



CAPTION COMPETITION

Last issue's result

There were no entries for this competition, so the Editor and his wife enjoyed the prize. Do not forget to enter for this issue's caption competition.

USE YOUR NEWSLETTER FOR YOUR BENEFIT

Sales and Wants Do you have any surplus trains, accessories or books etc., or are you looking for a specific item, or you may need some technical information, facts or statistics etc.,

Advertising Your Own Events If you are organising, or you are involved in, a future event, such as an exhibition raising money for charity etc., or you may still require more layouts and displays.

Help Required If you require help to transport or operate your own layout etc.,

Letters If you have a suggestion, idea or even a constructive criticism, as long as it is to do with the club, just write the letter and hand it to me on a Tuesday evening or just leave it, in a sealed envelope, with my name on the front, on the tinsplate room table. When published, it will enable you to judge what sort of response you receive, from other members, about your comments.

Photographs If you would like a copy of any photograph that appears in the "Quarterly News" (even from some back numbers) just let The Editor know what you require. It will be a proper picture on photographic paper and can be enlarged or reduced if required.

Back Numbers If any member would like copies of past editions', please let the editor know.

For any of these services and/or any other items to do with the 'Quarterly News', see John Forman in the tinsplate room, every Tuesday evening or ring him on 01234 853737 (Leave a message if I am not there, and I will ring you back as soon as possible.)

All these services are FREE of charge except there MAY be a small fee for the photographs, particularly if the order is for large quantities.

The next MKMRS 'Quarterly News' will be published on Tuesday June 1st 2010, which will cover June, July and August 2010 for forthcoming events.



"QUARTERLY NEWS"

No 158

SPRING 2010



Colin French with his 'Ledsam Street Yard' layout at the Royston Exhibition

Milton Keynes Model Railway Society is associated with:
The Chiltern Model Railway Association, The Model Railway Club,
and The World War 11 Study Group.

Working within Bletchley Park Museum

THE MILTON KEYNES MODEL RAILWAY SOCIETY

President:- Jim Wood Vice-President:- Les Wood

Chairman:- Dennis Lovett Vice-Chairman:- Chris Baker Secretary:- Chris Hughes

Treasurer/Membership:- Eric Bowman Exhibition Manager:- Gareth Homersley

CMRA Rep:- Peter Jones Webmasters:- Matt Rainer/Ian Bartlett Editor:- John Forman

Librarian:- Derek Hart Schools Co-ordinator:- Ken James

Auditor:- Brian Barnes Club Merchandise:- Ken Ranns

Committee:- Chris Lester Tony Winn Tim Page Bill Ball

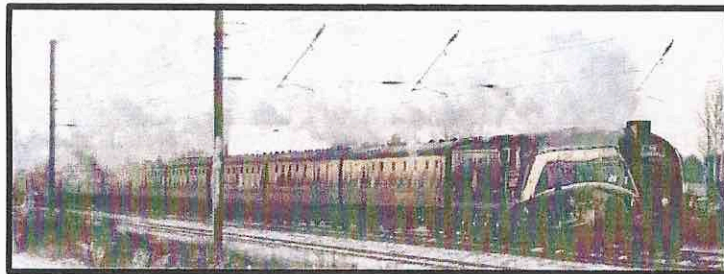
Editorial

Welcome to the first edition of 2010 and I must apologise for several spelling mistakes in the last issue, but as you can see from the picture (left), taken at Stourbridge Junction, it can happen to even the smallest message.



Christmas and New Year are now a distant memory, our AGM and Exhibition have come and gone, and we are already almost a quarter of the way into 2010. As a result of the Extraordinary General Meeting, several surveys are taking place as to how the club should progress, including exploring the possibilities of new premises, should the need arise.

The main event planned for this year is a trip to the Severn Valley Railway on Sunday June 6th and later in the year, booked provisionally on the weekend of 14th/15th August, an open weekend at the Wolverton Railway Works, who may require some club layouts. Finally, 'Thanks' to every member who contributed an article during 2009.



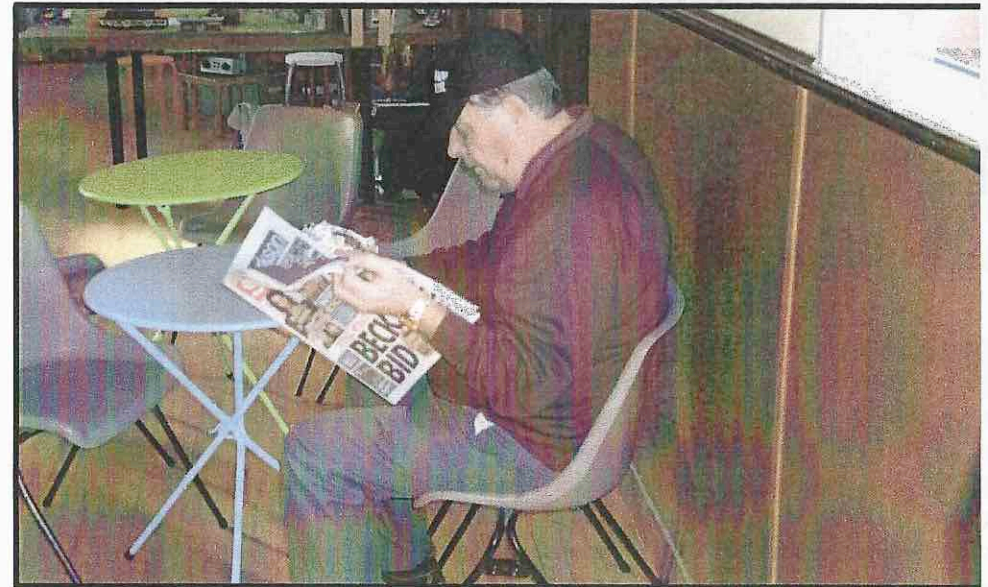
Class A4 'Sir Nigel Gresley' steams through Langford near Biggleswade. (David Ramsey Country)

GUESS THE CAPTION COMPETITION

There will be a small prize for the best entry received by 30th April 2010, please hand your entry, including your name, to the editor in the tinsplate room any Tuesday evening.

There is no limit to the number of entries per member.

The winner will be announced in the next issue.



Sarky

"A friend of mine bought a locomotive at a Society get-together, but did not know how he was going to get it in past his wife. During the day someone came round selling raffle tickets. So when he got home, he told his wife he had won it in the raffle"

Preserved Railways Etc during Spring 2010

March

- Fri 5th Watercress Line – Spring Steam Gala – TORNADO running (3 days)
Severn Valley Railway – Spring Steam Reunion Gala (3 days)
- Fri 12th North Norfolk Railway – Special Spring Gala (3 days)
- Sat 13th Swanage Railway – Railway at Work Weekend (2 days)
- Sat 20th West Somerset Railway – Spring Steam Gala – GWR 175 (2 days)
- Thu 25th West Somerset Railway – Spring Steam Gala – GWR 175 (4 days)
- Sat 27th Gloucestershire/Warwickshire Railway – Spring Diesel Gala (2 days)
- Sun 28th Colne Valley Railway – Diesel Gala

April

- Fri 2nd (Good Friday) Pendon – Madder Valley Railway in operation 11am.
Didcot Railway Centre – GWR 175 Special Event (4 days)
- Sat 17th Great Central Railways – Diesel Gala (2 days)
North Norfolk Railway – Vintage Bus Weekend (2 days)
Bluebell Railway – Toy and Rail Collectors Fair
Kew Bridge Steam Museum – Magic of Meccano Show (2 days)
- Sat 24th Colne Valley Railway – Vintage Vehicle Rally (2 days)
- Fri 30th North Yorkshire Moors Railway – Spring Steam Gala (4 days)

