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'GE MODELS'

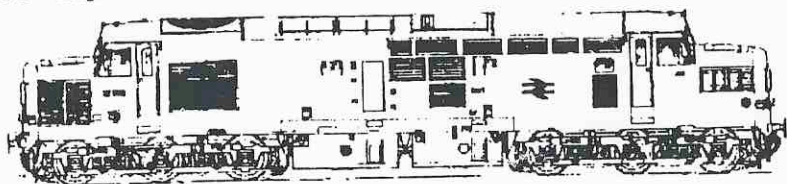
at the North Norfolk Railway.

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Platform 2 - Sheringham Station - Sheringham - Norfolk - NR26 8RA.

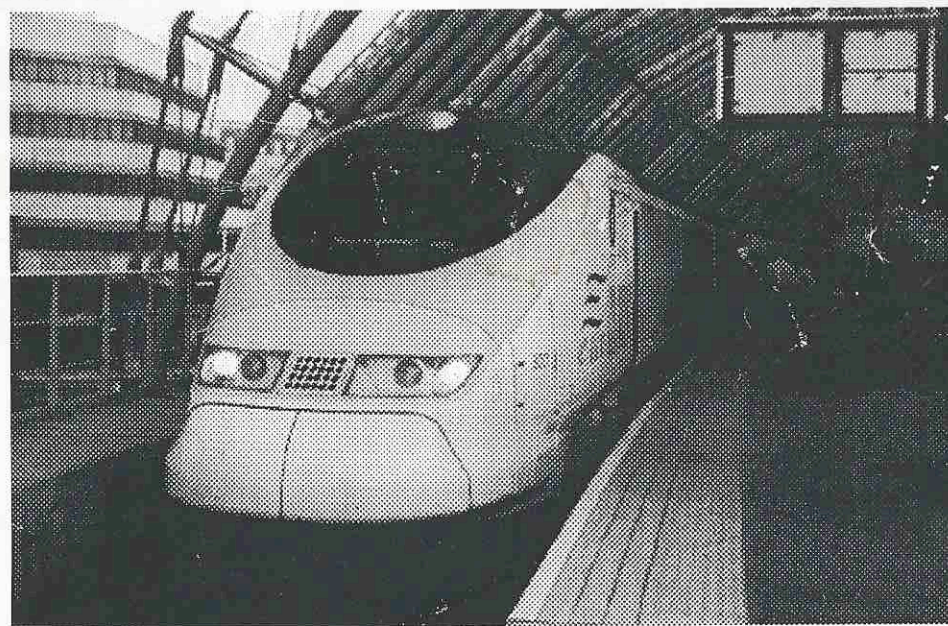
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MKMRS NEWS

