



CAPTION COMPETITION

Last issue's result

*We had seven entries and the winning entry was
"Look Michael – I have magic vernier fingers and
absolutely guarantee this measures 32mm!"
Congratulations to Roger Mills for this caption.*

Thanks to Chris Hughes for judging this 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 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 March 1st 2011, which will cover March, April
and May 2011 for forthcoming events.*



"QUARTERLY NEWS"

No 162

WE WISH ALL MKMRS MEMBERS

WINTER 2010

AND THIER FAMILIES A VERY MERRY CHRISMAS AND A HAPPY NEW YEAR



Nick Dean busy working on the outside area, there are more photographs on page 15.

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:- Robin Rowles
Auditor:- Brian Barnes Club Merchandise:- Ken Ranns
Committee:- Chris Lester Tony Winn Tim Page Bill Ball

Editorial

This is the last newsletter for another year, and as they say, time flies by when your having fun. I would like to thank everyone who has said nice things about the Newsletter, it is much appreciated.



However, I am only the captain of the team which produces and distributes this publication. I must also thank Dennis for the printing, my wife Pauline, who collates the finished article, Fred Collins who does the mailing, Roger White who kindly receives the newsletter e-mails on my behalf, and a very special thank you to Eric Bowman, who is stepping down at the AGM, for supplying the various membership details. Finally, but not least, all members who have contributed articles and information during the year, without those items, there would be no magazine.

Looking back through the past newsletters, I have produced (14 editions) I was pleasantly surprised at the number of different exhibitions and shows the club has been represented at, by club and members layouts, during this period. See full list on page 32.

I wish you all a very Merry Christmas and a Happy and Successful 2011. John.

FOR SALE

Dismantled 00 gauge shunting layout, originally occupying 12ft by 6ft space. No baseboards. NCE Powercab DCC controller, all locos, rolling stock, track points (many with Peco motors and accessory swithes) vehicles, buildings etc., Too much to list here. See Roy Duckers for full list (Tuesday nights) or phone 01525 752041. Would prefer to sell as one lot. Open to reasonable offers.

GUESS THE CAPTION COMPETITION

There will be a small prize for the best entry received by January 31st 2011, 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.



Photograph supplied by Paul Wakley



Sarky

I do not mind my wife coming to swapmeets and exhibitions with me, but as soon as I start looking at items for sale, she starting doing her bird impressions.

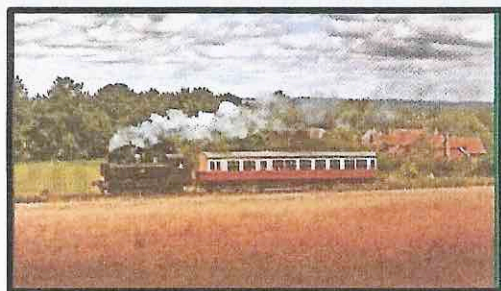
She watches me like a hawk!

LOCAL RAILWAY PLACES OF INTEREST TO VISIT

CHINNOR & PRINCES RISBOROUGH RAILWAY

THE ICKNIELD LINE THE QUINTESSENTIAL COUNTRY BRANCH LINE

The Chinnor and Princes Risborough Railway is a friendly branch line in the style of the former Great Western Railway. It is an attraction for tourist, families and enthusiasts alike. Travelling from Chinnor Station the line runs along the foot of the Chiltern Hills parallel to the historic Icknield Way. It passes through attractive countryside with some outstanding views across the Vale of Whiteleaf. Red kites can often be seen circling overhead. The railway has steam and diesel services running



most Sundays and occasional Saturdays from Mothers day until Halloween. Generally tickets give unlimited travel on day of purchase, except for the events in December. We run a number of very popular special events throughout the year. See Preserved Railways Diary in years 'Quarterly News' for details.

The railway is situated in Station Road just off the B4009. Junction 6 of the M40 is just over 3 miles away and some 4 miles further along the B4009. Once in Chinnor follow the brown tourist signs to the railway.



Light refreshments are served in our historic Cambrian Coach at Chinnor Station.

Our well stocked gift shop has a good range of books, toys, gifts and souvenirs located in our station building.

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A WORD FROM THE CHAIRMAN



I won't pretend that I won't be sorry to see the end of 2010 from a club perspective. It has been without doubt probably the most difficult out of the 41 we have had. However, we have emerged from it in a much stronger position and I am sure that everyone has learnt something from it.

Being a club person requires compromise and acceptance that what may be our particular interest may not necessarily be that of others. It is about ensuring that we can accommodate as many different scales, interests and disciplines as possible providing we have the accommodation and finance in place to support it. I know that some 0 gauge modellers have been disappointed at the lack of provision but the former DCC room does give us some options to consider over the coming months.

I appreciate that the uncertainty over our club rooms has been a major disruption during 2010. However, we have faced that same uncertainty for 41 years through some challenging times. What is certain is that we have enjoyed over 16 years at Bletchley Park, for had we not come here back in 1994, we probably would have disappeared there and then.

I am afraid that it will remain uncertain for the time being. A daily dose of the news tells us that the country, indeed most of the world, is facing strong financial difficulties and everyone is required to look at income and expenditure. What this means for the Park's aims and aspirations I cannot say at this stage. By remaining positive and demonstrating our commitments to the cause will only strengthen our case should the funds for change be forthcoming and we do have to move in the future.

As the year draws to a close, I would like to take this opportunity to thank you for your continued support and to wish you and your family a happy Christmas and New Year.

I for one am looking forward to 2011 being a big improvement on 2010.

Dennis Lovett (Chairman)

WARNING NOTICE

When we are open to the public, if you are watching an illegal DVD copy, whilst it is playing please put the packaging away, out of sight, and when it has finished put it all away. There is a good possibility that someone may come in checking up, looking for that kind of activity.

There is no problem watching a normal DVD.

Page 2

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 Wayne Webb (N), Mike Brough (00) and Garry Noakes as new members. We hope you all have a long and enjoyable stay with the club. If any of the new members would like copies of back numbers, please speak to the editor.

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 new layout is now beginning to take shape. See pictures on page 15

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.

AGM - It is envisaged that next year's Annual General Meeting and Competition Night will be held on **Tuesday January 25th 2011**, commencing at 8pm.

Trains and Mince Pies - On **Tuesday December 21st** it will be 'Trains and Mince Pies Night' at the club evening and all money collected in the tea cash pot, will be donated to Willen Hospice.

People through the door - By the time you read this issue, it is likely we will have had nearly 23,000 people through the doors this year, up by over 6,000 on last year's figures.

2011 MKMRS Exhibition - Our next club exhibition will be held on Saturday 19th February 2011 at Courtside Sports Hall, Milton Keynes College (Bletchley Campus), Sherwood Drive, Bletchley. **For further details please contact Terry Silver (See separate advert on page 4)**

The Treasurer - Eric Bowman, our treasurer for the past 16 years, has decided not to stand for this position at the AGM in January. During this time, especially the past couple of years, the banking and tax procedures have changed dramatically, so Eric has decided to pass the ledger onto someone else. I am sure all members of the club will join me in thanking Eric, for all his hard work and dedication to this task for such a long time. If anyone is interested in taking on this job, please contact Dennis Lovett or Chris Hughes.

THE STORY OF A DOG CALLED RUSWARP

The Settle to Carlisle Railway line is one of the 'World's Great Train Journeys', yet it came very near to closure in the 1980's. In response to this potential loss, 32,000 people and one dog (a fare paying passenger objected). The dog was Ruswarp (pronounced 'Russup'), a Border Collie owned by Graham Nuttall, co-founder of the Friends of the Settle - Carlisle Line. After years of campaigning, the line was reprieved in 1989 and, such is its popularity, its capacity has since been doubled. Trains now run 24 hours a day - a remarkable turn of fortune.



