



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, which is on page 42.

HORNBY '00' GAUGE LOCOS FOR SALE

R 357 LMS 4-6-0 Patriot Class No 5541 "Duke of Sutherland" in maroon, tender drive, test run only, Mint box Ex

R376 LMS 4-4-0 4P Compound No 1000 in maroon, tender drive, test run only, Mint box G.

R376 SR 4-6-2 Battle of Britain class No 21C 166 "Spitfire" tender drive, test run only, Mint box Ex. With alternative no's, 21C 155 "Fighter Pilot", 21C 165 "Hurricane", and 21C 170 "Manston".

R683 SR 4-4-0 Schools Class No 926 "Repton" in olive green, tender drive, Mint box VG

R 398 LNER 4-6-2 class A1 loco single chimney and original dome, loco drive, No 4472 "Flying Scotsman" in apple green, Mint box G

R378 LNER class D49/1 loco, tender drive, No 2753 "Cheshire" apple green, test run only, Mint box Ex

R392 GWR 4-4-0 loco, tender drive No 3821 "County of Bedford" Mint box Ex.

Offers welcome, viewing and test running Tuesday club nights after 22nd May 2012, Mike Clarke.

KEEP THE ARTICLES AND INFORMATION COMING IN

The next MKMRS 'Quarterly News' will be published on Tuesday 4th September to cover September, October and November 2012 for forthcoming events.



"QUARTERLY NEWS"

No 169

SUMMER 2012

THIS EDITION INCLUDES A 12 PAGE 'CLUB EXHIBITION' SUPPLEMENT



Roger Mill's Gauge 3 display at the Maulden (Beds) Charity Tinplate Exhibition

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/Membership/Vice Chairman:- Chris Hughes
Treasurer:- 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 Museum Curator and Club Merchandise:- Ken Ranns
Committee:- Chris Lester Tony Winn Colin Joyce Bill Ball

Editorial

It looks as if the clubroom is going to be very busy this summer with Sherwood being completed, the DCC being changed to have four running lines and Milton Quays being got ready for Warley.



Newport Nobby continues to improve, Norgate is still popular around the exhibitions and the Tinplate Room has only one more track to be replaced. Once Sherwood and the DCC are complete, we can look forward to commencing the new proposed exhibition 0 gauge layout and there was talk of a 'N' gauge DCC layout being considered. With the outside layout now fitted with a roof, and reasonable weather, we should make good use of this facility throughout the summer.

It is very nice to see new members still joining the club, and some previous members returning. Welcome to you all.

Thanks to Chris, we have another outing booked for Sunday 8th June to the Bluebell Line, and at £26 for all train travel and the coach, its a bargain. However, this does depend on 45 members, family and friends supporting this venture to get that price.

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

Whist on duty, a visitor told David Ramsey and I, that he knows someone who has a very large model railway layout, which he runs to a strict timetable. On the rare occassion, when the real railways go on strike – his model railway also goes on strike and he does not run it! Each to his own, but surely life is far too short for that!

John Forman

GUESS THE CAPTION COMPETITION

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



HMRS MEETINGS 2012/2013

At The Mansion, Bletchley Park, 19-30hrs

September	26th	The GW/GC Joint Line	by Chris Youett
October	31st	GNR & LNWR Lines in Leicestershire	by Robin Cullup
November	28th	A Modelling Evening	
January	30th	Archive Films	by Frank Banfield
February	27th	London to Birmingham, Part 1	by Ron Hart
March	27th	The West Highland Lines	by Keith Fenwick
April	24th	The North Wales Coast Lines, Part 1	by Dave Scudamore

CHAIRMAN'S REPORT



All Trains Great and Small

Elsewhere in this magazine you will find an advert for the Summer Exhibition of the Train Collectors Society of which quite a few MKMRS members have an interest. What is different about this exhibition is that it is about trains from the past – pure nostalgia if you like, for those of us who were brought up in the age of clockwork, 'O' gauge, three rail Dublo, Trix Twin etc., The nostalgic burning smell from Tri-ang armatures is a joy to behold for the many of us.

What makes us different to other model railway clubs is that we are very much part of the nostalgic business as part of the visitor package that is Bletchley Park. If I had a pound for every day of duty that I have done and heard "I had one of those" then we could probably afford to buy our building off them!

In addition to all the new models – it is really good to show people where we have come from. Everything has its place and the TCS show in addition to showing the past also has through my employers a present presence so that people can do the opposite to what they experience here – see where the hobby is going rather than where it has come from.

Quite a few of us will be at Sandy on 7th July. If you would like to join us, then I know David Ramsey and his colleagues in the tinplate room will be delighted to have you to help with the many duties that are required to bring the show together. There will be plenty of clanking and banging as the old trains make their way at often reckless speeds. Hopefully, the new ones on the Bachmann layout won't be doing the likewise!

In these days when we modellers are obsessed with ensuring that every last detail is accurate, that DCC interface is paramount and that manufacturers should produce just about everything that has ever run on Britain's railways – then it is a welcome relief to go and watch an 0-4-0 in the shape of an LNER A4 batter its way round one of the exhibits.

The Bachmann Class 55 Deltic is regarded as being one of the worst models in the range (not that Bachmann know why?). When I give a talk to a club or organisation I always take my Hornby Dublo one to compare it against. When I ask which one is regarded as being the worst model and read a couple of extracts from reviews – everyone is surprised that the Hornby Dublo one was rated highly and the other one was not. You cannot beat a bit of nostalgia. Do you think they will let me run my HD Deltic round the Bachmann layout?

Dennis Lovett (Chairman)

Sun 8th **Colne Valley Railway** – Colne Valley at War

Fri 13th **Swanage Railway** – Swanage Jazz Festival (3 Days)
North Norfolk Railway – Annual Beer Festival (3 Days)

Sat 14th **Nene Valley Railway** – Vintage and Rail Mail Weekend (2 Days)
North Yorkshire Moors Railway – Classic Vehicles Weekend (2 Days)
Kent & East Sussex Railway – Stationary Engine Rally (2 Days)

Sun 15th **Chinnor & Princes Risborough Railway** – Senior Citizens Day
Mid Hants Railway – Alton Bus Rally & Running Day

Sat 21st **Severn Valley Railway** – Peep Behind the Scenes! (2 Days)
Bluebell Railway – Toy and Rail Collectors Fair (2 Days)

Sun 22nd **Gloucestershire Warwickshire Railway** – Classic Bus Rally
Colne Valley Railway – Bus & Commercial Vehicle Rally

Fri 27th **Mid – Suffolk Light Railway** – Light Railway Gala (3 Days)
Sat 28th **Swanage Railway** – Swanage Regatta & Carnival (7 Days)
Dean Forest Railway – Mixed Traction Weekend (2 Days)
Cholsey & Wallingford Railway – Guinness Weekend (2 Days)
East Somerset Railway – Models and Miniatures (2 Days)

Sun 29th **West Somerset Railway** – Toy and Train Collectors Fair

August Sat 4th **West Somerset Railway** – The Steam Fayre & Vintage Rally (2 Days)
Kent & East Sussex Railway – 1960's Weekend (2 Days)

Sun 5th **Chinnor & Princes Risborough Railway** – Annual Gala Day
Mid – Suffolk Light Railway – 999 Day

Sat 11th **Bluebell Railway** – Vintage Transport Weekend (2 days)

Sun 12th **Mid – Suffolk Light Railway** – Hornby Collectors & Austin 7 Club

Sat 18th **Midland Railway Centre** – Railex Model Railway Show (2 Days)
Gloucestershire Warwickshire Railway – GWR Open Weekend (2 Days)
Rushden Transport Museum & Railway – 1960's Weekend (2 Days)

Sun 19th **Mid – Suffolk Light Railway** – Vintage Cars

Fri 24th **Mid – Suffolk Light Railway** – Model Railways

Sat 25th **Midland Railway Centre** – Vintage Train Weekend (3 Days)
East Somerset Railway – The Way We Were 30s – 50s (3 Days)

Sun 26th **Lincolnshire Wolds Railway** – Scarecrow Festival (2 Days)

CLUB NOTICEBOARD

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

Welcome Aboard - There were no new members this quarter.

