

Make a note of this Weekend
**Saturday 1st July and
Sunday July 2nd 2000**



**Sandye Place School
Park Road, Sandy, Beds**



Model Railway Exhibition

30+ Layouts including;

Vintage Collectors' layouts from 1920's onwards

Trade Stands for the Modeller and Collector

National Collectors' Clubs and Society Stands

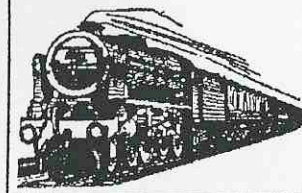
Book signings by well known authors

Saturday 10.30am to 5.30pm

Sunday 10.30am to 5.30pm

**Jointly organised by Sandye Place PTA
and the Train Collectors Society.**

Further information contact 01767 691401 or
WWW.traincs.demon.co.uk



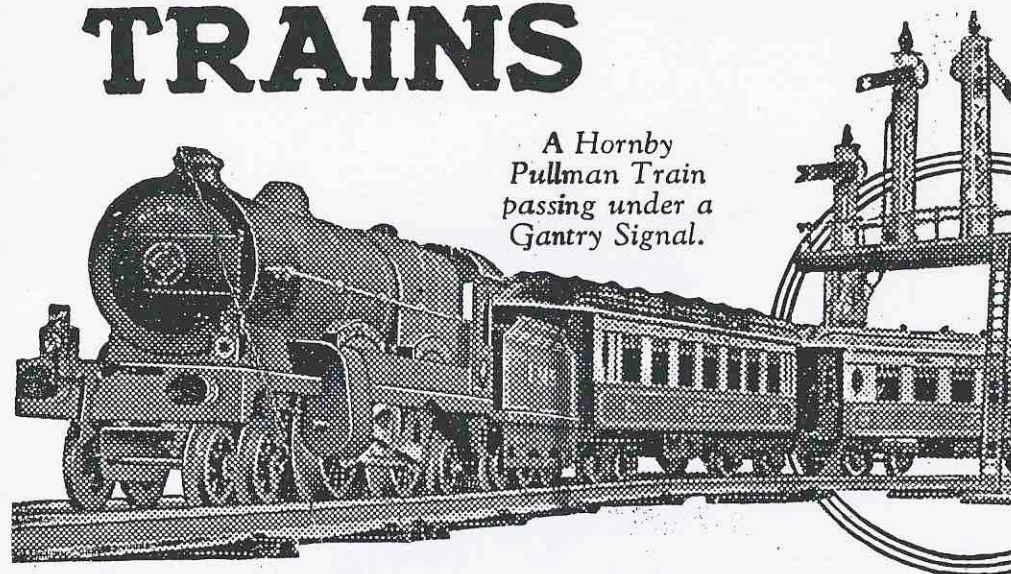
Milton Keynes

Model Railway Society

Newsletter

No 97 APRIL 2000

HORNBY TRAINS



*A Hornby
Pullman Train
passing under a
Gantry Signal.*

The MKMRS is associated with:

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

Working within the Bletchley Park Museum

Leeds models were part of our great modelling history and therefore worthy of preservation. A large range of spare parts and original accessories are available through The Leeds Stedman Trust, a non profit making operation organised by David Peacock of Kings Langley, to enable models from this company to regain former glories.

I look forward to seeing some examples from this former company making an appearance at some future stage on our tinplate layout.

MKMRS SWEATSHIRTS & POLO SHIRTS – AT LAST YEARS PRICES

Sweatshirts (Maroon with MKMRS logo) £14.50

Polo shirts (Maroon with MKMRS logo) £12.50

**Both can be personalised with your name for £3 extra.*

Orders please to Gordon Shrimpton

THE NORTH NOFOLK RAILWAY
In association with G.E. Models, Sheringham Station

**Present a
Model Railway Exhibition**

At Weybourne Station, near Sheringham, Norfolk

Saturday 17th and Sunday 18th June 2000

MKMRS will be attending with 5 layouts.

