



## CAPTION COMPETITION

### Last issue's result

Roger to Phil "I don't know what you think Phil, but if that bricklayer stopped practicing his yodelling, he would get a lot more bricks laid!" The winning caption was submitted by Roger Mills.

### 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.*



## "QUARTERLY NEWS"

No 165

FRED COLLINS – OBITUARY – PAGE 16

SUMMER 2011



Fred Collins on his 'Newport Nobby' layout at this year's exhibition, just a few days before his very sudden death. Photo: Matt Rainer

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

### KEEP THE ARTICLES AND INFORMATION COMING IN

*The next MKMRS 'Quarterly News' will be published on  
Tuesday 6th September 2011 to cover September,  
October and November 2011 for forthcoming events.*

## THE MILTON KEYNES MODEL RAILWAY SOCIETY

Past President:- Jim Wood

President:- Les Wood

Vice-President:- Eric Bowman

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

As you will see from reading this edition of the "Quarterly News", there seems to be a great deal of optimism and enthusiasm within the club, with everything that's going on. The outside layout is up and running again, the tinplate room is having three of its four tracks replaced, which will result in the accessories and buildings being changed, the old tunnel/castle has already been replaced by a station.



New rolling stock has been purchased for Verney Junction and will be made up into a number of trains to run in rotation, to help the wear and tear of these new engines. Work continues on the DCC, Tram and Milton Quays layouts, whilst Norgate, the club's 'N' layout is becoming very popular around the exhibitions and we are all looking forward to its appearance at this year's Warley show.

The 'Quarterly Newsletter' is regularly well supported and our pleas for material for the club's archives has resulted in us now having a complete set of the present newsletters, many more of the original newsletters have appeared and we now have, what we think is a complete set of exhibition programmes, from the first one held at the Bletchley Leisure Centre in 1973, right up to our most recent one at the Milton Keynes College, Bletchley Campus, earlier this year.

The weekends, Bank Holidays, school holidays and school visits are still being supported and covered with the same commitment, and as a result, the number of visitors to the clubroom increases year on year.

Despite a few faces disappearing over the last few months, it is encouraging to see new faces appearing on club nights, resulting in a steady stream of new members. Keep up the good work!  
John Forman.

## GUESS THE CAPTION COMPETITION

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



**Sarky**

**A friend of mine, came to the club's exhibition in February.**

**When I asked him if he had been in the small room, he said he had, but could not find the opening for the second half.**

**He saw the funny side when I explained there was a mirror on the far wall.**

# Leighton Buzzard Railway

## LOCAL RAILWAY PLACES OF INTEREST

*Page's Park Station,  
Billington Road,  
Leighton Buzzard, Bedfordshire LU7 4TN  
Telephone Number: 01525 373888*

*A little railway, with a big story to tell.*

The Leighton Buzzard Railway is one of the last survivors of the thousands of narrow gauge lines that served factories, mines and quarries across the country – and also one of the oldest, with over 90 continuous years of operation to its name.

Built in 1919, with materials surplus from the First World War battlefield supply lines, it carried sand from the quarries in the hills outside Leighton Buzzard. Rescued from near-closure in 1968 by a group of volunteers, it has become a popular tourist attraction, and one of England's top narrow-gauge working museums.



All of our locomotives have their own stories to tell. From the heart of heavy industry to the heat of colonial plantation railways, from the destruction of the First World War battlefields to the construction of the Channel Tunnel – they have been there. Our collection is one of the biggest and most diverse of its kind in the country.

With its gentle pace, sharp curves, steep gradients, level crossings and roadside running, the Leighton Buzzard Railway offers today's travellers a unique and relaxing experience, and a living reminder of times gone by. Plus some great views towards the Chiltern Hills, in the final mile.

Your adventure starts at Pages Park station, where you can buy tickets for your trip, find souvenirs in the shop, have something to eat or drink in the station buffet, and get your ticket clipped by the Guard. Alongside is a large public park, with children's play area and sporting facilities – ideal for turning your train ride into a full day out.



*Page 33*

## A WORD FROM THE CHAIRMAN

I am delighted that following my comments at the AGM, at the end of January, we have returned to normal activities and can concentrate on the many tasks in hand to improve our facilities. Following our exhibition in February we have attracted a number of new members, please make them welcome and continue to assist them in answering any questions they may have.



The improved light and weather has seen a flurry of activity on our new outside facilities and the track laying has now been completed on three of the five circuits. Our thanks to all those who have made it happen and will continue to complete it. Such facilities will enable us to attract more members in the future and will have replaced our former facility which sadly had become a victim of time.

Exhibitions are important in raising the profile of the club and the success of our February event ensured that we were once again in the spotlight. Thanks to Terry and the exhibition team for putting it all together and ensuring that it was our most successful ever. It has also provided us with the resources to improve our facilities and to ensure that we maintain our good standing with the Park authorities. Our continued opening not only at weekends, but during the Easter holidays (volunteers for the Summer schools holidays welcome) and for school visits will also help us.

You will notice that the new track is being laid in the tinplate room and we are in the process of obtaining additional stock for Verney Junction to replace some of the tired items that we have relied on for so long. Club stock for Norgate is also being obtained.

Our library continues, thanks to Derek, to be improved and we have now put many of the publications into binders. We have also filled in many gaps and will continue to look for the elusive issues that have not been obtained so far.

I cannot finish without mentioning the loss of Fred Collins, who was active in the clubroom just a week before his sudden and unexpected death. Tributes appear elsewhere in this issue, which tell just how much he did for us, indeed there is not much he has not done! Fred was a real star and one who will be sadly missed in the years to come.

*Dennis Lovett (Chairman)*

## LOCAL MODEL SHOP

*MODEL RAILWAY STORE, 9, High street Mews, Leighton Buzzard, Beds, LU7 2EA, 01525 854788*

## 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, Graham Sparks, Ken Jackson, David Court, Mac Tweedy and Richard Prokop, as new members. We hope you all 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, John Forman, in the tinplate room on Tuesday evenings.

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

**Archives** - Any member who has any old material, relating to the club, please do not throw it away until you check with the editor, as it may be needed in 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.

**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. Speak to the relevant person if you are interested in either of these trips.

**Newsletter** – Following the sad death of Fred Collins, for the foreseeable future, the Editor will be responsible for posting the 'Quarterly News' to all those members who can no longer get to the club nights. If, for whatever reason, you are unable to get to certain club nights, inform the editor, and he will either keep a newsletter for you or post one to you, depending on the length of time you are unavailable. The newsletter is issued on the first Tuesday in March, June, September and December, each year.

**Easter Opening** – During the Easter school holiday fortnight and the Easter Bank Holiday, we were visited by 2518 visitors – thanks to every member who made this possible.

**Information Required** – We want all members, especially older ones, to let the editor know of the old local toy shops, where they used to buy their trains and where they found more after they had been discontinued. For instance, as a small boy the editor was buying his first '0' gauge Hornby trains from 'Mundays' newsagents in Sandy and 'Larkinsons' departmental store in Biggleswade, and many years later, he found left over stock at 'S. Brightman & Sons' in St John's Street, Bedford.

