



CAPTION COMPETITION

Last issue's result

"I've told them once, the gate stays shut!"
The winning caption was submitted by Peter Hyde. This quarter's competition is on page 38

USE YOUR NEWSLETTER FOR YOUR BENEFIT

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

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

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

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

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

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

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

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

KEEP THE ARTICLES AND INFORMATION COMING IN

**The next MKMRS 'Quarterly News' will be published on
Tuesday 6th March 2012 to cover March, April
and May 2012 for forthcoming events.**



"QUARTERLY NEWS"

No 167

JIM WOOD'S OBITUARY ON PAGE 35

WINTER 2011

MORE 'NORGATE' PICTURES AT WARLEY ON PAGE 26



The club's 'N' Gauge layout at the Warley National Model Railway Exhibition at the NEC

Milton Keynes Model Railway Society is associated with:
The Chiltern Model Railway Association, The Model Railway Club,
and The World War 11 Study Group.

Working within Bletchley Park Museum

THE MILTON KEYNES MODEL RAILWAY SOCIETY

President:- Les Wood Vice-President:- 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 Curator and Club Merchandise:- Ken Ranns
Committee:- Chris Lester Tony Winn Colin Joyce Bill Ball

Editorial

This is the last newsletter for yet another year, and once again, time has just flown by. As they say time flies when you are having fun and enjoying what you are doing.

I have been extremely lucky, with regards to the amount of help I have received from the membership, right from the start and thankfully, right up to the present time, and long may it continue. The assistance I have acquired has been very helpful and as well as many articles from a selection of members, I have received photographs, information, layout updates, club news, event instructions and even jokes and cartoons. I would like to thank all those members who have co-operated with the 'Meet The Members' and 'Caption Competition' sections and everybody, who has contributed, in whatever way.

I would also like to thank Dennis, our chairman, for the colour printing, my wife Pauline for collating the pages and Roger White who accepts emails on my behalf. Another member has now offered to help me with proof reading and postage, which I very much appreciate, and if it is feasible to organise this, I will certainly be considering this offer in the New Year.

I have also been surprised with the number of members who have responded to my pleas for any old club material such as exhibition programmes, very early newsletters, newspaper cuttings and photographs etc. Thanks to those concerned, the archives have received several new items.

*The Club wishes all its members and their families,
a very Merry Christmas and a
Happy and Prosperous New Year.*

GUESS THE CAPTION COMPETITION

There will be a small prize for the best entry received by January 31st 2012, 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.



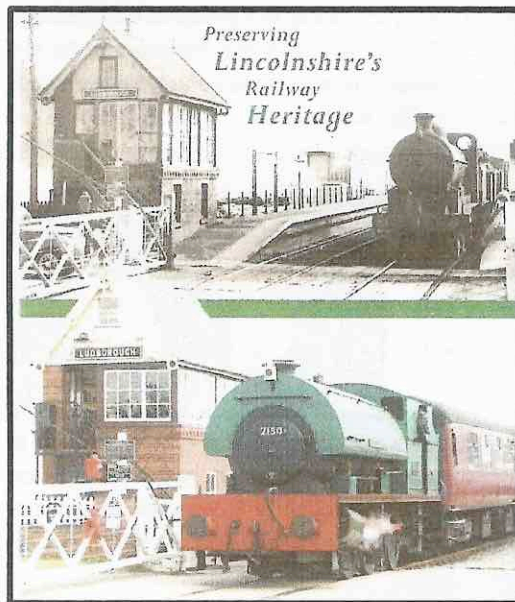
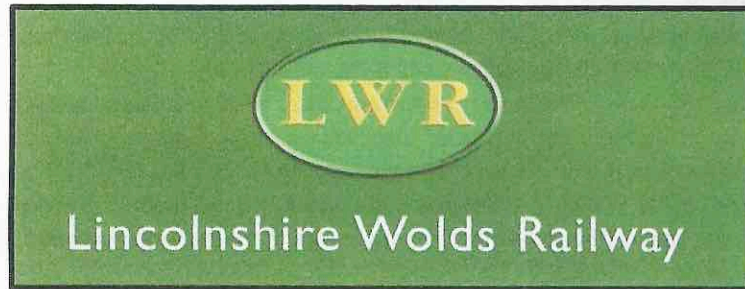
Picture by Paul Wakley

CLUB OUTING TO WARLEY

Thanks to the club secretary, Chris Hughes, twenty nine members, wives and friends set off at 8am on Sunday November 20th to visit the Warley National Model Railway Exhibition at the NEC. Despite the foggy conditions, we arrived at our destination at about 9-20am. There was the usual array of excellent layouts and a mind blowing range of sales stands. There were many layouts that I admired, but there were two that stood out for me. Firstly 'Brocklebank' a 'N' gauge layout in a trunk featuring Liverpool Docks and Overhead Railway (left), and 'Helmthwaite and Chapel Lane' 'O' gauge layout (right) from St. Neots MRC, basically two layouts in one. I think everyone had a very good day and there was certainly a lot of bulging bags and boxes on the bus, we arrived back at about 7pm.



FOCUS ON RAILWAY PLACES OF INTEREST



This railway is situated in a beautiful part of the countryside between the Wolds and the coast, and is only a short distance from Grimsby, the seaside resort of Cleethorpes and the historic market town of Louth. The railway operates on a stretch of line that used to be part of the Great Northern route from Boston and Grimsby. The line closed to passengers in 1970, along with many other routes in East Lincolnshire, but the section between Grimsby and Louth was retained for freight trains for a further ten years.

Following closure, a preservation society was formed and set about restoring the line. Gradually the infrastructure was put back in place. Locos and rolling stock were acquired and restored to working order.

An important milestone was reached in 2009, with the opening of the line into North Thoresby station.

Ludborough Station is an active working steam railway museum on Tuesdays, Saturdays and Sundays. There are special events throughout the season from April to November. There is buffet car with disabled access, souvenirs and gifts shop, Museum and picnic area in the car park.

The Lincolnshire Wolds Railway, Ludborough Station, Station Road, Ludborough, Lincolnshire, DN36 5SH. Telephone: 01507 363881. www.lincolnshirewoldsrailway.co.uk

A WORD FROM THE CHAIRMAN

Christmas is the time of year that many of us associate with our first steps in the hobby. My first set arrived from Santa via Axfords in Aylesbury Street who were Santa's main supplier at that end of the town by holding the agency for Tri-ang Toys.



When I was five years old, model railways were about as sophisticated a toy that you could get. They worked from batteries or by using a transformer/controller. Compared to the present day's ranges, these were fairly basic, but to many of us they remain a charm of their own including a very distinctive smell when running!

My first set consisted of a Tri-ang Princess Elizabeth (I still have several in various colours and number/name combinations) which was joined a year later by a Transcontinental tank locomotive of dubious nationality! In between time my birthday saw the arrival of the transformer/controller, which was not supplied in sets in those days, the cost of which probably saved my parents a fortune in batteries for the supplied battery controller that came in every Tri-ang set!

Had I been born elsewhere then I may well have started on this journey differently. Perhaps with Hornby Dublo, Trix or even 'O' gauge Hornby. What many may not realise is that unlike today, systems were not compatible, with power supplies and couplings different. It was only later that I was able to add non Tri-ang products, but that is as they say, another story.

Whatever system we had back in those days – they all had sharp bits or hurt when you stood on them. We had helicopters that could smack you in the face and rockets to fire at your sister – yet today any five year old with a train set on his Christmas list has to have a set in which he cannot poke screw drivers into the mechanism (the cab windows are blanked off using a solid moulding) and they have to be finished in special paint in case the youngster wishes to eat them!

Legislation is very tough on today's manufacturers. However, we all managed to use our trains safely, we all got a few zaps of 12 volts from time to time and no one got killed, even when Hornby 'O' gauge controllers were plugged into the light socket!

Perhaps today's Health & Safety regulations have killed off a lot of the fun we had and that is why, Santa will be delivering less train sets this Christmas than he used to.

Whatever Santa has in his sack for you, may I wish you and your families a very Merry Christmas and a Happy New Year

Dennis Lovett (Chairman)

CLUB NOTICEBOARD

Club Sweatshirts and Polo Shirts - Ken Ranns will be happy to take your orders for club sweatshirts and polo shirts.

MKMRS Website - This is to remind you that 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.

2012 MKMRS Exhibition Our next club exhibition is on Saturday February 18th 2012 at Courtside Sports Hall, Milton Keynes College (Bletchley Campus), Sherwood Drive, Bletchley. **For further details please contact Terry Silver (See separate advert on page 4)**

The Club's Annual General Meeting and Competition Night will be held, on **Tuesday January 31st at 8pm, in St Mary's Church**, which is not far from Wilton Hall, but directions will be given out at the club evenings nearer to this date.