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.

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 168 - Collected from club - 60 (+2), Posted - 37 (+1) Archives/Giveaways 4 - Total 101 (+3)

School Visits - If you would like to help out on the school visits, please contact Robin Rowles, so he knows who he can call upon, when the need may arise.

School Holidays - Bletchley Park would like us to cover the Summer school holidays, if you are interested to help, please contact Chris Hughes, or sign the appropriate notice on the notice-board.

Club Outings - The club's visit to the Bluebell Line Railway is on Sunday July 8th, leaving at 8am from the bus lay-by near the college and will return at 5 - 45pm. The price will be £26 for all train travel and coach fair, if we get at least 45 members and friends to come along. If you are interested in going put your name down on the list. Hopefully we will also be organising a trip to the Warley exhibition, to see Milton Quays representing the club.

Club Ties - The club is in the process of obtaining club ties - further information in due course.

Club Exhibition - The date of next year's club exhibition is now on **February 16th 2013**. Not as originally announced as being on the 23rd. We are also at a new venue, Shenley School.

PRESERVED RAILWAYS DIARY FOR SUMMER 2012

June

Sat 2nd **Midland Railway Centre** - Royals on Rails (4 Days)
Sun 3rd **Mid - Suffolk Light Railway** - 60th Year of Titfield Thunderbolt (3 Days)
Mon 4th **Chinnor & Princes Risborough Railway** - Classic Car Rally

Fri 8th **North Norfolk Railway** - The Diesel Gala (3 Days)
Great Central Railway - Wartime Event (3 Days)

Sat 9th **North Yorkshire Moors Railway** - Swinging Sixties (2 Days)
Mid Hants Railway - War on the Line (2 days)

Sun 10th **Gloucestershire Warwickshire Railway** - Classic Vehicle Day

Sat 16th **Severn Valley Railway** - Bridgnorth Station Gala (2 Days)
Kent & East Sussex Railway - CAMRA Beer Festival
North Norfolk Railway - 125th Anniversary of the Poppy Line
North Norfolk Railway - David Shepherd's Wildlife W/E (2 Days)
Dean Forest Railway - DMU Heritage Railcar Day

Sun 17th **Lincolnshire Wolds Railway** - Classic Car Show
Mid - Suffolk Light Railway - Moving the Goods
Pendon Museum - Madder Valley Railway working at 11am.

Fri 22nd **North Norfolk Railway** - Titfield Thunderbolt Live (3 Days)
Sat 23rd **Severn Valley Railway** - Step back to the 1940's (2 Days)
Bluebell Railway - Sussex Food Festival (2 Days)
Cholsey & Wallingford Railway - Senior Citizen Weekend (2 Days)
East Somerset Railway - Vintage Vehicles Steam Gala (2 Days)
Sun 24th **Leighton Buzzard Railway** - Vintage Vehicles Rally
Colne Valley Railway - Model Railway Exhibition
Lavender Line - Goods Train Day

Sat 30th **Severn Valley Railway** - Step back to the 1940's (2 Days)
Kent & East Sussex Railway - WW1 Weekend (2 Days)
Dean Forest Railway - Great Western Gala Weekend (2 Days)
Rushden Transport Museum & Railway - Travelling Post Office W/E (2 Days)

July

Sun 1st **North Norfolk Railway** - Vintage Transport Weekend

Sat 7th **Great Central Railway** - Mail by Rail (2 Days)
Lavender Line - Diesel Gala (2 Days)
Cholsey & Wallingford Railway - Ale on the Rail Weekend (2 Days)

A snag to completing the conversion is the final drive gear in the drive train which is part of the plastic insulating piece in the middle of the driven axle. It is usually this part which fails first. If replacement gears could be found the job would be easy. I ended up making two from a length of 14mm brass rod, with a 1/8 inch centre hole is then soldered to the axle, that will not break so easily. I am still looking for readymade gears of 13.2 mm diameter with 24 teeth. Good luck to anyone attempting this job or I could be bribed into doing it for you.

Transport Health and Safety Nightmares



Cask force... barrels on cars in Ankara, Turkey.

COMPANY LOYALTY

It is hard from our perspective to imagine the feelings of loyalty that railway companies once engendered. The service tradition generally fostered a sense of pride in the job, but there was also fierce loyalty to one's company.

When the 14-year-old Felix Pole travelled from Marlborough to Swindon for an interview with the Great Western Railway in 1891, he scored marks for taking a longer way round by GWR rather than a direct route on the Midland & South Western Junction Railway (Pole was to become General Manager of the GWR and receive a knighthood).

SUMMER 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.

<u>June</u>	Sat 9th	Ted Mellor	Derek Hart	
	Sun 10th	Geoff Trenholme	Gary Noakes	
	Sat 16th	Phil Wood	Phil Ramsden	
	Sun 17th	Terry Silver	Dave Court	
	Sat 23rd	Bob Taylor	Ian Harrison	
	Sun 24th	Bernard Worden	Ian Bartlett	
	Sat 30th	Eric Bowman	Les Wood	
<u>July</u>	Sun 1st	Bill Ball	Peter Ball	
	Sat 7th	Brian Morgan	Bob Bodsworth	Ian Wood
	Sun 8th	Charlie Alexander	Ray Cousins	
	Sat 14th	Bob Taylor	Paul Wakley	Wayne Webb
	Sun 15th	Geoff Trenholme	Chris Read	
	Sat 21st	Nick Dean	Tony Frazer	
	Sun 22nd	Bruce Garwood	Alan Henshall	
	Sat 28th	Tony Winn	Robin Rowles	Mick Morley
	Sun 29th	Peter Hyde	Peter Holden	
<u>August</u>	Sat 4th	Chris Lester	Stephen Walker	Neill Dewar
	Sun 5th	John Forman	Roger Mills	David Ramsey
	Sat 11th	Ted Mellor	Derek Hart	
	Sun 12th	Dennis Lovett	Roger White	
	Sat 18th	Ken Ranns	Bruce Hankins	Wally Stocker
	Sun 19th	Terry Silver	Phil Ramsden	
	Sat 25th	Neill Dewar	Mike Morley	
	Sun 26th	Chris Hughes	Dave Court	
	Mon 27th	Roger White	Roger Mills	
<u>Sept</u>	Sat 1st	Eric Bowman	Les Wood	
	Sun 2nd	Geoff Trenholme	Chris Read	Alan Henshall

LOCAL MODEL SHOP

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

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

June Sat 16th **BIGGLESWADE** Trains at Trinity, Trinity Meth Church, Shortmead Street, **SG18 0AP**
GAINSBOROUGH '0' Gauge layout 'Open' at Florence Terrace (2 days) **DN21 1BE**.
Sun 17th **Huntingdon S/M** at W.G. Animal Shelter, London Road, **GODMANCHESTER**.
Sun 24th **BIRMINGHAM NEC S/M**, at Hall 18, NEC (600 stalls) **B40 1NT**.

July Tue 3rd **RUGBY Evening S/M** at the Benn Hall, Newbold Road, **CV21 2LN**.
Sat 7th **SANDY (Beds) TCS Exhibition**, (One day only) See page 14 for advert.
Sun 8th **SPALDING S/M** at Springfields Exhibition Centre, Camelgate, **PE12 6ET**.
Fri 13th **ST ALBANS Evening S/M** at Frances Bacon School, Drakes Drive, 7pm to 9pm.
Sat 14th **HODDESDON EX** at Sheredes School, Cock Lane, Herts. **EN11 8JY**
Sun 15th **GAINSBOROUGH '0' Gauge layout 'Open'** at Florence Terrace, **DN21 1BE**.
Sat 21st **NORTHAMPTON MRS EX** at Weston Favell School, Booth Lane South, **NN3 3EZ**.
Sun 29th **Coventry S/M** at the Connexion, **RYTON - ON - DUNSMORE, CV8 3FL**.