See John Hatton for further details or contact Gordon Eckersley at

G.E.Models on 01263 821010

MILTON KEYNES MODEL RAILWAY SOCIETY FOUNDED 1969

Bolted, Screwed and Riveted!!

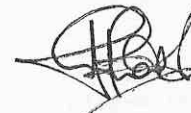
You will be aware of the recent theft of the famous enigma machine from the Bletchley Park Complex. Indeed, this has generated a great deal of "the wrong sort of publicity", ironically a week before the complex was to benefit from improved security arrangements.

Many of you will know that as part of our long term strategy, your committee has been considering our own specific requirements. The screening in the front of the Verney Junction layout is the way forward. It allows our visitors to get close to the layout without the fear of damage to the layout or stock. How we translate this into our other exhibition areas will need careful thought, but it does take away the opportunity factor. It is not over difficult to remove an item of rolling stock from an unguarded layout and it is better for us to be over cautious rather than suffer the loss of something from our facilities.

During busy periods it is easy for us as volunteers to be engaged in conversation with visitors and for an opportunist thief to take advantage. We have in the past lost one or two items, the most noticeable being a nice rake of LMS kit built coaches, which were awaiting new bogies to enable them to run. This happened some years ago and we certainly learn't the hard way. With a lot of stock now on the premises, it is essential that we continue to secure as much as possible in locked cupboards or firmly behind screens to which the visitor cannot gain access.

The securing of the Verney Junction room to protect rolling stock did cause initial concern amongst some members, but incidents such as last weekend do confirm our decision was the correct one. Access arrangements are now known and details are available from members of the committee.

I have often said that we need to bolt, screw and rivet every item on show. We need to do so with more urgency than originally thought necessary. Hopefully the missing enigma will surface in due course and retake its rightful place behind improved security glass. We cannot afford to be the next victim of such a disgraceful act!



Dennis Lovett
Chairman

Club Noticeboard

Historical Model Railway Society (Bedford Branch)

The HMRS will be using our club room for the last meeting of the current session. It will take place at 1930 on Wednesday April 26th, when Ian Forsyth will talk about "Modelling the London & Birmingham Railway". As this was the first company to serve Bletchley in 1838, it should be very interesting.

Woughton Swapmeet

The Swapmeet will take place between 1100 – 1500 at Woughton Campus on:

May 14 September 17th December 3rd

Admission is £1 Adults, 80p concessions, children under 18 free

Bletchley Park Roster

Saturday April 15: Dennis Lovett / Austin Daly / Ken James
Sunday April 16: Fred Collins / Bernard Worden / Phil Wood

Saturday April 29: Geoff Bell / Stephen Walker / John Dibben
Sunday April 30: Bruce Garwood / Ken Wiggins / Martin Shenton

Saturday 13 May: Colin Jamieson / Tony Winn / Jeff Mathie
Sunday 14 May: Chris Hughes / Nick Hughes / Steve Ellingham

Saturday 27 May: Chris Lester / Tim Davey / Phil Gilbert
Sunday 28 May: Les Wood / Mark Wilson / Paul Wakeley
Monday 29 May: Volunteers required please

Saturday 10 June: Eric Bowman / Jeff Mathie / Austin Daly
Sunday 11 June: Gordon Shrimpton / Dave Ruck / Stephen Walker

Saturday 24 June: Dennis Lovett / Ken James / John Dibben
Sunday 25 June: Bruce Garwood / Ken Wiggins / Tony Winn

Please note that John Hatton / John Tennant and Ken Ramms are not rostered as they attend most weekends.

Sales or Wants – Should you have any items for sale or are looking for a specific item, please hand to the Chairman for inclusion in a future issue. There is no charge for this service.

Famous Names – The Leeds Model Company

By Dennis Lovett

A few weeks ago, Ken Poleglaze arrived at the club with a recent purchase – an O gauge train set produced by The Leeds Model Company or LMC. Your Chairman endeavoured to find out more for Ken and here is the result.

The Leeds Model Railway Company (also often known by the initials LMC) began manufacturing in the city which bears its name in 1912. The company was formed by Rex Stedman with Geoffrey P Keen, the former well known Chairman of The Model Railway Club in London. Indeed, the MRC HQ is named after him – Keen House. Keen was an influential businessman, who was also involved in Bassett-Lowke of Northampton.