May

- Sat 1st Kent and East Sussex Railway – The Great K&ESR Gala Weekend (3 days)
Didcot Railway Centre – Main GWR 175 Gala (9 days)
- Fri 7th Swanage Railway – Beer Festival and Diesel Gala (2 days)
North Yorkshire Moors Railway – Spring Steam Gala (3 days)
- Sat 8th Severn Valley Railway – The Swinging 60's (2 days)
Bluebell Railway – Southern at War (2 days)
Chinnor and Princes Risborough Railway – Railway Open Day
- Sat 15th Great Central Railway – Collecting the Goods (2 days)
North Yorkshire Moors Railway – Guinness Weekend (2 days)
Kent and East Sussex Railway – 1940's Weekend (2 days)
- Sun 16th Kew Bridge Steam Museum – Historical Fire Engine Rally
Colne Valley Railway – Colne Valley at War
- Mon 17th Swanage Railway – 125th Anniversary of arrival of railway to Swanage (7 days)
- Sat 22nd Gloucestershire/Warwickshire Railway – Real Ale Weekend (2 days)
Severn Valley Railway – 40th Anniversary Party! (2 days)
Bluebell Railway – Open Day and Stepney's Birthday – 50 years at Bluebell (2 days)
- Sat 29th Gloucestershire/Warwickshire Railway – Cotswold Festival of Steam GWR 175 (8 days)

A WORD FROM THE CHAIRMAN

Another New Year

It must be a sign of getting older but the years seem to get shorter and fly by quicker than they used to. Although we are now well into 2010, the New Year, was traditionally half way through the winter modelling session. Today that does not exist; railway modelling is now an all year round activity.

At the start of each year, manufacturers announce their new models. Hornby have usually posted their new releases at midnight on New Years' Eve/ New Years' Day. This year they opted for Christmas Eve, which I am sure, went down well in quite a few households around the country.

I write this on the eve of the Nuremburg Trade Fair where most manufacturers unveil their latest products. Others, such as Bachmann will keep you waiting until the Model and Hobby Trade Show in early March to find out what new products will be announced.

Needless to say any new products will not be in the shops until Christmas at the earliest.

After the AGM we started another new club year. Much has been discussed recently and we move forward with a number of proposals to work towards. Chris Hughes will be leading a group reviewing how to utilise existing space in the club room to better effect.

Our exhibition was held towards the end of February, another event which kicks off the club year. This together with our outing to the Severn Valley Railway on Sunday June 6th will ensure that during 2010 there is little time for any of us to get bored and before long we will be toasting in 2011.

In the meantime a belated Happy New Year for 2010.

Dennis Lovett – Chairman.

HMRS MEETING AT THE MANSION, BLETCHLEY PARK – 2010

March 31st Review of Steam Locomotives in the London Area (Part 2) – Peter Groom.

April 28th The Maryport and Carlisle Railway – Mike Peascod.



CLUB NOTICEBOARD

Club Sweatshirts and Polo Shirts - Ken Ranns will be happy to take your orders for club sweatshirts and polo shirts.

MKMRS Website - This is to remind you we have a website on www.mkmrs.org.uk and the webmasters are always looking to feature member's new layouts on line, so just contact either Matt Rainer or Ian Bartlett.

Garden Area - The plans have been drawn up for the new outdoor layout which will have a large oval of four tracks. Two '00' and two '0' gauge circuits, one '0' gauge will be electric, the other for steam. The viewing area will be reinstated. For any further information or details contact David Lean.

Club Outing - A club outing by coach is being planned for **Sunday 6th June to the Severn Valley Railway**. If you would like to go on this trip, please put your name on the list, on the workshop door, as soon as possible, so Chris Hughes can get some idea of the response.

Wolverton Works Open Weekend - is being organised and is provisionally booked for August 14th/15th. I believe they will be looking for layouts in due course and I think Peter Waterman will be attending. Watch out for more information nearer the time.

Another Koln Trip - Another trip is being discussed for Thursday November 18th to Monday November 22nd. For further details speak to David Lean or Chris Hughes.

New Vice Chairman - At the AGM Chris Baker was elected the new vice-chairman, as Bruce Garwood stood down after at least eight years in this position. Bruce is moving back up north later in the year. We all thank him for his services to the club and wish him all the very best for the future.

Trains and Mince Pies Evening - despite the snow keeping several members away, those who did attend enjoyed themselves playing trains and eating mince pies etc., and also raised £90, which was rounded up by the club to £100, and then donated to Willen Hospice.

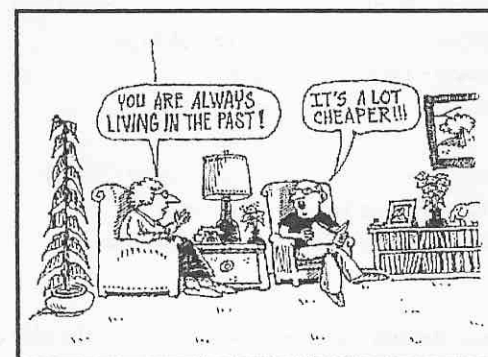
Subscriptions stay the same for 2010 and are now due.

People through the door in 2009 was 18,318, the best year ever. Well done to everyone concerned.

Photographs - Peter Jones is taking every members photograph, which will be kept under the signing in sheet, so people can put names to faces. If you have not yet had your photograph taken, please make yourself available for Peter to rectify this situation.

Equally astonishing is the quality of the paintwork especially the reproductions of the colourful liveries and insignia of the contemporary railways. These modern models incorporate a selection of physical variations so that each becomes a good representation of the actual vehicle that is being depicted. Few professional modellers could achieve such superb results and few could identify a kit that could be assembled and painted in large quantities at anything like the quality of the Far-East production.

Nevertheless, the nostalgic are still active - I have a set of step-by-step instructions for converting 1960s Jouef models for DCC operation. The old models are at home in the usual model scenery of plywood, green sawdust and plastic buildings. These battered survivors from simpler times can never be perfect replicas of the twelve inches to the foot originals but they don't need that level of accuracy. When you bend down so that your eyes are level with the miniature rails you will find that your old models are the real thing.



Cartoon submitted by Bruce Hankins

POSTSCRIPTS FROM THE LOUGHTON EXHIBITION

By Roger Blackburn

John Hatton had casually remarked that he expected to see my model railway on display come the day. The result was two months spent resurrecting the layout, years of neglect to be dealt with and a new fiddle yard. It was there on the day, but then came the realisation that I had not operated a layout under exhibition conditions for a very long time.

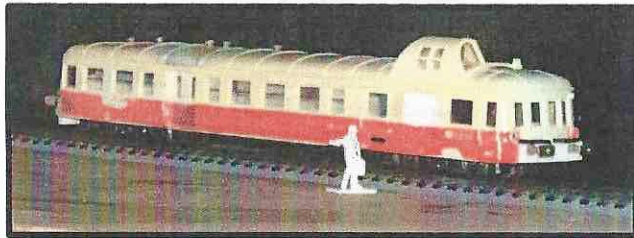
Several lessons were learnt. Make sure that controllers are working properly before the actual opening! Chatting to visitors and operating a layout effectively can be a difficult juggling act. The operators need to be very well rehearsed in knowing what to do as part of a team. Three link couplings in an under-lit operating area is potentially a nightmare. My resolutions for 2010, replace all the existing couplings! Improve the layout further so that come 2011, I will be able to offer it to Gareth Homersley as part of the MKMRS annual exhibition, in return for the generosity shown by those who supported the church fund raising effort

ARE YOU A COLLECTOR?

