



Motive power on the Bo'ness & Kinneil



No. 7      OCTOBER 1992



The Bo'ness & Kinneil - see page 10

Published by Dennis Lovett, Chairman, Milton Keynes Model Railway Society  
c/o 4 Browning Crescent, Bletchley, Milton Keynes MK3 5AU.  
Telephone: 0908 376750.



## EXHIBITION DIARY




SATURDAY OCTOBER 3rd 1992  
BEACONSFIELD & DISTRICT  
MODEL RAILWAY  
CLUB

26th ANNUAL EXHIBITION  
AT THE NEW VENUE

THE BEACONSFIELD SCHOOL  
WATTLETON ROAD  
BEACONSFIELD

M40 LEAVE AT JUNCTION 2  
OPEN FROM:- 10.30am  
7.00pm - 5.00pm

BUSHEY & DISTRICT  
MODEL RAILWAY SOCIETY

### MODEL RAILWAY EXHIBITION

BUSHEY HALL SCHOOL  
(LOWER HALL)  
LONDON ROAD, BUSHEY,  
WATFORD, HERTS

SATURDAY 17TH OCTOBER 1992

10.30am to 5.00pm

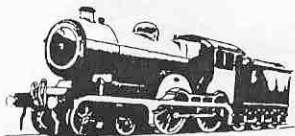
WORKING LAYOUTS, TRADE STANDS

ADMISSION  
ADULTS £1.50  
CHILDREN &  
O.A.P.'s 75p

Exhibition Manager  
Tel. 081 950 5344

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  
(writer of THOMAS THE TANK ENGINE)

Adults (1.20) Children and S.C. 60p Family (2+2) £3.00

WARLEY  
MODEL RAILWAY  
CLUB

IN ASSOCIATION WITH

HACHMANN  
BRANCH-LINE

CELEBRATES ITS

SILVER JUBILEE

EXHIBITION  
AT THE  
HARRY MITCHELL CENTRE  
BROOMFIELD, SMETHWICK,  
WARLEY, WEST MIDLANDS.

10.00am - 8.00pm 3rd October  
10.00am - 6.00pm 4th October

FEATURING  
MIDLAND MAGNIFICENCE  
"DEWSBURY"  
AND  
A CONTINENTAL FLAVOUR

ADULTS £2.50  
CHILDREN & SENIOR CITIZENS £1.50  
FAMILY TICKET (2+2) £6.00



## 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.

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

### Exhibition latest - twelve months to go

When this issue of news is published, we shall be little over twelve months away from our next exhibition - our eleventh.

In the good old days, this would have signalled the start of work. Deciding which layouts to invite and starting to sort and send the paperwork. Nowadays, the Exhibition Manager needs to be much further down the road than that, and Chris Hughes our Exhibition Manager, has already been promised 18 of the layouts he has been chasing for some considerable time. Some layouts are "carried over" and it may be three or more years from first contact until the layout appears in our hall. Chris, I understand, has had an offer of a layout for our 1997 event, which gives some idea of what an Exhibition Manager goes through.


The costs and budgets of exhibitions increase dramatically everytime, which I suppose only mirrors what most of us understand by rising costs. Chris and I were both nervous last time around. This was mainly due to declining attendances at other neighbouring shows. Whilst we did end up with numbers down by a few percent, our financial return at the end of the day was better than the forecasts. Our market share was retained and mainly at the expense of other shows - partly because our reputation for a good friendly show, offering value for money, remained sacrosanct.

All this is a far cry from our first exhibition which was described in the last issue of News. Staging a model railway exhibition is now all about the marketing "mix", advertising, presentation, not to mention financial forecasting and detailed accountancy. The naivety of our early days has certainly been advanced.

Putting on a show is dependant on a large number of people. We are one of the few model railway clubs who attempt to put on such a large show without any outside assistance to help with stewards etc. Large shows are usually in the hands of much larger bodies and in many cases groups of clubs working together. To enable our next show to be a success - then we shall need the help of every member.

Work is now well in hand. Over the next few months the tasks will become clearer. I would like to think that everyone of us has at least written the dates in a prominent place, if you haven't, they are 30/31 October 1993.

A year may seem a long way away. In planning model railway exhibitions, it is just around the corner.



Dennis Lovett  
Chairman



### Gauge O Guild

Congratulations to Les Wood on becoming President of the Gauge O Guild, Geoff Bell for representing Chiltern Area on the GOG Council and Gordon Etherington for being appointed Treasurer of the Events Committee.

