



SPECIAL OFFER

THE FOLLOWING LIMITED EDITION HORNBY LOCOMOTIVES WILL BE AVAILABLE LATER IN THE YEAR. ONLY 1,000 OF EACH WILL BE MADE, EACH ONE BEING CERTIFIED AND NUMBERED THEY ARE SURE TO BECOME COLLECTORS PIECES IN THE FUTURE. ADVANCED ORDERS ARE NOW BEING TAKEN AND A 10% DISCOUNT ON THE RETAIL PRICE WILL BE OFFERED ON ALL RESERVATIONS TAKEN BY 21ST JUNE 1998. (A DEPOSIT WILL BE REQUIRED).

L.M.S 4-6-2 PRINCESS ROYAL CLASS LOCOMOTIVE "PRINCESS MARIE LOUISE"

Designed by Sir William Stanier and outshopped from Crewe in August 1935, this limited edition Hornby Model has been produced in the distinctive LMS Lined Black livery of the 1946/1948 period,
£84.99 September Release

L.M.S. 4-6-2 PRINCESS ROYAL CLASS LOCOMOTIVE "QUEEN MAUD"

This Sir William Stanier designed locomotive left Crewe works in September 1935 and travelled over 1,500,000 miles before being withdrawn in October 1961. This Hornby limited edition carries the LMS livery widely used on their passenger loco's between 1933 and 1946
£84.99 October Release

B.R. 4-6-2 PRINCESS CLASS LOCOMOTIVE "PRINCESS LOUISE"

After nationalisation in 1948, the Princess Class loco's had a number "4" placed in front of their old L.M.S numbers. "Princess Louise" carried her 46204 number until withdrawn in October 1961. This Hornby limited edition depicts "princess Louise" in BR lined green carried on BR passenger loco's between 1951 and 1962
£84.99 November Release

BR SCHOOLS CLASS "CHELTENHAM"

Available previously only through Cheltenham Models, this local is now generally available for the first time. This is only the second BR Black Schools locomotive to be produced by Hornby (the first being "Clifton" R084 in 1983) and features early small tender side decals
£99.99

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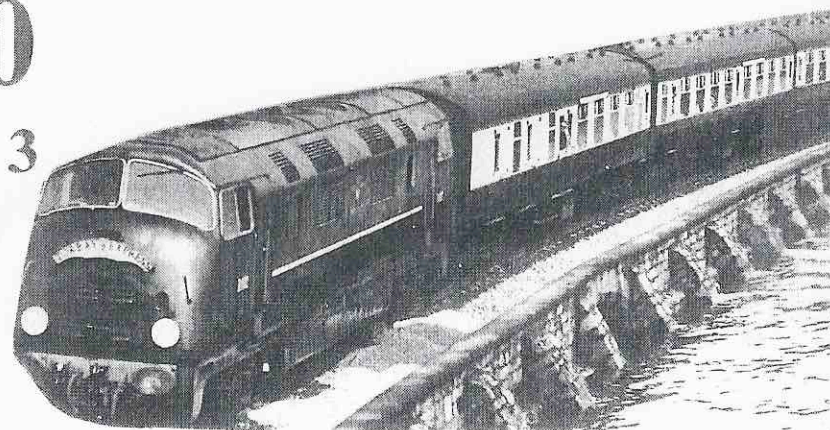
Milton Keynes Model Railway Society

News ...

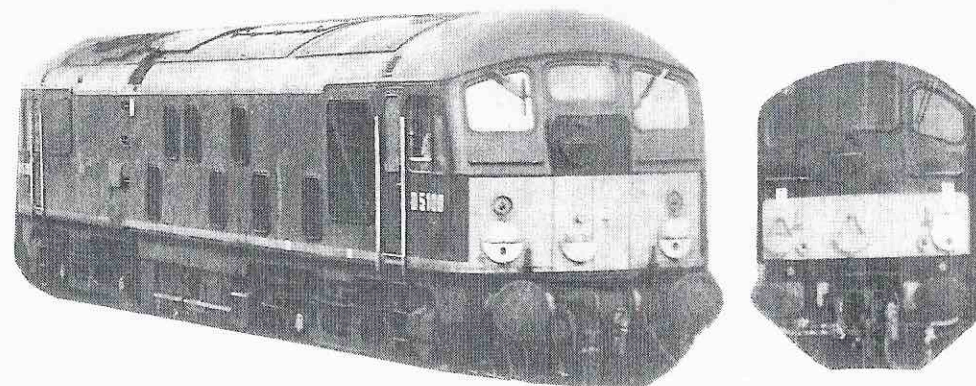
No.76

July 1998

40 for 3



40 years ago, in July 1958, 3 new diesel locomotives made their debut. The ever popular 'Warship', Sulzer Type 2 and the distinctive Metrovick Co-Bo, later Class 42, 24 and 28.



