

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

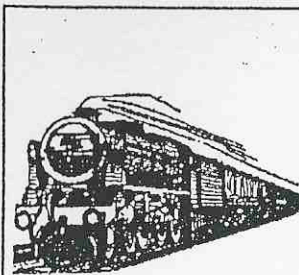
Book signings by well known authors

Saturday 10.30am to 5.30pm

Sunday 10.30am to 5.30pm

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

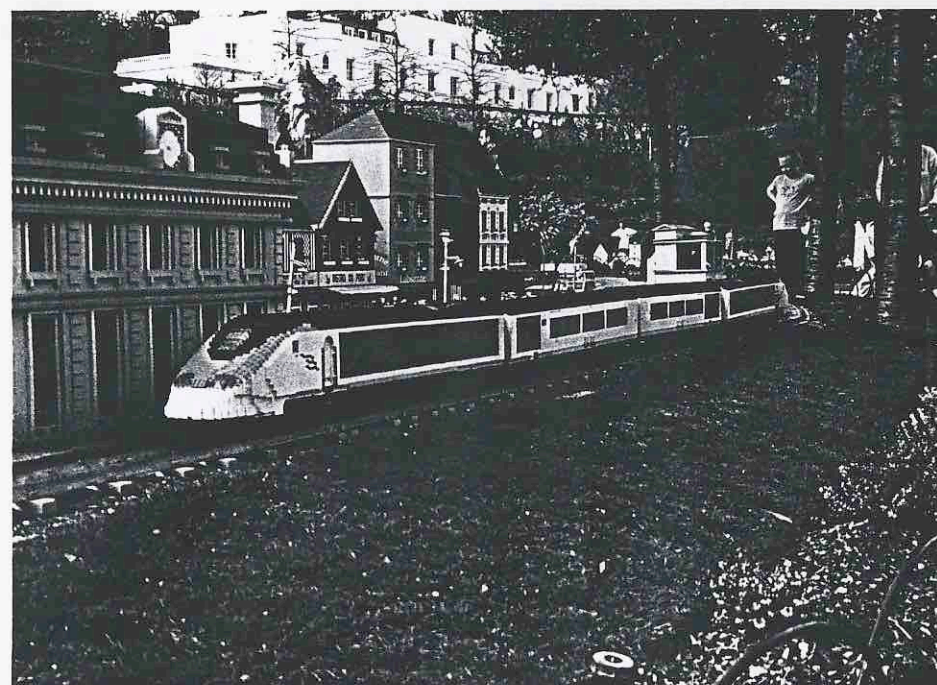
Further information contact 01767 691401 or
WWW.traincs.demon.co.uk



Milton Keynes Model Railway Society

Newsletter No. 99

JUNE 2000



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

The site is worth a visit, just to appreciate the quality of modelling on offer. It is sometimes difficult to remember that all the models are built from the extensive range of standard Lego bricks – you just need a lot of them. So raid the kids toy box and find some 70,000 bricks and you can have your own St. Pauls Cathedral!!!

An airport is due to be added this year, sponsored by Virgin Atlantic. It will come complete with its own rail link and yes, before you ask, the trains will be red and rest assured there will be no doubt as to which railway company operates them!

MKMRS B-B-Q

Saturday 22nd July

Commencing at 1900 at the Club Rooms by the outside layout

Open to MKMRS members and families.

Further details from Jeff Mathie and Gordon Shrimpton

Please advise numbers. Donations of cakes and drinks appreciated

MILTON KEYNES MODEL RAILWAY SOCIETY FOUNDED 1969

Mandlebury closes and moves to South Tynedale Railway

We have just sold Mandlebury Central, our most successful exhibition layout ever. It was built at the start of the last decade, when things had to be done differently and the pounds had to be watched.

The committee were reluctant at first, your Chairman put his position on the line and supported it through the various stages. At times it was difficult, funding was a problem and some shortcuts using secondhand points for example, proved to be a false economy, all eventually being replaced by new ones.

Once built, Mandlebury went on to star in both British Railway Modelling and Rail Express, generating income which reduced the expenditure column overall. It appeared at a large number of model railway exhibitions from Bow Brickhill, to the Warley club show at the National Exhibition Centre and the BRM event in Doncaster. Only last year, it was used for photographing the new product releases for Graham Farish, in which your Chairman had just a small involvement assisting the company in the introduction of a large range of red coloured trains.