### BanRail 92

A reminder that the club O Gauge layout Alverton is due to attend this event on Sunday 15 November.

### News Distribution

Ken Wiggins has kindly volunteered to handle distribution of the news in future. Any problems please telephone Ken on 563036.

### September Event

On 29 September there will be an illustrated talk on the Bletchley-Bedford line by Richard Crane of the Rail Users Group. 8pm in the club room.

### Neal's Closes

Neal's Toys at Milton Keynes City Centre closed recently. They have been retailing model railways locally since the war and many a Bletchley schoolboy has stood with his nose pressed hard against the former Bletchley shop window. Our thanks to Neals and to MKMRS member Ted Neal for his help and support over the years.

### Model World, Olney

The area has recently seen the opening of a model shop in Olney. Model World is located in 3 Weston Road, Olney (Telephone 0234 713627). When visited recently, the shop had a good selection of model railway items, as well as other general modelling items.

### Situations STILL Vacant

We have a vacancy in the library to assist Mark with general library duties. Currently the library is being expanded and some temporary staff is busy sorting and filing away magazines.

Volunteers please see the Chairman, Secretary or Librarian!

#### Winter Programme of speakers/meetings

29 September	- Bletchley/Bedford Richard Crane
30 September	- HMRS - all Welcome
27 October	- Short QGM (Speaker to be advised)
26 November	- To be advised
22 December	- Christmas Quiz
26 January 1993	- AGM + Competition
All meetings commence at 8pm.	

By 1846 the Bo'ness extension had been authorised. Grangemouth had by now attracted much of the shipping previously dealt with at Bo'ness and the railway set out to improve the docks.

By 1865 the North British Railway had assumed ownership and when the docks were modernised in 1900, the town began again to prosper. In that year it exported 756,000 tons of coal.

Decline set in during the 1st World War (much of Bo'ness traffic was exported to the Baltic States). Passenger services were cut back to Manuel, where passengers could change for other destinations. The line lost all its passenger services on 7 May 1956 and the line North of Kinneil closed in the 1960's. During the 1960's the docks had closed and the vast sidings were the resting place of many steam locomotives awaiting their final journey to the scrapyard.

Out of all this dereliction a new railway has been built. A station from Monifieth, a train shed from Haymarket. The list goes on.

Located eight miles from the Forth Bridge and fifteen from Edinburgh, the line is ideally situated. The main line connection at Manuel has been re-instated and the SRPS is hopeful that a joint station can be built at Manuel with ScotRail. The line enjoys excellent facilities and the journey commences with a run along the Forth estuary.

Although I was able only to spend a short time at Bo'ness during the journey back from holiday, the line looked worthy of further attention.

What a pity the line is 400 miles away. It would have made an excellent venue for the next club outing. If only we had an airline pilot in MKMRS!!



One of the line's Class 27 locomotives

## Back in the days

### A loco shed in the Midlands - described by John Mann

Driver and fireman on shed duty, disposing of engines. This means disposing of fire and ash, leaving a small fire burning under the door. Method:- Obtain, necessary tools, get out loose bars in centre of grate, push as much as possible through the hole into the ashpan, then, damper doors being opened, push fire out of ashpan into grating in ashpit, over which locomotive has been placed.

Fireman gets tongs, an implement weighing the best part of a hundredweight, with handles eight feet long. Already they have used an engine rake to clear space in order to get the bars out. The Driver manipulates tongs through firehole, clamps jaw onto a bar, and by heaving and twisting hopes to loosen it. When done, with practiced skill but with the effort necessary, he uses a complex twisting method to lug the bar out of the firebox and on to the floor of the cab, taking care that feet don't come into contact with the glowing bar. Three more attempts are made, more easily now perhaps, and he may then - using the engine rake, push as much as necessary through the gap created. Meanwhile, the fireman has descended in to the pit, grasped the eighteen foot long pit rake, and begins to push the fire dropped into the ashpan through one of the damper doors and onto the pit grate; there is a slacking hose (if it works) to help damp down the remains.

There might be other engines to do in their turn of duty. The Lancashire & Yorkshire 'Crab' was not loved, mainly because its grate had two sets of bars, very heavy and difficult to get out. The fireman would have opened the smokebox door and probably would have

found an enormous pile of char within; much of it would have tumbled out over his boots. The fireman begins to shovel the char out, and should the wind through the shed be playful, a lot of light ash gets blown over himself.