Sun 24th *Colne Valley Railway* – Bus Rally  
*Bressingham Steam Museum* – 999 Day  
*Mid-Norfolk Railway* – Classic Transport Day

Sun 31st *West Somerset Railway* – Toys and Train Collectors Fair

**August** Sat 6th *West Somerset Railway* – Steam Fayre and Vintage Vehicle Rally (2 days)  
*Rushden Transport Museum* – 60's Weekend (2 days)

Sun 7th *Chinnor and Princes Risborough Railway* – Annual Gala Day

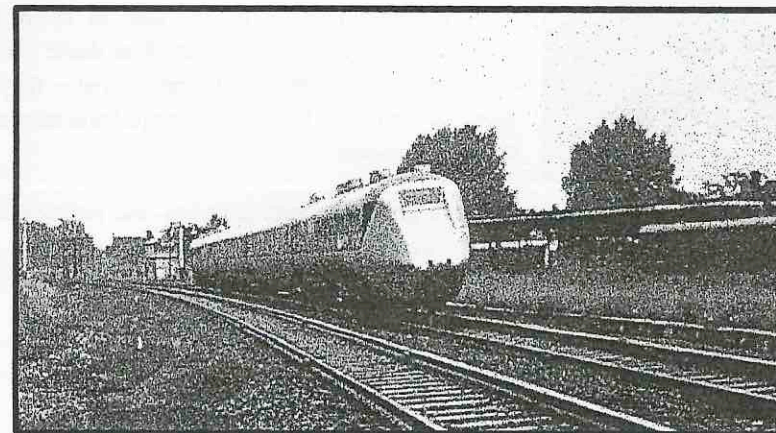
Sat 13th *Bluebell Railway* – Vintage Transport Weekend (2 days)  
*Cholsey and Wallingford Railway* – 30th Anniversary (2 days)  
*Mid-Norfolk Railway* – Country Branch Line Weekend (2 days)

Sun 14th *Leighton Buzzard Railway* – Stonehenge Works – Craft Fair  
*Mid-Suffolk Light Railway* – Hornby Collectors Display

Sat 27th *Northampton and Lamport Railway* – Branch Line Weekend (3 days)  
*Severn Valley Railway* – Seaside Special

Sun 28th *Mid-Suffolk Light Railway* – Rail 'n' Ale (2 days)  
*Buckinghamshire Railway Centre* – Rover Car Rally

Mon 29th *Buckinghamshire Railway Centre* – Veteran and Vintage Car Rally



*Amazing really that this machine once graced the Midland Main Line and was for a short period based in Bedford during 1974 when this shot was taken. It is of course the APTE which was gas turbine powered and reached some very high speed in this format. Later the technology was used in the fated or, underfunded, class 370, the APT. When this failed to perform to the standards required it was abandoned despite having trained the staff, including special uniforms.*

## PRESERVED RAILWAYS DIARY FOR SUMMER 2011

<b>June</b>	Sun 5th	<i>Chinnor and Princes Risborough Railway</i> – Steam and Diesel Gala
	Fri 10th	<i>West Somerset Railway</i> – Mixed Traffic Weekend (3 days) <i>Great Central Railway</i> – Wartime Weekend (3 days)
	Sat 11th	<i>Kent and East Sussex Railway</i> – 50th Anniversary <i>North Yorkshire Moors Railway</i> – Swinging Sixties <i>Nene Valley Railway</i> – Family Fun Day & Real Ale Day. <i>Mid Hants Railway</i> – War on the line (2 days) <i>Cholsey and Wallingford Railway</i> – Blues and Beer Festival (2 days)
	Sun 19th	<i>Pendon Indoor Model Railways</i> – Madder Valley Railway is running 2pm <i>Buckinghamshire Railway Centre</i> – Historic Commercial Vehicle Rally
	Sat 25th	<i>Severn Valley Railway</i> – 1940's Weekend (2 days) <i>North Norfolk Railway</i> – Summer Diesel Gala (2 days)
	Sun 26th	<i>Leighton Buzzard Railway</i> – Vintage Vehicles Rally <i>Colne Valley Railway</i> – Model Railway Exhibition <i>Bluebell Railway</i> – Sussex Food Fair.
<b>July</b>	Sat 2nd	<i>Severn Valley Railway</i> – 1940's Weekend (2 days)
	Sun 3rd	<i>Mid-Suffolk Light Railway</i> – Classic Buses <i>Kent and East Sussex Railway</i> – Rolls Royce Car Rally <i>North Norfolk Railway</i> – Vintage Transport Festival.
	Sat 9th	<i>North Yorkshire Moors Railway</i> - Vintage Vehicle Weekend (2 days) <i>Nene Valley Railway</i> – Vintage and Rail Mail Weekend (2 days)
	Sun 10th	<i>Colne Valley Railway</i> – Colne Valley at War
	Fri 15th	<i>North Norfolk Railway</i> – Annual Beer Festival.
	Sat 16th	<i>Cholsey and Wallingford Railway</i> – Ale on the Rail Weekend (2 days) <i>Mid-Norfolk Railway</i> – Steam Gala (2 days)
	Sun 17th	<i>Chinnor and Princes Risborough Railway</i> – Senior Citizens Day (half price) <i>Bluebell Railway</i> – Evening Songs of Praise <i>Mid Hants Railway</i> – Bus Rally
	Sat 23rd	<i>Northampton and Lampport Railway</i> – Vintage Gathering (2 days) <i>Severn Valley Railway</i> – Severn Valley in Bloom (2 days) <i>Bluebell Railway</i> – Toy and Rail Collectors Fair (2 days) <i>Great Central Railway</i> – Mail by Rail Gala (2 days)

## SUMMER 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.*

<b>June</b>	Sat 4th	Brian Morgan	Bob Taylor	Bob Bodsworth
	Sun 5th	Geoff Trenholme	Neil Dewar	
	Sat 11th	Ian Barlett	Roy Duckers	
	Sun 12th	Bernard Worden	Bill Pearce	
	Sat 18th	Tony Winn	<b>TBA</b>	
	Sun 19th	John Forman	David Ramsey	Brian Barnes
	Sat 25th	Derek Hart	Ted Mellor	
	Sun 26th	Phil Wood	John Dibben	
<b>July</b>	Sat 2nd	Paul Wakley	Wayne Webb	
	Sun 3rd	John Hatton	Bruce Garwood	Alan Henshall
	Sat 9th	Eric Bowman	Jim Wood	Les Wood
	Sun 10th	Bill Ball	Pete Ball	
	Sat 16th	Tim Page	Colin Joyce	
	Sun 17th	Neil Dewar	Terry Silver	
	Sat 23rd	Charlie Alexander	Chris Lester	Stephen Walker
	Sun 24th	Roger White	Mick Clements	
	Sat 30th	Tony Winn	Robin Rowles	Neil Dewar
	Sun 31st	Nick Dean	Mike Morley	
<b>August</b>	Sat 6th	Brian Morgan	Bob Taylor	Bob Bodsworth
	Sun 7th	Chris Hughes	Dennis Lovett	
	Sat 13th	Eric Bowman	Jim Wood	Les Wood
	Sun 14th	Peter Jones	Ray Cousins	
	Sat 20th	Ian Bartlett	Roy Duckers	Adrian Finney
	Sun 21st	Geoff Trenholme	<b>TBA</b>	
	Sat 27th	Robin Rowles	Stephen Walker	
	Sun 28th	John Forman	David Ramsey	Brian Barnes
	<b>Mon 29th</b>	<b>Phil Wood</b>	<b>John Dibben</b>	

### AMUSING BUT TRUE

Prison officers who gave a convicted burglar a train ticket and told him to make his own way to an open prison were stupid and negligent, a judge said. Why? The Oxford Prison inmate never made it the 150 miles to Lincolnshire, but robbed a shop instead.

