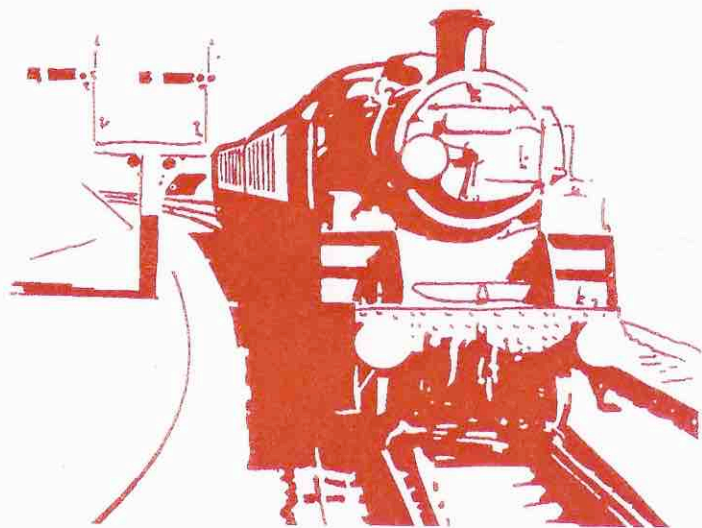


# MANCHESTER MODEL RAILWAY EXHIBITION



FRIDAY, 4th DECEMBER, 1992  
SATURDAY, 5th DECEMBER, 1992  
SUNDAY, 6th DECEMBER, 1992

NEW CENTURY HALL  
CORPORATION STREET  
MANCHESTER

Near **Victoria Station**



MANCHESTER MODEL RAILWAY SOCIETY



No. 9

DECEMBER 1992



Manchester Victoria before the trams

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





## MAKE A DATE FOR 93

# THE CHILTERN MODEL RAILWAY ASSOCIATION

## MODEL RAILWAY EXHIBITION

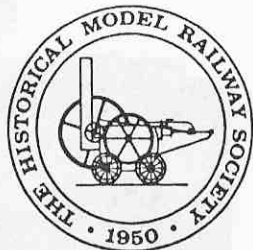


Sat. 9th and Sun. 10th January, 1993

### HISTORICAL MODEL RAILWAY SOCIETY

Selection of Gauge O Guild slides/  
tape commentary on 4mm and 7mm  
layouts.

25 November at 7.30pm, MKMRS  
Club room. MKMRS members wel-  
come to attend.



## MILTON KEYNES MODEL RAILWAY SOCIETY

The club was formed in 1969 and is an Associate Member of The Model 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

## Trading amongst ourselves

One of the most difficult jobs a club chairman has to undertake is having to mediate between members who have undertaken some form of transaction that for various reasons has gone wrong.

There can be few of us, if any, who have not purchased items or layouts from other club members. Some of us have even had items built from scratch, others have had their own mistakes and difficulties sorted out and others have had kits assembled.

Whilst 99.9% of these "deals" go through without any problems, there is the odd one that does not. That usually means that someone ends up as the aggrieved party and is unhappy not only with the individual concerned, but with the club itself.

Obviously this is a situation that places a great deal of pressure on all concerned and one that if I am totally honest, I would prefer not to have to get involved with in future.

When the club was set up, our predecessors had the task of adopting a set of rules to ensure that all ran smoothly. They have served us well for 23 years, so much so, that we seldom have the need to look at them, let alone

implement them. Perhaps it is time that we reminded ourselves of them. One such rule which exists was set up to avoid the kind of problems that I have already described. It is;

**(Rule 28 last sentence) "No members shall cause offence by soliciting the sale of goods or the offering of services for personal gain within the society". It basically means no dealing in the club room!**

I have no desire to see my leisure hours encompassed by lots of rules and regulations (I get plenty of them with the big trains at work!) but I have taken the opportunity to include a set of rules in this magazine, so we all know what they are.

I would suggest that in future any trading takes place away from the club room. Therefore if things do not work out, then those concerned can take the proper action without involving the club. I do not want to see this portrayed as a "ducking out" issue - it is not. It is simply enforcing a rule which was designed to avoid disrupting a harmonious club room and creating an unhappy membership. I trust you understand my reason for enforcing it.