By Stephen Ellingham

Shortly before last Christmas I concluded a most successful visit to Paris. The exhibition at Villebon had enabled me to buy an assortment of spare parts and transfers. A brief visit to "Doctor Swapmeet" and a few model shops enabled me to fill a small holdall with an assortment of second-hand Jouet models. At Gare du Nord, before joining the Eurostar back to St. Pancras, all baggage is subject to x-ray inspection. My own bag clearly caused some interest amongst the security people. One of them beckoned to me. The strange shapes and colours on the x-ray image certainly were unusual. "What is in your bag?" she asked. "Do you have some tools in there?" "No" I replied "I have model trains". She asked me to open my bag, so I unpacked my purchases. She was very interested "Where did you buy them?" I answered that I had bought them in Paris. "Very Nice" she commented. Then the frightening question "Are you a collector?" My French is not good enough for me to attempt to say that I'm a modeller and not a collector. Furthermore the neat pile of red, white and blue Jouef boxes certainly looked like a collection so I replied that I was a collector. I packed my bag and continued to my train.

Upon arriving home several of the models were eventually taken apart and subject to the



pleasurable activity of repair and modest improvements. Many 'artisans' produce buffers and other small components that can take the place of missing or damaged originals. Despite the claims of the mint and boxed brigade these mass

produced models can never become seriously valuable antique items. If you allow for inflation you might find that the treasured item from the 1960's isn't worth much more now than when it was originally sold in far better condition with a nice box and an instruction leaflet. My own handiwork doesn't look too bad on these older models. The pleasure is not just in 'having' the finished model but in 'making' it.

There is much more interest in France in enjoying their older models. Partly this is because of the patriotic instinct that laments the closure of Jouef, the much loved national manufacturer. Closure was bad enough but events were considered to have taken a turn for the worse when Jouef was acquired by the English Hornby company. The final catastrophe, many have said, was the removal of manufacturer to China. Many French modellers distinguish between what is known as "Jouef-Jouef" and the current "Hornby-Jouef". The former is nostalgic but the productions of the latter (excluding a few hastily arranged re-releases) are fine replicas of the real thing with more detail than was ever available before. The latest productions for Jouef and other manufacturers are wonderful in their detail. They have full interiors, tiny fittings on the roof and the full equipment of brakes underneath.

SPRING 2010 ROTA

If you are not able to cover any of your allocated duties please use the 'swap list' as soon as you are aware of the problem, to find a replacement. Also mention it during the tea break.

<u>March</u>	Sat 6th Ken Ranns	Bruce Hankins	
	Sun 7th John Page	Geoff Trenholme	
	Sat 13th Derek Hart	Ken James	Steve Livings
	Sun 14th Dennis Lovett	Colin Lomas	
	Sat 20th Ted Mellor	Ken Wiggins	
	Sun 21st Peter Holden	Jamie Bond	
	Sat 27th Paul Wakley	Brian Morgan	Bob Bodsworth
	Sun 28th Les Duncan	Roy Duckers	
<u>April</u>	Fri 2nd Chris Hughes	Geoff Blackwell	
	Sat 3rd Chris Baker	Andy Eve	Bob Taylor
	Sun 4th Fred Collins	Phil Wood	John Dibben
	Mon 5th Mick Clements	Brian Barnes	Roger White
	Sat 10th Ian Bartlett	Derek Hart	Terry Silver
	Sun 11th Bill Ball	Pete Ball	
	Sat 17th Bruce Garwood	John Hatton	Mac McGee
	Sun 18th Bernard Worden	Gareth Homersley	
	Sat 24th Paul Wakley	Brian Morgan	Bob Bodsworth
	Sun 25th Peter Jones	Ray Cousins	
<u>May</u>	Sat 1st Nick Dean	Neil Dewar	Steve Livings
	Sun 2nd Derek Hart	Peter Holden	Mike Morley
	Mon 3rd John Forman	David Ramsey	Bill Pearce
	Sat 8th Eric Bowman	Les Wood	Jim Wood
	Sun 9th Dennis Lovett	Jamie Bond	
	Sat 15th Charlie Alexandra	Bill Pearce	Daniel Tipping
	Sun 16th Les Duncan	Colin Goodenough	
	Sat 22nd Tony Winn	Andy Eve	Terry Silver
	Sun 23rd John Page	Geoff Trenholme	
	Sat 29th Ian Bartlett	Bruce Hankins	Ken James
	Sun 30th Mick Clements	Brian Barnes	Roger White
	Mon 31st Chris Hughes	Geoff Blackwell	Jamie Bond

LOCAL & MAJOR EXHIBITIONS AND SWAPMEETS ETC., DURING THE SPRING 2010

*All entries are correct at the time of going to print, the editor and the club cannot be held responsible for any last minute changes to this information or any cancellations.
Any event that lasts for more than one day will be listed appropriately.*

March

- Sat 6th KETTERING '0' Gauge Spring Convention at The Leisure Village, Thurston Drive.
ABINGDON EX at White Horse Leisure & Tennis Centre, Audlett Drive. OX14 3PJ.
- Fri 12th ST ALBANS EVENING S/M at Frances Bacon School, Drakes Drive, 7pm to 9pm.
- Sat 13th BASINGSTOKE EX at Aldworth Science College, Western Way, RG22 6HA (2 days).
SOUTH HANTS MRC EX at Admiral Lord Nelson School, **PORTSMOUTH**, PO3 5XT.
- Sun 14th ST NEOTS MKS Open Day, Millennium Com Cen, Burberry Rd, **BUCKDEN** PE19 5UY.
- Sat 20th BIGGLESWADE TCS Get-together & AGM, at the Wetherley Centre, Eagle Farm Road.
NOTTINGHAM EX at the Harvey Hadden Sports Complex, NG8 4PB. (2 days).
- Sat 27th LONDON Festival of Railway Modelling at Alexandra Palace (2 days).
TRING-RAIL EX at the Red Cross Hall, HP23 5AZ.
- Sun 28th RUBGY VINTAGE S/M at the Benn Hall, Newbold Road.

April

- Sat 3rd YORK EXHIBITION at York Racecourse (3 days).
SOAR VALLEY MRC EX at the **SWANNINGTON** Village Hall, Leicestershire (2 days).
GAINSBOROUGH '0' Gauge Open Day at Florence Terrace (3 days)
- Sat 10th NORWICH MRC EX at the Hewett School, Cecil Road, NR1 2PL.
CHURCH STRETTON EX at the Silvester Horne Institute, High Street, Shropshire.
- Sat 17th WELWYN GARDEN CITY EX at the Ludwick Way Methodist Church, AL7 3PN.
AMERSHAM MRS EX at the Community Centre, Chiltern Avenue, HP6 5AE.
CRAWLEY EX at the Tanbridge House Sch, Guildford Rd, **HORSHAM** (2 Days).
HARPENDEN Brambleton MRC Open Day at Highfield Oval. **SEE SEPERATE AD**
- Sun 18th HUNTINGDON S/M at W G Animal Shelter, London Rd, **GODMANCHESTER**.
- Sat 24th EPSOM EX at N. E. Surrey College of Tech, Reigate Road, **EWELL** KT17 3DS (2 days)
- Sun 25th STOWMARKET MRS EX at the Mid Suffolk Leisure Centre, Gainsborough Rd.
BIGGLESWADE S/M at the Wetherley Centre, Eagle Farm Road, SG18 8JH.
- Tue 27th LETCHWORTH EVENING S/M at the Plinston Hall, Broadway, 7pm to 9pm.