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

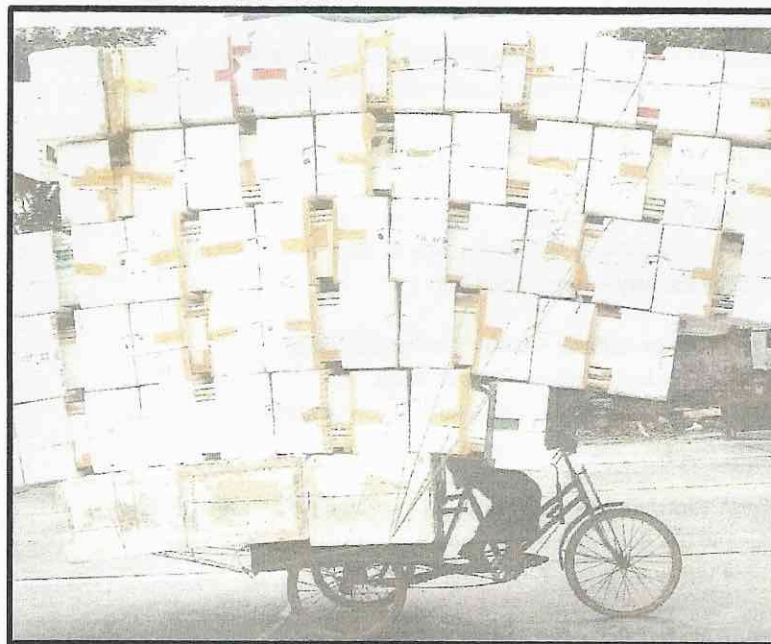
- June** Sat 11th GAINSBOROUGH '0' Gauge layout Open Day at Florence Terrace (2 days)  
 Sun 19th HUNTINGDON S/M at W. G. Animal Shelter, London Road, **GODMANCHESTER.**  
 Sat 25th ENFIELD EX at St. Paul's Centre, Corner of Church St & Old Park Road, EN2 6PR.  
 Tues 28th LETCHWORTH EVENING S/M at the Plimston Hall, Broadway, 7pm to 9pm.
- July** Sat 2nd SANDY, BEDS. TCS ANNUAL EXHIBITION (*Only one day*) See page 24  
 Tues 5th RUGBY EVENING S/M at the Benn Hall Newbold Road, 7pm to 9pm.  
 Sat 9th HODDESDON EX at Sheredes School, Cock Lane, EN11 8JY.  
 Sun 10th SPALDING S/M at the Springfields Exhibition Centre, Camelgate.  
 COVENTRY S/M at the Connexion, **RYTON-ON-DUNSMORE.** CV8 3FL  
 Fri 15th ST ALBANS EVENING S/M at the Frances Bacon Sch, Drakes Drive, 7pm to 9pm.  
 Sun 17th GAINSBOROUGH '0' Gauge layout Open Day at Florence Terrace.  
 Sat 23rd NORTHAMPTON EX at the Weston Favell School, Booth Lane South, NN3 3EZ.
- August** Sat 6th SOUTHWOLD EX at Saint Felix School, Halesworth Road, IP18 6SD. (2 days).  
 Sat 13th EAST ANGLIA GARDEN RAIL SHOW at Breckland Middle School, **BRANDON.**  
 Sat 20th SILVER FOX MRC EX at Bury Lawn School, Soskin Drive, Stantonbury Fields,  
**MILTON KEYNES.** (Two layouts from this club will be on display)  
 OXFORD S/M at the Exeter Hall, Oxford Road, **KIDLINGTON.**  
 Sun 21st HUNTINGDON S/M at W. G. Animal Shelter, London Road, **GODMANCHESTER.**  
 Sat 27th GAINSBOROUGH '0' Gauge layout Open Day at Florence Terrace.
- Sept** Sat 3rd SANDOWN PARK RACECOURS S/M – 500 stalls – International Dealers.  
 TELFORD '0' Gauge Guild Show at International Centre, St. Quentin Gate (2 days)

District Superintendant (Control), Stratford, to make necessary arrangements with Willesden and Acton Controls for the clearance of G.W. and S.R. (L.S.W. Section traffic), also with Head Control for clearance of S.R. traffic via East London Line and Local traffic via Spitalfields.

*To be continued.*

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

***Transport Health and Safety Nightmares!***



*"Is this the local health and safety officer going home with their paperwork?"*

*This is the second in a series of transport photographs showing Health and Safety problems. A woman rides a tricycle loaded with polystyrene boxes in the manufacturing city of Dongguan, Guangdong Province, China.*

\*\*\*\*\*

**Lost Fortune** The label on the package in the left luggage cupboard read "Good Quality" in Urdu. It certainly was – 26lb of pure heroin worth £1.5 million. I bet someone regretted leaving that on the train!

Broxbourne to Bishop's Stortford	24
Bishop's Stortford to Audley End	23
Audley End to Whittlesford (arrive)	11
At Whittlesford for water	10
Whittlesford (depart) to Cambridge	13
Cambridge to Ely	29
Ely to March West Junction (arrive)	3
(Cambridge to St Ives)	29
(St Ives to March West Junction arrive)	36
At March West Junction (change engine)	6
March West Junction (depart) to Peterborough East (arrive)	35
Peterborough East (depart) to Peterborough Westwood	10

Engines to carry No. 1a Head Lights.

A clear run must be given at any point between Bishop's Stortford down advance signal and Elsenham down starting signal. Cambridge Control to arrange accordingly. The load of these trains not to exceed 60 vans and during the steam heating period a maximum of 50 vans must be observed; the same running times applying in both cases. Engines detached at March to be used to work coal trains, Whitmoor to London after rest.

**GENERAL INSTRUCTIONS.**

- District Superintendent, Stratford, and Yard Master, Temple Mills, to see that there are sufficient vacuum brakes on hand for these specials.
- District Superintendent, Stratford, to arrange for working empty banana vans, from Temple Mills, to Millwall Junction for West India dock.
- District Superintendent, Stratford, to give early advice to Head Control, King's Cross Control and Superintendent, 97 Office, of the approximate departure time of the specials, and order engines and guards accordingly.
- Millwall Junction and Temple Mills to give prompt advice of actual departure of specials and particulars of load to Stratford Control, later to advise the specials forward to all stations and Head Control and Cambridge Control, also advise Kings Cross Control the actual starting time, appropriate arrival times, at Peterborough East, and particulars of load.
- District Superintendent (Control), Stratford, to advise "S.M. Peterborough East" and "Bennett, Peterborough" by wire appropriate departure time of traffic for L.M.S. Line, via Peterborough East, and subsequently the actual departure time from Temple Mills and approximate arrival at Peterborough East; to also send similar advice to Cambridge Control in respect of L.M.S. traffic via Cambridge. Cambridge Control to advise forward to L.M. & S. Company.

**TOY AND TRAIN AUCTIONS**

**June**

Sat 11th LEAMINGTON SPA Toys and Childhood Memorabilia, 12, Guy Street, CV32 4RT.

**July**

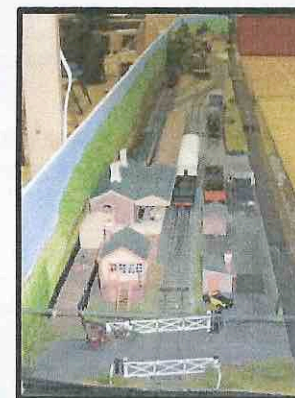
Sat 23rd RUGBY Vectis Auctions at the Benn Hall, Newbold Road.

**August**

Sat 13th BURY ST EDMUNDS Lacy Scott and Knight, Auction Centre, 10, Risbygate St.

**APOLOGY**

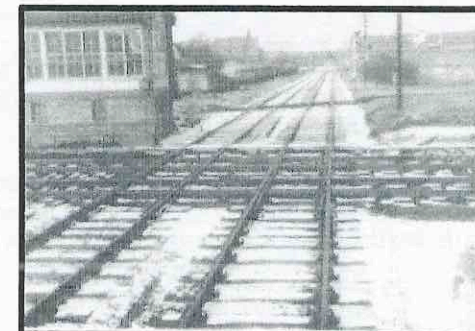
It has been brought to my attention, that Stephen Walker's 'Roadwater' layout (right), which appeared at our 2011 club exhibition, was reported in the 'Exhibition Special' newsletter as being 'OO' gauge, when in fact it is 'EM' gauge.



I would like to offer Stephen my sincere apologies for making this mistake, and at the same time, congratulate him on producing such a fine layout.

**BEDFORD ST JOHNS SIGNAL BOX**

The signal box has been demolished after a long period out of use. The former LNWR box served both the Bedford to Bletchley line and the Hitchin line as it worked signals for the flat crossing (see picture below). The LNWR box (in picture) was replaced by a modern box after a fire. Re-signalling resulted in the box closing, with the Ridgmont power box, taking over workings on the Marston Vale line. The new box remained standing, but out of use, until the demolition gang moved in during December 2010.





## MEET THE MEMBERS

### Meet Nick Dean

Hi, I'm Nick Dean, I was born in December 1965, a time when steam trains were still running, but as a small boy I did not really take any notice of them. I lived in Drayton Road, Newton Longville, and then moved to Brookfield Road in 1967.

My first memories of railways were in Bletchley, in particular, the flyover. I saw this very large structure every time I came into the town and I was always fascinated by this concrete construction towering above the roads and mainline track. I also wanted to travel down Water Eaton road to look at the three bridges. Since then I have always been interested in the construction of bridges and viaducts. I enjoyed going down town because of the railway, watching the electric and diesel engines of the blue era and the odd green livery.