Aug Sat 4th **SOUTHWOLD EX** at Saint Felix School, Halesworth Road, (2 days) **IP18 6SD**.
Sat 18th **Silver Fox MRC Exhibition**, at Bury Lawn School, Soskin Drive, Stantonbury Fields, **MILTON KEYNES**.
Oxford S/M at the Exeter Hall, Oxford Road, **KIDLINGTON, OX5 1AB**.
Sun 19th **Huntingdon S/M** at W.G. Animal Shelter, London Road, **GODMANCHESTER**.
Sat 25th **GAINSBOROUGH '0' Gauge layout 'Open'** at Florence Terrace (3 days) **DN21 1BE**.
Sept Sat 1st **RUGBY Vintage Exhibition & S/M** at the Benn Hall, Newbold Road, **CV21 2LN**.
GRANTHAM EX at Walton Girls' High School, Kitty Briggs Lane, (2 days) **NG31 7JR**.

MAINLINE RUNS AGAIN!

By Peter Hyde

Most members will have owned or know of the problems associated with Mainline locomotives in that the drive fails, due to driving wheels going out of registration between the two sides of the loco. If one or more driving wheel turns independently of the others then the mechanism locks up because of the driving wheels being connected by connecting rods. Crank pin alignment between either side, is offset by 90 degrees (quartering). If it is not 90 degrees the loco will not run.

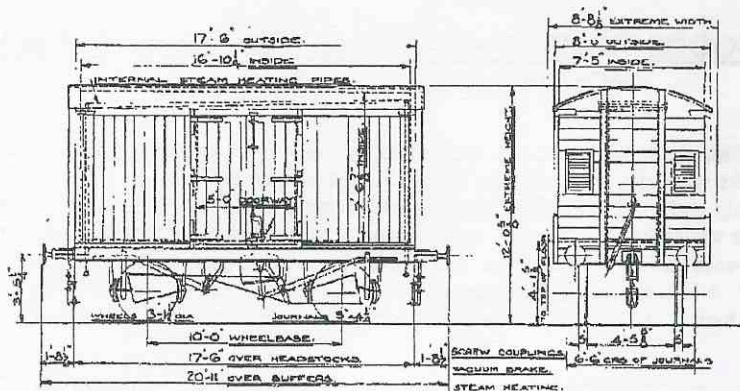
Mainline Locomotives used to be produced in Hong Kong, they are of a split chassis design with the motor being sandwiched between two solid metal parts joined, but insulated from each other. The driving wheels are all metal but the axles are split with a plastic joiner in the centre. Axles are running in a bearing surface in each side of the metal chassis sides.

The failure is caused by degradation of the plastic joiner in the centre of the axle allowing the wheels on either end of the axle to turn independently of the other. Each chassis side is also live (electrically) and provides current to the motor.

The snag in trying to repair these is that the axles with plastic joiners are not available, and trying to bond them back together with any type of adhesive does not work. These are very small parts and don't provide a very large surface area in attempting a rejoin, considering the mechanical forces that the main driving axles is transmitting. I hope this is not too boring for the non mechanical minds.

I personally quite like the overall quality and detail of the Mainline products apart from the axle design, therefore I decided to try and repair the failed two which I have and possibly devise a scheme which could be used generally.

It makes good sense to have a solid axle between the driving wheels, to achieve this, one side of the metal chassis has to be isolated from the motor. This is easily done by removing one screw or the electrical joining tag to one motor pole. So now there is an electrically isolated chassis side. The original metal driving wheels are all replaced with new Romford's. These make the whole process easier in that the quartering is already done because new axles and wheels have matching squares. Wheels for one side are all to be solid metal, wheels for the opposite side are insulated ones. The insulation is between the wheel centre and rim/tyre. So reassemble the mechanism ensuring that the new insulated wheels are fitted to the chassis side previously insulated from the motor. The new solid axles are running in both sides of the chassis effectively making the chassis sides common to one motor pole, the other motor pole is connected to a fabricated pick up connected to the insulated rim/tyre. A two tyre pick-up is easily made from Phosphor Bronze wire and a 12BA brass bolt and nut fitted onto the plastic bottom plate which retains the axles/wheels. Run a thin wire from the inside of the pick-up assembly to the motor pole which has been isolated.



Returning to Garston, locos used would no doubt be one of the ex GCR 4 – 6 – 0's or J11, whist from Hull locos used would be B16 or K3.

Branding of vehicles

I have already commented on the GNR brake van being labelled 'Return to Manchester'. When the Banana traffic was routed via Hull, many LNER vehicles were branded 'Return to Hull'. However, with the use of West India Dock, empty vans were routed to East Goods Yard, London, GN, which was located between Finsbury Park and Holloway. From here, the wagons were tripped to Canonbury and the North London Line to Bow and the Docks.

Preserved Vehicles

Unfortunately, no LNER vehicle was preserved, however an ex LMS Banana van No.570027, a 9' 0" wb 10 ton capacity has been restored on the Bluebell Railway and repainted in LMS livery. After Nationalisation, BR produced similar vans, based on LMS vehicles to Diagrams 1/240, 1/241, 1/242, 1/234, 1/244 and 1/246. The first two batches were of 9' 0" wb whilst the remainder were of 10' 0" wb. Some 2638 vehicles were built between 1949 and 1960. One of these vehicles, No B882583, a 10' 0" wb, built at Wolverton in 1960 is part of the National collection currently on display at the NRM at YORK.

The End

My thanks to Peter Tatlow for supplying the relevant running numbers for the LNER and other constituent companies who built such wagons and use of photographs from his 'Magnum Opus' on LNER Wagons. Also to John Crawley for use of a couple of photo from his book already mentioned. Also thanks to David Williamson for information, Peter Hall who kept prodding me to get the job done, together with other members of the Group Committee.

TOY AND TRAIN AUCTIONS

June

Saturday 21st **RUGBY** Vectis Auctions at the Benn Hall, Newbold Road, CV21 2LN.

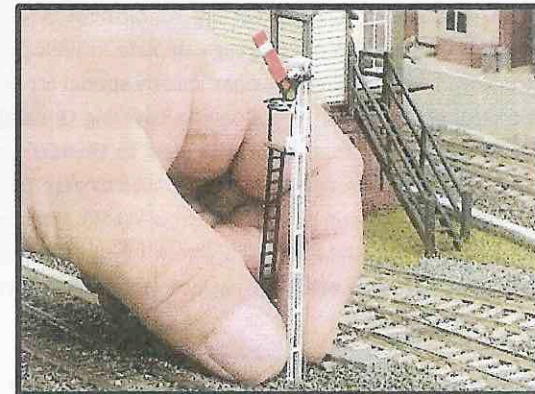
August

Saturday 18th **BURY ST EDMUNDS** Lacy, Scott and Knight, Auction Centre, 10, Risbygate Street,

SEMAPHORE SIGNALS

Part One - Introduction

When it comes to making a layout, of any size or description, I have always found it difficult as to know exactly where to place the signals. Over the years, speaking with other modellers, there are many people in a similar position. I consulted a Peco leaflet I have in my possession, and I have found this helps me to understand where to correctly position the signals. I am using the booklet to help me write this article about this subject.

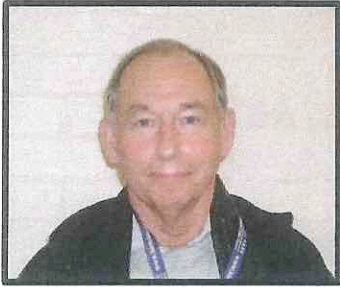


The object of this article is to enable members to understand the purpose of semaphore signals, and install them on their layouts with a degree of fidelity to prototype practice. Given that the subject is a specialised one, and all signalling is to a large part bespoke, designed for specific locations, this cannot be a definitive guide to semaphore practise, nor does it set out to be.

I am sure the experts amongst us will quickly turn over the page, however, hopefully one or two of you may benefit from this article. Although this will show you the basics of this subject, to study this in more detail, the following books are available *Signalling in the age of Steam* by Michael A Vanns (ISBN 0-7110-2350-6) and *Two Centuries of railway signalling* by Geoffrey Kitchenside and Alan Williams (ISBN 978-0-86093-618-3) available from Ian Allan Publishing. www.ianallanplus.com

A fine collection of information on semaphore signalling, with many links to other sites, will be found at www.signalbox.org

Next issue:- Part Two – Semaphore signalling history.