Dennis Lovett  
Chairman





### Club Diary

- 24 November - Illustrated Talk on Narrow Gauge Railways by Peter Jarvis
- 22 December - Christmas Quiz
- 26 January 1993 - AGM and Competition
- 23 February - Illustrated Talk "St Pancras to Bedford through the years" by Gordon Eckersley
- 30 March - Illustrated Talk "World Steam" by Mike Hedderley

### Historical Model Railway Society

The HMRS will be using our club room at 7.30 pm on 25 November. MKMRS members are invited to attend. Some of the Gauge O Guild tape/slide sets will be shown and these cover both 4mm and 7mm subjects.

### Neals

Following the item on Neals in the October News, we are pleased to report that Neals have opened a new shop in Lake Street, Leighton Buzzard.

### Holne Chase Store

Thanks to those who helped at short notice to bring our old club room back into use as a store room. The curved boards for the O gauge project have been moved in and Verney Junction is also in the process of being moved into storage. The keys to the store are held by the Chairman. Access can be arranged as required.

### Club Premises

The movement of surplus items and layouts to Holne Chase has created more space in the club room. This has given us the chance to take stock of other items and a general tidy up is now being arranged. It would be appreciated if all members could assist us in keeping club premises as tidy as possible.

### Library News

Thanks to those who have generously donated items for the library. Please continue to search your lofts and garages for any publications that you consider will be of use.

### Exhibition Diary

- 21/22 Nov - Watford
- 28 Nov - Letchworth
- 28 Nov - Royston
- 28 Nov - High Wycombe
- 4/5/6 Dec - Manchester
- 9/10 Jan - CMRA (St.Albans)
- 16 Jan - Brambleton (Harpenden)

### Swapmeet

The Milton Keynes Sunday Swapmeet will be held at Secklow Centre Sports Hall, Woughton Campus on Sunday 13 December from 1100 until 1530.

file. This period coincided with the publication of several books, the purchase of which proved to be a very wise investment!

It was obvious that such a project could not be built single handed. Enter Les Wood, Gordon Eckersley and Austin Daly. Before the project reached its conclusion, Chris Hughes and Fred Collins would also be involved!

The need for a layout with local connection was a requirement for our 1989 exhibition and we decided we could build it in a year. In retrospect this was not one of our better ideas. To add to this apparent madness, my previous exhibition layout, Lulworth Cove, had been built in O gauge for the Cannon Street exhibition. Having sold it after its appearance at the Blackpool Gauge O Guild Convention, I wished to remain an O gauge modeller although the change of location and period resulted in a massive clearout on the rolling stock front. I now owned just one heavily rebuilt Lima Class 33 which was to serve as the test loco and because of all the hardwork and expense involved in rebuilding it was,

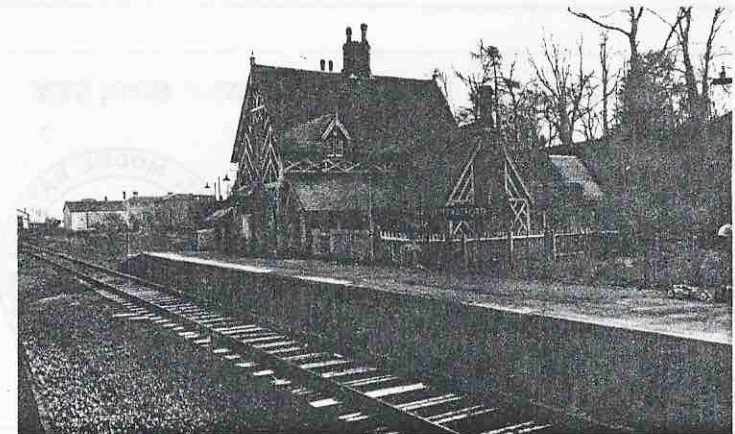
only one which I could not bear to part with.

The period chosen was BR from 1948 until 1965 which we considered to be the era with the greatest interest. Prior to 1948, the station had staggered platforms and following a major works programme a new platform was built following track alterations. After 1965 the goods facilities were removed. This period also allowed a wide variety of motive power to be used as following Nationalisation, ex LNER locomotives worked regularly to Oxford and this was an added bonus for the modelling team.