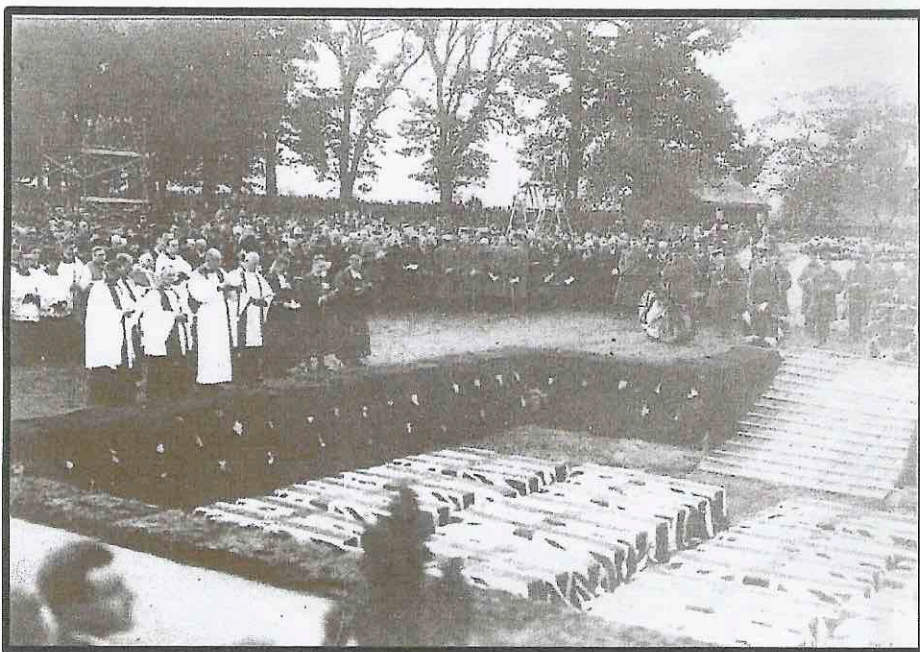
Graham Nuttall (aged 41) and Ruswarp (aged 14) were inseparable, and on 20th January 1990 they went walking in the hills. They failed to return. Graham's body was found on 7th April. His faithful dog Ruswarp had stayed by his master's side for 11 winter weeks. The case attracted nationwide attention. The RSPCA honoured Ruswarp and were inundated with offers to care for him. He lived just long enough to be at his master's funeral.

A bronze statue of Ruswarp (above) was unveiled in 2009 to mark the 20th Anniversary of the line's reprieve, its subsequent success and the loyalty of 'man's best friend'. Ruswarp sits on the southbound platform at Garsdale station, near to the summit of the line, and looks towards the hills and to a bench on the far platform, dedicated to the memory of Graham Nuttall. Garsdale was their favourite place. I saw this statue on a recent trip to the S and C railway.

Exhibitions Where Club and Club Member's Layouts Have Appeared

There was at least one club or club member's layout at all the exhibitions and shows listed below, in some cases, there were several. I think this is a credit to the club, and its members, many thanks to everyone concerned with regards to all the hard work involved.

TCS Sandy 2007, 2008, 2009 and 2010, 'N' Gauge Show at Kettering, Stacey Hill Museum Transport Day 2007, 2008, 2009 and 2010, NEC, Renhold, Banbury 2008, 2009 and 2010, Grafham Village, Romford, Stony Stratford Christmas Lights Switch on 2008 and 2009. Northampton, Peterborough, St Albans 2009 and 2010, Harpenden, Lavendon, West Bletchley Carnival, Loughborough Hornby 40th Anniversary, Binns Road Day at Pottton 2009 and 2010, Bletchley-Town of Trains, Willington Transport Day 2009 and 2010, Royston, Loughton, Chesham Hornby Day, Newbury, Princes Risborough, TCS Biggleswade, Rushden Garden Railway, Trains at Trinity in Biggleswade, Tinwell, near Stamford, Sandy Garden Railway, Ramsey, Rugby Vintage, Olney, Lutterworth, 'N' gauge show Leamington Spa, Berkampstead, Tring, BBRUA at Woburn Sands, Letchworth and Ipswich.



To be continued

PRESERVED RAILWAYS

Most preserved railways run Santa Specials during December, and re-open in the Spring of 2011.

If you know of any other clubs or preserved railways etc., you would like featured in this publication, please let the editor know the details, so I can include them in future editions. I am always open to ideas and suggestions about other events you want covering. Ed.

YOU HAVE TO SMILE

Submitted by Bruce Hankins

An old couple are arguing one day. "I don't know why I married you" says the old woman. "Six other men proposed to me, you know." "Six other men" says her husband. "You should have married the first idiot who asked you." "I did" says his wife. "The other six proposed afterwards."

Did you hear about the keen gardener who managed to give himself a double hernia last week lifting his huge prize marrows? He's turned his attention to pumpkins and has developed two new strains!

REMEMBERING

At this time of the year, we should remember the following members, who have contributed so much to the club's progress.

| | | |
|--------------------------------|----------------------------|-------------------------|
| <i>George Barrett</i> | <i>John Cole</i> | <i>Reg Cook</i> |
| <i>Gordon Eckersley</i> | <i>Gordon Etherington</i> | <i>Ivor Evans</i> |
| <i>Fred Fox</i> | <i>Chris Garner</i> | <i>Ian Gilroy</i> |
| <i>Cliff Grime</i> | <i>Robert (Bob) Hatton</i> | <i>Frank Hewer</i> |
| <i>Ernie Johnson</i> | <i>John Mann</i> | <i>Doug Moorcroft</i> |
| <i>David Moore</i> | <i>Stan Pennington</i> | <i>Don Pigott</i> |
| <i>Keith Reynolds-Robinson</i> | <i>Ken Sharpe</i> | <i>Gordon Shrimpton</i> |
| <i>John Symonds</i> | <i>John Tennent</i> | <i>Tom Wilson</i> |

MILTON KEYNES MODEL RAILWAY SOCIETY

2011 MODEL RAILWAY EXHIBITION

Saturday 19th February 2011 10-00am to 4-30pm

Working Layouts, Trade Stands and Demonstrations

Courtside Sports Hall,
Milton Keynes College, (Bletchley Campus),
Sherwood Drive, (opposite Bletchley Railway Station),
Bletchley, Milton Keynes, MK3 6DR.

Admission:- Adults £4.00 Children and Senior Citizens £2.50
Family Tickets (2+2) £9.00

This venue has ample car parking and is ideal for the disabled with easy access and it is within a 2 minute walk from Bletchley Railway Station

For further details or offers of help, contact Terry Silver (Exhibition Manager)

UPDATED CLUB RULES

The Secretary and Treasurer have recently been renewing the Club rules to reflect how MKMRS operates.

Rule 7. Has been amended to state the Club Year commences on February 1st.

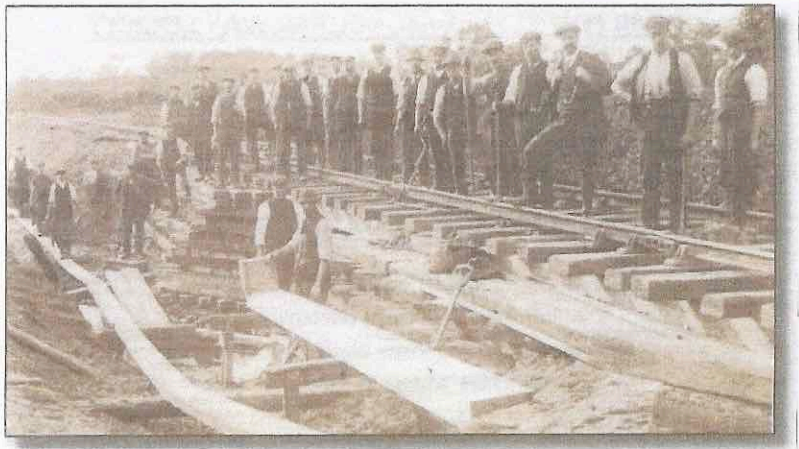
Rule 7a. Has been introduced to clarify the length of membership, should the need ever arise to share out funds and assets between the members.

Rule 12. Has been amended to read "The Committee shall meet at least once every calendar quarter, and at other times as deemed necessary".

Rule 27. Has been extended as follows: "Day to day expenditure shall be at the discretion of the Honorary Treasurer, major expenditure shall be approved beforehand by the Committee"

If you have not received a copy of the new rules, please speak to Dennis Lovett or Chris Hughes.

RAILWAY WORKERS IN 1900?



This fascinating old photograph recently appeared in a local newspaper and the owner of the picture believes it was taken in the Biggleswade area, but there has never been a single track through Biggleswade. I believe this is on the Oxford to Cambridge line, somewhere between Sandy and Potton, or Sandy and Blunham. It could also be on the Bedford to Hitchin Railway which contained some single track and passed through Southill and Shefford. It is interesting to note that the men are all smartly dressed in waistcoats with ties and pocket watches.

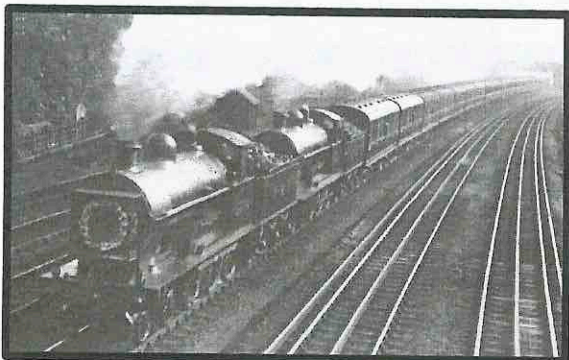


The whole route from Bedford St John's station to Cardington church, around 2 miles, was lined by crowds, several deep. In a solid unbroken procession, the first tender reached Cardington before the last had left the railway station. The picture below shows some of the crowds lining the Cardington Road.