MEET THE MEMBERS

Meet David Ramsay

Hi there – I’m one of the (so called) “millionaires” – (don’t believe everything Ken tells you!) who tend to make a bit of a noise (the trains running that is) when running in our (small) tinsplate room. I live in Langford in Bedfordshire with my (long suffering) wife, Amalia, and I have two sons – Duncan &

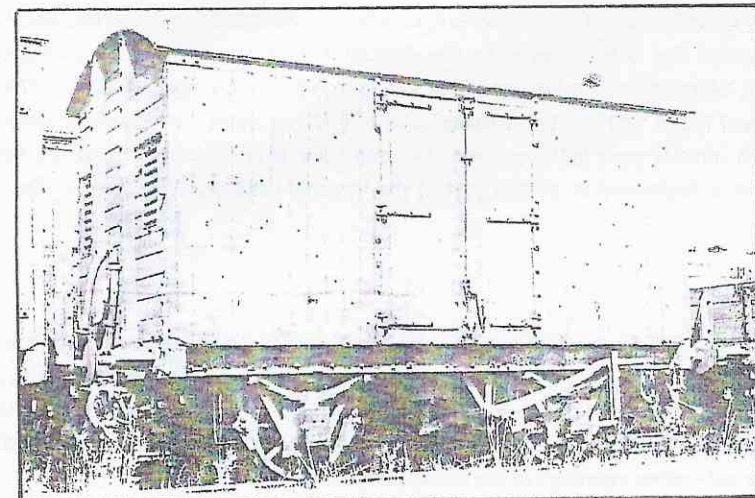
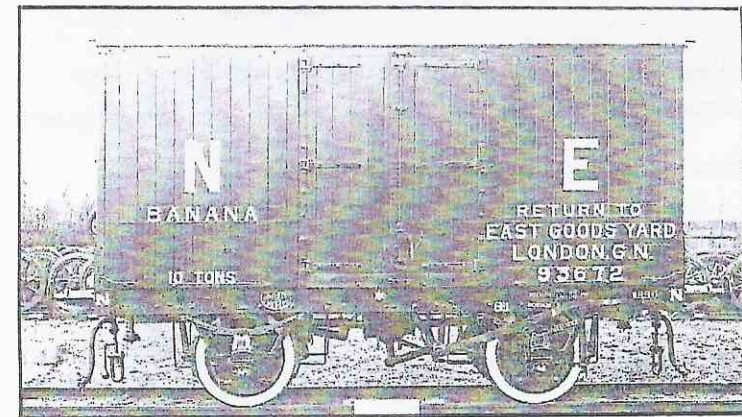
Stephen. I’m just a pre-war (WW11 that is) “baby” and trains must have always been “in my blood” as one of the earliest photos of me is during the war in the front garden of our home in Queensbury with a wooden pull-along train under my arm.

My father was in the RAF during the war and from late 1940 until late 1945 was stationed in Edmonton, Alberta in Canada. For my 7th birthday in August 1946 he bought me a small collection of second-hand c/w Hornby ‘O’ gauge tinsplate including a No.2 GWR 4-4-2 Special Tank Loco and a Metropolitan. The last item was particularly special for me as he subsequently worked as a booking office clerk on the (then) Bakerloo line covering Queensbury, Kingsbury and Wembley Park – the latter where the metropolitan trains used to thunder through, usually non-stop, from Aldgate or Baker Street up to Rickmansworth. I managed to pass my 11+ and had to travel from Queensbury up to Canons Park and then by bus to Harrow Weald. I was fortunate to win a scholarship to the Trinity College of Music in the early 50’s where I studied piano and singing, and had to travel to Baker Street every Saturday morning, again enjoying my journeys on the tube trains watching the “big boys” go hurtling by.

At the end of 1955 I left school for my first job joining the John Lewis Partnership as a junior trainee in January 1956 at John Barnes Department Store which was situated just outside Finchley Road tube station. The store was interesting as it had been built over the steam train lines from Marylebone – the columns supporting the building had to follow the curve of the tunnel underneath, and you could sometimes feel and hear the sound of the trains. When I left home in 1957 to live in St. Johns Wood, I left my trains to my two younger step-brothers. I worked my way up to Assistant Food Hall Manager and in early 1960 moved over to the Waitrose Head Office which was then situated in Greenford in Middlesex. Much to my surprise (and John Lewis’s!) after a couple of months I was called-up for my National Service in May, and had to join the Army as recruitment had ceased for RAF and the Navy. In view of my food experience they placed me in the then Royal Army Service Corps and I was subsequently fortunate to gain a commission as a 2nd Lieutenant and posted to 20 Company RASC, which included the War Office Staff Car Company in Albany Street which was just the other side of Regents Park. I served there from February 1961 until May 1962 and then I re-joined Waitrose and spent the rest of my career with them until eventually retiring in

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

The working of banana trains was a very specialised business, the vans usually running in complete trains from docks where the bananas were landed to their chosen destinations. These vehicles were probably the only goods wagon equipped with steam heating and this was done to ripen the green bananas on their way to market. The two vans photographed are of such vans both built in 1929 with timber under-frames and 9 foot wheelbase. The first is of course new, while the second is at Eastleigh in August 1962. A later design on steel chassis and 10 foot axle centres is shown in the drawing on the next page. Other banana vans were converted from GE ton 19 foot covered goods vans described in part 6.





FOCUS ON RAILWAY PLACES OF INTEREST

This heritage railway was saved from total extinction by a band of enthusiastic volunteers in 1973. They raised enough money to re-open the line as a visitor attraction from Alresford to Ropley in 1977 and continued to raise funds to relay the track to join up with the South West Trains station at Alton by 1985, with our own station building on platform 3. This year we are celebrating our 35th anniversary, having carried 3.8m customers since our first steam passenger train departed Alresford on the 30th April 1977.

Since those pioneering days, the railway has come a long way in many respects. Today the railway runs the full 10 miles between the market towns of Alresford and Alton and has an enviable collection of steam locomotives. We pride ourselves in preserving this important piece of our 1940's – 70's railway heritage for this generation and many more to follow. The Mid Hants Railway is affectionately known as the 'Watercress Line', but just how did we get this name? To understand how, let's take a brief trip back in time. Back in the 1850's, the rail network in and around Hampshire was sprawling, but no connection had been made from Alton further west, connecting with Winchester.



Left to right: Horse & carts bring watercress to station in 1914, still being taken in the 1950's-60's, but in much lower quantities and a typical goods train at Alresford on its way to Winchester.

The positive impact the railways had on business had not gone unnoticed by local landowners who were concerned about the impact of the high cost of transport for their goods into and out of the area. At the time, the road network resembled nothing like it does today, lorries capable of moving large loads not to mention the internal combustion engine, had yet to be invented, so goods were transported by horse and cart. These landowners supported the construction of the 17 mile Alton, Alresford & Winchester Railway that later changed its name to the Mid Hants Railway in 1865. Among the merchandise carried on the line was locally grown watercress, which was sent to markets in London and beyond for sale.

Mid Hants Railway Preservation Society, The Railway Station, Alresford, Hants, SO24 9JG.

August 1999, with the latter part, as an Operations Manager, responsible for 16 Waitrose Supermarkets. I was also an elected (unpaid – before Ken has another "dig") Director of the John Lewis Central Board and an elected Trustee of the Constitution for many years.