Trains and Mince Pies - On **Tuesday December 20th** it will be the 'Trains and Mince Pies Night' at the club evening and all the money collected in the 'tea' cash pot, will be donated to Willen Hospice.

People through the door - At the time of going to press, the club has had over 27,500 visitors through the doors this year, which is a club record and I wonder just how close we can get to 30,000

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.***

Newsletter Distribution - Issue No 166 - Collected from club - 64 (+11), Posted - 30 (+2) Archives/Giveaways 4 - Total 98 (+13), the first time we have ever run out of a Newsletter.

Looking forward - There is plenty to look forward to in the New Year, with so much going on, such as completing 'Newport Nobby', the brand new 'Sherwood' to be built, continuation of track relaying in the 'Tinplate Room' and the ongoing improvements on all the other layouts. There is also the AGM, Exhibition and hopefully, another club 'summer outing' to a preserved railway.

Two years after this article had been written, Jim, Joy and sons David and Jem, found themselves moving to Bletchley following the re-location of Jim's employer S.S. White. In 1968 Jim was persuaded to display three of his scratch built locomotives at the Bletchley Arts & Crafts Exhibition. Amongst the visitors to the event were John and Barbara Symons and John pumped the organisers for information on the builder. The result was that John made contact with Jim and the formation of the MKMRS was in the air. John persuaded other known local modellers to exhibit their work utilising Colin Stacey's motive power depot and the publicity exercise worked. There was sufficient interest to start a club in Bletchley and the name Milton Keynes (then in the early stages of development) was adopted from the onset, making us one of the first organisations in the area to adopt the new name.

Jim knew one or two members of the earlier Bletchley club. The formation of the club resulted in Jim restarting modelling. He built a joint layout with a friend, Bill Young, in a garage at Bill's house in Manor Road. A layout of his own followed around 1973, when following the departure of his son Jem to join the Thames Valley Police force, the small bedroom was put to good use. He eventually had a centrally heated (for winter) and air conditioned (for summer) 12' x 9' shed to house his layout. He was a very good modeller and has built many locomotives, all fully detailed, Jim only subcontracting the painting and lining.

Jim became our first Chairman and subsequently our first President in 1977, seen here with his wife Joy at a club function. Throughout his time with both Norwood and MKMRS, he was ably supported by Joy. His youngest son, Jem was also a founder member of this club.



Jim worked for S.S. White before retiring as Technical Manager in 1986. He was actively involved in supplying equipment to the motor and aircraft industry and his job also brought him in contact with railways. The company supplied flexible drive for the rev. Counters on W.R. Warships diesels and was also involved in the tilt mechanism for the APT and amongst other projects were the Tornado aircraft and Concorde!

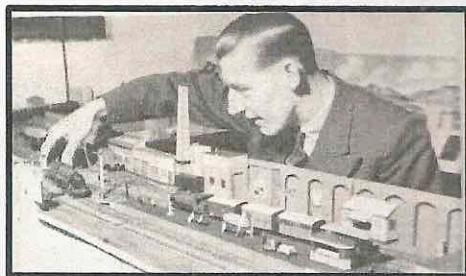
Jim, who had contacts, helped us to acquire our previous premises, after he persuaded the landlords to let us have a go at rebuilding a structure, that had been wrecked in a fire and facing demolition. The role of the President is an important one and is often unseen by the vast majority of members. It is a lot more involved than making a speech at the AGM and dismissing the committee and Jim worked tirelessly for our cause, liaising with landlords and advising us on a range of important subjects. He did not stand down as our president until January this year, at our AGM, and he was still doing his weekend duties right up to August of this year. He will be very sadly missed.

The club sends its condolences to his wife Joy and all his family.



OBITUARY – JIM WOOD

It is with great sadness that I have to inform you that our past President Jim Wood, passed away on Tuesday 25th October 2011, aged 90. The funeral service took place on Thursday 10th November 2011 at the Crownhill Crematorium, Milton Keynes, the club was represented at the funeral.



Back in 1955 Jim was featured in the Model Railway News (above), operating his exhibition layout and in 1959 he was the subject of a profile by the Railway Modeller when he was a member of the Norwood Model Railway Club. That article is reproduced below:

Personality Parade – Jim Wood

Vice-Chairman, Norwood Model Railway Club

Jim Wood specializes in 00 gauge, two-rail, of course, and prefers the construction of locomotives above all. He has been fortunate to win the club's Wilson trophy three years running, a feat he modestly concludes was due to the others not trying during the period under question. He has no particular favourite region or railway; anything of a railway nature is grist to his mill.

He is a great believer in the benefits of club membership, for he considers that in this way one gets the maximum enjoyment from all spheres of the hobby.

By profession he is a technical representative, and is fortunate in this connection to be able to visit many large locomotive works and indulge in a considerable amount of railway travel.

The rest of the family – Mrs Wood and their two sons – also enjoy the hobby; indeed it all started in the traditional fashion, a proprietary set for the boys.

REMEMBERING

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

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

MKMRS MODEL RAILWAY EXHIBITION

Saturday 18th February 2012 – 10-00am to 4-00pm

**At the Courtside Sports Hall, Milton Keynes College,
Bletchley, MK3 6DR.**

(Opposite Bletchley Railway Station)

Ample Free Parking

LEVEL ACCESS THROUGHOUT

Admission (Prices held for 2012):

Adults	£4-00
Children/Concessions:	£2-50
Families (2 X 2):	£9-00

www.mkMrs.org.uk

LOCAL & MAJOR EXHIBITIONS AND SWAPMEETS ETC
DURING THE WINTER 2011/2012

All entries are correct at the time of going to print, the editor and the club cannot be held responsible for any last minute changes to this information or any cancellations. Any event that lasts for more than one day will be listed appropriately.

December

- Sun 11th GAINSBOROUGH '0' gauge Layout Open Day at Florence Terrace. 1-30 to 6-0
 Sun 18th HUNTINGDON S/M at WG Animal Shelter, London Road, **GODMANCHESTER.**
 Tues 27th NEC S/M in Hall 18, **BIRMINGHAM**, (Britain's Biggest Toy Fair – 600 tables)
 Wed 28th SPALDING S/M at Springfield's Exhibition Centre, Camelgate, PE12 6ET.

January

- Sat 7th MAIDENHEAD MRS EX at Cox Green Com Centre, 51, Highfield Lane, SL6 3AX.
 Sat 14th CHILTERN MRA EX at Alban Arena, Civic Centre, **ST ALBANS.** (2 Days)
 Sun 15th HUNTINGDON S/M at WG Animal Shelter, London Road, **GODMANCHESTER.**
 Sat 21st BRAMBLETON MRS EX at the Public Halls, Southdown Rd, **HARPENDEN.**
 LEAMINGTON & WARWICK MRS EX at **STONELEIGH PARK** CV8 2LG (2 Days)
 Fri 27th ST ALBANS EVENING S/M at Frances Bacon School, Drakes Way, 7pm – 9pm.

February

- Sat 11th BIGGLESWADE East Beds MRS EX at Stratton School, Eagle Farm Road, SG18 8JB
 The Festival Of British Railway Modelling at the Doncaster Ex Centre, (2 Days)
 Sat 18th **MKMRS EXHIBITION in BLETCHLEY** (See page 4 for all the details)
 SAFFRON WALDEN MRS EX at United Reformed Church Hall, Abbey Lane, CB10 1AG.
 Sun 19th SPALDING S/M at Springfield's Exhibition Centre, Camelgate, PE12 6ET.
 Fri 24th BRIGHTON MODELWORLD at Brighton Centre, King's Road, BN1 2GR. (3 Days)
 Sat 25th DEREHAM MR EX at Neatherd High School, Norwich Road, NR20 3AX
 OXFORD S/M at Exeter Hall, Oxford Road, **KIDLINGTON**, OX5 1AB.
 Sun 26th HUNTINGDON S/M at WG Animal Shelter, London Road, **GODMANCHESTER.**

Transport Health and Safety Nightmares!



Commuters take heart – your overcrowding maybe isn't so bad. This is a throng of Muslims heading for a religious gathering on the banks of the Turag River, near the Bangladeshi capital of Dhaka.

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

2012

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

PRESERVED RAILWAYS

Most preserved railways run Santa Specials during December, and re-open in the spring of 2012.

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

Via Goodmayes – via E.L. Line and Spitalfields – Bishopsgate – Brake. Livestock for Stowmarket and Ipswich and beyond to be worked by this train from Forncett to Trowse for transfer there to 10.00p.m. ex Norwich. Forncett to advise Trowse in all such cases.

7. 42p.m. Chelmsford to Whitemoor.

To convey from Sproughton Sidings exceptional load for empties.

8. 00p.m. SO Whitemoor to Colchester.

Trainmen to change at Bury with men of 7. 15p.m. Colchester to Whitemoor.