Like Bassett – Lowke the main purchasers of Leeds products were serious modellers. The output of the company was prolific during the 1920s and 1930s. A number of locomotives were introduced during this period both scale models and freelance. A LNER Director Class 4-4-0 would set you back £4.75 for a clockwork model or £5 for electric and in the 1920s, £5 was a lot of money!

Coaches and wagons were also part of the range and these consisted of lithographed papers which were stuck to wooden formers for coaches, or wooden open wagons or box vans. Such was the success of the detail on these, that a Sentinel railcar was introduced in 1933, with a Brighton Belle Pullman unit following a year later.

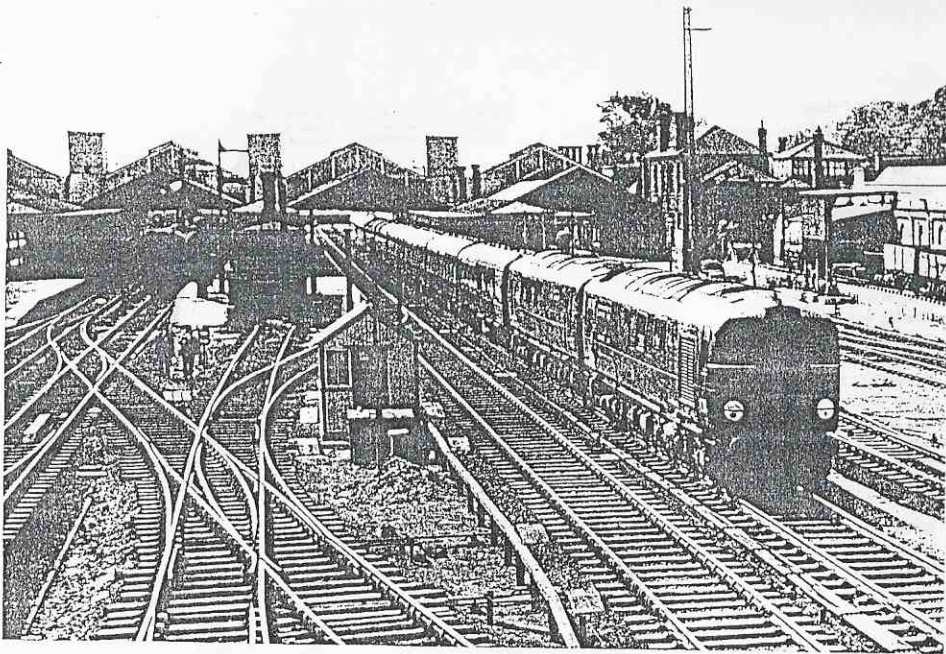
For a period (1928 – 1932), the company changed its name to Stedman, before reverting back to the earlier name.

In 1937, LMC introduced a range of plastic bodied rolling stock which, proved to be a massive step change in the future production of model railway items. The plastic used is today better known as Bakelite and was used to produce coaching stock the following year.

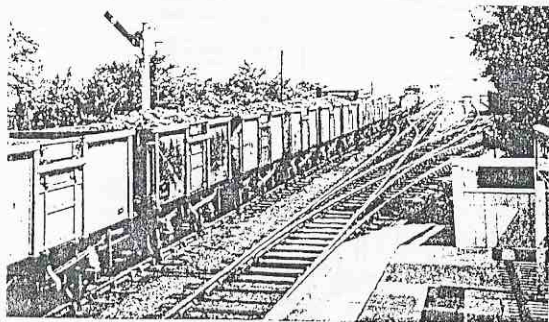
Like all model manufacturing companies, the 1939-45 war stopped production and it was not until 1946 that it recommenced, the Bakelite rolling stock being amongst the first to make a comeback.

The company also catered for those who required more exclusive models in addition to the mass produced items. Output was, however, not as heavy as Bassett-Lowke's and certainly well short of Hornby's massive output from Liverpool. Back in 1951, a super detailed model of a GWR Country 4-6-0 would set you back a whopping £35. 47p in today's money.