Over the past few days, I have had lengthy discussions with committee members of the MK branch of the International Plastic Modellers Society (IPMS). The philosophy of the IPMS is to take new members of mixed abilities and varied interests. The thought behind this being that "everyone can learn from everyone else". You are an expert in railways of the 1930's but are you an expert in commercial vehicles of the 1930's. No.. so talk to someone who is. Through this attitude, modellers of different backgrounds and skills get a chance to exchange ideas and tips and even occasionally, migrate across the borders to another form of modelling.

As was mentioned last months brief article, ASK Models does stock science fiction kits and indeed my interests lie in that direction. However we do stock and will obtain almost anything that the modeller requires, encouraging young and old alike to improve or even start on this most enjoyable of interests. This encouragement will be directed with equal enthusiasm to whatever the customer is into, railways, weapons, planes, cars etc. and not just plastic, diecasts as well. I believe our task should be to encourage new blood into modelling and make it as easy as possible to guide people who have been lost to it, back.

I have always been tolerant of other peoples' interests and believe that everyone actually CAN learn from other people who specialise in other areas. So, don't be put off by my Sci Fi preoccupation, everybody gets the warmest of welcomes at ASK where the only reason for its existence is to serve modellers and encourage them, the way my Dad encouraged me. Over the years, I have received much enjoyment from my hobby for which I will always be grateful to my Dad. If I can encourage others the way he encouraged me, I will be very happy.

See you at the shop.....Iain.

* * * * *

The Verney Junction layout

Fred and John have worked hard to make the Verney Junction layout room accessible and the screening in front of the layout has opened up considerable space and provided a more secure area for the exhibit. This will enable the scenic work to progress, now that the layout is fully operational. The layout proved to be extremely popular with the visiting public and worked well throughout the weekend.

For the benefit of newer members, this layout was built in the mid 1970's and was retired to the Holne Chase basement store in the mid 1980's. It was some 10 years before it returned to the club room and it is now being refurbished for its second spell as a major club layout. I am sure we shall see good progress under the leadership of Chris and Gordon during the next few months.

- D.A.I.

MILTON KEYNES MODEL RAILWAY SOCIETY - Founded 1969

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Editor:

Dennis Lovett,
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An excellent turnout for the big parade

This editorial has been written just a few days after the highly successful Military Weekend on the 13/14 June. The event was again very busy and over 1,000 visited our club rooms over the weekend.

In order to provide the required circulation space, the main club room was opened up with our member Tony Cane, flying the flag for the World War Two Railway Study association with his layout, and the EM gauge in operation throughout the weekend.

Verney Junction proved to be extremely popular with the visiting public and worked well throughout the weekend.

Mandlebury, the tramway and the test tracks all performed well and we had a good number of members on parade on both days. The shop window caused a fair level of interest and I am sure that this will become another added attraction over the next few months.

We are indeed fortunate to have the facilities we do have, a fact I was reminded of twice during the weekend by a visitor from the Irish Model Railway Group and another from the Shoeburyness Model Railway Club. There are times when listening to the problems and struggles of other clubs verges on the point of embarrassment!

Ron Stanbridge operated his 10.5" miniature railway in the area at the front of our club room. We kept Ron well supplied with tea and your Chairman took the controls for a shift driving the diesel locomotive. Ron was impressed with our facilities and promptly joined the club!

The Military Weekend provided a useful deadline - we must continue with the good work and to improve the displays to encompass the aspirations of our visitors.



Dennis Lovett
Chairman

Restoration of the tramway

by Dennis Lovett

For 20 years or so, Don Pigott's tramway layout was transported around the country to various exhibitions. By an ingenious use of the cardboard structures that Don is well known, it could run as either a 'Black Country' (West Midlands today) or as a seaside system. The passage of time, resulted in Don very generously offering the tramway layout for eventual display at Bletchley Park. Don was unwell at the time and following his period in hospital, we are delighted that has now recovered.

