



CAPTION COMPETITION

Last issue's result

Unfortunately, there were no entries for this competition, so the Editor and his wife once again enjoyed the prize.

Please do not forget to enter this issue's caption competition on page 30

USE YOUR NEWSLETTER FOR YOUR BENEFIT

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

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

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

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

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

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

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

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

KEEP THE ARTICLES AND INFORMATION COMING IN

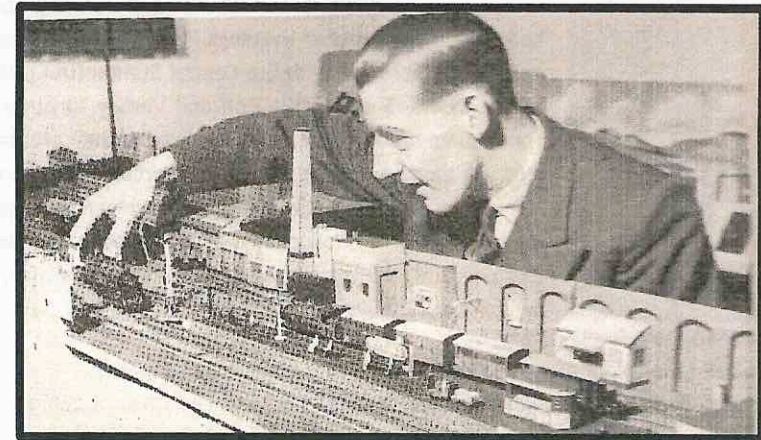
The next MKMRS 'Quarterly News' will be published on Tuesday June 7th 2011, which will cover June, July and August 2011, for forthcoming events.



"QUARTERLY NEWS"

No 163

SEE PAGE 3 FOR AGM & OTHER CLUB NEWS SPRING 2011



Our outgoing President Jim Wood, who stood down at the AGM, operating his 16.5mm stud contact layout at The Norwood Model Railway Club Exhibition, as seen in the April 1955 edition of the Model Railway News. The club wishes Jim all the very best for the future.

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:- Les Wood Vice-President:- Vacant

Chairman:- Dennis Lovett Vice-Chairman:- Tim Page Secretary:- Chris Hughes

Treasurer/Membership:- Bob Taylor 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:- Peter Holden Club Merchandise:- Ken Ranns

Committee:- Chris Lester Tony Winn Colin Joyce Bill Ball

Editorial

Welcome to the first edition of 2011, Christmas and New Year are now a distant memory, our AGM and Exhibition have come and gone, and we are already almost a quarter of the way into 2011. We have still got a great deal to look forward to, with the Outside Layout looking as if it will be up and running for those, hopefully, long summer evenings. There is also plenty to do inside the clubrooms with the Central Station (DCC), Norwood, Milton Quays, Sherwood/Wilton and Verney Junction layouts. The tinplate room will be replacing three of their present tracks, they will then be back to four running circuits. We can also look forward to a another trip during the summer to a preserved railway, and there is talk of an overseas trip to a large exhibition (See page 26). Not to mention a nice cup of tea, advice, chitchat and pleasant company!



To enable us to keep the colour pictures, which means starting the printing quite early, large articles would be appreciated as soon as possible after the previous issue has been distributed to members.

John

MONEY TO CHARITY

During 2010 we collected £315 – 16p, which included £100 – 56p from the Christmas Trains and Mince Pies night 'tea cash' pot. This was rounded up by the club to £350 and given to Willen Hospice. Many thanks and well done to every member who donated to this very deserving cause.

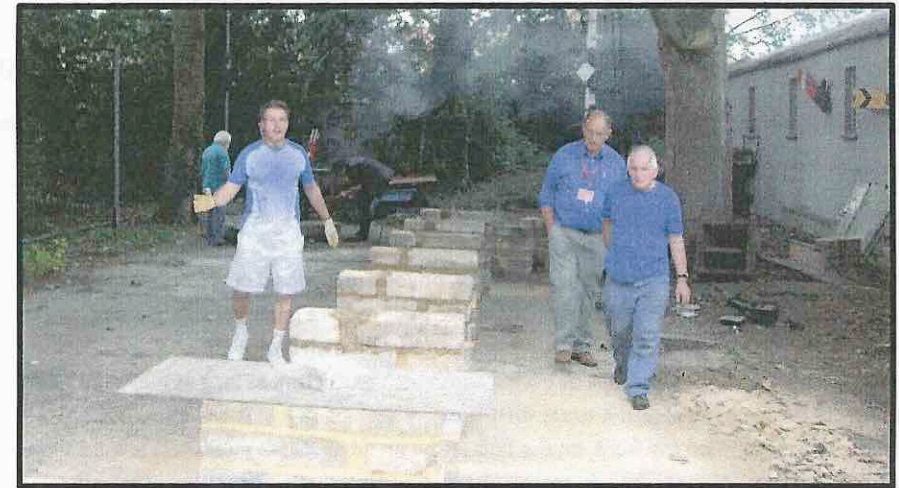
All articles and photographs are by the Editor unless other wise stated.

GUESS THE CAPTION COMPETITION

There will be a small prize for the best entry received by April 30 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.

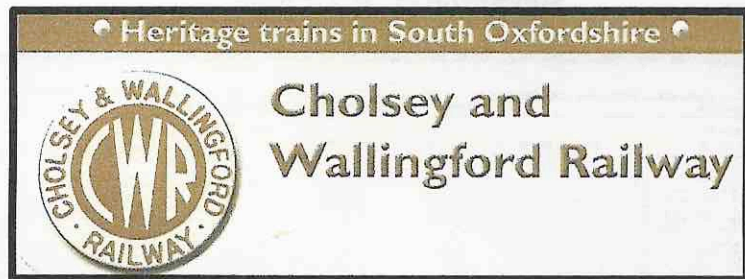


Sarky

For many years a freind of mine bought lots of green locomotives, then foolishly he bought a red engine for a change, when his wife saw it she went mad saying I see you have TWO trains

now.

LOCAL RAILWAY PLACES OF INTEREST



5, Hithercroft Road, Wallingford, Oxfordshire, OX10 9GQ

Enjoy a heritage train ride on our rural branchline that was first opened in 1866. Our line runs through the beautiful countryside of South Oxfordshire and links the historic riverside town of Wallingford, with First Great Western Trains at Chorley Station. Travel in our 1950's coaches, hauled by one of our own heritage diesel locomotives, or by a visiting steam locomotive.

On your journey, look out for Cholsey Church, where Agatha Christie is buried, and perhaps spot the magnificent Red Kites, that are often seen flying across the line. Wallingford and the River Thames are just a 10minutes walk away, where you will find castle ruins, a museum and a selection of shops, restaurants and pubs. Wallingford station has a cafe for hot and cold drinks and a range of snacks. The refurbished museum of local railway artefacts is located in a rare 19th Century coach. A gift shop selling souvenirs, books, magazines and videos, a variety of coaches and wagons under restoration, free bouncy castle rides, free car parking and disabled access.



A WORD FROM THE CHAIRMAN

2011 is now a few weeks old, but this is the first opportunity to wish you all a happy New Year in print.

From a club perspective, I am sure that it will be much better than the last. We still have uncertainty about our long term position at Bletchley Park but that is something we are going to have to learn to live with – and the longer the better as far as I am concerned.



Whilst we have lost one or two members to other clubs, we have also gained new ones. What we need now is a period of stability and to get on with what we do best. Our exhibition gives us an opportunity to perhaps recruit one or two more members, although it amazes me the amount of people I see buying model railway magazines in Smith's and elsewhere that I do not know.

