the gauge, the general proportions of the stock are nearer to Irish and colonial examples, rather than those found elsewhere in Wales, so perhaps this is why I feel at home on the Welsh Highland!

In my position as the Railway Extension Project Manager, I hope to use my skills in co-ordinating the efforts of the various departments involved in the extension works and develop skills in areas that are necessary to the functioning of the Extension Department (eg testing fences, demolishing landrovers etc!). We shall continue to carry out enabling works to put in place the necessary infrastructure required for the rebuilding of the railway and adapt as far as possible the working methods proposed for the extension in order to iron out any teething troubles before we commence work on the track bed.

Work on the trackbed will be carried to a standard that will minimise costly (and to the volunteers, demoralising) remedial works in the early stages of the extension when the railhead is being pushed northwards.

I would like to extend a warm welcome to potential volunteers whatever your skills or experience. Here is the chance for MKMRS modellers to work in a very large scale and would urge you to come and join in. Further details from me on 0525 850373!

The Kirriemuir Branch - holidays that inspire models by Dennis Lovett

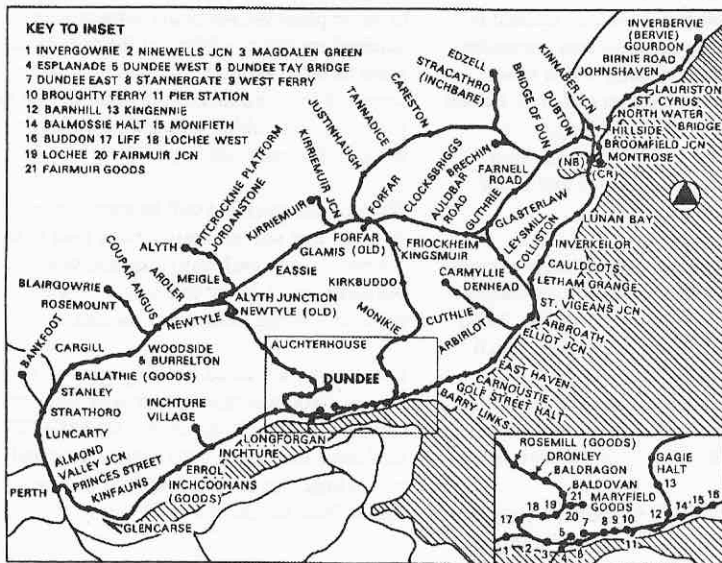
Holidays taken in childhood are often the inspiration for model railway layouts. With relations living in the town, this provided us with lots of additional holidays to which railway free passes could be put to good use. Although my own subject Kirriemuir has not resulted in a layout - yet, you could say that I am working on it!

Having got the Fenny Stratford layout out of my system, I have long pondered the idea of building a layout of this compact, yet charming prototype.

Fenny Stratford took some twelve years of research and was helped by the fact that every time we had a query or a problem, then we were able to check on the prototype within minutes. This time not only is some 500 miles away, but it has been demolished to boot!

For those of you who are wondering where Kirriemuir is, let me give you some background information. The line was served by a branch from Forfar, situated on the former mainline from Perth to Aberdeen and commonly known as the Strathmore Valley Line. This agricultural valley is one of the prettiest in Scotland and during the seasons outputs vast quantities of potatoes and raspberries. The area is also well known for its jute mills and sheep farming.

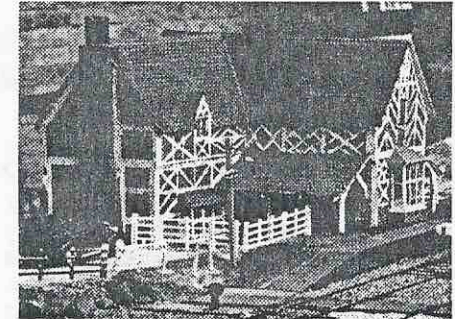
Kirriemuir itself is best known as the birthplace (and final resting place) of the famous author J.M. Barrie. Indeed the local Barrie Museum, houses the first props used in the Peter Pan plays. It is a pleasant town with some fine historical buildings and as I mentioned earlier the home town of my cousins who moved there with my Uncle & Aunt from a house opposite the engine sheds at Forfar!



