



CAPTION COMPETITION

Last issue's result

"OK Chris, you keep him talkin' while I 'ave it away with his toolbox" The winning caption was submitted by Chris Hughes. The competition was judged by the chairman.

USE YOUR NEWSLETTER FOR YOUR BENEFIT

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

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

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

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

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

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

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

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

KEEP THE ARTICLES AND INFORMATION COMING IN

The next MKMRS 'Quarterly News' will be published on Tuesday 6th December 2011 to cover December 2011, January and February 2012 for forthcoming events.



"QUARTERLY NEWS"

No 166

40 PAGE BUMPER EDITION

AUTUMN 2011

FEATURING OUTSIDE AREA OFFICIAL OPENING AND BUTTERLY OUTING



The official opening of the outside area, this is the picture used by the Railway Modeller. From left to right; Simon Kohler (Hornby), Paul Appleton (Ian Allan), Ben Arnold (Peco) and Graham Hubbard (Bachmann/Graham Farish) prepare to cut the ribbon simultaneously.

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

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 Webmaster:- Ian Bartlett Editor/Archives:- John Forman

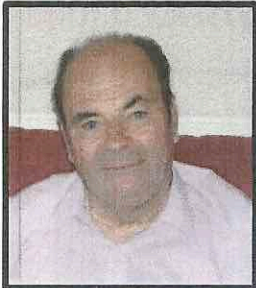
Librarian:- Derek Hart Schools Co-ordinator:- Robin Rowles

Auditor:- Peter Holden Club Merchandise:- Ken Ranns

Committee:- Chris Lester Tony Winn Colin Joyce Bill Ball

Editorial

Another "Quarterly News" with plenty to report, including the outside area official opening, the club outing to the Butterley Exhibition, the club layouts around the shows, all the latest club news and regular features. Over the past few issues, its not been about how to fill each edition, but what to leave out, with the editor being spoilt for choice. My thanks to all those members who have submitted articles and photographs, it certainly make my job much easier.



However I do like to produce a well balance newsletter and would like to ask anyone to inform me, if they feel there is something I do not cover, I welcome constructive criticism. Ideas and suggestions with regards to other articles would also be appreciated. John

Important Message From the Secretary

It has been decided that as we now seem to be handling the disposal of model collections on a more regular basis, in future we will ask the sellers to make a donation from the proceeds to our nominated charity – Willen Hospice.

On the subject of donated items, in future if somebody hands in items on a weekend or any other time, please ensure they are passed to the Secretary or the Chairman so they can be assessed for exhibition or onward sale to members through the normal channels. If items are left we would ask for them to be put into the workshop area (the room opposite the desk) with a note of the persons name and contact details so that we can at least thank them for their contribution.

If anyone asks for advice on disposing of equipment (either by sale or donation) then please take thier name, address and telephone number and pass to the Secretary so that we can follow it up at the earliest opportunity.

GUESS THE CAPTION COMPETITION

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

The 'Look East' television camera man was the first person here on the day of the opening, and almost the last one to leave, but the item on the programme was less than 20 seconds! How do they justify that!



LOCAL RAILWAY PLACES OF INTEREST

*Buckinghamshire Railway Centre,
Quainton Road Station,
Quainton, Near Aylesbury, HP22 4BY.*

Visitor Centre The 160 year-old building, formerly the terminus of the LNWR in Oxford was moved to Quainton, restored and re-erected 10 years ago. Built to a similar design as the 1851 Great Exhibition building "The Crystal Palace" this unique structure houses our finest exhibits. Its cafe serves hot and cold food. The gift shop sells a wide variety of railway and associated gifts.

Giant South African Locomotive This impressive locomotion was built in Glasgow for service on the prestigious 'Blue Train' of South African Railways. It was the most advanced and powerful rigid-framed steam locomotive ever built in the UK. It returned to this country for preservation in 1991.

Locomotion Shed This building houses many of our operational fleet of locomotives used on steaming days. It is also the home and restoration base for our Hall Class GWR express passenger 4-6-0 locomotive No 6989 "Wightwick Hall".

Miniature Railway The Centre is home to the Vale of Aylesbury Model Engineering Society (VAMES) whose half-mile circuit operates on Steaming Days.

Museum Building This houses steam and diesel engines mixed with horse and cart exhibits. The small relics section has a fantastic collection from lamps to silverware together with a number of 'hands-on' interactive displays. The collection of station nameplates will set the memories rolling,

Engineering Shed and Railway Bookshop This houses the main engineering workshops. A look inside will reveal the scale of the work needed to keep a locomotive in action. Adjacent to the shed is our comprehensive stocked railway bookshop – a 'must' place to visit for any railway enthusiast.

Old Station Building Quainton Road Station is a typical country station building. It was rebuilt in 1899 to accommodate the junction with the Brill Tramway. At one time express trains of the Great Central Railway thundered through on their way between London and Manchester. Today, displays recall the changes that the coming of railways made to local life.

Travelling Post Office At one time the TPO was a familiar sight on Britain's railways carrying the bulk of our mail overnight to all parts. Now preserved these two coaches show how mail was picked up and sorted on the move. Interior displays cover the notorious "Great Train Robbery" which took place close by. Open most Sundays and special event days 1pm – 4pm.

A WORD FROM THE CHAIRMAN

Emerging from the darkness

I was fortunate during my railway career to travel in the cab of quite a lot of trains. Plunging into a tunnel mouth into the total darkness was an experience and seeing a pin prick of light becoming larger as your train pushes forward at speed to emerge into a shaft of light is something to be experienced rather than described.



A year ago we plunged into a tunnel that was dark and the pin prick of light at the far end was not visible. On the 8th June this year, the MKMRS train burst into the sunshine with the opening of our new outdoor facilities by some well known faces from the world of model railways.

Just like a train relies on many different people and different skills to reach its destination so does a club like ours. That is why it was very satisfying to see so many members witness the events in June and to see the labours of their efforts recognised.

That we have emerged through the tunnel and out the other end is testament to the membership. Some have left but their place has been taken by others and the contribution they are making is considerable.

The club room is without doubt a much nicer place to be this year. Let us continue to build on what we have. There is no doubt that 2010 was the most difficult we have faced in over 40 years – so far 2011 has been one of the best.

We will continue to build for the future and we are investing to ensure that we continue to improve our facilities for the benefit of members and visitors alike.

Dennis Lovett (Chairman)

Foreign Visitors

With ever increasing numbers through our doors, there also seems to be a marked increase in the amount of overseas visitors. In addition to the many American, Australian and Canadian tourists, in recent weeks I have noticed people from such places as Germany, Israel, South Africa, Malta, Finland, New Zealand, France and Belgium etc., etc.

