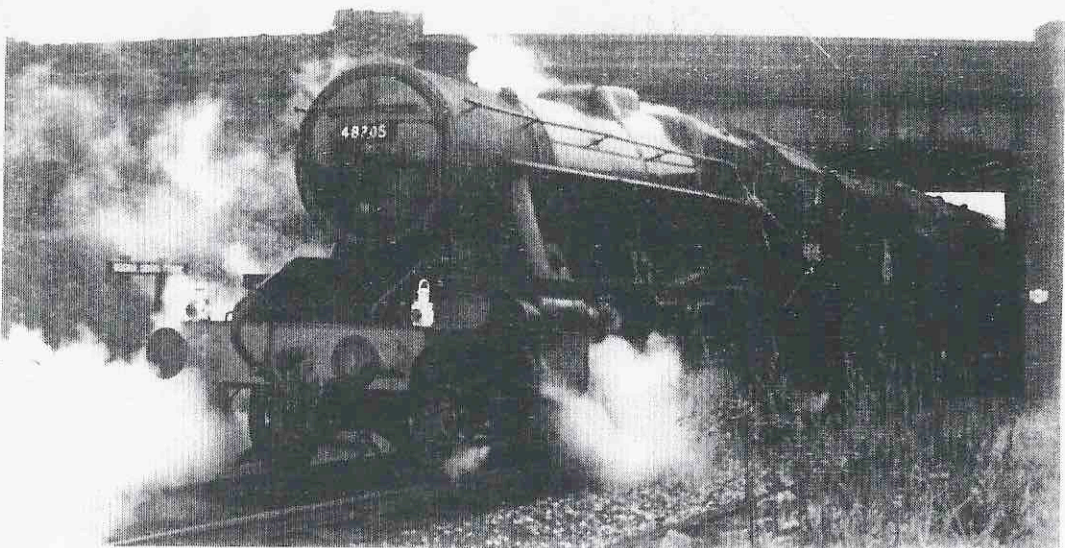


Milton Keynes Model Railway Society

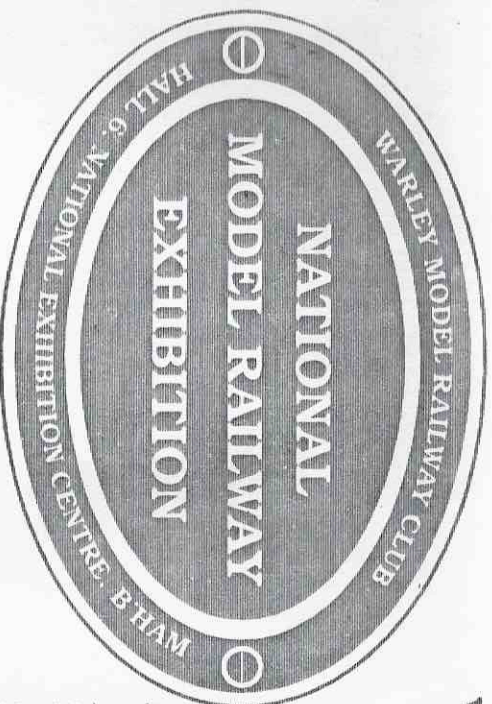
News ...

No.78 September 1998



The MKMRS is a member of The Chiltern Model Railway Association, The Model Railway Club and The World War II Railway Study Group.

Published by Dennis Lovett
Chairman of The Milton Keynes Model Railway Society.



WARLEY NATIONAL 1998

SATURDAY 7th NOVEMBER 1998
10am to 6pm
SUNDAY 8th NOVEMBER 1998
10am to 5pm

Admission Prices (on the day at the door) :-

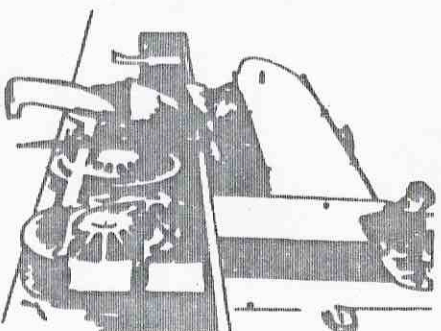
Adult	1 day - £6.50	2 day - £11.00
Children/Snr Citizens/ UB40	1 day - £4.50	2 day - £8.00
Families (2 adult/3children)	1 day only - £19.00	

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Advanced Tickets available at discounted prices - see overleaf for details

Note - New Weekend!!! Note - New Weekend!!! Note - New Weekend!!!



