

CAPTION COMPETITION

Last issue's result

*The winning entry was
"Sun readers do it alone"
sent in by Roger White*

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 tinfoil 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 tinfoil 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 September 7th 2010, which will cover
September, October and November 2010 for
forthcoming events.***



"QUARTERLY NEWS"

No 160

SUMMER 2010



'Norgate' the club's 'N' gauge layout, on show at the Newbury Exhibition, showing John Harrison and Colin Joyce operating.

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/Archives:- John Forman

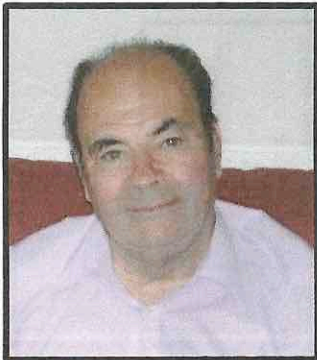
Librarian:- Derek Hart Schools Co-ordinator:- Ken James

Auditor:- Brian Barnes Club Merchandise:- Ken Ranns

Committee:- Chris Lester Tony Winn Tim Page Bill Ball

Editorial

It is hard to believe that this is already the Summer edition, where does the time go?



I am very pleased to say that I am still receiving a great deal of help and support from the membership with regards to articles and information etc., Please keep your stories, news items and photographs etc., coming in, as I can never have too much material, because having a choice of what to publish, helps me to produce a balanced magazine. We have to allow at least three weeks for printing, this enables us to produce the newsletter in colour, so please let me have your copy **at least four weeks** before the publication date, which is always printed at the bottom of the back cover.

Despite the uncertainty of the clubs future at Bletchley Park, it is very nice to see everything carrying on as normal. On Tuesday evenings, work is being carried out or is planned for Milton Quays, the DCC layout, the tram layout, the tinplate room and the outside area. Shelves are still being put up in the tool room, the library is constantly being improved and the archives are still receiving additional material and items from the clubs past. The weekends, Bank Holidays and school visits are still being supported and covered with the same enthusiasm. It is also encouraging to see new faces appearing on club nights. I think if we all stay focused and positive, we will be able to overcome any obstacle that is put before us.

In the future, I will be offering all new members a bundle of back issues, this will help them to get to know whats going on within the club etc., and this will also help to keep the number of past newsletters in the library down to a minimum. If any member, who has joined the club during the past few months, would like some old newsletters, please come and speak to me in the tinplate room on a Tuesday evening. John.

GUESS THE CAPTION COMPETITION

There will be a small prize for the best entry received by July 31st 2010, please hand your entry, including your name, to the editor in the tinplate room any Tuesday evening.

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

The winner will be announced in the next issue.



For the Winter caption competition we received no entries and yet for the Spring edition, we had a record number of replies. I made a list of these, leaving off the name of the sender, and asked our chairman Dennis to pick out his favourite caption for the picture displayed. The winning entry is listed on the back page.



Sarky

My wife is far more creative than I am, in fact, she is always creating!

while it was being prepared for departure – only the first three carriages were used. The others remained in the platform.

The route was not what I had expected from a former main line. It used to be part of the Orleans – Rouen line. This line is, and always was, single track with passing places at the larger stations. Some small village halts had a platform and an office but no sidings. The line runs closely between farm buildings and uses many level crossings. In order not to cause too much delay at the crossings the train was attended by several car-loads of staff, who opened the crossings along the route and met us at the end of the line to work the points. Each crossing was worked by the people which demonstrated either that the modern cars are faster than an old train or that the old train is not in a hurry as it gently rolls past the fields and villages.

There were no obvious “enthusiasts” on the train but many families and a party from a local school ensured that all passenger vehicles were loaded.

The low sides of the Baladuese mean that you can hear the sounds of birds and farm animals and also that you could smell the farm animals. If you lean out very far you have to beware of long branches. We ran alongside several roads and there were frequent exchanges of waves and greetings between the passengers of the train and anyone we could see. This was a most pleasant way to spend a warm summer afternoon.

On the day of my visit the train only went south to Breuilpont then back to Pacy. The return trip was a little over two and a half hours. There wasn't time to explore Breuilpont as we only had a few minutes while the diesel locomotive disappeared into the distance and returned to run around the train. The former station building was nicely-repaired, a new platform was immaculately-maintained and the sidings through which the locomotive returned looked like a lawn with rails. Eventually the diesel backed on to our train and we returned northwards. The line also runs north from Pacy, to Chambray, with a further northwards portion acquired, but not yet open. In a way the CFVE is similar to England's Great Central Railway which will eventually run from the edge of Leicester to the edge of Nottingham. Neither the Great Central nor CVFE can return to the main stations at either end of the lines but each has preserved the central portion to allow future generations to enjoy leisurely rail travel through beautiful countryside.

When we got back to Pacy, they were locking up the station, the sky turned black and torrential rain ended a bright summer's day.

MODEL – WORLD @ OXFORD, 1, Chicheley Street, Newport Pagnell, MK16 9AP. 01908-611107.

MODEL RAILWAY STORE 9, High Street Mews, Leighton Buzzard, Beds, LU7 1EA. 01525-854788.

A WORD FROM THE CHAIRMAN

The Great Central, and the Vicar who made it famous.

The Great Central was a late developer, it arrived in the late 1890s and locally served Aylesbury, Quainton Road, Calvert and Finmere. It was part of Sir Edward Watkin's grand plan and was built to the continental loading gauge but by 1966 it was no more, and apart from viewing Calvert station on a car journey shortly before it closed, that was the limit of my knowledge.