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, Reg Maddocks, Tony Frazer, William Kempster, Thomas Crow, Harold Judd and Ian Milburn 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 and the webmaster is always looking to feature member's new layouts on line, so just contact 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 for the club's archives.

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

Outing - Peter Jones is still considering organising a trip to an overseas exhibition. So far, he has not received much response, so please speak to Peter, as soon as possible, if you are interested in going on this trip.

Newsletter - If, for whatever reason, you are unable to get to a club night when the 'Newsletter' is due, 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.** With the last Newsletter, I tried a new way of getting the members to sign for their copy, this required signing against their name. This enabled me to see, at a glance, who had not received the most recent edition. I posted the first regular 16 copies by post, 53 copies were collected at two club evenings, and on seeing who had still not collected a copy, I posted another 12 copies. On the comments I received, it appears the membership were pleased with this method.

Fred Collin's Sale - At the time of going to print, the club has raised over £3,500 for Fred Collin's family, by selling items from Fred's collection at the club nights.

Visitors - Up to Sunday August 7th, we have had 16,500 people through the clubrooms this year.

Sat 22nd **Watercress Line** - Tornado Returns! (2 days)

Fri 28th **Kent and east Sussex Railway** - Fright Night Trains (2 days)
Watercress Line - Tornado Returns! (3 days)

Sat 29th **Mid-Norfolk Railway** - Halloween - A spooky night out.
Rushden Transport Museum - Halloween Ghost Train.

Nov Fri 4th **Bluebell Railway** - South Eastern Gala (3 days)
Sat 5th **Peak Rail** - World War 2 Winter Camp - (2 days)

THOSE WERE THE DAYS



Castle Ashby and Earl Barton, Northants; LMS '2MT' 2-6-2T No 417227, Northampton (Castle) to Wellingborough (Midland Road) on 2nd November 1963.

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

- Sept** Sat 10th OLNEY Ex at Carlton House Club, High Street, MK46 4BB.
 MARCH MRC Open Day, at St Peter's Church Hall, High Street, PE15 9JR.
 Sun 11th SPALDING S/M at Springfield Exhibition Centre, Camelgate.
 Sun 18th COVENTRY S/M at the Connexion, **RYTON – ON – DUNSMORE** CV8 3FL
 Fri 23rd ST ALBANS EVENING S/M at the Frances Bacon Sch, Drakes Drive, 7pm to 9pm.
 Sat 24th HARPENDEN Brambleton MRC Outside Railway 'Open Day' at Highfield Oval.
 Sun 25th BANBURY BANRAIL at Banbury Sch, Broughton Hall, Ruskin Road, OX16 9HY
 NEC S/M at Hall 18, The National Exhibition Centre, BIRMINGHAM B40 1NT.
 Tue 27th LETCHWORTH EVENING S/M at the Plimston Hall, Broadway, 7pm to 9pm.
- Oct** Sat 1st RUGBY VINTAGE S/M at the Benn Hall, Newbold Road,
 HARPENDEN 'O' GAUGE EX at the Royal British Legion Hall, 21, Leyton Rd, AL5 2HU.
 Sun 2nd BIGGLESWADE S/M The Weatherly Centre, Eagle Farm Road, SG18 8JH.
 Sun 9th GAINSBOROUGH 'O' Gauge layout Open Day, at Florence Terrace. DN21 1BE
 DONNINGTON PARK EXHIBITION CENTRE S/M is back – 500 stalls.
 Sat 15th PETERBOROUGH EX at 'EXEC' at the East of England Showground (2 days)
 Sun 16th HUNTINGDON S/M at W.G. Animal Shelter, London Road, **GODMANCHESTER.**
- Nov** Tues 1st RUGBY EVENING S/M at the Benn Hall, Newbold Road,
 Sun 6th SPALDING S/M at the Springfield Exhibition Centre, Camelgate.
 Sat 12th SPALDING EX at the Springfield Exhibition Centre, Camelgate. (2 Days)
 OXFORD S/M at the Exeter Hall, Oxford Road, **KIDLINGTON.**
 Sat 19th WARLEY NATIONAL EXHIBITION at the N.E.C. (2 Days)
 ROYSTON EX at Meridian School, Garden Walk,
 SANDOWN PARK RACECOUSE S/M – 500 Stalls – International Dealers.
 Sun 20th KETTERING S/M at the Arena, Kettering Leisure Village, NN15 6PB.

Transport Health and Safety Nightmares!



"That's nuts... a coconut carrier in Mysore, India"

HMRS MEETINGS AT THE MANSION, BLETCHLEY PARK (Last Wednesday in the month)

2011/12

September	28th	The Railways around Burton-on-Trent (Breweries)	Mark Radcliffe
October	26th	BR Standard Locomotives	Brian Benford
November	30th	Members' Modelling Projects	
January	25th	Archives Films	David Baker
February	29th	Further Tales of the Cambrian Railways	Alan Rhodes
March	28th	Steam in South Africa	Ron White
April	25th	The North London Railway (Episode 2)	John Downing

3.40pm. (3.55pm. SO) Yarmouth Vauxhall to Wensum.

To be formed engine, Peterborough, Whitemoor, Norwich and brake. To call at Lingwood and Brundall for brake goods, and to attach cattle and North Country traffic, those stations to advise Acle and Yarmouth Vauxhall when required. Engine and Road Van together with any via Norwich traffic to be worked into Norwich. On Thursdays only to be formed Engine – Cattle traffic – Brake – other traffic – Brake. The front portion is to be extended to Trowse as necessary.

4.10pm. SX Wymondham to Wells.

To clear intermediate stations of all traffic.

4-30pm. SO (No.2 Braked) Bury to Goodmayes.

Bury to attach box wagons for Bishopsgate pick-ups. To work traffic from Thurston and Elmswell to Stowmarket for forwarding by 7-15pm. Ipswich to Whitemoor. To call at Needham when required to attach important traffic for Bishopsgate and beyond.

4-30pm. SX (No.2 Braked) Bury to Spitalfields.

Bury to attach box wagons for Bishopsgate pick-ups. To work North Country traffic including brake goods from Thurston and Elmswell to Stowmarket for forwarding by 7-15pm. Ipswich to Whitemoor. To call at Haughley on Wednesdays to detach cattle. Calls at Needham, Claydon and Bramford if required to attach London traffic.

5-50pm. SX (No.2 Braked) Yarmouth to Wensum.

To leave Yarmouth formed – Engine – Reedham Shorts (including Beccles and E.S. Line) – via Peterborough – Brake – Via Whitemoor and Whitemoor Shed – via Norwich and Norwich including Beccles and E.S. Line – Brake. N.C. traffic to go forward from Wensum by 7-30pm. train. Reedham to advise S. And D.S.T.P. nightly at 6-30pm. load for via Whitemoor and Peterborough.

6-00pm. SO Whitemoor to Ipswich. (Sproughton Sidings).