May

- Sat 1st STAMFORD EX at Queen Eleanor Technical College, Green Lane, PE9 1HE.

A SERIES OF UNUSUAL JOURNEYS

By David Lean

In this series, I propose to have a look at some of the strangest journey that are possible by train.

No 1 Bat & Ball to Bowling

This is a journey that I came across before my early days on the railways and that is a journey that was often given to ticket examining/travel centre staff as an exercise. It is from Bat and Ball in Kent to Bowling on the North Clyde Estuary. (Yes the stations and towns really do exist.)

Bat and Ball is situated on the line from Sevenoaks to Swanley and was served by trains to/from Victoria or Holborn Viaduct/Blackfriars. It had a brief long distance identity when it became part of Network South East 'Thameslink' network in the mid 80's.

It is today served by South Eastern Trains services still to Victoria which is where we head for, passing through the suburbs of Bromley, Beckenham, Sydenham, Brixton and Wandsworth that Eurostar trains also passed through before the opening of St Pancras.

The easiest way to cross London is with the Victoria Line to Euston and is only four stops.

We now take an Anglo Scottish Intercity Virgin train to Glasgow Central, passing through our new city, Crewe, Preston to the border city of Carlisle then beyond to Glasgow.

Before the opening of low level services on the 'Argyle Line' at Glasgow Central we would have had to walk across the city to Glasgow Queen Street Low Level a distance of approx. ¾ mile to continue our journey. But since the mid eighties when the line from Rutherglen to Partick was reopened allowing a kind of Glaswegian Thameslink service, we can now go downstairs and catch our forward service to Bowling via Partick, from there.

Our journey concludes on the north bank of the River Clyde with an approx distance of 450 miles.

Next Issue – Journey No 2 – To Hell and Back.

BRAMBLETON MODEL RAILWAY CLUB INVITE YOU TO THEIR OUTDOOR MODEL RAILWAY OPEN DAY

ON SATURDAY 17TH APRIL 2010 – 2PM TO 5-30PM

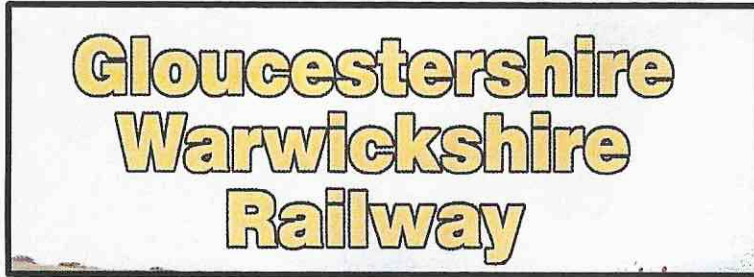
AT THE HIGHFIELD OVAL, AMBROSE LANE, HARPENDEN.

**COME AND SEE ONE OF THE COUNTRY'S LARGEST OUTDOOR MODEL RAILWAYS
IN ACTION**

DOUBLE TRACK '0' GAUGE MAIN LINE AND LIVE STEAM 16MM BRANCH LINE

FOR MORE INFORMATION VISIT WWW.BRAMBLETON.CO.UK

LOCAL RAILWAY PLACES OF INTEREST TO VISIT



The friendly line in the Cotswolds

This railway is not much more than a 1 hours' drive from Milton Keynes, at The Railway Station, Toddington, Gloucestershire GL54 5DT.

It runs from Toddington to Cheltenham Race Course Station passing through Winchcombe station and Gotherington Halt.

The GWR offers some of the finest views that it is possible to see through a carriage window. Running for ten miles through beautiful Cotswold countryside there are views across the Avon and Severn valleys as far as the Malvern Hills and the Black Mountains in Wales. You have the options of combining a train ride with a visit to one or more of the many other nearby attractions. But there is plenty to keep you happy on this railway for the full day.

The railway was once an important main line route that was destroyed nearly thirty years ago. Since then volunteers have rebuilt ten miles and the next challenge is to increase this to fifteen by extending to one of the most beautiful villages in the Cotswolds, Broadway.



Two pictures taken at Toddington Station

EXHIBITIONS/SWAPMEETS CONTINUED

May (Contd)

- Sat 8th 31A CAMBRIDGE EX at the Memorial Hall, Woollards Lane, **GREAT SHELFORD**.
South West Herts MRS Ex at Queens School, Aldenham Road **BUSHEY** WD23 2TY.
OXFORD S/M at the Exeter Hall, Oxford Road, **KIDLINGTON**.
- Sun 9th KETTERING S/M at the Leisure Village, Thurston Drive.
- Tues 11th RUGBY EVENING S/M at the Benn Hall, Newbold Road 7pm to 9pm.
- Fri 14th ST ALBANS EVENING S/M at Frances Bacon School, Drakes Drive, 7pm to 9pm.
- Sat 15th ELY EX at City of Ely Community College, Downham Road, CB6 2SH.
DERBY EX at Moorways Sport Centre, Moor Lane, **ALLENTON**, Derby, DE24 9HY. (2 days).
- Sun 16th COVENTRY S/M at the Connexion, **RYTON-ON-DUNSMORE**, Coventry, CV8 3FL
- Sat 22nd SANDOWN PARK S/M – 500 stalls – International Dealers.
- Sat 29th AYLESBURY RAILEX at Stoke Mandeville Stadium, Harvey Road. (2 days).

TOY AND TRAIN AUCTIONS

March

- Sat 13th RUGBY Vectis Auction at the Benn Hall, Newbold Road.

April

- Sat 10th BEDFORD Childhood Memories Auction, 26, Newnham Street, MK40 3JR.
- Sat 17th KEMPSTON HRCA Auction at the Addison Centre, **MEMBERS ONLY**
- Sat 24th LEAMINGTON SPA Toys and Childhood Memorabilia Auction, 18, Guy Street.

May

- Sat 15th RUGBY Vectis Auction at the Benn Hall, Newbold Road.
BURY ST EDMUNDS Lacy, Scott and Knight, Auction Centre, 10 Risbygate Street.

2010 SUBSCRIPTIONS NOW DUE



MEET THE MEMBERS

Meet Bruce Hankins

Hello I'm Bruce, I was born 73 years ago and lived in Windsor Street. I am still trying to work out where all those years have gone. As a boy we had a clockwork '0' gauge layout that was my brothers which I played with on a regular basis. My brother, who was 17 years older than me, bought me an '0' gauge red LMS clockwork locomotive and tender, which he bought from Rushdons Chemist Shop, the only shop in town that sold Hornby Trains, Dinky Toys and Meccano Sets. Very sadly, Mr Rushdon

was killed at the Farnborough air show one year a jet plane exploded in mid air and one of the engines fell into the crowd. Neal's Toy Bazaar set up in the town a few years later.

Most of my youth was spent train spotting on Bletchley station or watching and collecting numbers on the embankments of the new flyover. On hot summer days I went swimming in the Denbigh gravel pits or down the mill at Water Eaton. As a lad I sang in the church choir and after that for many years rang the church bells at No 3, sadly St Mary's bells have not been rung during the last 11 years.