With the decline of O gauge modelling after the second world war, the company changed hands. At one stage its products were advertised under the Ellemsee label (say as LMC!) before disappearing circa 1960.



ABOVE
The diesel Royal Scot passing through Bletchley station
BELOW
A through freight train from the Western Region bound for Cambridge approaches Bletchley



make for simplified shunting and train movement. The scheme will also involve some disturbance of the goods shed and staff buildings; new buildings of the most modern kind will be erected to replace them. Thus the scheme will bring in its train a number of improvements not directly connected with the flyover itself, but all contributing to greater efficiency of railway working at this important centre. The cost of the flyover and the consequential works are estimated at £1.6 million.

This flyover junction at Bletchley is only one part

of a most important bypass scheme, but it is one of the first essentials of the scheme. As such it will play a very big part in bringing much freer movement to a very large volume of freight traffic in the complex metropolitan area. Moreover, by freeing the flat junction at Bletchley from the present-day cross freight traffic it will do much to speed movements both on the main lines and over the branches.

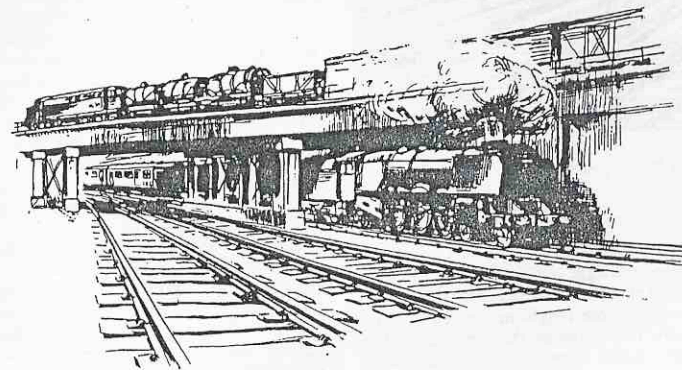
Other flyovers are planned elsewhere to relieve congestion. Details already announced include one at Rugby and one at Euxton, between Wigan and Preston. These two schemes, which together will cost some £1.4 million, are designed to remedy black spots, to avoid slowing down high-speed movement on the main lines and to keep traffic moving on the secondary routes.

The speedier and freer movement at these busy junctions will ensure that the advantages to be derived under the Modernisation Plan from the new forms of motive power, from automatic and power signalling, and from the fitting of continuous brakes to freight wagons, are not nullified or reduced by physical route disabilities.

British Railways are most actively engaged on improving their freight service until it becomes second to none. They have already published timetables for freight trains between certain principal towns and they aim to build up comprehensive freight timetables in which the trading public can have the fullest confidence. This means that known sources of delay must be eliminated wherever possible. The flyover junctions are one important example of the resolution with which this task is being tackled.

With major work being carried out on Bletchley flyover the past few weeks, the enclosed article has been reprinted from the now defunct magazine: TRANSPORT AGE Volume 1 No 3 (October 1957)

LONDON BYPASS SCHEME FOR RAIL FREIGHT



In recent times a great deal has been heard of the congestion which occurs in road traffic at heavily used cross-roads and similar level junctions, at those places where the facilities are inadequate to cope with the density of traffic, creating bottlenecks. To overcome the problem of level junctions a flyover bridge, or viaduct, to permit one stream of traffic to pass over the top of the other, is sometimes the best solution. A bypass is the more customary way to tackle the bottleneck.