Museum Duty Roster September - December 1998

Weekend	Saturday	Sunday
September 5/6th	Tim Davey, Mark Wilson	Fred Collins, Phil Wood
September 19/20th	Chris Lester, Tony Winn	Dennis Lovett, Chris/Nick Hughes
October 3rd/4th	Eric Bowman, Eric Preston	Brian Barnes, Stan Pennington, Mick Clements, 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

In the 'Park' after Dark

A TV crew has been filming in Bletchley Park over the past few weeks. It is for a Channel 4 programme about the Park's activities during the War. The Mansion and the original huts have been the centre of activity, much of it after dark. 'Extras' were invited on Saturday August 15th from 1800 - midnight. The programme is due to be shown in January next year. - J.D.

MILTON KEYNES MODEL RAILWAY SOCIETY - Founded 1969

President:

Jim Wood

Vice President:

Les Wood

Chairman:

Dennis Lovett

Vice Chairman:

Fred Collins

Secretary:

Chris Hughes

Treasurer:

Eric Bowman

Committee:

Geoff Bell
Colin Jamieson
Bruce Garwood
Gordon Shrimpton

CMRA Rep:

Chris Lester

Museum Curator:

John Hatton

Librarians:

Ray Cousins
Richard Cousins

Editor:

Dennis Lovett.
☎ 01908 376750

Looking for inspiration

A holiday often affords us the opportunity to seek inspiration for our various modelling activities be it from the prototype privatised railway or from the many heritage railways which abound around the country. The 1998 Lovett family holiday was restricted by work constraints to a week in Norfolk, during the best weather of the summer.

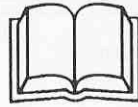
This year I took the opportunity to visit one or two museums to see what ideas I could pinch for consideration back at Bletchley Park. The North Norfolk Railway has a museum coach adjacent to a certain emporium which is well laid out. The feature that stood out was the taped extracts from interviews with local railwaymen, complete with the well known accent! Why had I not thought of extracting a taped interview with some of the local railwaymen who served on the railways during the war, edit a tape and use it at Bletchley Park? Local railwaymen have been warned. I shall be catching up with a few over the winter.

The next port of call was to Muckleborough, a military museum established in not too dissimilar facilities from Bletchley Park in a former RAF airfield, used for anti aircraft gun training during the 1939 - 45 conflict. The main exhibits were large tanks etc., similar to those found not far from the club room. There was also extensive displays of wartime memorabilia, uniforms etc. There were several rooms devoted to models of armoured vehicles, aircraft, ships and a few railway guns and wartime locos. The models were superb, most having been built by professional model makers and were well displayed. I left feeling that our own efforts compared well with what had been on show at Muckleborough.

The Thursford Collection is a firm favourite of the family and comprises a number of historic fairground rides, traction engines and musical instruments such as the Wurlitzer. The family prefer the musical instruments allowing me to study the engines! Again all were well displayed and whilst we are unable to compete with the full size traction engines or a Wurlitzer emerging from the foundations, we could match the presentation panels with our own sponsored displays in the main lobby. Cont. overleaf.

Cover picture: My thanks again to Bob Perry for the cover photograph, this month of LMS 8F 48305 leaving Quorn and Woodhouse station on The Great Central Railway. - John Dibben, News Producer.