To convey traffic for Stowmarket, Needham, Claydon and Ipswich, marshalled in that order.

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.

Fri 25th ST ALBANS EVENING S/M at the Frances Bacon Sch, Drakes Drive, 7pm to 9pm.
Sat 26th LETCHWORTH EX at Eton Middle School, Stotfold Road, **ARLESEY**, Beds.

Tue 29th LETCHWORTH EVENING S/M at the Plimston Hall, Broadway, 7pm to 9pm.

TOY AND TRAIN AUCTIONS

September

Sat 17th RUGBY Vectis Auctions at the Benn Hall, Newbold Road.

October

Sat 15th BEDFORD Memories of Childhood, W.H. Peacock Auctions, 26, Newnham Street,

Sat 29th KEMPSTON HRCA Auction at the Addison Centre, Bedford Road, **MEMBERS ONLY**

November

Sat 5th RUGBY Vectis Auctions at the Benn Hall, Newbold Road.

Sat 12th BURY ST EDMUNDS Lacy Scott and Knight, Auction Centre, 10, Risbygate St.

OBITUARY – Richard Careless

It is with great sadness that I have to inform you, that club member Richard Careless passed away on Friday 17th June 2011, aged 76 years. The funeral service took place on Tuesday 5th July 2011 at the Biggleswade Baptist Church at 2pm, followed by interment in Stratton Way cemetery.

Richard used to come to the club with his three sons, Anthony, Michael and David, and was a regular with them around the exhibitions with their various layouts. He will also be remembered for sitting at the entrance desk next to Ken Rands, greeting everyone as they signed in, and joining in with the usual club banter, and he particularly enjoyed his cup of tea and biscuits. He was buried in his MKMRS club shirt.

The boys and Richard, stopped coming when Anthony, the driver, started having problems with his eye sight, and could no longer drive on a regular basis.

Richard, who also had a daughter Margaret, was one of eleven children and was married to his late wife Daphne.

The club was represented at the funeral and our condolences go to all his family and friends.



MEET THE MEMBERS

Meet Paul Wakley (Part One)

I was born in November 1943 in a little village called Steep, just outside of Portsmouth, and spent my very early childhood living in a house which backed onto the main line from Portsmouth to Waterloo.

As the build up for D-day increased, my mother was asked to take my brother and myself out of the area, as there were dumps of war supplies everywhere, so we went to Bristol to stay with an aunt until things calmed down. My father worked in the dockyard so he stayed behind.

We lived just outside Havant, where we watched trains going by all day long, waving to the engine drivers, as young children do. Then just as the war had ended my father was posted to Bermuda. He went first and we followed a month or so later on a troop ship which was returning West Indian service personnel to their home islands.

We lived in Bermuda for two and a half years. Growing up in an ideal environment, doing all the things small children like to do. The Island was hit by a hurricane, and some time later flotsam was washed ashore including a rather large door which was great fun to swim with, until one day I was washed out to sea and had to be rescued. We discovered where the island single track railway had been, and also the coal chute which we used as a slide. We were dressed in tropical whites at the time so you can imagine how dirty we were. My father was recalled to the UK, so we left in 1948.

New York was the gathering point for other returning UK civil servants who had worked in the Caribbean, and as my father was in charge of the party, we flew on ahead to New York in a super constellation. We stayed there for five days, visiting many sights, including the Empire State Building. We then travelled across the US and finally arrived in Halifax, Nova Scotia, having spent three days on the same train. We then boarded the Aquitania (see picture below) to make our way home. The ship's yeoman was known to the family, so my brother and I had, more or less, the run of the ship. Five days later we docked in Southampton and went to live with my grandmother in Portsmouth.



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

WORKING NOTES FOR FREIGHT TRAINS – continued.

2.53pm. SX Wells on Sea to Norwich Thorpe.

Walsingham to advise Wells daily the number of wagons they can deal with. To call at Coleman's Siding. North Country road wagons to be worked through to Wymondham. Traffic for London and beyond to be attached next to engine – to come off in one shunt at Dereham and be worked forward, by 7-30pm. ex Dereham.

2.55pm. SX and 1.55pm. SO King's Lynn to Whitmoor.

To convey traffic for via Joint Line, Peterborough and London leaving Wisbech formed Engine – London – Peterborough – brake – Joint Line – brake. Traffic for Peterborough and London to be "tripped" from Whitmoor to March Up Yard.

3.00pm. Cambridge to Whitmoor.

Calls at Brookfields. Traffic from this Siding for via, Cambridge to be taken through to Newmarket and returned on 6.00pm. ex Bury.
To attach at Fordham and Soham as required. Traffic for and via London to be detached at Ely and forwarded by first service. Cambridge Control to arrange.

3.05pm. (Braked Goods + 2) Ipswich to Whitmoor.

To be in connection with 2.00pm. ex Parkeston. To be worked by J39 class engine, load 50 wagons, one third of which are to be vacuum fitted and connected to engine.

Formation:-

- Engine.
- Whitmoor fitted.
- Barnwell, via Fordham. (Oil tanks when required)
- Whitmoor unfitted.
- Brake.

If Needham should load any Peterborough traffic, it must be in fitted vehicles and attached next to engine.

3.15pm. SX (3.00pm. SO) Wisbech Harbour to Whitmoor.

To leave Wisbech, with an additional brake van, next to engine. To attach Waldersea and Coldham, traffic for and via London, Peterborough and Whitmoor. Rear portion of train to be shunted on to Whitmoor Empty Bank, front portion and brake to run to March Up Yard and via Peterborough traffic to be transferred to Down Side.

The overhead parts of the Paris Metro were built at about the same time as the initial parts of the "L". In Paris the elevated structure is adorned by statues, fluted columns, coloured bricks and other decorations. In Chicago it's just girders and rivets. Each style seems well-suited to its situation.

The Loop surrounds an area of tall modern offices and Government buildings. The tourist areas are elsewhere but the railway enthusiast is drawn to the most unexpected places.

DID YOU KNOW?

That the congregation at St. George's Church in Tredegar in the early 19th century had an unexpected and doubtless shocking interruption one Sunday. One of its members was the industrialist Samuel Homfray, proprietor of the local ironworks, who was grappling with the problems of building the Sirhowy Tramroad, which opened in 1805. Rather than attending to spiritual matters, he was using the sand on the church floor as a sketch-pad for devising a means of diverting wagons from one track to another. Suddenly he hit upon a solution and shouted, 'Damn it. I've got it!' The point, or switch in US parlance, was born.

BRIEF REPORT FROM THE QGM ON TUESDAY AUGUST 2ND

The club is going to purchase brand new 'N' gauge rolling stock for the 'Norgate' layout.

Nick Dean has been asked to test various types of roofing to be used over the outside layout.