8. 20p.m. (No. 1 Braked) Mark's Tey to Whitemoor.

To attach at Bury fitted wagons for via Peterborough and Whitemoor in one shunt behind the Peterborough section from Mark's Tey.

GN 16 Foot Long Covered Vans for Perishable Traffics

Bananas are shipped partially ripe and, prior to road transport, were brought to market condition by the application of steam heating during the rail journey from the port, and for this much less, but controllable, ventilation was required for the fruit to ripen at a temperature of 52 degrees Fahrenheit. This was provided in the form of a pair of shuttered louvered ventilators in the ends of the vans and turn led to the preference for two, rather than four end posts, ultimately, adopted by all later vans. Due to fluctuations in the port of entry, the LNER found itself with a surplus of banana vans and rather than discard them, merely removed the steam heating equipment and put them back in traffic as fruit vans, or even finally demoting them to humble covered goods vans.

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.

WHEN THE GRANDCHILDREN COME

When the grandchildren come around, they usually want to go up the loft to play with Granddad's railway. The younger ones are not satisfied with just watching the trains go round, they want their teddies etc. to ride in one of the trucks. This means granddad has to remove signal gantries, bridges and tunnels etc., which can be a bit of a pain, but after seeing their faces and hearing them laugh, it is very satisfying to see just how much pleasure they get from this activity. *Ed.*



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TOY AND TRAIN AUCTIONS

December

Friday 9th NEWBURY SAS Trains Galore Auction, at 81 New Greenham Park, RG19 6HW.

Saturday 10th LEAMINGTON SPA Toys and Childhood Memorabilia, 12, Guy Street, CV32 4RT.

January

Saturday 28th RUGBY Vectis Auctions at the Benn Hall, Newbold Road.

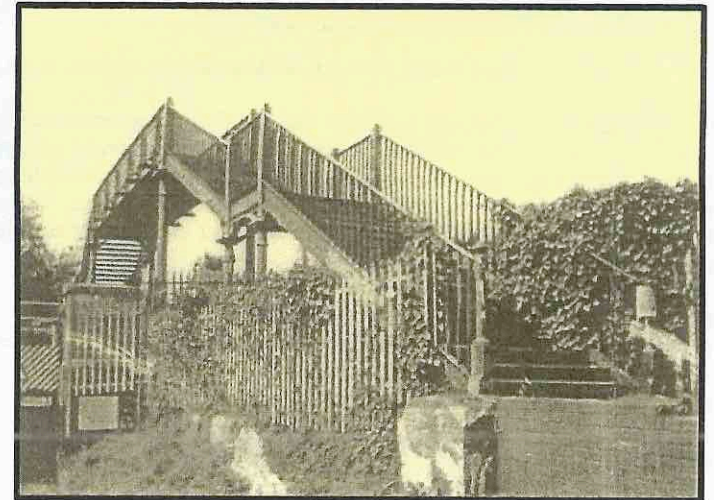
February

Saturday 11th BURY ST EDMUNDS Lacy Scott and Knight, Auction Centre, 10, Risbygate St.

OLD FOOTBRIDGE DEMOLISHED IN BEDFORD

This month (December) First Capital Connect will be introducing a number of twelve coach trains on its increasingly busy commuter services from Bedford to London and Brighton. None of the existing carriage sidings were able to accommodate such long trains so old sidings on the site of the former goods yard, have been completely remodelled to take twelve coach electric trains. This is resulted in the electrification, not only on the sidings but of the track which runs alongside the Marston Vale Line from Midland Road station across the Ouse Bridge towards the St John's station.

One casualty of the work has been the footbridge across the River Ouse which was believed to date from Midland Railway days. By mid August the footbridge had been demolished to make way for the overhead electric lines. Network Rail has pledged to provide an improved underpass for pedestrians. This bridge has been a local landmark and it will be sorely missed.



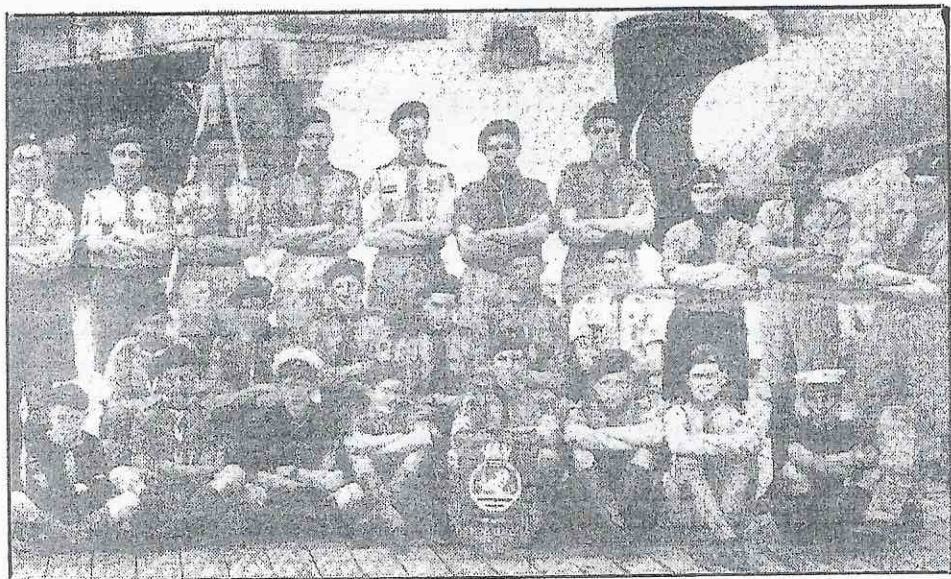
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MEET THE MEMBERS

Meet Paul Wakley (Part Two)

After being made redundant, I had a number of different jobs and finally became the assistant caretaker at the college in Bletchley where I stayed until I retired. My jobs there were many and varied, including moving PC's and various items of furniture about, unblocking drains, parking control when we had big functions, locking and unlocking the buildings and general maintenance.



Paul, fourth from left in the back row, with his scout group.

On one occasion the Terrapin buildings were set alight in an arson attack. I had to go to the Crown Court as a witness. The buildings were in a poor state of repair and pipes were always bursting, ceilings falling down etc. Owing to the state of the old college buildings, it was decided to build a new one, so after about two years we moved into the new college. We had many teething problems but they were eventually all sorted out. During all of my time at the college I worked late and early shifts on alternate weeks.

One Christmas I was given a model train set, and so it all started, with an assortment of 'N' gauge items. Much smaller than the Hornby '0' gauge three rail set, my brothers and I had as boys. Any spare cash was used to buy, track, locos and wagons etc. I always went to the MKMRS exhibitions at the Bletchley Leisure Centre and eventually joined the club in 1998.

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

WORKING NOTES FOR FREIGHT TRAINS – continued

6-00p.m. Bury to Cambridge

Bury to attach a Bishopsgate and Cambridge road wagon.

6-40p.m. SX Colchester to Whitemoor.

To work exceptional load for empties from Sproughton Sidings and Stowmarket.

6-45p.m. SO Chelmsford to Whitemoor.

Formation- Engine-Loaded Wagons via Whitemoor and Peterborough-Coal empties-Brake. To work exceptional load from Stowmarket.

6-50p.m. SX (Braked Goods + 2) Lowestoft to Whitemoor.

Lowestoft to advise S. & D. S. T. P. Nightly at 6-50pm. composition of train. S. To advise Trowse. To be worked by K.2 class engine Lowestoft to Wensum, thence by K.3 class engine. One third of the load to be vacuum fitted and connected to engine. Formation ex Lowestoft – Engine – via Peterborough fitted – via Pyewipe fitted – via Doncaster fitted – via Whitemoor-Norwich and via Norwich – Brake. Formation ex Wensum – Engine – via Peterborough fitted – via Pyewipe fitted – via Doncaster fitted – via Whitemoor – Brake.

6-55p.m. SX Whitemoor to Colchester.

To also convey Southend Road Van and Whitham and Maldon Vans which are to be worked forward from Colchester on 1.15a.m. at Ipswich.

7.15p.m. SX (No. 2 Braked) Ipswich to Whitemoor.

To be worked by J. 39 class engine.

Load 50 wagons of goods, 15 of which are to be vacuum fitted and connected to engine. Formation from Ipswich and Stowmarket – Engine – Whitemoor fitted – Peterborough – Whitemoor unfitted – Brake.

7.15p.m. SO (No 2 Braked) Ipswich to Whitemoor.

To be worked by J. 39 class engine. Not to take on water at Bury.

Load 50 wagons of goods, 15 of which are to be vacuum fitted and connected to engine. Formation – Engine – Whitemoor fitted – Whitemoor unfitted – Peterborough – Brake.

7.15p.m. SO Colchester to Whitemoor.

Trainmen change over at Bury with men of 8.00p.m. Whitemoor to Colchester.

