

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

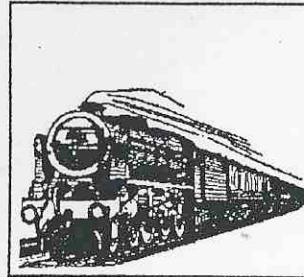
Book signings by well known authors

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

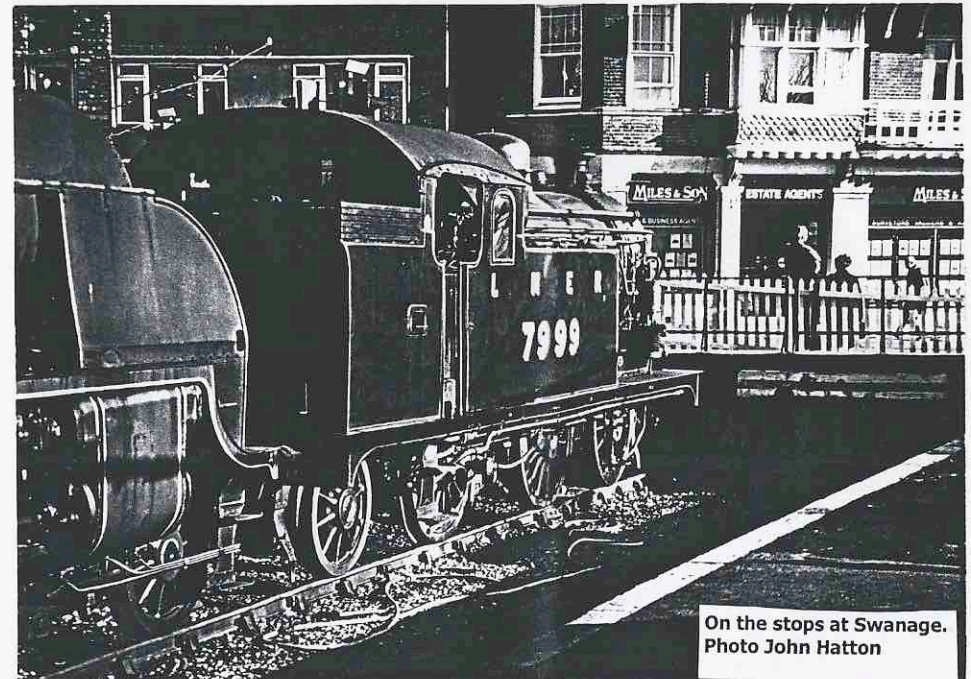


Milton Keynes Model Railway Society

Newsletter

No 98

MAY 2000



On the stops at Swanage.
Photo John Hatton

The MKMRS is associated with:

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

Working within the Blechley Park Museum

Trains west of Bletchley again ?

There is a possibility of trains west of Bletchley forming part of the various franchise replacement negotiations currently being carried out. As the cutting from The Buckingham Advertiser, reproduced below explains.

PLAN FOR NEW ST

by Clare Wale

NEW railway stations could open in Claydon and Winslow if a £1 billion bid to take over the running of the Chiltern Trains franchise wins approval.

This week the Go-Ahead Group plc submitted a bid to the Shadow Strategic Rail Authority (SRA) for the future running and development of the area's rail links.

The group, in partnership with Greenwich NatWest, Bechtel and Railtrack, has pledged to invest £990million into the project which would include the development of a link between Milton Keynes, Aylesbury and Oxford.

If the bid is approved, one of the company's first priorities would be to create a new station west of Winslow's former station and adjacent to the A413, Buckingham Road.

A station could also be reconstructed at Claydon.

The company believes the opening of the new stations will cater for the increasing demand for rail services as the Aylesbury Vale continues to grow.

It aims to create a range of new facilities within its stations including shops, meeting rooms and electronic communications facilities for business people.

The company has also said it is committed to enhancing the comfort, cleanliness and security of all its public areas.

Other plans for the Winslow area include:

- The development of the existing freight line from Aylesbury North to Claydon Junction;
- The upgrading and reinstatement of the line from Claydon to Bletchley;
- Work to develop the freight-only line from Bicester to Claydon.

In a statement, Keith Ludeman, managing director of the Go-Ahead Group's trains division said: "The Chiltern franchise is one of the most exciting opportunities in Britain's railways today."

A decision on the franchise is due to be made in the summer.



● The disused line running through Winslow

MILTON KEYNES MODEL RAILWAY SOCIETY FOUNDED 1969

Bolted, Screwed and Riveted!! – The Sequel

Last month, I outlined the difficulties that the Bletchley Park Trust had experienced in the loss of the enigma machine. Over the following days and weeks, the search has been carried out and has covered every part of the complex. The Police requested John to attend to unlock the club rooms and carried out a detailed examination of our premises and were well satisfied.

