



### CAPTION COMPETITION

#### Last issue's result

There were no entries for this competition, so the Editor and his wife again enjoyed the prize.  
Please do not forget to enter for this issue's caption competition on Page 38.

#### 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 tinplate 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 tinplate 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.*

### KEEP THE ARTICLES AND INFORMATION COMING IN

***The next MKMRS 'Quarterly News' will be published on Tuesday December 7th 2010, which will cover December 2010 and January and February 2011 for forthcoming events.***



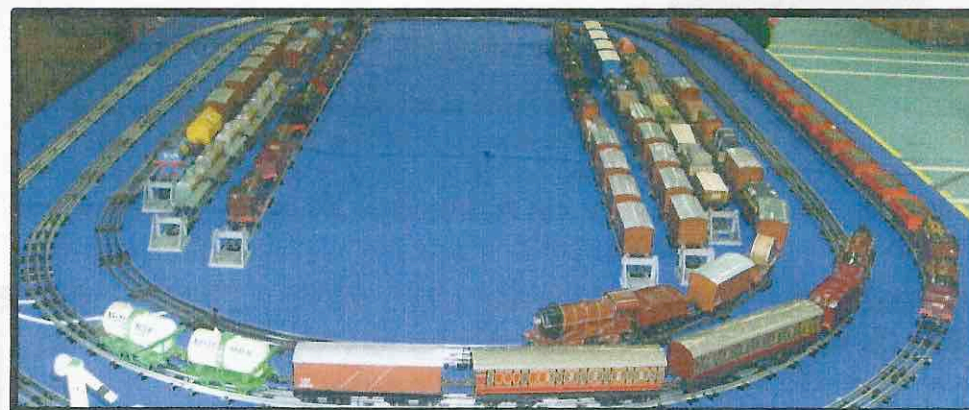
## "QUARTERLY NEWS"

No 161

40 PAGE BUMPER EDITION

AUTUMN 2010

**FEATURING PICTURES OF THE CLUB'S 'SEVERN VALLEY RAILWAY' OUTING**



*John Forman's Hornby 'O' gauge layout at the TCS Exhibition at Sandy*

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:- Terry Silver

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

As you would have already noticed, this is a bumper edition, which includes twelve pages of photographs, from the very successful club visit to the Severn Valley Railway. I would like to thank all the other contributors, for helping me to be able to produce this size issue.



John

The results of the voting, on which of the three options, the club should take forward for the future, at the QGM, are on page 3. Hopefully, the club can now move on and carry out the improvements of the option which received the most votes.

It was also nice to see the clubhouse was open in the afternoons during the school holidays. Overall, I believe it was well worth the effort as we had plenty of visitors, certainly during my duties, with as much interest and as many questions as ever.

**Club member Geoff Blackwell will be operating his '00' gauge layout 'Blackwell Bridge', at the Olney Model Railway Exhibiton, Carlton House Club, High Street, Olney, Bucks, MK46 4BB. On Saturday 11th September 2010. 10 – 30am to 5 – 00pm  
Why not visit the show and give him your support**

## GUESS THE CAPTION COMPETITION

There will be a small prize for the best entry received by October 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.

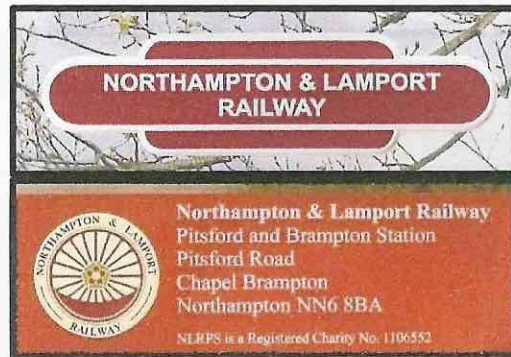
The winner will be announced in the next issue.



Sarky

***My wife asked me to clear up the workshop. "No way" I said "I would not know where to find anything!"***

## LOCAL RAILWAY PLACES OF INTEREST TO VISIT



Three years after the Northampton to Market Harborough branch line was closed in 1981, volunteers started to rebuild the railway in the old goods yard at Pitsford and Brampton station. The first passengers were carried along the reopened section in November 1995. The line was officially opened on March 31st 1996. The station is situated along the Pitsford road at Chapel Brampton, approximately 5 miles north of Northampton. It is sign posted to the right on the A5199 Welford road at

Chapel Brampton crossroads or turn left on the A508 Market Harborough road at Pitsford turn.

After seven years of hard work and fundraising by our volunteers and at a cost of 50K, 2002 saw the first passenger train to cross the restored Bridge 13 since the line's closure. Since then track has been laid on the southern extension and Broughton signal box has been built. A platform and run around loop will be constructed at Broughton and then work will proceed on the northern section which will require another £40 for the restoration of bridge 14!

See the Preserved Railways Diary on page 23 for details regarding special events at this location.

For all bookings and further information on 01604 820327 (Operating Days, 10am to 4pm) or visit [www.nlr.org.uk](http://www.nlr.org.uk)

## A WORD FROM THE CHAIRMAN

### A sad day for our local railway heritage

The postponement/cancellation of the Wolverton Works open days just four weeks before they were due to take place is very sad. MKMRS were providing a number of layouts which we have done on the two or three open days that have been held before. Each time we witnessed the shrinking of the premises but not the decline, as somehow the works seemed to be even busier than before.



There is talk of a move to part of the original site alongside McConnell Drive, the road itself once the domain of railway carriages and locomotives. It will no doubt be clinical and efficient, with floors from which dinners could be eaten but it will never ooze the heritage of the old site, even if the buildings which house are part of that history.

The Railway Magazine have organised two fantastic open weekends at Carnforth and Eastleigh in the past two years. They have attracted thousands of visitors and no doubt Wolverton would have been alongside them. For the current owners Railcare to cancel the event, without consultation with the organisers, is a public relations disaster of major proportions. I am glad I am not their spokesman because this is pretty indefensible!

Hopefully it is a postponement rather than a cancellation and something can be organised before more railway heritage is lost to developers. Wolverton was always more exciting on "the other side of the wall" to railway enthusiasts, no doubt many will be glad to see the end of the wall itself but I was fortunate to live (and later in my career, work) alongside many of the characters that made it special.

We have lost the opportunity to show what "Made in Wolverton" really meant. Hopefully we will get the chance to see it again next year. Only time will tell!

**Dennis Lovett (Chairman)**

\*\*\*\*\*

### HMRS MEETINGS AT THE MANSION, BLETCHLEY PARK

Wednesday September 29th North London Line

John Downing

Wednesday October 27th Pitsford Ironstone Workings in Northamptonshire

Wednesday November 24th Members Modelling Projects

## 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 Robert Burns, his son and Mark Woodruff, and a belated welcome to Adrian Finney, who seems to have slipped through the net, as new members. We hope you all have a long and enjoyable stay with the club.

**MKMRS Website** - This is to remind you we have a website on [www.mkMrs.org.uk](http://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 new layout is now beginning to take shape. See pictures on page 13.

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

**Archives** – Thanks to Dennis Lovett and Derek Hart, several more past exhibition programmes have been found, including two which we did not have in the archives. Any member who has any old material, relating to the club, please do not throw it away until you check with the editor, it may be needed for the club's archives.

**Photographs** – If any club layout, or club members layout, is due to appear at an exhibition, please let the editor know so plans can be made to have photographs taken at that event. I will make every effort to attend, but if this is impossible, I will make alternative arrangements.