In 1967 I bought my first issue of the Railway Modeller. It was not long before I would become familiar with the works of the Rev. Peter Denny and Buckingham Great Central. Having never travelled to Buckingham by train I was somewhat disappointed to be told that Buckingham's station was nowhere as important as the one on Peter Denny's layout. Peter died last year, but I and a number of other club members were fortunate, not only to see it in the vicarage near Penzance, but to operate it. It was even better in the flesh than it appeared in the magazines.

As a nation we have discovered that some of the decisions taken by the good Doctor Beeching and his predecessors or even successors were not particularly clever and the lines they removed would have been well used today. One such line is the Great Central which provides the only rail corridor out of London, unless of course you want to demolish large parts of the capital and the suburbs, like the Victorians did. I am not sure that in today's NIMBY state that would be tolerated.

Recently the Government announced a new High Speed Line from London to the North which not surprisingly uses the track bed of the old Great Central from near Quainton Road to the Northamptonshire border. The Buckingham Advertiser has already reported on the protest meetings in Brackley, but reinstatement makes perfectly sound sense to this retired railwayman!

Perhaps Lord Adonis who presented the proposals was a reader of the Railway Modeller and was familiar with the skills of the late Peter Denny, who made the Great Central far more famous than it ever was in real life.

I am sure that over the next few years we shall see rails return to one part of rural Buckinghamshire. Perhaps Buckingham will expand westwards to the site of the former Finmere station, which incidentally is nowhere near Finmere and even further from Buckingham, which it was meant to serve! Buckingham International has a nice ring to it – but in recognition of Peter Denny's contribution to our hobby, Buckingham Great Central is much more inspiring.

Dennis Lovett (Chairman)

CLUB NOTICEBOARD

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

Welcome Aboard The club would like to welcome Bruce Thompson and Alan Henshall, also the return of Ian Harrison as new members. We hope you all have an enjoyable stay with the club.

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 - I hope all members who going on the club outing on **Sunday 6th June to the Severn Valley Railway**, have a very enjoyable day and the weather is kind to you.

Wolverton Works Open Weekend - is being organised and is provisionally booked for August 14th/15th. Several club members have been asked to supply layouts 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.

Subscriptions stay the same for 2010, and are now due.

Photographs - Peter Jones has taken every member's photograph, which will be kept under the signing in sheet, so people can put names to faces.

Kettering Swapmeet - All the Barry Potter Swapmeets at Kettering have been cancelled until a new venue can be found.

Charity Sale - Roy Ducker informs me that the display case which remained unsold at the end of the charity sale in October has now been sold. It raised £40-00 which takes the final total to £277-60p, Sue Ryder Care at St. Johns Hospice have expressed their thanks for the donation.

Exhibitions Insert - An insert advertising the Sandy TCS and the Trinity Church, Biggleswade exhibitions is enclosed with this issue. **MKMRS members will be exhibiting at both of these events.**

Chemin de Fer de la Vallee de L'Eure

by Stephen Ellingham

This preserved line, which is also known by its initials CFVE has its main base in Pacy sur Eure within the beautiful countryside at the southern end of Normandy. The town itself is worth a visit. CFVE owns a good length of line both north and south of Pacy. The overall length is around 25km.

The railway has a collection of diesel locomotives, railcars, some wagons and passenger coaches. Pacy used to be a junction for a line to Vernon which closed shortly before the 2nd World War, and those rails were removed by the occupying German army for use in strengthening concrete defences at the coast. There are fewer rail enthusiasts in France than in Britain, so the railway caters for families and those interested in the countryside and local food and history. The railway is run by a combination of volunteers and full-time employers who keep the whole railway looking neat and tidy. The ambience is much more informal than a preserved line in England. It runs mostly

mid-week rather than at weekends.

Unlike a "heritage line" in England there is at Pacy no actual shop or catering. They have some postcards but there is no guide book and no emporium stacked with Thomas the Tank engine items. The lack of catering was not greatly inconvenient as there is a huge supermarket only a few minute's walk away. I made myself a good picnic,

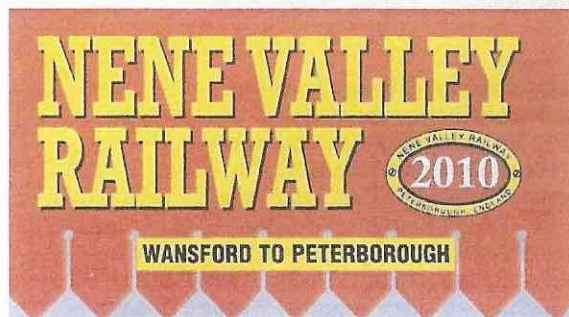


found a bench on the station platform and comfortably watched very little happen for a long time.

Eventually a number of railway people appeared. A large number were equipped for gardening and attended to the flower beds, bushes and lawns. Others checked the passenger train and prepared the locomotive.

