



CAPTION COMPETITION

Last issue's result

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

Please do not forget to enter this issues caption competition is on page 38.

Obituary

Jim Armstrong

ARMSTRONG Jim Armstrong passed away peacefully on December 1st at the QE2 Hospital, aged 83. He will be sadly missed by his loving wife Sylvia, daughters Noreen and Christine, and grandchildren David and Samantha. Funeral service to be held on Wednesday, December 14, 12 noon at Ludwick Way Methodist Church, followed by cremation at Harwood Park Crematorium, 1.15pm. Family flowers only. Donations, if desired to the British Heart Foundation c/o Warwick and Peters, 31, Hydeway, Welwyn Garden City, AL7 3UQ. Tel: 01707 391210.

Jim Armstrong was an honorary member of Milton Keynes MRS who passed away at the age of 83 on the 1st December 2011.

Jim hailed from the north east and had a strong accent to prove it. He was a member of Barnet Model Railway Club alongside other well known LNER modellers including Bert Collins and John Edgson. Barnet brought their impressive '00' layout 'Peterborough' to at least one of our Leisure Centre exhibitions.

At the time of our formation Jim was Chairman of the Chiltern Model Railway Association that in the those days, had a core of about a dozen clubs in Bedfordshire, Hertfordshire and Bucks. We were accepted into membership in 1970 and Jim became a good friend of the club. He and his wife Sylvia also donated one of the trophies that we award for our club competitions.

Jim was an excellent scratchbuilder of LNER locomotives and was a well published author in the Railway Modeller and other publications.

KEEP THE ARTICLES AND INFORMATION COMING IN

***The next MKMRS 'Quarterly News' will be published on
Tuesday 5th June to cover June, July and August 2012
for forthcoming events.***



"QUARTERLY NEWS"

No 168

SPRING 2012



The operators on 'Norgate', the clubs 'N' layout, at the Doncaster Exhibition, from left to right: Bruce Garwood, John Harrison, Wayne Webb and Bob Taylor

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

Founded in 1969

President:- Les Wood

Vice-President:- Eric Bowman

Chairman:- Dennis Lovett

Secretary:- Chris Hughes

Treasurer/Membership:- Bob Taylor

Exhibition Manager:- Terry Silver

CMRA Rep:- TBA

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

Welcome to the first edition of 2012, Christmas and the New Year are now a distant memory, our AGM and Exhibition have come and gone, and we are already a quarter of the way through 2012. We still have a great deal to look forward to, with Sherwood/Wilton being rebuilt, a roof is being erected over the outside layout and there is plenty to keep us busy around the clubrooms with the Central Station (DCC), Norwood, Milton Quays, Verney Junction, Newport Nobby and the Tinsplate Room. In the summer we can look forward to running on the outside layout, during the long hot evenings. The club is planning organise two more club outings, which looks like being The Bluebell Line and Warley again, to support Milton Quays.

Due to technical problems, I have been unable to publish David Ramsey's 'Meet the Members' article, but hopefully, I will be able to print this feature in the next issue.

Your articles are always welcome and the more articles we get from the membership the more it will become our magazine. If you would like to volunteer to be the subject of a future 'Meet the Members' article, then write your story on how you became interested in model railways and a member of this club, and please hand it to me in the tinsplate room, any Tuesday evening. I would also be happy to give you advise and help if you need it. However, if I do not receive enough volunteers, then I will return to twisting arms.

John Forman (Editor)



Just before going to print we were informed of the sad death of member Mac McGee, who had been ill for sometime, and had not been to the club recently. Mac exhibited a 'N' gauge layout at the Club's first of two exhibitions in Wolverton in 2006.

Page 1

GUESS THE CAPTION COMPETITION

There will be a small prize for the best entry received by April 30th 2012 please hand your entry, including your name, to the editor in the tinsplate room any Tuesday evening.

There is no limit to the number of entries per member.

The winner will be announced in the next issue.



Whoops!

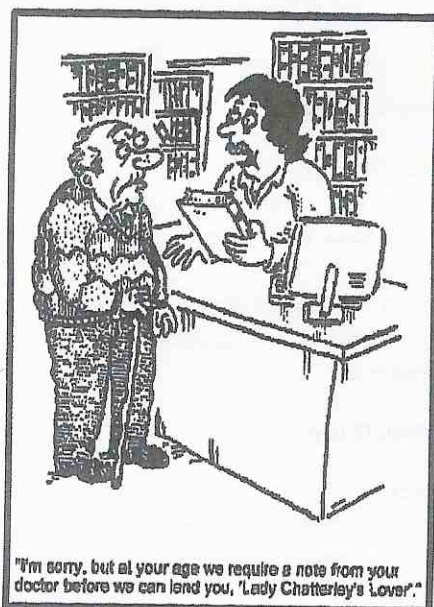


The Bletchley de-railment which caused all the delays – picture by Nick Dean

Sat 19th Kent & East Sussex Railway – 1940s Weekend (2 days)
 Gloucestershire Warwickshire Railway – Spring Ale & Steam Weekend (2 days)
 Nene Valley Railway – Diesel Gala (2 days)
 Severn Valley Railway 1862 – A Victorian W
 Buckingham Railway Centre – 1940's weekend (2 days)
 Great Central Railway – Diesel Gala (2 days)
 Chinnor & Princes Risborough Railway – Railway Open Day
 Dean Forest Railway – Diesel Gala Day

Sat 26th Colne Valley Railway – 150 Anniversary Gala (2 days).

CARTOONS



MODEL RAILWAY SHOP

Model Railway Store, 9, High Street Mews, Leighton Buzzard, Beds.

LU7 2EA Tel:01525 854788

CHAIRMANS REPORT

Another busy year

At the AGM I outlined the successes of 2011, which was fortunately a much better one than the year before. Last year as part of the rebuilding process we achieved a great deal and looking forward we have the sadness of losing five long standing members who gave so much to ensure the continued development of the club.



The Sherwood/Wilton layout has progressed well since the old one was stripped out in October. Trains are running again, albeit only on track testing and using an old analogue controller pending installation of the wiring for the new computerised DCC set up.

Newport has progressed towards its return to exhibition date in memory of Fred whose death was just shortly after its debut at last February's exhibition. It will be a fitting tribute to Fred.

Work continues on the outside layout with a roof now being erected to keep the tree sap and the worst of the weather away from the trains. This will avoid the lengthy time taken to remove the temporary covering and putting it all back again, ensuring that we can operate it on more occasions than at present.

At the AGM we promised to look again at a small 'O' gauge layout and we have identified space, and plans are currently being drawn up for further discussion at the next QGM.

Likewise work continues on Norgate, Central Station, the tinsplate room and Milton Quays. Two of these (Norgate and Milton Quays) have a number of exhibition dates during the year and Milton Quays will be flying the flag for us at Warley in November. A magazine feature will coincide with its attendance at the NEC.

We are investing in our premises and our layouts to ensure that our ever-growing visitor numbers (just short of 30,000 in 2011) will enjoy an even better experience of our activities.

As I conclude this piece for publication our own exhibition is just a few days away. It looks to be another bumper event and thanks to Terry and the exhibition team for putting it together for us.

2012 promises to be another busy year. Welcome aboard!

Dennis Lovett (Chairman)

Jim Armstrong's obituary is on the back cover

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, Geoff Hilliard, Wally Stocker, Chris Read, Phil Ramsden and Ian Wood 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.

Subscriptions - The subscriptions for 2012 are now due and are held at the 2011 prices.

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.

People through the door - During 2011, which includes, Weekend openings, school holiday openings and school visits, the club had over 29,500 visitors through the doors, which is a club record

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 167 - Collected from club - 58 (-6), Posted - 36 (+6)
Archives/Giveaways 4 - Total 98

School Visits - If you would like to help out on the school visits, please contact Robin Rowles.

School Holidays - Bletchley Park would like us to cover the Easter and Summer school holidays, if you would like to help please contact Chris Hughes.

Club Outings - The club is hoping to run club outings to the Bluebell Line Railway and hopefully the Warley exhibition, to see Milton Quays.

PRESERVED RAILWAYS DIARY FOR SPRING 2012

March Sat 3rd **Pendon Museum** - Madder Valley Railway running at 2pm.

Fri 9th **North Norfolk Railway** - Great Spring Steam Gala (3 days)

Sun 11th **Dean Forest Railway** - Bygone Branchline Day

Sun 18th **Swanage Railway** - Mothering Sunday Luncheon

Kent & East Sussex Railway - Mothers Day

Gloucestershire Warwickshire Railway - Mothering Sunday - Cream Tea Special

Fri 23rd **Severn Valley Railways** - Spring Steam Gala (3 days)

Watercress Line - Spring Steam Gala (3 days)

Sat 24th **Swanage Railway** - Railway at Work Weekend (2 days)

Sun 25th **Colne Valley Railway** - Diesel Gala

The Lavender Line - Goods Train Day

Fri 30th **Great Central Railway** - 1960s Steam Weekend (3 Days)

April Fri 6th **Pendon Museum** - Madder Valley Railway running at 11am.