At the end of their turn, our heroes book off and proceed along the platform past a group of spotters. Just then a light freight runs through the station headed by a Standard 4, 2-6-0. One spotter slaps his book in disgust. "All b...y Standards today!" he complains, "waste of time!" (NB Standard loco's all have rocking grates, self cleaning smokeboxes, full outside motion, outside pipework and proper cabs. They may have been disliked by enthusiasts but for the crews they saved the hard work and effort that has just been described).



A 1950's shed worker by John Mann

John has built up an impressive collection of O gauge locomotives over the past six years. One of these is a Princess Class pacific built by Steve Dennison, which is suitably named "Lady Patricia" (No.6210). All are types of locomotive on which he worked during his footplate days and are numbered accordingly. It may surprise many that John owns a Beyer - Garratt but he regularly worked on these when 99 wagons and a brake van were hauled between Cricklewood and Totton.

In fact it is this type of locomotive from which John recalls his funniest story. Frying breakfast one morning in the B-G's firebox using the traditional shovel frying pan, the Driver opened the regulator to restart from a loop where they had stood for some time. Imagine John's face when his breakfast went up the chimney! Next time his B-G is on the club layout, watch out for flying frying!!

Another victim next month.



APRIL 1953

This article is reproduced from the April 1953 Model Railway News. Did anyone go? Was anyone a member?

Bletchley & District Model & Experimental Society

The above society is now going strong and plans to hold an exhibition on April 4th, in the School Hall, Bletchley Road, Bletchley. Models of all kinds will be shown and it is planned to have a working Dublo layout on show if it can be completed in time. All persons who would like to obtain further details of the exhibition or who would like to exhibit models should get in touch with the Hon. Secretary: K. PEERLESS, 4, Ashfield Grove, Bletchley, Bucks.

Broughton Hall  
Banbury School

Sunday 15 November 1992

over 20 layouts from "Z" to "O"

including

Millanford, Milcombe  
Kings Sutton, Willshaw

full support from Trade stands

Open 10.30 to 17.30

Admission Adults £1.50  
Children & OAP 80p

**BANRAIL**  
**92**

## In the beginning (Part 5)

Newsletter No. 13 (February 1974) follows on from the first exhibition and gives the way forward for the club. Reference is made to the "new" basement which had recently been acquired and which had not seen use for over 30 years! The Editor outlines the vast amount of work needed to make it habitable and John Symons asks for volunteers to assist with the Sunday morning working parties. In particular the influx of water was causing concern and I understand was never resolved. Today it is full of water!

Les Wood produced an article on how to organise an exhibition and this provided the basis of last month's article. John Mann outlined the uses of felt tip pens in the workshop and how they can be used to mark metal. There was also an article on the 0-6-0 workhorses, whilst Chris Mann gave an account of his trip to Scotland entitled "A touch of Mallaig Seagulls!".

Newsletter No. 14 (June 1974) looked at putting back the railways and examined the call for the reopening of the Bletchley - Oxford line, which nearly 20 years later is still the subject of much conversation. Perhaps one day someone will do something about it!

The Secretary, John Symons, reported attendance for the year had so far averaged 16 with January recording the best monthly total of 20.6. The club had exhibited at Biggleswade, where Colin French and his Burnham layout had run away with the prize for the best layout. He had also represented us at Kempston in April.

Les Wood had exhibited his coffee table 009 layout at the Amersham exhibition in May and we had also had a stand at the Bletchley Arts & Crafts in June.

Attendance at forthcoming exhibitions was reported for Kettering (October) and Oxford (November). The new club layout (OO) then under construction was the one required for Kettering and the Secretary reminded those building it for the need to complete it.

Developments in the basement were reported, as was the proposed increases in rent. The old basement was to be increased from £10 to £12 per annum and the Secretary writes "I think these charges are unnecessarily exorbitant and designed to squeeze a model railway club". How times (and prices) change!

The same issue reports of the permanent sea front model railway layout at Weston - Super - Mare and the news section regrets the postponement of the club dinner. The club outing to Carnforth by train is outlined and also that "because of many requests from the public, we have booked the hall for our 1975 exhibition". Chris Mann reported on developments at the Leighton Buzzard Narrow Gauge Railway, whilst CMRA Rep. Barrie Chapman gave an account on the Associations aims and activities.

The QGM on 30 April was also Competition night and Peter Hammond and Tony Gibbs of the Historical Model Railway Club had been accompanied by John Gilbert and Leo Taylor for the judging.

