

The Bedford to Bletchley Rail Users' Association



Saturday 17th October

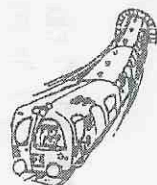
10.30am - 4.30pm

at St. Martin's Church Hall
off Queensway



BRING
ALL THE FAMILY

BLETCHLEY RAIL DAY

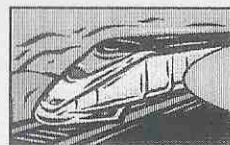


- * ALL DAY FILM SHOWS
- * RAILWAY VIDEOS and SLIDES
- * DISPLAYS AND EXHIBITS
- * SOCIETY and TRADE Stands
- * WORKING MODEL RAILWAYS
- * THOMAS THE TANK ENGINE LAYOUT

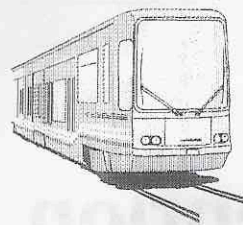
Admission:

£1.50 adult and 80p Children and Senior Citizens.
HALF PRICE ADMISSION if travelling to RAIL DAY
from stations between BEDFORD and FENNY
STRATFORD (tickets to be shown at the door)

FREE Vintage Bus link every 30 minutes from 10.30am to 4.00pm from
BLETCHLEY RAILWAY STATION

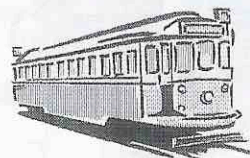
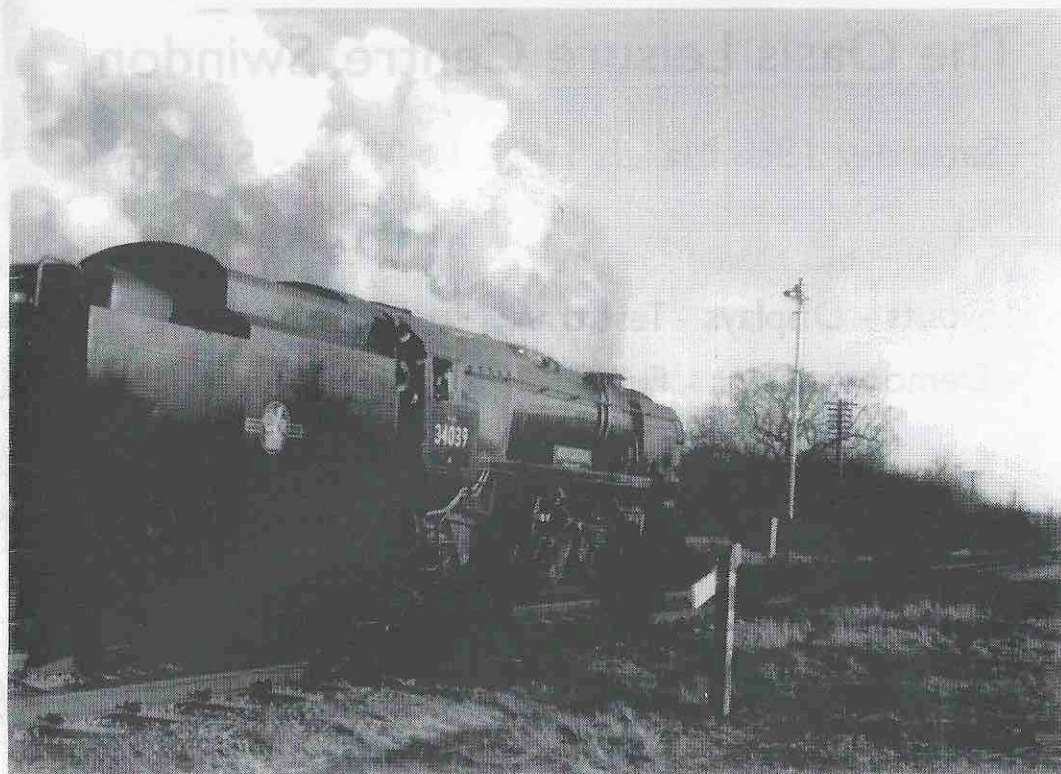


Milton Keynes Model Railway Society



Newsletter ...