More importantly, Mandlebury was the main stay of the exhibition area after we moved to Bletchley Park five years ago. It has run for countless hours and done us proud, a tribute to the team that designed and built it. There can be few N gauge layouts that have given such sterling service and the time had arrived when it was necessary to plan a replacement.

Fenny Stratford has never really been finished or repaid any of its investment by appearing in the magazines. Over the next few months, it will be finished to a high standard and will appear at the Bedford-Bletchley Rail Users event in October. It is hoped that this will enable it to appear at other exhibitions and in the magazines over the next couple of years. With Fenny Stratford fulfilling our exhibition commitments, the N gauge team are drawing up the plans for a longer term layout for which the initial funding, generated by the sale of Mandlebury, is in place. Other funding achieved by regular updates in the model press, will generate the amount of money needed to complete our most ambitious scheme so far.

All will be revealed at the July QGM as to what our N gauge team have been planning.



Dennis Lovett
Chairman

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 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.

Radio Control – for the outside layouts

We have ascertained from the model boat club that trains operating on the following frequencies do not cause them problems. These are:

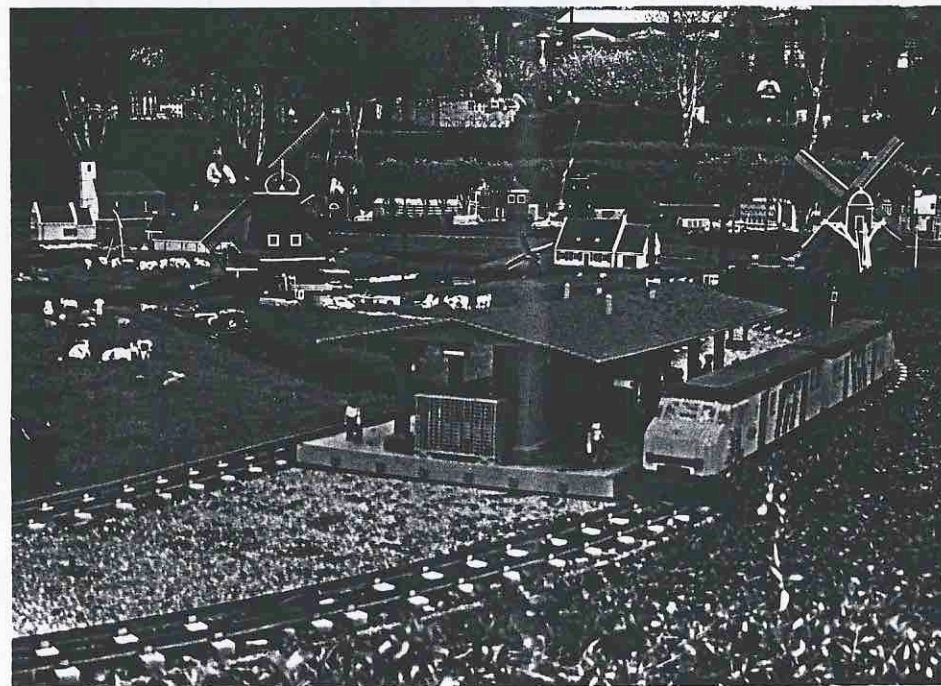
27 Megs 40 Megs Crystal No No colour code

Mandlebury

As reported elsewhere, our N gauge layout has recently been sold to the model railway museum / shop adjacent to Alston station on the narrow gauge South Tynedale Railway. More details next month.

Whilst there is more to Legoland than the model world, it is this area of activity which we will concentrate on. The model world is split up into different countries and the quality of the modelling is excellent. Countries covered include England, Scotland, Wales, France, Belgium, Denmark, Holland, Sweden, Germany and Italy. Many famous buildings are to be seen including St. Pauls Cathedral, Edinburgh Castle and Leuven Town Hall (Belgium).

Each country comes with its own railway system. The large scale trains appear to be around Gauge 3, although it was not possible to get close enough to measure the distance between the rails! Ironically, the European Trains ran around in the appropriate national colours, although the British ones ran around in correct colours but bearing fictitious names. Knowing how expensive it can be to reproduce the liveries of some of the train operating companies, this came as no surprise to see only the Eurostar carrying the appropriate branding. I am sure many visitors would be confused, the blue train operating in and out of Edinburgh in the Scottish section, carried GLWR. I wonder how many visitors to Legoland have tried to find the name on trains that they see on the East Coast Main Line which carry the GNER initials.