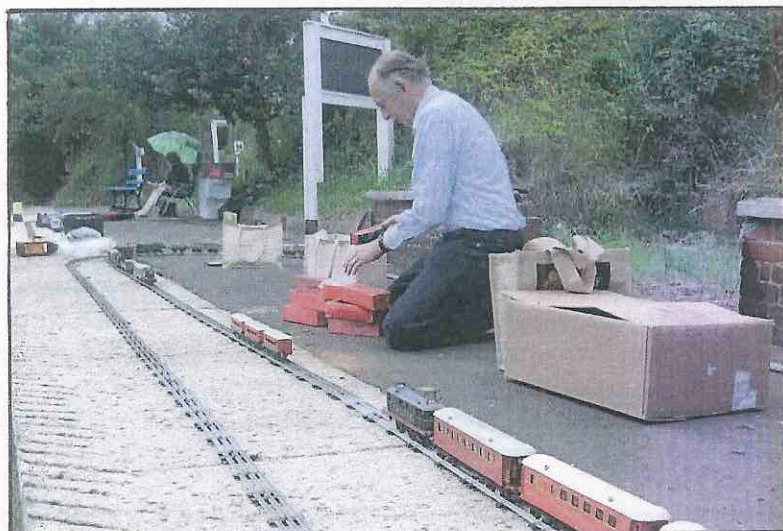
It was not until the birth of our eldest son, Duncan, in 1977 that my interest in model railways was rekindled. We were visiting my father and step-mother at Christmas, who had moved down to Broadstairs in Kent in 1960. As we were about to leave, he gave me a box containing the remains of which he had discovered in the attic. Almost everything had been either swopped or given away by my stepbrothers and unfortunately the few items that had survived were rusting away as they had got damp. I eventually managed to salvage a Signal Cabin and a "Pool" Petrol Tanker but everything else ended up down the tip. I thought that Duncan might grow up to share my enthusiasm for model railways and started to pick up various "bits and pieces" on my travels (for him?). By the time Stephen, our second son, was born in 1979 I had really "caught the bug" again and was becoming a genuine collector.

I joined the Hornby Railway Collectors Association in 1980 and a few years later the Train Collectors. I was elected Chairman of the TCS in 1989 and have served them in that capacity ever since. During this time the membership has increased from approximately 150 to around 600 today. I am also a member of the Bassett-Lowke Society. John Forman and I go back many years and have spent many happy hours together attending numerous exhibitions, swapmeets etc., as a member of a group known (affectionately) as the "Bedfordshire Mafia" – many a story we could tell, but this isn't the News of the World!

For the past few years I have been responsible for valuing and for making 'O' gauge items up in to lots for the HRCA auctions for members which take place 3 – 4 times a year, and also for Lacy, Scott & Knight Auctioneers at Bury St Edmunds who have quarterly Collectors' Model Sales. I also update valuations of Carette items in the Ramsay's (no Ken – no relation!) Model Trains Catalogue edited by Pat Hammond.

I joined MKMRS (having had my arm twisted by John) when the Tinplate "boys" just consisted of himself, Michael, Stan Pennington and "the govnor" – Brian. Subsequently, our team has grown with the Roger's (White and Mills) and Ian Milburn joining in the past few weeks. I continue to enjoy the "thrill of the chase" looking for 'O' gauge tinplate items but no other gauges (Amalia is glad to say!) and enjoy exhibiting my Marklin, Bing, Hornby, Bassett-Lowke and especially my favourite – Carette – particularly the preWW1 period. I thoroughly enjoy the camaraderie of the MKMRS and know just how much our friends visiting from overseas – Bruce Thompson from Australia and Doug Heron from South Africa, have appreciated the warmth of the welcome they received.

As a dear departed friend of ours used to say – "We are only the temporary custodians" of our collections – long may the fun continue!

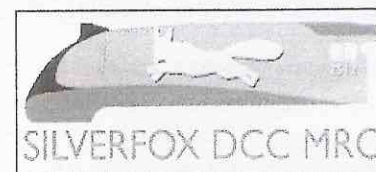


David does many exhibitions and displays, all over the country, indoor and outdoor, in all weathers, this one was is on the old Potton Station platform in 2011, notice the umbrella in the background. The covers were ready to come on!



David's impressive permanent Hornby layout, complete with working lights, in his train room.

In the next issue – Meet Wayne Webb



Silver Fox DCC Model
Railway Club
(Milton Keynes)

MODEL RAILWAY EXHIBITION

SATURDAY 18TH
AUGUST 2012

Twenty working layouts
In Z, N, OO & O Gauge



Digital Command Control Talks and Demonstrations
Plus Trader Stands, with a wide range of products

Open 10 am until 4.30 pm



Admission Adults—£4.00
Family Ticket (2+2) £10.00
Senior Citizens—£3.00
Children (3-16) - £2.50
*Fun for all the family to enjoy
model railways*

Venue: The Webber Independent School, Soskin Drive,
Stantonbury Fields, Milton Keynes MK14 6DP

Further Information www.silverfoxdcc.org

On Sunday March 4th, I went to the Reading Vintage Toy Fair, with Roger White and Ian Milburn, it rained all day (even snowed at one time), but we had a very good journey down, apart from a 20 minute hold up in the middle of Reading. I think a good time was had by all, with several bags of goodies being brought out of the hall. It was also nice to say hello to friends, a very enjoyable day.

On Sunday March 11th, after being ill with a heavy cold, it was nice to get out and about again, going to the St Neots MRC 'Open Day' at Buckden. Very nice to see their wonderful 'O' gauge layout 'Helmthwaite and Chapel Lane', which I believe Terry has enquired about for our next show. There were several other layouts of various gauges and at different stages of development, with one of nearby 'Kimbolton Station' at the planning stage. They were also promoting their next year's show on the 9th & 10th March 2013, at the Huntingdon Racecourse, PE28 4NL, superb facilities, ample free parking and disabled access, to be known as The East Anglian Model Railway Exhibition.

On Saturday March 31st, my wife Pauline and I set off to Biggleswade, for me to run a layout, whilst Pauline manned our sales table, at the Train Collectors Society AGM and Spring Get-together. A very happy day was had by all, meeting up with old friends from all parts of the country, buying and selling our goodies and getting those important spare parts. We had a very successful day with our layout being invited to two more future exhibitions and our sales table beating our highest expectations. The event was organised by David Ramsey, with Roger White running a Hornby Dublo layout and several well known club members. Good fun, good company and good refreshments, what more could you ask for?

On Saturday April 21st, I was spoilt for choice with exhibitions at Rushden, Welwyn Garden City and Luton, whilst discussing how many I could fit in, and which ones to visit, I received a telephone call which resulting in me missing out on all of them, quite disappointing!

On Saturday May 5th, we travelled up to Stamford for the Market Deeping MRC exhibition, passing a great deal of flooding in the Peterborough area. This was not the biggest show I have been to, but I think this is the first event I have ever visited where there was not one layout that I had seen before. My favourite layouts were 'Lynton Road' (O gauge) and Pensbridge (OO Gauge), however not much in the way of trade stands as far as I was concerned, but lots of bargains for smaller gauges. Before making our way back to St. Neots to do some shopping (part of the deal I made), we had a very nice cup of tea and some lovely cake.

On Saturday May 12th, my wife and I went to the Ely Exhibition, in the first hall there was a selection of layouts, I liked "Hobbs Warren" (O), "Ashcombe" (N), "Bankfield Road" (O) and my very favourite "Rowlands Castle" (OO), which even had people hanging out of the carriage windows. In the second room there was an Olympic theme with layouts representing Norway, Belgium, Switzerland, Germany, France, Iraq, Cuba, America and the Czech Republic. I met Bob Taylor who was attending a CMRA meeting on behalf of the club.

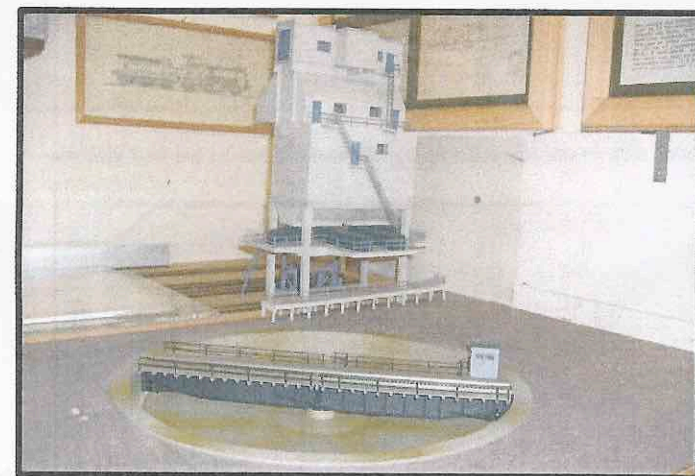
Activities throughout the Club

Verney Junction



Ken Ranns and Bruce Hankins have painted the back scene all around the wall, what a difference!