Map of the railways of Angus

Fred is a keen photographer, artist and caravanner. He is due to retire in just over two years and looks forward to some additional leisure time.

The station building for the Fenny Stratford layout was one of Fred's greatest achievements and called on all his professional building skills.



The station that Fred built!

Another victim next month

GARDEN STEAM UP!

Steve Dennison is holding a special open afternoon on his recently constructed G Scale garden railway line. This is open only to MKMRS members.

This will be held on Sunday 13 September from 1300 to 1630.

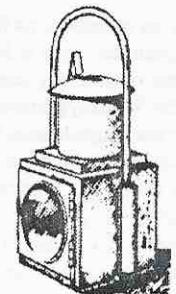
Please contact Steve to check that engineering works are complete and for a weather report in case of rain and other bad weather!

Three steam locomotives (+ electric) are expected to be in operation.

Steve and Peggy live at 10 Swinneyford Road, Towcester.

Telephone number is Towcester (0327) 752036

13 September 1992



Profile Fred Collins (Committee Member, MKMRS)

Fred Collins, was born in Islington, but lived in close proximity to Liverpool Street station. He was evacuated during the war to Bracknell and as a result lost out on the traditional entry into the hobby at an early age.

In his teen's, Fred was a regular trainspotter at Liverpool Street and his favourite spot was the bridge over the station by which the locomotives would pause on their journey from the turntable or Stratford, ready for the platform road and their next train out.

He became fascinated by the Britannia pacifics and it was on seeing one of the class with the number area cleaned, probably by a fellow spotter, that he realised that Great Eastern Division locomotives carried green livery as opposed to grimy black!

He attended Building College in Bracknell and so did not return to London until long after the other evacuee's. Fred's entry into the hobby of railway modelling did not come until he worked in St. Albans in the early 1960's and discovered a good model shop, which specialised in railways. He would go along usually on a Thursday, when it was pay day and buy something! Hornby - Dublo coaches at 12/6d were a favourite purchase.

Fred moved to Bletchley in 1960 when housing development was beginning. His sons by now had become interested in trainspotting and Fred recalled that on his first visit to Bletchley station, he was so impressed with the maroon Duchesses that he has modelled

LMR practise ever since! As a founder member of Bletchley Art Club, he no doubt found the colours suited his eye and were more colourful than the grimy black engines found at Liverpool Street.

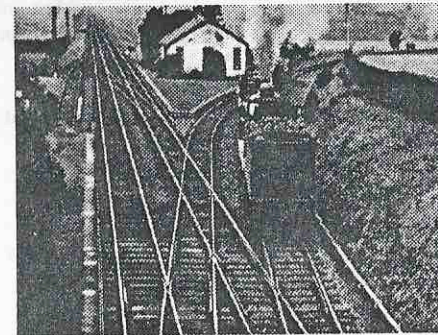
Fred was a committee member of West Bletchley Community Centre and in order to encourage younger members into the hobby, they set up a model railway section in the centre. They built a large OO layout (with OO9 feeders) and this was exhibited at our first exhibition at the Leisure Centre in 1973.

Fred continued (along with John Tennant) to serve the WBMRC until they decided to leave the community centre in 1977 and "borrowed" our old Holne Chase premises. This was the start of the end of the WBMRC club and they did not last much longer. Eventually most of their assets and their remaining members transferred to MKMRS.

Fred joined the MKMRS committee and did considerable work on the Verney Junction layout. Since then he has been a tower of strength as Catering Manager and building renovator and the workshop restoration is mainly down to Fred and his team leadership.

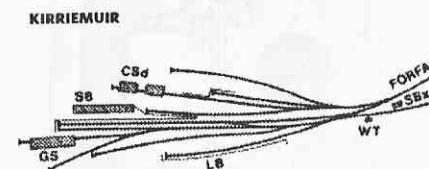
Now that the workshop is habitable, Fred has once again taken up railway modelling and is also keen to build a portable OO layout in his garage, which he hopes to exhibit at one of our future exhibitions.

The Kirriemuir branch was opened in November 1854 and left the main line at Kirriemuir Junction approximately one mile west of Forfar. As the picture below shows there was a small station there but I have as yet been unable to ascertain at which point it closed or indeed who used it!