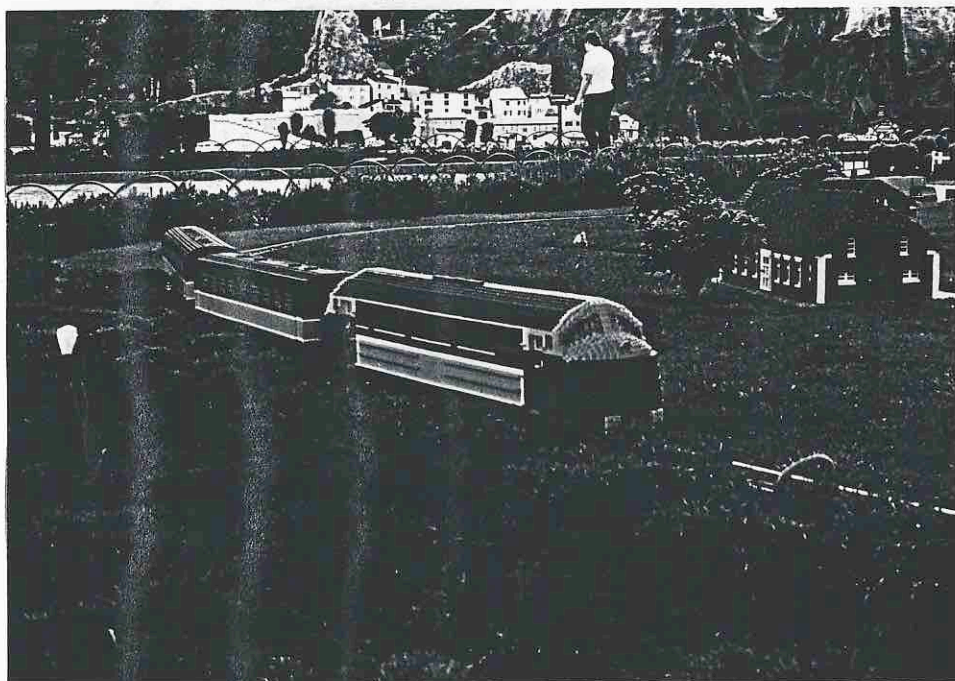
A trip to Legoland and its model trains

Described by Dennis Lovett

Legoland is a 150 acre site near Windsor, Berkshire. The park stands in the grounds of St. Leonards, a stately home built in the early 1700's. Between 1970 and 1992, the park was the home of Windsor Safari Park. As early as 1989, Lego had been looking for additional sites to build further Legoland complexes. When the safari park went into receivership in 1992, the company acquired the site and by 1993 had found new homes for all the animals.

Lego had its roots in Denmark, the company being formed in the town of Billund in the early 1930s, originally making wooden toys. The name owes its origin to the Danish words Leg Godt, which means to play well. Lego bricks, the toy construction sets which can be found in most homes, were first developed in 1949. Whole model worlds can be built and a comprehensive range has appeared since, including model railways which are to O gauge proportions, but stocked by only a handful of dealers. There is, however, hardly a toy shop in the world, that does not stock one or more of the main ranges.

The first Legoland appeared in Billund in 1968 and has attracted some 1.2million visitors. By comparison, since its opening in March 1996, Legoland at Windsor has seen over 4 million visitors. A further Legoland was opened in California, USA last year.



The Railway Town in the City

Part 2 – By Dennis Lovett

The establishing of Bow Works

It was reported to the Meeting of Proprietors on 4th August, 1854, that "sheds and workshops, in which it is expected the repairs of engines and carriages will be carried out are being erected at Bow, as the most central and convenient spot. They are nearly completed, and as soon as they are opened, and the additional stock and locomotives provided, the whole of the working operations of this company will be carried out independently". (Please note that these are underlined as shown in the minute book to make the point!). The accounts for the year up to the 31st December, 1854, show the cost of building the workshops at Bow as £31, 505 13/- 2d. Twelve months later they show further expenditure of £10, 169 3/- 11d.

We know from what has been written about other works in other locations that there was no demarcation in early days between running sheds and workshops. The separation of these two distinct operations, each with their own requirements did not happen until later, when workshops were expanded to cater for ever increasing workloads and the locomotives used for day to day traffic were removed to separate running or locomotive sheds. At Bow, the original facilities were located in the 'V' of the Fenchurch Street and Poplar lines, with an entrance off Bow Road. These remained in use until 1882, when the running shed was moved to Devons Road and the original site used for the works extension (see section on Devons Road later in this chapter).