That afternoon, in the country churchyard at Cardington within sight of the sheds and the empty mooring mast they had left exactly one week before, the forty-eight dead of R101 were laid to rest in a single mass grave. The Senior Chaplain to the RAF, the Vicar of Cardington, the Anglican Bishop of St Albans, his Roman Catholic counterpart with acolytes and incense, and two Nonconformist ministers shared the service. It took over half an hour to lay the dead in their common grave. Dusk was falling by the time of the final RAF flypast: then 'Reveille' was sounded, and a muffled peal of bells rang from Cardington church. R101's passengers and crew were home again, one week to the hour since their ship had cast off from that mast across the fields, which was growing dimmer in the autumn evening mist.

See picture on next page





R101 AIRSHIP TRAIN
(Part Four) by John Forman
 with help from Michael Clements,
 Roger Mills and
 non-member Ivor Walton

We start part four with the train bringing home the coffins from London to Bedford via Bletchley and this is the very photograph, I first published in

issue 158, that started all the interest in this subject, which resulted in me receiving more information.



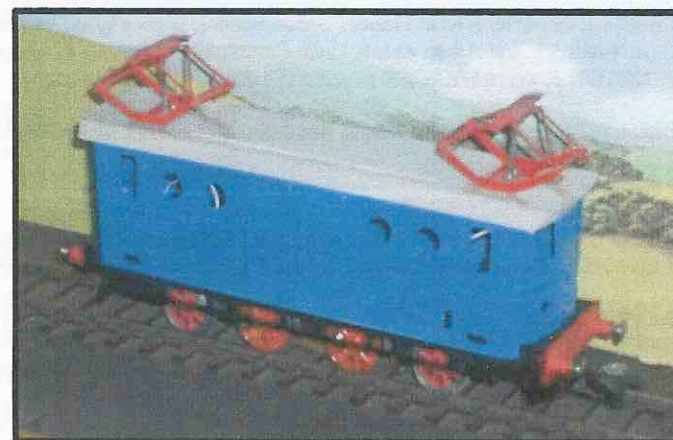
The train drew into St John's station at Bedford at 1345 precisely, where the coffins were transferred to the twenty-four waiting RAF tenders, all resplendent with fresh grey paint and white pipe-clayed tyres.

MICHAEL BRINGS ANOTHER OLD LOCOMOTIVE BACK TO LIFE

Photographs by Michael Clements and Roger White



Michael Clements, who works in the tinplate room, is known for his scratch-built and restored locomotives. So when David Ramsey gave him an old Hungarian locomotive, which was in a very poor state, as seen above, Michael, was pleased to take up the challenge. It was made by a company called Penzverdei and the letters MAV stands for Magyar Allamvasutak, (the Hungarian National Railway). Michael enthusiastically took it away to see what he could do.



The next time we saw this particular locomotive, Michael had completely rebuilt and repainted it, as seen above. He had to scratch build a new roof and the pantographs, then he installed an ETS motor, added new wheels, and various other bits and pieces. Quite a transformation! I am sure you will be seeing this loco running around in the tinplate room, on the occasional Tuesday evening.

LOCAL & MAJOR EXHIBITIONS AND SWAPMEETS ETC., DURING THE WINTER 2010/2011

*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.*

December 2010

- Sun 12th GAINSBOROUGH '0' Gauge Layout Open Day at Florence Terrace. 1-30 to 6-00.
Sun 19th HUNTINGDON S/M at WG Animal Shelter, London Rd, **GODMANCHESTER**.
COVENTRY S/M at the Connexion, **RYTON – ON – DUNSMORE**, Coventry.
Mon 27th NEC S/M at Hall 18, **BIRMINGHAM**. (Britain's Biggest Toy Fair – 600 Stalls)
GAINSBOROUGH '0' Gauge Layout Open Day at Florence Terrace. 1-30 to 6-00.

January 2011

- Tues 4th RUGBY EVENING S/M at the Benn Hall, Newbold Road.
Sat 8th TEWIN, HERTS. Bassett Lowke Exhibition at Tewin Memorial Hall. (2 Days)
Saturday Members only – Sunday General Public
Sun 9th KETTERING S/M at The Arena, Kettering Leisure Village, NN15 6PB.
Fri 14th ST ALBANS EVENING S/M at Frances Bacon School, Drakes Way, 7pm – 9pm.
Sat 15th CHILTERN MRA EX at Alban Arena, Civic Centre, **ST ALBANS**. (2 Days)
LEAMINGTON & WARWICK EX at **STONELEIGH PARK** (2 Days)
Sat 22nd Brambleton MRS Ex at the Public Halls, Southdown Road, **HARPENDEN**.

February 2011

- Sat 5th STAFFORD EX at Stafford County Showground (3 Halls) ST18 0BD (2 days)
Sun 6th BIGGLESWADE S/M at the Weatherly Centre, Eagle Farm Road, SG18 8JH.
Sat 12th BIGGLESWADE East Beds MRS EX at Stratton School, Eagle Farm, SG18 8JB
OXFORD S/M at Exeter Hall, Oxford Road, **KIDLINGTON**.
The Festival Of British Railway Modelling at the Doncaster Exhibition Centre,
DN2 6BB (2 Days)
Sun 13th SPALDING S/M at the Springfield Exhibition Centre, Camelgate.
NEC S/M at Hall 18, The National Exhibition Centre, **BIRMINGHAM** B40 1NT
(Britain's Biggest Toy Fair – 600 Stalls)
Fri 18th BRIGHTON Modelworld at the Brighton Centre, Kings Road, BN1 2GR (3 Days).
Sat 19th **MKMRS EXHIBITION** in **BLETCHLEY** (See separate advert)
SANDOWN PARK RACECOURSE – 500 Stalls – International Traders
Sun 27th HUNTINGDON S/M at the Wood Green A.S. London Road, **GODMANCHESTER**

MEMBER'S AND CLUB LAYOUTS AROUND THE EXHIBITIONS



The DCC layout operators at the recent Ipswich exhibition, left to right back: Andy Eve, Colin Goodenough, Chris Baker and Jamie Bond. Front: Terry Silver and Ian Bartlett.

WHAT DO THESE THREE PICTURES ALL HAVE IN COMMON?



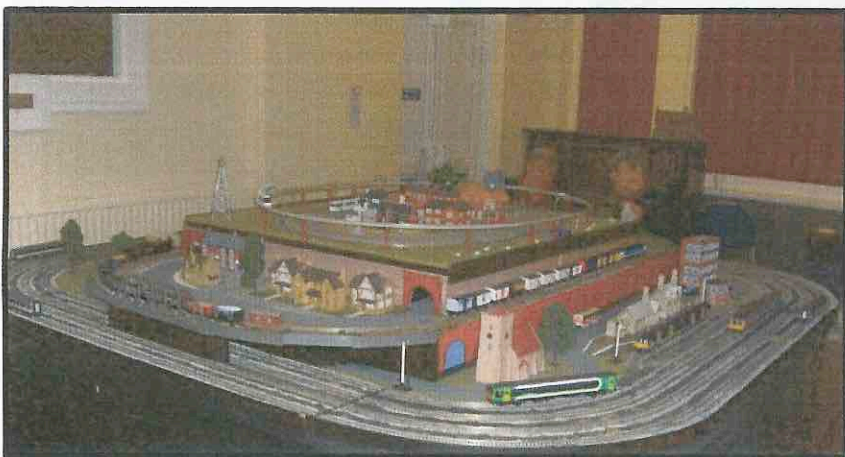
Answer in the next issue

With regards to the 'Saldanha's Giant Trains' article, we are very grateful to Victoria Silverwood at 'N' gauge South Africa, and the South Africa Ports and Harbours, for giving us permission to publish this item.

MEMBER'S AND CLUB LAYOUTS AROUND THE EXHIBITIONS



Chris Lester's layout 'Burton Bradshaw' (EM) operated by Steve Walker at the Banbury Exhibition, which won Best in Show, and this layout also appeared at the Letchworth Exhibition.



Bruce Hankins and Ken Ranns, on the 'Barwell' layout at the Woburn Sands Exhibition.