When I really became interested, I was sorry that steam had obviously disappeared, I used to walk down to Queensway with my mother and kept looking back at the railway and the passing trains and I can still remember the smell of the cattle market and Green's fish and chip shop. Then when we got to the shopping area, unfortunately, my view of the railway disappeared because of the Brunel Centre.

As a small boy I used to look at Thomas the Tank Engine books and our first train set was a Hornby Dublo Dorchester and some wagons with a signal box, bought from a Jumble sale. Setting this up was a big thing, just like my brothers Scaelectric.

We had the back bedroom in our house and had not realised there was a railway in the distance, because we had elm trees in our garden. However, when the trees were cut down, because they had dutch elm disease, we noticed, we could see the Oxford to Cambridge line about two miles away. I can still remember that when I heard the sound of the gravel trains coming, I used to run up stairs and watch, as they went by. When I was old enough to cycle up to Poachers Bridge, I was much closer to the trains as they travelled by. This area was near to where Swanbourne Siding used to be. The signal box was still in place, and we asked if we could enter the box to have a look around and see how the levers worked. The signalman very kindly allowed us to have a look around and see how everything operated. This was a very enjoyable experience.

I always went to the Bletchley Leisure Centre to see all the railway exhibitions, which I enjoyed.

Our toys in the seventies were always constructive and creative such as Stickle Bricks, Lego, Meccano, Airfix Kits and Art Kits and of course the influence of Gerry Anderson. My first train set was a Lima Shunter Set costing £4 - 99p in 1977. So from then on my railway grew with birthday and Christmas presents. Also the electronic era was here with space invaders etc., they were also on my Christmas list.

In 1984, when I began earning a wage, I got more interested in girls and cars, and the trains were put on hold. A few years later in 1989 I went to a swapmeet and I have been going ever since, luckily, my wife also finds these toy fairs very interesting and enjoyable.

## L.N.E.R. GOODS TRAFFIC – BANANAS (Part Three) by Les Wood (Or the President goes Bananas)

ARRANGEMENTS FOR WORKING BANANA TRAFFIC FROM WEST INDIA DOCK AND MILLWALL JUNCTION TO MIDLAND AND NORTHERN COUNTIES AND SCOTLAND, VIA TEMPLE MILLS CAMBRIDGE, MARCH PETERBOROUGH EAST, ALSO TRIPS TO MILLWALL JUNCTION TO THAMES WHARF YARD.

### EMPTY BANANA VANS

To be worked on 6.5am, 10.10am, and 8.2pm trains Temple Mills to Millwall Junction. Stratford control to arrange.

### LIGHT ENGINES STRATFORD TO MILLWALL JUNCTION (No3 class fitted)

For trips Millwall Junction to Temple Mills as arranged by Control for connection with special Temple Mills to Peterborough East, also for specials Millwall Junction to Thames Wharf Yard.

### MILLWALL JUNCTION TO TEMPLE MILLS.

Banana traffic from West India dock will be worked by special trips to Millwall Junction to Temple Mills as scheduled. The special trips are to leave Millwall Junction screw coupled and with vacuum pipes (also steam pipes where necessary) connected to the engine (unless authorised otherwise by Stratford Control) and run to Temple Mills a fully braked train.

### MILLWALL JUNCTION TO THAMES WHARF YARD.

Banana traffic for G.W., S.R. (via North London Line and East London Line respectively) and Eastern Section local stations will be worked by special trips Millwall Junction to Thames Wharf yard via Stratford Market thence as arranged by Stratford Control. To leave Millwall Junction screw coupled only.

### LOADING ARRANGEMENTS.

The loading of special trips to Millwall Junction to Temple Mills or Thames Wharf Yard worked by No. 3 class Vacuum Fitted Engines is as follows:-

Load. Maximum 30 Vans and Brake Van worked by a J69 Class Engine unassisted by Engine in rear to Salmon's Lane Junction. Conditions. During Summer period only, and when vans are not steam heated. Limehouse Junction Home signal to be in "off" position for passing of these special trips.

Maximum 25 Vans and Brake Van worked by J69 class Engine unassisted by Engine in rear to Salmon's Lane Junction. During Winter period and when vans are steam heated Limehouse Junction Home Signal to be in an "off" position for passing of these special trips.

If necessary during adverse weather conditions the trips are to be assisted by an Engine in rear to Salmon's Lane Junction.

### TEMPLE MILLS TO PETERBOROUGH EAST AND WESTWOOD.

Special No 1 Braked Goods trains will run from Temple Mills to Peterborough East and Westwood when required.

The following point to point running times to be observed:-

	Minutes
Temple Mills to Tottenham ... ..	8
Tottenham to Broxbourne ... ..	22



# BLETCHLEY TO OXFORD TRAIN TIMETABLE (Jan – Feb 1954)

Submitted by Roger Mills

BLETCHLEY — BANBURY or OXFORD														TABLE 5	
LONDON MIDLAND REGION															
WEEKDAYS												SUNDAY			
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.		
Bletchley .....	524	729	8 0	9 27	12 10	136	213	.....	5 5	528	820	10 0	.....	837	1 0
Swanbourne .....	739	810	.....	9 37	12 20	146	223	.....	515	538	830	10 11	.....	847	1 10
Winslow .....	540	746	817	9 43	12 25	151	228	.....	522	544	835	10 16	.....	852	1 16
VERNEY JUNC. ....	751	822	9 48	12 30	156	233	.....	527	549	840	.....	.....	.....	.....	.....
Padbury .....	.....	829	.....	.....	.....	238	.....	.....	554	.....	.....	.....	.....	.....	.....
Buckingham .....	.....	835	.....	.....	.....	244	.....	.....	6 0	.....	.....	.....	.....	.....	.....
Fulwell & W. ....	.....	847	.....	.....	.....	254	.....	.....	6 10	.....	.....	.....	.....	.....	.....
Brackley, Tn. ....	.....	854	.....	.....	.....	3 0	.....	.....	6 16	.....	.....	.....	.....	.....	.....
Banbury, M. St. ....	.....	911	.....	.....	.....	317	.....	.....	6 33	.....	.....	.....	.....	.....	.....
Claydon .....	755	.....	9 52	12 35	2 0	.....	.....	531	.....	844	10 24	.....	.....	9 0	1 24
Marsh Gibbon ...	8 4	.....	10 11	12 44	2 9	.....	.....	540	.....	853	.....	.....	.....	9 9	1 33
Launton .....	8 8	.....	10 5	12 48	2 13	.....	.....	544	.....	857	.....	.....	.....	9 13	1 37
Bicester, Lon. Rd.	6 3	814	.....	10 11	12 53	2 18	.....	550	.....	9 3	10 40	.....	.....	9 19	1 43
Islip .....	6 14	824	.....	10 21	3 22	.....	.....	6 1	.....	9 13	.....	.....	.....	9 29	1 54
Oxford, Gen. ....	6 25	835	.....	10 32	1 16	2 39	.....	6 12	.....	9 24	10 56	.....	.....	9 40	2 5
Oxford, Gen. ....	6 23	.....	7 58	9 53	10 18	.....	2 28	.....	5 18	6 53	.....	10 38	10 34	4 43	4 43
Islip .....	6 35	.....	.....	10 4	10 29	.....	2 39	.....	5 29	7 5	.....	10 50	10 46	4 55	4 55
Bicester, Lon. Rd.	6 45	.....	8 18	10 14	10 39	.....	2 50	.....	5 40	7 17	.....	11 3	10 58	5 6	5 6
Launton .....	6 51	.....	.....	.....	.....	.....	2 55	.....	5 45	7 22	.....	11 8	11 3	5 11	5 11
Marsh Gibbon ...	6 56	.....	8 26	10 22	10 47	.....	3 0	.....	5 50	7 27	.....	11 8	11 8	5 16	5 16
Claydon .....	7 4	.....	8 34	10 30	10 55	.....	3 8	.....	5 58	7 35	.....	11 19	11 16	5 24	5 24
Banbury, M. St. ....	.....	7 15	.....	.....	.....	1 42	.....	3 42	.....	7 0	.....	.....	.....	.....	.....
Brackley, Tn. ....	.....	7 32	.....	.....	.....	1 59	.....	3 59	.....	7 17	.....	.....	.....	.....	.....
Fulwell & W. ....	.....	7 39	.....	.....	.....	2 5	.....	4 5	.....	7 23	.....	.....	.....	.....	.....
Buckingham .....	.....	7 49	.....	.....	.....	2 17	.....	4 18	.....	7 35	.....	.....	.....	.....	.....
Padbury .....	.....	7 53	.....	.....	.....	2 21	.....	4 22	.....	7 39	.....	.....	.....	.....	.....
VERNEY JUNC. ....	7 10	8 0	.....	.....	.....	2 27	3 14	4 29	6 4	7 41	7 49	.....	.....	.....	.....
Winslow .....	7 15	8 6	8 43	10 39	11 4	2 32	3 19	4 34	6 9	7 47	7 54	11 28	11 26	5 34	5 34
Swanbourne .....	7 20	8 11	8 48	10 44	11 9	2 37	3 24	4 39	6 14	7 52	7 59	11 33	11 31	5 39	5 39
Bletchley .....	7 31	8 21	8 58	10 54	11 19	2 47	3 34	4 49	6 24	8 2	8 9	11 43	11 41	5 49	5 49