### Planning

The area from Stag Bridge on the old A5 Watling Street to Simpson Road had to be reduced slightly to fit the 18'6" length of my garage. Some three feet was lost from the plan overall, making sure that the prototypical appearance was not ruined. Fiddle yards from other layouts were placed at each end at exhibition. A compromise was required on the width and reduced to 3, it should have been 4'!

*To be continued*





# FENNY STRATFORD

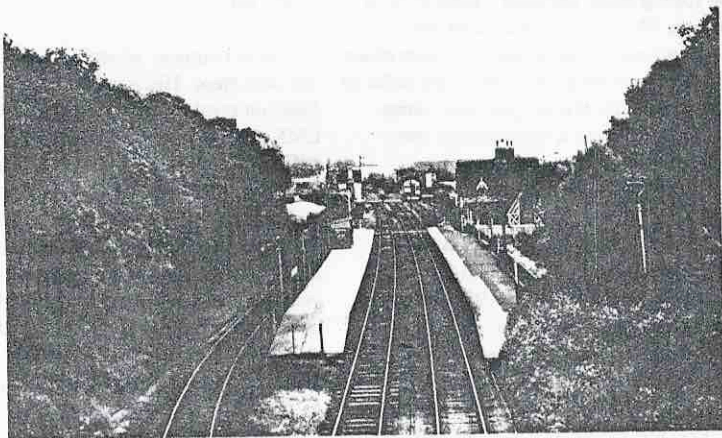
By Dennis Lovett

Fenny Stratford is not new to the pages of the model press. The prototype first appeared as Plan of the Month in the September 1963 Railway Modeller in its pre 1948 guise and again in November 1978, when the author discussed its pre Network SouthEast role.

Fenny Stratford is located one mile east of Bletchley on the line to Bedford. The line opened in 1846 and was to serve as Bedford's only rail link until the opening of the Midland Railway eleven years later. The line eventually became the central section of the Oxford-Cambridge cross country line. The line was threatened with closure as early as 1959 but was due to be retained under the Beeching plan for freight only use. Bletchley flyover and Swanbourne marshalling yard were part of this

grand scheme. Passenger services were withdrawn on 31 December 1967 on the sections from Oxford to Bletchley and Bedford to Cambridge. The Oxford line has reopened for passengers from Bicester but remains freight only between Bicester and Bletchley. The original Bletchley - Bedford line remained open until substitute buses could be organised. Twenty five years later, despite several closure attempts in the early 1970's, the line and Fenny Stratford station still remain in use.

Having been born within 100 yards of its location and it having played a major role in my railway upbringing, it was always a pipedream of mine to build a model of it! For some 12 years I collected information, plans and photographs, building up a comprehensive



Above: 1950's view from Stag Bridge.

## NOTICE OF ANNUAL GENERAL MEETING

In accordance with the requirements of the club rules, I am giving in excess of the 21 days notice needed, to notify you of that the Annual General Meeting will be held on

**Tuesday 26 January 1993** commencing at 8pm.

The nomination form for club officers and committee positions will be circulated with the January issue of this magazine and will be available in mid- December. Further copies will be available from myself and should be completed and returned to me by the start of the meeting on the 26 January.

Chris Hughes  
Secretary  
10 November 1992

## COMPETITION RULES

As usual the club modelling competition will be run in conjunction with the Annual General Meeting, so finish off your projects in good time.

The classes will be as follows;

- 4mm or less Scratchbuilt locomotive
- 7mm or more Scratchbuilt locomotive
- 4mm or less Kit/modified R.T.R. locomotive
- 7mm or more Kit/modified R.T.R. locomotive
- 4mm or less Scratchbuilt rolling stock
- 7mm or more Scratchbuilt rolling stock
- 4mm or less Kit/modified R.T.R. rolling stock
- 7mm or more Kit/modified R.T.R. rolling stock
- Scenic item (to any scale)

The rules of the competition rules state that **no entry shall have been entered in a previous club competition.** Competition entry forms will be available from me before the event.

