

The Association of 16mm Narrow Gauge Modellers, Bedfordshire Area Group

Present

'Steam in Beds.'

An Exhibition

Of

Narrow Gauge Model Railways

in most popular scales, at

Parkside Hall, Ampthill, Beds.

Saturday 5th December 1998.

10.00am - 5.00pm.

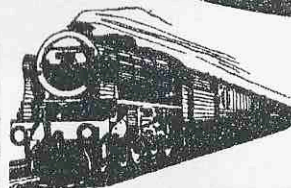
Admission £2.00 and £1.00

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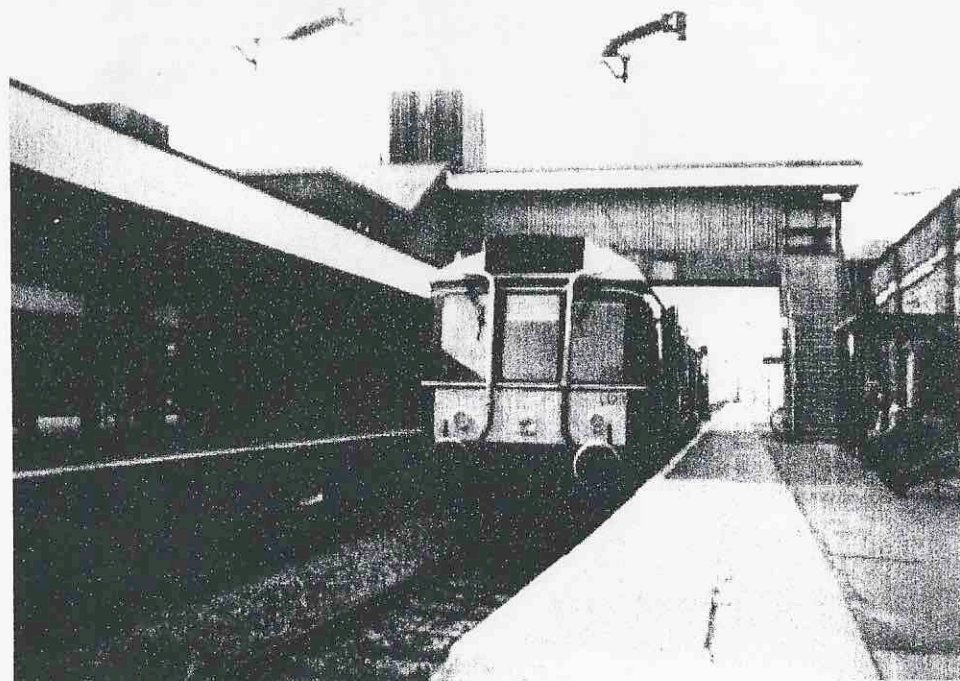
Milton Keynes Model Railway Society



Newsletter ...

No. 80

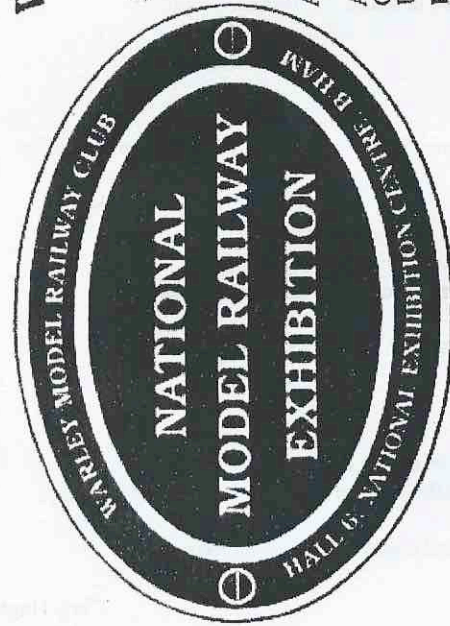
November 1998



The MKMRS is a member of:

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

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) :-

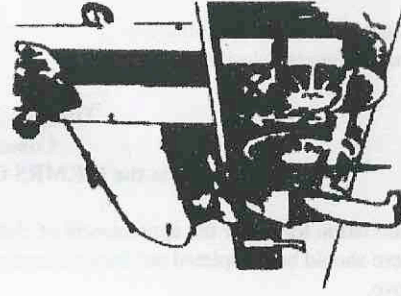
Adult 1 day - £6.50 2 day - £11.00
Children/Snr Citizens/
UB40 1 day - £4.50 2 day - £8.00
Families (2 adult/3children) 1 day only - £19.00

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MIDLAND COUNTIES PUBLICATIONS

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- ◆ 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!!!