A—Wednesday and Saturday only. S0—Saturday only. SX—Not Saturday.

## DID YOU KNOW?

The world's very first passenger service was operated by what became the Swansea & Mumbles Railway in South Wales, which opened on 25th March 1807 between Swansea and Oystermouth. It was extraordinary in using, at various times, no fewer than 8 different forms of power: horse, compressed air, steam, battery, petrol, diesel, overhead electric and, on one occasion at least, sail. The last double-deck, 106-seat tram ran on 5th January 1960.

In 2008 I visited the Train Collectors Society Exhibition at Sandy, and I got talking to some members, Eric Bowman and Bruce Garwood, from Milton Keynes Model Railway Club. I liked what I saw and heard, so I started to visit the club on Tuesday evenings and I officially joined, in February 2009.

During my time at the club, I have been involved in helping to rebuild the outside layout and spent a great deal of time not only building the layout, which still has a lot to be done to it, but I helped to have a very good clear up of the whole outside area.

At this year's Annual General Meeting, I was very surprised to be awarded Clubman of the Year.



Nick seen here working on the outside area.



Nick doing his bit at this year's club exhibition

In the next issue: Meet Paul Wakley

## Activities throughout the Club

### Getting ready for the Club's Exhibition



*Phil Wood (left) and Daniel Deathe getting their layouts ready for the exhibition*

### Alterations in Tinplate Room



*A new station has replaced the old tunnel/castle and Roger Mills is laying new track*

## PICTURE NEWS



*Top – A Deltic is seen recently, speeding through Biggleswade, to mark the 50th Anniversary of their introduction.*

*Middle – This the east coast main line between Sandy and St. Neots. 23 similar incidents have been recorded in the past year.*

*Bottom – Remember my Cow Bridge story in the last edition, this time a Royal Mail lorry gets stuck under the bridge, during the rush hour. On average a vehicle hits this bridge every six weeks*



## MODEL RAILWAYS IN GREAT BRITAIN

*I have listed the model railways, I am aware of around the United Kingdom, in case you may be in one of these areas during your holidays – where possible I have listed both the postcode, to enable you to find these locations, and a telephone number to ring if you are making a special journey, to check opening times etc.,*

Babbacombe Model Village, Torquay, Devon TQ1 3LA, 01803 315315.\*

Bekonscot Model Village & Railway, Warwick Road, Beaconsfield, Bucks HP9 2PL, 01494 672919.\*

Bourton Model Railway, Box Bush, High Street, Bourton-on-the Water, GL54 2AN, 01451 820686.

Brighton Toy & Model Museum, 52-55, Trafalgar St, Brighton, East Sussex BN1 4EB, 01273 749494.\*

Conwy Valley Museum, Old Goods Yard, Betws-y-Coed, Conwy LL24 0AL, 01690 710568.

Devon Railway Centre, Bickleigh, Nr Tiverton, Devon EX16 8RG, 01884 855671

Exmouth Model Railway, Queens Drive, Exmouth EX8 2AY, 01395278383.\*

Gainsborough '0' Gauge Model Railway of the East Coast Mainline 'Kings Cross to Leeds'  
Florence Terrace, Gainsborough, Lincolnshire, DN21 1BE, 01427 615871.\*

Lyn Model Railway, Parish Hall, Watersmeet Road, Lynmouth, EX35 6ET, 01598 753330.\*

Model Railway Exhibiton, Ormesby Hall, Ormesby, Middlesborough TS7 9AS, 01642 324188.

Model Railway & Steam Railway, Trago Mills Park, Newton Abbot, Devon TQ12 6JD, 01626 821111.\*

Pecorama, Beer, Devon EX12 3NA, 01297 21542.\*

Pendon Museum, Long Wittenham, Abingdon, Oxfordshire OX14 4QD, 01865 407365.\*

West Cork Model Railway Village, The Station, Inchydoney Road, Clonakilty, Co Cork, Ireland.

Wimborne Model Town, King Street, Wimborne Minster, Dorset BH21 1DY, 01202 881924.

World of Model Railways, Meadow Street, Mevagissey, Cornwall PL26 6UL, 01726 842457.

York Model Railway, Tea Room Square, York Station, York YO2 2AB, 01904 630169.

- *These are the locations I have visited and would recommend everyone of them.*

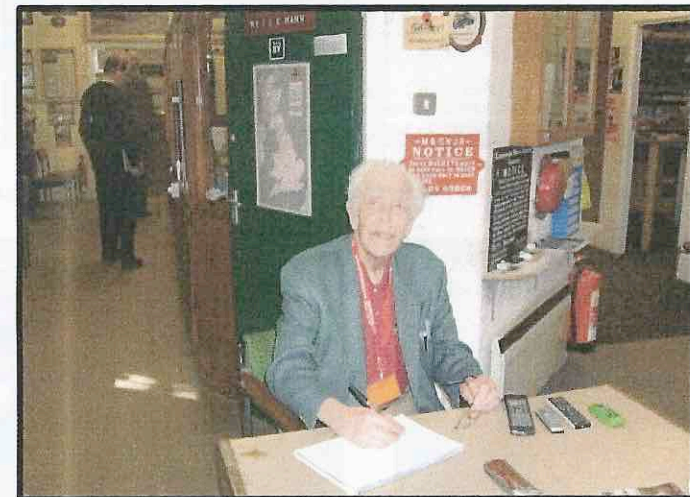
## *Activities throughout the Club*

### Additions to Layouts



*Hilltop farm has been added to 'Norgate', the 'N' gauge layout.*

### The club's oldest active Member?



*Brian Barnes carries out his front desk duties*

## Club Activities

### Outside Layout



### Progress ongoing



*Alan Henshaw putting the finishing touches to his counterbalance, on the opening hatch.*



*Trains running again on the outside track, on a sunny Sunday afternoon, thanks to Ken Ranns.*

# Toy Train Collectors Exhibition

Organised by the Train Collectors Society and  
sponsored by the Bachmann Collectors Club.