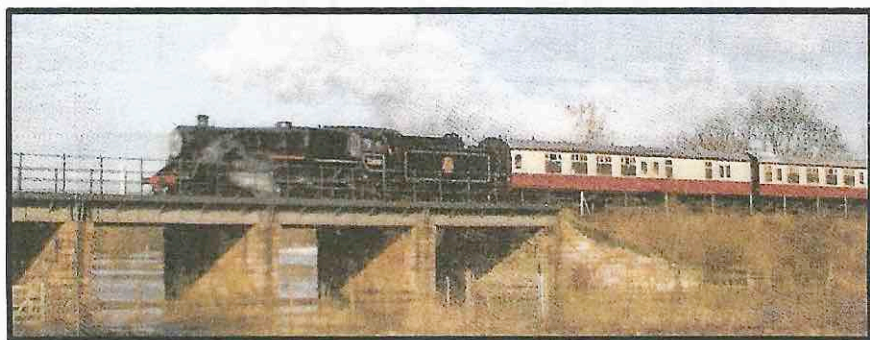
The train was formed of a small diesel locomotive, an ancient coach from Alsace Lorraine and two open-sided cars converted from goods wagons. The latter are known as "Baladeuses" which is a term that has no English equivalent because when you attempt to translate it you come up with something that has another meaning. These cars have low sides of about waist height, are open between there and the roof and you sit on benches. The photograph shows the train at Pacy,

LOCAL RAILWAY PLACES OF INTEREST TO VISIT



This railway runs for 7 ½ miles from Wansford Station via Yarwell, Ferry Meadows, Orton Mere to Peterborough, right next door to 'Railworld' (an independent attraction with separate admission fee) and just a 10 minute walk to the bustling and historic city centre. At Wansford you will see our extensive collection of locomotives and carriages – your train might be of British or Continental rolling stock. Although running on the same gauge track Continental stock differs by being both taller and wider than British vehicles. The NVR is the only railway in the UK where this stock can, and does, run regularly alongside the more traditional British trains – a different kind of experience for you to enjoy.

Steam and Diesel locomotives are on show and on certain days their Travelling Post Office (TPO) demonstration trains run.



The editor, his wife Pauline and two of their granddaughters had a very enjoyable day on this railway, during the Easter half-term. There was plenty to do and see, for all ages, in a very nice setting.

Nene Valley Railway, Wansford Station, Stibbington. **PETERBOROUGH, PE8 6LR.**

Taking Timetable 01780 784404

Enquiries 01780 784444

SUMMER 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>June</u>	Sat 5th	Chris Lester	Stephen Walker	Robin Rowles
	Sun 6th	Closed – The club's outing to the Severn Valley Railway.		
	Sat 12th	Ted Mellor	Ken Wiggins	
	Sun 13th	Bernard Worden	Gareth Homersley	
	Sat 19th	Chris Baker	Roy Duckers	Bob Taylor
	Sun 20th	Brian Barnes	Michael Clements	
<u>July</u>	Sat 26th	Tim Page	Colin Joyce	
	Sun 27th	Fred Collins	Derek Hart	John Dibben
	Sat 3rd	Phil Wood	Neil Dewar	Steve Livings
	Sun 4th	Peter Holden	Terry Silver	Jamie Bond
	Sat 10th	Tony Winn	Colin Lomas	
	Sun 11th	Dennis Lovett	Jamie Bond	
<u>August</u>	Sat 17th	Ken Ranns	Wilf Miller	
	Sun 18th	Les Duncan	Colin Goodenough	Jamie Bond
	Sat 24th	Michael Clements	Brian Barnes	Roger White
	Sun 25th	Bill Ball	Pete Ball	
	Sat 31st	Eric Bowman	Les Wood	Jim Wood
	Sun 1st	Charlie Alexander	Daniel Tipping	Mike Morley
	Sat 7th	Chris Lester	Stephen Walker	Robin Rowles
	Sun 8th	Chris Hughes	Geoff Blackwell	
<u>September</u>	Sat 14th	Tim Page	Colin Joyce	
	Sun 15th	Bernard Worden	Gareth Homersley	
	Sat 21st	Ted Mellor	Ken Wiggins	
	Sun 22nd	John Page	Geoff Trenholme	
	Sat 28th	Derek Hart	Colin Goodenough	Bob Taylor
	Sun 29th	John Forman	David Ramsey	Michael Clements
	Mon 30th	Fred Collins	Phil Wood	John Dibben
	Sat 4th	Chris Baker	Andy Eve	Steve Livings
Sun 5th	Bruce Garwood	John Hatton	Mac McGee	

**LOCAL & MAJOR EXHIBITIONS AND SWAPMEETS ETC.,
DURING THE SUMMER 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.*

June

- Sun 6th SPALDING S/M at Springfields Exhibition Centre, Camelgate.
BIRMINGHAM S/M at the NEC.
- Sat 12th BIGGLESWADE EX Trains at the Trinity Methodist Church, Shortmead Street.
- Sat 19th GAINSBOROUGH '0' Gauge Open Day at Florence Terrace (2 days)
- Sun 20th HUNTINGDON S/M at W G Animal Shelter, London Rd, **GODMANCHESTER.**
- Tues 29th LETCHWORTH EVENING S/M at the Plimston Hall, Broadway, 7pm to 9pm.

July

- Sat 3rd SANDY, BEDS., TCS ANNUAL EXHIBITION (**Only 1 day this year**) See insert.
BASILDON EX at James Hornsby School, Nicholas Lane, SS15 5NX. (2 days)
- Tues 6th RUGBY EVENING S/M at The Benn Hall, Newbold Road, 7pm to 9pm.
- Sat 10th HODDESDON EX at Sheredes School, Cock Lane, EN11 8JY.
- Fri 16th ST ALBANS S/M at Frances Bacon School, Drakes Drive, 7pm to 9pm.
- Sun 18th GAINSBOROUGH '0' Gauge Open Day at Florence Terrace.