Chris Hughes  
Secretary



## In the beginning (Part 7)

At long last the search for new premises had been resolved. Members agreed to the move at a special meeting held on 3 August 1976 and on 23 August 1976, the agreement between the club officers and Bletchley Masonic Hall Limited was signed. The former Bletchley Urban District Council Offices had been purchased by Bletchley Masonic Hall Ltd, following the closure of their former premises at an old school in High Street (now Watling Street), Fenny Stratford. The council on becoming part of the new Borough, formed under the reorganisation of local government in 1974, moved to new accommodation. Our main club room had been in use as a workshop area and latterly as the councils computer room. It was used for a brief period by the dog training club and those who were involved in the move can testify to the odours that remained from that period!

A period of redecoration followed and only the main club room and current library was involved. This was used for many years as our tea bar and lacked all the facilities that we currently enjoy in the new kitchen area. The old club room at Holne Chase was retained and was lent for a brief period to West Bletchley Model Railway Club before it closed down. It remained in use for club projects until the mid 1980's and has recently been redeployed as a much needed storage facility.

The club organised an exhibition in conjunction with the organisers of the Olney Floral Festival and took over the United Reform Church Hall. The club exhibited the OO and O gauge layouts with members, Colin

French, Brian Dudley, Mike Nimmo, John Dibben and David Smith running their own layouts.

During this period of moving club room the club was by no means idle in other areas. The club supported exhibitions on 11 September (Kettering), 25 September (Colin French at Hemel Hempstead) and 30 October (Battle of Britain Loco Society, Letchworth).

1977 was to be a major year in the clubs history. Following the move to Queensway, it became clear that the club would have to survive financially, the move had seen a large increase in rent and to reorganise slightly. The club had come along way since its formation in 1969 and the May 1977 committee meeting was the first meeting at which minutes were taken. They have been at every meeting since!

At the Chesham Exhibition on 7 May 1977, Colin French exhibited his Brean Sands layout for the last time. Les Wood and Dennis Lovett, two of his "normal" operators (my quotes - Ed.) did not allow this event to go unmarked. Closure notices were correctly printed and circulated around the hall and as the final minute of the exhibition approached, Eric Bowman placed a wreath on the smokebox of the last train and it arrived in the station to the taped sounds of the "Last Post" which had been recorded at a Boys' Brigade band practice the previous evening!

During the remainder of the year the club attended exhibitions at Coventry, Wing School and Hemel Hempstead.

## Profile

### Eric Bowman (CMRA Representative, M KMRS).

The prospect of living in a house with a railway at the bottom of the garden is something that most railway enthusiasts only dream about. For Eric, it was a part of every day life. The Bowman family home in Harrow had both steam and electric trains to watch, the line at the bottom of Eric's garden being the Met & GC Joint Line. By the early 1950's Eric paid more and more attention to the line and the usual Ian Allan locospotting books were soon acquired.

Eric attended school at Marylebone and travelled up to London on the steam train and back again on an electric. It was not long before these daily school trips were supplemented by cycle rides to Southall (WR) and Hatch End (LMR) for trainspotting purposes.

Eric's father obtained for him a secondhand Hornby O gauge clockwork set and the rolling stock included a Lord Nelson locomotive. The boy next door also owned a Hornby clockwork system and joint operations in one or other of the gardens were the order of the day. Eventually this set got "lost" somehow, so Eric replaced it with another one, which he still has.

Model Railway interests came to the fore when Eric left school and gained financial independence and freedom from homework!. He joined Northolt M.R.C. in 1959 and they owned a very large stud contact layout. Eric purchased a Hornby Dublo Castle to run on it and soon built a rake of Kitmaster coaches which were painted in chocolate and cream livery. Eric left Northolt M.R.C. in 1962 when

his parents moved to Leighton Buzzard. Within a short space of time, Eric found himself working in Watford and lodging in the YMCA. During his time there, his modelling interests continued and SR kits by Wills were assembled during his spare evenings.