The line ran to the town six miles away and apart from one incident on 8 August 1946 when a bus was struck by the branch train at Balmuckety level crossing and ten bus passengers were killed there was little excitement. The bus ran through the crossing gates and as a result the branch made the national newspapers.

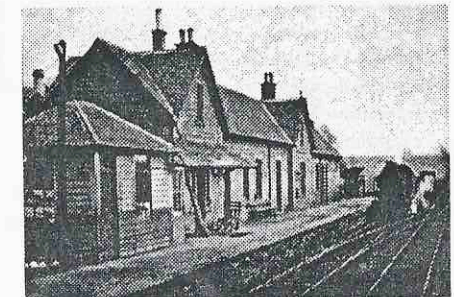
There were no intermediate stations and passenger services were withdrawn on 4 August 1952. The line continued to be opened for goods traffic until 21 June 1965 when the line closed completely. Forfar MPD closed on 18 July 1964.



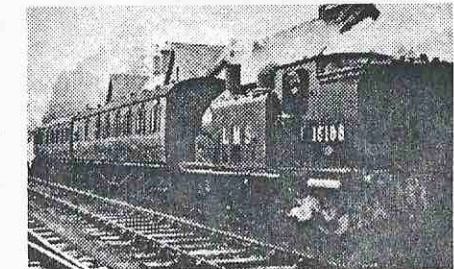
The station lay at the bottom of a steep hill, below the town. It had all the facilities one would expect of a branch line terminus - except an engine shed.

The branch passenger service was never extensive. The 1947 timetable showing three passenger trains a day, leaving Forfar at 0630, 1225 and 1718. The return workings from Kirriemuir were as follows; 0722, 1425, 1825. Journey time approx. 18 minutes.

I never knew the branch during its working life - by the late 1960s the site stood derelict and remarkably suffered little vandalism. I did manage to take one picture of the impressive stone station on slide which sadly, I cannot find!



Kirriemuir is a station that I will model one day. Meanwhile, I must undertake a lot more research if ever the model is to get built! I started by mentioning holidays, this year we are off to Scotland and when visiting Kirriemuir, I shall pause a while on the housing estate that now occupies the site and hope it provides the starting point for another umpteen years research!





In the beginning (Part 4)

Our first exhibition was held on Saturday 10 November 1973 at Bletchley Leisure Centre.

It was one of the aims of the club on formation in 1969 to stage an exhibition in Bletchley - but why did it take four years to get it off the ground?

Les Wood "volunteered" to act as exhibition manager at the AGM, everyone else having two ton weights attached to their arms at the time! As a club we took part in a successful CMRA Exhibition at Aylesbury and Les worked alongside Jim Armstrong, the CMRA Exhibition Manager and gained much experience on the way.

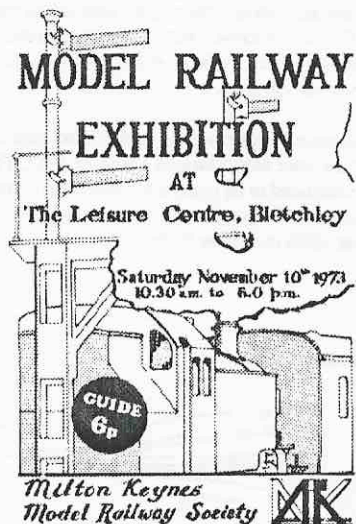
Our problem had been finding a suitable hall in which to stage an exhibition in the Bletchley area. Wilton Hall is recorded as being expensive with not a lot of space. Several school halls would have been suitable but their owners, Bucks County Council had imposed a trading embargo in their premises and trade stands are an important part of any exhibition - so they were no use.

In 1971, Bletchley Urban District Council (as it then was), came to the rescue by announcing their plans for Bletchley Leisure Centre. The local council were keen to spend it's wealth on the town before local government reorganisation and the Leisure Centre is one such project on which it was spent. The 12,300 square feet of hall space was the kind of challenge that MKMRS likes and when the first Leisure Centre Manager was appointed in 1972, MKMRS was keen to meet his acquaintance, which was quickly arranged.

A year before our first exhibition on Saturday 11 November 1972, the committee stood in the shell of the hall surrounded by the builders and booked it! The only problem now facing them was to fill it!