August

- Sun 1st SPALDING S/M at Springfields Exhibition Centre, Camelgate.
- Sat 7th SOUTHWOLD EX at St Felix School, Halesworth Road, IP18 6SD (2 days)
- Sat 21st OXFORD S/M at the Exeter Hall, Oxford Road, **KIDLINGTON.**
- Sun 22nd RUGBY VINTAGE EX & S/M at the Benn Hall, Newbold Road.
HUNTINGDON S/M at W G Animal Shelter, London Rd, **GODMANCHESTER.**
- Sat 28th GAINSBOROUGH '0' Gauge Open Day at Florence Terrace. (3 days)

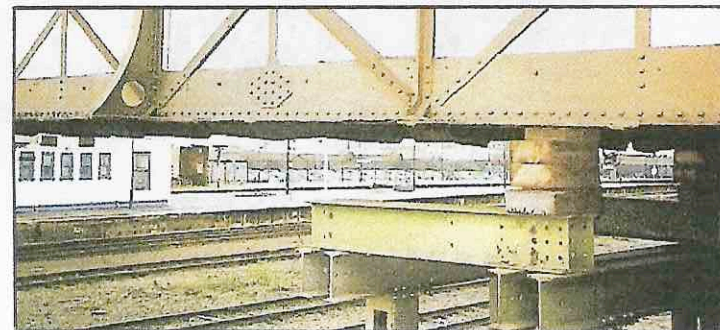
- Bluebell Railway – Toy and Rail Collectors Fair (2 days)
- Sun 25th Mid Norfolk Railway – Classic Transport Day

August

- Sun 1st Great Central Railway – Toy and Train Fair
West Somerset Railway – Toy and Train Collectors Fair
- Fri 6th Bluebell – 50th Anniversary Celebrations (3 days)
- Sat 7th Severn Valley Railway – A Peep Behind the Scenes (2 days)
West Somerset Railway – Steam Fair & Vintage Vehicle Rally (2 days)
- Sun 8th Chinnor - & - Princes Risborough Railway – Annual Gala Day
- Sat 14th Bressingham Steam Museum – Steam in Miniature (2 days)
Great Central Railway – Mixed Traffic Event (2 days)
- Sat 21st Bluebell Railway – Vintage Transport Weekend (2 days)
- Sat 28th Didcot Railway Centre – **GWR 175 special event** (3 days)
Severn Valley Railway – Seaside Special (3 days)



Cartoon submitted by Bruce Hankins



*This example of quality civil engineering supporting the main footbridge at Hove station, although presumably a temporary feature, there is no evidence of recent or imminent work on site.
Hardly inspires confidence, does it?*

Preserved Railways Etc during Summer 2010

June

- Sat 5th Bucks Railway Centre – Miniature Traction Engines – Lego Displays (2 days)
Watercress Line – War on the Line (2 days)
North Norfolk Line – Mixed Traffic Gala (2 days)
- Fri 11th Great Central Railway – World War 2 event (3 days)
- Sat 12th Nene Valley Railway – Real ale weekend (2 days)
Cholsey & Wallingford Railway – Senior Citizens Weekend (2 days)
Kent and East Sussex Railway – CAMRA Beer Festival
- Sun 13th Gloucestershire Warwickshire Railway – Transport Nostalgia Day
- Sat 19th Kew Bridge Steam Museum – Waterworks at War (2 days)
- Sun 20th Bretingham Steam Museum – Dads Army Day
The Lavender Line – Father's Day – all dads go free
Pendon – Madder Valley Railway in Operation for Father's day
Mid-Norfolk Railway – Vintage Model Train Day
- Sat 26th Didcot Railway Centre – Enhanced Steam Days (2 days)
Severn Valley Railway – 1940's Weekend (2 days)
- Sun 27th Bucks Railway Centre – Historic Commercial Vehicle Rally
Leighton Buzzard Railway – Vintages Vehicles Rally
Colne Valley Railway – Model Railway Exhibition
Kent and East Sussex Railway – Bus Rally

July

- Sat 3rd Severn Valley Railway -1940's Weekend (2 days)
- Sun 4th North Norfolk Railway – Vintage Transport Festival
- Sat 10th Nene Valley Railway – Vintage and Rail Mail Weekend (2 days)
The Lavender Line – Model Weekend (2 days)
Cholsey & Wallingford Railway – Ale on the Rail Weekend (2 days)
Kent and East Sussex Railway – 70's Weekend (2 days)
North Yorkshire Moors Railway – Vintage Vehicle Weekend (2 days)
- Sun 11th Gloucestershire Warwickshire Railway – Bus Rally
- Fri 16th North Norfolk Railway – Annual Beer Festival (3 days)
- Sun 18th Chinnor & Princes Risborough – Senior Citizens Day – ½ price travel
Watercress Line – Bus Rally
- Sat 24th Northampton/Lampton Railway – Vintage Vehicle Gathering (2 days)
Bucks Railway Centre – Railway themed classical concert
Didcot Railway Centre – Enhanced Steam Days (2 days)
Severn Valley Railway – Severn Valley in Bloom (2 days)

September

- Sat 4th SANDOWN PARK RACECOURSE S/M – International Dealers
TELFORD GOG 'O' Gauge show, International Centre, St Quentin Gate (2days)
- Sun 5th COVENTRY S/M at the Connexion, Ryton-on-Dunsmore. CV8 3FL
- Tues 7th RUGBY S/M at the Benn Hall, Newbold Road.