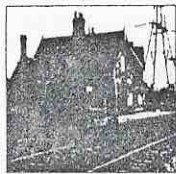
Marriage to Rosemary in 1966, resulted in a house move to the village of Cublington near Wing. They moved with son Stuart, to Linslade in 1975 and Eric joined MKMRS shortly after in September 1975. He was soon found working on the Victoria Road layout and was one of the founder members of the Verney Junction layout. He was a committee member from 1977 until 1980 when he became Secretary of the Leighton Buzzard MRC on its formation in 1979 and held the position until the club closed down in 1985. He remained an active member of MKMRS throughout ( a full account of the Leighton Buzzard club was given by Eric in the last issue - Ed).

Eric's current modelling includes 7mm and also 4mm. His involvement in Verney Junction resulted in a change of allegiance to LMS (xLNWR) subjects. He is currently building stock for the EM project and is part of the team building the new EM layout.

Eric has looked after our Chiltern Model Railway Association interests for the past four years. We are active supporters of CMRA and have been since our earliest days. As one of the largest clubs in the Association, Eric has represented us in this important role and kept us fully informed and arranged our involvement in CMRA activities.



These videos are available from Runfurrow Video, 6 Runfurrow, Haddenham, Aylesbury, Bucks, HP17 8JH. Telephone 0844 291134. Price is £15 or £24 for both.



After nearly a quarter of a century since the end of steam power on British Rail the modern railway has, with its dynamic profiles of electric and diesel, shaken off the influence of that great age. Diesel multiple units have come to represent the image of the local train on what remains of Britain's branch lines in the way that the steam hauled train did forty years ago.

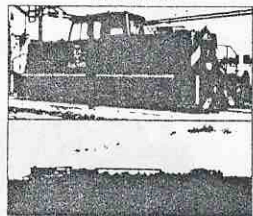
Although branch line railways have led a tenuous existence since Dr Beeching instructed their closure en masse in 1963, some have resolutely resisted that fate. Such a line is the one from Bletchley to Bedford. Opened with popular support in 1846 it still provides an intensive daily service.

This video explores the line with historical commentary and presents a visual record of much that remains, especially its attractive stations. Most of it was filmed during the summer of 1989 and captures some of the pastoral atmosphere that is the attraction of country railways.

Photo: Bill Simpson

45 Minutes

RNFU



On the last day of 1967 the passenger service on the Oxford to Bletchley ceased operating. It was the year before the end of steam traction on British Rail. In the twenty-five years since both measures have, to a degree, been rescinded. The passenger trains are running again between Oxford and Bicester and steam locomotives can be seen occasionally at both these places hauling passenger trains.

The intention behind this video is to take a journey from Oxford to Bletchley and compare the present - 1992, together with film of 1981, with former days with old photographs. The features and comparisons are made verbally on the accompanying commentary by Bill Simpson, author of the two volume history of The Oxford to Cambridge Railway.

Photo: Bill Simpson

1 HOUR

RUNFURROW VIDEO

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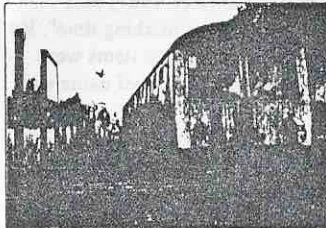
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The Bedford Railway Oxford - Cambridge Part

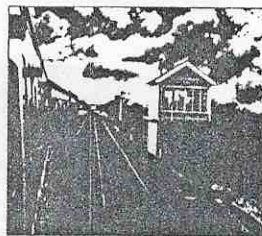
## OXFORD - CAMBRIDGE PART 1



## The Bedford Railway

Filed by Barry Myall  
with history commentary

## OXFORD - CAMBRIDGE PART 2



## The Buckinghamshire Railway (Oxford - Bletchley)

Filed by Barry Myall  
with history commentary  
by Bill Simpson

The Buckinghamshire Rly (Oxford - Bletchley) Oxford - Cambridge Part 2

The club outing to the Blubell Railway was held in July. 2 x 53 seater buses carried 67 Adults and 21 children.

The exhibition plans were seriously affected by problems with the caterers at Bletchley Leisure Centre. Jim Wood arranged for us to do our own catering at the Masonic Hall. This was the first time that the MKMRS catering team had to be called into action!