No. 79 October 1998



The MKMRS is a member of:

- The Chiltern Model Railway Association
- The Model Railway Club
- The World War II Railway Study Group



For all that is best in 7mm railway modelling

1999 Spring Convention

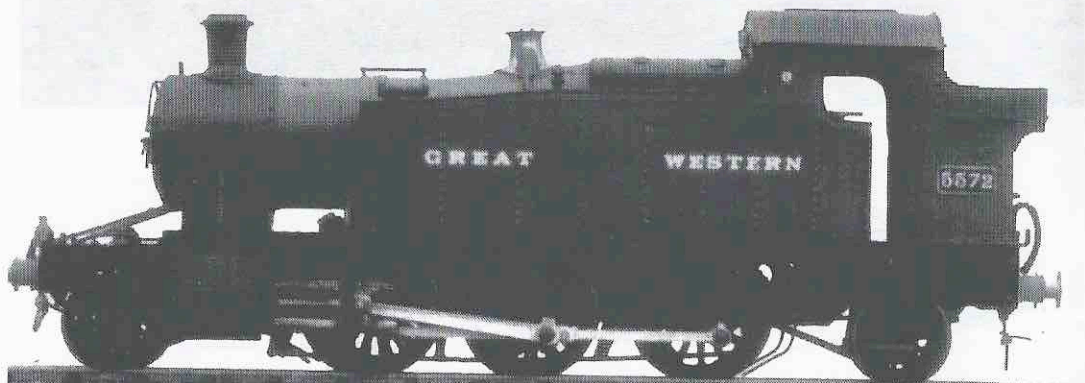
The Oasis Leisure Centre, Swindon

Saturday 13th March 1999. 10.00am - 5.00pm

Layouts - Displays - Test tracks (sorry, no live steam)
- Demonstrations - Full trade support - Guild stands

Guild members - £3.00, Non members - £5.00

All tickets are family tickets



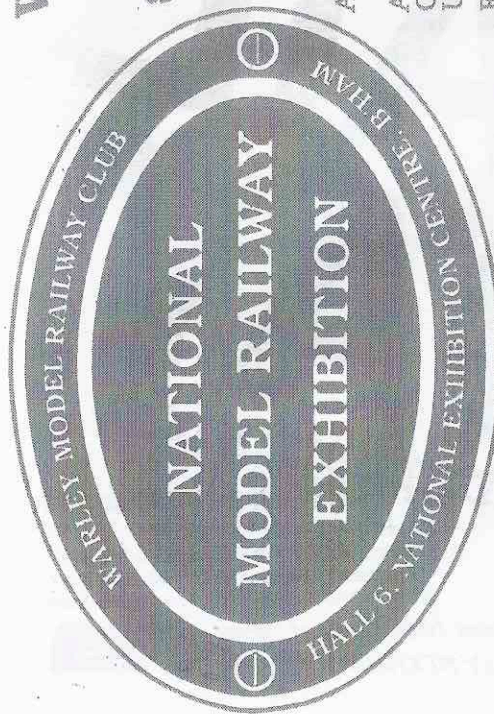
WARLEY NATIONAL 1998

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	

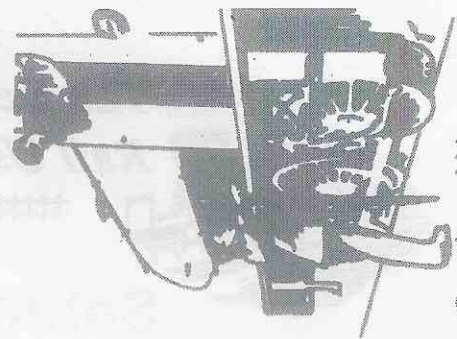


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MIDLAND COUNTIES PUBLICATIONS

- ◆ OVER 50 MODEL RAILWAYS - GAUGES Z TO 1 AND BIGGER
- ◆ OVER 100 SPECIALIST TRADE STANDS
- ◆ MODELLING DEMONSTRATIONS
- ◆ MOST MAJOR SCALE AND GAUGE SOCIETIES PRESENT
- ◆ PRESERVATION AND SPECIAL INTEREST SOCIETIES

Advanced Tickets available at discounted prices - see overleaf for details

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



Museum Duty Roster October – December 1998

Weekend	Saturday	Sunday
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

(Continued from previous page)

Semaphore signals, GWR signal boxes, beautiful, dramatic and varied scenery adds to the reasons why this County of myth and legend is unique! A ruined pump house on a hill informs anyone what part of the Country they are in!