**Exhibition Manager** – Gareth Homersley has stood down as exhibition manager, and I would like to take this opportunity to thank Gareth for all his hard work organising the past five successful exhibitions and wish him all the best for the future. He has been replaced by a group of members, led by Terry Silver, and I am sure everyone will give Terry and his team, the same support and help as they did for Gareth.

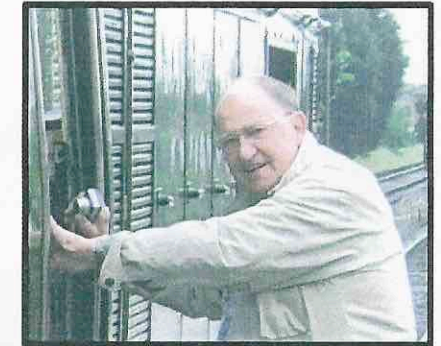
### Quarterly General Meeting

At the QGM on July 27th, the members voted on 3 options which were proposed for the immediate future space allocation within the club room. A paper was distributed a couple of weeks before outlining the three options in detail. Sixty members voted as follows: Option 1 – 15 votes (25%), Option 2 – 18 votes (30%), Option 3 – 27 (45%). The club will now commence to implement option 3, but with a few amendments, and the '0' gauge layout has been postponed for the time being until there is sufficient interest, when this proposition could be re-considered.

## ROGER'S SPECIAL ENGINE WAS FIRST TRAIN ON SVR



Whilst we were at the Severn Valley Railway on June 6th 2010, as part of the club's 40th anniversary outing, Roger White discovered that the first ever steam passenger train to run on the SVR was hauled by steam locomotive No 3205. This just happens to be the same locomotive which Roger White drove, as part of his driver experience, on the West Somerset Railway, several years later.



On May 23rd 1970 this locomotive and six coaches departed from Bridgnorth for the four and a half mile journey to Hampton Loade. Thus began public steam services on the Severn Valley Railway. I am now hoping that Roger will write an article for the Quarterly News, giving us an account of this unique experience, as soon as he has some spare time!



Cartoon submitted by the Editor

## PRESERVED RAILWAYS DIARY

- September**
- Sat 3rd West Somerset Railway – GWR 175 'The Penultimate Act' (2 days)
  - Fri 10th Swanage Railway – Steam Gala & Vintage Transport Rally (3 days)
  - Sat 11th Nene Valley Railway – Steam Gala (2 days)
    - Leighton Buzzard Railway – Steam up Weekend (2 days)
    - West Somerset Railway – CAMRA Real Ale Festival (2 days)
  - Sun 12th Gloucestershire Warwickshire Railway – Transport Nostalgia Day
    - Severn Valley Railway – Bus Rally
    - Cholsey and Wallingford Railway – Book Sale
  - Fri 17th North Yorkshire Moors Railway – Heritage Diesel Gala (3 days)
  - Sat 18th Rushden HTS at Rushden Station – Steam & Jazz Weekend (2 days)
    - Bressingham Steam Museum – Steam Sawing/Wood craft (2 days)
    - North Norfolk Railway – The Famous 40's Weekend (2 days)
  - Fri 24th Severn Valley Railway – Autumn Steam Gala (3 days)
    - Mid-Norfolk Railway – Autumn Diesel Gala (3 days)
  - Sat 25th Bucks Railway Centre – Traction Engine Rally (2 days)
    - Northampton & Lamport Railway – Railway at War (2 days)
    - Nene Valley Railway – 1940's Weekend (2 days)
  - Thu 30th West Somerset Railway – Steam Gala – GWR 175 The finale (4 days)
- October**
- Fri 1st Nene Valley Railway – Diesel Gala (3 days)
  - Sat 2nd Gloucestershire Warwickshire Railway – Autumn Diesel Gala (2 days)
    - North Yorkshire Moors Railway – Autumn Steam Gala (3 days)
    - Kew Bridge Steam Museum – Festival of Models (2 days)
  - Sun 3rd Chinnor & Princes Risborough Railway – Senior Citizens half price
  - Sun 7th Bucks Railway Centre – Aveling and Porter Day/Collectors Fair
  - Sat 9th Kent and East Sussex Railway – Austin Counties Car Rally (2 days)
  - Sun 10th Watercress Line – Rolls Royce Day
    - Severn Valley Railway – Car and Bike Day
  - Fri 15th North Yorkshire Moors Railway – Railway in Wartime (3 days)
  - Sat 23rd Rushden HTS at Rushden Station – 1940's Weekend (2 days)
    - Gloucestershire Warwickshire Railway – Autumn Steam Gala (2 days)
    - Colne Valley Railway – The Colne Valley Gala
  - Sun 24th Mid-Norfolk Railway – Behind the Scenes Day
  - Wed 27th Pendon Model Village & Railways – Madder Valley Railway in Operation
  - Sat 30th Gloucestershire Warwickshire Railway – Autumn Steam Gala (2 days)
    - Cholsey and Wallingford Railway – Spooky Halloween Trains (2 days)
- November**
- Sat 20th Kew Bridge Steam Museum – Live steam Model Railway Show (2 days)

## AUTUMN 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 a tea break.*

<b>September</b>	Sat 11th Nick Dean	Colin Lomas	Neil Dewer
	Sun 12th Peter Jones	Ray Cousins	
	Sat 18th Ian Bartlett	Roy Duckers	Ken James
	Sun 19th Bill Ball	Pete Ball	
	Sat 25th Tim Page	Colin Joyce	
	Sun 26th Dennis Lovett	Daniel Tipping	
<b>October</b>	Sat 2nd Ken Ranns	Bruce Hankins	
	Sun 3rd Peter Holden	Geoff Blackwell	Mike Morley
	Sat 9th Chris Lester	Stephen Walker	Robin Rowles
	Sun 10th Bruce Garwood	John Hatton	Mac McGee
	Sat 16th Ted Mellor	Ken Wiggins	
	Sun 17th Mick Clements	Brian Barnes	Roger White
	Sat 23rd Eric Bowman	Les Wood	Jim Wood
	Sun 24th Colin Goodenough	<b><u>TO BE COVERED</u></b>	
	Sat 30th Tony Winn	Neil Dewar	Terry Silver
	Sun 31st Charlie Alexander	Roy Duckers	Colin Lomas
<b>November</b>	Sat 6th Ian Bartlett	Bob Taylor	
	Sun 7th Bill Ball	Pete Ball	
	Sat 13th Derek Hart	Daniel Tipping	
	Sun 14th John Forman	David Ramsey	Bill Pearce
	Sat 20th Tim Page	Colin Joyce	
	Sun 21st John Page	Geoff Trenholme	
	Sat 27th Chris Baker	Andy Eve	Ken James
	Sun 28th Bruce Garwood	John Hatton	Mac McGee
<b>December</b>	Sat 4th Peter Jones	Ray Cousins	
	Sun 5th Bernard Worden	<b><u>TO BE COVERED</u></b>	

Member Nick Dean has to be congratulated for all his hard work, clearing up the rubbish in the garden area. You only had to see the amount of rubbish in the skip and how neat and tidy the whole location looked, to see just how hard he had worked, sometimes in the pouring rain. **WELL DONE.**

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

### September

- Sat 11th OLNEY EX at Carlton House Club, High Street, Olney, Bucks MK46 4BB.  
Sun 12th SPALDING S/M at the Springfield Exhibition Centre, Camelgate.  
Fri 17th ST ALBANS EVENING S/M at Frances Bacon School, Drakes Way 7pm – 9pm  
Sat 25th BRAMBLETON '0' GAUGE OPEN DAY at **HARPENDEN** – Details John Forman  
Sun 26th BANBURY EX, at Banbury School, Ruskin Road, Banbury, Oxon OX16 9HY.  
NEC S/M at Hall 18, The National Exhibition Centre, Birmingham B40 1NT.  
Tues 28th LETCHWORTH EVENING S/M at the Plimston Hall, Broadway, 7pm to 9pm.