TOY AND TRAIN AUCTIONS

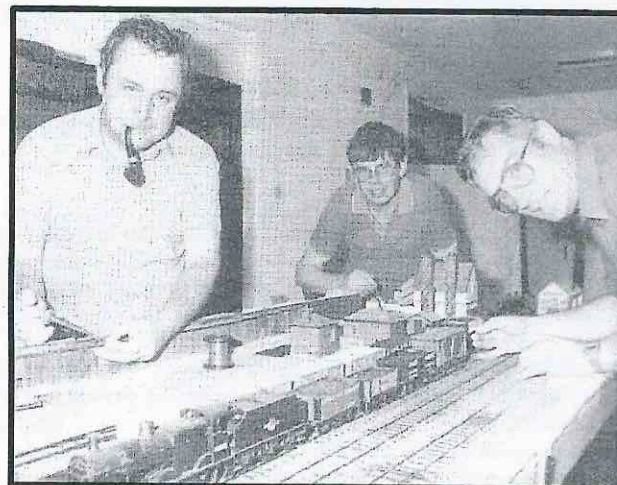
July

- Sat 24th RUGBY Vectis Auctions at the Benn Hall, Newbold Road.

August

- Sat 15th BURY ST EDMUNDS Lacy, Scott and Knight, Auction Centre, 10 Risbygate St.

PICTURE FROM THE PAST



This photograph from 1989, shows Austin Daly, Dennis Lovett and Chris Hughes working on the club's 'O' layout, 'Fenny Stratford', getting it ready for the club's exhibition.



MEET THE MEMBERS

Meet Colin Goodenough

Hello all,

I have often been asked how I got into model railways, I have given this a lot of thought but I still cannot recall one specific starting point. However, I do remember one Christmas, it must have been sometime in the early 50's, one of my friend's got a train set. I was allowed to go to his house that afternoon and we spent all afternoon setting up the track, running the engines and seeing how fast everything would go, I was hooked.

I started asking everyone who would buy me presents, train items, for birthdays, Christmas and even payment for odd jobs I did. Every penny I got was spent on Triang. I had a friend whose father was an electrician, I begged him to make me a control panel, he finally agreed. That man saved me so much time.

I had always thought that train sets were a boy's hobby, but it brought me much closer to both my parents. It was something that my dad and I could do together. It was inexpensive, fun but also practical and we could learn from each other. My mum also got involved. At the time she worked at Hamleys, they had a large layout going round the stairs on the first floor. They continually updated it with the new track that came onto the market and as a result my mum was able to get some of the old pieces of track or rolling stock. My parents did not have a great deal of money but I have vivid memories of one Christmas when we all went to the store to get my sister and my present. They did us both so proud.

My father and I started going to exhibitions, one of our first ones was to Westminster Hall at Easter, I have no idea what year that would have been, the model railway clubs annual exhibition. It was a fantastic day out. I went home with so many ideas and plans having seen things I hadn't believed possible.

When my interest in model railways was first developing, we lived in a basement so there was no room for a permanent layout. I used to build them on the floor, dinner table or any other flat surface I could find. There wasn't enough room for it to be left out so it had to be put away every night. It was time consuming but was still worth it.

In 1959 I joined the army cadets at Royal Oak near Paddington station. From the drill hall you could see the 'King' and 'Castle' class Locomotives. They were being coaled and watered waiting for their next turn of duty, just as I was. I wish you could see those images now and I have tried to explain these images and memories to my children and now my grandchildren. I think it is from this time that my interest began to focus mostly on the Great Western region rather than any other.

As I grew older trains started to take a back seat as I became more interested in other things, work, motorbikes and family. Shortly after I met my wife we moved to Aylesbury and we bought our first

MEMBER'S AND CLUB LAYOUTS AROUND THE EXHIBITIONS



John Forman's Hornby 'O' gauge double-headed cement train on a friend's outdoor layout, during a running day for the local Bassett Lowke group.



The club's 'N' gauge layout 'Norgate' at the Newbury Exhibition with many admirers, it also appeared at the Princes Risborough Exhibition.

MEMBERS AND CLUB LAYOUTS AROUND THE EXHIBITIONS



Roger White's Marklin layout, at the TCS event at Biggleswade.



Another shot of Roger's layout, showing the impressive centre board.

property. For the first time the prospect of a large permanent layout became a reality. I started buying some stock and track and slowly began restoring my collection.

Again my parents realised how much it meant to me and one day we travelled home to see them in London. I remember my dad giving me a box of six Airfix locos, I was astounded, and to this day, I don't know where they came from or how he was able to afford them. This gift reiterated to me that he got as much pleasure from the time we spent on my train sets as I did.

We then moved to a four bedroom house. This house had a large loft space and I knew from the first time we viewed the house that this space was mine. There was so much room and for the first time since I was a child, I was building a train set. I was learning all over again and having a blast. I eventually had a full main line running, all Great Western and it looked amazing.

Due to a change of job I started working at DHL at Milton Keynes. Here I met Gareth, we soon started talking about trains, I had met another fanatic. He told me about a railway club he attended and explained that his layout was DCC. I had already been reading about it and what a difference it would make to my track. I knew it would have to be my step. Gareth invited me up to the club one Tuesday night and I was so impressed I decided to join.

Approximately five years ago we decided to downsize our home. All four of our children had left so we decided to start concentrating on us. However, the loft in the new property was much smaller. Despite this I still managed to build a small end to end layout enabling me to run my locos. Not long after that I was made redundant and so I invested some money by buying a 16x8 shed. This was erected at the bottom of the garden, completely away from the chaos of the house. It was a great change from banging my head on the loft roof every five minutes.