The BR 'blue' period is generally frowned upon but was the corporate livery for twenty years. They are becoming more 'fashionable' as the Expo EM Exhibition highlights with *youngish!* modellers having no such doubts.

As Cornwall had not changed dramatically in the past 15 years, my own *Newquayesque!* And later 'through' station 'loosely' modelled on Par, could see diesel-hydraulics of all colours and they would not look out of place!

Within a few years, the face of Cornish railways had changed completely with HST's, 'block' freights and loss of much of the previously mentioned traffic. It is now difficult to produce an interesting compact layout without using enormous amounts of 'modeller's licence'.

That's my favourite part of the 'railway world'. What's yours and why? Write a few words and tell the other members, I would be pleased to include it in the newsletter as it is supposed to be primarily about them!

I would like to take this opportunity to thank those members who, in the year I've been getting away with all this nonsense, have contributed items and ideas. They have dried up a bit lately, so keep 'em coming!

Milton Keynes Model Railway Society – 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

Newsletter:
John Dibben

Contact Point:
Dennis Lovett
Chairman
☎ 01908 376750

Where there's a will ...

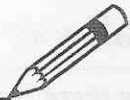
As a club we used to have a rule about not owning rolling stock. Our circumstances over the years have allowed this rule to be relaxed, indeed in our new found circumstances, we need more and more club stock. We have procured items in N, OO and O, over the past two years, if suitable stock becomes available at the right price, for use on club layouts. We have purchased enough stock to operate the main layouts without relying solely on members items. The O gauge team have recently purchased some additional stock from Gordon's estate. Sadly the coaches and locomotives were beyond our budget but a rake of wagons has been acquired. These will be added to the items obtained from estate of John Symons for the eventual use on the O gauge layout.

One of the tasks I sometimes get involved in, is having to advise people who suddenly find themselves with a collection of trains in which they have no interest. In recent months, I have spoken to the families who have been left with items, usually when clearing out houses following a death or more recently by someone's father moving into sheltered accommodation, enforcing the dismantling of a garden layout and disposal of models. I endeavour to advise those concerned on the best plans of action. Over the past two years, I have had to clear out a couple of lofts and following a phone call from the son of a deceased member, arrange to collect tools, materials and models which I was told "were going in the skip in a couple of hours". Needless to say they were rescued and taken to Bletchley Park, most of the models finding their way into members' collections, courtesy of Eric Bowman, who undertook the delicate cash transactions which naturally reflected the poor condition in which they were rescued. Sadly they were not suitable for club layouts.

Sometimes people ring me with details of a "priceless" collection which turns out to be of the type found in most swapmeets for a few pounds per item. The "Antiques Roadshow" has a lot to answer for at times!! In such circumstances, I can only steer people towards respectable dealers or auction houses. I have a feeling though, that most will end up bitterly disappointed unless they have mint boxed limited edition Wrenn's.

The recent death of Gordon has involved our good friend from Leighton Buzzard, Mike Vincent, carrying out his role as Executor for Gordon's prized GWR collection. Disposing of items to new homes is not easy, particularly as the main Executors are a Bank, who like to tidy things up as quickly as possible and I do not envy Mike the task. Several members have purchased items as individuals and it is reassuring that some of Gordon's items will continue to run in the club in which he spent so many years. (Continued)

Diary



OCTOBER

- 8/9 *Bletchley Park Open Weekend*
- 17 (Sat) **Bedford-Bletchley Rail Users Association**
- 17/18 *Bletchley Park Open Weekend*
- 27 **QGM**
- 31 & 1 Nov *Bletchley Park Open Weekend*

NOVEMBER

- 7/8 *Warley MRC Exhibition*
- 14/15 *Bletchley Park Open Weekend*
- 22 *Swapmeet*
- 25 (Wed) **HMRS Meeting – Severn Valley Railway**

DECEMBER

- 12/13 *Bletchley Park Open Weekend*

Apologies for the entry last month stating that Warley was on *October 8/9th!*

This list includes all the remaining Bletchley Park Open Days until the end of the year.