MEET THE MEMBERS

Meet Roger White



I am told I was born at a very early age, 24th October 1937 to be exact, which I believe was a Sunday. That alone does not seem to have brought any special advantages my way, but I am led to believe by those who brought me up that I am leading a charmed life and lucky to be alive. Sadly, there were no silver spoons lurking around or fat legacies lying in wait from an absurdly rich doting aunt or uncle to make my life a 'daddy's yacht' existence, so I have just had to buckle down and rough it. This seems totally alien to the life I feel I am entitled to. Some of you may recognise these feeling and have empathy with this scenario which is all too common amongst folk of my generation.

Contrary to current innuendo and rumour, apart from the Church lead roof business, I am supposed to be a man with money, or at least move in those circles. Do you honestly believe dear reader, that if it were true I would confess to it? I should think not.

In the years before the war, my Dad was the Sales Director of a small but successful company, that he quickly left when someone on the board tipped him off, that another director had misappropriated large sums of money. This was a narrow escape for my Dad who would have been liable as a director. Luckily, there were no repercussions, but with the outbreak of war, it was not the time to begin a new business; so, out of work, losing the home and with small savings, we came back to Harrow. Dad became a war reserve and served in the Metropolitan Police for the duration. Based in Harrow and Wembley he saw more action than some men who served abroad. Digging dead people out of bombed houses at all hours took its toll. I remember how exhausted he was on occasions, but at least we had him around. It was at about this time I started school at Pinner Park infants. Not being used to school air raid routines, one day I noticed everyone had disappeared. I thought it must be lunch time so started off home. I crossed the road, entered the park opposite and was passing an Air Raid Warden's Hut, when an arm covered in blue serge reached out and grabbed me. "Where are you going sonny?" a disembodied voice boomed out. "Home for lunch" I said. "Oh no, you're not, there's a b----y air raid on, get in here!" That was my only contribution to the war effort apart from evacuating to Torquay, with Dad, Mum and a new sister at the height of the Doodle Bug raids.

I think I inherited some of my Dad's sense of humour and my Mum's drawing skills. My memory goes back to a pre-school time when I was well into potty training. (Those of you with sensitive dispositions don't have to read this bit, on the grounds of too much information) I was certainly very interested in trains and all things to do with railways'. I could draw quite well a child's simple

rendition of a loco, tender with either trucks or coaches with smoke coming from the chimney. On one occasion I was seated on said pot, concentrating very hard on matters in hand, and drawing a train at the same time (yes, I can still multitask) a relative or two were present at the time, when one of them said, "what are you drawing Roger?" at that crucial moment of relief to my body, I answered simultaneously with effort in a strangled voice "That's good strain" There was an immediate outbreak of stifled laughter from the assembled audience to what I realise now, was my first joke at my expense.

Life in wartime for me was fun. Risk, danger, real life drama did not have to be imagined, it was happening all around us. This was just right for a young lad like me to get a taste of adventure.

Trains continued to interest me and I had a friend whose dad let us play with his '0' gauge clockwork set unsupervised. We were trusted to look after it and I am pleased to say we did. I remember setting out every piece of track we could lay our hands on and snaked it all over his dining room floor and into the hallway. I longed for my own set, but they were not available due to the war.

Christmas 1948 was special, goodness knows how he did it, but Dad came up with a Hornby Dublo Sir Nigel Gresley set. This cost him more than a week's wages of £4.17s.6d. After that, every birthday, Christmas and all paper round wages (5 bob a week) went on Hornby. I remember cycling around to all the Hornby dealers looking for those blue boxes that were so exclusive. One shop let me pay weekly for six LMS wagons', he put them aside and released each one as it was paid for. I built up a nice collection and then things changed, I got interested in Jazz. I sold my trains to fund a drum kit. My interest in trains continued in the background and I remained a member of our railway club at school and remember a visit to Stratford sheds and going on a journey on the 'Bournemouth Belle' reaching 84mph on the section between Fleet and Hook in Hampshire.

Meanwhile, I practised hard at drumming and joined a jazz band and a dance band which provided great fun and a bit of cash as well. My Dad had the job of ferrying us about to various gigs.

After leaving school and getting into a job, National Service was obligatory and fast approaching. My job did not qualify for a deferment, so I opted for early call up which came through the letter box one November morning. I had to report to HMS Daedalus, Lee-on-Solent in February 1956.

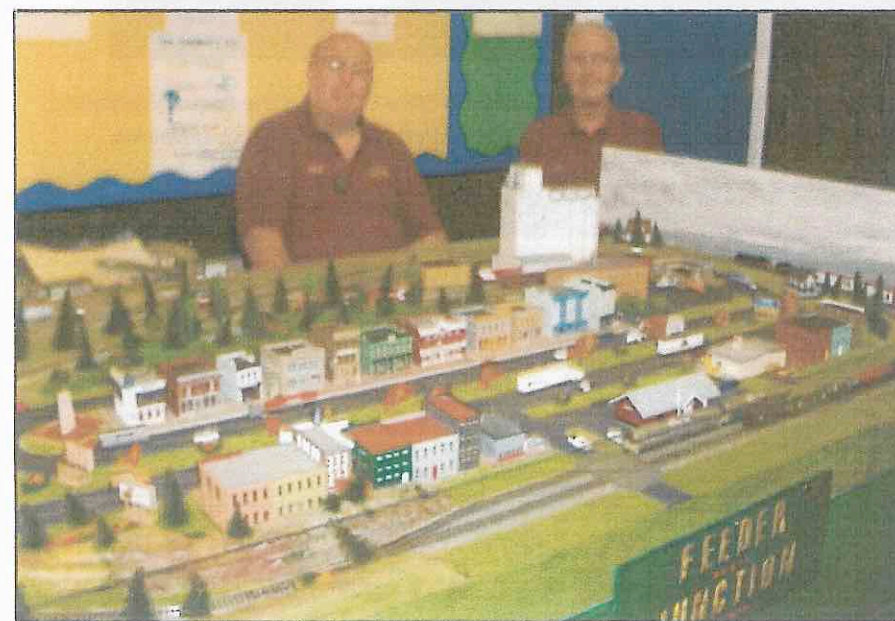
I was lucky to get into the Fleet Air Arm because the Royal Navy were not keen on training people for short term engagements. Looking back on it, the training I had as a Naval Air Mechanic (Ordnance) did nothing to prepare me for a job back in 'Civvy Street', I knew about guns, bombs, explosives and ejector seats, so unless I had designs on becoming a terrorist or mercenary I had no alternative but to return to my career in Food Manufacturing and Distribution. The one major thing that National Service gave me was self reliance and responsibility to oneself and others. Discipline is important, but what government since has had the political will to reintroduce it? These days it comes in the form of community service, by awarding it to those who escape a prison sentence. How's that for lowering the status of duty to your fellow man? That's enough politics, I must return to this article.

Courting days led to marriage, a house and a family of two lovely girls who now both have children of their own. All this brings about a change of life focus and priorities. Steam trains now seemed a far off memory. Somehow I could not bring myself to get excited about diesels, and diesel electrics despite their obvious economic advantages to the system. Butcher Beeching did not help matters

MEMBER'S AND CLUB LAYOUTS AROUND THE EXHIBITIONS

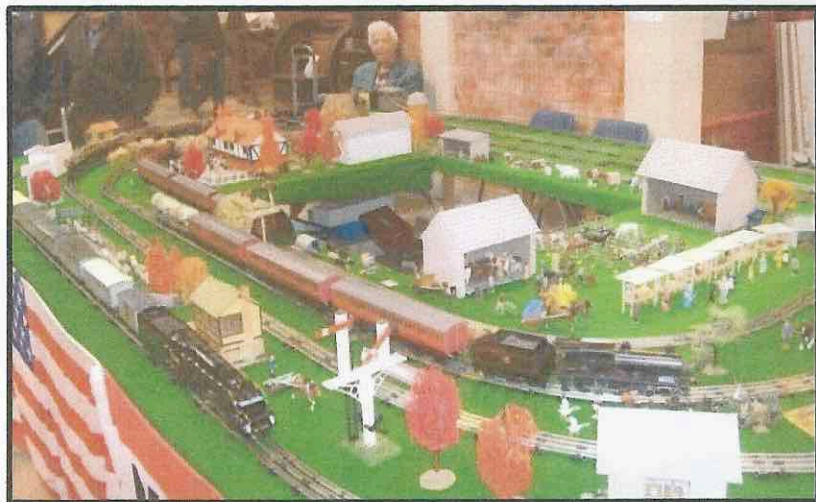


'Norgate' at Leamington Spa, this layout also appeared at the Berkhamsted and Tring exhibitions.