However careful we are, transporting layouts causes minor damage. Some of the buildings too, were beginning to show their age. This is not a criticism of Don's efforts, afterall when it comes to cardboard, cornflakes boxes and the like, there is no one better in turning it into a station or shop, than Don.

All that was required was some careful and sympathetic restoration. The result is an excellent display, which was carried out for us by Peter Nicholson, whose efforts with a paint brush have already transformed a section of our OO Sherwood - Wilton layout. Peter is not a club member but one of the many friends we have made from the other groups on site. Peter is normally on parade in Faulkner House, with another transformer of cardboard, Tony Cauldwell, who has used the material to make O gauge rolling stock!

The tramway was set up and found to be in excellent working order. Plans were made to provide a new backscene and to blend the existing buildings into it. The beach was fixed permanently to the baseboard, which by now had sprouted legs, thanks to Fred and Ernie, those craftsmen from the workshop who can make just about anything from donated timber.

Initial displaying at Bletchley Park resulted in some additional finger poking damage, which was quickly stamped out by the perpex box. Trams, buildings, boats and little people have led a much happier life since then!

The beach and sea were added over various Saturday mornings. Each open weekend, something else would emerge from Peter's workshop. A new backscene, complete with rolling hills into the background. The ruined castle and old abbey took shape and hinges were disguised under a new lookout tower.

The fact that the layout was now a permanent fixture, and no longer had to be transported in the back of Don's car, gave Peter the opportunity to stick everything firmly in place and some of the temporary structures, were rebuilt into solid fixtures.

Most of Don's original buildings were used, some parts were replaced and the chimney pots, which always prove vulnerable, were renewed. Where Peter improved the townscape, he added new buildings to match those of Don's original style.

The whole scene included plenty of details in the shop windows. The windows cleaner seems to have done little work in 20 years, he is still cleaning the same window, although his ladder is more rigid than it was!

Museum Duty Roster June - December 1998

Weekend	Saturday	Sunday
June 27/28th	Chris Lester, Tim Davey, Phil Gilbert	Dennis Lovett, Les Wood
July 11/12th	Ken James, Eric Bowman	Bruce Garwood, Ken Wiggins
July 25/26th	Fred Collins, Phil Wood	Dennis Lovett, Les Wood
August 8/9th	Ray/ Richard Cousins	Gordon Shrimpton, Chris/Nick Hughes
August 22nd/23rd	Geoff Bell, Colin Jamieson	Gordon Shrimpton, Dennis Lovett
September 5/6th	Tim Davey, Mark Wilson	Fred Collins, Phil Wood
September 19/20th	Chris Lester, Tony Winn	Brian Barnes, Stan Pennington, Mick Clements
October 3rd/4th	Eric Bowman, Eric Preston	Dennis Lovett, Les Wood
October 17/18th	Bernard Worden, Ernie Johnson	Gordon Shrimpton, Chris/Nick Hughes
October 31st/November 1st	Dennis Lovett, Ray/Richard Cousins	Bruce Garwood, Ken Wiggins
November 14/15th	Tim Davey, Geoff Bell, Colin Jamieson	Phil Gilbert, Chris Lester
November 28/29th	Dennis Lovett, Les Wood	Tony Winn, Eric Bowman
December 12/13th	Mark Wilson, Ken James	Gordon Shrimpton, Chris/Nick Hughes

**PLEASE ARRANGE SWAPS AMONGST YOURSELVES - EVERYONE IS WELCOME
EVEN IF YOUR NAME DOES NOT APPEAR ON THE ROSTER.**

London's Forgotten Railway

by Dennis Lovett

There has been considerable coverage in the press of late regarding the proposals, by the British Airports Authority, to operate a passenger service from St. Pancras Station to Heathrow Airport. Part of these proposals require the electrification of what is best described as London's Forgotten Railway - the freight only route between Cricklewood and Acton Wells. Here then is the background to a line which has enjoyed better times and will hopefully do so again in the future.

The Midland & South Western Junction Railway

Keen to get in on the act of serving West London, The Midland & South Western Junction Railway (M&SWJR) opened its 3.75 miles long Cricklewood to Acton Wells line on 1st October, 1868. The Midland Railway began operating services on the same day. Whilst this route was promoted under the M&SWJR title, it should not be confused with the railway of the same name which operated from Andover in Hampshire to Andoversford, near Cheltenham in Gloucestershire. The company referred to in this article was absorbed by the Midland Railway (MR) in 1875.