(continued from previous page)

I do not want to depress members, but getting involved with such events does tend to force home that none of us is immortal. It is up to individuals to decide what happens to their own models but often it would appear nothing is done (and I am a guilty party) until it is too late. We all need to ensure that such events are carried out in accordance with our wishes and that the skip is not an option left open to those we leave behind.

I hope to return to more cheerful subjects next month!

Dennis Lovett
Chairman

Cornish Cream

By John Dibben

I have resisted the temptation for a year now but this month I have given way to unashamed self-indulgence to describe my own favourite part of the 'railway world'

I have always been interested in the South-west since childhood holidays at Teignmouth. How could a child not be impressed by the mixture of sand, sea and sight of diesel-hydraulics pounding along the sea wall or overhead at the picturesque town of Dawlish.

In the late seventies, I was looking for a location for a layout where main line trains could be run realistically in the modest amount of space available. My thoughts turned to the south-west, for over the Tamar there was a 'land that time forgot', probably due to the threat of complete closure west of Plymouth.

Several trips were made to the 'Royal Duchy' in 1978/9. These proved to me that this was a modeller's his paradise! The latest stock on a railway that had changed little since the demise of steam. Nowhere else in Britain could match its variety and for railway modellers, an 'excuse for anything'. Why the 1745 Plymouth – Penzance was formed of 47499 a corridor composite, 2 brake seconds and a restaurant/buffet, I shall never know, particularly when all restaurant cars were removed at Plymouth!

To go into detail would take too long but in brief, passenger trains to Paddington were six coach trains, locals were often only three. The 1800 Penzance – Birmingham, a relic of the pre-war train which conveyed through coaches to Scotland, would be half passenger, half vans. There were 'sleepers', 'motorail' trains and SAGA specials. Parcels trains were evident throughout the day, having to make an early start and arriving until late morning. They consisted of every imaginable type of van and no two appeared the same! These were often lengthy trains as parcels and perishables were an important part of the Cornish railway scene. The 'postal', stopping several times in the 'Duchy' was an important part of the scene. Its arrival in Penzance at 0656 meant 'postman's rounds' *were sorted on the train!*

Freight was varied and in small 'modellable' amounts, although when marshalled together for the long overnight journeys, made it necessary for four timetabled freights. There were over 20 goods yards, terminals and private sidings even then. This includes whole branch lines, like that to Par-kandillick, with many smaller sidings, the huge Black Rock china clay works at Goonbarrow Junction to the milk siding at Dolcoath (Camborne).

Inbound traffic consisted of coal, oil, fertiliser, cement, steel and general merchandise. Outbound traffic consisted of china clay (loose, bagged and slurried), milk and general merchandise. Seasonal traffic e.g. sugar beet and 'daffodils' (The Scilly Isles is famous for its early blooms!), could lead to a large increase in traffic.

So if you if you want a good excuse for a 'Western' with a wagon, a 'Peak' with a 'pick-up' or a fifty with a few on!, look no further!

(Continued overleaf)



Photo: Kensington Olympia.

(Continued from previous page)

At this time the LNWR's Broad Street – Victoria service was diverted to Mansion House. As the section from Mansion House to Gloucester Road was "underground", it was necessary for the LNWR to obtain locomotives which condensed their own steam in the tunnel sections. This service was known as the "Outer Circle", although the circle was not a complete one and ran at 30 minute intervals. After calling at Willesden Junction (High Level), these trains continued to Kensington (Addison Road), where they joined the line to Earls Court. Following the electrification of the MDR in 1905, Mansion House to Lillie Bridge, near Kensington, the steam locomotives were changed for MDR electric ones at Earls Court and vice – versa. From 1908 services ran to and from Willesden Junction (High Level) and from March, 1912, a steam shuttle service was implemented which terminated at Earls Court. The line from Willesden Junction to Earls Court was electrified in 1914.