If necessary, the club's contents insurance to be increased, but it does not cover members own layouts.

New matching cabinets are to be looked at and priced with a view to replacing the mixture of old cabinets.

Terry Silver is going to produce a register of club and club member's layouts so exhibition managers know what MKMRS has to offer. Speak to Terry if you want to be included on this list.



Peter Hyde is going to install a new sink and a drinking water cooler, which was sourced by Colin Joyce.

Congratulations to Ken James (left), on being made an Honorary Life Member for his services to the club, especially for dealing with and for providing cover for the school visits. Ken joined the club in 1982.

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Growing up in Portsmouth was fun. There is a very long beach and a lot of large military equipment was still on the beach from the war, which was more fun to play on, than the Bayko, Dinky toys, Meccano and other toys of the age. I joined the scouts, so Saturday mornings were full of scouting activities.

One Saturday the scout troop was invited to Fraser battery, which was where the marines learned to fire ack-ack guns and also 4.5's. We were allowed to shoot five rounds out to sea. Another time we went on board HMS Vanguard, the Navy's last battle ship, just before she was scrapped. Events, such as beating the retreat, took place along with other military activities, including air shows at HMS Daedalus.

On the way to school I passed Fratton sheds and always looked to see if there were any interesting engines. On one occasion I saw two very clean Bulleid Pacifics and twelve Pullman coaches. Holidays were spent engine spotting, cycling to Eastleigh to look for Bulleid Pacifics or any other interesting locomotives. I would go to Plymouth to stay with an aunt, this was quite a thrill as I would travel on the Atlantic Coast Express, and a chance to collect Great Western engine numbers. My father would talk about such trains as The City of Truro, Cheltenham Flyer etc.

Girls, alcohol, and other interests took over when I left home to work in the Richmond and Guildford areas as a trainee butcher for Sainsbury's. During the early sixties I lived in Sainsbury's hostels in Kingston upon Thames, Paddington, Chelsea, and lastly Surbiton. Miniskirts had just arrived, yippee. I travelled mainly by underground to get to Richmond but when I was transferred to Guildford I went by train. I finally was moved to the Kingston shop where I met my wife, Mo. We married in March 1964, and our first son, Martin, was born in the following year.

We moved to Bletchley in 1966 and I went to work for Scot Meat Products. As money was very short then, model trains were put to the very bottom of our list of priorities. Looking in Neal's toyshop window was as far as it got. Our second son Graham was born in 1969, and a few years later we moved to our present home. I was made redundant when Scot Meat Products was closed in the early 1980's

A friend was starting a brass band in Amersham and asked me if I would like to learn to play the tuba. I had been interested in the Marine Bands when I was a boy, and, my mother was a music teacher I could already read music. A lot of my spare time was spent travelling around the area playing at fetes and concerts. Our eldest son and I went to Germany, to Bensheim, Amersham's twin-town's wine festival. I left the band as it took up too much of my spare time.

To be continued.

In the next issue meet: Paul Wakley (Part Two)

Page 8

**The Club Outing to The Midland Railex Exhibition 2011
at the Midland Railway Centre at Butterley in Derbyshire
Organised by Chris Hughes**

On Sunday August 14th, 34 members, partners and friends visited the above show. The model railway show was in addition to all the usual attractions at the Railway Centre, which include: the Alfreton MRS layouts, the Heanor MRS layouts and a garden railway layout at Butterley Station. Regular diesel and steam passenger trains were running, with the occasional steam freight train.

When you take a train ride up to Swanwick Junction, there is a large siding full of locomotives, steam and diesel, a Railway Museum, the West Shed Experience, Country Park, Demonstration Signal Box and a Victorian Railwayman's Church. Other attractions include: Swanwick Junction MRS layouts, the Midland Road Transport Gallery, the Static Power Gallery, the National Fork Truck Heritage Centre and the Historical MRS layouts. The Golden Valley Light Railway and the Butterley Park Miniature Railway are also based at Stanwick Junction. There is also a real ale bar and hot and cold refreshments available.

With regards to the exhibition, there were over 20 layouts from 'N' to 'G' scale, featuring British, Continental and American layouts covering steam, diesel and electric eras, a broad cross section of model retailers and suppliers and a large range of modelling and scenery demonstrations. Amongst the layouts, there was a nice feature in the church, with a large Hornby tinplate '0' display, complete with Hornby Dublo and Marklin layouts, where I was in my element amongst friends.



More outing pictures on page 21

RIDING THE "L"

by Steve Ellingham

The local railways in Chicago are called the "L". This stands for Elevated as, for the most part, they run above the city streets on a framework of steel viaducts and bridges.

A fascinating part of the network is "The Loop" of the city centre. This is not a circular route where trains rotate for ever but is a set of tracks shared by three of the elevated lines whose trains join the loop, go round and then return from whence they came. It avoids the need for terminal stations and allows passengers to change between lines. A forth line uses two sides of the loop on its north-south journey.



Trains are formed of four or six cars – made up from two or three two car units. The keen observer would notice that there are several styles of rolling stock but all cars have an unpainted exterior of stainless steel and two sets of sliding doors on each side. The interiors are clean and comfortable and a well-spoken electronic voice not only tells you the name of the next station but informs passengers of the side on which the doors will open. The tight corners of their route in the city centre means that the passenger cars are short – only 48ft in length. Ready to run models in HO scale would open up wonderful opportunities. One firm already offers laser-cut kits for the track structure in HO scale.

The "L" has an interesting history from the 1890s which includes the famous Tyson Yerkes. After building the initial "L" lines, Yerkes moved to London where he salvaged a number of incomplete underground schemes to create the Bakerloo, Piccadilly and Hampstead Tube railways. Another notable individual was Frank Sprague who introduced his scheme for multiple-unit control. That arrangement for controlling electric vehicles was later adopted in Paris where the "traditional" underground trains were always known as "Materiel Sprague"

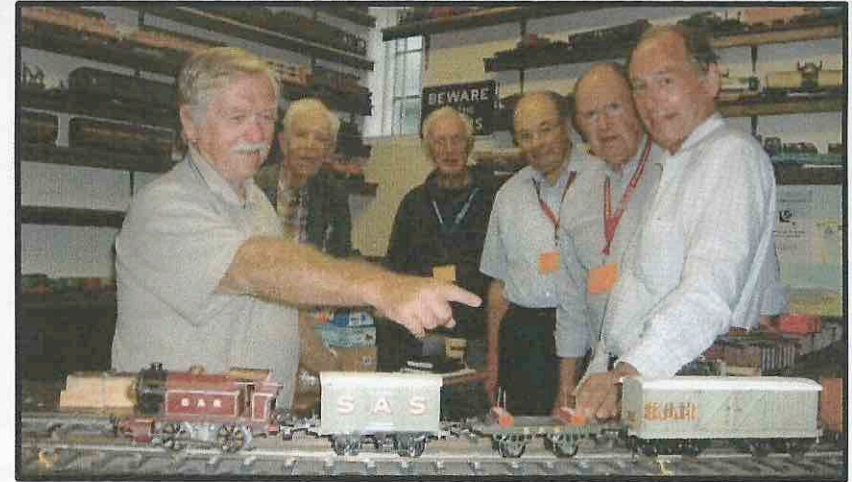


Roger White's 'Hornby Dublo' train set, being used on the set of the film 'The Theory of Everything', which is the life story of Stephen Hawkins. Here we see the young Stephen playing with his trains. Roger has written an article about this experience for the next issue. Photograph by Roger White.