### October

- Sat 2nd HAYNES, BEDS EX at The Village Hall, Northwood End Road, MK45 3PP.  
Sun 3rd BIGGLESWADE S/M The Weatherly Centre, Eagle Farm Road, SG18 8JH.  
Sat 9th SAWBRIDGEWORTH EX at the Leventhorpe School, Cambridge Road, CM21 2BY.  
CORBY EX at SS. Peter & Andrew Church Hall, Beanfield Avenue, Corby. (2 days)  
Sun 10th HUNTINGDON S/M at WG Animal Shelter, London Road, **GODMANCHESTER**  
GAINSBOROUGH '0' Gauge Open Day at Florence Terrace.  
Sat 16th PETERBOROUGH EX at 'EXEC' at the East of England Showground. (2 days)  
Sun 24th READING VINTAGE EX & S/M at Rivermead Leisure Cen, Richmond Ave. RG1 8EQ.

### November

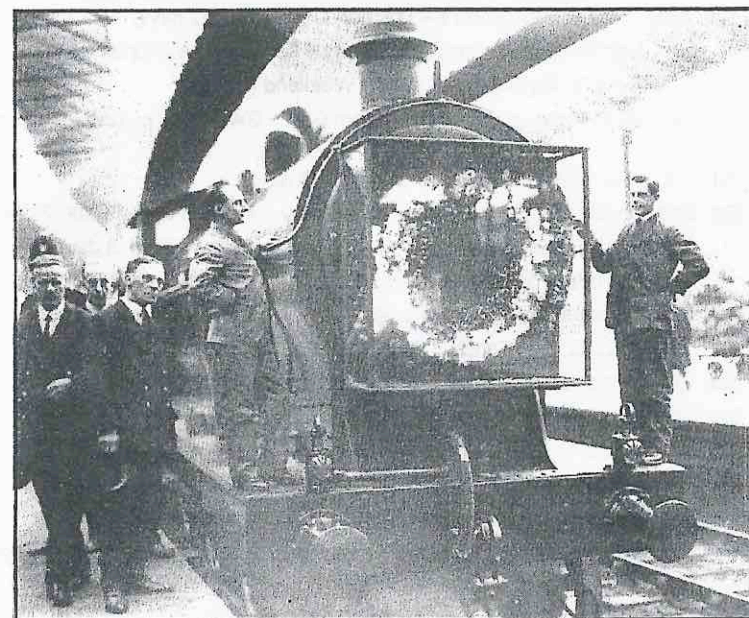
- Tue 2nd RUGBY EVENING S/M at The Benn Hall, Newbold Road.  
Sat 13th ROMFORD EX at Marshalls Park Comprehensive School, Pettits Lane, RM1 4EH.  
OXFORD S/M at Exeter Hall, Oxford Road, **KIDLINGTON**.  
Fri 19th ST ALBANS EVENING S/M at Frances Bacon School, Drakes Way. 7pm – 9pm  
Sat 20th SANDOWN RACECOURSE S/M – The Big One – International Dealers – 500 stalls.  
ROYSTON EX at Meridian School, Garden Walk.  
WARLEY NATIONAL EXHIBITION at N.E.C. (2 days)  
Tue 23rd LETCHWORTH S/M at the Plimston Hall, Broadway, 7pm to 9pm.  
Sat 27th LETCHWORTH EX at Eton Mid School, Stotfold Road, **ARLESEY**, Beds.

On Tuesday October 7th 1930, the victims were taken to Boulogne and brought back across the Channel aboard the destroyer HMS *Tempest*, which took them to Dover. A special train took the coffins to London Victoria station, arriving there on the stroke of midnight. Despite the late hour a huge crowd gathered outside the concourse.

Twenty four RAF tenders took the dead from the station to Westminster mortuary in the small hours of October 8th 1930. Forensic experts at the mortuary managed to identify a further twenty-one of the victims from personal effects and dental records.

The victims laid in state in Westminster Hall on Friday October 10 1930, where thousands of people filed past to pay their last respects. From eight in the morning until half an hour after midnight they came, having queued quietly past Big Ben, right down the Embankment to Cleopatra's Needle.

On Saturday the dead of R101 were taken on twenty four artillery carriages through the heart of London to Euston Station, passing the Cenotaph in Whitehall. Thousands lined the route. On the same day at noon a memorial service was held in St Paul's Cathedral, with the emotive scorched ensign from the tail of R101 draped over the altar. Simultaneously, in Westminster Cathedral, a requiem mass was celebrated by Fr Harry Hope, brother of Squadron Leader Michael Rope, who was one of the R101 victims.



A special train, double-headed by the locomotives *Arabic* and *Persia*, took the victims on the last stage to Bedford. *Arabic* (an ex LNWR Prince of Wales class 4-6-0 of 1911) bore this floral tribute in red, white and blue, given by the staff of the London Midland and Scottish Railway. *To be continued*

## R101 AIRSHIP TRAIN (Part Three) by John Forman

with help from Michael Clements, Roger Mills and non-member Ivor Walton

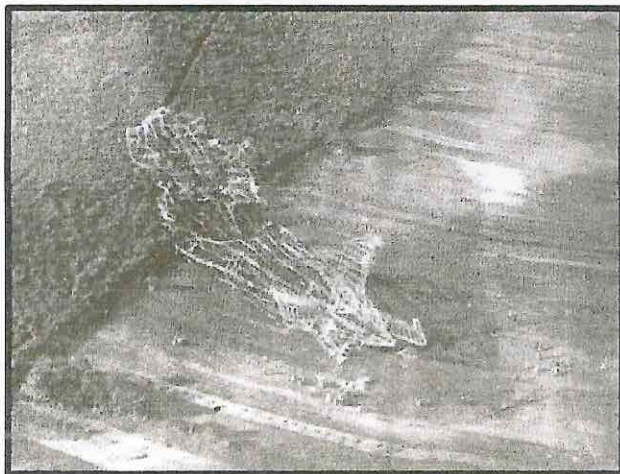
As a result of the first part of this article being issued in the 'Spring 2010' issue, I have now received enough material to give a much better insight to exactly what happened.



This picture of the R101 was taken around 1830hrs on Saturday 4th October 1930. The engines are running up, the salon lights are lit, and she swings gently at the mast in gloomy drizzle. Major Scott had received a weather report informing him that the bad weather front would pass in seven hours and then R101 would have clear weather and a following wind all the way to Egypt. But no: Lord Thomson was anxious to get to India for the conference, the journalists and the film crew were there, and so was a huge crowd to cheer them off. An eyewitness reported that Scott 'screwed up

the report and threw it on the shed floor with the words "Lets press on", but the veracity of that account cannot now be proved.