Great Central Railway - Easter Vintage Festival (3 days)

Sat 7th **Nene Valley Railway** - TORNADO's Easter Visit to NVR (3 days)

Sat 14th **Kent & East Sussex Railway** - Grandparents' Weekend (2 days)

North Norfolk Railway - Vintage Bus Running Days & Rally (2 days)

Sun 15th **Lincolnshire Wolds Railway** - Vintage Steam Day

Sat 21st **Colne Valley Railway** - Vintage Vehicle Rally (2 days)

Sat 28th **Bluebell Railway** - Toy and Rail Collectors Fair

Kent & East Sussex Railway - Spring Walks with 'Railtrails' (2 days)

Dean Forest Railway - Great Western Branchline Day

May Fri 4th **North Yorkshire Moors Railway** - Spring Steam Gala (4 days)

Sat 5th **Kent & East Sussex Railway** - The Great K&ESR Gala Weekend (3 days)

Sun 6th **Mid - Suffolk Light Railway Museum** - Middy in the War Years (2 days)

Mon 7th **The Lavender Line** - Goods Train Day

Fri 11th **North Yorkshire Moors Railway** - Spring Steam Gala (3 days)

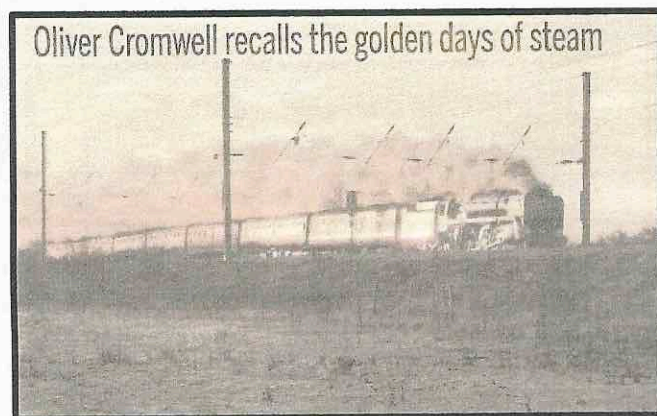
Sat 12th **Bluebell Railway** - Southern at War (2 days)

Transport Health and Safety Nightmares



WELL, waste not, want not. An electric tricycle transports bundles of Polystyrene in Zhuji, China. Polystyrene can be remoulded to make new plastic products, or ground down to create a soil conditioner. Not a load of old rubbish then.

***** **Picture News** *****



December 17th 2011, on a very frosty morning, saw 'Oliver Cromwell' racing past Biggleswade Common on its way north to York, running under the name of 'The Christmas White Rose'.

SPRING 2012 WEEKEND DUTIES

If you are not able to cover any of your allocated duties, please use the 'swap lists' as soon as you are aware of the problem, to find a replacement. Also mention it during a club night tea break.

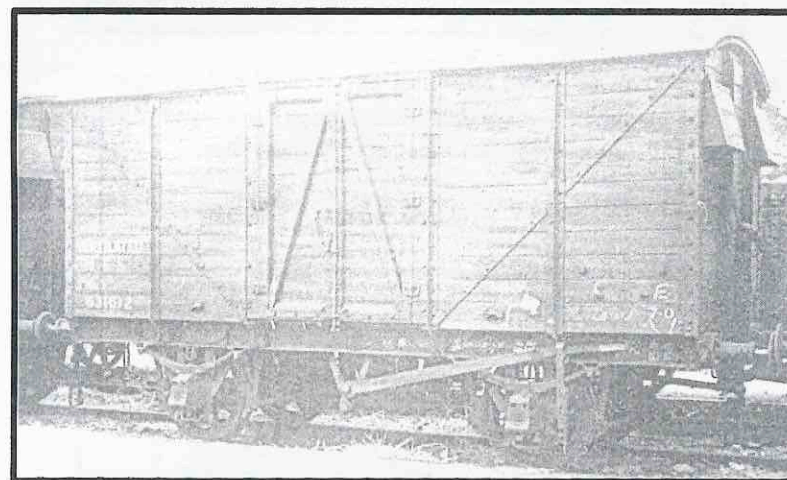
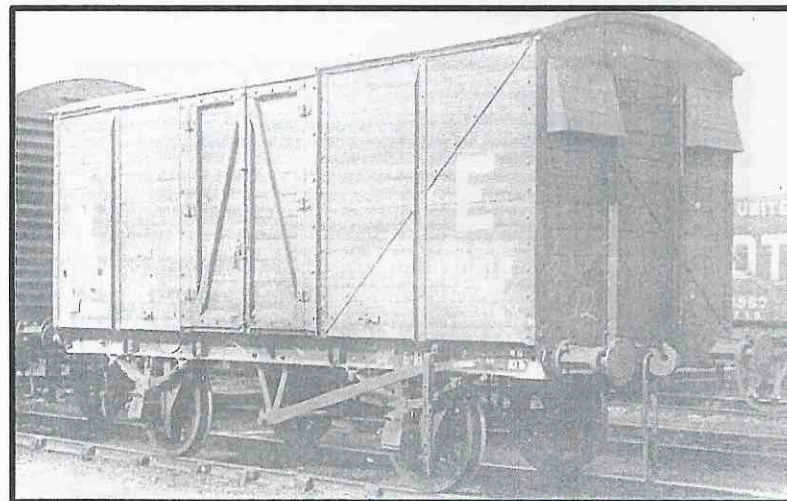
March	Sat 10th Ted Mellor	Derek Hart	Wally Stocker
	Sun 11th Geoff Trenholme	Terry Silver	
	Sat 17th Chris Lester	Stephen Walker	
	Sun 18th Dennis Lovett	Chris Read	
	Sat 24th Tony Winn	Robin Rowles	
	Sun 25th Tony Frazer	Gary Noakes	
	Sat 31st Ken Ranns	Bruce Hankins	
April	Sun 1st Bernard Worden	Dave Court	
	Fri 6th Roger White	David Ramsey	John Forman
	Sat 7th Mick Clements	Ian Milburn	
	Sun 8th Chris Hughes	Peter Holden	
	Mon 9th Phil Wood	Derek Hart	Ian Harrison
	Sat 14th Brian Morgan	Bob Bodsworth	Ian Wood
	Sun 15th Charlie Alexander	Ray Cousins	
	Sat 21st Ian Barlett	Terry Silver	Wally Stocker
	Sun 22nd Bruce Garwood	Alan Henshall	
	Sat 28th Eric Bowman	Les Wood	
	Sun 29th John Forman	Roger Mills	
May	Sat 5th Bob Taylor	Paul Wakley	Wayne Webb
	Sun 6th Mick Clements	Ian Milburn	
	Mon 7th Bill Ball	Peter Ball	
	Sat 12th Chris Lester	Stephen Walker	
	Sun 13th Dennis Lovett	Phil Ramsden	
	Sat 19th Tony Winn	Robin Rowles	
	Sun 20th Peter Hyde	Nick Dean	
	Sat 26th Tony Frazer	Eric Bowman	
	Sun 27th Peter Holden	Mike Morley	

2012 subscriptions are now due

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

- Mar** Sat 3rd **Abingdon Ex**, The White Horse Leisure Centre, Audlett Drive, Oxon, **OX14 3PJ**.
- Tue 6th **Rugby Evening S/M** at the Benn Hall, Newbold Road.
- Sat 10th **Basingstoke Ex** at Aldworth Science College, Western Way, **RG22 6HA**. (2 days)
- Sun 11th **St Neots MRC Open Day** at Buckden Com Centre, Burberry Rd, **Buckden PE19 5UY**
- Sun 18th **Tring MRC Exhibition** at Red Cross Hall, Faversham Close, **HP23 5BA**.
- Fri 23rd **St Albans Evening S/M** at Frances Bacon School, Drakes Drive, 7pm to 9pm.
- Sat 24th **London Festival of Railway Modelling** at Alexandra Palace, **N22 7AY** (2 days).
- Sat 31st **Biggleswade TCS Spring Get-together** at the Wetherley Centre, Eagle Farm Road.
- Apr** Sun 1st **Spalding Model Tractor/Farm S/M** at Springfield Ex Centre, Camelgate, **PE12 6ET**.
- Fri 6th **Slough S/M** at the Centre, Conference Venue, Farnham Road. 1030am to 3pm.
- Sat 7th **York MR Exhibition** at the Knavesmire Stand, York Racecourse. (3 days).
Gainsborough 'O' Gauge layout 'Open Days' at Florence Terrace (3 days) **DN21 1BE**
- Mon 9th **Huntingdon S/M** at W. G. Animal Shelter, London Road, **Godmanchester**.
- Sat 14th **Amersham/Chorleywood Ex** at Amersham Com Cen, Chiltern Avenue, **HP6 5AH**.
31A Cambridge Exhibition at Sawston Village College, New Rd, **Sawston CB22 3BP**.
Brambleton Outdoor 'O' Gauge Model Railway 'Open Day' at Highfield Oval, Ambrose Lane, Harpenden. 2pm to 5-30pm.
- Sat 21st **Luton MRC Exhibition** at Stopsley High School, St. Thomas' Road, **LU2 7UX**.
Welwyn Garden City Exhibition at Ludwick Way Methodist Church, **AL7 3PN**.
- Sun 22nd **Birmingham NEC S/M** at Hall 18 NEC **B40 1NT**. (600 stalls).
- Sat 28th **Oxford S/M** at the Exeter Hall, Oxford Road, **Kidlington, OX5 1AB**.
- Sun 29th **Coventry S/M** at the Connexion, **Ryton – on – Dunsmore, CV8 3FL**.
- May** Sat 5th **Stamford Exhibition** at Queen Eleanor School, Green Lane, **PE9 1HE**.