Milton Keynes Model Railway Society - 1969

Making a name for ourselves

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

**Published by/
Contact Point:**
Dennis Lovett
Chairman
☎ 01908 376750

MKMRS recently played host to Phil Sutton, editor of the model railway section in the modern image magazine, Rail Express. Phil needed a modern image layout to photograph for the Warley Exhibition issue and we were happy to oblige. Phil was in the club rooms with his camera, just two evenings after we received the first approach. Phil was most impressed with our set up and has promised to give us some good publicity in the accompanying article.

We have deliberately not shouted from the rooftops to attract visiting model railway enthusiasts. We have had more than enough to deal with the general public and we are on target to beat the 9,800 visitors into our club room we attracted in 1997 (6,025 visitors January - June 1998). I have a feeling that this may be about to change and we need to spend the winter ensuring that the quality of layouts is improved up to the standards that are found at most model railway exhibitions. There is plenty of scenic work to be done on Verney Junction and the Sherwood/Wilton layout needs to be completed scenically. No doubt other work will be identified by the EM and Gauge O groups but as these layouts are not normally open to public viewing, there is less urgency to complete the tasks.

Ian and Martin have been instrumental in ensuring that the outdoor test tracks are on the way. Assisted by other members of the team, Geoff, Steve and Martin now have the first 21' of track in place. Another 11 baseboards have already been completed and once Fred has the piers in place (weather and rain permitting), then progress on the curve from the greenhouse towards the back of the greenhouse should be fairly rapid. I congratulate the team of beating the Chairman's deadline by a good fortnight. I look forward to reporting further progress of this layout over the next few months.

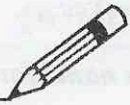
There is still plenty of work to ensure the clubrooms continue to show signs of improvement. At least one project will need support from you. Some of our newer members revelled in undertaking the scenic work on our N gauge Fenny Stratford layout which looked really impressive at the recent Bedford - Bletchley Rail Users Association Open Day. As a club we aim to encourage you to develop your modelling skills and once the workload has been reduced, we hope to hold workshops on loco building and soldering, where you will be encouraged to take part.

I have a feeling that over the winter months the Best kept Secret in Railway Modelling (our activities at Bletchley Park) will be much better known.

(Continued overleaf)

Cover Picture: The 'green bubble' single-car DMU at Bletchley station. Chris Avis.

Diary



NOVEMBER

- 31 Oct & 1 Nov *Bletchley Park Open Weekend*
1 *Olney Model Railway Exhibition.*
7/8 *Warley MRC Exhibition*
14/15 *Bletchley Park Open Weekend*
22 *Woughton Swapmeet*
25 (Wed) **HMRS Meeting – Severn Valley Railway**
28/29 *Bletchley Park Open Weekend*

DECEMBER

- 6 *Northampton Swapmeet*
12/13 *Bletchley Park Open Weekend*

John Cole

It is with regret that I have to report the death of John Cole. John was for many years our regular Tea maker and enjoyed attending club nights until his lengthy illness made this impractical. John was heavily involved in the Bletchley Park site before we moved in and John helped us during the negotiations and during the initial moving in period, when facilities were less welcoming than they are now. John was found on parade every weekend at Faulkner House and will be sadly missed by both MKMRS members and by the wider Bletchley Park family, of which he was an active and highly regarded member.

Dennis Lovett
Chairman

(Continued from previous page)

As we approach our 30th Anniversary, we are better equipped than any time in our long history. We have the skills and facilities to welcome many more members into our ranks and we have the ideal opportunity to do it. The secret is out, MKMRS at Bletchley Park should be the place all local railway modellers working in G, J, O, SM32, EM, OO and N should be part of.