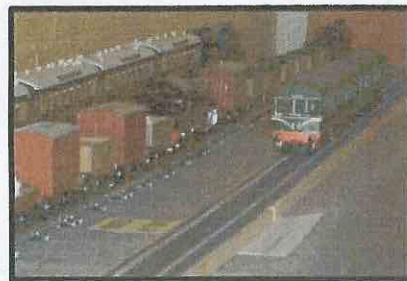


Peter and Bill Ball with their layout 'Feeder Junction' at Banbury Exhibition, this layout was also at the Woburn Sands Exhibition.

MEMBER'S AND CLUB LAYOUTS AROUND THE EXHIBITIONS



Brian Barnes, with his friends Bill and Shirley, at the Milton Keynes museum Transport Day.



John Forman's different 'O' gauge Static Displays at the 'Trains in Haynes' Exhibition (above) and at the 'Willington Transport Day' (below).

either. Before his axe fell, I did have several memorable steam rail journeys from Glasgow to Euston and back, and one in particular from Glasgow Central via Crewe, Bristol, Exeter, on into Cornwall on a branch line to Gwinea Road for HMS Seahawk, a NATO base where I joined 824 squadron for working up to join an aircraft carrier, HMS Albion. Later I was stationed near Ilminster in Somerset where there was a quiet branch line at Donyatt with a single engine shed housing a 57XX Pannier Tank. Of course, all gone now, but they are delightful reminders of that time.

Settling down in Bedford, with a family and renewing Church connections from my youth in Harrow, I was drawn by encouragement from others to think about voluntary Church ministry. To cut a long story short, I joined a three year training course and was ordained in 1980 as a Deacon in the Church of England, becoming a Priest in 1981. This has been a parallel career to my paid work life and given me a very full itinerary for many years. It has also been a great privilege to find oneself in charge of a Parish during those times when the search is on for a new full time Vicar. It is funny how life can bring you full circle. Ministry training put me in touch with a gentleman who provided pastoral support for me and my family. The training is a very demanding schedule. This man was none other than Peter Randall, a Lay Minister in the Church and the founder of The Hornby Railway Collectors Association. I did not know this at the time, until we had a meeting at his house in Bromham. After the meeting we talked about some youth work I was involved in and Peter offered to give a talk about Toys and collecting. The subject moved onto model railways and then Peter showed me his layouts of Hornby 'O' and 'OO' trains. That did it, I was immediately back in 1948 and the 50's once again. The rest is history as they say because with Peter help I began collecting and soon I had all that I used to have and more. My wife was not happy about it, but that is another story.

Life has moved on I am happy to say and since joining the HRCA, TCS and MKMRS I have made many new long standing and reliable friends in this wonderful hobby of ours. I know that we may sometimes worry that as we get older, few will follow us into the hobby, but since guiding some schoolchildren around our clubroom recently I was heartened to discover that three out of five of them had brothers, dads and granddads with model trains. Nearly all of them had been on a preserved steam railway. They all knew Thomas the Tank Engine who had obviously played a huge part in the children's interest as well. Hopefully, some of them will be inspired to take up the hobby.

The MKMRS has broadened my horizons for model railways. Thanks to two knowledgeable members I have latched onto Marklin HO trains which increased my enjoyment of the hobby. I claim not to be a collector of Marklin, but the growing amount of locos and rolling stock in my railway (called The Recovery Room) would indicate that my claim is rather spurious. Some of you have known that from the outset despite my protests. As some of you will already know, I am currently working (slowly) on a back scene for Verney Junction. The whole layout is being refurbished with a facelift which we hope will brighten it up. I am very grateful for the interest and support of members who are willing to help and come up with suggestions to make the job easier. I am just

hoping that my artistic skills will be up to it when it comes to painting.

Other demands on my time and energy include managing our 7.5 acres of land which is owned by my wife and her sister. At certain times I can be found driving our Nuffield tractor 'topping' the grass in the fields or scarifying with a chain harrow. We keep chickens and grow large quantities of vegetables which just about keep us supplied, we also have fruit trees in the orchard and wild blackberries. My wife of course is 'Head Gardener' and I am the 'go for'. Our Music Group still entertains on occasions, these days by special request, so I still need to practice on the drums to keep up to date. The rest of my time is my own to do what I want, that's usually the hour before midnight for bedtime reading after getting home from babysitting my young twin Granddaughters. That is not quite the whole truth because I do have another interest which absorbs time but has remained with me for most of my life, motor cars. I have been lucky enough to own a Morgan then followed by a 2.5litre Riley RM saloon. That was sold when we decided to restore my wife's rare 1930 2seater Austin Swallow. It was designed and built by William Lyons, later Sir William, the man who created Jaguar cars. In some ways I suppose I could stretch a point by saying that our Swallow is one of the first Jaguars! I am very fortunate indeed to have such a full life, but I know life will not always be like this, so I say do it all while you can.

By the time you read this, it will have been my pleasure to treat you all to tea and biscuits on 26th October. That is something else I have noticed about MKMRS, not everyone has birthdays!

Next issue – Meet Peter Holden

TOY AND TRAIN AUCTIONS

December 2010

Fri 10th TRAINS GALORE, Special Auction Services, Kennetholme, Midgham, Near Reading, Berkshire, RG7 5UX. Tel: 01189 712949 for catalogue.

January 2011

Sat 22nd RUGBY – Vectis Auctions at the Benn Hall, Newbold Road.

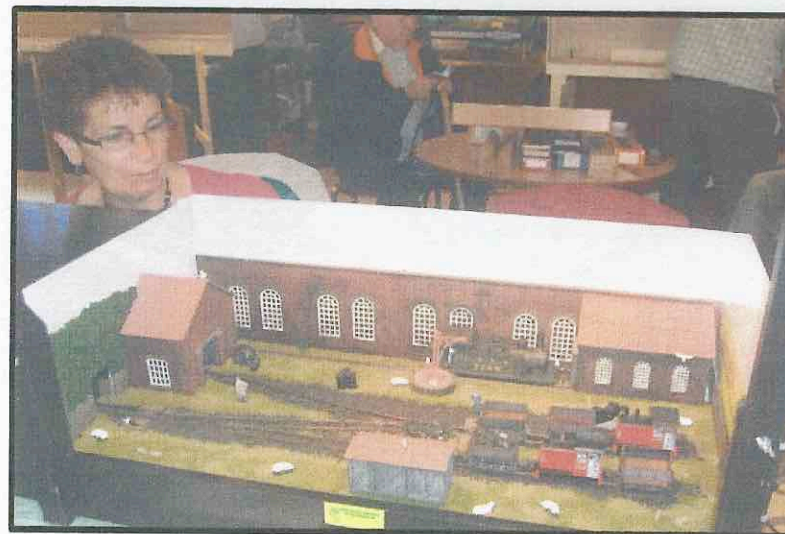
Sat 29th RETFORD – HRCA Auction at the Well, Retford Baptist Church. **Member Only.**

February 2011

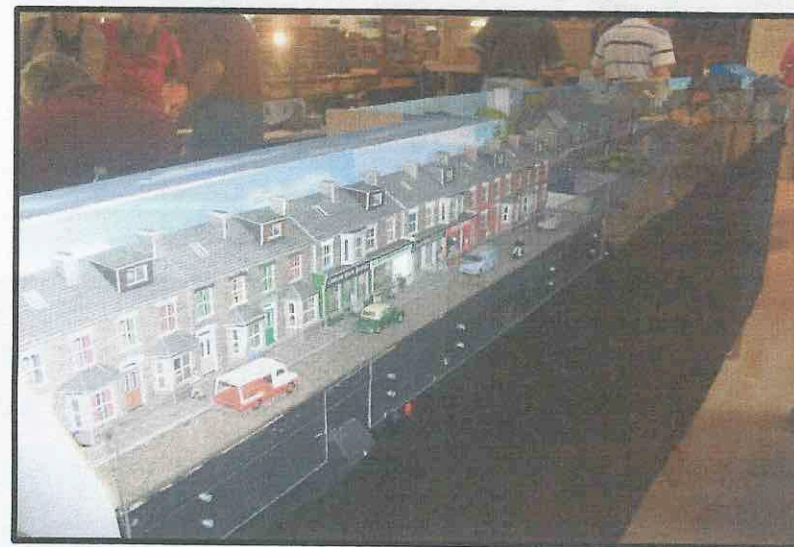
Sat 5th BURY ST EDMUNDS – Lacy Scott and Knight, Auction Centre, 10, Risbygate Street.