The results were;

Scratchbuilt loco - no entry  
 Kitbuilt loco - Colin French S&D 2-4-0  
 2nd - Colin Stacey  
 Scratchbuilt rolling stock - Les Wood (7mm brake van)  
 2nd - Les Wood (7mm wagon)  
 Kitbuilt rolling stock - Gordon Etherington (4mm GWR 57' 3rd Class coach)  
 Scratchbuilt lineside - Ron Barnard (LNWR Signalbox)  
 Kitbuilt lineside - Brian Dudley (loco shed)

The judges noted a growing increase in 7mm modelling.

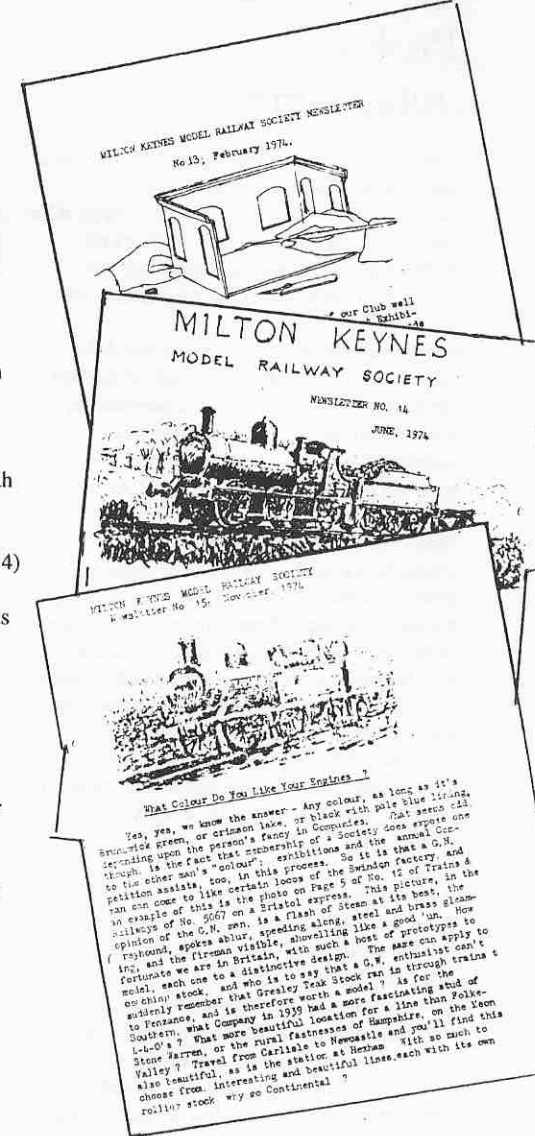
Les Wood produced an article on favourite platform ends, whilst the issue concludes with notes from Bletchley station enquiry office.

Issue No.15 of the magazine (November 1974) asks what colour do you like your engines? The club outing to Steamtown, Carnforth was held on Sunday 18 August and a report was given on the days activities. The Kettering Exhibition had been attended in September, when the club exhibited three layouts.

In the new basement members were still trying to resolve the problems with the water and damp!

Twenty members attended the club dinner at the Windmill Restaurant and the Leisure Centre Hall had been booked for the next exhibition. The committee had cause for concern as they were to be charged the full commercial rate for the exhibition. They resolved to put it right - and did!

Barry Chapman gave a good account of his Cornish rail trip and Don Pigott looked at Victorian architecture. A three page article on scenery and layouts was also printed.