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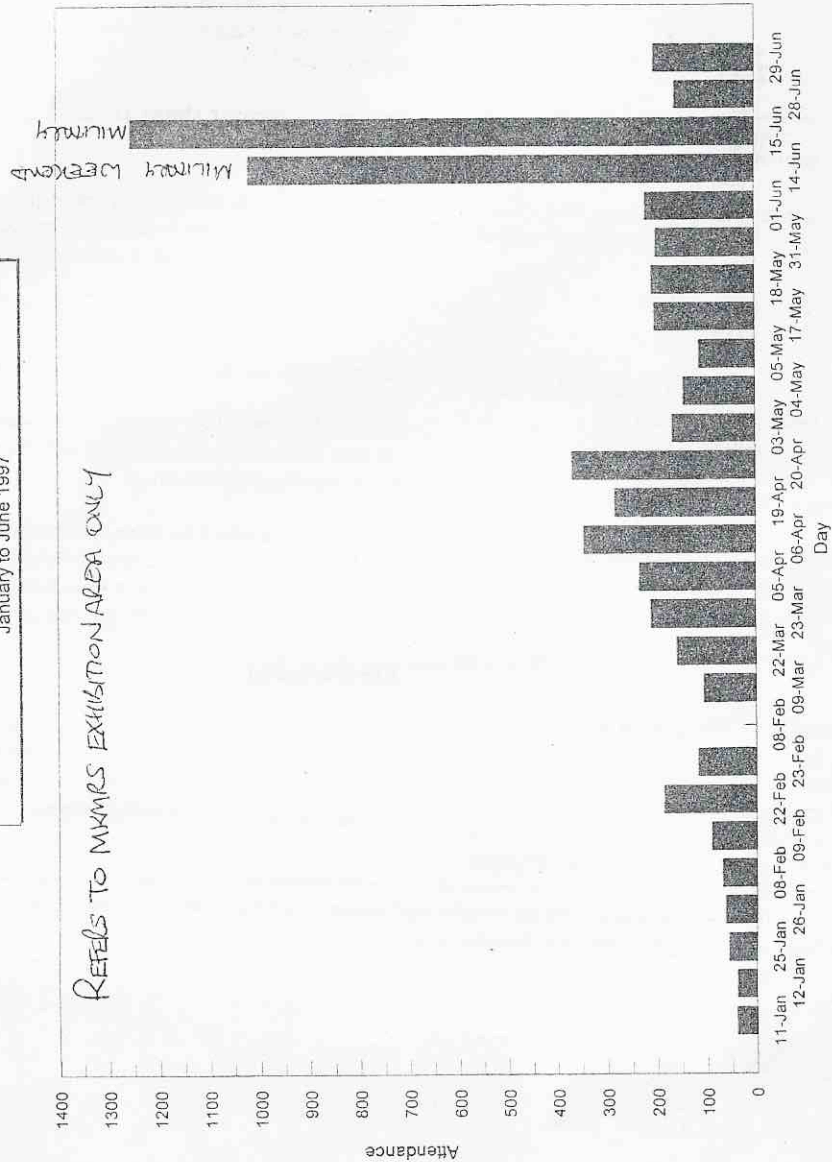


Eurostar set No. 373001 at Waterloo International
Photograph: Dave Lean

**Published by Dennis Lovett, Chairman,
Milton Keynes Model Railway Society.
Telephone 01908 376750**

BLETCHLEY PARK ATTENDANCES

January to June 1997



MILTON KEYNES MODEL RAILWAY SOCIETY Founded 1969

President	Jim Wood	Committee	Geoff Bell
Vice Presidents	Les Wood		Bruce Garwood
	Gordon Etherington		Gordon Shrimpton
Chairman	Dennis Lovett		Colin Jamieson
Vice Chairman	Fred Collins	Librarian/s	Mark Wilson
Secretary	Chris Hughes		Ray and Richard Cousins
Treasurer	Eric Bowman	Museum Co-ord.	John Hatton
		CMRA Rep.	Chris Lester

MKMRS is a member of the Chiltern Model Railway Association and the Model Railway Club.

Prototype and model

All railway modellers require a knowledge of the prototype, whatever their chosen period or geographical area,

If you choose to model a station in Northumberland, you will need to have a reasonable knowledge of the North Eastern Railway or the North British Railway and its various successors up to and including the Great North Eastern Railway of today.

Hours will be spent over maps and books looking for the right sort of station to model or adapting several for a fictitious station of your own, perhaps serving one of the few places that the railway never got to.

Even those who start off with train sets are keen to learn about the models they operate and again this forms an interesting research exercise.

Any locomotive conversion requires a number of items such as plans and photographs. There are many

sources and this makes the hobby all the more interesting.

When I and a number of members decided in a moment of madness to build the O gauge Fenny Stratford layout, we carried out a great deal of research. I lost count of the number of times that we visited the site, took measurements, ran off rolls of film etc. I remember thinking at the time, that I was pretty glad that we modelled something local and not Barrow-in-Furness or Hexham!

The more serious we become about modelling then the more prototypical knowledge we require.

Operating, signalling and train formations are further areas where knowledge has to be acquired.


It all takes time, there is no substitute for experience and knowing how to find out about a particular line has become less painful than it

used to be and is regarded as a challenge!