Bill and Peter Ball with their 'N' gauge layout 'Blue River Bridges' at the Silver Fox MRS Exhibition

Activities throughout the Club Overseas Visitors



Doug Heron from South Africa, admires the South African train with the tinsplate boys, from left to right: Brian Barnes, Roger Mills, John Forman, Roger White and David Ramsey.

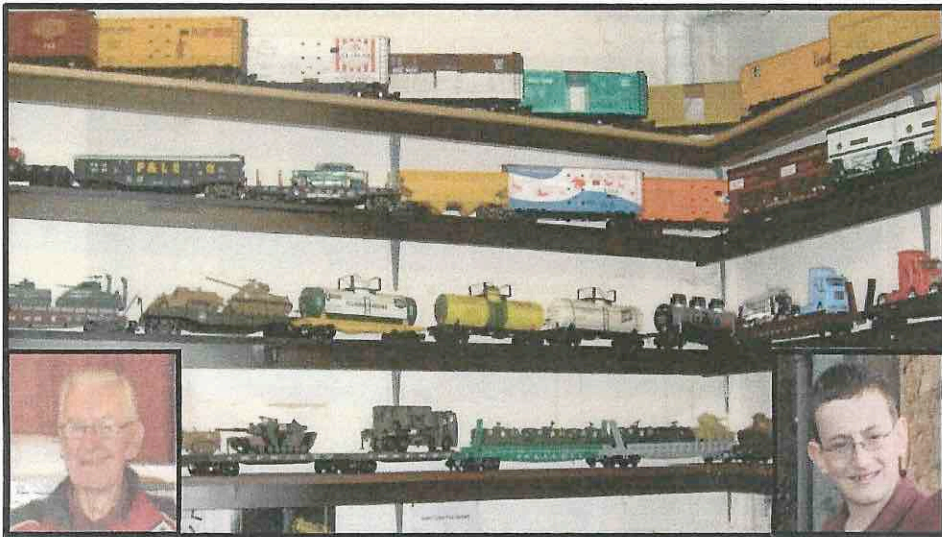


Bruce Thompson from Australia, poses with the editor, in front of the new level crossing gate. Photograph by Roger White

Work been carried out by members



Our brand new 'Level Crossing' gate made by Peter Hyde, who had the idea on Thursday, found the wood on Friday, built it on Saturday, painted it on Sunday and erected it on Monday.



All the large scale trains in the tinplate room have been taken down, cleaned and put back up. This work was carried out by Bill Ball (left) and Jamie Bond (right).



John Forman's 'O' gauge tinplate layout 'Memory Line' at the TCS Exhibition at Sandy, this layout also appeared at the Silver Fox MRC exhibition in Milton Keynes.



David Ramsey, on his 'Overseas Hornby' 'O' gauge layout, at the 'Binns Road' day, on the old Potton station platform, on a very showery day. The covers had to come out at least once, before there was a very hurried pack up.

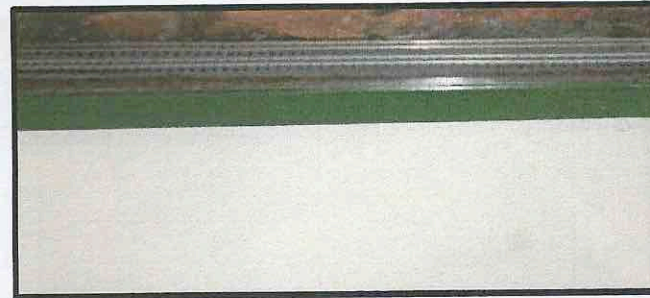


Club members Dennis Lovett, Phil Wood, Bill Ball and Derek Hart on the Bachmann layout at the TCS Exhibition at Sandy, another member helping, Ken Rand, was not available at this time.



Roger Mill's with his Gauge 3 display at the TCS Exhibition at Sandy.

Work on Sherwood



Changes to Sherwood, top: front board repaired and painted by Bruce Hankins.
middle: Terry Silver replacing and freshening up the scenery.
and bottom: new rolling stock from Fred Collin's collection now running on this layout.

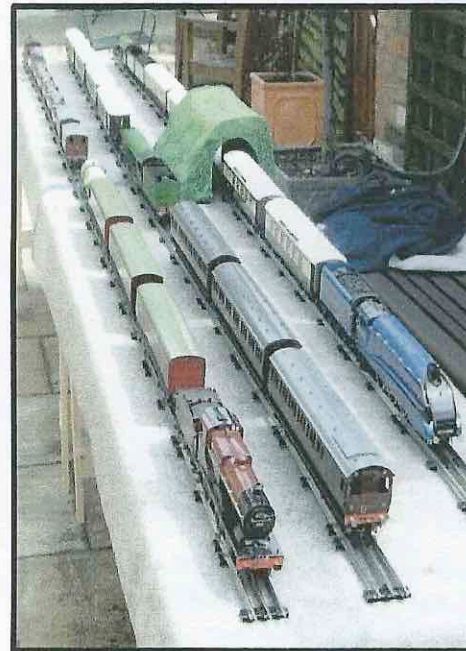
Other club news



New rolling stock from Fred Collin's collection, made up into trains in the fiddle yards, on the Verney Junction Layout.



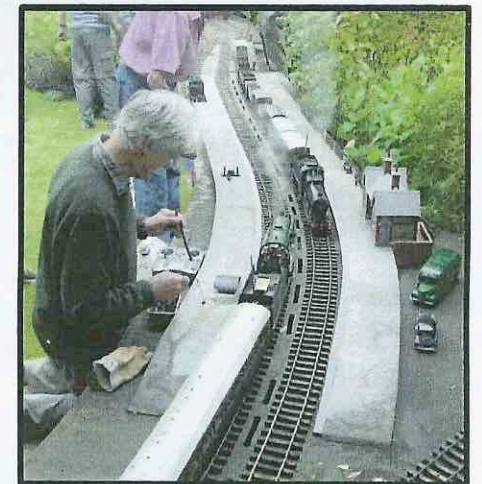
Daniel Deathe proudly shows off his seven day old daughter Kadee, congratulations to him and his partner Lauran.