What was unknown at the time, was that during the same weekend we suffered the loss of a members N gauge limited edition diesel locomotive from the Mandelbury layout. It was at first feared that this model would be irreplaceable but fortunately one was found on a dealers shelf in Sussex and replaced by the club. The lesson has been learnt. It is no good holding a post mortem but your committee is now carrying out a thorough review of the security arrangements and a few changes will be made over the next few weeks.

In the longer term we now need to install screening as found in the Verney Room and the next room to be so treated will be the N gauge area. It has also been decided that with immediate effect, all rolling stock and locomotives stored on the test tracks will have to be moved during open weekends and stocked only when it is in use.

It is sad that we have to take such action. We shall also be installing further cupboards underneath the Verney layout, as found underneath the tinplate room baseboards. This is again for additional security and a members will be able to make use of cupboards that are not required for club use, secured by their own key and lock. This facility has been appreciated by a number of those involved in the O gauge and Gauge 1 layouts over the past few months.

One thing is certain, we can no longer take anything for granted. We shall have to protect our models and we will have to allocate club funds to procure materials that we cannot beg or borrow from other sources over the next few years to do so.

In the meantime please be vigilant when on duty. No one was to blame for what happened – but the thief obviously knew more about limited edition Graham Farish models than we thought possible. So please take care when leaving stock on layouts until we can secure them from floor to ceiling behind panels!



Dennis Lovett
Chairman

Late News: Apologies for the late delivery of this magazine. This was due to a bereavement

Our sympathies also go to Chris and the Hughes family following the death of Chris's father recently. Albert Hughes exhibited some of his models at our exhibitions and had a very nice Great Central model of Calvert station which was near to his home in Steeple Claydon.

Club Noticeboard

Woughton Swapmeet

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

September 17th

December 3rd

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

Bletchley Park Roster

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 Ranns 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.

Wanted

Triang L1 4-4-0 Body in BR Green livery to replace damaged body in my possession. Will consider locomotive in good condition otherwise. Reasonable price paid. Please see Dennis Lovett or telephone 01908 376750.

Pendon Museum

By Eric Bowman

Another milestone in the development of the Vale scene at Pendon will be reached at the end of this month (May). This will be commemorated during the "Pendon 2000" event from 27 May until 4 June.

The plan is to have up to TEN trains available from those built for the Vale scene to represent the rail traffic of the 1920s - 1930s in the Vale of the White Horse. Five trains will run on the Bristol line and five on the Oxford Line.

The object of this exercise is to give visitors a taste of what to expect later and to demonstrate progress so far. Pendon cannot promise that all these trains will be available every day during the event, but the modellers will do all they can to provide as many trains as possible.

This is the first time Pendon has attempted to run so many "real" trains in the Vale scene, so they are moving into unchartered territory.

Why not see history in the making? Why not support the partial fulfilment of a vision conceived over 50 years ago? Put the dates in your diaries and come to Pendon Museum to see examples of what is probably the best modelling in the country.

Pendon Museum will be open from 1100 until 5.00 during the Bank Holiday weekend (27 / 28 /29 May) and from 1400 until 1700 from 30 May until 4 June. Admission is £3 Adults, £2.50 for Senior Citizens and £2 for children

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.

Please see Gordon Shrimpton

A trip to The Kent & East Sussex Railway By John Mills (Bletchley Park Trust)

Note – Sadly John one of Bletchley Parks most recognised characters died just a few days after handing this article to John Hatton. John and Fred attended the funeral on behalf of the club and our sympathies go out to the family following their sudden loss.

Moves to save The Kent & East Sussex Railway began in the 1960s. The line which ran from Headcorn in Kent to Robertsbridge in Sussex was the first to be built under the Light Railways Act of 1896. Colonel Holman F. Stephens was a railway entrepreneur who took full advantage of the act and built a number of light railways around the country. All were built as inexpensively as possible and many were noted for running mixed passenger and freight trains.

Despite the death of Stephens in 1931 and the line going into liquidation shortly afterwards, the line survived to see the outbreak of war. As the line connected with two Southern Railway mainlines, it soon enjoyed a boom in war time traffic, particularly when trains were diverted due to bomb damage to the main lines.

In 1948, the line passed into the ownership of the newly formed British Railways and the K & ESR, despite missing out on the grouping was nationalised. Despite improvements and the relaying of the track, receipts continued to fall. In a typical week during 1953, 90 trains were run during the week and only 118 passengers were carried. This resulted in the closure of the complete line and the lifting of the Headcorn – Tenderten section the following year. Tenderten soon found itself (at that time) as the largest town in England without a passenger service. The Tenderten – Robertsbridge section remained open until 1961 for goods and the occasional hop pickers specials.

A preservation society was soon formed and after a long battle the Tenderten – Bodiam section was saved. The first section between Tenderten and Rolvenden was reopened to passenger traffic in 1974 and since then the line has been extended, culminating in the reopening of the line from Northiam to Bodiam earlier this year.

The next stage will see the reopening of the final section from Bodiam to join up with the Connex SouthEastern services between London and Hastings. A number of vehicles and locomotives are currently stored at Robertsbridge, where an operating base is being established.