Despite extensive research, the exact opening date of the facilities at Bow has not been ascertained. We do know, however, that the site was in use by October 1855, for a complaint was received by the Board at its meeting held on 30th October, 1855, from a Mrs Ram stating that "her tenants from the estate were complaining about the noise from the company's workshops at Bow". This is the first mention of Bow Works in the official Board minutes of either the E & WID & BJR or NLR Board meetings.

The Board minutes for 28th October, 1856 refer to a report received on tenders for a new steam hammer and tools for Bow Works at a cost of £320.

The NLR Board minutes for 18th August, 1857, refer to a tender of £133 being submitted for painting sheds at Bow from Stepps of Derby.

At the meeting held on the 10th November, 1857 the Board authorised payment of £400 to compensate Mr Gordon for land adjoining the company workshops at Bow. At the following meeting, held on 24th November, it was reported that Mr Gordon was prepared to accept £420 and the payment was authorised. At the same meeting,

the Board invited tenders for additional engine equipment at Bow, estimated at £230 by the Locomotive Superintendent William Adams. The tender price of £236 13/- from Hack & Son was accepted as the lowest for this work at the Board meeting on 5th January, 1858.

Serious fire presents rebuilding opportunities

On the 27th August, 1858 a serious fire took place in the carriage shed when the shed and its contents, which included several coaches, was destroyed. The accident was caused when the naked flame of a handlamp came into contact with a container of varnish.

The NLR Board received an initial report of the accident at its meeting on the 31st August, 1858. At the following meeting on the 14th September, a more detailed report was given and the Secretary reported that the accident "should not have happened". It was reported that the building was insured for £2,000 and the contents for a further £2,000. The same minutes record that the insurance on the locomotive shed should be increased to £10,000! The Board recommended that the settlement offered by the insurers should be accepted and that plans should be drawn up to increase accommodation and alterations to the plans be made.

The carpenters employed in the carriage shed lost their tools in the fire. At that time, it was the responsibility of the workmen to provide their own tools and to replace them as required. The tools lost were valued at £156 2/- 9d. The Board sanctioned the Locomotive Superintendent to assist NLR employees by financing up to half the cost of replacement.

At the Board meeting held on the 28th September, 1858, it was reported that the sum of £3,985 had been received from the Imperial Fire Office, which was only some £15 less than the insured amount.

The Board meeting held on the 12th October, 1858, received proposals for the rebuilding of the carriage sheds at Bow and these were referred to the Stores Committee. As this was obviously a matter of urgency, the Stores Committee held a meeting at Bow on the 19th October and was fully reported to the Board at their meeting a week later (26th October). The proposals were that "rebuilding of the carriage sheds should be undertaken on land recently acquired from Mr Gordon. Access to be obtained by bridging under the land which now separates the proposed site from that of the former premises". Cost of rebuilding was estimated at £5,000 and included a new carriage repair shed, a new forge and new paintshops (separated from the carpenters premises!). The plans allowed for the work to be undertaken in stages, with the carriage repair shed being built initially for an estimated cost of £2,250, although this option was not pursued. The minutes also recorded that the engine shed at Bow was not big enough to accommodate all the companies locomotives and some were having to be accommodated in the temporary shed built by the Northumberland & Durham Coal Company. It was also noted that the coal and

ballast trucks were being repaired at Poplar in facilities removed from Bow. Poplar had at that time a smithy, lathes and stationary engines. The minutes concluded that the new carriage repair shed at Bow would allow for the Poplar facility "to be broken up" and that tenders should be invited "forthwith".

Estimates were opened by the Board at their meeting on the 9th November, 1858. The lowest tender was received from Stephenson & Co for £5,395 and was accepted. Hack & Son submitted the second lowest at £5,479 which was to prove important as events unfolded.

The Engineer reported to the Board on 23rd November, that the schedule of work submitted by Stephenson & Co was not acceptable to him. The Board resolved to grant the contract to Hack & Son, provided they accepted to undertake the work for the price submitted by Stephenson & Co (£5,395).

Hack & Son soon completed the task as the Board recorded on 21st May, 1861, that they had received communication from Hack & Son requesting settlement of the account "for erecting sheds and extensions to the repair shops at Bow".

To be continued

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

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 layouts.