The broken skeleton of R101 lying with her nose in the cove at the Bois du Coutumes. This picture was taken on the morning of October 5th 1930.



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## TOY AND TRAIN AUCTIONS

### September

Sat 18th RUGBY – Vectis Auctions at the Benn Hall, Newbold Road.

### October

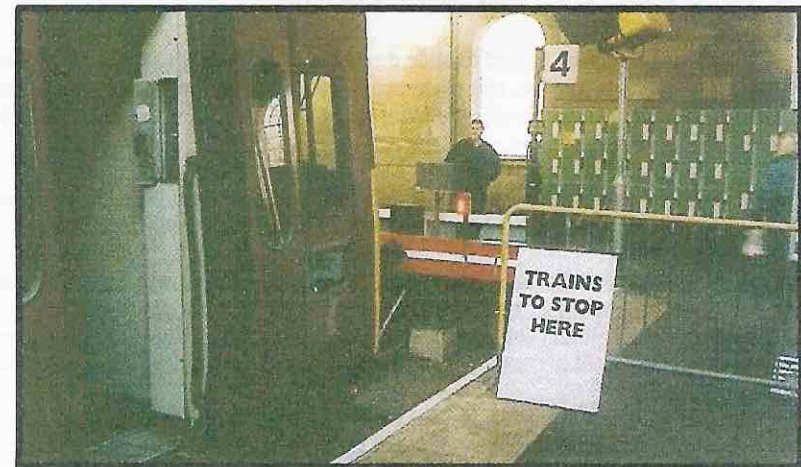
Sat 9th BEDFORD – Memories of Childhood, W.H. Peacock Auctions, 26, Newnham Street,

Sat 16th LEAMINGTON SPA – Toys & Childhood Memorabilia, Locke & England Auctions, 18 Guy St.

### November

Sat 13th BURY ST EDMUNDS – Lacy, Scott and Knight, Auction Centre, 10, Risbygate St.  
RUGBY – Vectis Auctions at the Benn Hall, Newbold Road.

*If you know of any other local toy and train auctions I am not covering, please let me know.*



*Surely this is stating the obvious!*

### DID YOU KNOW? – The other "Tornado"

With A1 "Tornado" much in the news, did you know that an earlier bearer of the *Tornado* name was Western Region Britannia No70022 based on Cardiff Canton Shed (*"Great days of the express train"* by David St John and Patrick Whitehouse).

Page 6



## MEET THE MEMBERS

### Meet Colin Joyce

I was born in Bethesda, North Wales, after my father left the Royal Air Force, where he had completed his training as a navigator in Lancasters, and was due to be posted to Burma (with, I believe, 617 (Dambusters) Squadron) when the Atom Bombs were dropped, and the posting was then cancelled. My mother served in the Fire Service in North Wales.

When I was the tender age of two, my parents decided to emigrate to South Africa, where I lived for several years before moving to Rhodesia. I started school in South Africa, and met a lad, named Teddy, who only had one leg, he had a train set. I was enthralled when he put a small pill in the chimney stack and smoke came out, not bad for the 1950's.

When we moved to Rhodesia, I acquired a Hornby Dublo train set. I think the Loco was an A4. I tired of this as I could only set it up on the carpet in the lounge, and was forever cleaning the fibres out of the workings and eventually sold it for peanuts. Regret! Imagine if I still had it!!

While living in Bulawayo, Rhodesia, I used to slide down the embankment to the main railway line, which was a stone's throw from our flat, and place penny coins onto the rails for the steam trains to flatten them. No, we did not have the luxury of fences etc., I only stopped when my Mother told me that I would de-rail the train and go to jail.

In the years after, I dabbled with racing go-karts, racing pigeons, tropical fish and then canaries, breeding and showing, winning many awards and becoming a judge in the last two hobbies.

My next train set, well actually, it belonged to my son, but you know what I mean, was a Lima set, South African Blue train. During this time there were sanctions against Rhodesia and we were lucky to get any sets at all. Much track and rolling stock was added to this, but our son was a very good sportsman and not really interested in the train set and it was passed on to my wife's brother, who has two sons.

In 1983, my family and I moved to South Africa and by this time the hobby was slot car racing. Having to build these cars from scratch they were immensely superior to Scalextric with motors specially built by ourselves, which revved to plus 100,000 rpm, when correctly tuned, and the cars were made of brass, spring steel, piano wire and injection needles soldered together. We had four grand prix meetings per year and one nine hour endurance race. I was fortunate to race in three of these endurance teams coming second in the first race and first in the last two. In the last one, I designed, built and drove the car to victory – My Swan Song!

About five years ago I went to a Hobby show in Johannesburg and realised as soon as I saw the 'N' gauge display that the train bug was still very much alive in me. I then bought a Minitrix steam loco set to start me off once again. The South African 'N' gauge club operates on members modules, brought together to meetings or shows. They are built on 4' x 2' boards and only have three tracks,

## MEMBER'S AND CLUB LAYOUTS AROUND THE EXHIBITIONS



*A selection of the trains running on Roger Mills and John Forman's '0' gauge layout on the Cambridge platform of the old Potton Station during 'Binns Road Day', on a very hot day in July.*



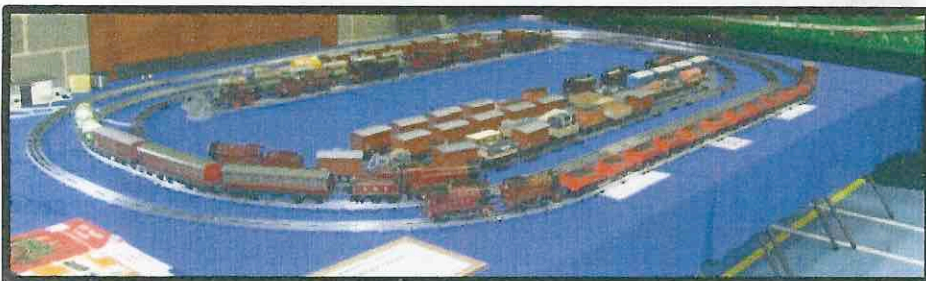
*David Ramsey and Roger White discuss Roger's Marklin trains at Roger Mill's Open Day*



## MEMBER'S AND CLUB LAYOUTS AROUND THE EXHIBITIONS



*The two Bachmann layouts at the Sandy TCS Exhibition.*



*John Forman's Hornby '0' gauge layout at the Sandy TCS Exhibition.*

two DCC and one analogue. I built one and gave it to them when I left South Africa in 2007. I was very envious of fellow members who had been collecting for years and had boxes of rolling stock.

Coming to the UK in 2007 I met John Harrison at the 40th anniversary of the 'N' gauge show and became a member of MKMRS. I have been lucky enough to be in the right place at the right time to buy rolling stock and I am the proud owner of many locos, carriages and wagons, far more than I ever dreamed of owning. I enjoy repairing locomotives and this has helped me to keep mine running, and I am now concentrating on the steam era.

I joined at a time that 'Norgate', the 'N' gauge group's layout was nearly complete but required electrical and scenery completion. I enjoyed getting involved and being part of the finished layout and I am very proud of what has been achieved.

I am currently building a 12' by 9' U shaped 'N' gauge layout in a loft over my garage. Every man needs a hobby and lucky is the man who has his wife's support.