There is plenty of work to be done in 2011. The outdoor layout has been completely rebuilt and Nick Dean has done an excellent job in getting ready for the track laying team. The tinplate room will soon see the start of track replacement and work continues on other projects.

The important thing for us is to ensure that we continue to cater for different scales and other disciplines. We have been asked to look again at some form of '0' gauge provision and we will look how such a facility could be incorporated into the former DCC room. '0' gauge was at one time more popular in the club, than '00' scale, but that has changed considerably over the past few years. We shall be reporting our findings to the next QGM.

At the AGM I asked for members to be tolerant towards those working in a different scale to their own one preferred one. It is important we appreciate different scales and we can learn something from them. It also gives us members the opportunity to try something different without committing to building our own layout or purchasing large amounts of equipment.

At the next AGM I hope the phrase I used this year, "All trains are equal – none are more equal than others" will continue to hold true. It is a challenge that we must endeavour to meet.

Dennis Lovett (Chairman)

HMRS MEETINGS AT THE MANSION, BLETCHLEY PARK

Wednesday March 30th The Brighton Line

Brian Webb

Wednesday April 27th Great North of Scotland Railway

Keith Fenwick

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 Peter Hyde ('00' gauge including DCC) as a new member. We hope you have a long and enjoyable stay with the club. If any of the recent new members would like copies of back numbers of the 'Quarterly News', 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.

Archives and Photographs – 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. 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.

New Committee Members – President – Les Wood, Vice Chairman – Tim Page, Treasurer – Bob Taylor, Auditor – Peter Holden and committee member – Colin Joyce.

Clubman of the Year – Congratulations to Nick Dean who was named as 'Clubman of the year', for 2010, thanks to his work carried out on the outside layout, in all weathers. See page 8

School Holidays – Blechley Park would like us to cover the Easter and Summer school holidays.

Membership – At the end of 2010 the membership was as follows: Under 65 – 34, Over 65 – 39, Associate members – 9, Total 82.

Subscriptions – Subscriptions for 2011 will remain the same as 2010, Under 65 - £40, Over 65 - £30 and Associate members - £25.

2010 Visitors through the Door – The total number of visitors for 2010, which includes, Week-end openings, school holiday openings and school visits, was a staggering **23,184**. Well done to all those concerned.

Outings – Chris Hughes is checking the prices of coaches, with a view to organising another club outing to a preserved railway, he has several locations in mind. Peter Jones is also considering organising a trip to an overseas exhibition (see Page 26). Speak to the relevant person if you are interested in either of these trips.

BLETCHLEY TO CAMBRIDGE TRAIN TIMETABLE (Jan – Feb 1954)

Submitted by Roger Mills

BLETCHLEY – WOBURN – BEDFORD – CAMBRIDGE LONDON MIDLAND REGION TABLE 3													CAMBRIDGE – BEDFORD – WOBURN – BLETCHLEY LONDON MIDLAND REGION TABLE 3																		
WEEKDAYS													WEEKDAYS																		
No. 1.	SK	SO	SK	SO	SK	SO	SK	SO	SK	SO	SK	SO	No. 1.	SK	SO	SK	SO	SK	SO	SK	SO	SK	SO								
Blechley	640	754	8	5	10	0	11	10	1218	120	2	5	355	422	5	10	615	727	9	23	9	38	11	8	2	5	248	358	4	0	420
Fenny Stratford	643	756	7	10	4	11	12	1220	122	2	7	353	425	5	11	617	729	10	24	10	41	11	8	2	5	251	361	5	0	423	
Bow Brickhill	646	759	6	8	11	11	11	1115	110	2	10	351	428	5	12	620	732	9	25	10	42	12	9	2	5	254	364	6	0	426	
Woburn Sands	650	763	4	8	10	8	11	1119	1226	130	2	10	349	432	5	12	624	736	10	26	10	43	12	9	2	5	257	367	6	0	429
Aspley Guise	654	767	3	8	9	11	11	1122	1230	130	2	10	347	436	5	12	628	740	10	27	10	44	12	9	2	5	260	370	6	0	432
Ridmont	656	769	2	8	10	10	11	1126	1231	131	2	10	344	440	5	12	632	744	10	28	10	45	12	9	2	5	263	373	6	0	435
Lidlington	7	817	2	8	10	10	11	1130	1235	136	2	10	342	444	5	12	636	748	10	29	10	46	12	9	2	5	266	376	6	0	438
Millbrook	7	820	2	8	10	10	11	1133	1238	137	2	10	340	448	5	12	640	752	10	30	10	47	12	9	2	5	269	379	6	0	441
Stewartby	7	823	2	8	10	10	11	1138	1243	138	2	10	338	452	5	12	644	756	10	31	10	48	12	9	2	5	272	382	6	0	444
Kempston Hard.	729	842	1	8	10	10	11	1142	1247	139	2	10	336	456	5	12	648	760	10	32	10	49	12	9	2	5	275	385	6	0	447
Bedford, St. J.	732	845	1	8	10	10	11	1146	1251	140	2	10	334	460	5	12	652	764	10	33	10	50	12	9	2	5	278	388	6	0	450
Sandy	746	859	1	8	10	10	11	1150	1255	141	2	10	332	464	5	12	656	768	10	34	10	51	12	9	2	5	281	391	6	0	453
Cambridge	841	954	1	8	10	10	11	1154	1300	142	2	10	330	468	5	12	660	772	10	35	10	52	12	9	2	5	284	394	6	0	456

WEEKDAYS—continued													SUNDAY												
No. 2.	SK	SO	SK	SO	SK	SO	SK	SO	SK	SO	SK	SO	No. 2.	SK	SO	SK	SO	SK	SO	SK	SO	SK	SO		
Blechley	638	750	8	11	8	28	9	5	.....	.....	.....	.....	1254	1254	647	735	.....	.....	.....	.....	.....	.....	.....
Fenny Stratford	640	752	7	10	7	31	9	7	.....	.....	.....	.....	1256	1256	649	737	.....	.....	.....	.....	.....	.....	.....
Bow Brickhill	643	755	6	9	10	31	9	7	.....	.....	.....	.....	1258	1258	651	739	.....	.....	.....	.....	.....	.....	.....
Woburn Sands	646	758	5	9	10	31	9	7	.....	.....	.....	.....	1260	1260	653	741	.....	.....	.....	.....	.....	.....	.....
Aspley Guise	650	762	4	9	10	31	9	7	.....	.....	.....	.....	1262	1262	655	743	.....	.....	.....	.....	.....	.....	.....
Ridmont	652	764	3	9	10	31	9	7	.....	.....	.....	.....	1264	1264	657	745	.....	.....	.....	.....	.....	.....	.....
Lidlington	654	766	2	9	10	31	9	7	.....	.....	.....	.....	1266	1266	659	747	.....	.....	.....	.....	.....	.....	.....
Millbrook	656	768	1	9	10	31	9	7	.....	.....	.....	.....	1268	1268	661	749	.....	.....	.....	.....	.....	.....	.....
Stewartby	658	770	1	9	10	31	9	7	.....	.....	.....	.....	1270	1270	663	751	.....	.....	.....	.....	.....	.....	.....
Kempston Hard.	660	772	1	9	10	31	9	7	.....	.....	.....	.....	1272	1272	665	753	.....	.....	.....	.....	.....	.....	.....
Bedford, St. J.	662	774	1	9	10	31	9	7	.....	.....	.....	.....	1274	1274	667	755	.....	.....	.....	.....	.....	.....	.....
Sandy	664	776	1	9	10	31	9	7	.....	.....	.....	.....	1276	1276	669	757	.....	.....	.....	.....	.....	.....	.....
Cambridge	666	778	1	9	10	31	9	7	.....	.....	.....	.....	1278	1278	671	759	.....	.....	.....	.....	.....	.....	.....