John Forman's static display at Roger Mill's Railway Garden 'Open Day'



Left: Roger Mills and David Ramsey have a chat. Right: the station scene at Roger Mill's Garden Railway 'Open Day'



Members and Club Layouts around the Exhibitions



Colin French's 0 gauge/16.5mm diorama, "Ffodos Treacle Works" at the Rushden Exhibition.



The Club's 'N' Gauge Layout 'Norgate' at the Newton Longville exhibition, with Wayne Webb, making last minute adjustments.

NEWPORT LINE REVIVED

By Peter Hyde

In Memory of Fred Collins

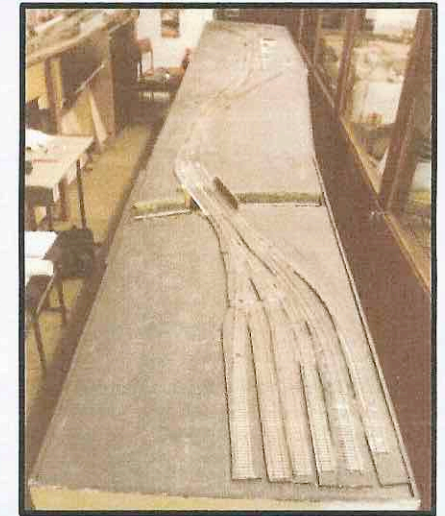
I first met Fred in January 2011, being a fairly new member to MKMRS, I had not seen him before. It was at the club's railway model show in February when I first saw his layout of the Wolverton to Newport Pagnell line, "Newport Nobby" and I got to know him a bit better. I have for some time had an interest in this railway and the local history surrounding it and the variety of rolling stock used on it stemming from the fact that my Fathers family were employed at the Wolverton works since its' creation. It was only recently in researching the family tree I discovered that my ancestral line in the more recent past centred on Wolverton and Stony Stratford, previous to this I was led to believe that my Father and his paternal line were from Manchester – not so! My Great Grandfather worked for the LNWR at Wolverton and was transferred to Manchester where Grandfather and Father were born, (probably around 1862 the time locomotive production went to Crewe).

When Dad was still young the Railway Company moved the family back to Wolverton. As a small boy living in Wallace St, New Bradwell I very much remember the Push-Pull going past the end of the street albeit on the other side of the canal. With maternal Grandmother living in Newport, my brother and I would often walk there to visit and "hitch" a ride back on the train.

So with these memories and family ties it is with some enthusiasm I took up the opportunity to pick up Fred's layout of the Wolverton to Newport Pagnell branch line when he suddenly passed away in March. This layout, minus the buildings, is pictured on the right.

I have drawn upon the preponderance of knowledge of the branch line within the club and Bill Simpson's book has become the bible of the subject. Saying that not all details in the book are quite correct, but it is extremely helpful.

The revived layout will be single track from end to end and will endeavour to represent the original full size track scheme. Unfortunately Fred's layout has to be completely remade to achieve this. A good quantity of buildings of Fred's, and from other club members, will be useful. I have identified eleven different locomotives, which plied the line, excluding any itinerant Diesels and the Coronation Scot, but will major on these in order of history.



- i. The Wolverton Bloomer, McConnell 2 – 2 – 2 because of its local origin
- ii. An 0 – 6 – 2 LNWR Watford Tank
- iii Ivatt 2 – 6 – 2 Standard Tank (41221)

I may also include an 0 – 6 – 0 LNWR saddle tank or 2 – 6 – 4 Fairburn Tank.

The Rolling stock collection, very representative of the 100 year history, is presently complete vis:

- 4 Wheel carriages
- 6 Wheel carriages
- 50ft non compartment/brake carriages
- 57ft push-pull motor carriages; all of these in LNWR or LMS livery.

A surfeit of wagons, the majority of which are private user trucks, though I have taken some poetic licence, using names of the local companies operating in the respective areas, throughout the history of the railway.

The Line is modelled on 3 x 6ft boards so some condensing is necessary, for instance the full size station and yards at Newport Pagnell were 400 yards long, at a scale of 4mm this alone would give a model length of 4.8M in 00. The far end would end up in Newport again at that rate. The full line was 7920 yards so at 4mm scale it would be nearly 24M (77ft), I daresay the club management would have something to say about that. All four stations, Wolverton Windmill and the lattice Girder Bridge are all included.

The proposal is to have the layout running in time for the Club's next show in February 2012.

TIMETABLE

WOLVERTON TO NEWPORT PAGNELL WEEKDAYS A215													
DOWN		B	B		B	B	B		B	B	B	B	
		Rail Motor	Rail Motor		Mixed		Rail Motor	Mixed		Mixed	Rail Motor	Rail Motor	Rail Motor
		am	am		am	PM	PM	PM		PM	PM	PM	PM
WOLVERTON	dep	1 7 48	8 35	..	10 0	12 25	1 33	2 40	..	2 45	4 37	4 50	5 43
Burdwell	...	2 7 52	8 39	..	10 4	12 29	1 37	2 44	..	2 49	4 41	4 54	5 47
Great Linford	...	3 7 56	8 43	..	10 8	12 33	1 41	2 48	..	2 53	4 45	4 58	5 51
NEWPORT PAGNELL	arr	4 7 59	8 46	..	10 11	12 36	1 44	2 51	..	2 56	4 48	5 1	5 55

A HISTORY OF BRITISH RAILWAYS



No 7

CR No.123

The Caledonian Railway completed its first line from Edinburgh to Carlisle in 1848. Boasting many fine bridges, stations and tunnels, it had the highest line – at 1,498ft. above sea level – in the British Isles. Seen in snowy conditions and with later stock is the CR's unique No. 123 designed and built by Neilson of Glasgow. Built in a little over nine weeks so that it could attend the 1886 Edinburgh Exhibition, an unusual feature was a hooter similar to that used on Clyde steamers! With a 150lbs of steam in its boiler, No. 123's day of glory came in 1888 when it's 7ft. driving wheels helped it average almost 60 mile per hour at the head of a 'Race' train to Edinburgh. Taken over by the LMS in 1923 and painted Midland red, then black in later years, this fine 4 – 2 – 2 express engine was shown in Caledonian blue at Edinburgh in 1958 as a reminder of the great days of Scottish steam.

AMUSING BUT TRUE

Passengers ignored the most intimate of goings-on between a young couple aboard a packed Margate to London train for over an hour, but then they went just too far – they lit up a cigarette in a non-smoking area!

Aggrieved passengers complained to a guard, who radioed ahead to police and the couple were arrested when they got off the train.