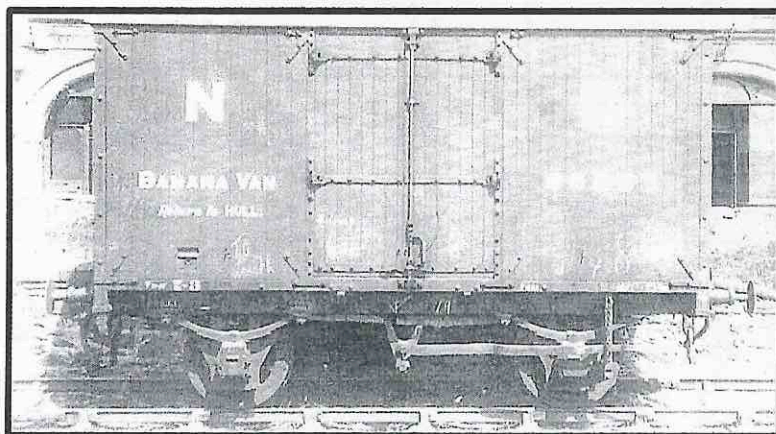
Considerably more numerous were the vans depicted above of which there were actually two varieties with lengths over headstocks of 19ft. 3in. and 19 feet. Examples of this type have lasted up to recent years in obscure corners of the Engineers' yards. The bottom picture is of a vacuum brake fitted vehicle and shows the later style of lettering. Some of these vans were fitted with roof vents and used to convey fresh meat, while the LNER converted others to banana 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.

NER Vans for Perishable Traffics, from 1906									
NER diagram no/ type	LNER Code	Load (tons)	Dimensions L x W/wb (ft-in)/w/f	Intro'd	Census at:				Remarks
					31/12/ 1922	1/6/ 1935	31/12/ 1940	31/12/ 1947	
F15/B	9049	10	17-0 x 8-0/9-6/W				269	75	AVB
		12						181	

Notes B = Banana vans



Banana van No 86833, converted from a covered goods van to diagram G2 built in 1922, is seen here at Barmouth in 1924. Quite what it was doing there is unclear, but it is lettered Return to HULL. (JP Richards, courtesy HMRS)

I have no knowledge of GC banana vans suggested by Mike King in *SR Wagons Volume 4*.

LNER Banana Vans

All were mounted on steel under-frames and were steam heated. The first batch, to diagram 42, were GER covered goods under construction diverted and converted as banana vans.

LNER Banana Vans						
Diagram	Load (Tons)	Length/wheel -base (ft-in)	No built	Census 31 Dec		Remarks
				1940	1947	
42	8	19-0/10-6	100	100	98	GE design, extinct by 1960
52	10	17-6/9-0	300	299	290	
140	10	17-6/10-0	75	75	75	

LNER Banana Vans Numbers				
Diagram	Built		Running Nos	
	Year	No		
42	1923	100	(GER?) 32822-921	
52	1929	200	Random: 14118, 55816, 87781, 88793, 93672	
	1930	100	158254-8353	
140	1938	25	217252-286	
	1939	50	235196-5245	

Tue 8th Rugby Evening S/M at The Benn Hall, Newbold Road, CV21 2LN.

Sat 12th Bushey (Watford) Exhibition at Queens School, Aldenham Road, WD23 2TY.
Ely Exhibition at the City of Ely Comm. College, Downham Road, CB6 2SH.

Sun 13th Rugby Vintage S/M at Benn Hall, Newbold Road, CV21 2LN.

Fri 18th St Albans Evening S/M at Frances Bacon School, Drakes Drive, 7pm to 9pm.

Sat 19th Bury St Edmunds Exhibition at Village Hall, Aylmer Close, Risby, IP28 6RT.

Sandown Park Racecourse S/M at Esher KT10 9AJ. (500 stalls)

Sun 20th Spalding S/M at Springfields Exhibition Centre, Camelgate, PE12 6ET.

Sat 26th MRC Exhibition at Stoke Mandeville, Harvey Road, Aylesbury, HP21 9PP. (2 days)

TOY AND TRAIN AUCTIONS

March

Saturday 24th RUGBY Vectis Auctions at the Benn Hall, Newbold Road.

April

Saturday 14th BEDFORD Childhood Memories Auction, 26, Newnham Street, MK40 3JR.

Saturday 28th LEAMINGTON SPA Toys and Childhood Memorabilia, 12, Guy Street, CV32 4RT.

May

Saturday 12th RUGBY Vectis Auctions at the Benn Hall, Newbold Road.

Saturday 19th BURY ST EDMUNDS Lacy, Scott and Knight, Auction Centre, 10, Risbygate Street.

Handwritten Notice Seen on Station

"SPECIAL NOTICE – Trains calling at Stroud - INTERCITY and LOCAL services call at this station for 1 minute only passengers joining or alighting are asked to do so as quickly as possible – Non passengers must not enter trains – on intercity services running late time can be gained by closing open doors by passenger joining or alighting – disabled or elderly passengers requiring assistance are asked to give prior notice – on services operated by sprinter units on completion of station the doors are automatically closed by the guard in the interest of safety please do not obstruct doors"

By the time you've read this notice you've missed your train. Thanks – we appreciate your assistance in getting this train away on time!

Obituary – John Hatton

It is with great sadness that I have to inform you of the sudden death of member John Hatton on Wednesday 4th of January 2012. The funeral took place on Friday January 20th at the Crownhill crematorium in Milton Keynes. The club was very well represented.

John was born in Kilburn near High Road station on the Euston to Watford DC line. He moved to Edmonton when only 18 months old near to the Liverpool Street to Enfield Town line.

Interested in railways from an early age, John regularly travelled on the GWR to Newport, South Wales, his mother's home town. This journey was made four or five times a year. From his early teens, John was a semi professional musician (he was a singer and compere) with a dance band. This enabled him to travel widely, they were playing seven nights a week and on Sunday lunchtimes, so they must have been good! John's love of music, which used to be heard emerging from the workshop, stems from this time.

As a lad, John visited model railway exhibitions and although keen to take part in the hobby, finances did not permit active participation until much later. As an apprentice butcher he frequently visited the Southgate Model Shop (which became Beatties) to look at the models. Later when working in Camden Town, a local sweet shop owned by Mr Gold, a Jewish gentleman, had for sale a secondhand Trix Twin Railway, complete with two trains. He kept them and it became part of his impressive Trix Twin collection which was on show at the club's 1993 exhibition.

After marrying his late wife Barbara, he moved to Battersea. John travelled by train daily to the butcher's shop in which he now worked in Surbiton. He collected more and more Trix Twin and modelled in 2 rail 00 (Triang) and TT3 (Triang). John later built a layout using Wrenn fibre base track and had both two and three rail versions on the same layout, allowing him to run both Trix and Triang trains together.

He moved to Bletchley in 1966 and visited our first few exhibitions, before joining us in the late 1970's. He was a member of the West Bletchley Model Railway Club for a short period along with Fred Collins and John Tennant. He became interested in our first 'N' gauge project and worked alongside Fred on the layout. When the club no longer had a use for it, John purchased it for use at his home.

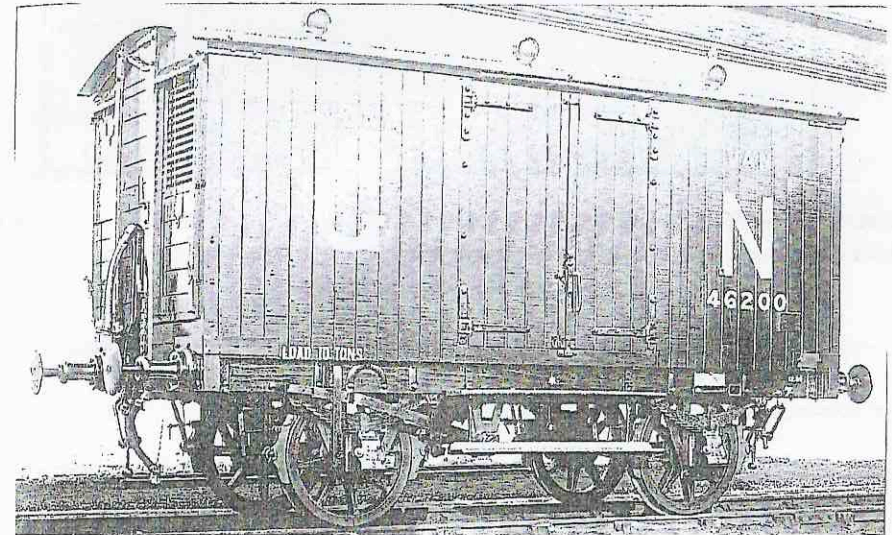
John has travelled on many of the famous expresses over the years and has long harboured the



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

GN 16 foot Long Covered Vans for Perishable Traffics								
GN Page/block	LNER Code	Load capacity (tons)	Traffic	Brake	Census at 31 Dec			Remarks & sample No(s).
					1922	1940	1947	
20/29	4089	8/10	Bananas	ME/DP	20	5*	Ex '46	18815 blt '05, *7822 converted to 6T fruit, 46178/90 to 8T CGV

GN 18 foot Long Covered Vans for Perishable Traffics									
GN Page/block	LNER Code	Load capacity (tons)	No of end posts	Traffic	Brake	Census at 31 Dec			Remarks & sample No(s).
						1922	1940	1947	
20/32	4091	8/10?	2	Bananas	ME/ AVB	80	42*	18*	46200, * converted to CGV 439280



10-ton banana van No 46200 with double doors on each side. It had vacuum brakes, screw couplings, split-spoke wheels and was fitted with a brake lever on both sides. Lamp irons were provided at each end to carry a tail lamp for when the vehicle was coupled to the rear of a passenger train.