When I left school at 14, my father wanted me to go onto the railway but my mother was dead against it. As my father was also foreman of the breakdown gang, there was not many nights when father was not knocked up for a breakdown or an engine failure, when they wanted to know what engine they should send to replace it. Most of the breakdowns were wagon derailments at the local brickworks. So instead of joining the railway I got an apprenticeship as a carpenter and joiner with a firm called Rowland Brothers in Simpson Road, Fenny Stratford. I used to go two nights a week to technical college to get my city and guilds.

I went into the Army for my National Service and went into the R.E.M.E. as a wireless operator, and served in Germany in the mid-1950's at the height of the Cold War. We were R.E.M.E. L.A.D. attached to the 14/20 Kings Hussars which was a tank regiment. The only railway experience I had with railways whilst in the Army, other than the train journey from the Hook of Holland to Germany and back a few times, was when we had a Scamell recovery vehicle that was beyond local repair. It had to go to the main workshop so it was decided to send it by rail. We towed it to the sidings and two railway workers brought a large flat bed wagon up to the dock, stuck up their thumbs and just vanished. We slowly started to manoeuvre it onto the wagon but as soon as the front wheels touched the truck, it shot off down the track at a fair rate of knots. The Scamell turned upside down onto the tracks, and by the time we had dragged it back up onto the siding it was un-repairable. I still think the two German railway workers did it on purpose.

After leaving the Army I went back to my old firm for a short while and then Terrapins came to Bletchley I worked for them for over forty years as a production supervisor. In the fifties and sixties my main hobby was car rallying with the North Bucks Motor Club. To start with I navigated for my brother, if you have never done that before, it can make you feel very sick. Later I started to drive, I had an old 100E Ford, but with the 105 engine with a four speed gearbox in it. At the beginning it was called trials but the insurance companies clamped down on it, so it was then called rallying.

MEMBER'S AND CLUB LAYOUTS AROUND THE EXHIBITION



Roger Mills and his friend Don Hall with their 'Whitehall' layout at Chesham Hornby Day.

A FIRST FOR LOUGHTON?

By Roger Blackburn

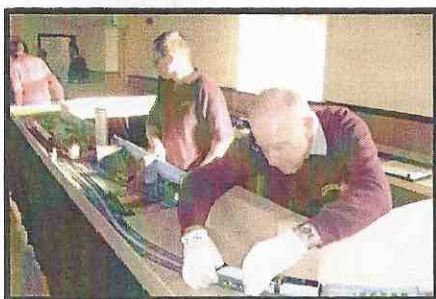
Fund raising is always a challenge. The bigger the amount needed, the greater the hill to climb. We've been doing a lot of that during the past year in Loughton in order to restore the parish church. Following the principle of 'who you know rather than what you know', last July I mentioned the idea of a model railway to members John Hatton and Bruce Garwood. I am very glad that I did. Instead of the usual arm twisting that accompanies the floating of ideas, I was met with immediate enthusiasm.

The result was a November exhibition at the Memorial Hall in Loughton; probably a first in the village. There were nine layouts, plenty of Club members in MKMRS sweatshirts and lot of visitors on the day - all having an enjoyable time. By the end of the day a further £250 had been added to our fund raising efforts. So a big thank you to all those from the club who gave their whole hearted support to the event.

After a year of relentless effort we did achieve our target of £150,000 by the middle of December. The builders arrived on site at the beginning of January (as originally planned). The church will be closed for five months while new flooring, heating and seating are put in. The congregation is currently worshipping at the MacIntyre Centre on Great Holm. (See pictures on Pages 18 and 19).

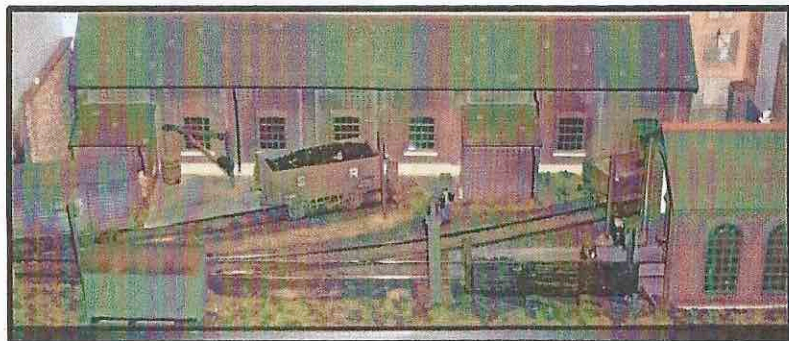
MEMBER'S AND CLUB LAYOUTS AROUND THE EXHIBITIONS

Loughton Exhibition continued



Tony Winn and Steven Walker on Tonys' layout 'Adlestrop' and John Hatton with his collection.

See Roger Blackburn's report on the Loughton Exhibition on page 20.



Colin French's 'Ledsam Street Yard' Layout, as seen at the Royston and St Albans Exhibitions.



Brian Barnes and Bill Marsden with their layout at the Stony Stratford Christmas Lights Show

There would be various route cards from Spot Heights, Map Reference, Straight Line and Signposts. The most popular was the Tulip card, the same card as the Dutch Tulip Rallies. The Police stopped this as far too many cars were racing through the villages and countryside in the middle of the night. So it was limited to 12 cars, which meant all you could run then was Treasure Hunts and all motor clubs had to be affiliated to the R.A.C., which priced the club out of all competitions. They had a barn over at Milton Bryant which contained a large Scalextric track and we owned our own 'souped' up cars that we used to race, but numbers dropped and the club folded.

My son was given a Hornby Dublo three rail train set by his cousin, we had about three suitcases of it, so we decided to build a large layout in the loft, which we played with for many years. When my son had his mates round to play with him, it really felt as if they were going to come through the ceiling. He sold the whole lot to a dealer in Reading, he is now building and flying model aircraft and has a small 'N' gauge layout in his spare room that he works on from time to time.

In the mid-seventies I started playing golf when the Windmill Golf course was opened and I still play once a week. Just before retirement I bought a Royal Train set from Clifford James who advertise in national newspapers, included in the set was a track mat, so my layout in the garage, which never leaves home, is based on an enlarged and extended Hornby Track mat.

My father was a foreman in the Bletchley Loco Shed, and his three brothers were all train drivers. One of them, my Uncle Tom, drove the Royal Train in May 1950 with a guy called Jim Walker as his fireman, this was the first time a local crew had manned the train whilst their majesties were on board. Before becoming a foreman my father had been a fitter and whilst removing the bogies from an engine called 'Mabel' on the wheel drop, there was a leak and the drop, lost pressure and the bogies slipped trapping my father's right hand and a fellow workers left hand. My father lost a thumb, two fingers and part of the next finger, yet he was still able to write, tie shoe laces and even chop firewood. There was no compensation in those days, only a guaranteed job for life. Both my parents, before they were married, lived in Railway Terrace which was almost opposite the old station approach, my father at No 16 and my mother at No 1.

My mother was very musical, singing, playing the piano and any 4 stringed instruments. On leaving school, before the first world war, she joined the Walford Family which was a theatrical family that toured the country putting on shows in town and village halls and sometimes in farm buildings. She did this for about 3 years but got fed up with living out of a suitcase, so she got a job at McCorquodale's the stationery firm in Wolverton.

Whilst visiting Bletchley Park with my two grandsons, we called into the model railway exhibition where I met Ken and Bill and told them of my interest in model railways. Bill very kindly gave me a tour of the clubroom and they told me to come up any Tuesday evening, which was club night. I joined the club in October 2007 and have enjoyed it ever since. My Royal Train set included Princess Elizabeth as the locomotive and I brought it up to the club to run it on the Verney Junction layout. Someone (mentioning no names) left the flap up and my loco took a nose dive which did not help the appearance of its front end.