Whether Churchward was pushed by the Board of Directors or whether he built the pacific to show how good the "Stars" were, is a matter of speculation. It is believed he had no love of the engine and is rumoured to have said, when he heard of Gresley's proposals "I don't know why the young man is building one, we could have sold him ours!". The experiment (if that is what it was) was never repeated by the GWR. All future development was to be of the 4-6-0 4 cylinder type.

In 1924, when due for heavy repair, "The Great Bear" was supposedly rebuilt as a "Castle" but very little of the original locomotive survived the rebuild.

In the next issue: No: 2.

YOU HAVE TO SMILE

Tesco's are going to start a dating agency – **you could get a bag for life!**

Colin Lomas

A wife served some homemade apple tarts after dinner and waited eagerly for her husbands' comments. When he said nothing, she asked "If I sold these commercially, how much do you think I would get for them?" Without batting an eyelid, he answered '**About fifteen years**'.

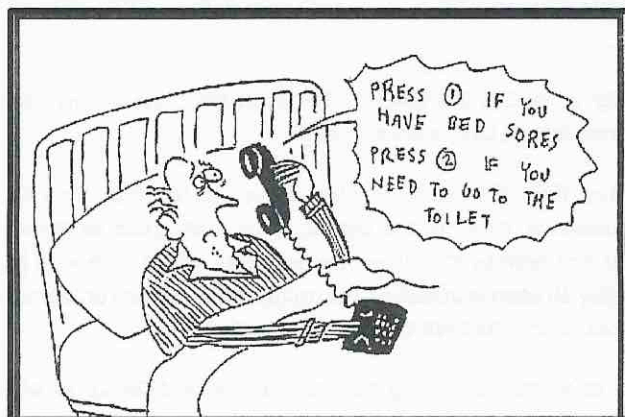
What would you get if you crossed a chicken with a cement mixer? **A bricklayer.**

Marriage is about three rings – Engagement Ring, Wedding Ring and **Suffering.**

My grandfather was in the Navy during the war and saved dozens of lives, **he shot the cook.**

My wife cooks like a New Zealander – **All black.**

Except where stated John Forman



Cartoon submitted by Bruce Hankins

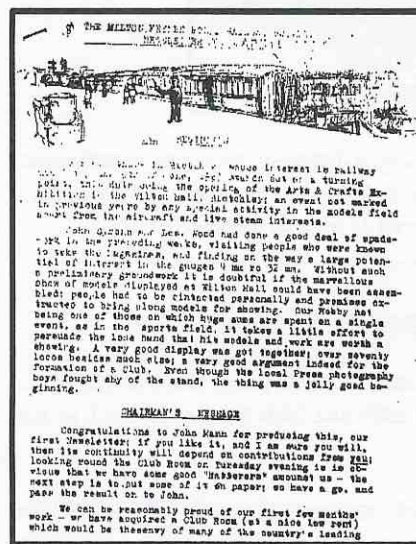
CLUB ARCHIVE CONTENTS – UPDATE

I am very slowly but surely, beginning to sort out the archives into easily accessible sections, which in the future I am hoping to set up 'small displays' of the archives for members, on certain club nights, so they can see just what we have.

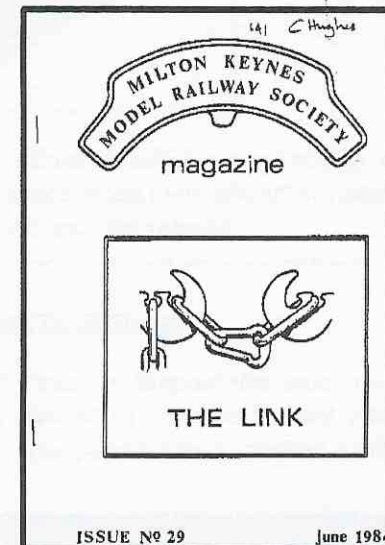
NEWSLETTERS – PART 1

The very first 'Newsletter' the club issued, was in April 1970 edited by John Mann, and we have a copy. We also have No. 2 June 1970, No. 3 October 1970, No. 4 December 1970, No. 5 Undated, No. 6 October 1971, No. 7 February 1972, No. 8 August 1972, No. 9 October 1972, No. 10 December 1972, No. 11 May 1973, No. 12 Undated, No. 13 February 1974, No. 14 June 1974, No. 15 November 1974, No. 16 November 1974, (this is not an error both No's 15 and 16 have the exact date) No. 17 May 1975, No. 18 February 1976, No. 19 May 1976, No. 20 July 1977, No. 21 March 1978, No. 22 March 1980, **we have no copy of 23**, No. 24 March 1981, No. 25 March 1982, No. 26 August 1982, No. 27 February 1983, **we have no copy of 28**, No. 29 June 1984 and No. 30 December 1984.

Numbers 29 and 30 are now known as the link and they also have a new editor Mike Thomas, although we do not have a copy of No. 28, I believe that is when the changes occurred.



Newsletter No. 1 April 1970



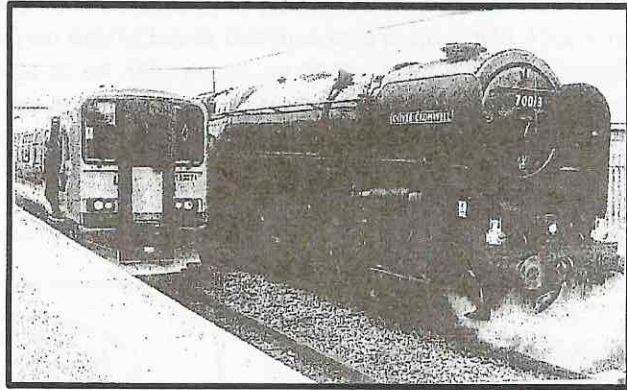
'The Link' No. 29 June 1984

During this same period we also have copies of two different types of News-sheets. We have a copy

of a MKMRS News No. 3 April 1979, which indicates there must have been at least a No. 1 and No.2. We also have 7 different copies of yet another bi-monthly issue titled 'News Sheet'. No. 1 is dated March 1982, No. 2 May 1982 and No. 3 July 1982, (all single sheets), No. 4 August 1982 (3 sheets), No. 5 September 1982 and No. 6 October 1982 (both 7 sheets) and No. 7 November 1982 (5 sheets).

These news-sheets were probably produced, because in some cases the 'Newsletters' were issued up to a year apart. I believe Dennis may have been the editor. **Next issue – Newsletters (Part 2)**

PICTURE NEWS



The regular, humble Bedford to Bletchley line diesel train met a distinguished visitor at Ridgmont Station on 7th May when steam locomotive –'Oliver Cromwell' worked a special train along the Marston Vale Line and paused at Ridgmont to take on water.