*Colin (right) with the rest of the group at the 'Norgate' layout's first public appearance.*

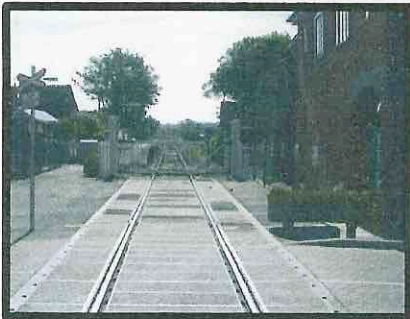
*Next Issue – Meet Roger White*

### ANOTHER ONE OF ROGER WHITE'S HOBBIES



*Member Roger White and his wife Francis with their Austin Swallow during a recent car rally*

### The Bittern Line Joins Up With the Poppy Line



In March 2010 the Bittern Line on the left, which runs from Sheringham to Norwich, joined up with the Poppy Line on the right, which runs from Sheringham to Holt. A new level crossing now links the two railways and to celebrate the opening, a special train ran from London, via Norwich and Sheringham, all the way through to Holt. This will not only be an easier way of bringing in new locomotives, but they can also now use it to run charter trains along this preserved line to Holt.

#### YOU HAVE TO SMILE

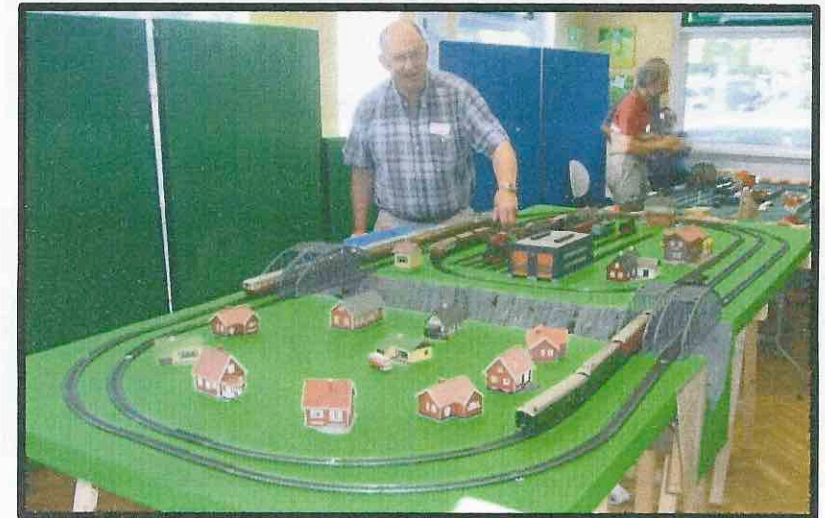
**Submitted by Colin Lomas**

Three retirees, each with a hearing loss, were playing golf one fine March day. One remarked to the other, 'Windy, isn't it?' 'No' the second man replied, 'it is Thursday.' And the third man chimed in, 'So am I. Let's have a beer.'

### MEMBER'S AND CLUB LAYOUTS AROUND THE EXHIBITIONS

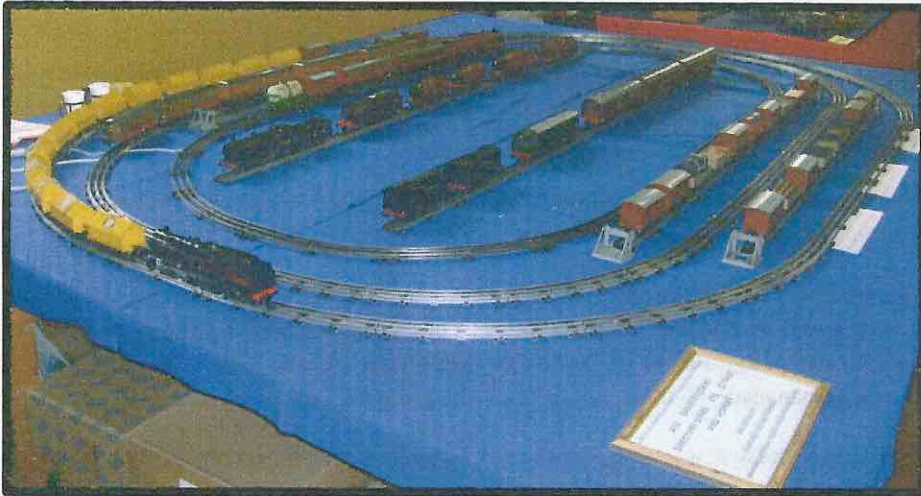


*Roger White's Hornby Dublo 3-rail layout, at the HRCA Spares event at Tinwell, near Stamford.*



*Roger White with his Marklin '00' gauge layout, at the TCS Exhibition at Sandy.*

## MEMBER'S AND CLUB LAYOUTS AROUND THE EXHIBITIONS



*John Forman's 'O' gauge layout, featuring different model train manufacturers, at Trains at Trinity, Biggleswade.*



*David Ramsey's Hornby Post-War 'O' gauge layout, at Trains at Trinity, Biggleswade.*

## Portes ouvertes: 5eme Regiment du Genie

by Stephen Ellingham

This town, famous for its chateau, is the base for the French Army's 5eme Regiment du Genie whose military role as engineers is to provide and maintain access for supplies through the construction, maintenance and operation of roads and railway.

When I first went to Versailles it was to attend one of the bi-annual public open days. It was possible to inspect the army's large collection of former Wagon Lits and Pullman cars which were adapted for use as offices and dormitories. Several of these retained the brass builder's plates as part of the steps for the end doors. Many were from "Birmingham Carriage and Wagon". Also there were many small diesel shunters, similar in appearance to the model of Y51130 which Jouef kept in production from 1964 to 2004. On that first visit there were many stalls from tourist railways and from model railway retailers.



For its role in military training the camp features a large circular track and a reverse-loop. Just what you would want from a model railway but full sized.

For many years I have been a member of ADEMAs which is a Paris-based group promoting interest in Sprague cars that, in various forms, operated the Paris Metro from the 1900s until the early 1980s. The very first Sprague cars were short vehicles running on a four-wheeled truck similar to a tram. After some years the bodies were lengthened and fitted with bogies while retaining most of the original electrical equipment. Then the bodies were modernised and the electrical equipment was replaced. By this means a railway vehicle was able to remain in service for over seventy years.

ADEMAs was able to make use of the Army's intention to develop greater links with the community by moving some of its collection of Sprague Metro vehicles to Versailles.

The camp's sidings have several platforms intended to load wagons but suitable, with care, for passenger vehicles. Metro vehicles are narrower than French main line trains so there is a larger-than-expected gap.

In Paris the Metro vehicles pick up current from the third rail. At Versailles the Sprague cars run in diesel-electric format. One driving vehicle had been fitted with a diesel engine and generator by RATP (RATP is the organisation that runs public transport in Paris) which used it as a shunter. The engine and generator take up much more of the former passenger space but the vehicle is powered by its original motors and the driver uses the original controls. The second powered vehicle is a former "tracteur" which was constructed by RATP in the 1960's by splicing together the powered driving ends of two passenger cars. The middle of the vehicle formed an open area for assorted loads as required for track maintenance. For its new role this open space provided a convenient location for ADEMAs to install an engine and generator. These two powered vehicles allowed two trains, each of three cars, to be operated.