Diary



AN 'AT A GLANCE' LOOK AT CLUB AND LOCAL EVENTS IN THE NEAR FUTURE

September 5/6th	Bletchley Park Open Weekend.
September 19/20th	Bletchley Park Open Weekend.
September 20th	Stacey Hill Museum Open Day. (see 'Notice Board')
September 20th	The Woughton Swapmeet will take place at the Woughton Campus and is open from 1100 - 1500. Admission: 70p Adult and 30p children/senior citizens.
September 30th	HMRS meeting. (see 'Notice Board')
October 8/9th	Warley MRC Exhibition, NEC Birmingham. (see rear cover).
October 17th	Bedford-Bletchley Rail Users Association, St. Martin's Hall, Fenny Stratford. (see 'Notice Board')
November 22nd	Swapmeet. (as above).

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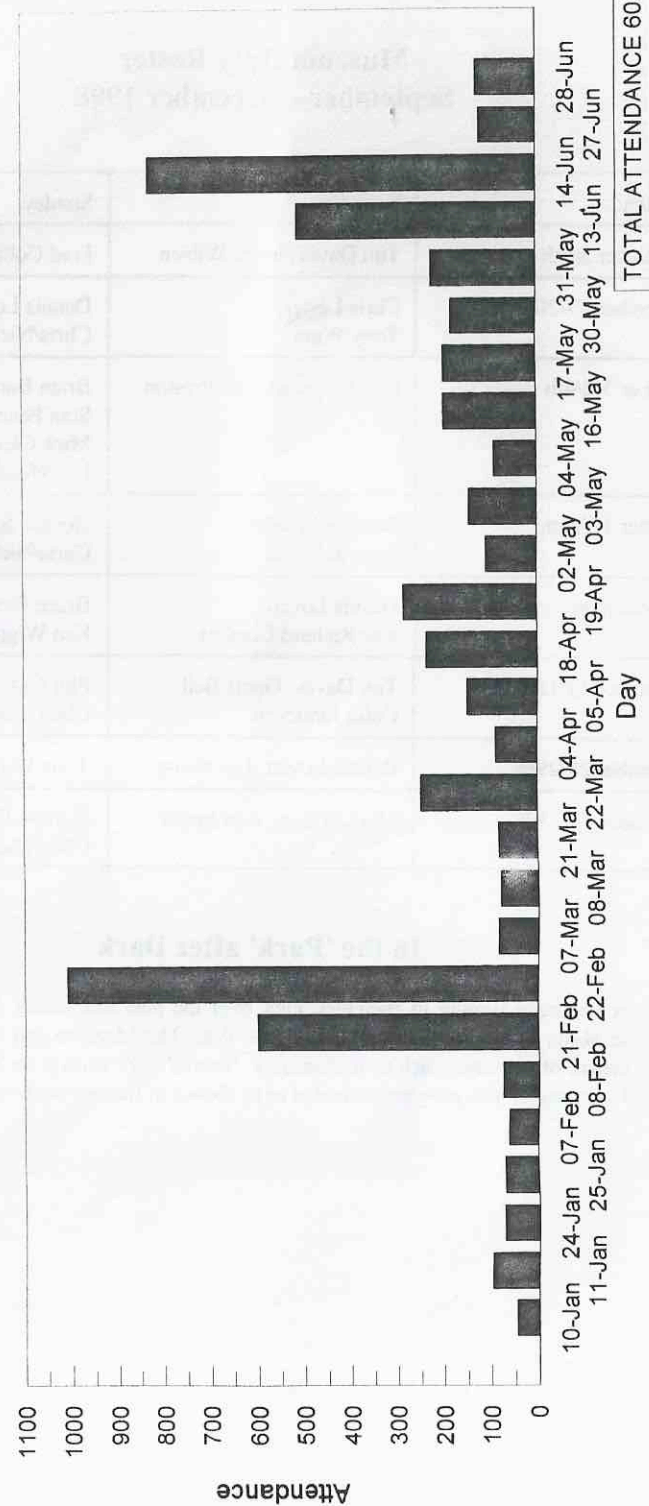
My final visit was to grab a half hour at the small Cromer museum. Again well laid out and staffed by volunteers. Set in a series of former fishermen's small cottages, it gave visitors to the town the chance to experience its past. The computers giving visitors the chance to observe the photographic collection were very popular and we could perhaps consider doing something similar in the future, as we have computer contacts elsewhere on the site.