7.27p.m. SX Ipswich to Whitemoor.

To leave Stowmarket formed – via Bury – via Ely – via Whitemoor – via Peterborough – Brake.

7.30p.m. SX Dereham to Forncett and Nowich.

To work important goods and cattle traffic off 2.53p.m. ex Wells and the Swaffham Line. To be formed – engine – via Whitemoor and via Peterborough (to be detached at Wymondham)

With the opening of St. Pancras International in November 2007 the service and route reached its present configuration. My own commemoration of this momentous event was achieved by spending a few days on holiday in Normandy. At the start of my holiday I journeyed from London Waterloo to Paris. At the end of my holiday I returned from Paris to St. Pancras International – a round trip that a traveller could only make once. Although I had watched the building, and demolition, work at St. Pancras over the previous years, my first impression of the revived station was one of delight. A previously dark and near-derelict structure had been transformed into a place of wonder.

The first commercial model of a Eurostar was probably the Jouef version that was made in Yugoslavia by Mehano. I bought one of these from a Paris department store in December 1994 as a souvenir of both my first Eurostar trip and my first visit to the French capital. I was disappointed by the dull matt finish of the model but proudly took it to a “running session” at my local model railway club. Sadly the model would not run. Several of the wheels were locked solid – I should have tested it at home. Afterwards a little work with a file, drill and modelling knife with some glue, filler and plastic card achieved what the factory could not and the model became mobile. This Jouef-Mehano model, only four cars in length, was later released in the UK in a limited edition Hornby box despite being to HO scale. In comparison even with other Jouef models this Eurostar was crude and simplified. Over the following years, as Jouef headed towards its eventual demise, the model was improved but it has not been available for a long time.

In the meantime Hornby felt that a 00 gauge version was needed so they simply scaled up the Jouef version to 4mm size. They also produced an “add on” set of two intermediate coaches that had not appeared in HO. Six cars is still greatly abbreviated compared with the full-sized formation but this demonstrates two problems. Firstly a scale-sized train would require moulds for another two types of coach and, probably more significantly, Hornby must have doubted whether even the most enthusiastic purchaser has space to run a model of even the shorter version as that would be over 13 feet long in 00. The Hornby model has been released in the Cross Channel and GNER versions.

In 2004 Hornby absorbed the Jouef range giving it a choice of Eurostars in two sizes. Mention should also be made of the Kato N-gauge model which is highly-regarded by those who model in small sizes.

Some of the full-size sets have been named with neat stainless steel plates on the cab side. Others have carried promotional liveries. I understand that the HO model will reappear shortly in an Olympic version to match the special livery planned for the full-size train. When I first saw a Eurostar I was impressed by its shiny bright livery. Now, after sixteen years of intensive use, they are battered and scratched. Nevertheless whenever I examine the Eurostars at either St. Pancras or Gare du Nord, I conclude that the 20th century’s best trains look very much at home in the 19th century station of two of the world’s greatest cities.

I helped revamp the Fenny Stratford layout and was also involved with the building of the ‘N’ gauge Bletchley station. Because of my shift patterns I left the club but vowed to return when I retired. I was promoted to head caretaker and finally retired after nearly 25 years in the college.

On the very first Tuesday after I retired I rejoined the club, and helped Ken Wiggins sort out the Bletchley layout. As we all know this proved to be beyond our means. I later joined the Norgate group which I have enjoyed ever since, and also have learned quite a lot.

I also took on the role of exhibition publicity officer and became a member of the exhibition organising committee (see below).

Far right: A much younger Paul with his tuba.



I also helped to organise the raffle at the exhibitions, to raise additional funds to subsidise the club outings. My other interests include having fun with our four grandchildren, gardening and singing in the church choir at St. Faiths Church, Newton Longville.



Paul with Alan Henshall, working on the 'Norgate' layout, during the reopening of the outside layout ceremonies.

In the next issue: Meet David Ramsey.

DID YOU KNOW?

Unscrambling the Underground

The most famous railway map in the world nearly did not see the light of day. When Harry Beck (1903 – 74), a draughtsman in the signalling department, first showed his idea to the publicity committee in 1931, it was rejected. He tried again the following year and, after successful trials, 750,000 copies were printed for free distribution. The genius of the map is to discard geography in the interest of clarity, and the formula was adopted by other cities, including New York, Sidney and Berlin, and even national railways. It is thought that Beck was paid just five guineas for the original concept, yet London Underground has made millions of pounds through licensing the design. His other recognition is a plaque at Finchley Central the station nearest his home.

AMUSING BUT TRUE

I was bemused by the complimentary Virgin nuts in the First Class Lounge at Birmingham. This product 'may contain traces of nuts', said the packet...

Eurostar

by Steve Ellingham



Eurostar is the name of the rail operator which provides the high speed service between London Waterloo and Paris which commenced in 1994. It is also the name of the train which, allegedly, is known in Britain as class 373. The Eurostar train is a French TGV rearranged to fit the smaller British loading gauge. A French publication recounts that, at the design stage, the British felt that national pride should not suffer the indignity of a foreign train running in England. For that reason the proposed external styling was altered to reduce the similarity with existing TGVs and the livery of white and yellow was chosen so as not to employ any of the colours then in use on TGV sets.

Eurostars were produced in two versions. Thirty one trains were provided for "Three Capitals" services between London Waterloo, Paris and Brussels. Seven shorter trains were provided for the planned "North of London" routes serving Glasgow and Manchester. The Eurostar service going through the channel tunnel started in November 1994.

In the early days of services between London Waterloo and Paris the passengers would be greeted with an announcement somewhere in France that the train was running at its maximum speed of something quite astonishing. That announcement is no longer made as the whole experience has become routine.

For a few years GNER used several of the shorter Eurostar trains for services from King Cross to Leeds and York. Two of these were painted in that railway's splendid blue livery. These represented the only significant British use of the "NOL" sets although members might recall test trains running through Milton Keynes. SNCF has now taken several of these sets and, I believe, all of the shorter ones for use on domestic services in France.

THE BEST LAID PLANS

by Peter Hyde

Re: The Newport Branch Line Layout

An important feature of the landscape at Bradwell is the now preserved Windmill which stands sentinel over the changing scenery since 1803. (There are visitor open days on Sundays throughout the summer months, well worth a visit)

So, to be faithful to the branch line I have to include a decent model of the mill. I did ponder over it for a few weeks then ordered a readymade model from GaugeMaster. 'HOW COULD YOU?' came the comment from the modelling diehards!

The model duly arrived after a few days and turned out to be so large as to be unfitting although it was at OO scale (4mm) the diameter of the sails were the size of a dinner plate. After a hasty 'phone call to GaugeMaster, it was sent back.

Then the problems started. It is probably easier to build a full size windmill than a scale model the correct scale.

I spent a whole Sunday morning in the workshop trying to draw a pattern for the basic form which is a cone open at both ends as a starter. By lunch time I had wrapped a sheet of card round two discs of different diameter and cut off excess top and bottom. It worked but not very repeatable. I thought there has to be a mathematical solution to this. A quick note asking for ideas left on the "For Sale" desk at the next Tuesday club night solicited a reply from Chris. The solution is to employ geometry in the form of IID, (Pye times the diameter) the height and draw arcs. Two different diameters are involved, one at the top and one at the bottom. Voila. By the next Friday night Chris came back with a prototype shell readymade.

We then had a discussion which also involved other club members as to which pre-printed paper to use for the outside finish. An Internet search during the next weekend came up with a most suitable paper from ScaleScene of which I printed a sample. I spent the rest of the weekend making a set of sails which turned out to be useable.

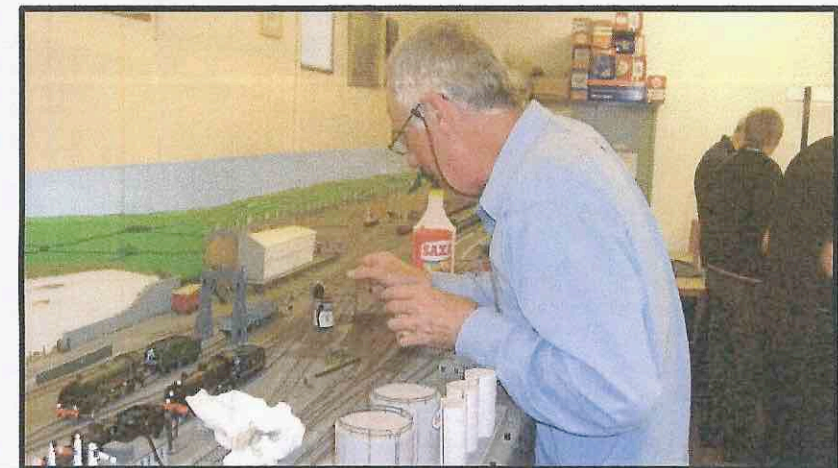
Problem solved you might think – not so, by wrapping the printed paper round a cone the printed lines do not follow concentric rings around the cone shape! (Dam, or words to that effect!). We came to the conclusion by the following Tuesday and decided to paint a suitable varying wash colour finish to the outside and then draw the random block work over the whole thing. This now works and will be the finished solution in due course. Things will have moved on by the time the next quarterly news is published and you will have seen the working Windmill in place overlooking a new modelled scene.