It was certainly odd to see a train intended for working through city-centre tunnels pass another of the same type on a railway bordered by tall grass and trees. The diesel engine gives the 'wrong' sound for an underground train but it was a pleasant scene which I have enjoyed on several sunny days in recent summers. The metro cars in their green, red or grey liveries seemed very much at home in the peaceful surrounding of a military base. For several years ADEMAs operated its trains on public open days and by arrangement for organised visits.

This year the Versailles open day was announced as "the last one" as the regiment is to be disbanded. There were fewer stalls. These were mostly of the 'recruitment' type from different parts of the French Army, although the TSO railway contractors, as in previous years, gave a good display of track maintenance equipment and RATP offered rides in a small track inspection car. Slightly less bizarre than the diesel-powered electric trains was the Lille tram which ran up and down an adjacent track. The tram was attached to a small trailer upon which it also had a generator.

An interesting exhibit was the huge electric locomotive 40110. It is one of several of the type that has been preserved. The class were built in the 1960s for use through the Channel Tunnel which was being planned at the time. In order to operate in Britain the locomotive was built to our narrower "British Width".

In preparation for closure most of the Army's old coaches have been sold. Each would require a large amount of work to restore them to good order. Most lacked their original interiors, few had run for many years and many had received alterations to doors and windows. The site remains the home of the army's collection of historical rail vehicles – many of which are of considerable age and rarity. Within the next year or so new accommodation will have to be found for everything and a fascinating period in the history of the French Army, and of ADEMAs, will have come to an end.

After going out to Schveningen (very nice enclosed pier), we retraced our steps back to DHCS, we just missed a train back to Haarlem, so caught the next one formed of loco 1705 + 7420, then 1712 + 7426 from Haarlem to Zandvoort.

Thus 22nd April – Today was a free day with nothing planned, so we eventually decided to have a day off trains and visit Amsterdam, loco 1716 + 7444 took us there and later by coincidence, brought us back.

The outside of Amsterdam CS is undergoing massive re-construction work with an extension to the city's metro system.

We decided that the best thing to do as we had been on our feet for 2 days running, was to take it leisurely and went on the canal bus tours, we did 3 of the 4 available by our chosen operator. This took us past various sights of the city and on the river Amstel, the only natural waterway in the city, the rest being man made. All these started from just outside the station entrance.

Fri 23rd April – Today it was all over and time to come home. We caught 1C5422 (09.50 from Zandvoort to Amsterdam CS) formed of virtual EMU set 7835 and driven by a female driver based at Lelystad who had started her day at 05.00 and had already been to Schipol and Den Haag on separate trains before coming out to Zandvoort. After her break she was going to Hoofddorp before finishing with a trip home back to Lelystad.

Our next train was 1C9232 10.54 to Brussel Zuid, with NMBS loco 2840 (aka DB 186217) and a rake of NMBS coaches on hire for the service as a number of former NS coaches are now in use with NS HiSpeed. We could have caught the very late running previous service which departed eventually approx 10.30 with Loco DB 186119 in NS HiSpeed livery, but chose to stay on our intended train. After some very slack running, we eventually arrived in Brussel Zuid platform 19 some 20 minutes late at 14.05, so required a very mad dash through the subway to the Eurostar check in, just making a slightly extended check in closing time.

Train ETS 9139 left on time at 14.29 and was formed of 373215+216, our only stop was Rjissel (Lille), so got another piece of new track in the through (non platform line) at Ebbsfleet. Arrival at St. Pancras was on time at 15.26. (not bad, 57mins, eh!).

Our final train was the 16.10 Virgin Voyager from Euston formed of unit 2211xx, a real number if there ever was one.

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

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line allowing trains from Uitgeest/Leiden and v.v. to bypass Haarlem CS without the need to reverse there and forms a triangle to the west of the station doing so.

On arrival after a short bit of filming, we made our way to our hotel on the strand (beach front/promenade), all rooms face the sea and in the distance we could just make out the shoreline at Schveningen (a suburb of Den Haag).

Tues 20th April – On the train yesterday, we sat next to another train buff who advised us that Holland was almost now a loco hauled passenger train desert. From today that theory for us was blown out of the water.

Our mission today was to visit the world famous Keukenhof Tulip Gardens at Lisse (about halfway between Haarlem and Leiden and no station, (bah, Humbug), so we retraced our run to Haarlem on train no's 1C 5424 a 4 car DD set (no's 7436) with LOCO 1706 providing the power, transferring there into train no's R6341 to Leiden CS (another 4 car DD set no's 7407 with loco 1707). En route we passed the remains of Lisse station, a very fine building looking as if it was still in use as a private dwelling. On arrival at Leiden we bought our combi tickets for the short bus ride and entrance to Keukenhof.

The tulip gardens were OK to me as I had always wanted to go there, but meant more to my wife, we spent almost 5 hours just taking in everything that was there and even then we did not see it all. Throughout the visit we could hear trains passing by as the line we had just traversed was approx 1Km away and could be seen through the trees. Other attractions at Keukenhof included an organ, a full sized windmill, a 20 piece bell tower that played 'Westminster chimes' at the right moment and then a full tune afterwards, this included 'Tulips from Amsterdam' at 2pm.

We got the bus back to Leiden at around 5.30 and caught a 'Sneltrain' back to Haarlem, yes another PP set with loco 1846 pushing, followed by the 19.00 to Zandvoort which by coincidence was the same set as 1C 5424 earlier.

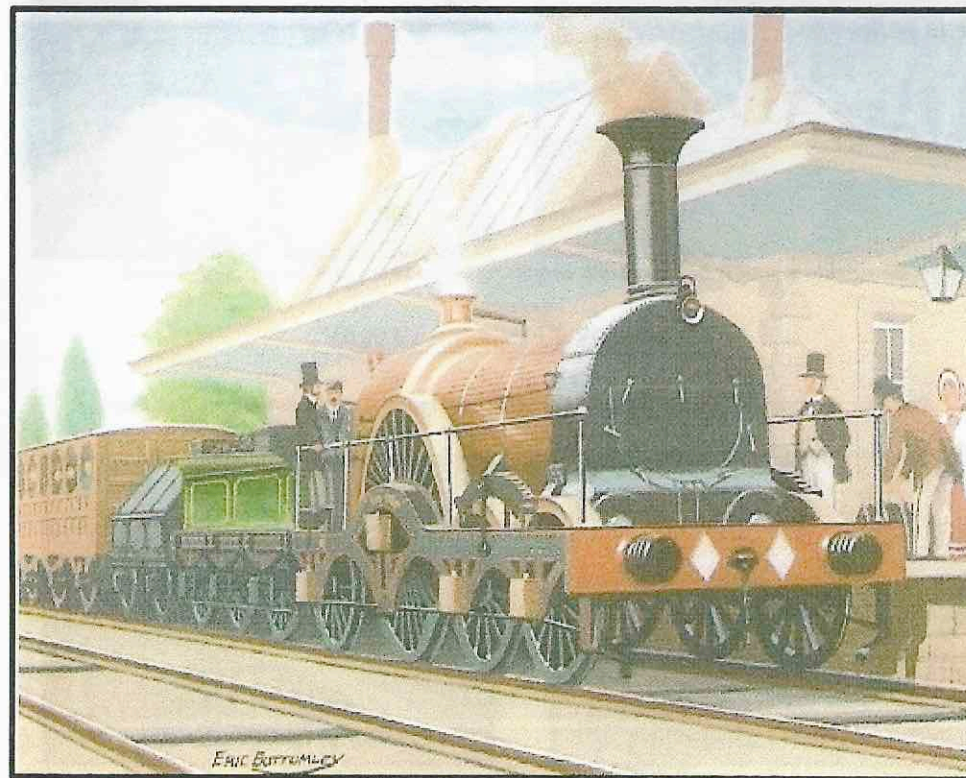
Wed 21st April – Today was my day, and I have always wanted to visit 'Madurodam' model village in Den Haag, since I had heard about it some 25 years ago. We made the same start/moves as yesterday with 1722 + 7431 followed by 1725 = 7462, only today staying on the train at Leiden to continue to Den Haag CS, on arrival we went outside for the tram to 'Maduroplein' this cost 2.60 euros and allowed us later to visit the sea front at Schveningen.