Whilst some through trains did exist after the withdrawal of the GWR service to Victoria in 1915, the LSWR operated a service from Kensington (Addison Road) to Clapham Junction and the LNWR its Willesden Junction – Earls Court electric trains, which began in 1914. The line from Willesden Junction to Earls Court was electrified as part of the LNWR's 1911 electrification scheme. The LNWR also continued to operate the steam hauled Willesden Junction – Clapham Junction local service.

The building of an exhibition centre at Earls Court in 1886, created a significant amount of additional passenger traffic, as did the opening of a similar complex at Olympia in 1894.

To be continued next month:

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 artefacts 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.

Swapmeet Dates

The final Woughton swapmeet of 1998 will take place on Sunday 22nd November at Woughton Campus. The event is open from 1100-1500, admission 70p Adult and 30p. Children/Senior Citizens.

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.

October QGM

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

Mandlebury at the NEC

Mandlebury our N gauge layout is appearing at the Warley Exhibition being held at the NEC (adjacent to Birmingham International station) during the weekend 8th/9th November. Further details from Bruce Garwood.

Fenny Stratford to visit Fenny Stratford

Our other N gauge layout is being refurbished in the main clubroom before visiting the Bedford – Bletchley Rail Users Association open day at St. Martin's Hall (Fenny Stratford end of Queensway opposite old club rooms) on 17th October. See rear cover. If you would like 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!!

HMRS Meeting

The next HMRS meeting will be held on November 25th and is on the subject of "The Severn Valley Railway and preservation". This event will be held in the Mansion, Bletchley Park. It will be an all ticket meeting, (tickets free of charge) are obtainable from the Organiser. See Eric Bowman for details.

The West London Railway (Willesden – Kensington)

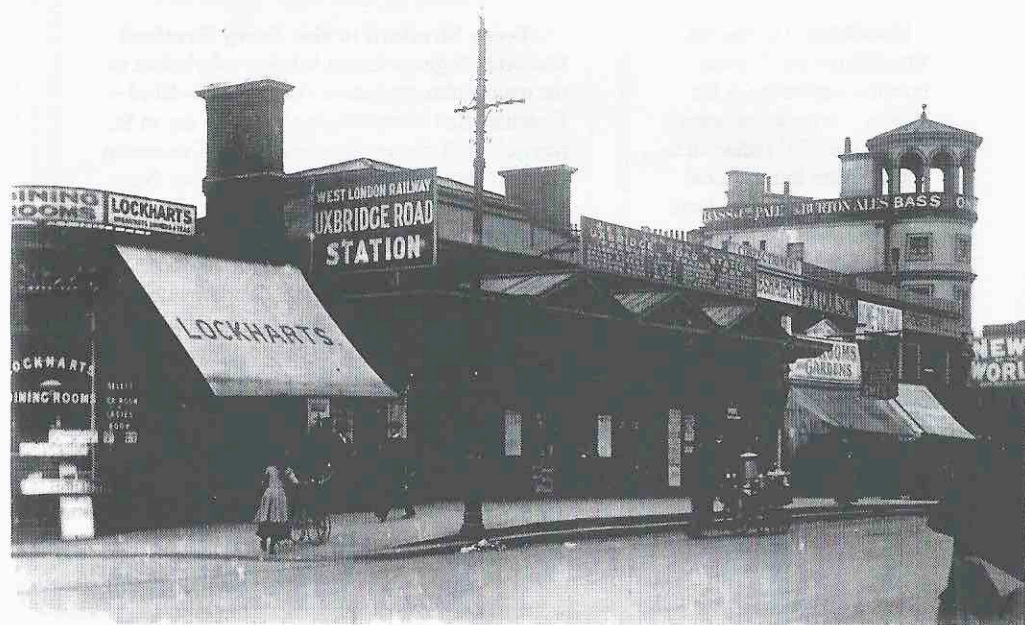
By Dennis Lovett

The West London Railway began life in 1836 as the Birmingham, Bristol and Thames Junction Railway. It had assumed its West London name by 1840 but did not open until 27th May, 1844. It was built to connect the London & Birmingham Railway and the GWR with the basin of the Kensington Canal and the Thames boat traffic. Financed by both companies it was built as a mixed gauge line with both standard gauge of 4' 8.5" and the broad gauge of 7' 0.25" being laid. It ran from a point near the yet to be built Willesden Junction to the canal basin at Kensington 2.5 miles away. Although principally built for goods traffic, a passenger service operated every 30 minutes, although patronage was poor despite provision of stations at West London Junction (south of the current Willesden Junction station), Mitre Bridge, Shepherds bush and Kensington.