The M&SWJR left the Midland main line between Welsh Harp and Childs Hill stations where it formed a junction. Welsh Harp opened in May, 1870 and closed in July, 1903, whilst Childs Hill opened on 2nd May, 1870. This station is today better known as Cricklewood. The southern chord line was added in 1875 to form a triangular junction.

In 1871, the line was leased by the London & North Western Railway, Midland Railway and North London Railway.

Passenger services began on the 3rd August, 1875, when the MR introduced 11 trains in each direction to and from Richmond. These trains operated as follows:

- 1 from Kentish Town
- 7 from Moorgate
- 3 from Childs Hill

Two intermediate stations were opened on the line for the start of passenger operations at Willesden & Dudden Hill (which was renamed Dudding Hill shortly after opening) and Harrow Road. Sadly, these services were not a great success and timetable revisions took place on 1st January, 1876. A month later, the service was altered to become a branchline service from Childs Hill to Harrow Road, serving Dudding Hill en - route.

Further revisions took place on 1st May, 1878, when the MR introduced through services from St. Pancras to Earls Court via South Acton and Turnham Green with all trains serving the two intermediate stations. Again the service was less than successful and reductions were made in June, 1880, with the line being operated as a branch from Childs Hill once more.

Harrow Road was renamed Stonebridge Park (not to be confused with the station of the same name on the Euston - Watford local line) on 1st July, 1884. This service was withdrawn in July, 1888 and both intermediate stations were closed. It was not until 1st May, 1893 that passenger services were attempted once more and these operated initially as a branch service from Childs Hill, with both intermediate stations being reopened. From January 1894, the service was extended to Gunnersbury. These services were withdrawn on 1st October, 1902 and the stations closed - never to reopen.

The line continued to be used for goods traffic and for some through passenger workings, after the withdrawal of local passenger services. It remains in use today for goods traffic and is available as a diversionary route for passenger trains, if required.

There are plans to reopen the line to passenger traffic during the next few years and electrify it for use by the service to and from St. Pancras to Heathrow Airport. The British Airports Authority (BAA) are the owners and operators of the recently introduced Paddington - Heathrow , Heathrow Express service.

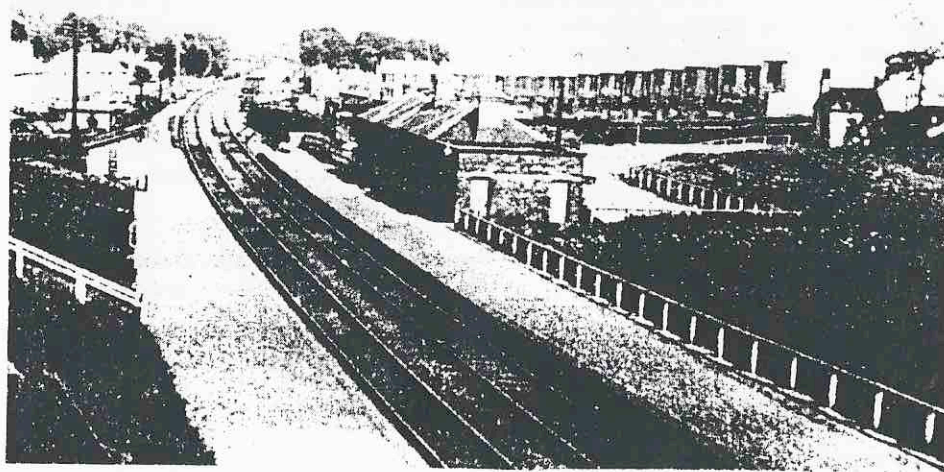


Photo: Dudding Hill station, looking towards Cricklewood in the early years of the century.

Summer Time

We still have plenty to do during what is left of this rather wet summer. The outdoor layout is still in the early stages, although the greenhouse is now being fitted out with electrics and lighting, allowing the basic pillars to be considered. In the meantime, there are large quantities of track to be assembled when the Tuesday evening downpours refuse to let us outside. - D.A.L.

Notices

MKMRS NEWS After a break of several months, I have resumed editorial responsibility for MKMRS News. John will continue to be responsible for the production element, which is of course considerable. In order to spread the workload, any items for inclusion in future issues should be handed to me. I would like to thank John for the work that he has put in and for agreeing to continue to produce the finished result from my scribbles.