Around three years ago I found myself working on the North London Line. As I tried to find out more, I hit brick wall after brick wall and ended up researching the whole lot in an effort to sort out the myths from the facts. Three years of work later, the work has been completed and there will be a few surprises when it eventually gets published. During the course of this work, I suddenly realised why no one else had attempted it - it was simply too complicated and involved a lot of different companies!

I did, however, end up unravelling such delights as to why Bow Works was built and what it built!

Having done the book, I hope one day to build the layout. Anyone fancy building some four wheel NLR coaches?


Dennis Lovett
Chairman

Secretary's Notes

Following the invitation given at the April QGM regarding the possibility of creating outdoor test tracks to accommodate the larger scales, two trackplans had been submitted by the due date so a Committee meeting was held on 25 June to discuss the proposals.

The submissions were examined in detail to see how each measured up to the following desirable criteria

- To cater for a variety of scales/gauges, with both electric and live steam operation
- Operating potential
- Maximise the use of the available space
- Interest value to museum visitors
- Potential to attract outside Associations, bringing with them more Club members
- The ability for staged construction/development to suit Club finances

After lengthy discussion it was decided to adopt the layout submitted by Steve Dennison which was felt to have the edge in operating potential. The Committee particularly liked the idea of the gradients, meaning that trains will have to be driven, thus offering a challenge to operators. This layout was also felt to make better use of the available space in the lean-to allowing trains to be assembled in the dry permitting operation during inclement weather. The Committee acknowledges the substantial amounts of time and effort afforded to both designs and Minutes its thanks to Steve and to Les Wood, who submitted the other proposal.

It was felt that Les made some very pertinent points in his paper, from which the following ground rules will be adopted;

- Traction types will not be mixed on the same day - either ALL live steam or ALL electric to prevent smuts damaging the paintwork of 0-gauge models
- Steam loco operators to be responsible for wiping down the tracks after use by live steam
- Consider the appointment of a Knowledgeable person to ensure steam powered locos meet safety requirements and are fit for purpose
- Visiting operators to take up associate membership of MKMRS, both in order to gain access to the Park and to bring income to the Club to help offset costs
- May need to take out additional insurance cover for the outside activities

It was agreed that although the project can be funded from Club Reserves, and may proceed - it shall do so at a controlled rate in the following phases;

1. Remainder of this Club Year - complete site clearance, setting out and construction of piers as only costs will be for cement/ballast
2. Club Year 1998 - Baseboards and tracklaying to inner circuit, 57yds mixed gauge track with 8 mixed gauge turnouts and portable control panel
3. Club Year 1999 - Baseboards from junctions to lean-to, with storage yards, 47yds Gauge 1 track and 5 Gauge 1 turnouts with switches added to panel
4. Club Year 2000 - Tracklaying on outer circuit, 61yds mixed gauge track, 4 mixed gauge turnouts and further switches to panel

Phases 2 - 4 will be budgeted at approximately £500 per annum.

Following past problems associated with the use of 2nd hand point motors, Committee agreed that only new components will be used.

Club notes

Swapmeet dates

A swapmeet will take place at Woughton Campus on the following date during 1997:

September 21st
November 23rd

Opening times are 1100 - 1500. Admission is 70p, child/senior citizens 30p

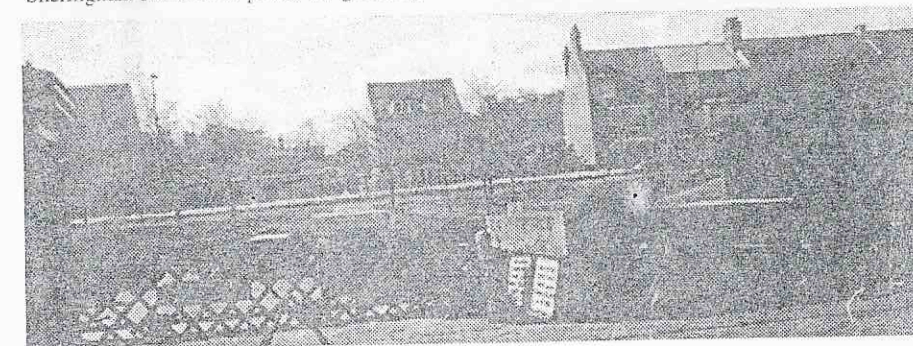
Gauge O Guild - Spring Convention

The next Spring Convention will be held on Saturday 14th March 1998 at Bletchley Leisure Centre. Please book the date in your diary!