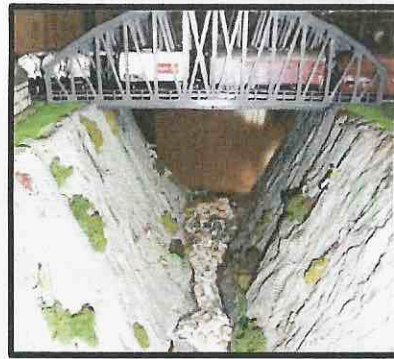
**Saturday July 2<sup>nd</sup> 2011**

**Sandy Upper School, Engayne Avenue  
Sandy, Bedfordshire SG19 1BL  
Opening times 10.30am to 5pm**

**Vintage Toy Train 'Collectors' Layouts  
and displays from the early 1900s to today  
Trade Stands for the Modeller and Collector  
National Collectors Clubs and Society Stands**

Further information contact 01462 682747  
or [www.traincollectors.co.uk](http://www.traincollectors.co.uk)

## Members and Club Layouts around the Exhibitions

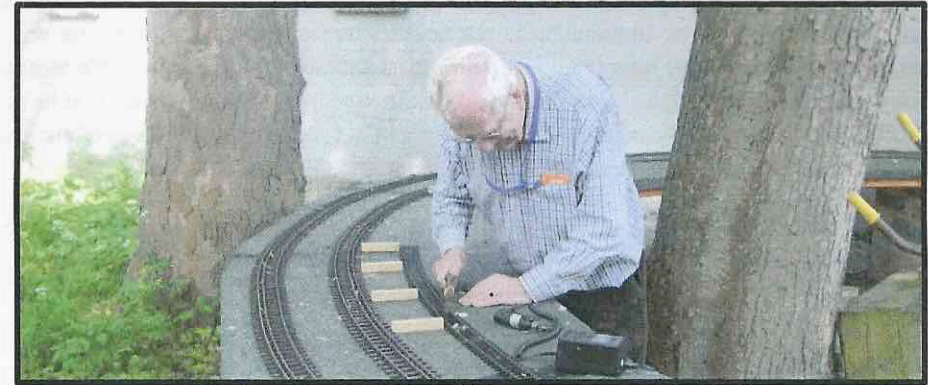


Four scenes of Roger White's 'Marklin' layout at The TCS Spring Get-together at Biggleswade.

### "A Broken Railway"

That's not an exaggeration or just a scaremongering headline. The Gloucestershire Warwickshire Railway is, literally, broken into two parts. This happened in January, when a SECOND disastrous embankment collapse happened at the so-called 'Chicken Curve', just north of Winchcombe station. And this comes hot on the heels of the railway's most disastrous year ever. A major embankment collapse at Gotherington, which reduced visitors numbers and increased running costs. Then came one of the worst winters in living memory, leading to loss of £70,000 as day after day of the high earning "Santa Specials" were lost. The railway's coffers are empty. The railway's president Pete Waterman has launched a fresh appeal for money, and says every penny is desperately needed. If you would like to help or more information, contact: GWSR at The Railway Station, Toddington, Gloucestershire, GL54 5DT. Tel: 01242 621405. [www.gwsr.com](http://www.gwsr.com)

## Activities throughout the Club



Bernard Worden laying track, on the outside layout.



Ian Harrison having a break from laying track, to give his live steam locomotive a run.

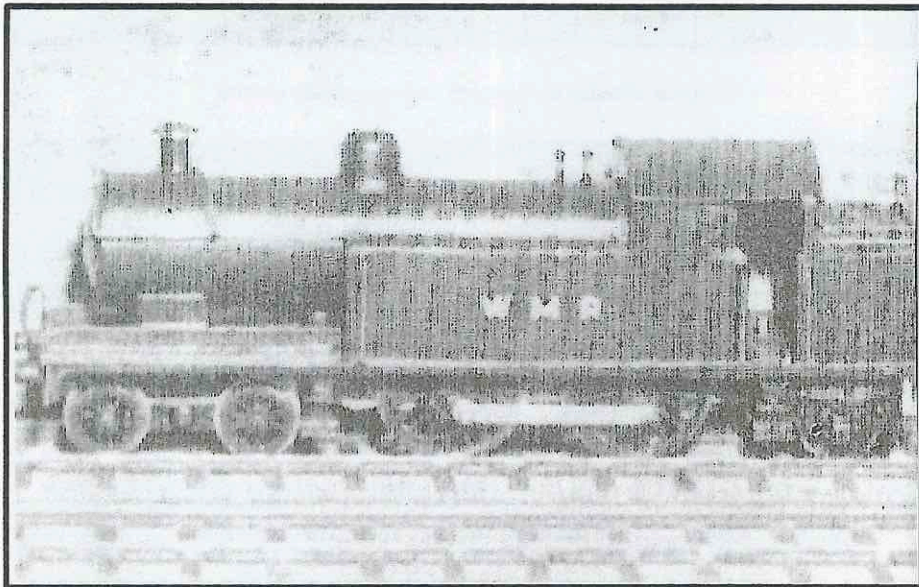
### WHO'S THAT KNOCKING?

On a recent duty, I was in the Verney Room sorting out a train that had got stuck, when I could hear something banging on the roof, is it a large bird, burglars, or Roger White looking for lead? When I went out to investigate, I discovered it was a member, Alan Henshaw, cleaning out the gutters, with a tool he had specially made to do the job. It is sometimes surprising what members do, to help the club. After a good laugh, we both went our separate ways to continue what we were doing. *Ed.*

## Edward Beal – a pioneer remembered by Stephen Ellingham

The Reverend Edward Beal (1889 – 1985) is one of the significant early founders of the British model railway hobby having a major contribution to the development of '00' gauge trains. He was a regular contributor to monthly magazines, especially *Model Railway News*, from the 1930s through the war years to the 1960s. His articles were of a practical nature and described models that he had constructed for his own "West Highland Railway". His writings indicate that he helped, and was helped by, a loyal band of friends as each built their individual model railway systems.

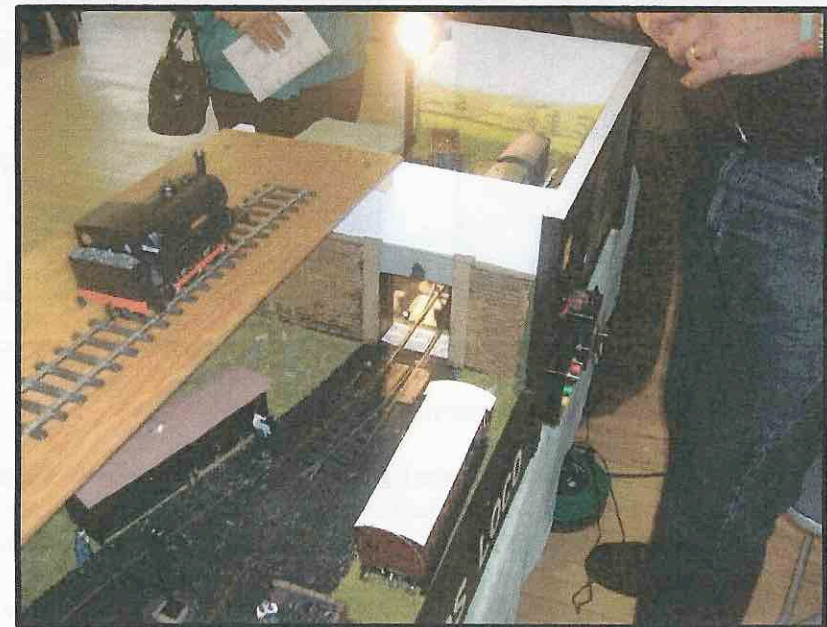
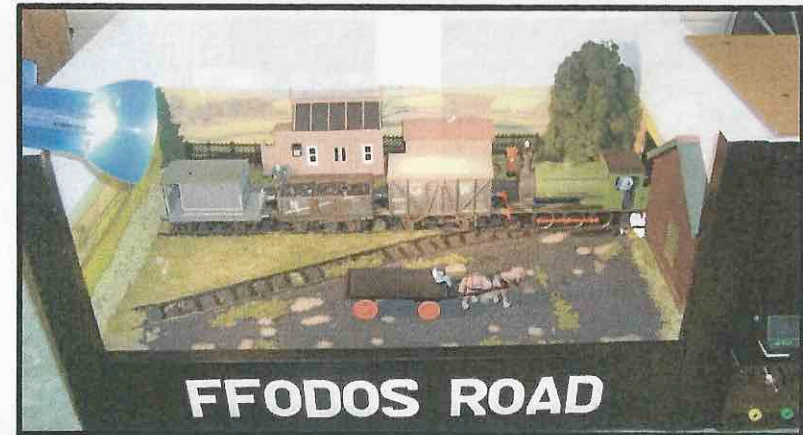
In addition to his magazine articles, pamphlets and brochures, Beal wrote several books. The photograph below, from "West Midland – the '00' gauge layout of a lifetime" (Percival Marshall & Co, 1952), shows a neat freelance 4-4-2 tank locomotive which was his most recent creation.