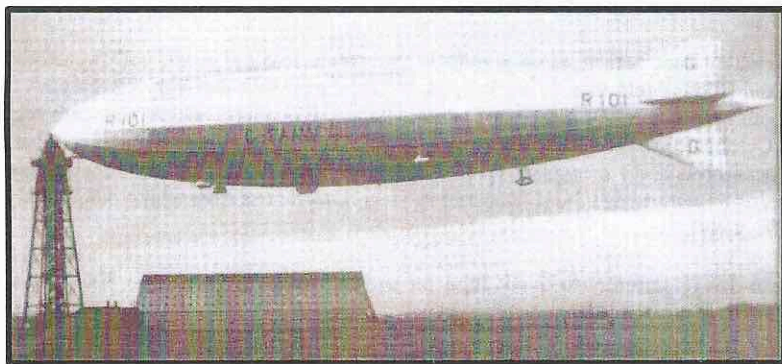
I would like to take this opportunity to thank John for such a wonderful magazine. **Ed: I was not twisting his arm at time!**

In the next issue – Meet Colin Goodenough.

R101 AIRSHIP TRAIN

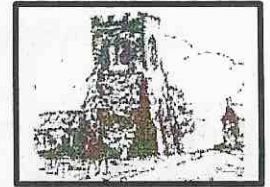


After the catastrophic crash of the airship R101 at Beauvias Forest in France on 5th October 1930 during an attempted flight to India, the bodies of the 47 victims (who included the then Secretary of State for Air, Lord Thompson) were returned to the airship's base at Cardington, Beds, for burial. A 17 – coach, 500 ton funeral train was run from Euston to Bedford via Bletchley and the Cambridge – Oxford line, doubled – headed by 'Prince of Wales' 4-6-0s No's 5684 'Arabic' and 5685 'Persia', seen passing Kenton on 11th October 1930. The glass case mounted on No 5684's smokebox carried a wreath from the LMS. Below-The R101 at Cardington shortly before its disastrous flight to India.

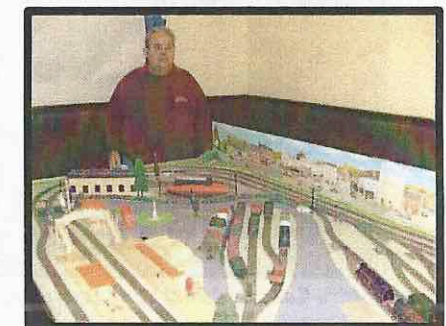


MEMBER'S AND CLUB LAYOUTS AROUND THE EXHIBITIONS

Photographs from the Exhibition at Loughton to raise funds for the All Saints Church organised by club member Roger Blackburn



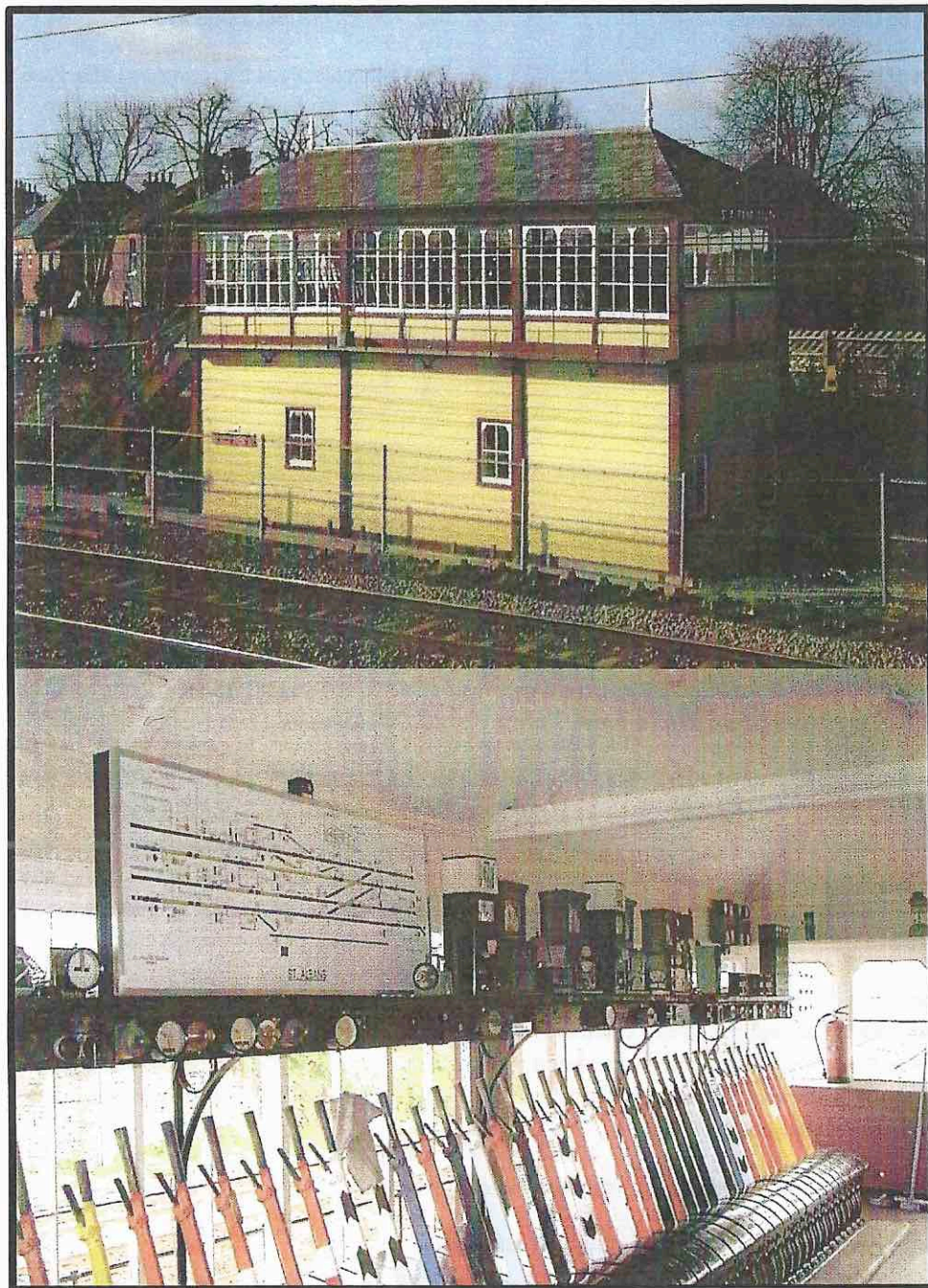
The two sides of Bruce Garwood's 'Canonbury' layout



Bruce Garwood's 'Westcastle' layout and Ken Ranns with his Hornby Dublo layout



Roger Blackburn's 'Alverton' layout and Ian Bartlett and Roy Ducker's on the charity layout



A FEW LINES FROM THE ANTIPODES by Nicky Line (Bruce Thompson)

Hello MKMRS

I am very sorry that my trip to the UK this year did not include a visit to Bletchley Park and your good selves. I was overtaken by other events which started the day before leaving home. Given the news that I had a personal health problem and treatment would start as of then, but would be allowed to have the trip provided I was back in 12 weeks for further treatment.

So, David (my cousin) and I at Heathrow, then picked up the chariot and headed south around the infamous M25 etc to Crawley, visiting Brooklands on the way. The first places of interest were the Bluebell and Lavender line restored railways. Then it was west to the Colyton/Seaton tramway and Pecoramma. About this time I had a message to contact home, only to find my wife had fallen over and broken the right leg just above the ankle and would not be coming over. Plus I was needed now at home to help. You should try changing pre-booked travel plans in smaller town! But, because a lot of our trip was already booked and deposits paid, it had to continue.