Bletchley Park photo passes

These are now available once more. If you are not in the possession of one of the blue ID passes with a photograph please provide John Hatton with two passport size photographs.

Caught in the act - a well known train trader sunbathing by an unknown photographer at Sheringham station. No prizes for guessing who he is!



We appreciate that some of you have done this previously and they were lost outside of our control. Please resubmit them as production is now done on site and they are normally back within a few days.

Dr Daly's Repair shops up and running

Austin Daly is able to carry out both repairs and servicing for model locomotives in N,OO and O. Further details from Austin on 01908 376389.

Congratulations to Mr & Mrs Wood

Congratulations to Les Wood who married Joy on June 21st at Great Linford. We wish them every happiness for the future.

Just to confuse your Chairman, our President Jim Wood has been well supported throughout our club life by Mrs Chairman /President - Joy Wood, who is usually on duty at exhibitions!

On the mend

Members will welcome the news that Don Pigott of tram fame is on the mend after his heart operation at Oxford. We look forward to seeing him back with us in due course.

Temporary Closures

In order to facilitate the building of the additional tracks between Euston and Queens Park (Kilburn West), the stations at Loudon Road and Kilburn & Maida Vale were temporarily closed on 1st January, 1917. The main line platforms at Queens Park (Maida Vale) were closed on the same date, although the latter were retained for special traffic.

The station at Carpenders Park also closed on the same day (1st January, 1917) and reopened on the 5th May, 1919. The station at that time served the adjacent golf course, the use of which was restricted during the first world war.

The Grouping

In 1923, following the passing of the Railways Act 1922, most of the main railway companies were grouped into four larger companies. The London & North Western Railway was grouped with the Midland Railway and others to form the London, Midland & Scottish Railway (The LMSR).

In 1939 the LMS was the largest private company in the world with:

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

The LMS also had extensive interests in air services, warehousing, engineering, removals, farming and gas supply. By today's standards, it was a very large company indeed.