NER Vans for Perishable Traffics from 1906

From 1906 all perishable goods vans used the new standard 17 foot long wooden underframe. The need to convey bananas landed from Elders & Fyffe ships arriving at King George Dock, Hull vans was met by converting a number of automatic vacuum brake fitted converted goods vans to diagram G2, by adding steam heating to enable the bananas to be ripened while en route.

After a ride on the line, close study of the streetcar, purchase of some souvenirs and a pleasant discussion with the volunteers, I caught a bus to the city centre so that I could discover the location of Excelsior and could work out how to get there. At my hotel a driver was quickly found but, while Excelsior could be located on maps, we could not be sure exactly where in Excelsior was the streetcar line. Nevertheless we headed off in the hope that not only would a streetcar museum be easy to find but that we could find it before it closed at 4pm.

Upon entering Excelsior I noticed the track with the overhead line before we saw any official direction signs. The Excelsior line is about half a mile in length. It crosses one busy road protected by the vigilance of the driver and the courtesy of local motorists. Here I rode in car number 1239 which is similar to 265 but restored to its "as built" condition of 1907. I was in time for the last run of the day. I was the only passenger. The friendly volunteer crew enthusiastically told me about the history of the line and of their museum.

The final activity of a busy day was to visit the Target Field to watch the baseball. The stadium is the city terminus of the "Hiawatha Light Railway". This new line is equipped with articulated Bombardier vehicles to the latest modern standards but its story is best left for another time.

***** **YOU HAVE TO SMILE** *****

Contributors to this article are Colin Lomas, Roy Duckers and John Forman.

There were two Bishops in bed with each other, which one wore the nightdress? *Mrs Bishop.*

A man complained "My toilet seat is broken – could you tell me where I stand"

The Irish have announced they are entering the space-race, they are going to the sun. The interviewer said the sun will be far too hot – the announcer replied "yes we have thought about that – **we are going at night**"

"Sitting Bull" died and his squaw (wife) pledged to mourn him for the rest of her life – three months later she remarried – her name was "*Lying Cow*"

A man walked into a bar with a roll of tarmac under his arm and said 'A pint of beer please, **and one for the road.**'

A priest, a rabbi and a vicar walked into a bar. The barman said, '*Is this some kind of a joke?*'

A mother had seven sons and she named them all Thomas. Someone asked how she knew which one was which and she replied **that they all have different surnames.**

thought of building a large continuous run layout on which to run famous trains. He did however, actively work on the workshop restoration and making tea. He is also well known for his appearances behind the sink at our exhibitions.



*Top left-John at Wavendon with Ken and Bruce and right-at the club exhibition in 2009.
Bottom left-John and Derek at Kettering and right-with Roger and Tony at the club exhibition in 2010.*

Visitors to our 1993 exhibition must have been fascinated by the sight and sounds of John's carefully restored vintage trains, as they clattered at great speed around tight curves. His Trix Twin had pride of place in the clubroom for many years and John was also museum curator.



John was a regular visitor to the club nights, and he was always so friendly and helpful, talking to anyone and everyone. He invariably came and spoke to us all in the tinsplate room, and I am sure he visited every other part of the club in the same way. John spoke to us and wished us all a very Happy New Year, on the night before he died.

The number of members who attended his funeral, showed just how popular he was. I am certain he will be sadly missed by everyone who knew him. Our condolences to all his family.

John Hatton

by Dennis Lovett

If I was asked to sum up John's dedication to model railways in just two words it would be "Mr Trix".

To many of us Trix was difficult to understand and never captured the imagination in quite the same way as other brands. With its often freelance locomotives packed to the gunnels with what are today primitive electronic components and Bakelite track which was not always true but warped, "Mr Trix" took it all in his stride and kept the things going long after the rest of us would have given up.

John joined us with Fred Collins and John Tennant from the former West Bletchley MRC. At one of our exhibitions at Bletchley Leisure Centre, I persuaded John to put on a Trix Layout and display with his late father Bob. John was anxious that it would not look good alongside the scale layouts, but he need not have worried, the trains belted round all day and people not only stood and watched for ages but also engaged with John on their Trix reminiscences. It was to be repeated on many occasions thereafter.

Along with the late Gordon Shrimpton, I would sometimes escort John to exhibitions or Trix gatherings. At one such event at Banbury we noticed operators wearing white gloves and allowing their beloved Trix trains the odd circuit before being exchanged for another. Not in our corner. Trix trains ran round clunking, clattering and occasionally derailing at 100mph plus. Gordon and I told John we wanted gloves, not white ones to protect the locos but asbestos ones to protect our hands!

The trains were hot – very hot and almost had a nuclear glow to them. We would leave them on the table to cool down whilst the other stock and the layout were packed into the transport. To have put them away first would probably have set fire to the vehicle!

John only disposed of them in the last couple of years when age caught up with him. Trix required a lot of attention and he spent hours at his workbench converting more wrecks into good reliable running locomotives, but John could no longer keep them going in the way he demanded.

As a complete opposite John turned to scale models and went DCC, the sale of his beloved Trix funding the purchase of DCC sound and DCC ready locomotives.

Many of us were shocked that John had passed on, particularly when he was in such good form in the club room just hours before.

If there are any Trix trains in heaven, then we can be assured that they are now being well looked after and maintained as never before.

Rest in peace "Mr Trix"

Dennis Lovett (Chairman)

A Streetcar Named Harriet

by Steve Ellingham

Shortly after checking in to my Minneapolis hotel one dark Saturday evening I began a walking tour of the block. In the distance was an illuminated sign saying "Now playing: A Streetcar Named Desire" so I walked towards it and found a theatre. I asked when the performance started. A smiling lady replied "seven thirty". I asked "what is the time now?" She replied "nearly seven thirty". I ran to the ticket desk, bought a ticket, raced into the lift and, upon arrival at the upper level, was shown to my seat. The play isn't about streetcars. The streetcar of the title is named "Desire" only to the extent that the New Orleans suburb of that name was a terminus for one of the streetcar lines and the word therefore appeared on the front of the cars serving that route. I enjoyed a superb performance of one of the best plays ever written.

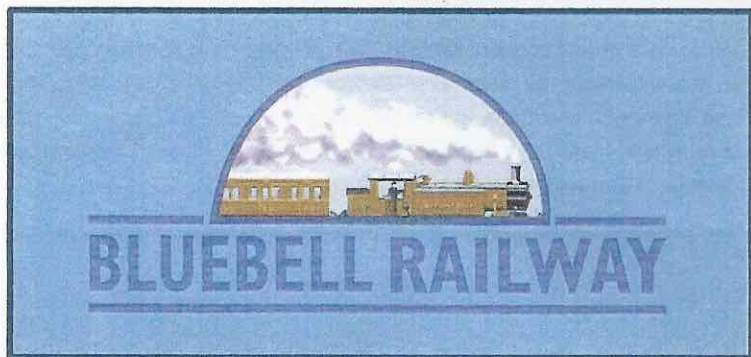
Sunday was to be more deliberately streetcar oriented. Detailed study of a map and long walk took me from the city centre, known as "downtown", to the Linden Hills station of the Como-Harriet line of the Minnesota Streetcar Museum.

Examination of the museum's leaflet revealed an oversight in my planning as I read that The Minnesota Streetcar Museum actually operated in two locations. The other one, at Excelsior, was a long way from Minneapolis.

The Como-Harriet line is about a mile in length. It is a well-maintained section along part of the original streetcar route. The track, overhead line and station are maintained by enthusiastic volunteers. I arrived in time for the first run of the day – the car was full of happy passengers. I rode in car 265 which was built locally in 1915 and was restored to running order with new bogies and electrical gear in 1982 after the body had served as a cabin for around 40 years. It looked fine in its bright yellow livery and gave a comfortable ride in the morning sunshine along the tree-lined track. Contrary to initial appearances 265 is single-ended. There are controls at only one end so in one direction it runs in reverse thanks to the coordination of the driver using a well-placed mirror and an observer with an emergency brake at the other end. In original service the cars were turned using a "Y" track formation.