SO—Saturday only. SK—Not Saturday.

YOU HAVE TO SMILE!

(Jokes and cartoons always welcome)

Paddy went for a job at a large chemical plant and the man interviewing him, asked Paddy what he knew about Nitrates, Paddy replied "They used to be time and a half." **John Forman.**

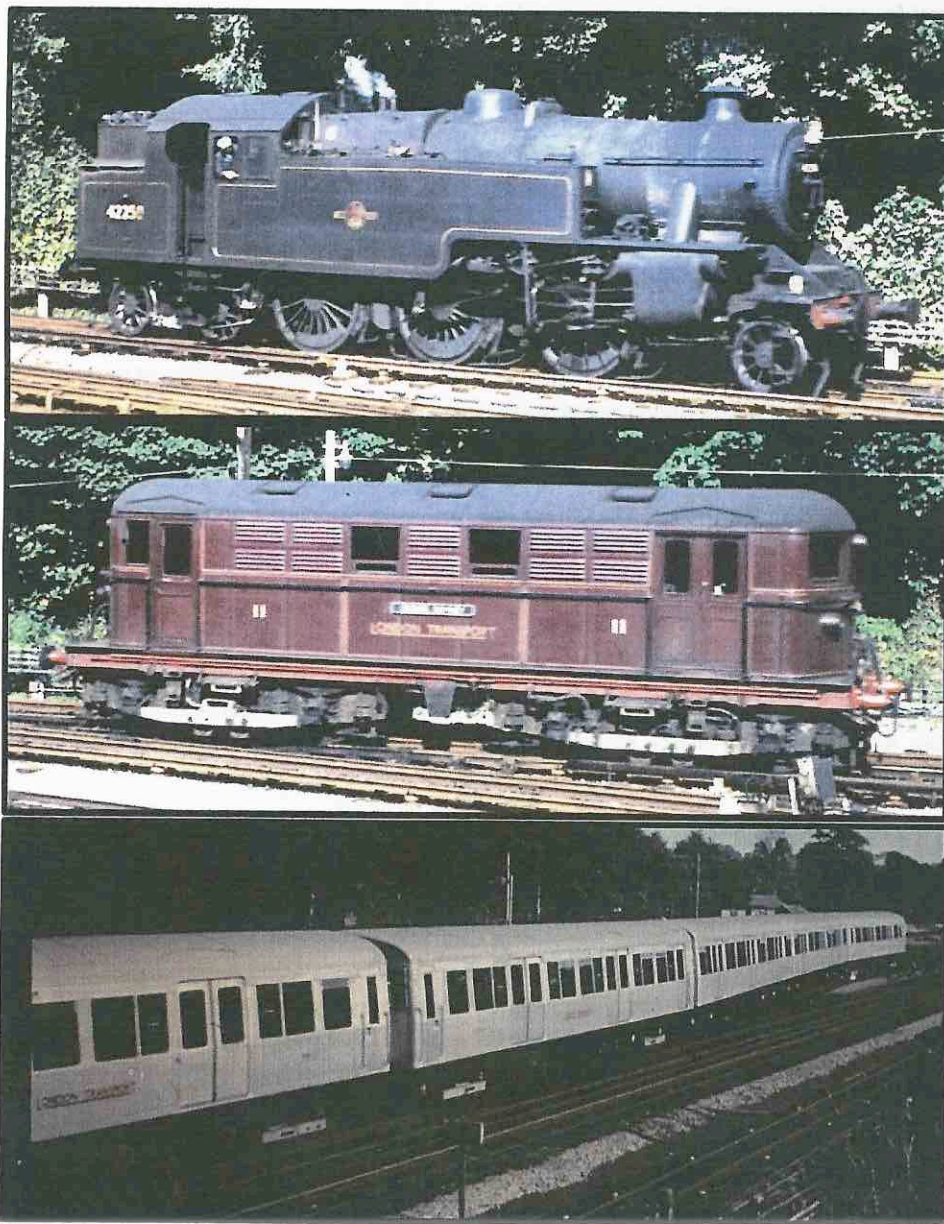
Two elderly ladies had been friends for many decades. Over the years, they had shared all kinds of activities and adventures. Lately, their activities had been limited to meeting a few times a week to play cards. One day, they were playing cards when one looked at the other and said, 'Now don't get mad at me... I know we're been friends for a long time, but I just can't think of your name! I've thought and thought, but I can't remember it. Please tell me what your name is. Her friend glared at her for at least three minutes she just stared and glared at her. Finally she said "How soon do you need to know?" **Colin Lomas.**

Cartoon submitted by Bruce Hankins



AROUND RICKMANSWORTH STATION IN 1961 WITH MY CAMERA

by Eric Bowman



SPRING 2011 WEEKEND DUTIES

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.

March	Sat 5th Eric Bowman	Jim Wood	Les Wood
	Sun 6th Roger White	Michael Clements	
	Sat 12th Ken Ranns	Bruce Hankins	
	Sun 13th Peter Jones	Stephen Walker	
	Sun 20th Chris Hughes	Bernard Worden	
	Sat 26th Ian Bartlett	Roy Duckers	
	Sun 27th Nick Dean	Mike Morley	
April	Sat 2nd Geoff Trenholme	John Page	
	Sun 3rd Bill Ball	Peter Ball	
	Sat 9th Paul Wakley	Wayne Webb	
	Sun 10th John Forman	Michael Clements	
	Sat 16th Derek Hart	Ted Mellor	
	Sun 17th Dennis Lovett	Peter Holden	
	Fri 22nd Ken Ranns	Bruce Hankins	
	Sat 23rd Tim Page	Colin Joyce	Bill Pearce
	Sun 24th Fred Collins	Phil Wood	John Dibben
	Mon 25th Chris Hughes	Peter Holden	
	Sat 30th Robin Rowles	Neil Dewar	
May	Sun 1st Roger White	Michael Clements	
	Mon 2nd John Forman	David Ramsey	Brian Barnes
	Sat 7th Ken Ranns	Bruce Hankins	
	Sun 8th John Hatton	Bruce Garwood	Alan Henshaw
	Sat 14th Chris Lester	Adrian Finney	
	Sun 15th Chris Baker	Andy Eve	
	Sat 21st Eric Bowman	Jim Wood	Les Wood
	Sun 22nd Peter Jones	Ray Cousins	
	Sat 28th Charlie Alexander	Terry Silver	
	Sun 29th Bill Ball	Peter Ball	
	Mon 30th Nick Dean	Mike Morley	

Speed Record A train reached 302mph in China recently – the fastest speed by a conventional passenger locomotive. It was on a test run for a £21 billion Beijing to Shanghai line that will halve the current travel time to five hours on opening in 2012.