Although now more than half a century old, his books can readily be found second hand although usually in a battered condition, which indicates either that modellers are careless or that the books were read, reread, studied and examined with more enthusiasm than could be tolerated by the "austerity" bindings. *Modelling the old-time railways* has recently been reprinted by Fresh Frame Publishing.

To the modern reader of these titles an immediate impression is that many of the drawings, even though fully dimensioned, are so tiny that only a modern photocopier with an "enlarge" button will reveal the beauty of the original diagrams.

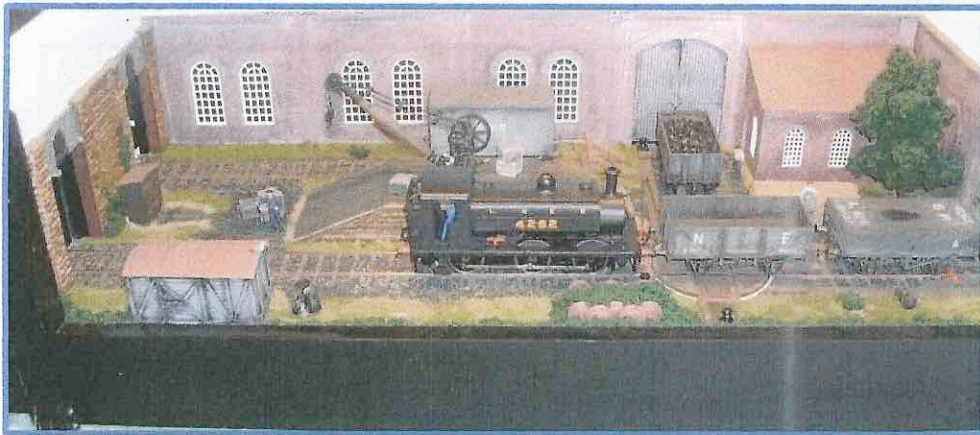
## *Members and Club Layouts around the Exhibitions*



*Top: Colin French's '0' gauge layout 'Ffodos Road' at the St. Neots Exhibition.*

*Bottom: Colin's display is two layouts in one and can be turned around for the second layout, with each layout acting as the other displays fiddle yard.*

## Members and Club Layouts around the Exhibitions



Colin French's '0' gauge layout 'The Wagon Works' at the East Beds Exhibition at Biggleswade.



Bob Taylor, Tim Page, John Harrison and Colin Joyce operating the club's 'N' gauge layout 'Norgate' at the St. Neots Exhibition, where it won best layout in show (see insert)  
This layout also appeared at the Abingdon Exhibition.

Beal was not a strict "prototype" modeller. The West Midland was however totally up-to-date with art-deco stations and rolling stock appropriate to the period in which he lived. To the present day commentator, some of Beal's stations will appear overcrowded but the illustrations show that he created a railway that was complete, consistent and very large. I wonder whether any of it still survives somewhere in a private collection.

His books are worthy of study. Beal's was an age of do-it-yourself modelling. He shows how practically everything can be made by hand, using everyday materials. He covers baseboards, track, scenery, stations, bridges, factories, carriages, wagons and locomotives as well as ships, cranes, harbours, farm animals and road vehicles. He even mentions the Lister power plant with which he made own his own electricity.

The present day modeller will find delight in Beal's words as he describes the appearance and operation of the traditional steam railway in a level of detail that today rarely appears in print. Beal's text reminds us that there is life beyond Skaledale and I feel sure that the reprint will bring pleasure and inspiration to a new generation of readers.

## YOU HAVE TO SMILE

Do not read medical books, because you could die from a misprint. **John Forman**

An elderly lady called 999 on her mobile phone to report that her car had been broken into. She is hysterical as she explains her situation to the operator; "They have stolen the stereo, the steering wheel, the brake pedal and even the accelerator!" she cried. The operator said, "Stay calm. An officer is on his way" A few minutes later, the officer radios in and says "All is okay she got into the back seat by mistake." **Colin Lomas**

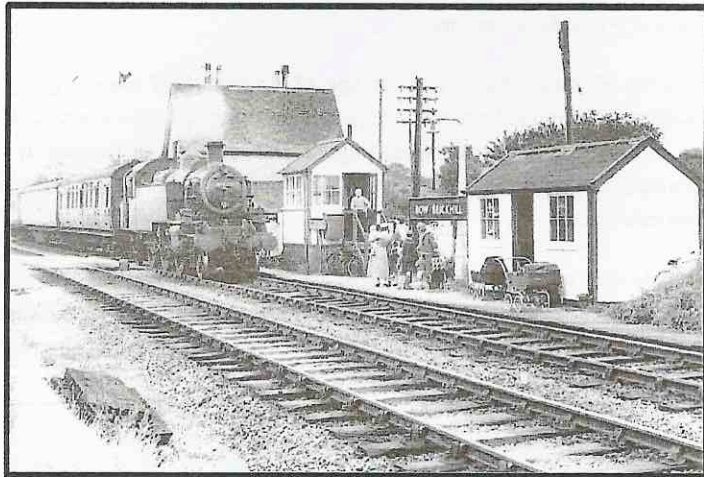
A little old lady was running up and the halls in a nursing home. As she walked, she would flip up the hem of her nightgown and say 'Supersex'. She walked up to an elderly man in a wheelchair, flipping her gown at him, she said 'Supersex'. He sat silently for a moment or two and finally answered, "I'll just have the soup please!" **Colin Lomas**

The cartoon was submitted by Bruce Hankins



THOSE WERE THE DAYS

*Hopefully, space permitting, we will be taking a regular nostalgic look back, at days gone by, on some of the local branches.*



*Bow Brickhill Station on 19th September 1957.*

*Loco '2MT' 2-6-2T No 41329, on the 12-45pm Bedford (St John's) to Bletchley service.*

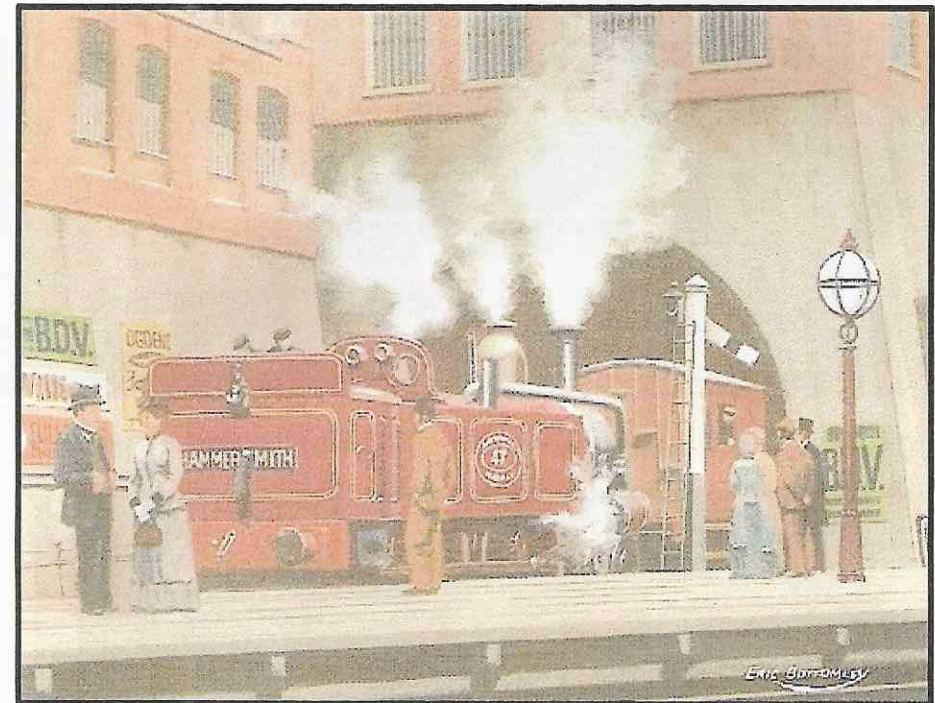


*The 3-45pm service from Hitchin to Bedford (Midland Road) approaches Southill station on the 8th February 1958.*

A HISTORY OF BRITISH RAILWAYS

No 6

MR 4-4-0T



Designed by Sir John Fowler and built by Beyer Peacock of Manchester, the Metropolitan Railway 4-4-0Ts were given names like 'Apollo', 'Cyclops' and 'Mars'. The basic design was highly successful and remained in service for thirty years. Pictured above in a typical London Metropolitan Railway setting complete with enamel signs and long dresses, is No 47.