The passenger service was soon withdrawn on 30th November, 1844 as considerable operating difficulties had been experienced trying to cross the GWR main line from Paddington to Reading on the "flat" at Old Oak Common. This level crossing had to be replaced with a bridge, which was achieved in 1860.

The line ceased to be of any great importance until it was linked with the West London Extension Railway. Passenger services were introduced from June 1862, although intermediate stations were not reopened. A station was opened at Uxbridge Road on 1st November, 1869, close to the site of the former Shepherds Bush station, and at Wormwood Scrubs on 1st August, 1871. This was renamed St. Quintins Park & Wormwood Scrubs in August, 1872. The first station closed on 1st November, 1893 and was replaced by a new structure with the same name on that day, which was located to the north of the former station.

Photo: Uxbridge Road.



West London Extension Railway (Kensington – Clapham junction)

Built on the route of the in filled Kensington Canal (only a short portion of which remained to serve Chelsea Basin), this line was built as a joint operation and was owned by four companies. The GWR and LNWR both owned a third each, with the LSWR and the London, Brighton & South Coast Railway (LBSCR) each owning a sixth. It ran south from Kensington to Clapham Junction.

Opened on 2nd March, 1863 it was mixed gauge. Intermediate stations were open from the start of services at Chelsea and Battersea. The GWR ran through trains from Southall to Victoria from 1st April, 1863 formed of standard gauge stock from the commencement of services, despite the main line into Victoria being of mixed gauge. Broad gauge trains from Reading and Windsor to Victoria ran until October 1866, when they were formed of standard gauge stock. In the early days the longer distance trains had their coaches detached from Paddington bound expresses at Old Oak Common. Broad gauge goods trains continued to run to the GWR goods facilities at Chelsea Basin. The GWR abandoned the Broad gauge in 1892, but continued to use Victoria until 1915.

A service was operated jointly from the beginning by the LNWR and LBSCR from Willesden to East Croydon. The LBSCR also operated a Kensington – West Croydon service, whilst the LSWR concentrated on a Clapham Junction – Kensington shuttle.

The LNWR introduced a service from Euston to London Bridge via Kensington in July 1865. It used the line across what is now Waterloo concourse to join the South Eastern Railway (SER) at Waterloo East. At that time, a line linked the main station at Waterloo with the SER station, the main central arch through which road vehicles gain access to the main station today, is the only remaining testament to this once interesting working. In 1867, the service was diverted to Canon Street but ceased altogether a year later. From 1875 until 1893, a service operated to Waterloo (LSWR).

A station opened at West Brompton on 1st September, 1866. The Metropolitan District Railway (MDR) (now served by London Underground's Wimbledon Branch of the District Line) opened three years later in April, 1869. Here passengers could interchange when the District Railway service from West Brompton was extended to Putney Bridge on 1st May, 1880 and to Wimbledon on 3rd June, 1889.

Kensington was rebuilt in 1869 with two through platforms, central passing loops and bay platforms at both ends. Following the reconstruction work, Kensington was renamed Kensington (Addison Road), the name of an adjacent street and not the one on which the station actually stands! The LSWR service from Richmond terminated in the north bay and the service from Clapham Junction at the south bay. The main platforms were used by through express trains and by services from Victoria to Southall (GWR) and from Clapham Junction to Willesden Junction (LNWR). The LNWR introduced a service from Broad Street to Kensington in September, 1867. This was later extended to the LBSCR platforms at Victoria.

The arrival of the railway at Kensington resulted in the development of the area around the station, large town houses being built to accommodate businessmen, and their families, who commuted to the city.

From 1872, Kensington (Addison Road) was served by both middle and outer circle lines which operated in conjunction with the underground companies.

(Continued overleaf)