Sherwood



Sherwood is making steady progress, with various accessories appearing.

Outside Layout



It was nice to see the outside layout working whilst we had visitors.

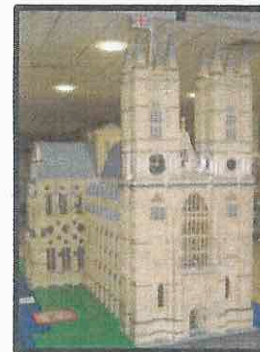


The signal in wintery weather and the new operating area and access point.

OUT AND ABOUT IN 2012

This is a very basic diary, of the editor's year of travels, to model railway exhibitions and other similar events.

On Friday February 24th, my wife and I caught the 1010 train from Bedford station to Brighton, arriving at 1220. This is a very enjoyable journey right through the centre of London. After popping into the Brighton Toy and Model Museum shop, where there was nothing on sale I needed, so we went down to the Brighton Centre, right on the seafront, to visit the Brighton Modelworld 2012, and my wife went shopping in the Churchill Shopping Centre, almost next door. To explain everything that was on show, would take up a very large part of the issue, so I will just give you a brief outline. Apart from the many model railways of every shape and size, there were model Boats, Aircraft, Lorries, Cranes, Construction Vehicles, Buses, Trams, Cars, Traction Engines, Steam Rollers, Military Vehicles, Royal State Coaches, Caravans, Fairground Rides, Circus's, Organs, Robots, Lego, Meccano, Bayco, Dolls Houses and Daleks etc., There were also Miniature Railways, Preservation Societies, Model Clubs, Trade Stands, Demonstrations, War Games and Museum Stalls. In the lay-by in front of the Brighton Centre, they had a full size LB&SCR locomotive on a low loader.



Just three pictures from the many I took, Westminster Abbey in Lego was my favourite model.

On Saturday February 25th, we went to a nostalgic Model Railway Exhibition at the St Mary's Parish Church, Maulden in Bedfordshire, in aid of church funds, featuring large displays of Bassett Lowke, Hornby 'O' and Dublo trains etc., (See pictures on page 25) This was an excellent show in a splendid venue, lovely layouts well set out, trade stands, nice refreshments, very busy and obviously successful, as I believe they made over £2000, towards the upkeep of the church.

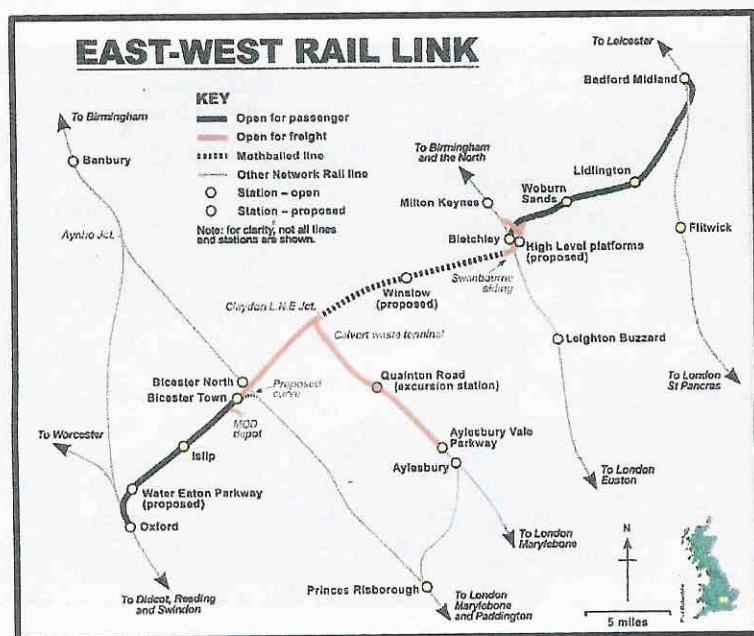
On Sunday February 26th, after wondering whether or not to go, we finally decided to visit the Huntingdon Swapmeet at the Wood Green Animal Shelter in Godmanchester. I was very glad I went, because I found a green/yellow Bassett Lowke wagon, which I have been looking for, for quite some time. It is now running around my layout as part of my private owner coal wagons train.



Several visitors watch the 'Norgate' layout at Welwyn Garden City Exhibition. Norgate also visited the Chesham Exhibition where it won 'Best layout' in show.

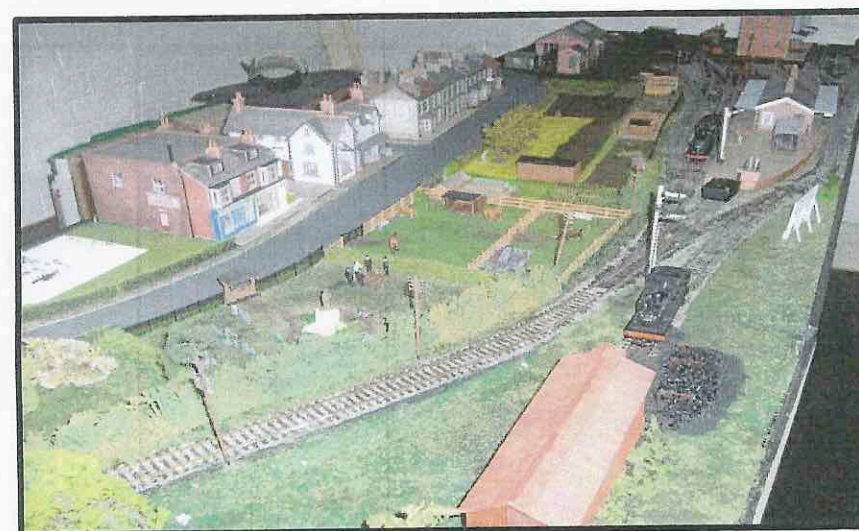


These pictures show the various stages of the roofing being constructed over the outside layout.



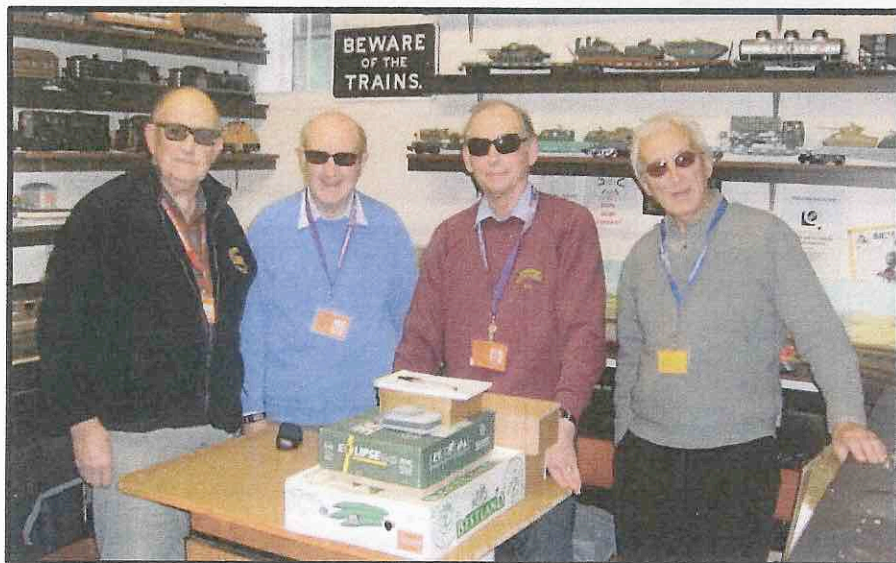
Proposed East-West Link including other connections, diagram submitted by Roger Mills

Newport Nobby



The allotment holders have been very busy bringing their patches up to scratch!