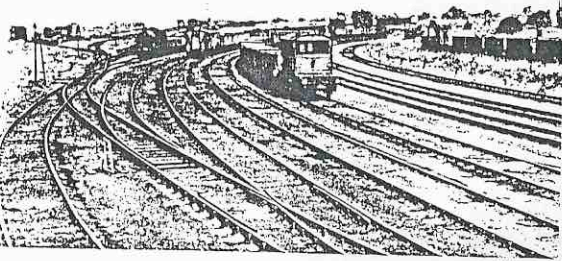
At first, it may seem a little surprising that railways should have identical problems which call for similar solutions, but this is very much the case. Railway trouble-spots are not nearly so apparent to the travelling public as they are in the case of roads, because it is a prime feature of timetable design to ensure that the plan gives passenger trains a clear run through the difficult junctions and over the busy routes. Moreover, when passenger trains get out of their scheduled timings they can still be afforded a high priority by means of traffic control which it is possible to exercise through the signalling arrangements. Priorities, where exercised in the long term through planning or in the short term through controls, must result in some other movement taking second place, and so the freight traffic has often to be held back in marshalling yards or refuge loops. The trains are often so neatly tucked away that the passenger is unaware that they are waiting for his train to pass so that he can have an uninterrupted run.

In and around London the problem is particularly complex. Each day, as we all know so well, many hundreds of thousands of people travel into London in the morning and out again in the evening. Thus, twice each weekday nearly all the lines into, out of, and across the

complex metropolitan area must be given up wholly for several hours to passenger-train working. These times are known to railway staff as "closed periods," and they occur at critical times in the day. The homeward rush occurs at a particularly difficult period. It is then that wagons are in transit, in small trip trains, from depots located throughout the London area, to link up with the main-line express freight trains which must leave early in the evening for the more distant places. Moreover, not only are many of the routes across London not available to freight trains for several hours during the day, but they have exceptional features such as steep gradients, narrow tunnels and comparatively short lengths of refuge and acceptance sidings which necessarily involve important restrictions on the length, weight, speed and frequency of the freight trains.

The traffic exchanged between the principal routes in the London area is considerable. Many of the early railways were built to provide an exclusive link between the territory which they served and London, with no regard for the interchange of traffic between the various railway companies' systems. Since so many principal routes converge on London, it is not surprising that there has developed a very large exchange of traffic from one railway to another, particularly as many inter-railway routes up-country are not well developed. Detailed investigations of traffic flows have been undertaken and, wherever possible, measures designed to avoid traffic going through London have been taken. Even so, the present transfer of wagons from one Region to another in the London area is still of the order of 10,000 per day.

The opportunity for carrying out a comprehensive



The present approach to Bletchley from Cambridge and Bedford

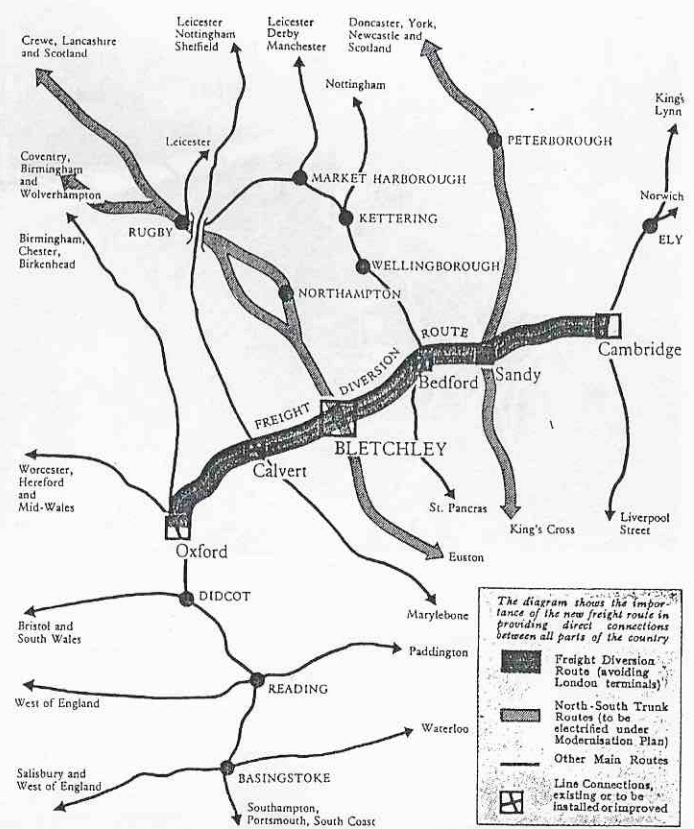
It will clearly afford the opportunity for long trunk runs giving very considerable advantage over the present unavoidable "pillar to post" working.