A DCC layout has been started and I am well on the way to having all the locos chipped. I have to say things are looking good. Last year, I built a layout 'Thrasher Road', for the club's exhibition (See bottom right). That little boy going to his first exhibition would never have dreamed he would get an opportunity like that, I hope to get another chance soon. I would like to thank everybody in the club for all their help and advice, especially the boys in the DCC room. Thanks to John for the chance to write this article, I hope he still thinks it was a good idea. It is a great club.

Next Issue – Meet Colin Joyce

Page 8



Obituary – Gordon Eckersley (1938-2010)

Gordon was born in Chelsea, London in 1938, which as an avid Spurs supporter hurt him quite a lot! A move to Westbourne Park near Paddington followed and he spent most of his childhood there. He first encountered railways when working with a local coal merchant on a horse and cart, filling coal sacks for pocket money in Earley's coal yard adjacent to the GWR station. Each Easter he assisted in getting the horse's ready for the annual show when a great deal of effort was put in to get them into tip-top show condition.

He intended to join the Western Region on leaving school with his mate and stepping on the first rung of the ladder to becoming an engine driver. The family moved to Kentish Town shortly before he left school and so it was to Kentish Town depot and the London Midland Region that he went to pursue his dream in 1953. Starting as a cleaner, he became a fireman in 1954 working on the disposal and preparation link. In 1958 he was booked fireman but left the railway with impending dieselisation. During his footplate days he maintained a record of every locomotive he fired and subsequently built up a comprehensive photographic collection of the locomotives concerned. After a spell at Vauxhall Motors he became a salesman for a TV rental company, becoming Regional Sales Manager for first Rediffusion and following a takeover, Granada. When he was made redundant Gordon was keen to open a model railway shop in the Milton Keynes area, but someone else had the same idea and knowing that the area could not support two such concerns took up bus driving for MK Citybus (later MK Metro).

Gordon first took up railway modelling in 1957 and after building an extensive Hornby-Dublo layout, took up TT. He joined Luton Model Railway Club in 1960 and in 1967 the Gauge O Guild, where he served as Trade Liaison Officer from 1984 – 6. After a spell as Chairman of Southern League football club Milton Keynes City, Gordon joined the Milton Keynes Model Railway Society in 1982 then became a Honorary Member in 1996 and remained a member until his untimely death in March. He was involved with a second hand model railway business on Milton Keynes market in the 1980s and this gave him a springboard for his entry into the model railway business in the 1993 when followed the closure of the previous concern, he opened Bletchley Railwayana.

In 1996 Gordon faced a massive rent increase on the premises from the local authority and through his many contacts was invited to relocate to the North Norfolk Railway at Sheringham, where the owner of the station model shop had recently retired. With a change of location, the business name became GE Models reflecting his own initials and that of the former owners of Sheringham Station. The W.H. Smith bookstall became home to the new business on Platform 2 and many of his Milton Keynes customers remained loyal and enjoyed frequent visits to the shop.

It was during this time in North Norfolk that he became well known in Heritage Railway circles serving as a Director of the NNR with responsibilities for Carriage and Wagon matters. He was also

CLUB ACTIVITIES



The outside area is being cleared, ready to start building the new portable layout.



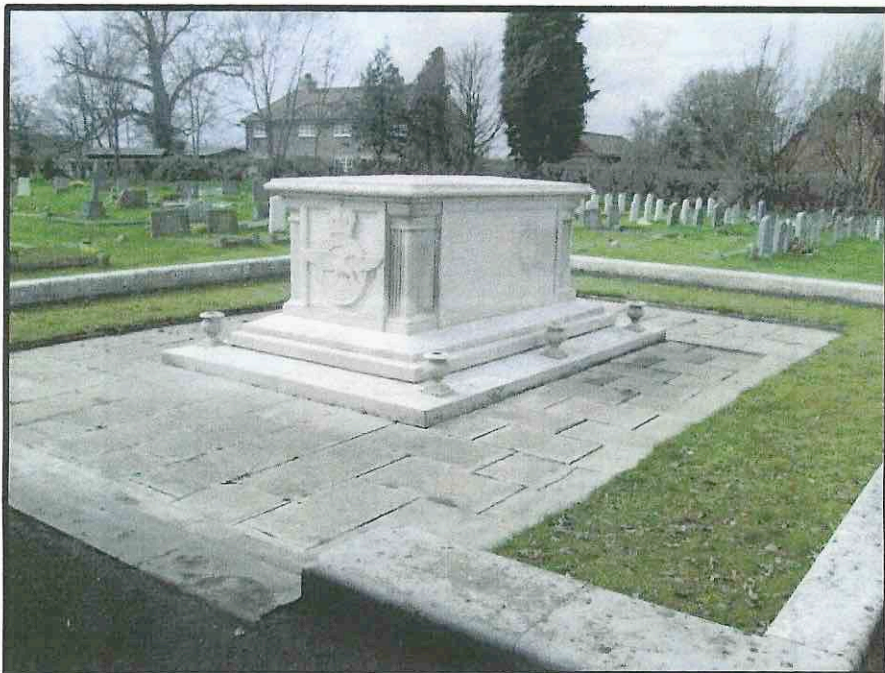
On the first May Bank Holiday, so many volunteers turned up to help, that we were able to steward more areas and operate additional layouts, including 'Norgate' our 'N' gauge layout.