My holiday visits confirmed that we have nothing to be afraid of. We have, after all, only been in the museum business a short time and we have had to learn a lot. We can continue to improve our exhibits and add new ones. Reg is already working out how to light up our various display cabinets without melting the contents. Our workshop team continue to erect more signs and cabinets for us to fill. Our shop window has the potential to better similar exhibits elsewhere.

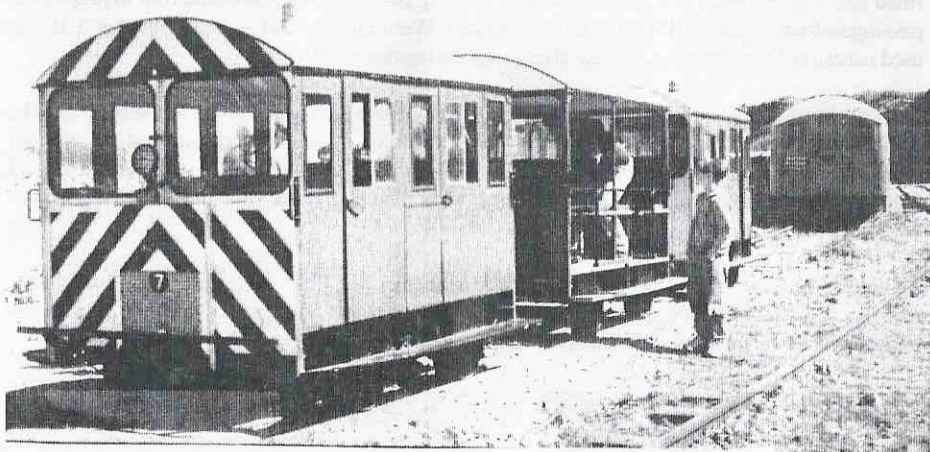
I returned from Norfolk with a few ideas, but more importantly reassured that we have nothing to fear from opening our doors to the visitors. After all, we have something that many others do not have, moving exhibits! Keep up the work.

Dennis Lovett
Chairman

MODEL RAILWAY VISITORS JANUARY to JUNE 1998



More coaching stock was required and like the Isle of Wight, two 1938 London Transport underground driving motor-cars, with motors disconnected, were purchased from the North Downs Railway Society. The arrival of such unusual vehicles on Royal Corps of Transport tank landing craft aroused much publicity. They entered service in July 1987 and modifications to the air brakes were made to run with 'Elizabeth'. The Wickham's by then were regarded as scrap. However members purchased three cars including the 'Caernarvon' car from the Society and set about forming a three-car unit. The two outer 'motor' units fully enclosed and a 12 seat open sided trailer unit in between. One 'motor' unit completely rebuilt with a Ford Cortina engine. This train now gives yeoman service and is frequently chartered.



The Wickham 3-car DMU with the 'Underground' stock in the background.

'J.T. Daly' did not fare so well. The boiler had been sent to Guernsey for extensive repairs and retubing. The process was lengthy and costly and the locomotive was eventually sold to the late Mr. Pallot who reassembled the locomotive to run around his farm line in Jersey. The cost of purchasing any new equipment or repairs has been much greater for this little railway than mainland railways have experienced as everything has had to be shipped in or out. The generosity of local people and businesses has been vital to keep the trains running.

At last permission was granted to build an engine shed in Mannez Quarry was granted by the States of Alderney. Actually an agricultural barn in kit-form. A galvanised frame covered with green 'plastisol' cladding, but it provides shelter for the locomotives and the Wickhams, as well as the railway's very few maintenance workers. Three tracks have been laid into the shed with the help of Army volunteers. The States of Guernsey had previously made the offer of their 'Molly 2', the diesel shunter, complete with 'lifebelt', described in part one, provided it had shelter. As that became possible 'Molly 2' has joined 'Elizabeth'. A fourth Wickham may join the others as the line continues to prosper in its 151st year.

Notice Board



Loan of railwayana

In order to improve the ambience of our complex, we would welcome the loan of railway relics etc. for display. These will be securely fixed (without damaging the item). So if you have any old signs, signals or other artifacts which you consider suitable please speak to the Chairman. The items currently displayed are proving popular with our visitors and we need more. Please dig deeply in your loft or garage. Items displayed are covered by our club insurance.