Activities throughout the Club

'Milton Quays' Layout.

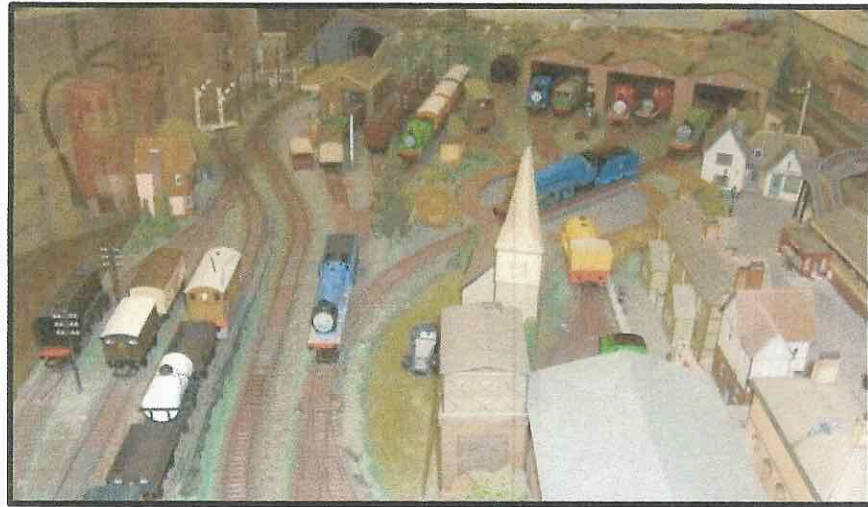


A boat has appeared on the slip way outside the boat house.



Mike Morley is busy, making the track side dirty.

'Thomas the Tank Engine' Layout



New rolling stock has been bought for this layout, from Fred Collins collection.

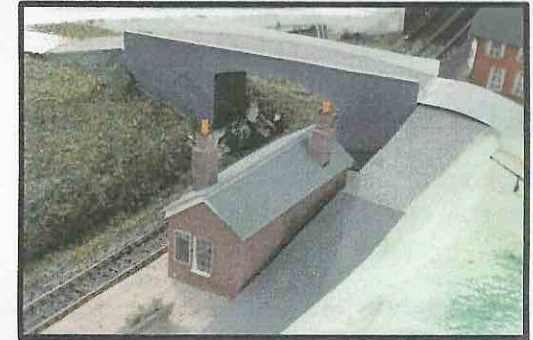
'Tinplate' Layout



Ian Milburn's LNER passenger train running on the re-laid inner track

The work continues at a pace, aiming for a ready and working layout by the end of December, well in time for the club's February show. Very many thanks for all who have helped to get thus far.

I have also developed a Power Point presentation of the Branch Line running on a laptop, and more framed historical pictures and plans back to the London-Birmingham of 1840. The Branch Line was originally built by the private Newport Railway Co. which lasted 10 years before the line became part of the L & NWR.



NEWPORT PAGNELL — BRADWELL — WOLVERTON TABLE 4
LONDON MIDLAND REGION

WEEKDAYS ONLY

	S0			S0					SX			S0	S0	
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Newport Pagn'l	715	8 38	52	1140	.....	1 01	50	4 55	17 6 3	.....	835	920	925	10 0
Great Linford	717	8 58	55	1142	.....	1 21	52	4 75	19 6 5	.....	837	922	927	10 2
Bradwell	723	810	9 0	1147	.....	1 71	57	412	524 610	.....	842	927	932	10 7
Wolverton	729	814	9 4	1151	.....	1 112	1 416	528 614	.....	846	931	936	10 11	

S0-Saturday only. SX-Not Saturday.



In the November 2011 issue of the HORNBY magazine, (No. 53), there is an eight page article about the club's 'N' gauge layout. Written and photographed by Richard Prokop, who is a member of this club, it covers all aspects of the layout such as introduction, baseboards and track, rolling stock, buildings and scenery and its future. There are eight photographs, two of which are shown below.





Newport Nobby – Update Part 2 by Peter Hyde

In memory of Fred Collins

October 19th 2011 – Newport Pagnell has been reunited with Wolverton, track wise that is. Back track a few months since the last newsletter to put things in context the Newport end of the layout progressed quite quickly in plan, track laying, platforms and buildings. The full size (scale) plan which was drawn up in

April certainly paid off. A project of this size benefits from such a plan especially if like me you have never built a layout beyond a simple oval. But of course there is the full size blueprint of the original to follow if not in existence certainly on paper in the very many books and living memories of those who experienced the branch line in operation.



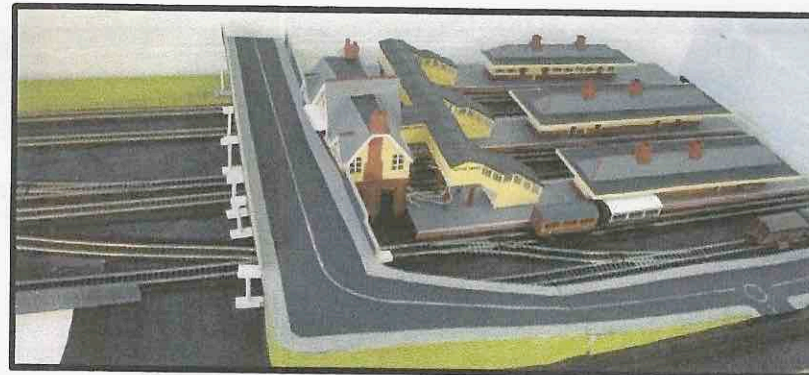
I settled upon the track plan of 1924 from Newport up to the Wolverton triangle. The available space constraints means that the layout is very much shortened in that much of the track bed and scenery is gone. Fortunately there are enough features such as canal and roads between the stations that provide natural scenery breaks. Why 1924, well it was probably

the height of development and activity of the branch line and the period is well documented, also it is about the middle of the 100 year existence, trying to be impartial to either side.

The layout has new buildings and platforms for stations at Newport Pagnell, Linford and Bradwell but most importantly we are very much indebted to Bill Ball who made such a brilliant job of rebuilding Wolverton in its entirety and creating the raised level roadway running past (Picture on page 12).

The earlier plan finished at the Wolverton triangle as it was uncertain at the time as to what the layout of Wolverton would be, being dependent upon the spacing of the work-in-progress rebuilding by Bill, because the entrance staircases were pretty much set which determined the spacing for new platforms. To allow for a decent Wolverton station a fourth board was added at right angles to the end of the third board at Bradwell. This is because the main line at Wolverton runs more or less North-South while the branch line is East-West. Future space allowing, there is plenty of scope to add more boards in the North-South directions.

'Newport Nobby' Layout



Wolverton Station, in the process of being made.

'DCC' Layout



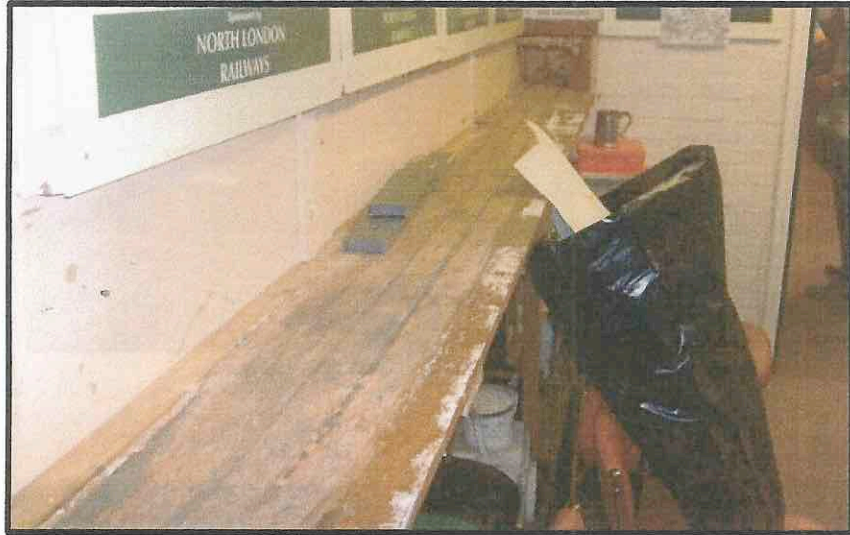
Sorry for the darkness of this picture, but we were trying to show the lights in Daniel's 4 car set.