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

MEMBER'S AND CLUB LAYOUTS AROUND THE EXHIBITIONS

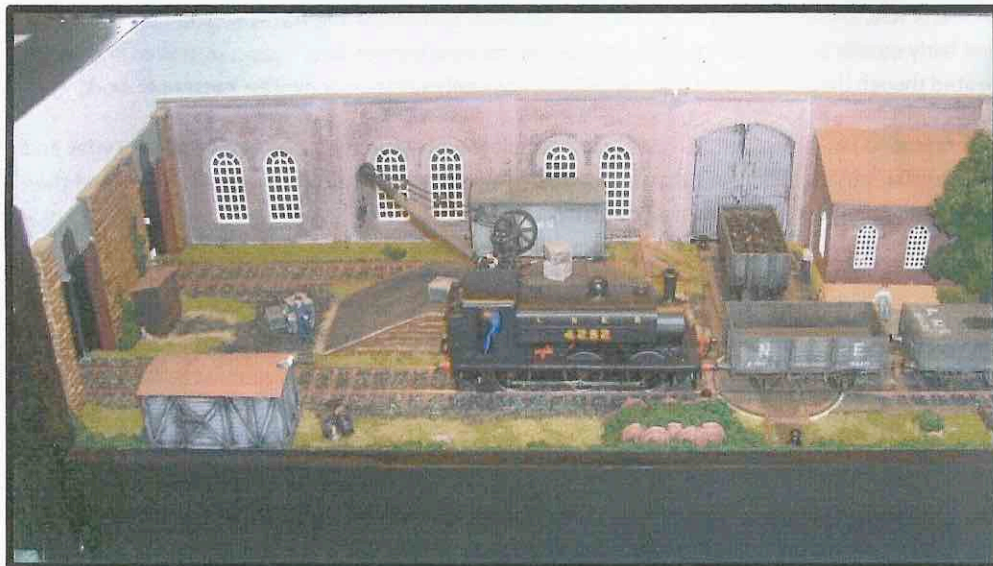


Colin French's Treacle Works at the Olney Exhibition, with the attractive operator.



Geoff Blackwell's '00' Gauge layout 'Blackwell Bridge' at the Olney Exhibition, this layout also appeared at the Lutterworth and Banbury Exhibitions.

MEMBER'S AND CLUB LAYOUTS AROUND THE EXHIBITIONS



Colin French's 'O' gauge layout 'The Wagon Works', at the Ramsey Exhibition.



John Forman's Hornby 'O' gauge layout, at The Rugby Vintage Show.



ERIC PRESTON IS MADE AN HONORARY LIFE MEMBER OF THE MKMRS

It was agreed unanimously by the members at a QGM to make Eric Preston, an Honorary Life Member of the club.

Eric was born in Grimsby, in 1920 and as this was deep in Great Northern/Great Central territory, Eric's allegiance to the LNER has never faulted. His first introduction to railways was at the Empire Exhibition at Wembley in 1925 when he was fascinated by the large locomotive exhibits that could hardly fail to impress a young lad. The local school was near to the railway, and Eric can recall

watching the Grimsby – Louth local trains. A regular performer on this service was C12 No. 4525 (BR No 67379) of which he has a model. The 4-6-0 Sir Sam Fay was another favourite.

Back in the 1930's, Eric's brother had a Hornby 'O' gauge system which Eric was allowed to play with. This survived in the family until 1980 when it was sold. Eric had long since been a 00 gauge modeller.

On leaving school Eric joined Woolworth's as a trainee manager. This employment was cut short by the outbreak of war and Eric joined up in late 1940. The war enabled him to travel around and experience railway travel in other countries. Eric travelled on the footplate across the Sind Desert on a train from Karachi to Delhi. For three years he also became familiar with the line from Bengal to Assam.

After the war Eric rejoined Woolworths. Still interested in railways he purchased the Observer Book of Locomotives in 1955 and from 1959 became a subscriber to the Railway Magazine. In 1950 Eric was moved to Northampton and the next thirteen years saw a number of moves for Eric, Des and a young family. He was appointed to Management positions at Ipswich (1952), Bury St Edmunds (1955), Gerrards Cross (1956), Marlow (1957) and Bletchley (1963). The Bletchley store had opened in 1954 and was seen by the town as a great step forward! Eric also acted as a Relief Manager in many other stores and was given the task of opening the Stowmarket store.

His son Nick received a train set (Hornby 'O' Gauge, BR livery) for Christmas around 1959. This rekindled Eric's interest in model trains. When the MKMRS was formed in 1969, John Symons and Les Wood asked all the newsagents for a list of those who took railway magazines. Eric was one of them. As a result he became a founder member of the club, met Les Wood who had similar interest in LNER. With advice and enthusiastic support, Eric became a railway modeller! A large layout was soon established in the loft with a model based on the Grimsby area.

Eric must be unique in the MKMRS as someone who joined the club and then started modelling!

Following a house move from Bletchley, Eric built a new layout in a 12' x 8' centrally heated, double glazed shed. A further house move saw the shed and layout dismantled. Before Eric closed the line, he recorded it all on video.

Before his retirement in 1980, Eric witnessed the refurbishment of the store and managed to salvage the Woolworth corporate design clock from the skip. During his days in the store, Eric was proud of his clock and it kept perfect time. Eric generously donated it to the club where it still keeps excellent time. It was delivered new to the store for its opening in 1954, making it 56 years old.

I got to know Eric when I first joined the club, although I did not know his name we used to speak to each other, even more so, after he had seen my Hornby Scenic layout at the club's exhibition at Wolverton in 2007. He was fascinated with the horse drawn farming implements I had on the layout. Then I missed him when he stopped coming in and as I did not know his name, I could not enquire about him.

I used to hear Dennis giving regular updates on Eric's health but it was quite some time before I began to wonder if this was the man I knew. When I became the Newsletter editor, I wrote a bit about myself as an introduction, and I mentioned, as a small boy, I used to visit my grandparents each year in the village of Waltham, Lincolnshire. A short time after the newsletter was distributed, I received a phone call from Eric, who told me he used to live in Waltham and he asked me if I would visit him to discuss our recollections of this small village. I went to see him and I have been going to see him ever since.

Recently, Eric celebrated his 90th birthday and he tells me he thoroughly enjoyed this event with all his family and friends with him.

SCHOOLS CO-ORDINATOR

After a good many successful years as Schools Co-ordinator, Ken James has decided to call it day. I am sure all members of the club will join me in thanking Ken, for all his hard work during this period of time, especially as he has not always enjoyed the best of health. Best wishes for the future Ken.

This position is going to be filled by Robin Rowles, and we wish him all the very best with this task. Robin would like to hear from anyone who would like to join his list of members, who could spare a few hours, every so often, to cover the school visits. These duties can be enjoyable and very rewarding, so if you would like to offer your help, speak to him on a Tuesday evening or call him on 01908 642635.

Birmingham was generally routed via Liverpool. This was changed in 1900, when the Manchester Ship Canal Co. offered a better deal to take traffic up the canal to Manchester.

Sir Frank Ree, the chairman of the L&NWR, was keen to increase the transportation of fruit traffic and fairly quickly instigated a building programme for new banana vans – vacuum braked and steam heated though these were only 9-0ft wheelbase not really suitable for express passenger work.

References to Hull are varied, P.N. Davies, an employee of Fyffes mentions in his book – 'Fyffes and the Banana, 1888 – 1988' says that the bananas were sent by rail from Liverpool to Hull and then onward shipped to Holland and the Scandanavian countries.

However, Humphrey Household, a management trainee, on the LNER in his book, 'With the LNER in the Twenties', shows boats in the docks, unloading bananas at Hull! At the railway grouping, Hull was the 3rd largest port in Britain, stretching 7 miles along the Humber and covering 220 acres. It is my belief that the Davies book is wrong, and as Household provides photographic evidence as well, must be assumed correct. Household also remarks of the animated scenes, at the King George Dock in, an Elders and Fyffes ship tied up. The Banana vans were lined in express freight trains', duly vacuum braked and steam heated. The transfer of the fruit from the ship was carried out entirely by manual labour, a queue of dock workers standing ready to shoulder the hands of bananas as they were passed down from the ship. Unfortunately, with the long journey through the Channel and North sea, in the early 1930's, Southampton was able to pinch the traffic from Hull, the interesting fact that the Southern railway had no banana vans, and ultimately were forced to hire some 325 such wagons from the LNER which were of various origins (this will be covered later) The Southern Banana vans to their diagram 1478, some 200 were built between August 1935 and February 1936.

Meanwhile, the trip up the Manchester Ship Canal was deemed to be too long and fresh docking facilities were sought back at Liverpool and Fyffes re-established operations from Garston Docks during 1912, although Manchester continued to be used to a lesser degree.

Other ports used for importing bananas were Barry (South Wales GWR) which was used from 1951 when the Geest Group commenced trading and the West India Dock – part of the 'Royal Group of Docks', near Millwall, off the River Thames in the East End of London.