To be continued

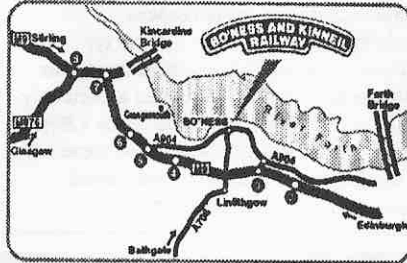
## The Bo'ness & Kinneil Railway

By Dennis Lovett

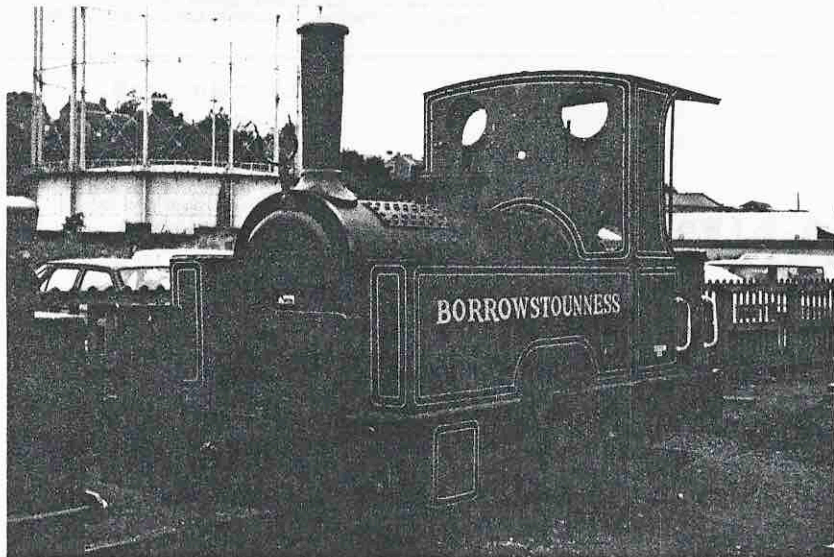
The Bo'ness & Kinneil Railway was developed by the Scottish Railway Preservation Society in the late 1970's. The society had been formed in 1961 to save relics from Scotland's rapidly declining railway industry.

Some years ago, I visited their cramped Falkirk facilities. The SRPS were at that time looking for a more suitable home and eventually turned to the abandoned Bo'ness line. The Kinneil - Manuel (where it joins the Edinburgh-Glasgow main line) was retained for colliery traffic until the early 1980's. By the time that section was closed, the SRPS were already operating out of Bo'ness.

Bo'ness is actually an abbreviation for Borrowstouness, the need for abbreviation becomes obvious, given such a mouthfull! Its



significance as a port goes back several centuries. Ironstone deposits at Kinneil were found desirable by a Coatbridge Iron Works and most of Scotland's early railway construction was based on Coatbridge. By 1840 the line to Slamannan had been constructed and was later linked to the Union Canal at Causewayend, not far from Bo'ness.



## The Wolverton & Stony Stratford Tramway

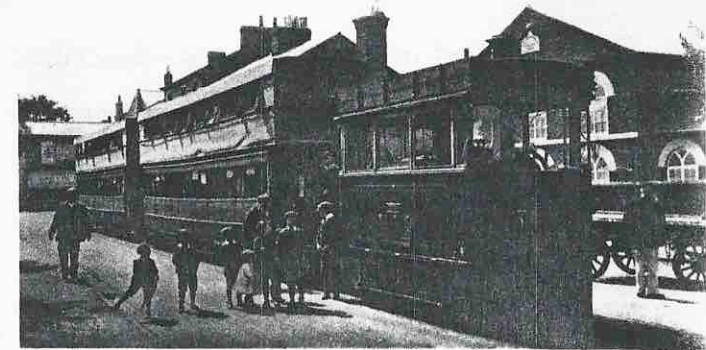
Newcomers to the city are often amazed to discover that part of Milton Keynes once enjoyed its own primitive form of 'Rapid Transit'. Whilst it cannot be compared with today's Newcastle 'Metro' or the Docklands Light Railway, it still retains considerable affection amongst the older residents of Milton Keynes.

Opened in 1887, it carried some 700 passengers a day between the two towns. Many were workmen destined for Wolverton Works two miles from Stony Stratford. The tram cars were pulled by a steam tram locomotive initially obtained from Germany. In 1888 the line was extended to Deanshanger via Old Stratford but was soon abandoned.

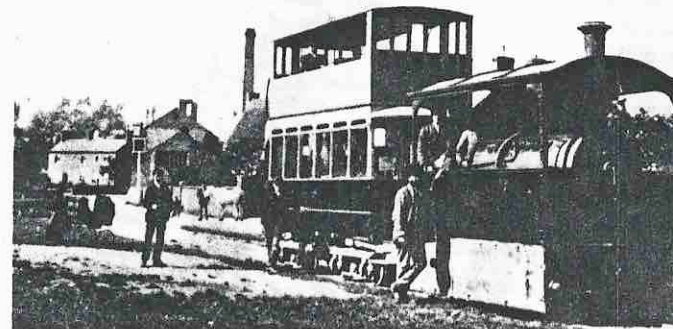
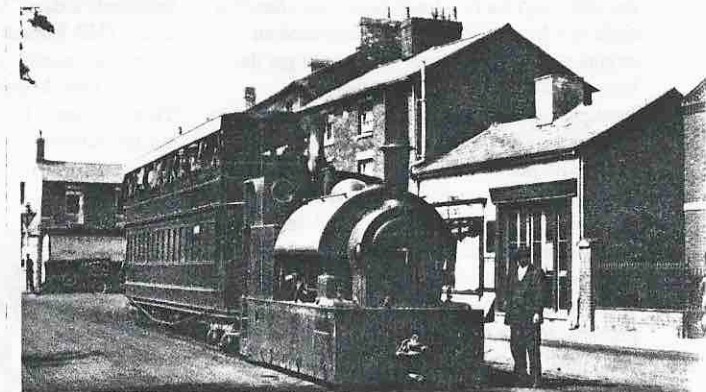
Dogged by financial problems for much of its existence, buses were responsible for the downfall of the line. Eventually, it passed into London & North Western Railway ownership and on to the LMS in 1923. The railway bought the operation mainly to safeguard the movement of its workforce to and from the works.