Then north, via the Ffestiniog railway at Towyn, on to Caernarfon and the Welsh Highland Railway, great shame the track is through to Porthmadog, but no through trains as yet. Onward and upward to Carnforth to visit the museum on "Brief Encounter". Back in the 4 wheel chariot again for more driving to Motherwell in Scotland and then onto the steel rails for a trip out through Glasgow along the River Clyde, to the former John Brown's ship yard at Clydebank to see and ride the Titan crane.

Back tracking a bit now to Kirkoswald in Cumbria, where my great Grandparents were married in the 19th century, before moving to Liverpool and then to the other side of the world.

Along Hadrian's wall, across England visiting several small restored railways, staying in James Heriot Country before moving on to Skegness for the annual Meccano Exhibition, and to meet with the luminaries of the Meccano fraternity and CQ magazine. We spent the Friday and Saturday morning with the Meccanoids (pun intended) before leaving to drive down to Loughborough for the Hornby 40th bash. I should mention that I loosely refer to this place as "looger burooger". The story we were told some years before, in a previous visit to the GCR, was that other Antipodeans had pronounced it that way, but I do know how to pronounce it.

At least I was able to meet with some of the Guys and Gals from the MKMRS at this location. We managed to get in via the back door very early on the Sunday. Being greeted by John and Pauline Forman, then Roger White, and then Amalia and David Ramsey, David was dressed in his French costume. After finding the correct entrance, signing in and paying our dues, we partook of a light lunch before moving on to another visit to the GCR.

More chariateering to Newark Air Museum, Donnington Park for the Grand Prix collection, the

'Battlefield line' preserved railway, and the tram museum in Derbyshire. The Butterley Midland railway centre proved elusive to find in the pouring rain. Then onto Bruntingthorpe to see XH558 Vulcan bomber, which had flown the coop, now she is airworthy. But we managed to wangle a view of the cold war Lightning's in their hanger. Across the 1485 Bosworth battle field, the Heritage Motor Museum in Warwickshire, finally to the Sandy and the TCS annual exhibition. Meeting again with David and Amalia, John and Pauline, Roger, and not forgetting your chairman Dennis Lovett, who was able to correctly identify an A4 body for me as being Wrenn. I was un-aware that Wrenn had changed the original Hornby Dublo casting very subtly and I tried very hard to identify same.

The final tour visit for us was to Flying Legends at Duxford on the Sunday. After that, it was to your capital for David to do his own thing and me off to the relatives in Hemel Hempstead for 3 ½ days. This proved to be my final undoing, as they had lots planned including a family dinner on the Tuesday, which of course Train Night for MKMRS. So guys, after boring you for all this time, I close with a picture (left) taken on Saturday 14th November, at one of our Hornby Railway Collectors



From left to right Alan Middleton (HRCOA) Martin Bodinar (TCS) Bill Redfern (HRCOA) and Bruce Thompson (TCS).

Association Australia running days, taken at the home of Bill Redfern, at Ballarat, in his Hornby room. Bill is an avid train collector/runner. After the Hornby room, there is the American room with current Lionel/Williams stock. Then there is LGB/Bachman 45mm room, and not forgetting the outdoor track for the "Hissy Pissies". *(ED. I hope this is not rude)* I almost forgot the Hornby Triang room and the Hornby Dublo room.

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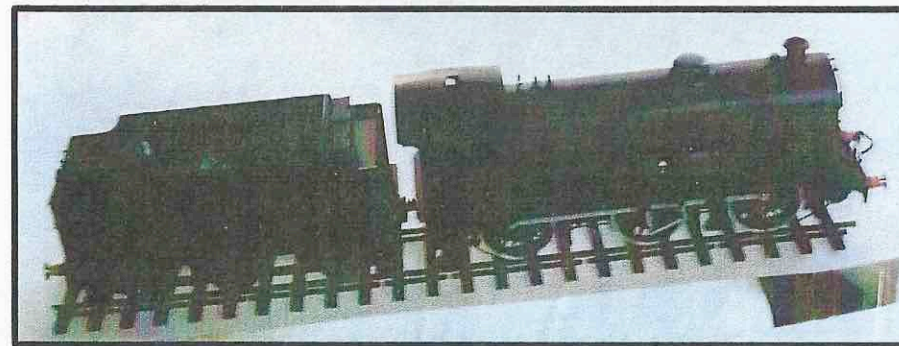
MODELRAILDIRECT

David Holgate, 9, High Street Mews, Leighton Buzzard, Beds. LU7 1EA.

01525-854788

Part 6b Classes J36 and K5 and Yeadon's 'Register' of L.N.E.R. locos Volume 2 Gresley J39 class.

Cost of locos: Ex Factory plain black/red buffer beams £895, Plain black L.N.E.R. transfers £950, Plain black early or late BR £950 (NOT lined), Lined black G.N.E.R. £975, Weathered L.N.E.R. lined £1000.



VISIT THE AWARD WINNING SIGNAL BOX

St Albans South Signal Box is pleased to announce that we shall be open from April to September on the 2nd and 4th Sundays of each month from 2-5pm. Light refreshments will be available. We are a couple of hundred yards from the entrance to Platform 4 of St Albans City Station in Ridgmont Road, off Victoria Street. This is the largest preserved Midland Railway box in the country and the only one preserved where it worked, overlooking the Midland main line.

The box, disused since 1979 but listed Grade 2 in 1980, was leased from Network Rail in 2006 by a Building Preservation Trust set up by local residents. Major structural works were undertaken, and much work has been done since to restore the 1906 Midland 'tumbler' interlocking lever frame and setup a simulator to demonstrate the workings of the box. The grounds around the box have also been the subject of considerable work by our members; besides a wide range of plants we now have two signals operated from the box.

Our efforts in restoration were crowned this year by the St Albans Civic Society granting us their top award for 2008, against strong competition from other public and private buildings, citing "A wonderful example of community involvement in the historic fabric of the city....inspired voluntary effort and fund-raising...." So our thanks to those who have assisted us by their donations or by becoming members of the Trust.

See our website www.sigbox.co.uk for the latest information.

On the next page are photographs of the box and the levers.

LOCOMOTIVE REVIEW

by Les Wood

Tower Models & Co, 44, Cooksan Street, Blackpool, FY1 3ED

Tel: 01-253-623797/9

Fax: 01-253-623797

E-mail: Sales @tower-models.com

Website: www.tower-models.com

L.N.E.R. later BR Class J39 0-6-0 Locomotive and tender.

Bought and reviewed by Les Wood

Model produced by SanCheng Products, China.

These locos, whilst designed by Gresley, were built at Darlington, and hence incorporating many N.E. details such as initially steam reversing gear, cab and some gained N.E.R. 4125 & 3940 gallon tenders.

Generally the locos were supplied with Group Standard 3500 or 4200 gallon tenders either flared or slab sided, a few of the locos actually received the 11" higher front plate, more normally used by V2's or newer B1's. Brakes also varied with steam/vacuum brakes although those allocated to the Great Eastern area were fitted with Westinghouse pumps and associated plumbing.

The locos were mainly for freight work but Carlisle (Canal) shed locos worked the Silloth Branch and other local workings, Haltwistle to Alston working as well as Nottingham/Grantham services, and Liverpool Street to Southend workings prior to electrification. Post-war, six of these locos were shedded at Dundee for working freight traffic in that area. A photo has also come to of a J39 working the Bradford portion of the 'White Rose' to Wakefield (4 coaches).