'Norgate' 'N' Gauge Layout

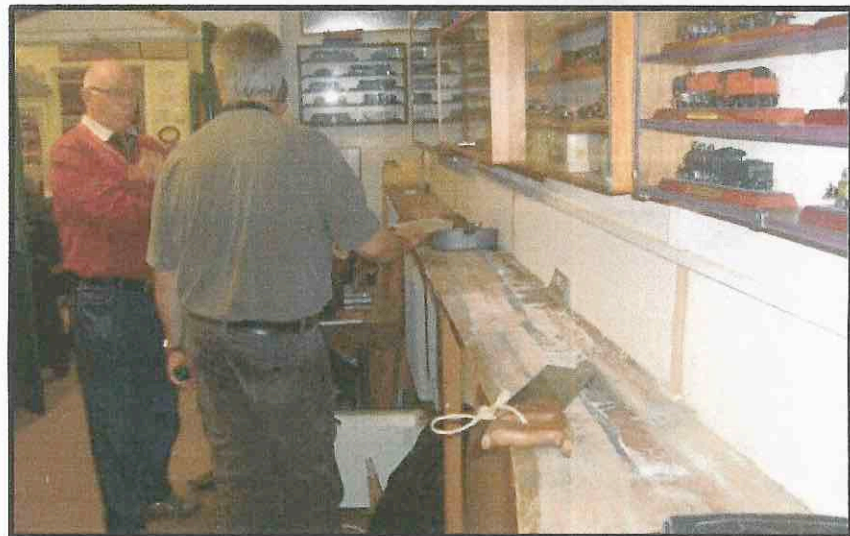


A full length APT, running on the 'Norgate' Layout.

'Sherwood' Layout



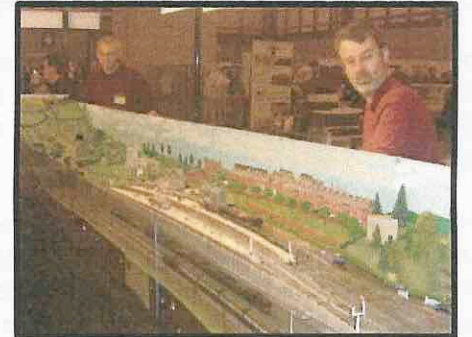
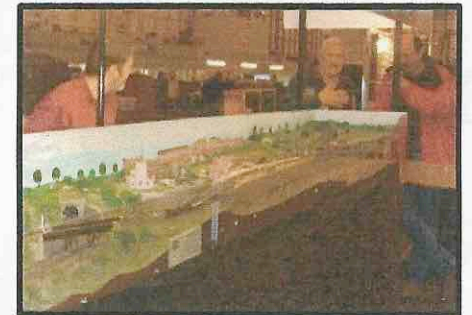
Sherwood has been completely cleared ready to be rebuilt



Is this a site meeting?



John Forman's scenic tinplate layout at the Willington Transport Day



The club's 'N' gauge layout 'Norgate', was at the Warley National Model Railway Exhibition at the N.E.C. These photographs were taken on Sunday when the operators were John Harrison, Colin Joyce, Wayne Webb and Bob Taylor. Paul Wakley helped on Friday and Saturday.

Members and Club Layouts around the Exhibitions



Brian with his tinsplate layout at the Milton Keynes Museum Transport Day



'Norgate' at the Corby Exhibition

THE VERNEY JUNCTION LAMP

This is the history of the 'Verney Junction' lamp, as told by David Ramsey and Bill Ball.

David writes "Earlier last year, I was helping a good friend of mine – Peter Gomm, who is President of both the Hornby Railway Collectors Association and the Train Collectors Society, preparing to move house from Luton to the West Country.

Whilst clearing out his loft, I picked up an old cardboard box with pieces of broken glass inside and was just about to throw it down with some other rubbish when I caught sight of some black printing on one of the pieces. Imagine my delight when I realised that it was the top part of the glass from a station lamp from Verney Junction including all the lettering, apart from the bottom of the final N.

Peter had no idea how it came to be in his loft and readily agreed to let me take it to the club. I passed it onto Chris Hughes and I was subsequently delighted to see that Bill Ball had made a replica model of the station lamp to house the piece of glass and that it is now on show again above the layout.

Isn't it a small world?"

Bill continues the story "I made the station lamp using some odd timber and styrene I had spare. The first job was to mark out the size, so I laid the glass onto the styrene, see Fig 1.

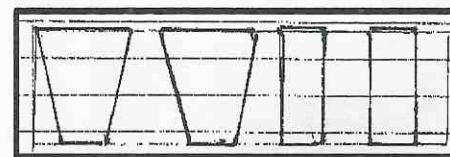
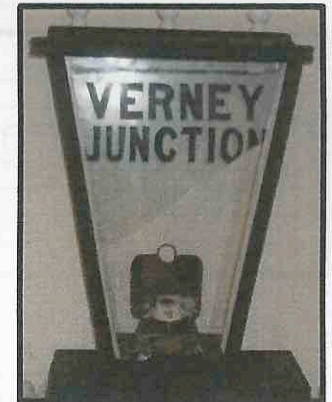


Fig 1

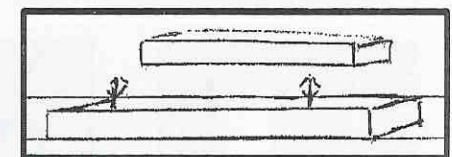


Fig 2

I then made the base from two pieces of wood, one smaller, so I could lay one on top of the other, see Fig 2. To get the size of the base, I laid the styrene out, see Fig 3, 6ft of moulding was cut into four pieces and placed onto the styrene, see Fig 3. I glued the moulding to the edges on the front and back pieces and let them dry before placing the sides into the frame, see Fig 4, then fitted them onto the base, making sure the glass fitted into case, Fig 5. Last job was to make the top to fit, using two pieces of wood and three door knobs for decoration, see Fig 6." See over page.

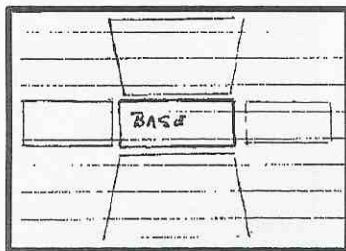


Fig 3

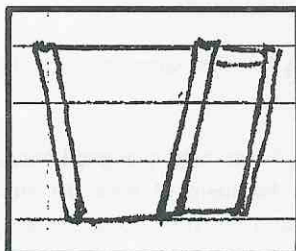


Fig 4

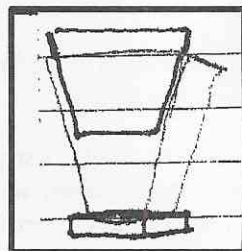


Fig 5

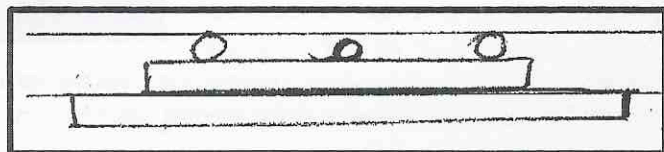


Fig 6

The Editor sums up as follows, Chris Hughes brought in the lamp, which belonged to his father, and it just goes to show what can be done when members put their minds to it.

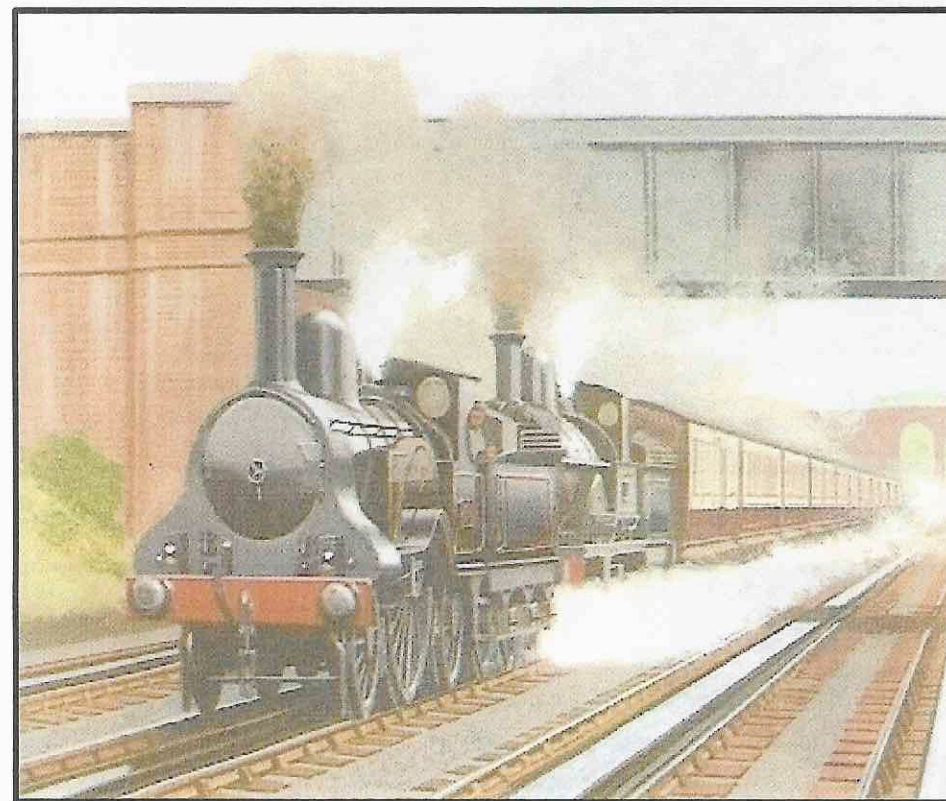
A FLOOD IN THE CLUBHOUSE

On Sunday September 9th 2011, Ian Bartlett and Peter Holden, reported for duty, to find parts of the clubhouse several inches under water due to one of the toilets leaking, but the club still opened for business, after a rapid clear up and making everywhere safe for the public.