The 1926 General Strike crippled many parts of the railway system. Unfortunately for the tram, it was the end of the line and it never re-opened. Some items have been saved and are being preserved at the Stacey Hill Museum.

Photographs - A.E.Grigg



STONY STRATFORD AND WOLVERTON TRAM



Pictures show - (Top & Middle) the trams at Stony Stratford terminus after it was moved to avoid trams turning into the Watling Street. (Bottom) - The short lived terminus at Deanshanger, Northants



## Profile John Tennant

John was born in his native Motherwell into a local railway family. His father was a Motherwell Driver and he had two uncles who also worked as Drivers from Motherwell Depot. His cousin was a fireman and his Grandfather worked on the permanent way.

It is no surprise therefore to find that John joined the railway on leaving school in 1942. He started in the locomotive department at Motherwell as a loco cleaner. He was transferred on loan to Cricklewood in 1943 and by 1944 had met Pat and married. This resulted in more than a loan and the move South became permanent. John remained at Cricklewood until he was transferred in 1946 to Kentish Town as a fireman. During his time at Kentish Town, John fired for many of the top link Drivers. He was paired with the well known Fred Hunt for nine months, whilst his own fireman recovered from an accident. During this time John worked top link expresses from St Pancras to Leeds and Manchester Central. John left the footplate in 1949 to join the Carriage & Wagon Department.

John moved to Bletchley in 1963 when he was transferred from Euston. As a Carriage & Wagon Examiner, he was outbased at the quarries at Tottenhamhoe, on the Leighton Buzzard - Dunstable branch. By now the Beeching cutbacks were beginning to take their toll on the railways and facing a bleak future, John left the railway and joined Vauxhalls. Over the next few years he did a variety of jobs and joined Post Office Telephones in 1971, retiring from British Telecom (as they had by now become) twenty years later.

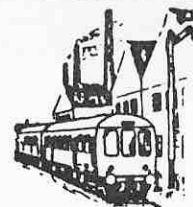
John began modelling in 1948 when he acquired a Bassett-Lowke O Gauge clockwork Compound. He added an Hornby 0-4-0T before swapping them for Hornby-Dublo and subsequently a large collection of OO items resulted.

John joined West Bletchley MRC on its formation and along with Fred Collins (see last month's profile) was active in getting the club off the ground. He joined MKMRS in the early 1970's and served on the Committee in the mid 1970's. John was actively involved in various club OO projects including Victoria Road and Verney Junction.

The sad death of Pat in 1986 resulted in John moving eventually into both O gauge and 5" live steam. He owns a LMS pacific which he runs on the Milton Keynes Model Society's track at Deanshanger. John joined MKMS after obtaining his pacific and it has been run at many fetes and events over the years in addition to the Deanshanger running sessions.



John Tennant in his firing days



*The Bedford to Bletchley  
Rail Users Association*



**OXON & BUCKS  
RAIL ACTION  
COMMITTEE**  
#####

Saturday 17th October  
10.30am to 5pm

# BLETCHLEY RAIL DAY

- DISPLAYS
- FILM SHOWS
- REFRESHMENTS
- TRADE AND SOCIETY STANDS
- WORKING MODEL RAILWAYS  
Including "THOMAS THE TANK ENGINE" layout

#####  
St. Martin's Hall, Queensway  
Bletchley

Two Halls  
packed with interest !

**Admission**

Adult £1  
Children (ages 5 - 15) 50p

**FREE VINTAGE BUS LINK to RAIL DAY**

Departs FENNY STRATFORD station hourly from 10.25 to 15.25.  
Departs BLETCHLEY station hourly from 10.45 to 15.45.