FOCUS ON RAILWAY PLACES OF INTEREST



Enjoy the **Sussex Countryside** through the window of a Bluebell Railway Vintage train.



The eighteen mile return journey from Sheffield Park Station via Horsted Keynes to Kingscote takes approximately one and a half hours, giving superb views of the ever-changing countryside. The line is adorned with primroses and daffodils in the Spring, giving way to bluebells in May (from whence the line acquired its name), followed by fabulous Autumn colours in

October and early November. Our collection of steam locomotives and carriages is one of the finest in the country, so pay us a visit in 2012 and enjoy the ride.

Special Events include: Toy and Rail Collectors Fair, Branch Line Weekend, Southern at War, Sussex Food Fair, Victorian Picnic, Vintage Transport Weekend, South Eastern Gala, Horsted Keynes Station Coral Service, Bluebell Weekends and Evening Songs of Praise etc.,



**THE BLUEBELL RAILWAY,
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EAST SUSSEX TN22 3QL
www.bluebell-railway.com**

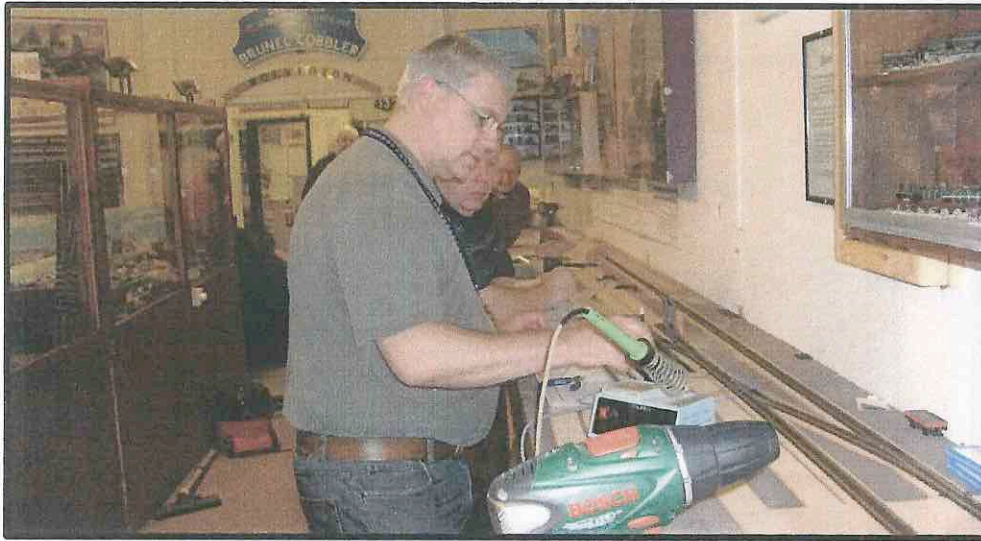
Activities throughout the Club

Christmas Decorations 2011



Top to bottom. Shop Window, Thomas the Tank Engine layout and Train Display and card table.

Work being carried out rebuilding Sherwood



Various club members, seen working on the new 'Sherwood' layout.

BEDFORD TO OXFORD RAIL LINK VIA MILTON KEYNES

A long-touted rail route that will connect Bedford, Milton Keynes and Oxford is set to get the go-ahead after an announcement by Chancellor George Osborne. The East-West Rail link was mentioned in the Chancellor's autumn statement, which focused on supporting growth while keeping interest rates low. Plans for a Bedford-Oxford route are the first of a scheme which could eventually continue on to Cambridge, Ipswich and Norwich.

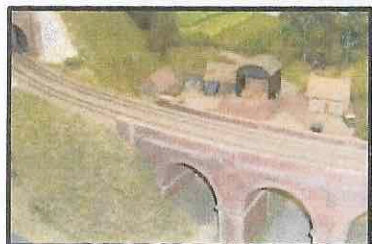


Bedford Station which is to be linked to Oxford in a £270m project

The current Marston Vale line, which runs from Bedford to Bletchley, was once part of a cross-country route linking Oxford to Cambridge, but the line closed to passengers 44 years ago.

On Saturday 7th July 2012 the former Bedford to Cambridge railway would be celebrating its 150th anniversary had it not been for the untimely closure at the end of 1967. The 30 mile line served Willington, Blunham, Sandy, Potton, Gamlingay, Old North Road and Lords Bridge. If the Bedford to Cambridge, Ipswich and Norwich section is eventually built, I wonder how much of the original Bedford to Cambridge route will be used because some of it has already been built upon.

Southern region, '00' 'Wellbridge' and 'S' gauge 'Nunstanton'. MKMRS Honorary Member Colin French was exhibiting his Treacle Works layout, with two diesels locos called 'Tate' and 'Lyle'.

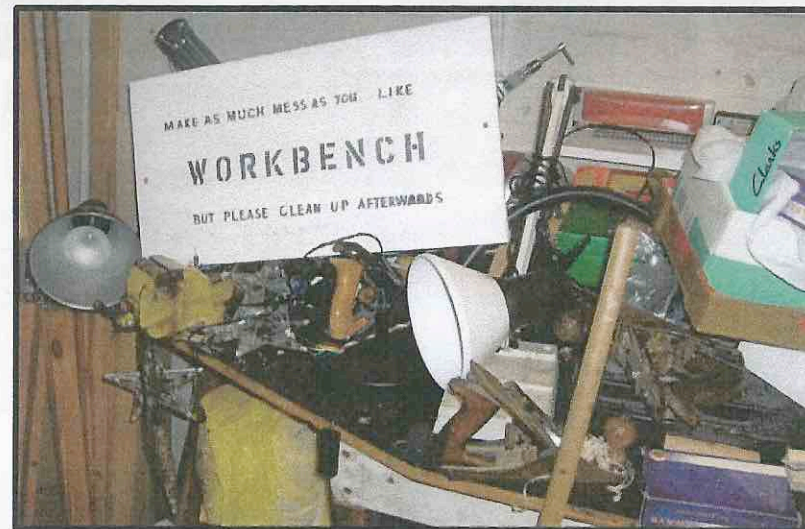


BLINDED BY SMOKE AND BATTERED BY WAVES

Unlike their counterparts on exposed moorland lines, a few unfortunate signalmen were not just oblivious to the weather but deprived of daylight, whatever time their shift. Beneath London's St Pancras station a tunnel was built to link the Midland Railway at St Paul's Junction with the Metropolitan 'Widened Lines'; it now carries the Bedford to Brighton services. In its depths was a small gas-lit signal cabin known as St Pancras Tunnel Box. Behind a locked door off the cab ramp on the west side of the station, a narrow spiral staircase descended to the Stygian signal-box, whose signalman complained that the tunnels were sometimes so full of smoke that it was hard to see the tail lamp – a vital regulation for every passing train. Accordingly, an instruction was given for the guards of passing freight trains to blow their whistle as they passed the box to tell the signalman that the train was complete.

The signalmen at Parsons Tunnel Signal Box, north of Teignmouth in Devon, could not have been any closer to the elements, since the box was only feet away from the sea. During storms, waves would crash over the seawall and track. To screen them when gales threatened and prevent the windows being smashed by waves, shutters were provided that could be raised and lowered by chains from within the box. The signalmen were even issued with an oilskin coat and leggings once every three years. Before the doubling of the single line through the five tunnels to Dawlish, firemen trying to hand over the single-line staff (without possession of which no train could proceed) to the signalman sometimes had it dashed out of their hand by a wave, and on one occasion it was never found.

Workshop



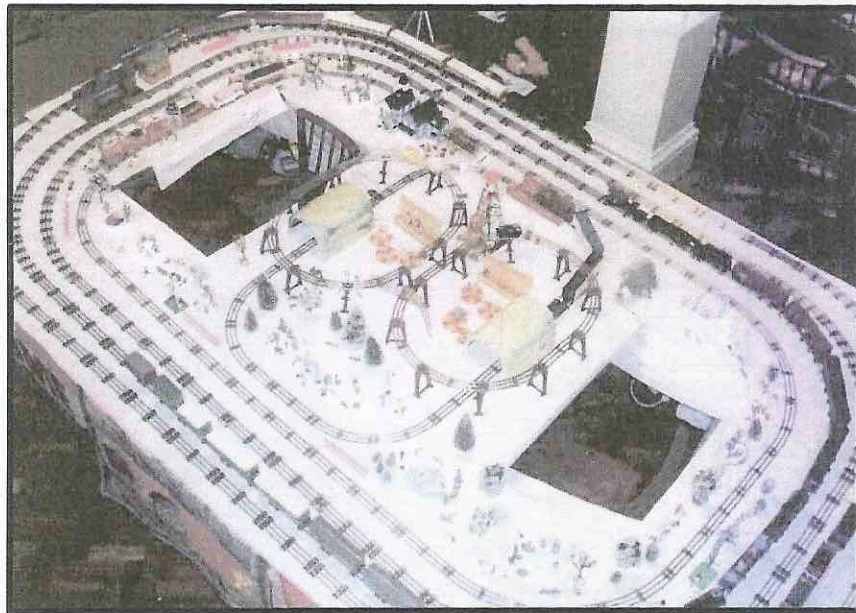
Someone or some members are not reading the bottom line!