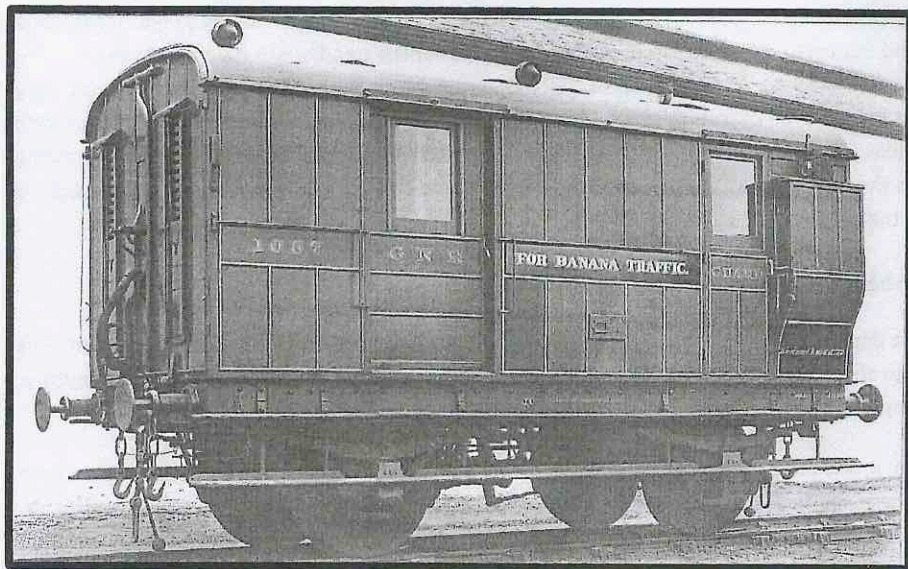
To be continued

LOCAL MODEL SHOPS

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.

| | | | | |
|------------|-----------------|-------------|------------------|-----------|
| Antigua | Ecuador | Madagascar | Madeira | Guatemala |
| St Lucia | Canary Islands | West Africa | Colombia | Mexico |
| Costa Rica | Central America | Honduras | Windward Islands | Cuba |
| Panama | Jamaica | | | |



The picture that started it all! Ex GNR 3-ton Banana van No. 1057 with Guard's compartment. Two doors were provided on each side for the guard's access and van entry. The vehicle was not originally intended for Banana traffic, as the newly painted panel 'FOR BANANA TRAFFIC' confirms. It had vacuum brakes, safety chains, Mansell wheels and is fitted with a brake lever on both sides. Lamp irons were provided at each end to carry a tail lamp when the vehicle was attached to the rear of a passenger train. Beneath the guard's ducket was applied 'to be returned to MANCHESTER'. Presumed photographed, after change of use, on Wednesday, 23.05.1906.

Below bananas seen growing within the Shopping Mall, Central Milton Keynes, (near to HMV shop), during March 2010.



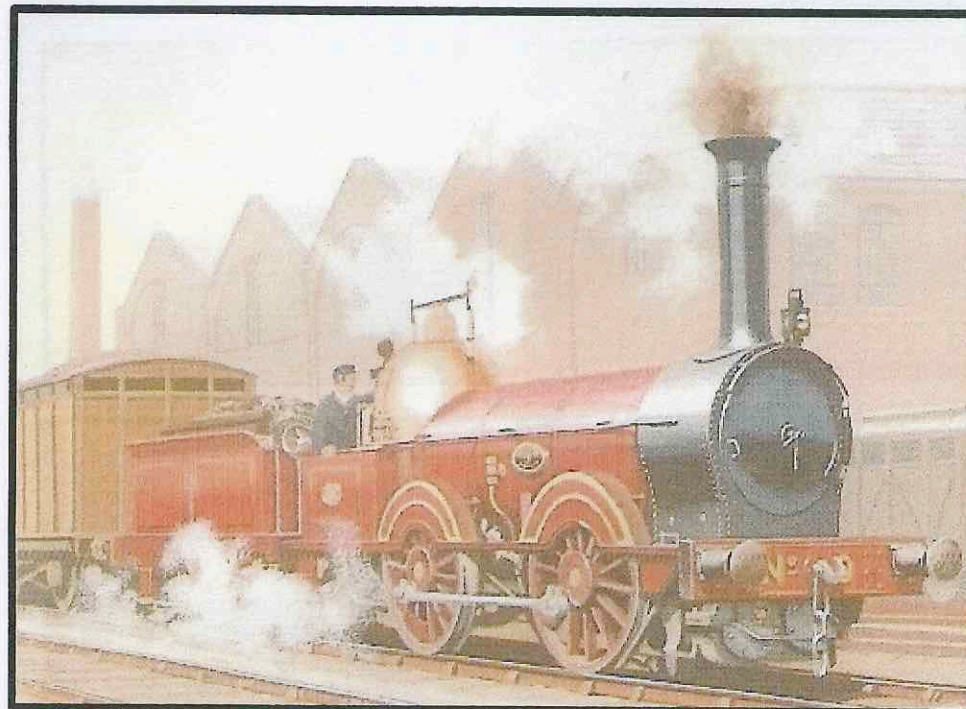
PORTS

The early ports used for the import of the fruit were Avonmouth (Bristol, GWR) and Hull (H&BR, later LNER) – probably the shortest sea route from Canary Islands or West Indies/Central America. Traffic for Southern England (south of Birmingham) whilst traffic for north of

A HISTORY OF BRITISH RAILWAYS

No 4

FR CLASS A3



Seen here is No 9 engine of the Furness Railway. Based on an Edward Bury by Fairbairn of Manchester in 1855, this 2 cylinder 0 – 4 – 0 ran on 4ft 6in wheels and featured the striking 'haycock' copper firebox. Its plate frame tender carried 2 tons of coal and 1000 gallons of water, and the engine remained in service until 1901.

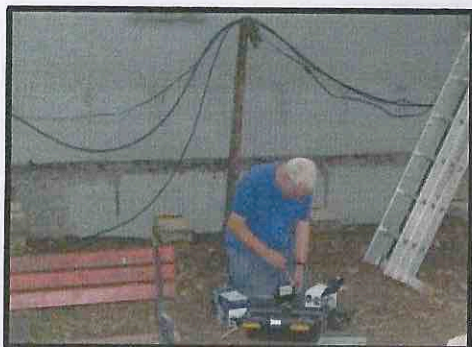
Famous as 'Coppernob', No 3 engine of the similar A2 class was displayed in a glass pavilion at Barrow until an air raid in May 1941 caused shrapnel damage which it wears to this day at the National Railway Museum, York.

Opened in 1844 to link the mines at Dalton and Kirkby with Barrow, later amalgamations saw the Furness Railway spread to Coniston and Ulverstone, where it had its own steamers.

At Lindal in 1892 one of Furness Railway's 0 – 6 – 0 engines was lost when the track gave way and it fell 200ft. down a disused mine.

CLUB ACTIVITIES

This is a further selection of photographs, showing the excellent work, being carried out on the outside area. We certainly have something to look forward to next year, when hopefully, we will have a completed layout so we can run trains outside, on long hot summer evenings.



L.N.E.R. GOODS TRAFFIC – BANANAS (Part One)

by Les Wood

(or The Vice President goes Bananas)

My interest in Bananas was aroused after I purchased a copy of John Crawley's excellent 'Focus on the Great Northern Railway' where on page 108 shows a photograph of a 3 Ton 4 wheel passenger brake van in teak – No 1057, which had been modified for use in 1906 and labelled 'for Banana Traffic' and 'return to Manchester'. It would appear the vehicle's ends were modified to incorporate vertical sliding slats to assist in controlling the temperature within the vehicle. This was very important for this type of fruit to arrive in the best possible condition, as once ripe, will deteriorate quite rapidly. Banana vans were the only freight vehicles to have steam heating fitted for use during transit, as the fruit ripened at a temperature of 52°F, and the internal temperature was controlled by use of the slats.

THE BANANA

The edible Banana (botanical sub – genus name *Musa sapientum* – 'the fruit of the Wise Men' – as opposed to the biblical apple) has been known within our country since the seventeenth century, but not imported in quantity by Edward Fyffe until 1901.

Botanically it was recognised that other fruits were similar and hence the family Musaceae become known. These sub families cover a wide range of plants such as Arrowroot, Canes, Ginger, Grasses, Lilies and Palms. Also further developments included Abaca fibre, better known as Manila Hemp, used to make ropes and hawsers, particularly for use on ships, which of course has only been replaced by the man – made ropes in the past 30 years.

Early Bananas contained many seeds and it was by the natural hybridisation has led to the fruit we know today (and indeed for about the past 100 years).