PRESERVED RAILWAYS DIARY

- March**
- Sat 5th *Pendon Indoor Model Railways* – Madder Valley Railway is running 2pm.
- Sat 12th *Bluebell Railway* – Branch Line Weekend (2 days)
North Norfolk Railway – Spring Steam Gala
- Sat 19th *Swanage Railway* – Railway at Work Weekend – Behind the scenes (2 days)
West Somerset Railway – Spring Steam Gala (2 days)
- Thu 24th *West Somerset Railway* – Spring Steam Gala (4 days)
- Fri 25th *Mid Hants Railway* – Spring Steam Gala (3 days)
Great Central Railway – 1960's Gala – Steam and Diesel Locos (3 days)
- April**
- Sun 3rd *Chinnor and Princes Risborough Railway* – Mother's Day – Mums travel free
The Lavender Line – Mother's Day – Mums travel free
- Sat 9th *North Norfolk Railway* – Vintage Bus Weekend (2 days)
Rushden Transport Museum – Opening of line extension (2 days)
Colne Valley Railway – Vintage Vehicle Rally (2 days)
- Sat 16th *Bluebell Line* – Toy and Rail Collectors Fair – Railway and Modelling items
- Thu 21st *Severn Valley Railway* – Tornado Returns! Pre-booking is essential. (7 days)
- Fri 22nd *Pendon Indoor Model Railways* – Madder Valley Railway is running 11am.
- Fri 29th *North Yorkshire Moors Railway* – 175th Anniversary Gala (10 days)
- Sat 30th *Kent & East Sussex* – Gala Weekend – Visiting loco 'City of Truro' (3 days)
- May**
- Sun 1st *Mid-Suffolk Light Railway Museum* – Middy in the War Years (2 days)
Buckinghamshire Railway Centre – Spring Steam Gala (2 days)
Cholsey and Wallingford Railway – Plant sale – discount prices (2 days)
- Fri 6th *Swanage Railway* – Diesel Gala & Red Lion Beer/cider festival (3 days)
- Sat 7th *Bluebell Railway* – Southern at War – re-enactors and displays (2 days)
- Sun 8th *Bressingham Steam Museum* – Dad's Army Day
- Sat 14th *Kent & East Sussex Railway* – 1940's Weekend (2 days)
Great Central Railway – Diesel Gala
Cholsey and Wallingford Railway – Guinness Weekend (2 days)
Rushden Transport Museum – TPO Experience – sort the mail (2 days)

PROPOSED TRIP TO EUROSPoor RAILWAY SHOW 2011 by Peter Jones

For those of you at the Annual General Meeting will have heard Chris Hughes telling us about club events and outings in 2010. He said that perhaps Cologne as a venue in November 2011 should be given a rest for a year or so. Chris has agreed we should put Utrecht Eurospoor 2011 forward as a possible venue, if enough members and their families wish to go. Chris will make an announcement in the near future with regards to the details and travel cost etc., and will invite anyone interested to speak to me. I have put together an information pack about the show and Utrecht tourist details and a copy of last year's programme. I also have my own videos from 2007 and 2010 available for viewing on DVD.

This article is by way of an introduction to the largest Model Railway Exhibition in Europe. It needs at least two days to appreciate it fully. Also it has, in the next hall as part of the show, one of the largest gatherings of traders, selling new and secondhand items and yes, you can haggle on the used articles. Many of you will have seen things I have purchased from my two previous visits in 2007 and 2010. Now to the details, the show is on Friday the 28th, Saturday 29th and Sunday 30th of October 2011 at Utrecht in Holland. It is held in two massive halls – last year there were in excess of 80 layouts in the main hall, (hall 3 and 4 combined) measures 130 metres by 105 metres, which equals 13,650sq metres floor space. Warley at NEC – Hall 5 – 2010 by comparison was 75 x 35 = 2,625sq metres which included all the traders! The trading hall No 2 is approximately 100 metres square, 10,000 square metres. Even from the floor plan I lost count of how many stands there were, probably in excess of 250. The traders were keen for your custom and it pays to have a good look around before deciding what to buy.

Outside the show there is plenty to do and see in this lively city, which has Holland's National Railway Museum, which was very interesting and plenty of British interest. There are nice shops, good food, Amstel Beer and plenty of trams to ride on as well as good railway excursion possibilities. You are just 30 minutes away from Amsterdam by double deck trains.

As Friday is definitely the best day for both viewing and buying, less crowds and no school children, it would mean travelling out on the Thursday morning 27th October with Eurostar to Brussels, a change there to an Amsterdam train and a change at Rotterdam for a local train to Utrecht. Or you could, for a few more pounds, go through Amsterdam Central and get a local train to Utrecht from there. Travel time from St. Pancras is about six hours. Accommodation, I would suggest a four night stay, travel out Thursday – return Monday morning. The hotel I stayed in 2007 was the IBIS hotel, Utrecht (chain of hotels.) It is a 15-20 minute walk to the exhibition and station or a tram ride away. Last year the double and single room rate was round £70 per night room only for two people.

Website for 2011 show on:- <http://www.eurospoor.nl/index-b.html> in English. Loads of video on YouTube browse on Eurospoor 2010

In Sacred Memory of
**THE OFFICERS, CREW and
 PASSENGERS** of the British Airship R.101
 which Crashed in France on
 Sunday Morning OCT. 5th 1930.
 with a loss of 48 lives including Lord Thomson, Air Minister
 and Sir Sefton Brancker, Air Vice Marshal.
 May Their Souls Rest in Peace.

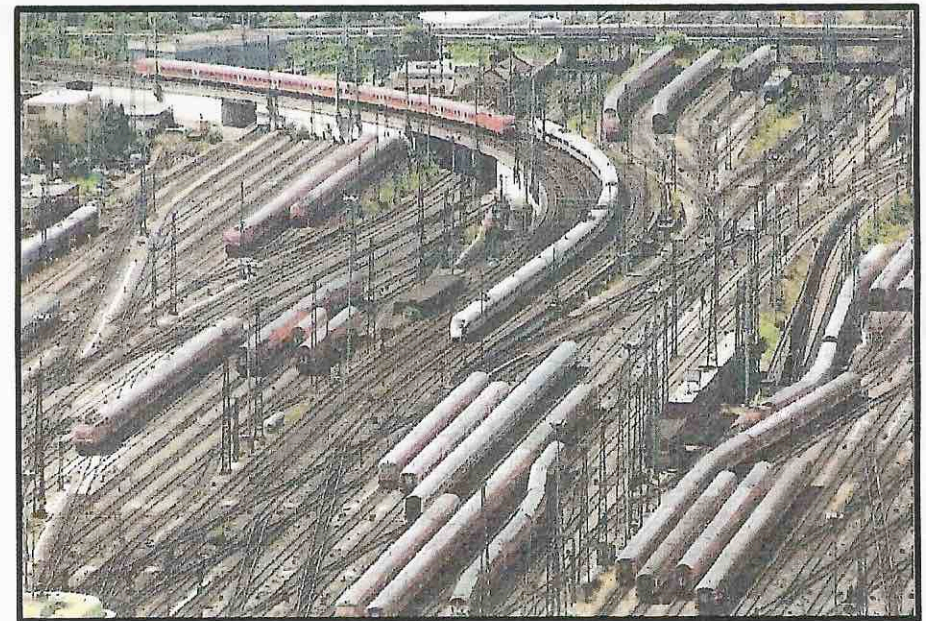
THE MEN WHO DIED.

Lord Thomson (Air Minister),
 Sir Sefton Brancker (Air Vice
 Marshal), Wing-Commander R. E.
 B. Colmore, Major G. H. Scott,
 Lieutenant-Colonel V. C. Richmond,
 Major P. Bishop, Flight-Lieutenant
 H. C. Irwin, Squadron-Leader E.
 L. Johnston, Lieutenant-Comman-
 der N. G. Atherstone, Flying-
 Officer M. H. Steff, Mr. M. A.
 Giblett, Squadron-Leader F. M.
 Rope, A. Bushfield, Squadron-
 Leader W. H. L. O'Neill, Squadron-
 Leader W. Palstra (Royal Austra-
 lian Air Force), G. K. Atkins, S.
 Blake, J. Buck, C. A. Burton, F.
 Elliott, G. J. Fergusson, H. E.
 Ford, P. A. Foster, W. R. Gent,
 E. A. Graham, A. C. Hastings, F.
 Hodnett, G. W. Hunt, S. T. Keeley,
 T. A. A. Key, W. H. King, A. H.
 Watkins, M. F. Littlekil, C. H.
 Mason, J. W. Megginson, W.
 Moule, A. W. J. Norett, L. F.
 Oughton, W. A. Potter, W. G.
 Radcliffe, M. G. Rampton, A. J.
 Richardson, E. G. Rudd, A. H.
 Savidge, S. E. Scott, G. W. Short,
 G. E. Taylor. Rigger Church.