Dennis Lovett
Chairman

Get Well Soon Three of our members have been unwell recently. Gordon Etherington has been in hospital and after a period of convalescence is now back home. John Cole has also been unwell and hospitalised and is also back home. At the time of writing, Ernie Johnson is in The John Radcliffe Hospital at Oxford and we trust that it will not be too long before he is back in the workshop. We wish all three a return to better health.

Olney Exhibition John Hatton, Gordon Shrimpton and Ken Ranns represented MKMRS at the Olney Exhibition on 6th June. The new look Trix Twin layout did us proud and we established additional friendly contacts with our nearest neighbouring club. John stood in at short notice when a booked layout had to pull out the month before. Fortunately, it was a non Park weekend and we were able to provide Olney MRS with the required support.

Swapmeet Dates The Woughton swap meets will take place at Woughton Campus on Sunday 20th September and Sunday 22nd November. They are open from 1100 - 1500, admission costs 70p Adult, 30p children and senior citizens.

Mandlebury at National Model Railway Exhibition Mandlebury will be attending the National Model Railway Exhibition organised by Warley MRC at the National Exhibition Centre during the weekend of 8th/9th November. Further details from Bruce Garwood.

HMRS Meetings The next HMRS meeting will be held in our club rooms on Wednesday 30th September when the speaker will be A.H. Gould, President of the Railway Travel & Correspondence Society who will give a talk on the work and scope of that organisation. Further details from Eric Bowman.

MKMRS members are welcome to attend free of charge at all meetings held in our facilities.

July QGM The next MKMRS Quarterly General Meeting will be held on Tuesday 28th July at 8pm. This will give members the opportunity to be updated on developments within the club.

July Committee Meeting The next Committee meeting will be held in the club room at 7.45 on Wednesday 22nd July. Would committee members please note the time and venue.

Peter's artistic talent enabled him to repaint those parts of the buildings that required it and to blend townscape and backscene in harmony. The layout has emerged, sympathetically restored, allowing it to surpass the very high standards of the original. Both builder and restorer can take delight in the finished exhibit, which has introduced young visitors to the delights of the old style tramways that are found at Blackpool and Crich. The children are fascinated and "Uncle John" tells them of past experiences travelling on London Trams. "You can still ride on them" brings meaningful looks towards Mum and Dad for another family excursion and "they're bringing them back to Birmingham and Croydon, whilst Newcastle, Manchester, Blackpool and Sheffield have got them already" provides the answers to where they can be seen.

Any volunteers to build that wonderful old tram that once ran from Wolverton to Stony Stratford and Deanshanger? For drawings see the Chairman!!!

Our thanks to Peter for enabling us to make full use of his talents again. During our time at the Park we have enjoyed the company of other groups. We help them out when we can and we look forward to using Peter's skills on some future project.

* * * * *

Reality is for those people with no imagination!

by Iain Tennant of ASK models

I have been asked to put my finger to keyboard and type a little ditty. The title is a quote that I have used on many an occasion and think that it sums up modelling succinctly.

I have been a model builder for years and remember the numerous trips taken with my father John to that Holiest of Holy's "Beatties of London", No. not the model/toy shop chain, but more over when Beatties was a real enthusiasts model shop. Beatties of Holborn in London. We used to walk to the shop and dad would turn one way into the railway section, only to meet up again when I had decided that I could not afford what I wanted and would chase my dad for a sub.

Although through the years, I have wandered around the model world, science fiction, boats, planes, cars back to science fiction in recent years. I have always admired my father's dedication and total loyalty to model railways. For as long as I can remember my dad has been consumed by this passion and although I was not bitten by the "railway bug" dad encouraged me to get involved in model building. Pressure of work, differing interests etc. all conspire against us and many a child's interest has been squashed because it differs from his father.

Modelling (in all its forms) is a wholly absorbing past time where you get out proportionately what you put in. But unless we encourage new blood our beloved hobbies run the risk of dying out, being swallowed up by virtual reality, cyber space and computer games. We are in danger of becoming Dodos.....A number of model clubs exist (I use the term model club to cover all aspects of scale and non scale modelling) run by enthusiasts for their own gratification. But how many actually encourage new, young blood into their ranks. And it doesn't necessarily mean that they should have the same overall interest.