Stacey Hill Open Day

The Stacey Hill Open Day has unfortunately fallen on one of the open weekends this year. John Hatton has long since been committed to taking his Trix layout, along with our Tinplate Team (Brian, Stan and Mick). All were on duty that Sunday, but in order to ensure that we remain good friends with Stacey Hill, we have managed to cover their duties. This is a good event covering a wide range of transport topics and includes several model railway layouts. The event is being held on Sunday 20th September, see local press for further details.

HMRS Meeting

The next HMRS Meeting to be held in our club rooms will be on 30th September at 7.30. The speaker will be A. H. Gould who is President of the Railway Correspondence and Travel Society. The talk will be on the work of this well known organisation. Further details from Eric Bowman. MKMRS members are invited to attend all HMRS meetings held in our club rooms.

Gordon Etherington's models

Gordon's collection of O gauge GWR locomotives, rolling stock, track etc. is being disposed of by Mike Vincent of the Gauge O Guild. Mike lives in Leighton Buzzard and can arrange for items to be viewed if you are interested. Mike can be contacted on 01525 384219.

Mandlebury at the NEC

Our N gauge modern image layout Mandlebury is appearing at the Warley Exhibition at the National Exhibition Centre (adjacent to Birmingham International station) during the weekend of 8/9 November. Further details from Bruce Garwood.

Fenny Stratford to visit Fenny Stratford

Our other N gauge layout is now in the main club room for a refurb before visiting the Bedford Bletchley Rail Users Association open day will be held at St. Martins Hall (Fenny Stratford end of Queensway opposite old club rooms) on 17th October. If you wish to assist in finishing the layout or in its operation, please see Bruce as a matter of urgency. This is a steam/early diesel operated layout (1948-65 period) and we need to improve its accuracy as it will be appearing just a few hundred yards away from the prototype!!

October QGM

The next QGM will be held in the club room on Tuesday October 27th at 2000. The committee will meet on Wednesday 21st October in the club room at 1945.

The Alderney Railway (Part 2)

by John Dibben

Yes, although only 2 miles long, this little railway can justifiably run to a part 2 as the latest chapter of the Alderney Railway's history continues to provide interest with the trials and tribulations which come with a preservation project, particularly in this unique location.

The Alderney Railway Society owes its existence to the perseverance of one man. Roger Warren, its first chairman and now its president. He first became aware of the railway in 1943 when he spotted the little engines on the quayside during a reconnaissance flight over the Island to observe German activity. He settled in Alderney in 1958 when he was appointed Surveyor to the States.

Since the War, it had been used to convey stone from Mannez Quarry to rebuild and maintain the breakwater. By 1976 it was semi-derelict and there was talk of the track being lifted. It was then Roger Warren had the idea of preserving the line as tourist attraction.

The War changed the character of the Island drastically. Brooke's, with their quarrying activities was the largest employer before the War, but their failure to return after the occupation by the Germans saw the Island turn to tourism and home for those interested in its benefits as a 'tax haven'. Any building or project is subject to rigorous planning controls, even the quarry was 'green belt' land.

A clear example was the application of a West country firm to quarry 4 million tons of stone at a rate of 1,000 per week over an 80 year period. The application was turned down, possible pollution outweighing any economic advantage. Not many places in the British Isles could afford to make that decision.

Alderney, like the other Channel Islands is largely self-governing. Roger Warren, in order to build a shed and lay additional track, had to seek the approval of the Property Services Agency of the Department of the Environment (PSADOE), the Home Office, the Agricultural & Fisheries, Building and Development Control, Planning & Finance and the Recreation & Tourism Committees of the States of Alderney. The proposals also had to be added to the 'Billet d'Etat' (Agenda) of the December 1997 People's Meeting. This must have amounted to almost all the Island's population, or a few several times! One woman thought that it would ruin her washing, set the countryside ablaze and probably *blow up a nearby filling station*. A letter to the Alderney Journal suggested steam engines would *frighten the butterflies*.