Annual General Meeting



Members settling down ready, for the start of the 2012 Annual General Meeting.

Members and Club Layouts around the Exhibitions



Brian's layout, with his friends Bill and Shirley, at Stony Stratford Christmas lights switch on.



Les Wood's TPO coach behind Class A1 'Aberdonian' on Barrie Wall's 'O' gauge layout "Wallsea"



BRIAN BARNES IS MADE A HONORARY LIFE MEMBER OF MKMRS

Congratulations to Brian Barnes on being made an honorary life member of the club, which coincided with his 90th birthday on the 9th February 2012.

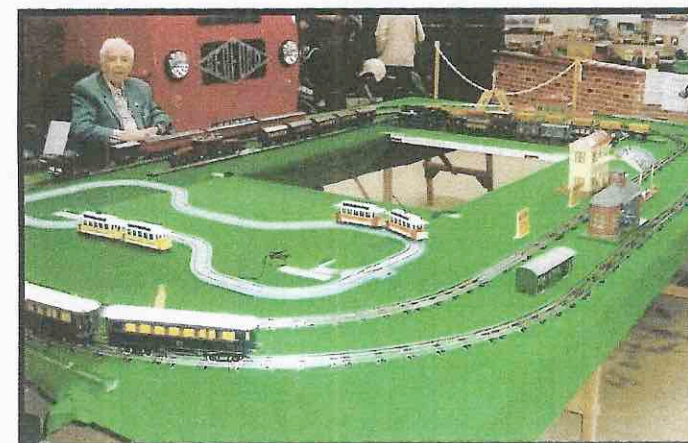
Brian joined the club in 1987 and being interested in tinplate 'O' gauge trains, used to put on working displays of his prized processions, but he always wanted a permanent tinplate layout in the clubroom.

The tinplate room was originally instigated by Brian, assisted by his very good friend, the late Stan Pennington, who had joined Brian at the club. When the room was allocated to them, it was crammed full of rubbish and had a large air conditioning unit at the back. Of course, all this had to be taken out, and the room was completely cleaned up, before they could even begin to think about running trains. Several members of the club, some still with us, moved all the surplus items and helped to build the baseboards, cupboard and shelving.

Brian and Stan, along with Michael Clement, built the track and put in all the wiring. The room was designed to run as many different locomotives as possible, with 3rail and 2rail lines installed to cater for electric, clockwork and even battery driven trains.

It was only recently that we have started to renew the track, over 20 years after the original rails were installed, even then, it was old second hand track, so they must have done an excellent job in laying the previous track, for it to have lasted so long.

During this time Brian has never given up running his tinplate layout on a regular basis, going to many exhibitions and as recent as December 2011, he was helping his friends Bill and Shirley, run a layout at the 'Christmas Lights' switching on ceremony at the church in Stony Stratford. Although Brian is not quite so mobile now, he has still managed to carry out his weekend duties right up to the present time.



Brian is still adding to his collection, as and when he can find items that would compliment his display, he is still as enthusiastic about the tinplate room as he ever has been, and Brian takes an active interest in everything that is going on.

Left: Brian displaying at the Milton Keynes Museum in 2011.

**TALYLLYN RAILWAY PRESERVATION SOCIETY
MILTON KEYNES AREA GROUP
PRESENTS**

FILM SHOW
BY
ALAN WILLMOTT
Of Windjammer Films
**Special program including
Narrow Gauge Steam,
Branch lines including
Dean Forest & Colne Valley**

ON TUESDAY 20th MARCH 2012

COMMENCING AT 8.0PM

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Light refreshments available

ADMISSION

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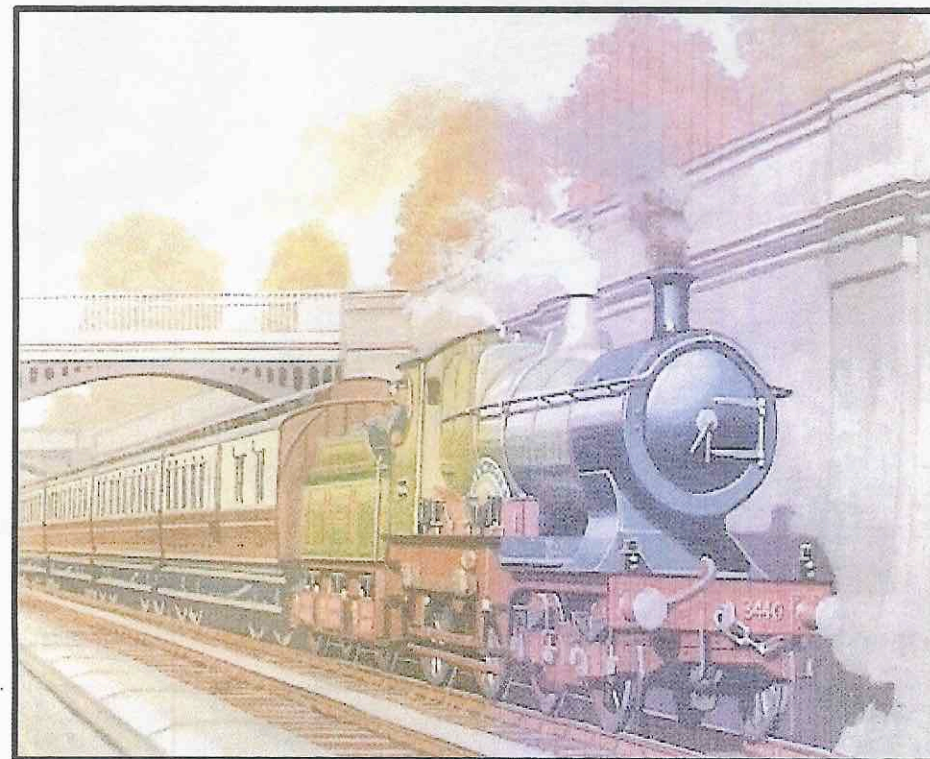
IAN WOOD

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A HISTORY OF BRITISH RAILWAYS



No 9

GWR CITY CLASS

On the 9th May 1904 the Great Western Railway's 4 – 4 – 0 express engine 'City of Truro', hauling an Ocean Mail from the liner 'Kronprinz Wilhelm' at Plymouth, was timed at 102.3mph during a record-breaking dash to Bristol. But the GWR, worried that 100mph could frighten passengers, did not admit it until 1922 – since when the time has been disputed and defended. Whatever the truth, the engine's coupled 6ft 8 and a half inch driving wheels and 17,790lbs. of traction effort marked a great step forward in design, and arguably the City Class were the fastest machines on earth when they appeared in 1903.

Costing £1,967, modified, retired twice and renumbered twice, 'City of Truro' was the subject of a huge 'April Fool' prank in 1985 when it was pictured in BR black instead of GWR green in a leading steam railway magazine. Seen above with clerestory-roofed stock and its early chimney, famous 'City of Truro' moves briskly through Sidney Gardens, Bath.

During 1925, series of trials were arranged with one of the pacifics, by now designated A1 Class and a GWR "Castle Class" locomotive, runs were made on both the LNER and GWR routes with equal loads for both engines. The trials were to compare timekeeping, coal consumption and power output. The "Castle" was superior in all departments over the much bigger A1 locomotive. An immediate start was made by the LNER to make use of the lessons learnt from the trials and some experimenting took place with valve setting, but it was some years before the necessary improvements were made to valve settings, increased boiler pressure and streamlining the internal steam passages. When completed, these made the pacifics, the free running and powerful locomotives they turned out to be. The coal consumption, however, was to be a problem virtually to the end of their days.

In the next issue: No 4 The Peppercorn Class A2 Pacifics.

DID YOU KNOW?

Another eccentric character from the early days of railways was William Bridges Adams (1797 - 1872), whose main claim to fame was his invention of the fishplate, an elongated rectangle of iron used in pairs to join together two rails – one of the most crucial fittings used on railways the world over. Poor health compelled him to live in Chile until he was 40, returning in 1837. Six years later he set up the Fairfield Works in Bow, London – which later became the Bryant & May match factory and scene of one of the seminal strikes in British labour history, the match girls strike of 1888. There, Adams devised a series of inventions and built steam railcars. His 1862 book, *Roads and Rails, and their sequences, physical and moral*, fizzles with ideas on all manner of subjects from food preservation to clothes – he detested buttons and tight-fitting clothes, so invented different fastening.