Be prepared for the interest that will be shown and please do your best to welcome prospective new members into our midst. We need all the help we can get.

Dennis Lovett
Chairman

Notice of Annual General Meeting

In accordance with the requirement of the club rules, hereby give advance notification of the 1999 Annual General Meeting of the Milton Keynes Model railway Society will be held on

Tuesday 26th January, 1999
Commencing at 8pm
At the MKMRS Club Room, Bletchley Park

Nomination forms for the appointment of club officers will be available from me in due course. These should be completed and handed to myself before the start of the meeting on the date specified above.

Chris Hughes
Secretary
27 October, 1998

Club Competition

As usual, the club modelling competition will be run in conjunction with the Annual General Meeting, so now is the time to start finishing off your models.

The classes of competition areas follows:

Scratchbuilt locomotive	7mm or above	T. Wilson Trophy
Kitbuilt or modified ready to run locomotive		
Scratchbuilt rolling stock		Moorcroft Shield
Kitbuilt or modified ready to run rolling stock		
Scratchbuilt locomotive	4mm or less	George Barret Memorial Trophy
Kitbuilt or modified ready to run locomotive		Jim Armstrong Trophy
Scratchbuilt rolling stock		Sylvia Armstrong Trophy
Kitbuilt or modified ready to run rolling stock		
Kitbuilt or modified ready to run locomotive	2mm or less	P & D Marsh Trophy
Scenic Items	Any scale	Rail Trophy

The rules of the competition state:

- 1 – No entry shall have previously been entered in a club competition
- 2 – The person submitting the entry shall be a fully paid up member at the time of entry

The competition will be judged during the AGM and prizes awarded afterwards

Chris Hughes
Secretary
27th October, 1998

In 1974, publication of the Greater London Council's London Rail Study recommended the reopening of the line to local passenger trains and linking it via the North London Line (NLL) to the Barking line at Gospel Oak.

InterCity, one of the business sectors set up by British Rail in 1982, began running through services as part of a Cross - London marketing strategy in May 1986. Kensington Olympia station was upgraded to InterCity 'Parkway' status (Olympia is located close to both the M4 and M40 motorways) and the old Motorail site, now abandoned, was transformed to provide considerable car parking space. Trains to and from Liverpool/Manchester ran via Birmingham and the West Coast main line before joining the West London Line at Willesden Junction. Three of these trains ran to/from Brighton, three to/from Dover Western Docks for ferries to France and one to Newhaven to connect with the Dieppe Ferry. Many people had expressed a desire for through services which avoided the turmoil of changing stations in London, with a taxi, bus or underground journey in between. The need for locomotive changes from electric to diesel and vice-versa (the WLL was no longer electrified) at Willesden Junction in the shadow of a scrap yard did little to encourage its use, each locomotive change taking around 20 minutes. The service was not the success it was hoped and in May, 1988 the three remaining trains which called at Kensington Olympia were diverted to travel via Reading and Oxford after traversing the WLL. Throughout this time, Network SouthEast continued to run the peak hour only shuttle services between Kensington Olympia and Clapham Junction.

In April 1988, the WLL was transferred from the London Midland Region to the Southern Region as part of the on going Channel Tunnel works being carried out at Waterloo and Battersea. A new depot was built at North Pole opposite Old Oak Common depot and adjacent to the Paddington - Reading main line for the servicing and maintenance of the Eurostar fleet.

On 27th May, 1994, North London Railways reopened the Willesden Junction - Kensington Olympia - Clapham Junction route throughout to local trains for the first time in 54 years. The Clapham Junction - Kensington Olympia service ceased from the day before. This reinstated a service which had begun on the northern section of the line, 150 years to the day exactly.

Museum Duty Roster November/December 1998

Weekend	Saturday	Sunday
October 31st/November 1st	Dennis Lovett, Ray/Richard Cousins	Bruce Garwood, Ken Wiggins
November 14/15th	Tim Davcy, 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

Many members enjoy open days, with a chance to 'play trains' and meet the public. Some are in attendance most days even though their names do not appear on the list. All members are welcome and are provided with free tea and often a small 'snack'.