Photographs by Peter Holden

A HISTORY OF BRITISH RAILWAYS



No 8

LNWR Water Troughs

A rebuilt Ramsbottom 2 – 2 – 2 express of the London & North Western Railway is pictured here circa 1900 piloting a heavy passenger train at Bushey troughs, Hertfordshire. Double heading was commonly adopted when more power was required, and both engines shown have their tender-mounted scoops down to take on water as they charge along.

The vital development that did away with intermediate stops and made express travel a reality, were troughs designed by John Ramsbottom which were 18 inches wide, 6 inches deep and a quarter of a mile long. Fed by treated water to reduce boiler scale, they were usually 50 to 60 miles apart. On reaching a trough, the fireman lowered the scoop and the speed of the engine forced the water up the delivery pipe from the scoop and into a tank at the back of the tender. At 60 mph two thousand gallons could be picked up in seconds.

Class locomotives found on the railway, rather than designing, a completely new engine. As with the "Great Bear", it turned out to be no better than the engine it evolved from and brought with it a new set of problems.

Stephenson's motion was used on all three cylinders and all were connected to the leading driving axle which made the front end rather congested. At 6ft diameter, the boiler equalled the largest parallel boiler in the country at that time and gave the engines a truly massive appearance.

They flattered to deceive and were never outstanding in service. After being absorbed into the L.N.E.R., various attempts were made to improve their performance and to overcome their mechanical problems. It was apparently given up as a bad job, with scrapping taking place in the mid-30s, as and when heavy repairs became due.

In the next issue: No: 3 The GN Gresley Pacifics.

YOU HAVE TO SMILE

Sign seen on the church notice board, "The young mothers club, is held every Friday afternoon, *anyone wishing to become a young mother should contact the vicar*".

What did the plumber say when he left his wife? "*It's all over Flo.*"

Paddy had his credit card stolen but he has not reported it yet, *because whoever stole it is spending less money than his wife did.*



Festive Cartoon

CLUB ARCHIVE CONTENTS – UPDATE

NEWSLETTERS – PART 2

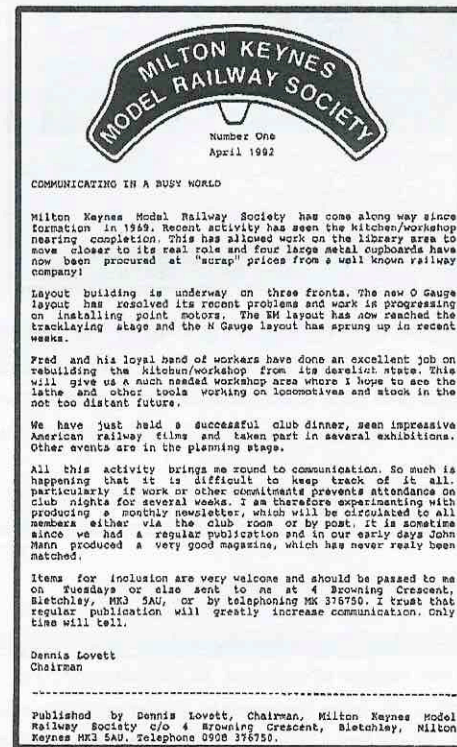
In part 1, we looked at what we have with regards to the early attempts of producing newsletters and news-sheets etc., and to list what we have in the archives and what we still need to complete the sets. We are not even sure if there any other efforts, where we do not have a single example, meaning we do not if they even exist. Maybe older members know otherwise!

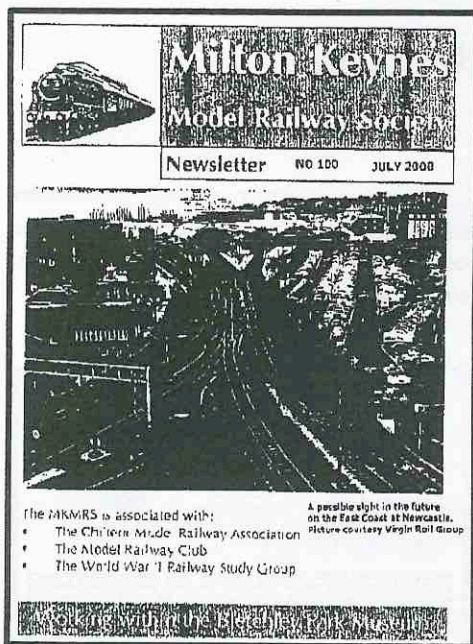
In this issue we are dealing with the present set of newsletters, where we have a copy of every single issue ever published. Providing the present editor, and future editors, continue to put a copy of every Newsletter published, into the archives, this situation will continue.

It all started with issue number one published in April 1992, the editor was the chairman Dennis Lovett (see the photocopy of the front page on the right). Originally it was issued every month right up to August 2001 No 113, when it changed to being a bi-monthly publication. The first copy had no title apart from the club's name, but from issue No 2 it became 'Milton Keynes Model Railway Society News'. Dennis remained editor for the first seventy eight issues, the last being published in September 1998 No 78, during this time the front cover design changed seven times.

John Dibben took over as editor publishing No 79 in October 1998, with a new cover design and changing the name to 'Milton Keynes Model Railway Society Newsletter'. He published seventeen copies, finishing with edition No 95 February 2000, during which time the cover design changed three times.

Dennis Lovett took over the reins again, starting in March 2000 with issue No 96, and the magic number '100' was reached in July 2000 (see the photocopy of the front page on page 17). Although, in this issue, he was talking about a new editor hopefully taking over in the New Year, yet it was not until the autumn edition of 2007 No 146, before a new editor would be found.





Dennis continued to edit the newsletter monthly for another 13 copies up to August 2001 No 113. It was then decided by the committee that the Newsletter should become bi-monthly, six copies a year, starting from September/October 2001, No 114, and this continued right up to March/April 2006 No 141, twenty eight editions. At the same time as changing from monthly to bi-monthly, the committee also improved the distribution system by posting a copy to all members who had not collected it by two weeks after publication. This idea is still being used.

Although nothing is mentioned in the No 141 issue, without any notification, No 142 suddenly became Summer 2006, marking the start of the quarterly newsletters. All was revealed in the editorial of this issue, that in the short term, the newsletter would be produced every quarter,

which in fact, continues right up to the present. Dennis only produced five of these quarterly editions up to No 145, which should have been No 146, because there had been two No 144's. In the No 145 copy it was announced that John Forman would be taking over the Editors job as from the Autumn 2007 issue No 147 (the number was adjusted to make up for the two No 144's).

John has published twenty-one copies, including this edition, which is No 167. These also include three special issues, which focused on the 2009, 2010 and 2011 club exhibitions.