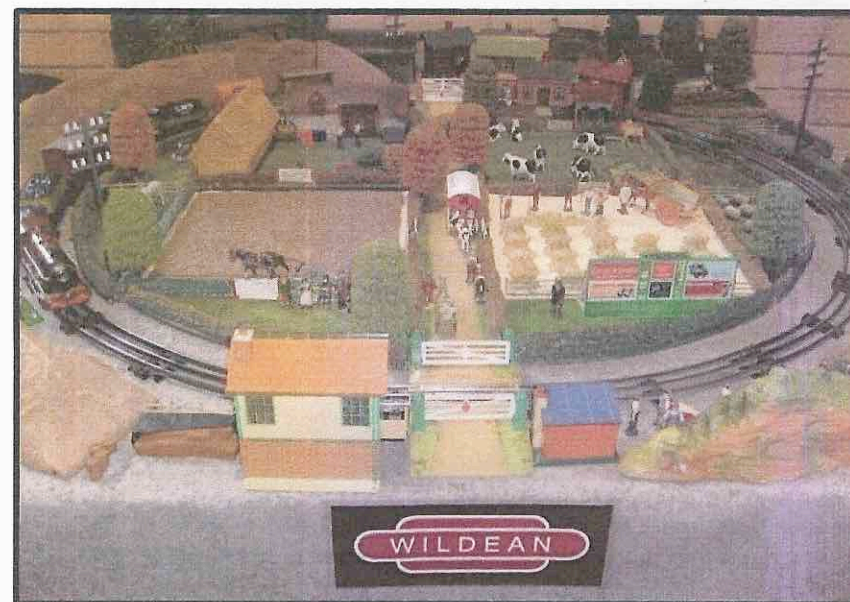
Tinplate Room



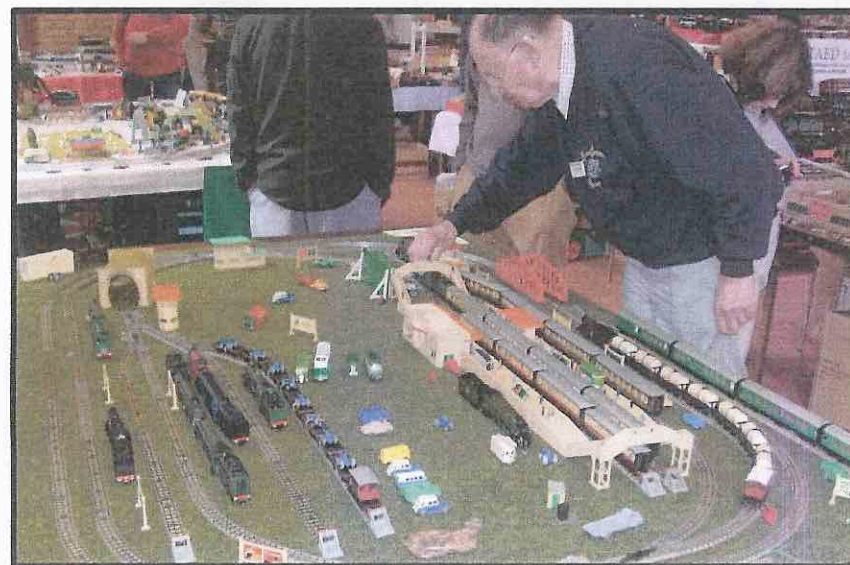
The tinplate boys would like to thank Phil Wood for the much improved lighting in the tinplate room!



It is nice to see that the overdue Tinplate Room extension has started – just wishful thinking!

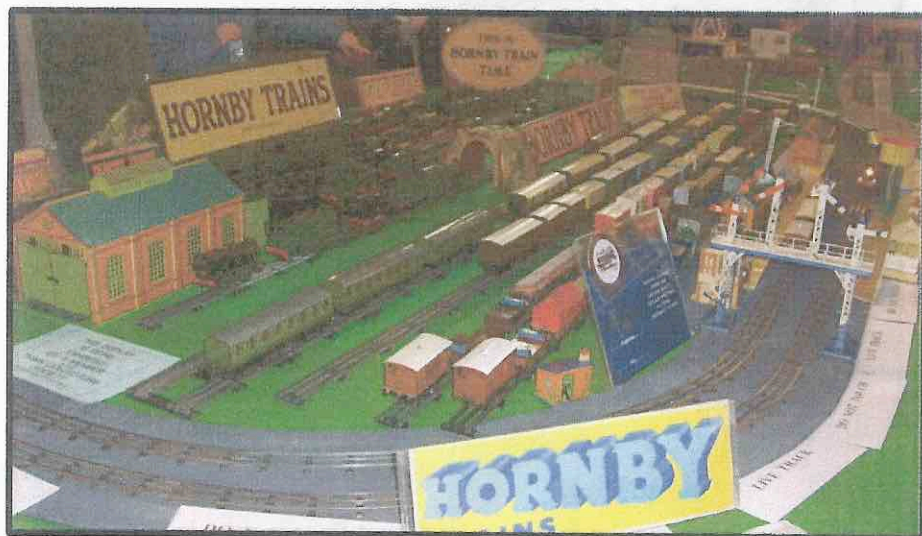


John Forman's scenic tinplate layout, seen at the Biggleswade TCS Spring Get-together.



Also at the Biggleswade TCS show, Roger White running his Hornby Dublo.

Members and Club Layouts around the Exhibitions



David Ramsay's Hornby 'O' gauge layout at the Maulden (Beds) Exhibition



Roger White's Gauge 3 display, at The Maulden (Beds) Exhibition.



The Train Collectors Society Presents..

All Trains
GREAT & SMALL

How Model and Toy Trains Used to Be!

.....
Saturday 7th July 2012

10:30 to 17:00

Sandy Upper School, Sandy, Bedfordshire. SG19 1BL

.....
30 toy train layouts operating all day
By over 25 different manufacturers over the last 70 years
In 8 different gauges
25 toy train traders and many more sales tables
Large Centenary exhibition of The Leeds Model Company



.....
Admission:
Adults - £4.50, Children - £1.50
Family Ticket - £9.00



Event Sponsor

YOU HAVE TO SMILE

Items contributed by Bruce Hankins, Roy Ducker, Colin Lomas and John Forman.

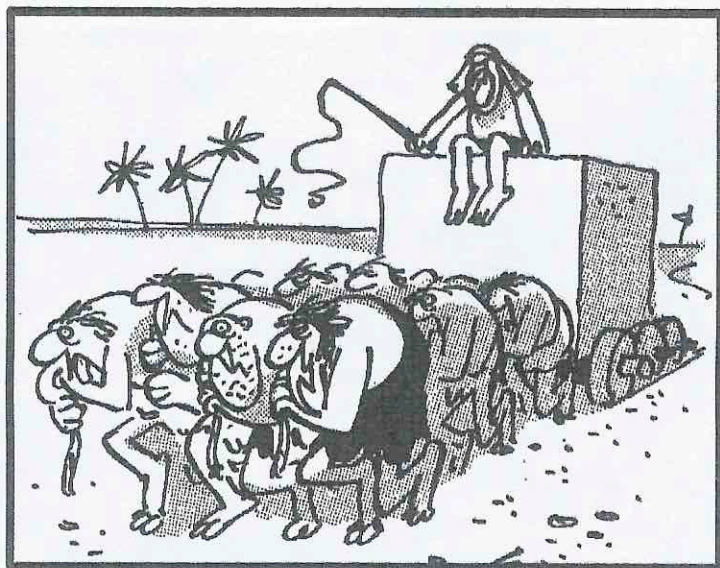
My son's been asking me for a pet spider for his birthday, so I went to our local pet shop and they quoted £70!!! Not likely, I thought, I can get one cheaper off the web.

Is it just me, or does anyone else find it amazing that during the mad cow epidemic our government could track a single cow, born in Appleby almost three years ago, right to the stall where she slept in the County of Cumbria? And, they even tracked her calves to their stalls. But they are unable to locate thousands of illegal immigrants wandering around our country. Maybe we should have given each one of them a cow!

A mate of mine recently admitted to being addicted to brake fluid, when I quizzed him on it, he reckoned he could stop at any time....