The public tend to know little about model railways and are often very interested, so we can all be 'experts' for a day and 'enlighten' them about our hobby.

Notice Board

MAKING GOOD PROGRESS

Ernie Johnson is making a good steady recovery after his recent heart operation at Oxford. Although it will be some months before Ernie can return to active membership, we shall keep him well informed of activities, so that it will not be too much of a shock to him when he is once more able to hang his cap on the appointed peg in the workshop.

We also understand that Don Pigott has been in hospital and we wish him a speedy recovery to full health.

MANDLEBURY AT 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.

SWAPMEET DATES

Woughton - 22nd November, Woughton Campus.
1100 - 1500. Admission 70p Adult and 30p children/
Senior Citizens.

Northampton - 6th December, Northampton Moat
House, Silver Street. 1100 - 1530.

AGM

The 1999 AGM will be held on 26th January at 2000. Please see formal notice for details.

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.

M&GN 40th Anniversary - Nth. N'folk Rly.

Our honorary member for Norfolk, Gordon Eckersley, has invited MKMRS to take part in the model railway exhibition being held on various parts of the North Norfolk Railway on the first weekend of June 1999. Anyone who is able to offer a layout for transportation is invited to speak to our John Hatton who is co-ordinating the event. Several layout owners have already indicated a willingness to take part. Accommodation will be provided by the NNR and all layouts transported in a large vehicle by Gordon Shrimpton.

Gauge O Guild Auction (Saturday 13th February 1999)

The club has been invited to host this event at Bletchley Park. The auction itself will be held in the CAA Hall and will be open to members only. We shall need assistance with stewarding, car parking etc. which is being held on a non open weekend. We have agreed to open our premises on that day, so that GOG members can visit our complex.

The West London Line (Part 2)

by Dennis Lovett

Chelsea station was renamed Chelsea & Fulham in November, 1902. This station was to receive a significant boost from activities at Stamford Bridge opposite. The Stamford Bridge Athletic Ground had opened as early as the 28th April, 1877 and was used almost exclusively by the London Athletic Club who held regular meetings. In 1904, the ground was purchased by Mr Gus Mears who saw it's potential as a football stadium and he invited Fulham Football Club to consider it as a new home, an offer they declined. In 1905, it was decided to increase the number of football clubs in each of Divisions 1 and 2 of the Football League from 18 clubs to 20. It was decided early in 1905 to form a new club based at Stamford Bridge and apply for membership of the 2nd Division. The club held its first meeting on 14th March, 1905 and signed its first players on 26th April, on the proviso that league status was attained. At the Football League's Annual Meeting held on 29th May, 1905, Chelsea Football Club were elected into the 2nd Division without ever kicking a ball! At the end of their first season (1905/6) they finished third in the league, the following season they finished second and were promoted to Division 1 as runners-up. The success of the team generated large numbers of supporters and when they played Arsenal, Charlton and Tottenham Hotspur, many special trains were run to Chelsea & Fulham.

Kensington (Addison Road) was also extensively used for incoming milk traffic. Most of the wagons originated from the West Country and were remmarshalled at Kensington for other parts of London which included Bello Lane, Ilford, Morden South and South Acton.

The line was also used heavily for goods traffic from the outset. It was also used extensively by express passenger trains. The LNWR ran through trains from Birmingham to Dover and Queenborough to connect with ships to the Continent. The most famous train, however, was the "Sunny South Express" which ran from Liverpool and Manchester via Birmingham to Brighton and Eastbourne. Although a joint operation between the LNWR and LBSCR, the service used corridor coaches provided by the LNWR. LBSCR locomotives worked the train south of Willesden.

During the early days of the First World War, the "Sunny South Express" was withdrawn. Other wartime restrictions saw the withdrawal of the LNWR service from Willesden to Victoria on 1st October, 1917. Sunday services over the West London Line, by which title the line had become known, were also withdrawn in May, 1918.