Further details about this fascinating line can be obtained from the railway on

01580 765155

The Railway Town in the City

Part 1 – By Dennis Lovett

Land purchase and early work

At the Board meeting of the E & WIDBJR on the 30th December, 1846, it was reported that George Weston had communicated with the company and "required them to purchase the whole of his estate in the Parish of St Mary le Bow". The Board referred the matter to their Solicitor. At the meeting on the 5th May, 1847, it was reported that a cheque had been paid to Mr Weston. At that time, the company often had to purchase land in excess of what it required and sell it later, if it was not needed for operational requirements, sometimes many years later. It is likely that this land, would form part of the future Bow Works site.

The line through Bow was the first to advance. We know that on the 2nd August, 1847, the E & WIDBJR Board had received 10 tenders for the construction of the section of line from the Lea Cut to Sheppard Lane. The contract was awarded to Thomas Jackson, who had submitted a construction price of £39, 472.

Early Days

From the opening of the line, locomotives and rolling stock were supplied by the LNWR. This was reported to the Meeting of Proprietors held on 25th February, 1851. The LNWR facilities at that time were located in the roundhouse at Camden, alongside the junction between the two companies. It was the intention of the Directors to hire in all motive power and rolling stock and not become an independently operated company.

At the Meeting of Proprietors held on 24th February, 1852, the sum of £7,710 15/- 10d was recorded as being paid to the LNWR for hire of locomotives. Carriage repairs were recorded at a cost of £467 14/- 3d.

The situation may well of continued for many years, but the original intentions were not to last long.

A change of name and policy

The Meeting of Proprietors held on the 17th June, 1853 agreed that the name of the company should be changed to that of the North London Railway (NLR). The meeting was principally concerned with increasing the capital of the company and in the issue of additional shares. Part of the requirement for the increased capital was to enable the company to "procure suitable plant of engines and carriages, with the necessary workshops and other conveniences which are found to be required".

It was reported to those present that when "the company was first projected, it was not contemplated that it would be worked independently, neither, indeed, was it expected that passenger traffic would form so important a portion of the company's business, consequently, no provision was made in the original capital for the purchase of land required. In the present time, the locomotives, and a great portion of the carriages have been hired. Much embarrassment has resulted from this system - the stock (especially locomotives) after trial, it has been ascertained to be ill adapted to the peculiar traffic, and, it is believed that considerable saving may be effected by the arrangement now being contemplated".

The proprietors backed the recommendation and this was to have a major impact on the Bow area and the development of the company in general.

Establishing a railway town

It was normal for railway companies to establish their workshops on a greenfield site, close to a village, which was then dramatically expanded. Examples of these can be found in Crewe, Swindon, Melton Constable and Wolverton. Around the railway workshops the company developed houses and also provided the schools, churches and the inevitable Railway Institute, which provided further education for company employees.

Bow proved to be an exception to this rule. The railway simply utilising the land it owned around the existing community. Bow did, however, get its Railway Institute in 1869.

The Locomotive Superintendents

With the decision taken to opt for independent operation, one of the first tasks was to secure the services of a capable engineer to head the projected scheme. It was the practise of railway companies to appoint a Locomotive Superintendent and during its lifetime, the NLR would appoint three men to the position. They were as follows:

William Adams	1853 - 1875
John C. Park	1873 - 1893
Henry J. Pryce	1893 - 1908

The first Locomotive Superintendent was William Adams who remained with the company until he joined the Great Eastern Railway (GER) at Stratford in 1873. Adams was an engineering apprentice at the London works of marine engineers Miller & Ravenhill and later worked overseas in the same field. He was later involved with civil engineering projects and was concerned mainly with the installation of hydraulic equipment at Cardiff Docks and also supplied similar equipment to the NLR docks at Poplar. He joined the NLR itself in 1853 to look after locomotives. After his spell with the GER, Adams joined the LSWR in 1878, a period for which he is much better known.

Adams was succeeded by J.C. Park. Park began his railway career in Dublin, at the Inchicore works of the Great Southern & Western Railway of Ireland. Several of his colleagues from this time, would follow Park to Bow. Prior to his appointment to Bow, Park was Chief Draughtsman at the GNR's Doncaster works, then under the leadership of Patrick Stirling. Park had also worked for the LNWR. Park designed the well known 0-6-0 tank locomotives for goods work principally around the docks. One of these is today, the only remaining example of a Bow built NLR locomotive. The former British Railways (BR) numbered locomotive No. 58850 was preserved by the Bluebell Railway on withdrawal in 1960. Park retired in 1893.

Park was succeeded by Henry Pryce, who like Park had also started his railway career at Inchicore. Price joined the NLR in 1878, taking responsibility for the Signalling & Telegraph Departments, also located at Bow. In 1893, on Park's retirement, he also took control of the rest of the works, including the locomotive and rolling stock side. When the LNWR agreed to take over NLR operations from 1st February, 1909, Pryce was one of the NLR officers who took retirement at the end of 1908.

To be continued

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.