R101 AIRSHIP TRAIN (Part Two)

In the last issue I published a photograph of the train which brought the bodies of the 47 victims of the R101 airship disaster back to Cardington, near Bedford. I came across the picture whilst I was looking for something else, and as it showed the train on its way to Bletchley, before travelling to Bedford on the Oxford to Cambridge line, I decided to use it. I have received more feedback from this one article, than any other story I have covered since becoming editor.

Apart from several members making complimentary comments about this item, Michael Clements brought in a card which had been given to everyone involved with the funeral, which he had found whilst clearing out an Aunties house. Roger Mills brought in a copy of the Daily Mirror dated Monday October 13th 1930, which contained many photographs of the funeral, both in London and in the village of Cardington. When speaking to a friend of mine, I mentioned this subject, and he gave me a photograph of the funeral.

Thanks to all these people, I have been able to scan all these items into my computer and I will hopefully be able to use some of these images in future issues.



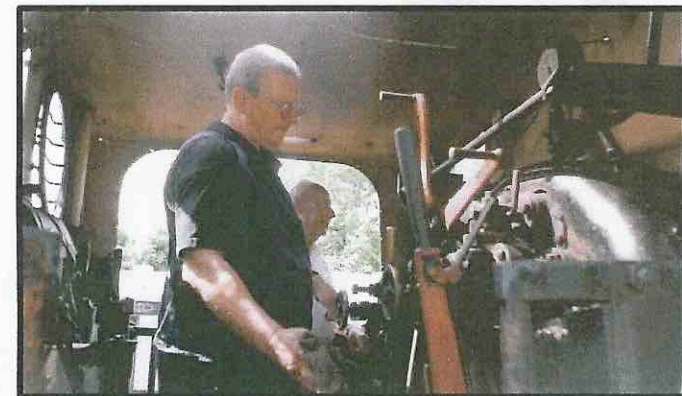
This is the memorial which stands in Cardington cemetery. A service is going to be held later this year to commemorate the eightieth anniversary of this tragedy.

an active member of the footplate crew and the notice 'Back soon – firing to Holt and back' was not unknown on the shop door!

The funeral took place at Norwich Crematorium on the 1st of April and was well represented by friends from the North Norfolk Railway and the model railway world with eight members making the journey from Milton Keynes MRS. Gordon retired in 200(6?) and moved to a village outside Sheringham to pursue his modelling activities and writing a railway book which was sadly unfinished at the time of his passing. It is hoped that it can be published in some form in the future. He was a larger than life character who had countless enthusiasm for everything in which he became involved. He was, to quote his often used phrase, a "real collectors' item" and he will be sadly missed by all who knew him.



Jeff Mathie and Les Wood, standing on the spot where Gordon's shop used to stand.



Gordon on the footplate, with Dennis's father in the background, at the North Norfolk Railway

Another Side to Roger White

When Roger White is not playing trains, one of the things he has been doing is playing the drums in the popular Bedfordshire music ensemble Patchwork. They have been long-established favourites at dozens of venues across the region. They have played in around 230 venues, from village halls to churches to old people's homes, and they have filled both the Bedford theatres, the Civic and Bowen West.

The biggest change over the years has been the audiences. When they first started the Victorian standards were quite popular, but that audience changed over time, and they got involved in Second World War music and VE Day celebrations. Then they brought their repertoire more up to date with songs from the musicals, things like Andrew Lloyd Webber. In their time the group produced ten CDs of their music.

The group have just disbanded because they are all getting older and they all have families and grandchildren, and it is a big commitment to agree to do 30 or 40 concerts a year. Their final show was at the Shefford Memorial Hall in aid of the Keech Charity.

I suppose Roger will now have more time to play trains.



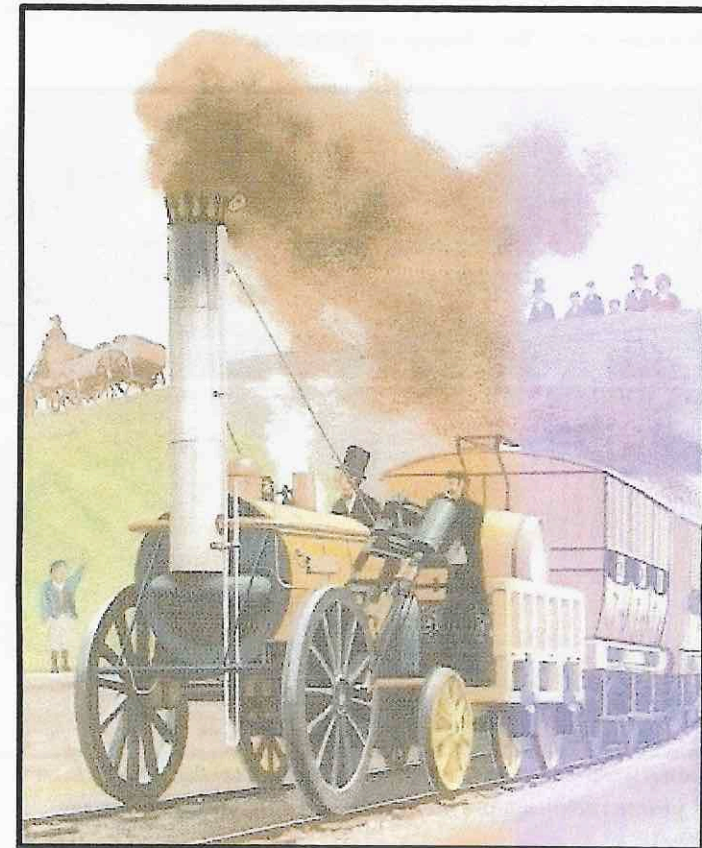
The 'Patchwork' group at their final performance, showing Roger White (3rd from the right).