Hence to the model, which has been developed over the past two years, and certainly does not, disappoint the purchaser. The loco is a fine example of this class of 289 locos which had, as mentioned above, a variety of different details.

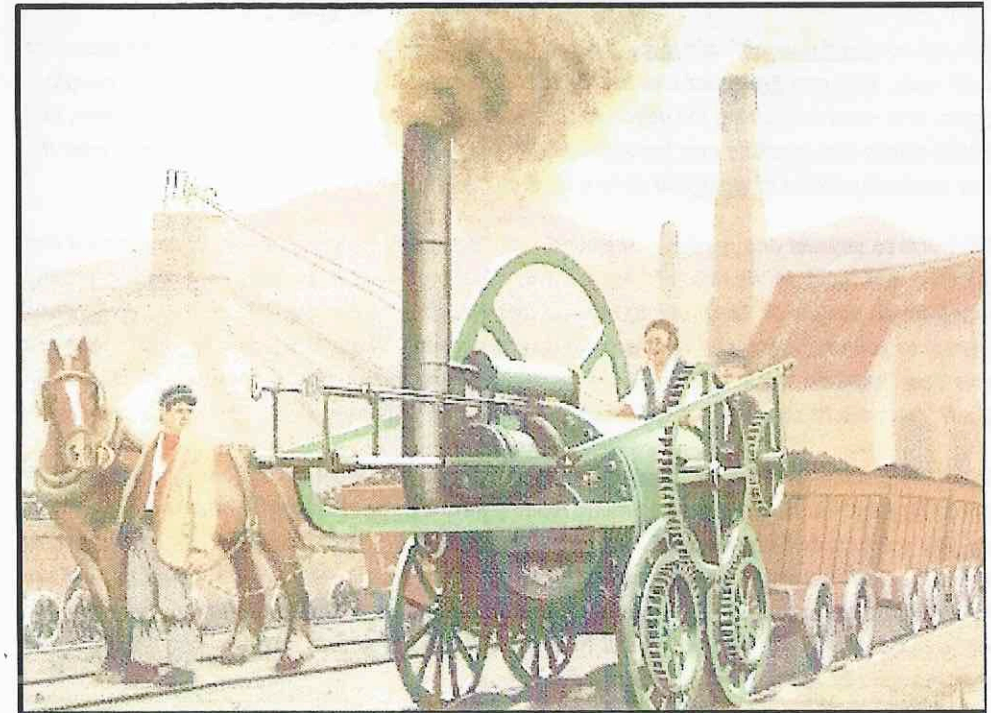
The loco weighs in at 850grms (approx 1lb 14ozs) and compares very favourably with the 'Isinglass' loco drawing, and will negotiate curves of under 4'-0" radius (Peco track). All axle boxes independently sprung on both loco and tender, and running, powered by a Canon motor which is superb at various power settings in both directions.

One of the features of the locos is working inside cylinders, driven off the centre drivers which are visible down the sides of the boiler between the frames, opening smoke box door, cab details is excellent. Supplied loose are the two piano stool seats for the owner to fit and the linkage cage for the mechanism to clean out the grate including the semi circular cover fixed to some locos above or below the running plate, also a spare Wakefield lubricator as some locos were fitted with two. Rivet detail around the saddle firebox are good and the cylinder rail rods and associated valves are finely reproduced. No cab doors are included, but a short fake plate is provided.

For further details of this class of locos, please refer:- the 'Green bible', R.C.T.S. locos of the L.N.E.R.

A HISTORY OF BRITISH RAILWAYS

This is the first of a series of articles, charting the history of British railways, using a set of cards found by the editor at a local swapmeet. Each issue will feature a locomotive, which helped in the development of our railways.



Although Stephenson's 'Rocket' is popularly recognised as the first genuine railway engine, in fact the first steam locomotive to pull a train on rails was mining engineer Richard Trevithick's 'Pen-y-Darren'. Designed for a horse tramway between Pen-y-Darren foundry and the canal at Abercynon, its first journeys of February 1804 saw it haul loaded iron trucks and seventy passengers to win a £500 wager against the power of a horse.

A striking feature of 'Pen-y-Darren' was the huge flywheel. This stored and smoothed power from the single cylinder in front of the boiler and used for starting. The piston's drive was transmitted by a connecting rod, crank and a train of gears to the un-sprung driving wheels. Operational weight was 5 tons and the hand controls were set at the front of the slow moving engine. Trevithick's mine engines, also working on high pressure steam, were nicknamed 'puffers' after their exhaust noise.

HOW WELL DO YOU KNOW YOUR FELLOW MEMBERS? – Answers

Colin Goodeough. Colin Joyce. Charlie Alexander. Andy Eve. Bill Ball.
Ken James. David Lean. Les Wood. Les Duncan. Steve Walker. Chris Baker.
Tony Winn. Nick Dean. Ray Cousins. Roger White. Derek Hart. Roger Mills.
Daniel Tipping. Tim Page. Peter Jones. John Forman. Neil Dewar. John Harrison.

"It is just not good enough" said Joyce "I asked for cream paint not yellow" but before the decorator could reply, Alex and Ernie, her two pet dogs, raced in closely followed by her youngest daughter Evelyn, who was complaining the dogs had taken her ball. In all the confusion Tom, the painter, had quickly nipped out, knocking over her husband James's step ladder, which had been leaning near the door, scattering pieces of wood and various tools all over the place.

"That was so unusual and uncanny" she continued "because this place is normally so peaceful and quiet" At that moment the door bell rang. It was Nigel her eldest son, a very keen walker, coming back from his daily walk, but had forgotten his key. He said "I called into the butchers, bakers and chemist as you requested, and I got everything you needed" "Thank you" Joyce replied "I hear you have been lucky on the horses" suddenly his sister butted in and asked "How much did you win Nigel?" "Not much" he replied "just enough to treat myself" "That's a good idea Nigel" said mum.

"By the way mum, what is our Cousin Simon's new address?" Nigel asked "The White Hart, Mill Street, Tippingham, Herts" answered mum, reading from a page of address's. She then asked "Who are you going to the cinema with tonight" "Paul, Jon, Ester, Keith and Jane" he replied."I only wanted to know because I have a message for Mandy" she explained "it does not matter, I will see her sometime, it is about her being made warden for the old peoples flats" "What are you going to see" asked Evelyn "I don't know" replied Nigel "I only know it features Harrison Ford" "Have a nice time and don't be too late coming home" advised mum.

UPDATE ON ILLUMINATED SIGN

When I put the report about the illuminated sign in the last issue, I had obviously not been given all the correct information. The sign was in fact originally made by Fred Collins for Phil Woods as a surprise for his wife on their wedding day. After the wedding it was decided to donate it to the club to celebrate the club's 40th anniversary. Although Fred replaced the original message, the club decided to have a more professional message made. **Page 13**



ACTIVITIES AROUND THE CLUB



Members at the Extraordinary General Meeting held in the Mansion on December 15th 2009.

FLASHBACK TO OCTOBER 1985

This picture is from a paper called the Mirror, dated October 31st 1985 and shows the late MKMRS member Don Pigott (left) and his friend, with Don's tram layout at the club's 7th Model Railway Exhibition at the Bletchley Leisure Centre. This was one of 20 layouts out of 47 exhibition stands.

Part of this layout is now situated right opposite the tinsplate room, and it is still very much admired by visitors to the clubroom.

Page 14