Euston to Watford

Part Three by Dennis Lovett

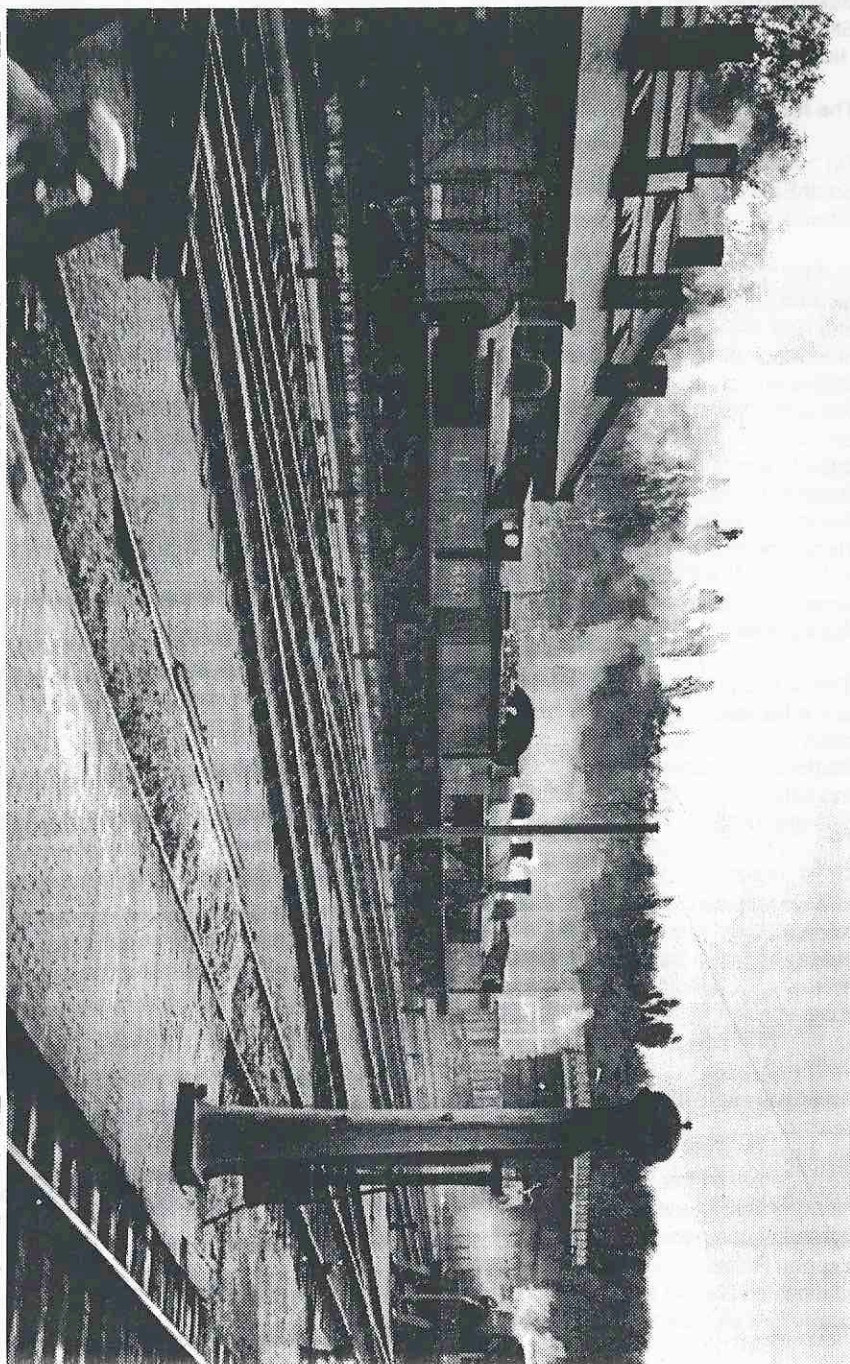
Maintenance Depots

To maintain the trains, a purpose built running shed for servicing and storage of units was opened at Mitre Bridge, Willesden, adjacent to the LNWR main line, in 1916. This depot was closed on 13th September, 1963, and the site is now a large scrap yard which can be seen clearly from Willesden Junction High Level station.

Electric traction required its own workshops and these were provided at Stonebridge Park. The depot and adjacent power station, covered around 17 acres, and was able to undertake all electrical and mechanical work.

The works at Stonebridge Park were also supplied with an adjacent running shed which covered eight roads. The former works became a wagon repair facility and in more recent years, has been a heavy repair depot for InterCity coaches. The site closed as an E.M.U. facility on 27th June, 1966.

A further depot was opened as part of the 1911 electrification scheme at Croxley Green near Watford on 16th April, 1917. After closure of both Mitre Bridge and Stonebridge Park, this depot became responsible for all units on the Euston to Watford line until it, too, closed on 4th November, 1985. It was demolished shortly after closure.



When we are in a position to build the 1930s Blechley layout, this is the kind of atmosphere we will need to create. This picture dates from that period and includes a couple of Webb 2-4-2Ts and a Super D 0-8-0. Photograph by the Rev. Mace (courtesy of Milepost 92 1/2)

Euston to Watford

The formation of London Transport

In 1933, the services operated by the London Electric Railway became part of the newly created London Transport organisation. In latter years the rail operation has been operated by London Underground Limited, a division of London Transport.

Services between Queens Park and Watford Junction became part of the Bakerloo Line operations.

A new station opens

South Kenton station opened for traffic on 3rd July, 1933.

Nationalisation of the main line railways

Following the passing of the 1947 Railways Act, the four main railway companies were nationalised and passed from private ownership into the public sector. They became part of the British Transport Commission and traded under the name British Railways (BR). In 1965 this name was shortened to British Rail (BR).