During the First World War, the line saw extensive wartime traffic and was widely used by troop trains enroute to and from the Channel ports.

Following the Grouping in 1923, only the GWR retained its name. The Southern Railway (SR) took over the interests of the SER, LBSCR and LSWR, whilst the LNWR passed into the newly formed London, Midland & Scottish Railway (LMS).

The "Sunny South Express" was reintroduced in 1921, continuing to run under LMS and SR ownership until the Second World War.

During the 1930's, the SR continued to operate the Clapham Junction - Kensington (Addison Road) service, with the LMS operating the steam hauled Willesden Junction - Clapham Junction services and the electrified Willesden Junction - Earls Court trains.

The outbreak of the Second World War had a dramatic effect on the line. As part of the general traffic restrictions imposed, the electric service from Willesden Junction to Earls Court was withdrawn on 3rd October, 1940. On the 20th October, the line suffered from extensive bombing. The Willesden Junction - Clapham Junction service operated by the LMS was withdrawn after bomb damage which totally destroyed Battersea station and badly damaged both West Brompton and Kensington (Addison Road). St Quintins Park & Wormwood Scrubs was closed also.

Once repairs had been carried out, the SR restarted the service between Clapham Junction and Kensington (Addison Road). The intermediate stations, however, at Battersea, Chelsea & Fulham and West Brompton (West London Line platforms) never reopened.

The line did see extensive wartime use for both goods and troop workings. Following the evacuation of Dunkirk in 1940, Kensington (Addison Road) was used as a control point.

Kensington (Addison Road) was renamed Kensington (Olympia) on 19th December, 1946. Whilst the SR continued with its Clapham Junction - Kensington (Olympia) shuttles, the local passenger service from Kensington (Olympia) to Willesden Junction never reopened and the local stations remained firmly closed.

Following publication of the 1947 Railways Act and the formation of British Railways on 1st January, 1948, the line came under the control of the Western Region.

The line continued to be used by through trains from the north and Midlands to and from the South Coast resorts, particularly during Summer weekends. These trains gradually dwindled over the years as holidaymakers were lured away by cheap package holidays to Spain and elsewhere.

A Motorail terminal was developed at Kensington Olympia in May, 1966. Motorail allowed the long distance motorist to have their vehicle transported on the same trains as themselves and arrive at their destination without the hassle of a strenuous drive. Destinations from Kensington (Olympia) included St. Austell, Fishguard and Stirling. As the British motorway network expanded, then the need for these trains, sadly, diminished.

In February, 1970, the line passed from the control of the Western Region to the London Midland Region.

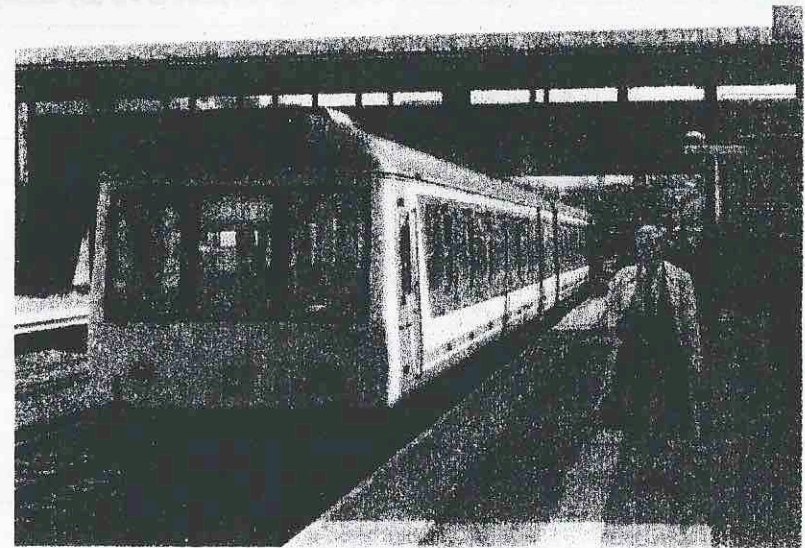


Photo: Kensington Olympia in recent times.