One of the most important features of the whole project, and one of the first to receive attention, is the provision of the flyover viaduct at Bletchley. As mentioned earlier, here the Oxford to Cambridge cross-country line crosses, at a level junction, the important main line from Euston to the Midlands and the North-West. When this line is electrified under the Plan, main-line trains will be travelling at considerably higher speeds and will thus need bigger headways. At the same time, the diversion scheme will produce a much higher density of traffic over the Oxford and Cambridge line. These two factors will make the existing flat junction far more of a hindrance to satisfactory train operation even than it now is, and so a flyover is absolutely necessary.

The diversionary route for the flyover will start immediately west of Fenny Stratford station and will rise gradually until the proposed new viaduct is reached which will cross the main lines just south of Bletchley station. The line will then fall steadily and eventually connect with the Oxford line near the present Flettons signalbox. It is an equally essential part of this scheme to divert to the cross-country route considerable traffic which is now passing along the main lines through Bletchley, and to try and continue to pass this through the level junction would involve too much interference with the trains on the trunk route. Therefore another diversionary route has been planned which will leave the main lines about a mile north of Bletchley station and rise gradually until it connects into the flyover just before it crosses the main lines. In this way the traffic to be diverted can be side-tracked on to the diversionary route and crossed over the main lines without causing any interference with main-line movement. This second diversion in fact constitutes the equivalent of

part of a "clover-leaf" such as is advocated for crossings of busy main roads.

In planning the route of these diversionary lines and the disposition of the viaduct, the utmost care has been given to avoiding, wherever possible, interference with other industry and residential property in the neighbourhood. Naturally such a course involves more disturbance of the railway track and equipment, but this has also been kept to a minimum. Where disturbances of existing railway equipment is inevitable, the opportunity is, of course, being taken to make replacements in the way which will best conform to the eventual development of the full plan. For example, some of the carriage sidings to the south of the station will have to be displaced; they will be re-sited on the north side of the station, thus simplifying and reducing the station movements involved in getting empty stock into them. To move these carriage sidings to the north side, however, it is necessary to remodel the marshalling yard; the remodelling will in turn



The marshalling yard at Bletchley. The Cambridge line branches off on the extreme right

study of inter-Regional freight services on all the railway systems has revealed that very significant relief could be afforded to the cross-London freight movement problem if the cross-country line between the University cities of Cambridge and Oxford were to be more fully developed, and the connections which it affords with all the main north-south railway routes were to be improved. This line connects with East Anglian lines at Cambridge, passes over and connects with the main King's Cross-Doncaster line at Sandy, passes under and connects with the main St Pancras-Derby line at Bedford, crosses by level junction the main Euston-Crewe line at Bletchley, connects with and passes under the Marylebone-Sheffield line near Calvert, and at Oxford affords connections with the Western Region routes which also give access to the south-west division of the Southern Region. Research has shown that it will be possible to divert daily more than 30 trains each way to this route, much of the traffic coming from the St Pancras and Euston lines, including a very large proportion which now passes through London.

Clearly a bypass route of this order for such a difficult problem has much to commend it, and it has been given high priority in the British Railways Modernisation Plan. But there is much that must be done before the concept as a whole becomes a working proposition. The principal new works necessary will comprise a new double junction at Bedford between the main line and the diversionary route, a flyover viaduct over the main Euston lines at Bletchley, a new curve to and from the Marylebone-Rugby line at Claydon, remodelling at Oxford, resignalling between Oxford and Reading, and a "burrowing junction" at Reading. A new marshalling yard west of Bletchley is also contemplated as an integral part of the scheme. Such a new yard would receive trains from and for such places as:

- Sheffield and the East Midlands
- Peterborough and East Anglia
- Eastleigh, Portsmouth and Southampton
- South Wales via Severn Tunnel Junction
- Crewe, Lancashire and the North
- York and the West Riding

Bletchley station from the south