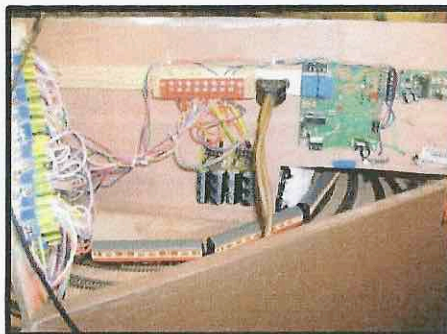
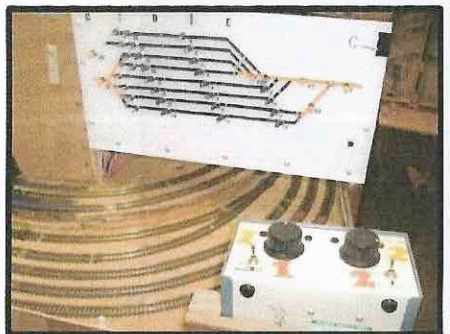
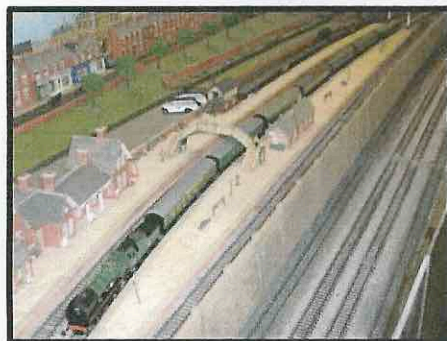
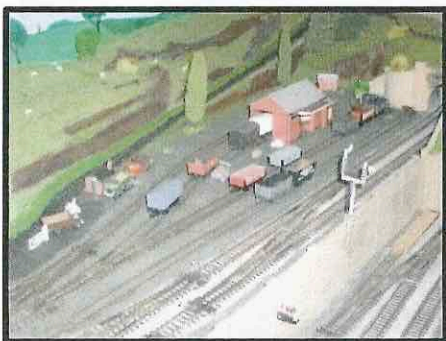
A HISTORY OF BRITISH RAILWAYS

No 2

ROCKET

Built at the South Street, Newcastle, works of George and Robert Stephenson for a book cost of £550, the famous "Rocket" won the Rainhill Trials for steam locomotives in October 1829. Some 15,000 onlookers saw it do so, the little 4.25 ton engine hauling 30 tons on level track at 13mph. On its own it could reach 37mph. With a 25-tube boiler, exhaust steam blast up the chimney to force the fire, properly designed grate and firebox and a simple piston/driving wheel arrangement, 'Rocket' marked the change from pioneering to practices that lasted to the end of steam railways. To save heat the boiler was clad in wood strips and a large cask held reserve water. After Liverpool & Manchester Railway service and storage at Kirkhouse a much changed 'Rocket' was bought to the Science Museum, London, in 1862. I believe it is now at the National Railway Museum in York.





The group have several other exhibitions booked including: 2010 Wolverton August 14th/15th, International 'N' gauge at Leamington Spa September 11th/12th, Beaconsfield October 2nd and Tring/ Berkhamstead Oct 9th.*

2011: St Albans January 16th/17th, MKMRS February 19th, Abingdon March 5th, Basingstoke March 12th/13th, Banbury Sept 24th and Warley November 19th/20th *to be confirmed.*

Check the notice board in the room where 'Norgate' is stored for update information.

Photographs: Paul Wakley, Bill Pearce and John Forman.

In focus

The 'N' Gauge Group

This group originally formed as Station - X - Modellers, using our facilities, but are now part of the club. The group members are John Harrison, Tim Page, Colin Joyce, Bob Taylor, Martin Todd, Wayne Webb, Bill Pearce and Andrew Vickers. Their first layout is 'Norgate', which is a main line set in rolling countryside in the 1930s-60s, the location being witness to a wide variety of rolling stock from any of the 'big four' in either the pre-Nationalisation or early BR eras.

It has roughly 1.75 mile double track, looped figure of eight, and a 1.1 mile single track branch line. There is one through station with three platforms and capacity for ten coach trains and a small goods yard. There are two fiddle yards each with eight tracks from front to back, which can each hold two or three shorter trains if required. The main fiddle yard is on both the figure of eight and the oval, so that three of the tracks are used for running, leaving five for storage. The second fiddle yard is only on the branch line so has one running track and seven storage tracks. Several of the tracks in the second fiddle yard are eight feet long, to enable us to run some very long trains. The junctions allow trains to reach any part of the layout, in either direction, and allow operation to be as simple or as complex as you want it to be. The layout can provide for a variety of passenger and goods traffic and has the capacity to run fifteen coach express trains and fifty wagon coal trains.



Members of the group at their first exhibition at the club's Bletchley show, February 2009.



Tim Page and Colin Joyce operating the layout, at the Sandy TCS Exhibition July 2009.



Both these shots are from the Newbury Exhibition.



*Above – Tim Page busy at Newbury Exhibition.
Left – John Harrison at Princes Risborough Exhibition.*



This young admirer is obviously fascinated, by this excellent layout.