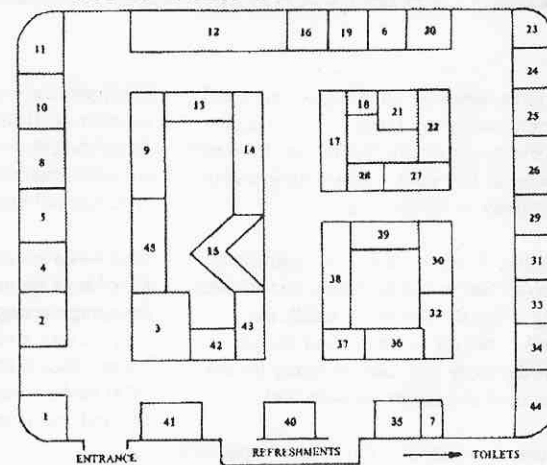
In January 1973, the invitations were sent out. The trade replied first, followed by the preservation societies and eventually the layout owners! Note the short lead time. We now work some two years ahead and even then, some layout owners are unable to make the dates and ask to be considered for the exhibition after!

According to a report in Newsletter 13, we lost out on a TT layout, whose £30 travelling costs were deemed too expensive. Today we would snap his arm off.



- Stand
- M.K.M.R.S. Information/Raffle
 - Alan Allan/Model Railway Constructor
 - M.K.M.R.S. Club "OO" Layout
 - Wootton Coaches
 - Prototype Models
 - S. & D. Brack (Colin French)
 - Oxford M.R.C. (N Gauge)
 - Ray Rippon & Sons
 - Ken and Mary Cox
 - Bob Inett, Ltd Head Railways
 - Oxford Publishing Co
 - Luton-Don (F. Rowles)
 - Fort Ness (A. Copps)
 - Amersham M.R.C. (OO)
 - Higleywade M.R.C. (OO)
 - M. A. Hestrey (P 4)
 - Armoir Main P. O. J. L. O. M.R.C.
 - Stanbridge Branch (E. Stanbridge)
 - E.M. Gauge Society
 - Thame (M. Anderson) & N Gauge Society
 - Hornby R.C.A.
 - Richmond (I. Armstrong)
 - H.M.R.S.
 - Demonstrations (Luton M.R.C.)
 - Dart Valley
 - L.C.G.R.
 - Bedford M.R.C. (N Gauge)
 - Tonkham M.R.C. (Shortcase)
 - Tallyho R.F.S.
 - Dart Valley TT Layout
 - Gosley Society
 - M.K.M.R.S. 'O' Gauge Layout
 - Leighon Buzzard N.G.R.
 - T. Hastings R.F.S.
 - British Rail/Sealink
 - Barnet M.R.C. (OO9 Layout)
 - Avalon (Paul Towner)
 - West Bletchley (M.R.C.)
 - "Packvariant" (Western (Acton) M.R.C.)
 - Nash
 - G.O.G./M.R.C.
 - Coffee Table (L. Wood)
 - Blackridge, Welwyn Garden City M.R.C.
 - Quainton Road Preservation Society
 - Hemel Hempstead Model Railway Club

Floor Plan of Exhibition Hall



Our first O gauge layout, Ayot St. Lawrence, was still under construction and sadly failed to make the exhibition. It was replaced by a magnificent model of Berkhamsted built by Bill Oakes, which fortunately, Les had in reserve. This LNWR/early LMS layout went on to become quite famous and featured in the model railway press over several years. It also went on permanent exhibition at Steamtown, Carnforth.

The exhibition was a great success, confirmed when the Chairman of the Model Railway Club entered our spacious hall. He asked if it could be moved brick by brick to Central Hall, Westminster!

Our 1973 Exhibition, put us firmly on the map, the hall has gone on to become a "national" model railway venue and part of our success has been building on the foundations that were laid down then.

Newsletter No. 12 welcomed all new members who joined as a result of the exhibition. Don Pigott encouraged us to try cardboard as a modelling medium from which Don, has produced many excellent models over the years. Chris Mann gave us an insight into his Scottish rail trip and Editor, John Mann reflected on the effort needed to make a success of 10 November 1973, which starts with the words "Day of triumph and glory, when we brought railway modelling to Bletchley & District"

Front cover of Newsletter No. 12