'NORGATE' AT THE WARLEY NATIONAL EXHIBITION

Do not forget that 'Norgate', the club's 'N' gauge layout, will be representing the MKMRS at the Warley National Exhibition on Saturday and Sunday the 19th and 20th November 2011 at the National Exhibition Centre, Birmingham.



I am sure all members of the club will join with me in wishing all the operators, during this weekend, a very enjoyable and successful exhibition.

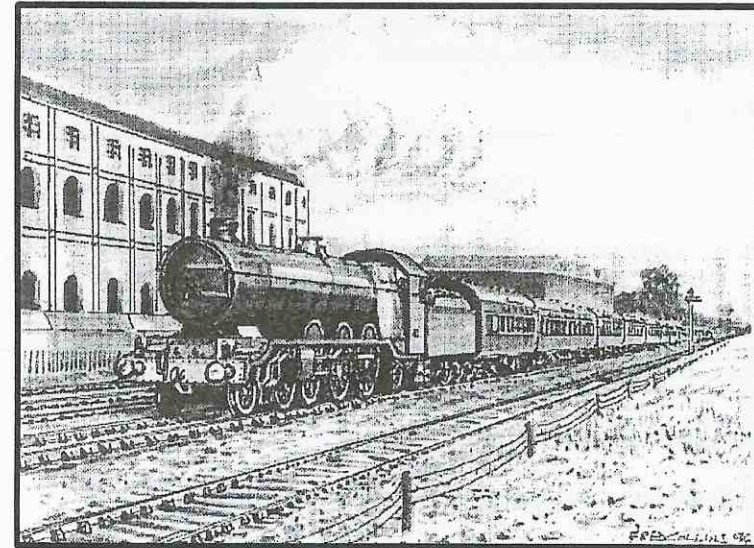
Left; 'Norgate's' first exhibition at Bletchley 2009.

Page 17

THE BRITISH PACIFIC LOCOMOTIVES

by the late Fred Collins

As Fred was going to produce a new set of drawings for the newsletter, but he was unable to do so because of his sudden death, I have decided to repeat his last series from earlier newsletters.



No 1: The Great Bear

Cylinders: 4x15", Boiler Pressure: 225 p.s.i., Length over buffers: 71'2", Weight incl. tender: 143 tons.

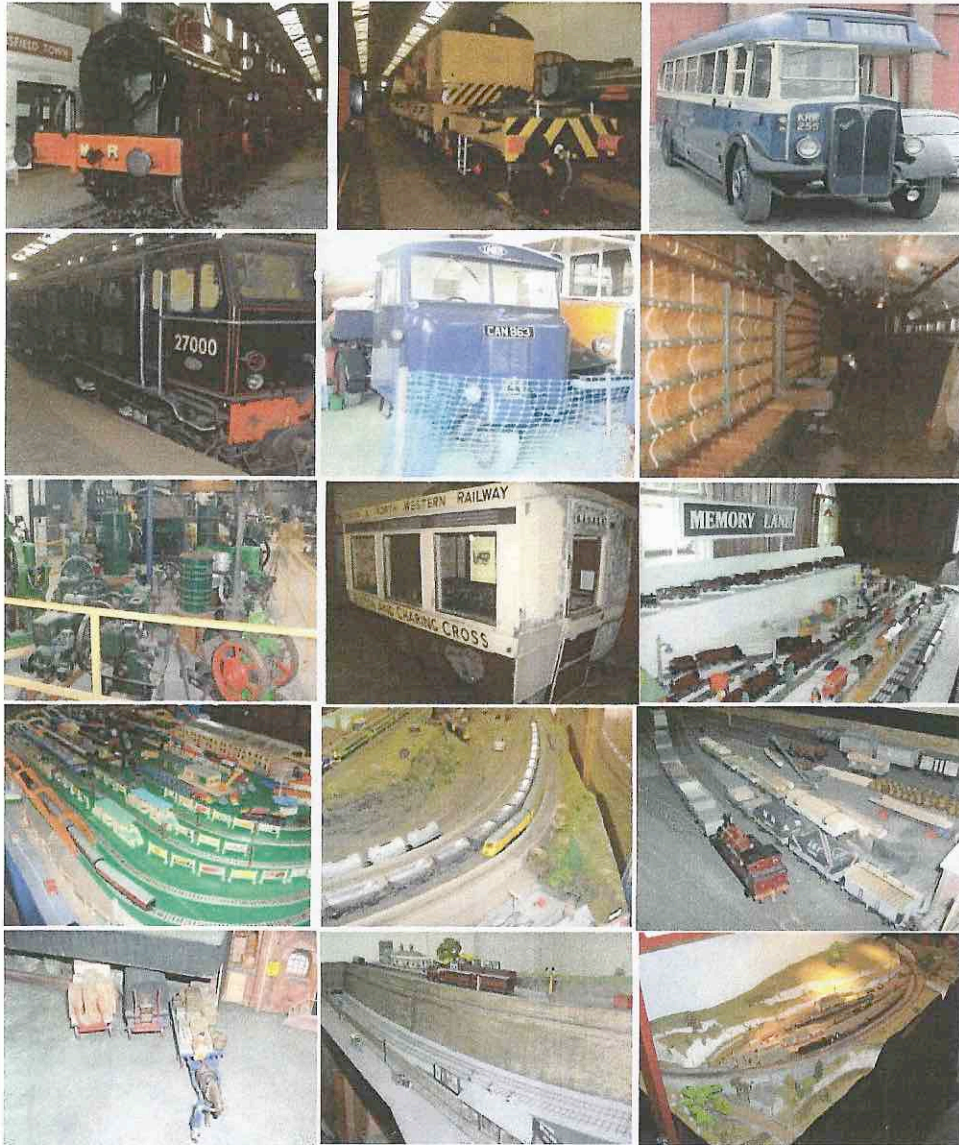
Built in 1908 and designed by G. J. Churchward, "The Great Bear" was the first locomotive, with the Pacific wheel arrangement to be built in Great Britain.

It was introduced when the GWR was already well served by the 'Star' Class 4-6-0's. The "Stars" were more than capable of handling the biggest trains that could be accommodated in the Paddington platforms and seemed to manage the schedules of the time with power to spare. In fact, they were probably 10 years in advance of anything running on any British railway at that time. It is difficult to understand why the GWR thought they needed a pacific!

It was restricted by its weight to running between London and Bristol at which it showed no improvement over the "Stars". The "Star" Class name quite reflected the locomotives that bore them, for they were indeed the stars of their time. "The Great Bear" could quite aptly have been named "The Great White Elephant".

More Photographs of the Club's Outing to Butterley

This is just a random selection of pictures, to give you some idea, of the number of subjects on show, with our sincere thanks to Chris Hughes, for organising such a very enjoyable day out.



The press, radio and television scramble to record the event.

Various newspapers, 'Three Counties' radio and the television programme 'Look East' were represented.