The model village is described as 'Holland in Miniature' and it was well worth the visit we spent nearly 5 hours there walking around looking at the exhibits, taking pictures and filming for my channel on 'youtube'. Everything here is to a scale of 1/25, it also has an extensive LGB model railway based on the NS system. More details and the history of the village can be found at [www.madurodam.nl](http://www.madurodam.nl).

## A HISTORY OF BRITISH RAILWAYS

### No 3

### GWR Iron Duke Class



Isambard Kingdom Brunel of the Great Western Railway championed a line gauge of 7ft 01/4in for speed, stability and carrying power, even though the Stephenson's Rocket was already working in 4ft 8 1/2in. Started in 1835, Brunel's broad gauge track stretched from London to Penzance, Gloucester and Wolverhampton. An engineering triumph but commercially inadvisable – the big problem was the transfer of passengers and goods when the two different gauges met – the GWR was later forced to conform at enormous cost.

Pictured is Swindon-built 'Iron Duke'. Named after the first Duke of Wellington, this 2 cylinder engine had 8ft driving wheels, a tubed boiler of 115lbs pressure and an operating weight of 51 tons. It hauled the last down train to run on the broad gauge system, leaving Bristol on Friday 20th May 1892. Fifty years later a broad gauge of 13ft was planned in war-time Germany but was never built.

## CLUB ACTIVITIES



*The outside layout is being rebuilt, thanks to David Lean, and his team of helpers.*



## MEMBERS GARDEN RAILWAY

*The four pictures below are from Roger Mill's 'Gauge 3' Garden Railway 'Open Day'*



## VIJF DAG IN NEDERLAND

By Hertz Van Rental

For those who don't understand Flemish/Dutch, the title reads 'Five days in Holland'

Mon 19th April – My wife and I caught the 06.59 Pendolino (390012) from MKC to Euston, followed by the short work to St. Pancras for train No. EST 9120 the 08.27 Eurostar (373221+222) to Brussel Zuid. Most of this run has been well documented before in these pages, so I shall not go on about it here, except that this particular service which between the two Capitals formerly ran non-stop, now calls at Ebbsfleet and Rjissel (Lille). So I got a new piece of track and station call at Ebbsfleet, arrival in Brussel was on time at 11.33.

On the approaches to Brussel Zuid we passed Halle/Buizingen, scene of the recent horrific almost head on train crash back in February.

A quick glance at the departure boards revealed our next train the 12.18 'Benelux IC to Amsterdam Centraal' was to depart from platform 18, so we darted between all the masses and went towards the "London end" of the platform to await our train, we now had approx. 30mins watching trains come and go. So I got out my new toy (a JVC Digicam before you ask) and had a little play, I got some footage including our train arriving and from the inside departing.

Train No 1C 9225 was formed of loco 2835 (on hire from Angel Trains, and is also known by its DB number as 186212) and a set of NS coaches, all bar one had been refurbished for the new NS Hi-Speed services, we rode in the one that had not been refurbished, the Driving Trailer at the rear. Station calls were made at Brussel Centraal, Mechelen, Antwerpen CS (very deep level), Roosendaal, Dordrecht, Rotterdam CS, Den Haag (Holland Spoor) and Schipol Airport to arrive in Amsterdam CS (Platform 11) on time at 15.06. It was a good job we were at the rear of the train as we now had 8 minutes to get across to platform 2a for the 15.14 to Zandvoort An See.

En route the Belgian/Dutch Hi Speed line leaves the classic route just after Antwerpen and rejoins it at Lage Zwaluwe, just as the line from Tilbury and Venlo merges. After passing Dordrecht we passed the massive freight yards at Kijfhoek, completely unrecognisable from what it was like 20 years ago, as there are connections to/from the HS line, the Betuwe freight line and the docks. After Rotterdam the HS line veers away to avoid Den Haag and Leiden and it rejoins our line near Hoofddorp/Schipol Airport.

Train No 1C 5463 was formed of a virtual EMU set No 7839 and an 'mDDm' power car. These trains are formed of 3 Double Deck coaches (1 a Driving Trailer) with the exception of the mDDm vehicle which only has one level of seating at the top the rest underneath is effectively a Bo+Bo+Bo locomotive. Station calls were made at Amsterdam Sloterdijk, Haarlem CS and Overveen. During this run we passed over a right angled flat crossing just outside Haarlem which is on a single freight only



*Pauline Forman and Frances White, both keen gardeners, admire the wartime allotments*



*The station cat has obviously seen it all before!*

*Photographs by Dennis Lovett and John Forman*

**THE CLUB'S 40TH ANNIVERSARY OUTING TO  
THE SEVERN VALLEY RAILWAY**

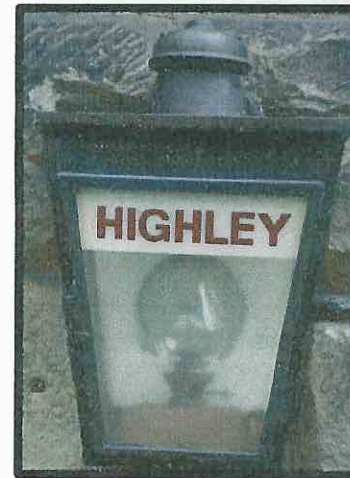
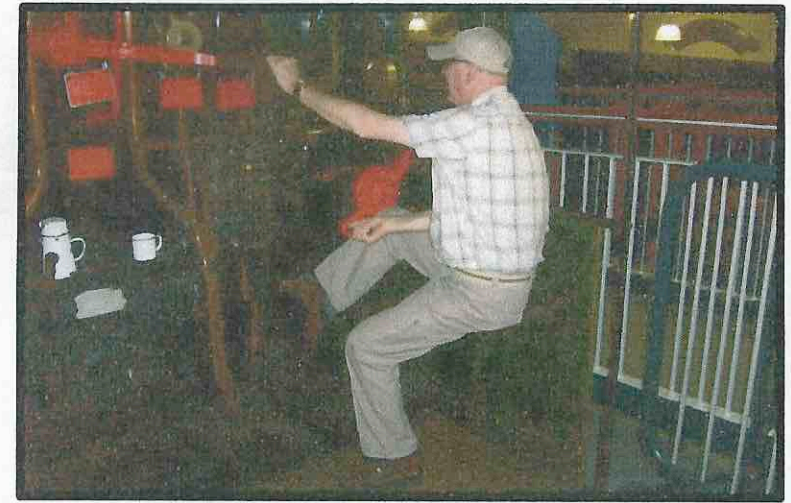
**JUNE 6TH 2010**



*Group picture at Kidderminster Station taken by Dennis Lovett*



*From the left Colin Lomas, Colin Goodenough, Terry Silver, Les Duncan, Bill Ball and Peter Ball*



Thanks to the committee and especially Chris Hughes, the club organised an outing to the Severn Valley Railway on Sunday June 6th 2010. A 'thank you' must also go to Paul Wakely and his helpers, who raised money for this trip by organising a raffle at the club's exhibition in February, which helped the club to subsidize this day out.