Early imports of the fruit to this country were from the Canary Islands – these were about half the size of those we can now purchase. Due to the relatively short distance to the Canary Islands, it was possible to transport the fruit in crates as deck cargo. However, it was accepted in about 1898, it would be necessary to use ships with either cooling or refrigeration to import the fruit from Central America or the West Indies.

Bananas grow in bunches on stems with the fruit growing in clusters (or hands) forming groups. Each hand can consist of up to twenty bananas and up to two hundred can form a bunch on a stem. These are picked green and generally were transported in cartons (later timber crates) to protect the delicate fruit.

Countries which produced the fruit:-



'trainspotting', just a few years before this accident occurred. At the time of the crash I was 23, and working in Bedford, so I did not get to see this crash, until I got home from work and by this time it was already dark, but the crash site was all light up.

A southbound freight from Leeds (4E57) was steadily heading along the up slow line at Sandy. The distant signal was on; this was for signals at the junction where the slow line joined the up fast for the double-track bottleneck through Sandy Station.

However, it would appear that the driver and the second man missed this signal. When their train reached the home signal, this was also on, with inevitable result that their locomotive, Brush Type 4 Co-Co No. D1521, went into the sand drag, and turned onto its nearside.

The sudden deceleration caused the vehicles in the train to ride up into each other, throwing themselves in all directions and blocking all four lines and, as daylight dawned, it was clear that although no-one was seriously injured, this was a major incident.

While the motive power was diesel, it was very much a steam-age accident. Semaphore signals were still in use and the train comprised steam-era four-wheel vehicles. The clear-up operation was also steam-age too, as steam-powered breakdown cranes from Kings Cross, Peterborough and Cambridge were summoned.

It was a very cold night and it is thought that both men momentarily dozed off in the stuffiness of that cab. There seems to be no other obvious reason that both men missed the distant signal on such a clear night.



There is at least one inaccuracy in the Steam World article, not about the accident, but Sandy is located in Bedfordshire, not Hertfordshire!

Page 19

SANDY CRASH ON FRIDAY DECEMBER 18TH 1964

SALDANHA'S GIANT TRAINS

Submitted by Colin Joyce

Every week 35 long trains, each more than 4km in length, carry iron ore from Sishen in the Northern Cape to Saldanha Bay on the Cape West Coast.

The new long trains, which are about 50% longer than their predecessors, have been phased in since July last year, when Transnet Freight Rail began commercially implementing Radio Distributed Power (RDP) control systems on the class 9E electric locomotives and Class 34 diesel locomotives deployed on the 861-km Sishen – Saldanha line. The RDP systems provide the overall control required to enable the new long trains – each consisting of 342 wagons hauled by three electric and seven diesel locomotives – to operate efficiently.



An ore train passes through Elands Bay, some 45km out of Saldanha.

Prior to the introduction of the RDP systems the length of the trains was limited to a maximum of 228 wagons per train. The need for Transnet Freight Rail to run more or longer trains arose from having to meet the higher tonnages and ramp-up requirements that resulted from substantially increased output by the two major opencast mining operations producing the ore – Kumba Iron Ore's Sishen Mine, and Assmang's Khumani Mine. As part of the improvements to meet this need, the line was upgraded to handle the increased throughput of more than a million tonnes of iron ore per week.

The upgrade and efficiency improvements of the locomotives started with an upgrade and general overhaul contract that was awarded in 2000 to Germiston-based Actom Transport Equipment & Projects (TEP) – then Alstom Transport Equipment & Projects. The key portion of this contract was installation on each of the 31 electric locomotives operating on the ore line, of state-of-the-art

Page 16

Agate (Advanced Generic Alstom Traction Electronics) control systems. The Agate systems, produced by Alstom's electronics systems centre of excellence in Villeurbanne, France, control the operations of each electric locomotive individually.

Subsequently, 2006 Transnet Freight Rail assigned to TEP the task of installing and integrating Phase 1 of the new electronic brake and associated RDP systems on the 9E locomotives. TEP was supported in this by Alstom in Preston, responsible for the project and technical interfaces, and Alstom in Villeurbanne, which provided technical backup on interfacing the Agate systems with wireless RDP system, supplied by General Electric of the US.

"The RDP technology was initially implemented and tested on some trains back in December 2007, while full commercial use of the system went into operation in November 2009 after all the electric and diesel locomotives had been upgraded to RDP configuration," explains Frans Weygertze, TEP's 9E project manager. "In addition to the new electronic brake system, the challenge was to interface the Agate control system with the RDP control system to enable the RDP system to manage and co-ordinate the operation of the independent control systems of each of the electric locomotives in the train, with improved fault reporting and fault handling features."

"The control system of each locomotive feeds the required instructions and messages to the RDP system, which in turn sends and receives messages from the lead locomotive to the locomotives in the remote set-ups." "The RDP technology combined with the electronic brake-racks ensure high braking efficiency as well as increasing the pulling power of the locomotives by enabling the locomotives to be spread evenly at strategic positions within the train instead of all together at the front," Weygertze stated.

The installation and interfacing of the RDP control systems and electronic brake-racks, plus other enhancements, were added to the original main contract as variation orders, bringing the value of the contract in total to over R400 million, making it by far the largest upgrade contract undertaken by TEP to date.

Some background to a world record

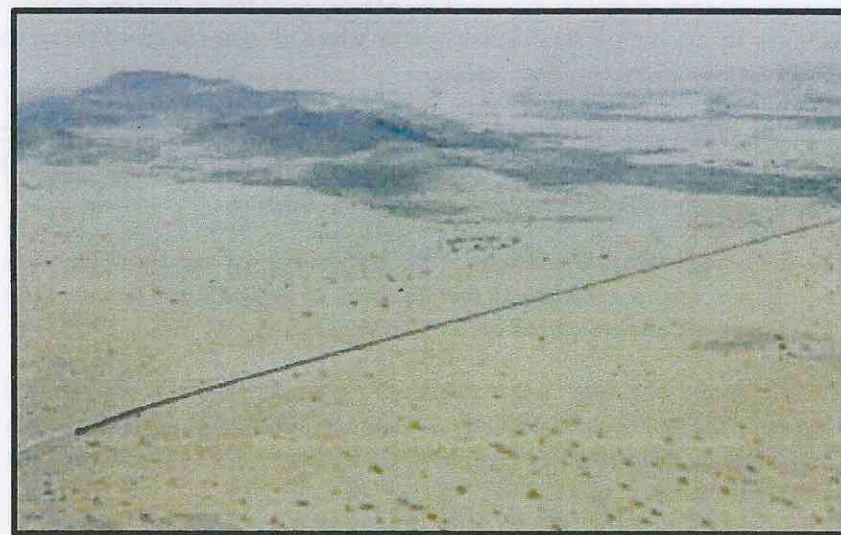
In August 1989 Transnet ran an ore train consisting of 660 loaded iron ore wagons along the entire 861km of track between Sishen and the port at Saldanha, setting a new world at the time for a heavy haul train. This was accomplished on Cape gauge railway – 1067mm or 3ft 6inches – the same gauge as used throughout Southern Africa.

Apart from establishing a few records the purpose of running such a long train was to conduct research into determining whether various factors were possible. In addition to the 660 loaded wagons, the trains included three other vehicles – a coach, a container wagon carrying instruments and spares, and a diesel tank car – it was calculated that the diesel locomotives would require

refuelling during the journey. The coal wagons were arranged in semi-permanent pairs and each single wagon weighed 118.5t and carried a load of 8.5t. The total length of this mammoth train was 7,208km with a total weight of 71,232 tonnes. Excluding the locomotives the total weight amounted to 69,027 tonnes. The locomotives used to haul the train were 9 Class 9E electrics and 7 Class 37 diesel-electric locomotives.

The make-up of the train looked like this: Five Class 9E electric locomotives in multiple at the front, 470 CR5 ore wagons, four Class 9E electric locomotives, 190 CR5 ore wagons, seven Class 37 diesel-electric locomotives in multiple, an accommodation coach, a diesel fuel tank wagon, and a container wagon.

The record was submitted to the Guinness Book of Records, although not to be outdone, the Australians later arranged a slightly longer train to recapture the record.



Question: How do you photograph a 7km train? With difficulty, is the reply, or in this case, from the air.

HMRS MEETINGS AT THE MANSION, BLETCHLEY PARK

| | | | |
|--------------------|------|---------------------------------|----------------|
| Wednesday January | 26th | Archive Films | Frank Banfield |
| Wednesday February | 23rd | Trains in Kent and East Sussex | Tony Manktelow |
| Wednesday March | 30th | The Brighton Line | Brian Webb |
| Wednesday April | 27th | Great North of Scotland Railway | Keith Fenwick |