EAST LONDON PRINTING CO., LONDON, E.C.

Thanks to everyone who helped with this article, by loaning photos and supplying information.

- Sun 15th *Mid Hants Railway* – Alresford Watercress Festival
Colne Valley Railway – Diesel Gala – all available diesels will be running
- Fri 20th *Severn Valley Railway* – The Sounds of the 1960s
- Sat 21st *Bluebell Railway* – Open Weekend – Behind the scenes (2 days)
Chinnor and Princes Risborough Railway – Railway Open Day-behind scenes
- Fri 27th *Great Central Railway* – Golden Oldies – The oldest locos (4 days)
- Sun 29th *Rushden Transport Museum* – May Fair – Family Fun (2 days)
- Mon 30th *Buckinghamshire Railway Centre* – Annual Bus Rally



An aerial view of Frankfurt Main railway station submitted by David Lean

2011 SUBSCRIPTIONS ARE NOW DUE

The answer to the picture quiz (right) in the last issue,
 was they were all pictures with David Lean in them.



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

March

- Sat 5th KETTERING '0' Gauge Spring Convention at The Leisure Village, Thurston Drive.
ABINGDON EX at The White Horse & Tennis Centre, Audlett Drive. OX14 3PJ.
CHESHAM EXHIBITION - See model press for details
- Sat 12th ST NEOTS EX at the Millennium Com Cen, Burberry Rd, **BUCKDEN** Cambs PE19 5UY
BASSINGSTOKE EX at Aldworth Sci. Coll. Western Way, RG22 6HA (2 days)
- Sun 13th READING VINTAGE S/M & EX at Rivermead Leisure Cen, Richmond Ave. RG1 8EQ.
- Fri 18th ST ALBANS EVENING S/M at Frances Bacon School, Drakes Drive, 7pm to 9pm.
Sat 19th MARCH (Cambs) EX at Westwood Com Junior School, Maple Grove, PE15 8JT.
- Sat 26th BIGGLESWADE TCS Get-together & AGM, at the Wetherley Centre, Eagle Farm Road.
THE MODEL R/Y CLUB EX at Alexandra Palace, Wood Green, **LONDON**. (2 days)
TRING EX at Red Cross Hall, Faversham Close, Tring HP23 5BR.

April

- Sat 2nd 31A CAMBRIDGE EX at Memorial Hall, Woollards Lane, **Great Shelford**, Cambs.
- Sat 16th DE HAVILLAND EX at Methodist Ch Hall, Woodhall, Welwyn Garden City, Herts.
AMERSHAM EX Community Centre, Chiltern Ave, HA6 5AH.
BRAMBLETON Outdoor '0' Gauge Layout at **HARPENDEN** (See separate advert)
- Fri 22nd SLOUGH S/M at the Centre, Conference Venue, Farnham Road. 1030am - 3pm.
Sat 23rd YORK EXHIBITION at York Racecourse (3 days)
GAINSBOROUGH '0' Gauge Open Day at Florence Terrace (3 days)
- Sun 24th HARROGATE S/M at Yorkshire Events Cen, Great Yorkshire Showground, HG2 8PW.
Mon 25th HUNTINGDON S/M at W G Animal Shelter, London Rd, **GODMANCHESTER**.
- Tues 26th LETCHWORTH EVENING S/M at the Plinston Hall, Broadway, 7pm to 9pm.
- Sat 30th STAMFORD EX at Queen Eleanor Technical College, Green Lane, PE9 1HE

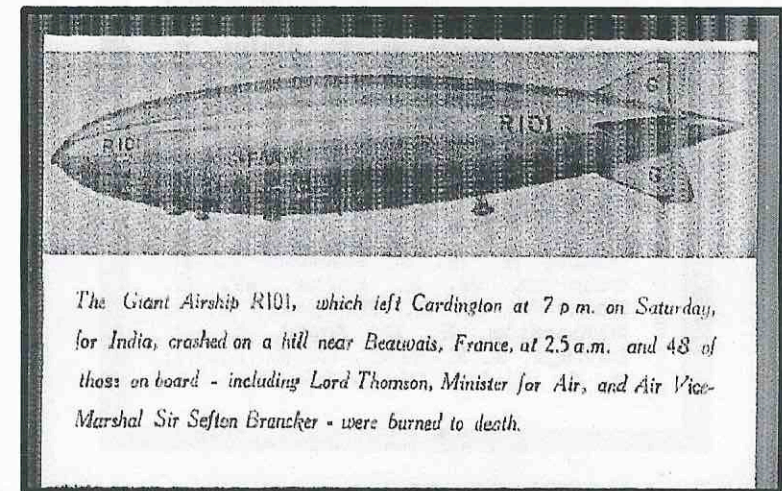
May

- Tues 3rd RUGBY EVENING S/M at the Benn Hall, Newbold Road, 7pm to 9pm.
- Sat 7th OXFORD S/M at the Exeter Hall, Oxford Road, **KIDLINGTON**.
ELY EX at City of Ely Community Centre, Downham Road, Ely. CB6 2SH.
SOUTH WEST HERTS EX at Queens School, Aldenham Rd, **BUSHEY**, WD23 2TY.

R101 AIRSHIP TRAIN (Part Five) by John Forman

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

To conclude this story, I have reproduced the small card which was given to everybody involved in the funeral. Michael Clements found this item when he was clearing out his Aunties house after she died. It is believed one of the victims of this tragedy, was a relative of this lady.



Painting Display at AGM



Six pictures of trains, painted by club member Fred Collins

Change of Treasurer



Eric Bowman (left) the retiring treasurer explains the books to Bob Taylor, the new treasurer

- Sun 8th COVENTRY S/M at the Connexion, **RYTON-ON-DUNSMORE**, CV8 3FL
- Sat 14th EXPOEM EX at Bracknell Leisure Cen, Bagshot Road, **BRACKNELL**, Berks. (2 days)
RUSHDEN EX at Hope Methodist Church, Park Road, NN10 0RW.
- Sun 15th SPALDING S/M at the Springfield Exhibition Centre, Camelgate.
RUGBY VINTAGE S/M at the Benn Hall, Newbold Road.

- Fri 20th ST ALBANS EVENING S/M at Frances Bacon School, Drakes Drive, 7pm to 9pm.
- Sat 21st SANDOWN PARK S/M – 500 Stalls – International Dealers.
BURY ST EDMUNDS EX at Village Hall, Aylmer Close, RISBY, Nr Bury St Edmunds.
LUTTERWORTH SPECIAL 'N' GAUGE EX at the Wycliffe Rooms.
OXFORD EX at High Street Methodist Church, High Street, **WHITNEY**, OX28 6HG.

- Sat 28th AYLESBURY EX at Stoke Mandeville Stadium, Harvey Road. (2 days)
- Mon 30th SLOUGH S/M at the Centre Conference Venue, Farnham Road. 1030am to 3pm.

TOY AND TRAIN AUCTIONS

March

- Sat 12th RUGBY Vectis Auction at the Benn Hall, Newbold Road

April

- Sat 9th BEDFORD Childhood Memories Auction, 26, Newnham Street, MK40 3JR.

May

- Sat 14th BURY ST EDMUNDS Lacy, Scott and Knight, Auction Centre, 10, Risbygate Street.
RUGBY Vectis Auction at the Benn Hall, Newbold Road.