I have used a small selection of the many photographs which were taken, to try and give a taste of what it was like and what was on offer. I have also tried to cover the various locations.

The day started and finished in brilliant sunshine, which was only broken, for about an hour, by a storm during the afternoon, even this did not really spoil the members' enjoyment.

There has already been suggestions with regards to the club organising another outing next year to a different location. I for one would like to that again at another preserved railway.

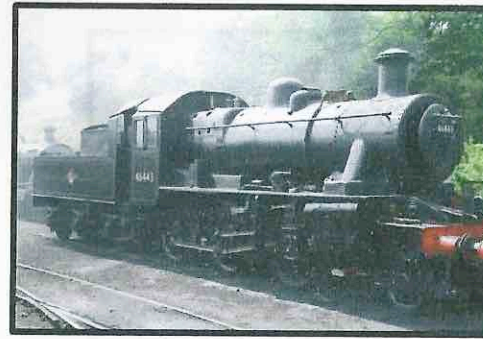
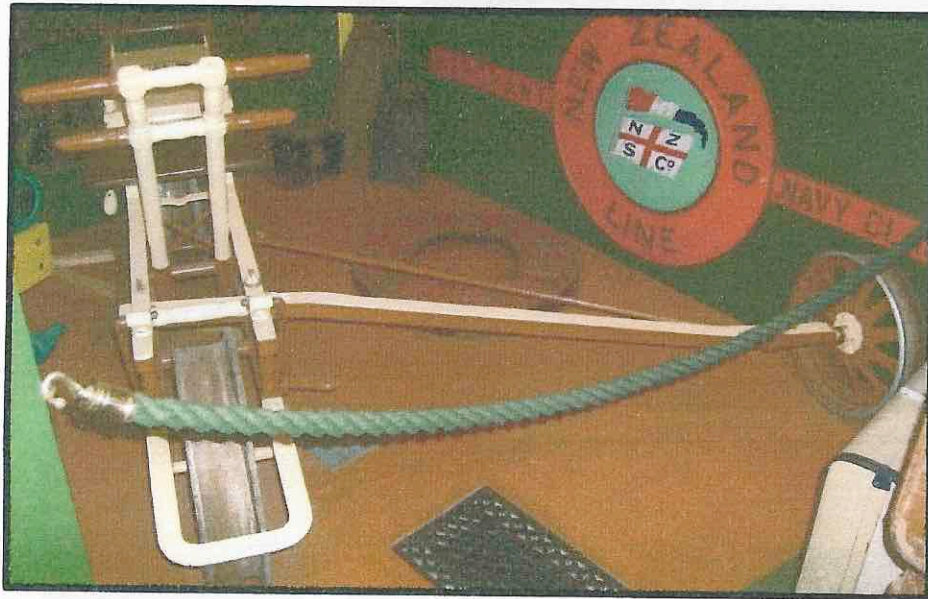
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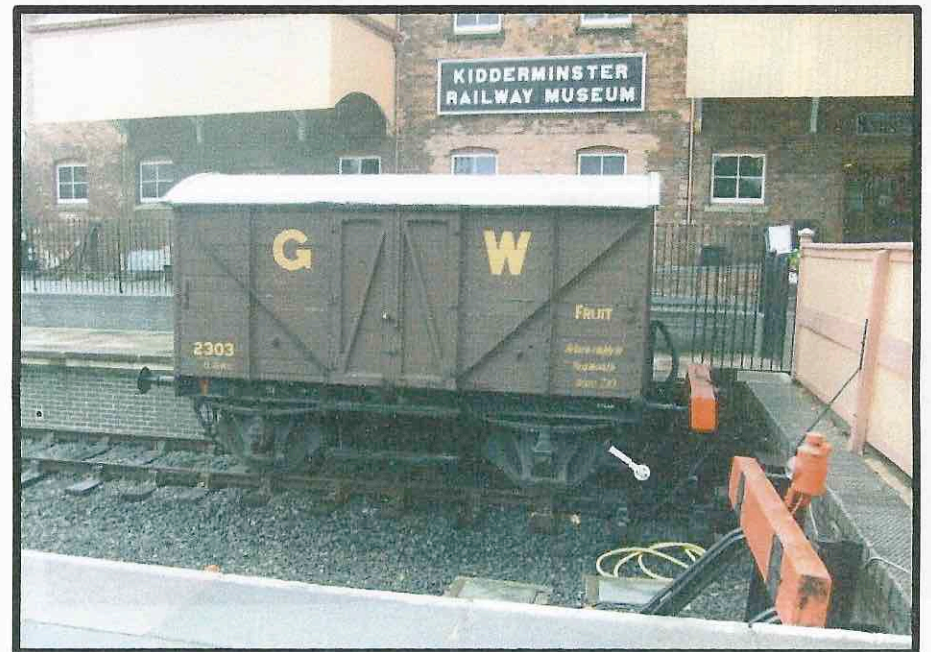


PLEASE ADJUST  
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BEFORE LEAVING





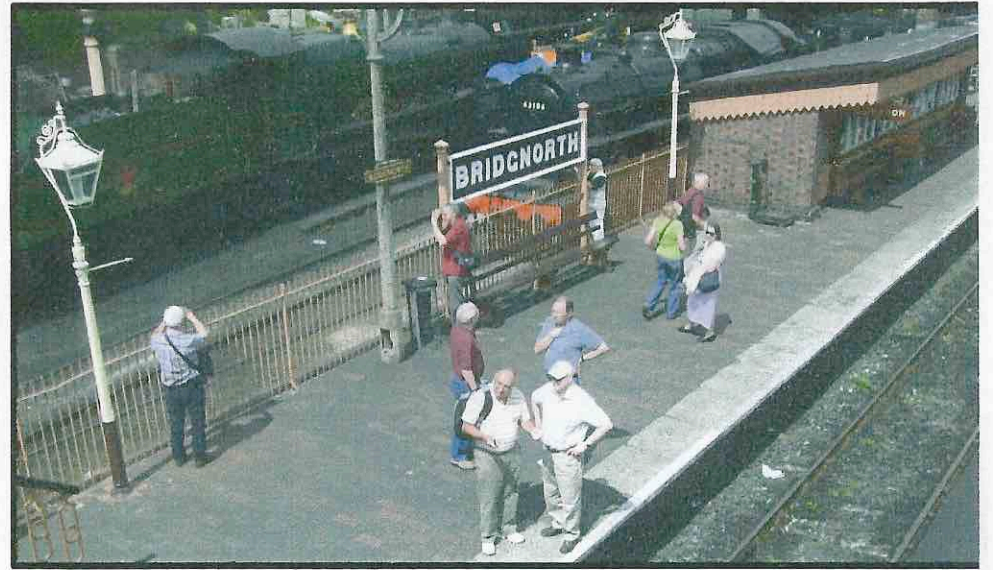
## KIDDERMINSTER



**BEWDLEY**



**BRIDGNORTH**



HAMPTON LOADE



HIGHLEY