THE INVENTOR OF THE FISHPLATE

Tree Building for Beginners

A weekend course from the absolute basics and a variety of methods so you find what suits you best. Interested? Send an email to

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30% discount off trees for MKMRS members.
Email or at shows just produce your membership card. **Jacqui Perrat (MKMRS Member)**

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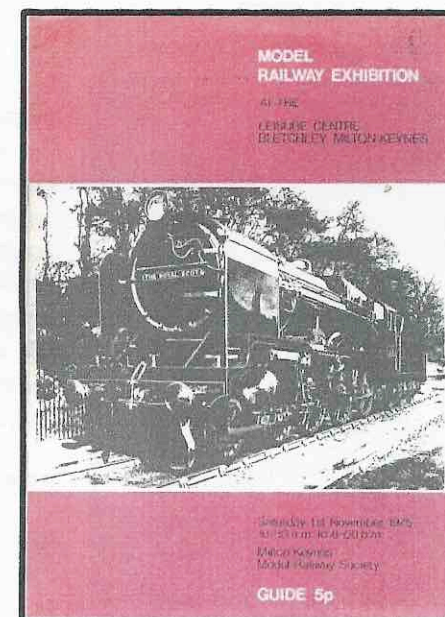
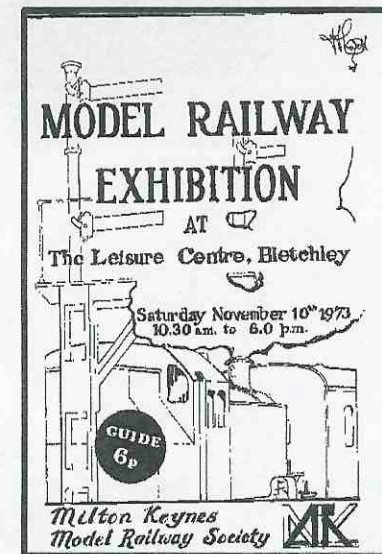
CLUB ARCHIVE CONTENTS – UPDATE

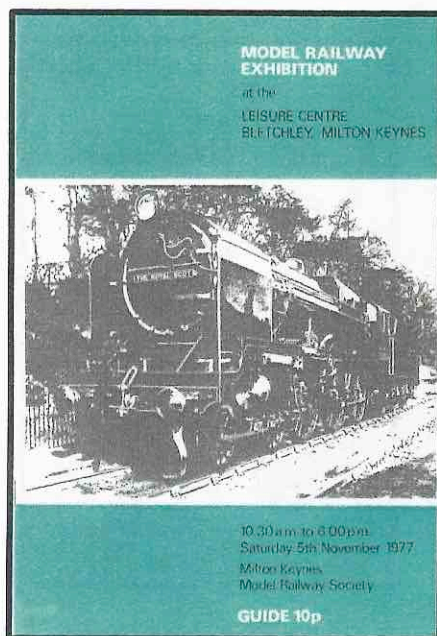
EXHIBITION PROGRAMMES – PART ONE

The earliest club exhibition programme we have in the Archives is from Saturday November 10th 1973 at The Leisure Centre, in Bletchley. There were 45 stands and layouts, including Model Railway Clubs from Oxford, Amersham, Biggleswade, Luton, Bedford, Twickenham, Barnet, West Bletchley, Acton, Welwyn Garden City and Hemel Hempstead. Other clubs included EM gauge society, N gauge society, HRCA, Historical MRS, Locomotive club of Great Britain, Tallyllyn Preservation Society, Gresley Society, Leighton Buzzard Narrow Gauge, Festiniog Society, Gauge 'O' Guild and Quanton Road Preservation Society. Amongst the traders featured, were Bob Issott (father of Tony who had a model shop in Kempston) and Neal's Toyshop. One advert that caught my eye was Bryan Scale Models, 74, Midland Road, Bedford, I visited this shop on many occasions. Our present president was exhibiting a coffee table layout (I wonder if he still has it.) Colin French, who is still a member and still regularly exhibiting, was running a layout using a timetable of 1916. The chairman of the club at that time was Jim Wood, John Symons was Secretary and John Mann was editor of the Newsletter.

Two years later, on November 1st 1975, again at the Leisure Centre, we have a much better programme than the one before, but cheaper at 5p opposed to 6p. There were 41 stands and layouts which included Market Redwing (TT), Brean Sands (OO), Sherdington (EM), Heckmondwike (P4), Wells-next-the-Sea (O), Gauge One live steam, Tram Layout, Catterick Bridge (OO) and Stanbridge Branch (OO). Les Wood was the exhibition manager and a certain Tony Winn was a member of the committee, as he is now, and Tony is still a regular visitor on club nights. In this programme there was an advert for Taylor and McKenna, a famous name from the past, with shops at Hemel Hempstead, Aylesbury, Bletchley and Northampton.

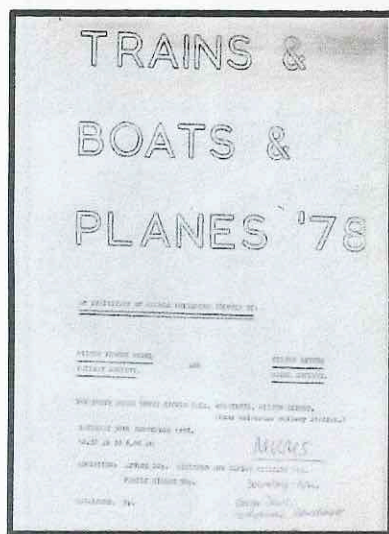
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A pattern was beginning to take place, which would last for many years, because the exhibitions were occurring every two years. The third exhibition took place on Saturday November 5th 1977. There were 50 stands and layouts including The Glen Aros Light Railway, Burnham Thorpe, Maulden (4mm), Wallsea (0) (there is a photograph of this layout elsewhere in this issue), Flam Valley Railway (NG), Dingley Dell, Penbury and Hornby '0' gauge tinplate being operated by a friend of mine Gerry Horner (who has since died). Amongst the adverts, was one for Puffers, another great name from the past, who were adverting Lima '0' gauge, with class 33's Diesels at £7-35p, along with a lot of other items at bargain prices, compared to today's values. Two present day longstanding members appear on the committee list, Eric Bowman and Dennis Lovett who was running Z gauge!

The next programme is of a Trains, Boats and Planes exhibition jointly organised by the Milton Keynes Model Railway Society and the Milton Keynes Model Society at The North Bucks Youth Sports Hall, Wolverton, near Wolverton Railway Station, on Saturday September 30th 1978. There were seven model railway layouts on view but the programmes only describes them and does not name everyone.. Les Wood was running his 009 coffee table layout again, C Avis had Salcombe,



no gauge given, MKMRS '0' gauge layout, MKMRS '00' gauge layout, Colin French with Burnham - on - Sea, Miss H Jarvis with an extensive 009 gauge system and M Knowles with an 'N' gauge layout based on an imaginary station in the Bristol area. There were 65 models of model boats (of every shape and size), locomotives, cars, stationary steam engines, tractions engines, helicopters, and gliders. There were 3 special displays, Round the pole aircraft, Slot car racing and Competition Hump Shunting. This appears to have been a one off exhibition.

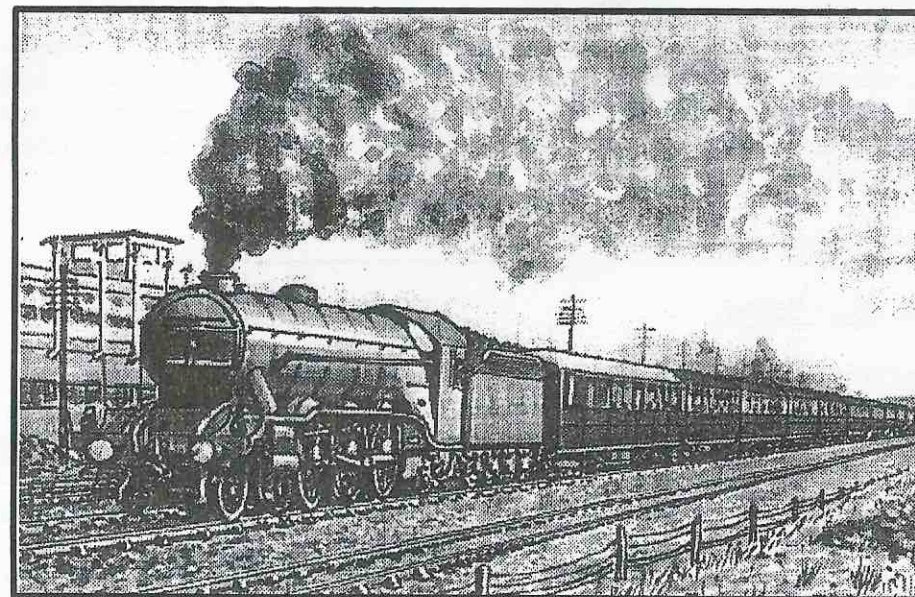
In the next issue - Exhibition Programmes Part Two.

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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 3: The GN Gresley Pacific Locomotives

Cylinders: 3 x 20" Boiler Pressure: 180p.s.i. Length over buffers: 70' 5" Weight incl. tender: 148.75 tons

A1 No. 4470 was introduced in 1922 under the auspices of the Great Northern Railway. Its first appearance caused some surprise as the rumours in the railway press suggested a 2 - 6 - 2's were being proposed.

The engine went into service with no obvious faults and was followed over the next 3 years by 51 others of the class.