Because of the problem of steam and smoke in the long tunnels of the underground system, a condensing apparatus for the exhaust steam from the two cylinders was built into the side tanks. Running on 5ft 9in driving wheels and developing 11,600lbs of traction effort from a boiler pressure of 130lbs a similar tank engine was used by the District Railway. By electrification in 1906, some of the 4-4-0Ts had been given proper cabs. The Metropolitan – the first underground city railway in the world when it was opened in 1863 – introduced an express 4-4-4 tank engine as late as 1921.



## FRED COLLINS – Personal recollections from Phil Wood.

I first met Fred when he interviewed me at the Borough Council in Wolverton, for an electrician's job back in 1979. I got the job and soon developed a friendship with Fred after we discovered we had a mutual interest in model railways. It was not long before he invited me to join the MKMRS whose premises were in Fenny Stratford. As my boss, Fred was fair and only once did he give me a gentle 'telling off' for not removing the wallpaper before putting the trunking in a property, I was rewiring.

When Fred later began building his house in Shenley Lodge, I was asked to wire it for him. Fred did much of the work himself but as he and Wendy, Fred's late wife, were living in their touring caravan on site, the pressure was on! We had to get it right in order to satisfy the building inspector, fortunately we met the stringent conditions and Wendy got to move into their house!

Fred retired in 1991 but returned on a part time basis to check contractor's invoices, some of which were mine! Once Wendy died, Fred decided to fully retire and engrossed himself in painting pictures and pursuing his model railway interests. One of his projects was the building of Wolverton station and more recently a model of Newport Pagnall the home of "Newport Nobby". This was under construction and exhibited at our exhibition just a few days before his unexpected death.



Fred and I attended many exhibitions together and club trips. *(Left – Phil and Fred at the Severn Valley Railway in 2010)* We went to York last Easter and visited both the National Railway Museum and the York Model Railway Exhibition held at the Racecourse. We both enjoyed full size as well as model ones! We attended the London Festival of Railway Modelling and were planning the 2011 trip before he died. Needless to say, I did not go this year.

When I got married in 2008, Fred made a Perspex and wooden box for my wife and I, as a surprise present. The box was illuminated and installed in our garden. It was later refurbished and now sits proudly in the clubroom with our 40th Anniversary logo on it. I also have one of Fred's paintings, a present from my wife, to remind me of our friendship, and this now hangs proudly in our hall.

I shall miss Fred's friendly banter and down to earth common sense, particularly on club nights. For me his passing has evoked many happy memories of our times together as both work colleagues and club members.

## FRED COLLINS – OBITUARY

By Dennis Lovett



Fred Collins, was born in Islington, but lived in close proximity to Liverpool Street station. He was evacuated during the war to Bracknell and as a result lost out on the traditional entry into the hobby at an early age.

In his teens, Fred was a regular trainspotter at Liverpool Street and his favourite spot was the bridge over the station by which the locomotives would pause on their journey from the turntable or Stratford, ready for the platform road and their next train out.

He became fascinated by the Britannia Pacifics and it was on seeing one of the class with the number area cleaned, probably by a fellow spotter, that he realised that Great Eastern Division locomotives carried green livery as opposed to grimy black!

He attended Building College in Bracknell and so did not return to London until a long time after the other evacuee's. Fred's entry into the hobby of railway modelling did not come until he worked in St. Albans in the early 1960's and discovered a good model shop, which specialised in railways. He would go along, usually on a Thursday, when it was pay day and buy something! Hornby – Dublo coaches at 12/6d were a favourite purchase.

Fred moved to Bletchley in 1960 when housing development was beginning. His sons by now had become interested in trainspotting and Fred recalled that on his first visit to Bletchley station, he was so impressed with the Maroon Duchesses that he modelled LMR practice from then on! As a founder member of Bletchley Art Club, he no doubt found the colours suited his eye and were more colourful than the black grimy black engines found at Liverpool Street.

Fred was a committee member of West Bletchley Community Centre and in order to encourage younger members into the hobby, they set up a model railway section in the centre. They built a large 00 gauge layout (with 009 feeders) and this was exhibited at our first exhibition at the Leisure Centre in 1973.

Fred continued to serve the WBMRC until they decided to leave the community centre in 1977 and "borrowed" our old Holne Chase premises. This was the start of the end of the WBMRC club and they did not last much longer. Eventually most of their assets and their remaining members, which included Fred, John Tennant, John Hatton and Mark Agnew, transferred to MKMRS in 1978. All went on to become real club stalwarts in their new organisation.

Fred Collins will be sadly missed but will not be forgotten. I for one will remember him every time I turn a tap on or flush the loo in our club room – for without Fred, none of these would be possible.

Fred was the one who found the nearest water supply to our building and dug the trench to reconnect us to it. No mean task and one for which we will be always in his debt. He had played a number of roles within the club initially as a member, later a committee member, catering organiser for our exhibitions, Vice Chairman, Librarian, builder, plumber and layout builder. Over a thirty year period, Fred was the one we turned to when we needed something beyond the capabilities of most of us. He was also responsible for posting the 'Quarterly Newsletters' right up to his death.

Fred was my Vice-Chairman from January 1994, when he succeeded John Symonds, and continued until 2001, when the health of his wife, Wendy, deteriorated to the point where he needed to look after her during her final months.

Fred was instrumental in rebuilding a derelict building adjacent to our old clubrooms in Fenny Stratford and making it into a kitchen and workshop. He continued the good work when we moved into our current building in 1994, which had no power supply and definitely no water apart from that which penetrated the leaky roof! Fred was the one we all relied on to put it right, mobilising members with specialist skills to transform a derelict junk hole into what we have today.

Fred took responsibility for all the catering during our last few exhibitions at Bletchley Leisure Centre. He and Wendy organised the menus, procured the provisions and built up a team of members wives, girlfriends and daughters to deliver a superb service, envied by many other clubs. Back in those days it was a requirement that host clubs served up three course meals for lunch and afternoon tea. How times change and today there is no such stringent conditions, just a requirement to provide something to eat!

It came as a shock to me to find out Fred's real age. He certainly did not look it and he was active in the clubroom just a week before his sudden death. Fred, with his good friend Phil Wood, has exhibited his under construction Newport Pagnall layout at our last two shows and was delighted with the response he got from visitors (see picture below)

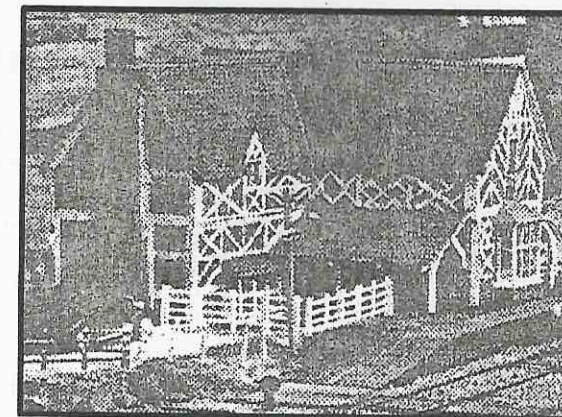


Fred was talented in so many ways but he was a very good modeller, taking responsibility for the architecturally challenging 'O' scale model of Fenny Stratford station that he built for my own exhibition layout over 20 years ago.

Page 17

### ***Right-Fenny Stratford station, as built by Fred.***

He was also a talented artist and was about to embark on painting a backscene for me for a work related project. He was also talking to the newsletter editor with regards to his line drawings of famous locomotives appearing in future issues. He had worked on refurbishing the tram layout.



***This is a selection of Fred's railway paintings, on display at the last AGM.***

The club was very well represented at Fred's funeral at the Crownhill Crematorium on Friday 25th March 2011, with over 20 members attending.

We have been asked by his family to sell on Fred's own large collection of 00 scale models. Some are being purchased for club use and many members are buying models as their reminder of a great man and a true friend. There can be no more fitting tribute for us to go on and finish Newport Pagnell in his memory.

Page 18