CLUBMAN OF THE YEAR

At the Annual General Meeting, Nick Dean (right) was awarded clubman of the year 2010, for all his hard work and effort on the outside layout. 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 pouring rain. Congratulations Nick, you thoroughly deserve this award.





MEET THE MEMBERS

Meet Peter Holden

Hello I am Peter Holden. I was born in Farnworth, Lancashire in 1935 and lived with my parents in the nearby village of Little Lever. My father was a relief clerk on the LMS and as a result spent most of his time travelling all over the LMS network where his skills were needed.

I attended the local C of E primary school and also sung in the Church Choir. My father was called up after WW2 had broken out and served in the Navy as a Leading Seaman Writer.

In due course, I sat and passed the entrance exam for Farnworth Grammar School. My father was now demobbed and back at his former post and our family had increased with the arrival of my sister. My progress at school was fairly uneventful. Chemistry, Physics, Biology and Geography were my favourite subjects. I eventually took my GCE's and except for failing Maths, I did reasonably well. I stayed on a year to do a successful second Maths test.

As long as I can recall, I wanted to be a Doctor, possibly because my mother's brother was a Doctor in the village where we lived. I was talked out of it and instead, I was persuaded to apply for an apprenticeship with Timothy Whites & Taylors. After completing this, I studied at Salford Technical College for a year and then decided that I would not bother getting deferred again, I was called up for National Service.

My RAF service was spent as a Medical Orderly. Firstly at a hospital just outside Swindon looking after TB patients. During this time, I was sent to a private sanatorium on the outskirts of Midhurst. They had a contract with the Services to carry out any surgical procedures. Apart from the advantages of being away from RAF discipline, we were the only males in a community of young nurses!

Unfortunately, this idyllic sojourn was shattered by a posting to Germany. This was not all that bad and the hospital was on the edge of a large lake which was a health spa. The Germans seem to have a great yearning to be covered in mud, the blacker and smellier the better! The hospital closed shortly afterwards and I was posted to a fighter station near Wilhelmshaven. It was an ex-luftwaffe airfield, built to defend the submarine base. When I was there its main function was to monitor the eastern block and also to protect a supposedly secret underground radar site nearby. The secret bit was a bit of a joke as the East German radio regularly broadcast the names of any new arrivals.

Incidentally, it was whilst at RAF Jever that I met fellow club member, Roy Duckers. We were both based at the Station Sick Quarters, but as he was a Sergeant and I was a lowly 'erk' so we did have not too much contact. In due course I returned to the UK and spent the last year at RAF Andover. The only noteworthy item was my introduction to golf, which has continued since, although I am no longer playing very much.

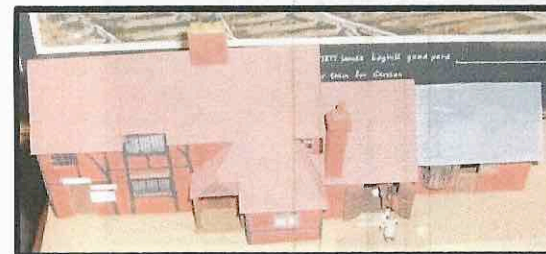
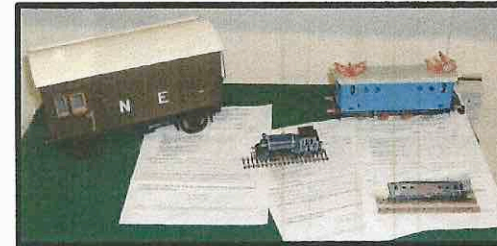
On leaving the RAF, I joined Lloyds Bank working in London. After a couple of branches, I was sent to Hanwell in West London and there I met Marion and we were married in 1963, (the day following

Annual General Meeting



Members settling down ready for the AGM to commence

Modelling Competition



Some of the entries in the annual modelling competition and a painting of Bletchley Station.

Activities throughout the Club

Christmas Decorations



Thanks to the members who were responsible for the Christmas decorations around the clubhouse, it certainly made the place look very festive

School Visits



A group of schoolchildren anticipate their tour of the clubhouse and John Forman speaks to a group in the tinplate room. Photographs by Bill Ball

the assassination of JFK in Dallas). We purchased a house in West Ealing and produced two sons. My interest in Model Railways was encouraged by Marion whose father had been a 'top link driver' on the GWR. My enthusiasm was further increased when I joined the Twickenham & District Model Railway Club. One of the club members had a GWR layout. It was 'U' shaped although it could be altered to suit the space. It was a typical GWR branch line terminus. All movements were carried out from a series of index cards and could be operated without any prior experience. All the turnouts were numbered, as were the signals, and provided one followed the card instructions, the system was more or less foolproof.

In between Model Railways, bringing up two sons, learning the violin (badly!), I also got involved with the Air Training Corps, initially as a Civilian Instructor and then as an officer in the RAFVR(T), oh, and I had moved on from Lloyds Bank and was now working in the City for a large American multinational bank.

In 1987 Marion and I decided that life in outer London left much to be desired and as our elder son was at University and his brother had left school and had no particular ties, we started to look outside London. Eventually, we decided to look at Milton Keynes because of its location and easy access to London via the WCML.

At first, the journey was quicker and more comfortable than commuting from West London via tube or BR, but as time passed, journey times got longer, trains became more crowded and the workload increased. The upshot was that I was whipped into Barts. hospital one Monday morning with a heart attack. It was a warning sign and when I left Barts. on the following Saturday, I left as a non-smoker and have remained so ever since.

It was shortly after moving to MK that I joined MKMRS, which was then located in Bletchley. I was also working on my own 00 gauge layout. This was a Western Region branch line terminus, not modelled on any specific location, but trying to encapsulate the GWR 'atmosphere'. I must confess that the GWR layout, referred to earlier in this article, was used as a guide. This layout is still extant, but is now dormant.

In 1990, I was offered and took early retirement and started working for John Lewis. Because of my banking background, I was employed in the Cash Office. It was a busy environment, but we were a small, close-knit team, seeing little of the other staff (sorry! partners).

I left MKMRS shortly before the move to Bletchley Park. John Lewis had a thriving Golf Society and having played golf whilst in the RAF, I took up the game once more. I was never going to be a good player – I was too much of a fine weather golfer to be too devoted. I was also approaching retirement and although I remained in the Golf Society after retiring, I no longer play; mainly due to the atrocious summers in 2007 and 2008. It was around this that I rejoined the MKMRS and resurrected my interest in model railways.

I am no longer involved in layout building, but gain most of my enjoyment from chatting to members, and also 'duty' weekends. I am always amazed at the spread of our visitors; they come from far and wide, literally some from all quarters of the globe. This I found especially so when we opened during the 2010 school holidays (Ed I agree, I also enjoyed carrying out our Tuesday shifts.) My main interest are, reading, photography, computing and surfing the net.

To sum up, I would describe myself as a bit of a 'butterfly', I have never specialised in any one field, but have always preferred to be a 'Jack of all trades and Master of none'. From early childhood I have had an insatiable passion to find out things that innate curiosity has remained strong to this day. If I come across a word, place or subject that is unknown to me, I refer to Google or Wikipedia and seek out the answers. Hopefully this will remain with me!

In the next issue Meet Nick Dean

FIREMEN AND LOCOMOTIVE DRIVERS IN ENGLAND DURING THE 1930'S

Submitted by Colin Joyce

"The usual training of a locomotive driver commences with a probationary period in the shed as a cleaner; from this promotion is made to the post of fireman. A fireman's duties needs both brain and muscle, and on the majority of trains – passenger or goods – an engine always has to be kept working near the limit of its powers, for unless the "needle" of the steam-gauge is kept well over to the working pressure figure, time must be lost. Experience alone is the best teacher for a fireman; from it he gets to know how to obtain the best results from the engine. The usual commencement of an engineman's career is cleaning, and then firing on a shunting engine.