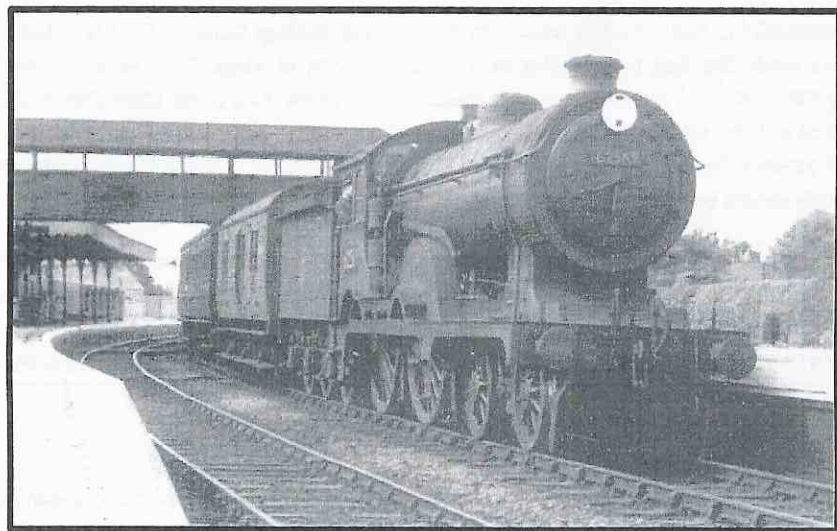
The Gresley conjugated valve gear was used, the middle cylinder operating from the gear on the outside cylinders by a series of levers. The gear worked well enough at the lower range of speeds but tended to lose its accuracy at high speed or under heavy load. It also needed high quality maintenance, which fortunately was readily available in the heyday of steam in the 1920s-30s.

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THOSE WERE THE DAYS



K3 No 61825 of Immingham depot passes Huntingdon station, on 9th May 1954, on its way to London heading a fish train from Grimsby.



The afternoon Cambridge train headed by D16/3 No. 62569 awaits departure time at St Ives station on the 1st July 1954.

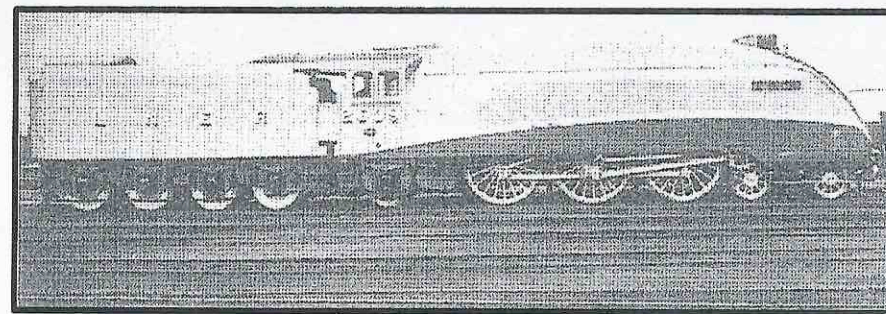
THE FIRST BRITISH STREAMLINED TRAIN

by KEN PAGE

An Act of Parliament incorporating The Great Northern Railway (that reached East Bedfordshire in 1850) created the London & North Eastern Railway (LNER) in 1923. The new railway included The East Coast Main Line from London Kings Cross to Edinburgh with a racing stretch through Bedfordshire passing stations at Three Counties, Arlesey, Biggleswade, Sandy and Tempsford to Everton crossing.

Following the introduction of the diesel "Flying Hamburger" in Germany during 1934, the LNER obtained details of this train with a view to its introduction on the Kings Cross to Newcastle service. They first required a cost comparison with their own rolling stock and then authorised high-speed trials with existing pacific steam locomotives designed by Nigel Gresley. The LNER first trial run on 30th November 1934 by the A1 pacific Flying Scotsman from Kings Cross to Leeds and back resulted in the first authenticated 100mph down Stoke Bank, north of Peterborough. The second trial run on 5th March 1935 from Kings Cross to Newcastle and back, headed by Papyrus a more powerful A3 pacific, resulted in a maximum of 108mph down Stoke Bank, a British record at that time. Following these two test runs, Nigel Gresley was instructed by the LNER directors to design a new streamlined pacific locomotive and train powered by steam to celebrate the Silver Jubilee of King George V and Queen Mary.

An order was placed for four engines and the first one, Silver Link was designed, built and ready for the service to commence on 30th September 1935 only six months elapsing from start to finish.



Silver Link new in 1935.

The new engine was run in on local trains and The Biggleswade Chronicle reported on 20th September. *"The Silver Link the L.N.E.R. Co's latest streamlined locomotive has passed through Biggleswade several times this week. It is identifiable not only by its appearance but also by its peculiar whistle and by the smoothness of its passage. The Silver Link will draw the 9.04 am through Biggleswade today".*

Then on Friday 27th September 1935 press and dignitaries were invited to take a trial run from Kings Cross to Grantham. Silver Link hauled the Silver Jubilee train with seven streamlined coaches. They had no inkling what was to follow. A speed of exactly 100mph was achieved just north of Stevenage increasing to 107mph through Hitchin, then a new British speed record of 112.5mph was obtained twice, firstly when passing Arlesey and then between Biggleswade and Sandy.

The service each weekday from London to Newcastle commenced on the following Monday with the Silver Jubilee train taking just four hours non-stop for the 268 mile journey. The train left Newcastle daily at 10am and returned from Kings Cross at 5.30pm. The Chronicle announced passing times through Biggleswade of 1.20 and 6.05. Timekeeping was excellent with local people checking their watches when hearing Silver Link's distinctive chime whistle. I clearly remember along with other schoolboys the sensation it caused and I frequently observed the silver grey train move swiftly and smoothly along the railway line.



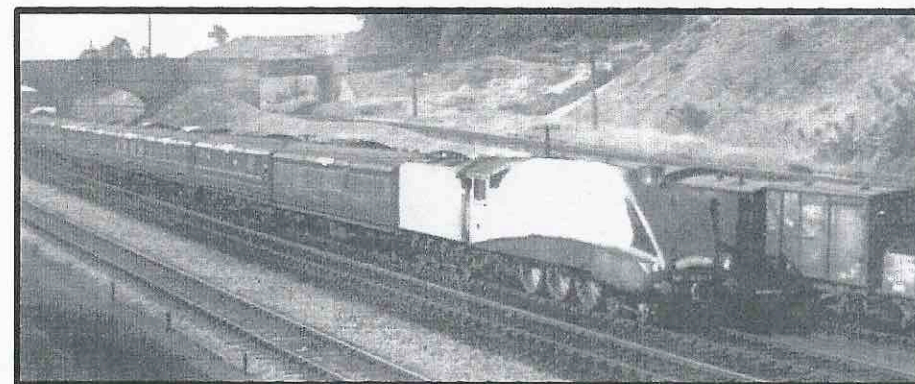
The Silver Jubilee train with Silver Link speeding North through Biggleswade Station, in 1937.

The other three engines, Silver King, Quicksilver and Silver Fox were not yet completed and Silver Link maintained the service for the first two weeks without any mechanical problems.

Two years later two more special streamlined trains were introduced with nine coaches, including a 'beaver tail' observation car at the rear, to celebrate the Coronation of King George VI and Queen Elizabeth taking just six hours to travel 393 miles from London to Edinburgh including a stop at York. At the same time, the Silver Jubilee was increased to eight coaches. Railways were having a hard time in the 1930's and the LNER announced that these streamlined trains made a profit!

A total of 35 streamlined A4 pacific engines were built and available for express trains on the line. The

zenith was reached on Sunday 3rd July 1938 when A4 Mallard during braking tests, achieved a world speed record for steam traction of 126mph down Stoke Bank. This record has never been beaten and still stands today. Streamlined services were discontinued during the war with the locomotives used for general duties including hauling long heavy coal trains. One of the engines was destroyed during a 'Baedeker' Air Raid at York, but the remaining 34 continued in service until steam traction was scrapped in 1963. A total of six A4's have been preserved, including Mallard, in the National Railway Museum at York, but not Silver Link.



Silver Link passes Sandy with the Flying Scotsman on 27th June 1936.

LNER introduced the first non-stop train from Biggleswade to Kings Cross on 6th May 1946 and 50 passengers made the first trip, leaving at 9.01 am, arriving at Kings Cross at 9.50. Nowadays, following Nationalisation in 1948, complete electrification of the East Coast Main Line in 1991 and Privatisation in 1996, streamlined electric and diesel trains of the East Coast Railway routinely reach speeds of 125mph through Bedfordshire. Local First Capital Connect 100mph electric trains provide a half-hourly service between King Cross and Peterborough.

Ken Page is a well known local author in Bedfordshire, who has written several books about local subjects including 'Thirsty Old Town' the History of Biggleswade Public Houses, the History of Harris's Funfair and The Biggleswade Brewery. I would like to thank my friend Ken, for giving me permission to publish this article, which was originally printed in the Kempston Calling Magazine.

AMUSING BUT TRUE

The good news is Penzance station has got a new £200,000 canopy to replace the one damaged by storm damage four years ago. The bad news is passengers will still get wet because HSTs kick out so much exhaust when they start up that they have to stand in the open air. As an economy measure, the new station canopy was built without air vents!