Some concern was expressed at the change of name then being implemented by the local model engineering club - New City Model Society to Milton Keynes Model Society. It was felt that this may cause some confusion between the two organisations who have always enjoyed a friendly relationship. Fortunately these fears were not realised.

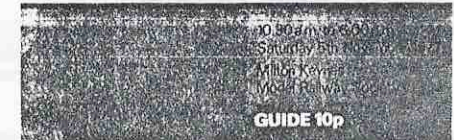
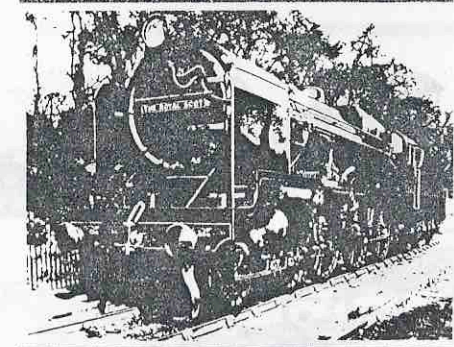
Newsletter No. 20, appeared in July 1977. Articles included the refurbishing a Triang DMU into the short lived white/navy "refurbished" livery by Chris Wright and Paul March. There was an extensive report on the Wing School event on 2 July and an article on assembling PC coach kits. John Mann's editorial reflected on the test tracks still giving sterling service, despite the fact they were built in a great hurry back in 1970. The final article included some useful tips on painting models.

Our third exhibition took place on 5 November, which because of the date caused a drop in attendance. The conflict with Firework night was not one of our better decisions. As a result future exhibitions were moved into our now normal October slot. Visiting layouts included Lein Vach (009, Bedford MRC), Flam Valley (009, Princes Risborough MRC), Mid Anglian Line (3mm, Jas Millham), Hartford Road (00, Amersham MRC), Penbury (00, Terry Onslow, Swindon),

Wingscott (Wing School MRC), Burham Thorpe (00, Barnet MRC). EM was represented by Sherdington (Ilford & West Essex MRC), 0-16.5 by Glen Aros (Bedford MRC), 0 Gauge by Wallsea (Barry Walls), whilst Gerry Horner ran his superb collection of Hornby tinplate 0 gauge trains.

Despite the slight fall in attendance, it was a good exhibition. The programme carried the following note "we regret we were unable to permit Messrs Sports & Leisure Foods Ltd, catering space within the exhibition hall". As mentioned earlier in this article it was obviously a case of game, set and match to MKMRS.

To be continued





# Playcraft RAILWAYS



Playcraft Railways first appeared at the 1961 Toy Fair and was a name adopted by the Mettoy Company of Northampton, whose products included the famous Corgi car models. The entry of Playcraft Railways into the market caused a certain amount of turbulence in the model railway industry and had their models been nearer to OO rather than HO, then their claim on the available market could have been much more dramatic.

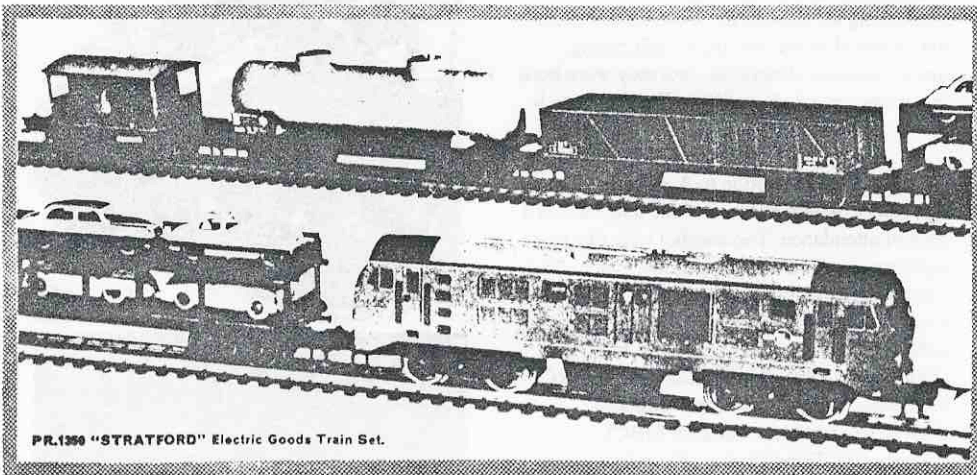
Playcraft Railways were manufactured in France by Jouef and were available from traditional model shops and branches of F.W. Woolworth. I can remember buying several wagons during imposed "shopping trips" to Bedford and Northampton. On a schoolboys pocket money they had the added advantage of

being very cheap and retailed for around half the price of the more established ranges Triang, Hornby Dublo and Trix.