Before starting, the driver will no doubt see that the fire is in good condition and that there is plenty of water in the boiler, and will also give the new hand hints as to the kind of fire with which the engine steams best. With a good start, steam will probably be maintained for a considerable distance, if the engine is a free-steaming one and the coal of reasonable quality; but the young fireman, not accustomed to fast running on a footplate, finds it difficult to place fuel just where it is required.

Few people realize how lonely a driver must often feel when on the road. He stands for hours looking through the window of the cab, whilst signal after signal passes across his vision, and he must, without fail, detect out of hundreds the one which pertains to his train, differing only in position or colour from all the rest. Should he not obey that one, the probability is that in a very short time the whole country will be notified of his mistakes by the proclamation of newspaper articles.

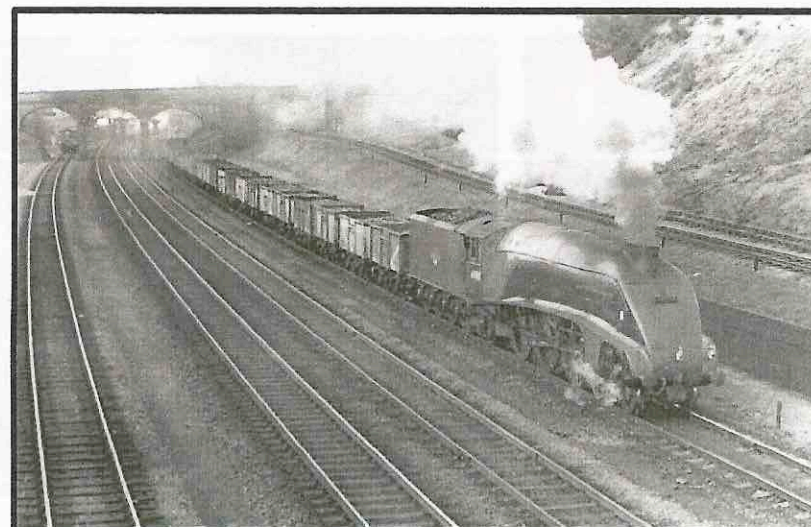
Seldom does a word pass between driver and fireman when running unless something unusual

Members and Club Layouts around the Exhibitions



Colin French's Ffodos Treacle Works at the St. Albans Exhibition

A4 WITH AN UNUSUAL LOAD



On 28th April 1963, A4 60008 passing through Sandy travelling south with a coal train

Members and Club Layouts around the Exhibitions



Brian Barnes speaking to a visitor at the Stony Stratford Christmas lights switching on



Chris Lester and his son with their layout 'Burton Bradshaw' at the Letchworth Exhibition

happens, and even then it is only what is absolutely necessary that is spoken. Apart from the noise in the cab – which makes conversation difficult – each has his duties to attend, and these take up his whole attention. The fireman is so occupied attending the fire, water, and lubrication that he has no time for anything else except to assist in the look-out for signals as much as he can.

An experienced driver actually feels as if he were a part of the complete machine; he can almost instantly detect anything unusual. He can smell a hot bearing and feel the breakage or displacement of any part, even if it should not be so serious as to cause him to stop. When anything of the kind does unfortunately happen, the driver's anxiety is seriously increased. His business is to land his train safely, and, if possible, on time; the loss of one minute is recorded against him, and he must be prepared to account for it. Any trivial excuse will not be accepted as justifying loss of time, and he knows it.

Enginemmen will generally face any kind of weather without concern, with one exception. Ask any driver what tries his nerves most, and without hesitation he will answer in monosyllable- "Fog". During fog he has scarcely anything to guide him except ghostly shadows of signals, and these he must sometimes count as he goes along. If he loses his reckoning he is in great suspense till he passes some familiar landmark, such as a bridge, cutting, station or something which he can recognize sound. Sometimes for hours he has to stand with his face projecting past the side of the cab, straining his eyes till they ache, in vain attempt to pierce the impenetrable fog.

In order to become a first-class driver, a man must almost live on the engine, till he becomes like a part of it, and he must run over the line till he knows it so well that he could tell where he is and at what speed he is running at that moment, even if blindfolded. This is actually the condition in which some men are to-day; they are familiar with every yard of the road, with signals, loops, and junctions".

Extracted from Chapter XV of "Locomotives, Their construction, maintenance and operation by A. Morton Bell, O.B.E. (Fourth Edition), 1937 Revised by W. J. Bell, M. I. Loco. E. Volume II Published by Virtue & Company Limited, London.

AMUSING BUT TRUE RAILWAY STORIES

Up to 100 lives may have been lost as a result of an unfortunate accident at York station, but the incident raised more smiles than tears – it involved damage to a canister of human sperm. The container had fallen off a trolley, releasing a cloud of liquid nitrogen which escaped and evaporated.

It does seem odd, by the way, that the consignment was on its way from Doncaster to South Wales!

GO AHEAD FOR BLETCHLEY

A £22 million contract has been awarded to a joint venture between Signalling Solutions Ltd, Alston Transport and Balfour Beatty for the re-signalling of Bletchley. The contract covers the detailed design, construction, testing and commissioning of the new signalling and a revised track layout. Works starts imminently, but completion will not be until December 2010. This long awaited work should provide trains from Bedford with the opportunity to reverse at Bletchley and gain access to the lines north to Milton Keynes. London Midland commendably remains committed to extending the Marston Vale Line service to/from Milton Keynes Central at the earliest possible opportunity. This further investment in the railway at Bletchley will boost the possibility of direct trains from Bedford to Milton Keynes by 2013.

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Saturday 24th September 2011 – 2pm to 5-30pm

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and**

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train had braked wagons at the head), the respective Class of locomotive is also specified. As locos needed to be fitted with steam heating for banana traffic, many freight locos were not so equipped, and hence you will note that in the sample pages included from same WTT mentioned on previous page, that the locos mentioned are from Classes B12, K3 and J39, which of course could be classified as mixed – traffic locos. Returning to Garston, locos used would no doubt be one the ex GCR 4-6-0's or J11, whilst from Hull locos used would be B16 or K3.

To be continued.

Ed. As with previous Les Wood articles, in may be advisable, to keep each part until the end of the complete article, to make better sense of the contents, with everything being available for reference.

Transport Health and Safety Nightmares!



"Is there room for one more on top?"

This is the first in a series of transport photographs showing Health and Safety problems. I have started with a railway theme. This overcrowded train, is in the Indian city of Patna.

LOCAL MODEL SHOPS

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

nothing long distance).

DISTRIBUTION DEPOTS (LNER and CONSTITUENTS)

LIVERPOOL (Garston Docks)	GLASGOW	HULL	LEEDS
MANCHESTER	NEWCASTLE	SHEFFIELD	HALIFAX
LEICESTER	ST HELENS	WIGAN	

I have only found a photograph of the Coventry Depot which is a two storey building served by a single line, these were presumably privately owned and hence would be treated as a private siding. How standard such buildings were is probably doubtful.

ROUTING OF BANANA TRAFFIC

Considering Liverpool (Garston) first, these docks were adjacent to the CLC routes from Liverpool (Central) to Southport/Warrington/Manchester and hence traffic could be routed via Throstle Nest Inc., and Fallowfield to Dewsnap near Guide Bridge for onward services to the north/south and eastwards on the former GC Main line. Hull (as already noted under H&B and NER) had its own routes both to York for onward transit towards the North, across to Leeds and the Manchester area and of course to Doncaster for Southbound traffic via the GN or GC routes.