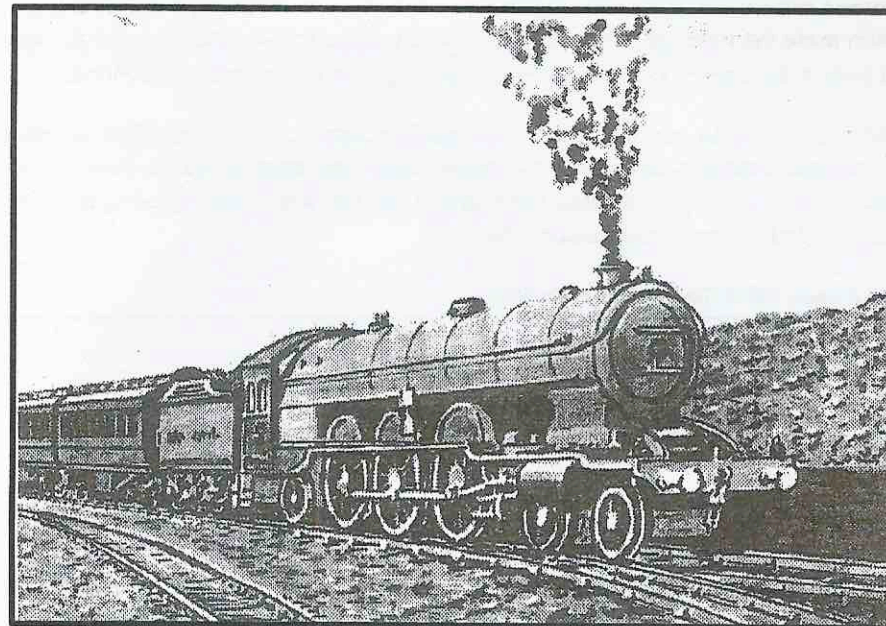
In the next issue – Exhibition Programmes

On the subject of archives, as well as collecting items from the past, we must also start collecting articles etc from the present. In the past few weeks the club has had two cases, where modelling magazines have included items relating to the MKMRS. In the August 2011 edition of the "Railway Modeller" we had a mention and photograph regarding the opening of the new outdoor layout. In the November 2011 issue of the "Hornby Magazine" there was an article about 'Norgate', the club's 'N' gauge layout. A copy of both these magazines, have now been placed into the archives. So if any member sees anything connected to our club, such as articles and photographs etc in local newspapers or magazines, please let the Editor be aware of this, so he can obtain a copy, it can then be saved for future members to read about the club's history.

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 2: The N.E. Raven Pacific.

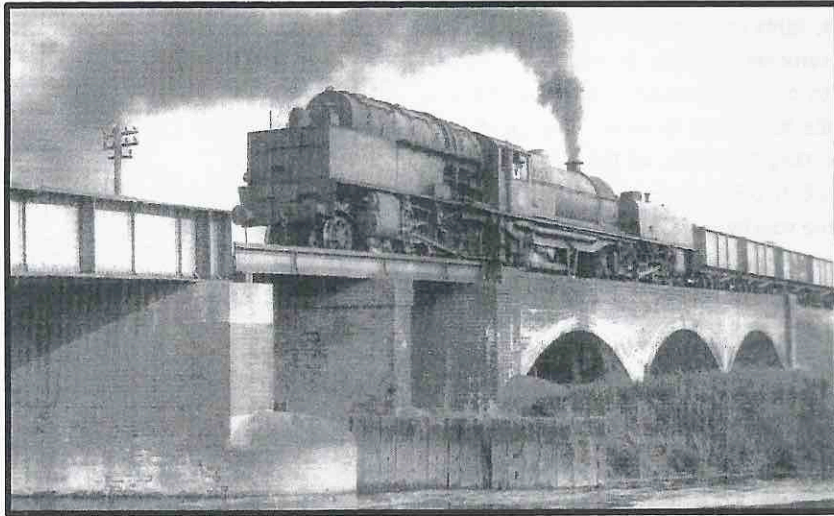
Cylinders: 3 x 19" Boiler Pressure: 200 p.s.i. Length over buffers: 72' 4.5" Weight incl. tender 143 tons

Built in 1922, the Raven Pacific was actually the third of the pacific locomotives to emerge (Gresley's was second), but as the Class were so short lived, it is more appropriate to the story to nominate it as No.2. With amalgamation in the offering, there was rivalry between the Great Northern and North Eastern railways as to which would become the dominant force in the proposed L.N.E.R.

The Raven pacific was, therefore, built in a hurry to compete with Gresley's pacific and probably to focus attention on Sir Gilbert Raven becoming Chief Mechanical Engineer in the new organisation. The strategy did not work on either count, as the Raven pacific was no match for its Gresley counterpart and Gresley was appointed Chief Mechanical Engineer of the new L.N.E.R.

The N.E.R. pacific was apparently evolved by stretching the dimensions of the successful Atlantic

THOSE WERE THE DAYS



Garrett '47969' at Wellingborough, nears the top of the climb, and is about to cross the River Nene with its iron ore train



A 9F 2-10-0 '92143' making its way onto the up main with a load of coal, out of the New England yards at Peterborough in August 1958.

THE INFLUENCE OF HORNBY DUBLO TRAINS

by Roger White

It's a well known fact that many top rate mechanical engineers and designers of machinery cut their teeth on Meccano when they were young. It is perhaps a lesser known fact that a top Physicist and thinker, Stephen Hawking was inspired by a Hornby Dublo train set when he was a young boy.

A few weeks ago the chairman of the Hornby Railway Collectors' Association, David Embling was contacted by Simon Martin a TV film producer asking for help to provide some Hornby Dublo trains for a forthcoming film about Stephen Hawking titled "The Theory of Everything". It seems that the young Stephen was influenced in his early thinking about why things moved and how mankind harnessed energy, by watching and playing with his Hornby Dublo trains. The producer asked if the HRCA could provide a replica or the real Hornby Dublo model for the film. Shooting was to begin in a few weeks at a location in a village called Hinwick (pronounced 'hinnick') in north Bedfordshire where a 1950's film set had been constructed in Hinwick House, a restored 17th century mansion used for conferences, wedding and filming.

Being the good delegator that he is, David 'phoned me to enquire whether I could help by supplying a EDL7 Green L.N.E.R. 0-6-2 loco with a rake of BR MK1 cream and crimson coaches, some accessories, track, controller etc, and if so would I be interested in getting involved in this local event? Accepting the challenge and opportunity for stardom, I contacted the producer to discuss requirements and confirm arrangements. The first move was to send a picture of the loco to Simon Martin for his approval that it would fit a transition scene from the Colne Valley Railway 12" to the foot loco, to the Hornby Dublo loco running in a 1950's living room. This was quickly confirmed, together with some appropriate lineside accessories to complete the scene. We set the layout up on a board covered with an old candlewick bedspread with some books underneath the spread to simulate hills. The set designer provided an Eagle comic with Dan Dare, a box of chocolates and some other contemporary items. I placed some Dublo Dinkies, Passengers and Station Staff, together with the customary Mainline Through Station, Signal Box and Footbridge. We used a 'pat tested' A3 controller for reliability in preference to a D1 type with separate transformer. A blue Dublo set box was also placed in the scene so that the whole board could be lifted and carried into place on the floor in front of the sofa and before the tiled fireplace.

The preparation and shooting took two days. There was much discussion with the set designer and the Director, a charming man, who continually wore a little grey narrow brimmed hat, heavy rimmed glasses, looking very much like Woody Allen. The film company had engaged a 12 year old boy actor to play Stephen Hawking. He turned up with his dad on the second day. Dressed in 1950's attire he was obviously quite at home, remaining calm amongst the seemingly chaotic bustle of a film set and seemed used to taking quite complicated acting directions. I was impressed with the professional approach for one so young between takes and noticed at the start he played with a Nintendo game until called on set.

However, when he first set the train in motion on the floor layout, a broad grin spread across his face. After that any waiting time was filled playing with the train. The Nintendo had been dumped for the duration. I had the opportunity to ask his opinion, having noticed his enjoyment. He thought it was great, but didn't have a train set at home. I got the impression he may soon have one.



Lunchtime came and went, there were several additional takes where the Director called for more smoke; not from the loco, but from a hand held smoke machine to waft over the set for atmosphere.

The smoke maker was a busy man, because no sooner had he filled the set with smoke it drifted away quickly and had to be filled again for continuity purposes. What it did for our respiratory systems I cannot say,



but it seemed harmless enough and didn't raise any health and safety issues at the time. The set was crammed with people holding reflectors, lights on poles, waving paddles to shift smoke, cameras weaving in and out, monitor screens to check the images and somewhere in the middle the young Stephen Hawking on the floor operating the trains on the oval layout. The EDL7 L.N.E.R. 0-6-2 tank performed faultlessly, hauling the coaches as required. There were high angle shots, low angle shots, every which way shots, a staged derailment (no harm done) and finally a rising shot with the camera looking down onto the boy with the train, but moving rapidly upwards to the high ceiling as if to go through the roof to link into the next scene to be shot somewhere else. How much we shall see when it is all put together I cannot say at this stage, but I am assured that Stephen Hawking's Hornby Train did play a significant part in his early thoughts about scientific issues. Also included in the film is a sequence dealing with the laws of probability which takes place in a mocked up casino on the same site. The only thing I know about that is that casinos could not exist without the odds being stacked against the punter! Probability Laws or not, the likelihood is that you will lose.

The film company is making the story for the 'Discovery Channel' due to be screened later this year, I believe. Hopefully, there may be a credit for the H.R.C.A., they were certainly impressed with having the genuine article to support the story line. Maybe there is still hope for me to make world shattering discoveries if I keep playing trains. Who knows? My wife Frances has her own view on that.

All photographs by the Author