The British range consisted of a BR class 29 diesel, a diesel shunter (D2700) and a steam outline 0-4-0T of dubious outline. Several Mark 1 coaches and a few British wagons were also produced. Some of the locomotives were also available in clockwork form.

Initially stock was produced with an ugly Triang type coupling, but later items were fitted with the Peco derived Hornby-Dublo/Trix type.

*Below - part of the range*



PR.1388 "STRATFORD" Electric Goods Train Set.

The Playcraft range was supplemented by French stock and locomotives. The British range survived until 1966, when production seems to have stopped. The Railway Modeller in its Toy Fair report (March 1967) said "due to devaluation, the range is marking time". By the 1969 report only the French items were mentioned and then only the Jouef name was in use.

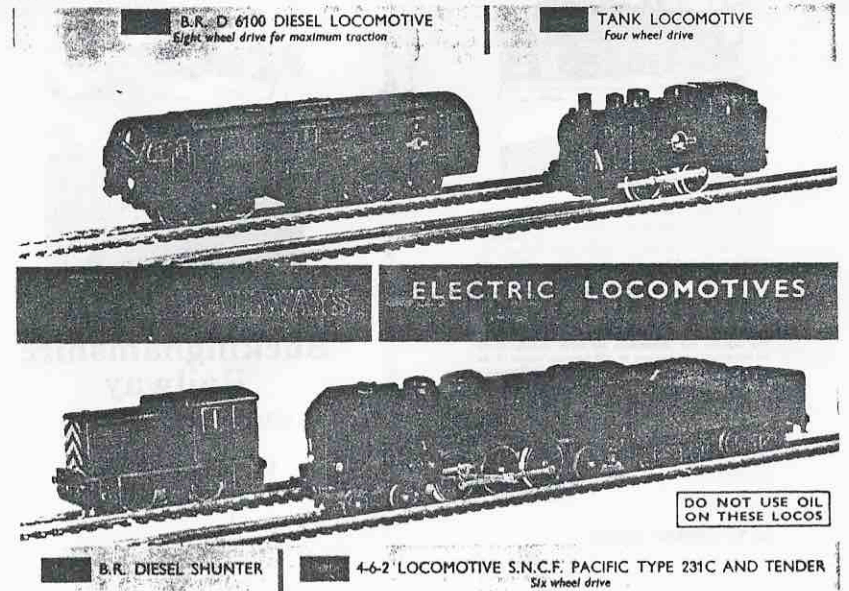
During the mid-1970's, the Tunbridge Wells Model Shop had the class 29 diesel rerun by Jouef. These were sold very cheaply at the 1975 European Festival of Model Railways. The standard European coupling was by now fitted.

The Playcraft name continued in use until the mid-1980's when Mettoy suffered financial problems. It had been used for their range of push along plastic trains aimed at the pre-school age groups.

Jouef entered the British market in their own right with a class 40 diesel and Mark 3 coaches. Hestair were the importers and development work was undertaken on a range of locomotives. The Railway Modeller announced the production of an A1/A3 LNER pacific and jumped the gun much to the annoyance of the production team. Other items being researched included a Terrier 0-6-0T and a USA 0-6-0T (they were also used in France), although no production work was done on them.

Another development due to take place was the change of name to Hestair Railways and boxes appeared at the 1978 Toy Fair. This idea, along with the range, soon disappeared.

Playcraft is not widely collected and is almost forgotten. It was however the starting point for many youngsters in the hobby. The cheap prices being attractive to both parents and schoolboys.



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B.R. DIESEL SHUNTER

4-6-2 LOCOMOTIVE S.N.C.F. PACIFIC TYPE 231C AND TENDER  
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