From the June 1929 LNER Magazine, H.E. Millward (Goods Managers Office, Hull) reveals that when a Banana boat was expected, trains would be lined up and the following are examples of destinations:-

Train 1 – Nottingham (GN), Burton (GN), Sleaford, Spalding, Lincoln, etc.

Train 2 – Newcastle via Bishop Auckland

Train 3 – Link traffic to Normanton, Doncaster, and Darlington

Train 4 – Middlesborough, Sunderland, etc.

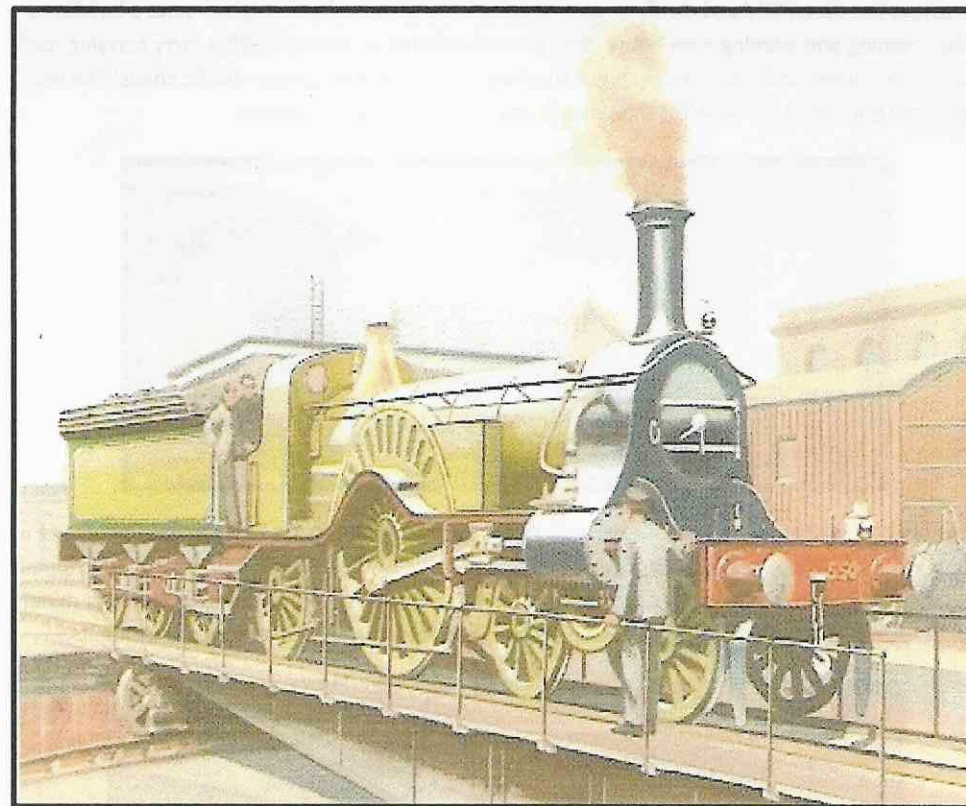
So far as I have been able to determine these trains were run on an ad hoc basis and do not appear in the Freight Section WTT's (i.e. run as 'Q' trains – as required). To prove the point, I have copied from the GE Section Main Lines WTT for July – September 1939, which shows the arrangement for working Banana trains from West India Dock, including motive power required, to Temple Mills Yard. You will also note that it includes arrangements for similar traffic from LNER to the GWR, LMSR and SR. From Temple Mills, which of course was the starting point for a wide range of destinations around the LNER system and beyond.

It is interesting to note that in several cases, as well as the number of vehicles (and whether the

A HISTORY OF BRITISH RAILWAYS

No 5

GNR STIRLING



About to be turned on the turntable is one of Patrick Stirling's famous 4-2-2 express locomotives of the Great Northern Railway. Loved for their giant 8ft driving wheels, smart livery and striking good looks, these 75mph engines performed mainline duties on the GNR for a quarter of a century.

Built at Doncaster and with an operational weight of 65 tons, the 2 cylinder 'Stirling Single' had a boiler pressure of 150 lbs. and generated 14,000 lbs. of traction effort. This meant that the heavier London-Yorkshire the Anglo-Scottish trains often required two 4-2-2s to haul them, and by Stirling's death in 1895 the days of the romantic 'Single' were numbered as designers looked to coupled wheels for extra power. The Stirling was noted for the blaze of gasses and sparks from its chimneys when working hard. Visible for miles at night, a brick arch in the firebox later reduced such displays.

Cow Bridge

A couple of minutes walk from my house is a small area known as 'Cow Bridge', which consists of three railway bridges, including a low bridge under the Midland Main line which takes Elstow Road, Kempston, into Amphill Road, Bedford, an area which has dozens of traffic lights, quite a bottleneck in the morning and evening rush hours. On Thursday November 18th at 0920 a lorry carrying roof trusses tried to get under the bridge, it got stuck and the bottleneck became traffic chaos! The road was closed until noon, to allow for the clear up and the removal of the vehicle.



On Sunday November 21st (3 days later) a double-decker bus working for First Capital Connect as a replacement bus drove under the bridge at 5-15pm. A metre of the whole top of the bus was ripped off, at least Bedford will have an open top bus for next summer! Two passengers suffered minor injuries. During the 42 years we have lived here, we have seen many of these types of incidents.



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

by Les Wood

(or The Vice President goes Bananas)

So far as Southampton was concerned, A serious fire on 5th June 1936 destroyed the transit shed in the old Docks when between 60-70 vehicles were burnt out – many of those lost were believed to be some of those transferred from the LNER. In 1937, further bad news for Southampton was that the Standard Fruit Co., for which Elders and Fyffes were the British agents, decided to berth their ships at the aforementioned West India Docks, at which point the LNER asked for the return of their loaned vehicles.

OTHER FACTORS & IMPACTS ON THE TRADE

In June 1923, a national dock strike suddenly began and an appeal from one of Fyffes senior managers – Roger Ackerley, the 'Coronado', which had arrived at Avonmouth, saw the entire staff or Head Office volunteers turn out to assist in the unloading, which resulted in the load being discharged within the week. This action was really a rehearsal for the General Strike of 1926, volunteers then unloading 5 ships at Avonmouth and Garston. Together with Hull, the volunteers unloaded 100,000 stems during the nine days of the strike. Thus, matters then improved for Fyffes, but rising levels in unemployment and a deterioration in the World economic situation lead to the Wall Street crash in 1929, which triggered off a long spell of depression and a massive down-turn in World trade.

SHIPPING LINES

The Shipping Lines used to transport Bananas to the U.K. about 1900 were:- The Royal Mail Steam Packet Co., Elder Dempster Shipping Ltd, Lamport & Holt, Elder Dempster & Co., British & African Steam Navigation Co. and Imperial Direct West India Mail Service.

The tonnage of these boats used would be about 4,000 tons and of course steam powered – using triple expansion engines. By 1929, tonnage of the boats had reached 5,500 tons, still steam powered. By this time, Bananas boats had started to carry passengers – about 50 each of First and Second Class patrons. It was not until 1938 that diesel powered boat were used, with tonnages now approaching 8,000 tons. I have seen quoted that some boats took on 5,000 tons of coal, which may be sufficient for the round trip, as probably there would be no coal available in the West Indies? Sorry, another poser (and a lot of shovelling!)

IMPORTS

In 1912, during the first 9 months of the year, some 6,833,625 stems of Bananas were imported into the U.K. By 1930, the figure (for the year) totalled some 15,301,238 stems, rich pickings for the Railway Companies (bear in mind there was very little road transport at this time, and certainly