By January 1978 permission was granted to build a shed in the quarry at Mannez, on condition two old sheds were demolished and the new shed did not exceed the total floor area of the demolished sheds by more than 10%. Also, additions could be made to existing tracks and a lease for the land could be sought. In a newsletter the same month, Roger Warren stated that with only the PSADOE and the Home Office to go back to, 'we could be in business by summer 1978'. It was in fact the 5th April 1980, when the Alderney Railway Society celebrated its first day of service.

Alderney is a small island with a small resident population. It is a tribute to the small group of enthusiasts that they got this far. Preservation of a standard gauge line 2 miles long on an island

only 3 miles in length with everything of any size having to be 'shipped in', was a large task.

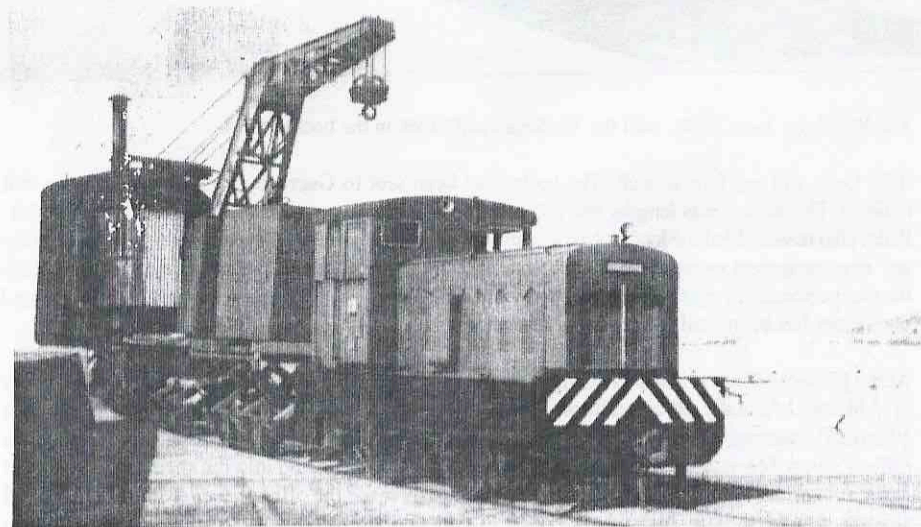
Motive power had been a problem. An advertisement in the 'Railway Magazine' proved fruitful in finding a pair of Wickham engineers trolleys, which were purchased from the Market Bosworth Light Railway for £750. Two more followed. The first three were named 'George', 'Shirley' and 'Cadenza'.

A two-car multiple-unit performed the service from Braye Road crossing at the harbour, now sporting a station building (ex-Scouts hut) to Mannez Quarry. The first season was a resounding success. Almost 8,000 passengers were carried, ticket sales totalled £3,173, plus the issuing of first-day covers, income amounted to £4,600 for the first year of operation!

Steam was the next objective and £4,000 was raised to purchase a Bagnall 0-4-0 saddle tank 'J.T. Daly' from the Foxfield Railway, although a further £1,000 was estimated to be needed to get it to Alderney. The only problem was, *no coaches*. Some time later two 4-wheel wagons were purchased, fitted out with bus seats and given some light framing to support an aluminium roof to protect the passengers from 'smuts'. 'J.T. Daly' was painted Great Western green and given the number 3. It was used occasionally on summer Sunday afternoons during the mid-80's.

The venture into steam was not a great success as the locomotive was expensive to maintain and the Railway did not yet even have any under cover facilities. A search was mounted for a diesel locomotive which appeared in the form of an 0-4-0 diesel shunter built by Vulcan and named 'Elizabeth', named after the Vulcan Works nurse, Miss Elizabeth Poole, who had served the factory for some 30 years.

Two more Wickhams were purchased from the Ministry of Defence at Kington, one of which was used by a senior officer at the investiture of the Prince of Wales at Caernarvon. Today, this car is the pride of the Wickham fleet, fully enclosed and well fitted out inside.



'Elizabeth' and the steam crane (see part one), on the breakwater.