The British Railways Modernisation Plan

In 1955, the British Transport Commission announced its modernisation plan for British Railways. This included the move towards diesel and electric traction and the eventual withdrawal of steam locomotives. The last steam locomotive was built in 1960 at Swindon Works and the last regular steam workings in Britain ran in August, 1968.

The plan recommended the rebuilding of the West Coast Main Line from Euston to Liverpool and Manchester and electrification using the 25kV overhead

line scheme then being adopted elsewhere in Europe. The scheme included the loop lines via Birmingham / Wolverhampton and Northampton.

Work began in 1959 on the Liverpool - Crewe section and gradually moved southwards. By 1965 (**check date**), electric trains were in use on the main lines between Watford and Euston.

The West Coast Main Line was completely modernised and the envy of many. The introduction of fast multiple unit trains introduced commuting to many people. Cheaper housing prices outside the capital and quality of service started the commuting growth, which today forms the backbone of the current North London Railways business.

As modernisation proceeded, stations were modernised (eg Wembley Central). The last steam locomotive left the engine shed at Watford Junction in 1965 and the shed was closed and demolished. The site formerly occupied by the engine shed now forms the station car park.

The Beeching Report

Published in 1963, the Beeching Report recommended major reorganisation of the rail network and the closure of many lightly used lines and stations. Whilst the report was not published until 1963, some of the recommendations were already being carried out. As a result, Willesden Junction saw it's main line platforms closed on 3rd December, 1962, whilst those on the main line at Hatch End closed on 7th January, 1963. Main line platforms at Bushey were used during the peak hours only.

Bakerloo trains withdrawn to Watford

Bakerloo Line trains continued to serve Watford until March 1982. The current northern extremity of the Bakerloo Line is Harrow & Wealdstone, which since June, 1996 has been served by six trains per

Euston to Watford

hour in each direction. In the early 1980's, Bakerloo trains ran only as far as Stonebridge Park but were reinstated to Harrow & Wealdstone on 4th June, 1984.

The Network SouthEast era

On 10th June 1986 the Network SouthEast sector of British Rail was formed.

In May 1989, the NSE organisation of six divisional organisations was reorganised into nine divisions. Introduced at the same time was Line Branding, mainly in an effort to give a controlled approach to some of the enthusiastic, but unofficial, applications! The North London Lines was one of 19 created (they were subsequently reduced to 15) and incorporated the Euston to Watford local services, Richmond to North Woolwich, Gospel Oak to Barking, Watford Junction to Croxley Green and Watford Junction to St. Albans Abbey lines.

The NLL logo was based on the triangles of the Harlequin's costume which had been adopted earlier for the Euston to Watford local service which had been marketed as the "Harlequin Line" since the Summer of 1988. This name had been derived from the names of HATCH End, HARLESden and QUEens Park stations and was chosen following a competition, won by Simon Gurevitz of Harrow. The Harlequin name was chosen for the large shopping development in Watford which runs adjacent to the line and is well served by Watford High Street station.

The 1993 Railways Act

As a result of the 1993 Railways Act which became law on the 31st March 1994, Network SouthEast split into several train operating companies, of which North London Railways is one. Ownership of stations and tracks transferred to the newly formed Railtrack on the same date.

Shuttle Service launched

On 2nd June, 1996 North London Railways introduced an "off-peak" shuttle service on the main line between Euston and Watford serving Queens Park, Wembley Central, Harrow & Wealdstone, Bushey and Watford.

Willessden Hub

The London Borough of Brent, in partnership with the Boroughs of Ealing and Hammersmith & Fulham, is developing proposals of the redevelopment of Willessden Junction into a Hub station, an idea initiated by the former Network SouthEast organisation. This scheme includes the eventual reinstatement of the former main line platforms at a later stage in the project.

Work is expected to start on the first phase of rebuilding Willessden Junction in April, 1997.

Under new ownership

During the latter part of 1996, The Office of Passenger Rail Franchising (OPRAF) began the privatisation process for North London Railways. Following tendering, the franchise to run services for 7.5 years was awarded to the National Express Group who took control of NLR on 2nd March 1997.

**This
concludes the
article**