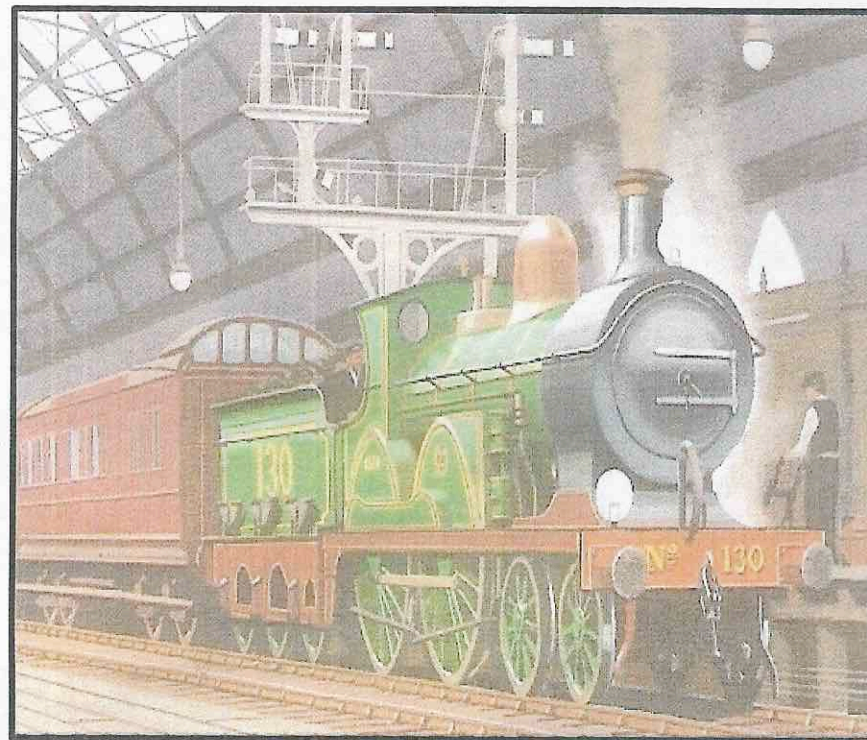
A man went to see the farmer and said your chickens are not going to lay any more eggs. The farmer said how do you know that? The man said I have just run over them.

Two nuns were sitting on a park bench when a male naked jogger ran past, the first nun had a stroke, but the second one could not reach.



"There's a shorter route but this way is much prettier..."

A HISTORY OF BRITISH RAILWAYS



No 10

SECR Class F1

Put in charge of South Eastern and Chatham engines and stock for a salary of £1,250 a year in 1898, Harry Wainwright's empire stretched from London to Margate and around the coast to Bexhill, with a line to Redhill to Reading. His engines included the James Stirling 4 - 4 - 0 F1. Built at Ashford works and used on the Continental boat trains, the F1 had 7ft. driving wheels, a special bogie and a Siemens-Martin steel boiler. It was powerful and efficient, although quality of track limited it to 60mph, and one was shown at the Paris Exhibition in 1899.

Between 1903 and 1920 Wainwright fitted many of the 88 Stirlings with domed boilers, as F1s, and an enlarged version had a better tender and cab. It was noted for trimmings in brass, copper and steel and quality paints and varnish. Wainwright employed coach-roof lookouts for his railway guards.

Pictured is a F1 at London's Cannon Street station.

Double chimneys were fitted to improve drafting, but this brought problems with drifting exhaust obstructing the drivers view.

Various remedies were tried including cutting sections from the smokebox and fitting all shapes and sizes of deflectors, many of which added to the ungainly appearance of the locomotives.

The Peppercorn engines followed the Gresley tradition of good looks and although different to Gresley's had their own clean, handsome lines.

The non-streamlined pacifics had their heyday in the late 1920's and early 1930's with 'Flying Scotsman' recording the first fully authenticated speed in excess of 100 mph. A3 'Papyrus' later raised the record to 108 mph.

Although the records brought great prestige to the LNER and to Gresley, it was much more significant that they could haul their trains at sustained high speed over distances. 90 mph running was looked upon as normal rather than exceptional.

Gresley striving for even faster running would put in hand the production of the A4 streamlined pacifics.

In the next issue: No 5 The LNER Streamlined A4 Pacifics.

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

Jacqui@railwaytrees.co.uk

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

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Ceynix Railway Trees

Trees with Personalitree



CLUB ARCHIVE CONTENTS – UPDATE

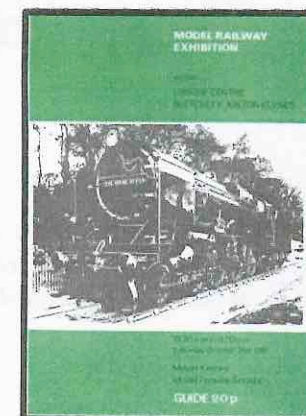
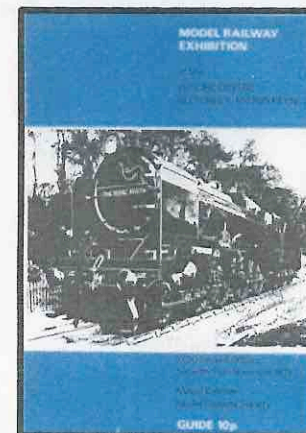
EXHIBITION PROGRAMMES

PART TWO

The next exhibition programme we have is dated 10th November 1979, at the Leisure Centre, Bletchley. I must start by congratulating Dennis Lovett (Guide Editor) on a very nice programme containing a great deal of useful information. Layouts appearing at this show included Rewley Road (Oxford MRC), Burnham-on-Sea (Colin French, who is still an honorary member, along with the Stowmarket MRS), Wicken (S) (T. Nunn), Peterborough North (Barnet MRC), Chiltern Green (N) (Model Railway Club), Winchelsea Road (00) (Watford MRS), and our very own Verney Junction (00) advertised as the club's new layout. The gauges of some of the layouts are not included. There are some very appropriate photographs dotted throughout the programme, including an early view of Woburn Sands station, Bletchley Shed in 1913 and two separate private owner wagons, A Bramley of Fenny Stratford and the Wolverton Mutual Society. Adverts include:- British Rail, Taylor and McKenna, Tricentrol of Dunstable (Ford Dealer) in the centrefold, Neals and Collectors Corner (British Rail). There are special features on the main four layouts, including Verney, which I have reproduced in this issue on page 18, as it has some good photographs and historical information.

The next one, two years later, is dated 31st October 1981, the cover is the same as the last one, still the Royal Scot, but green instead of blue, and now 20p, up from 10p. The venue was still the same, and the guide the same format as the previous programme. Layouts included Market Redwing (3mm) (Keith Gowen), Woburn Sands (N) (Bedford MRS), Thame (S) (Model Railway Club and The S Gauge MRS), Barnston (Ernulf MRC – now St Neots MRC), 3½ gauge Trams (South Beds Tramway Modellers) and several from the host club including Verney (00) again, Victoria Road (00), East Bay (0) (Austin Daly), Oxbridge (00) (Dennis Lovett), Chipping (00) (Allan Dare), Snake River Crossing (N) (C. Avis) and Ayot St. Lawrence (0). Pictures were of Hitchin in 1956, Leicester Central in 1957 and Wellingborough 1956. Several layouts were featured, there far more layout plans and this time all layout gauges were shown. Adverts included Cade's Locomotive Guide, Lake's Models (Wolverton), Hingston Films (Leighton Buzzard), Bletchley Leisure Centre, Odell Ironmongers and the centrefold was a different Ford Agent (Perry's not Tricentrol). In the 'About the Club' section, it states it has exclusive use of clubrooms in Fenny Stratford.

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The next programme, dated 29th & 30th October 1983, yes it is now a 2 day show, has been upgraded from being an exhibition guide to a souvenir programme. The price has gone up again to 30p and now contains a lucky number. Dennis Lovett is still the exhibition manager.

The layouts include Abingdon (O) (Colin Judge), Laimhrig Quay (OO) (Northolt MRC), Black Canyon (American O) (Mike Vincent), Rye Harbour (OO) (Watford MRS), Wyndlesham Cove (OO) (Barry Norman), Harpenden GNR (P4/S4) (Oxford MRC), Kings Green (N) (St Neots MRC) and at least ten layouts from MKMRS. These were Wednesbridge Tramways (OO) (Don Pigot), London Central (OO) (Austin Daly and Dennis Lovett), China (Peter Jarvis), A new unnamed 'O' gauge layout, Stoke Goldington Narrow Gauge Railway (7mm 016.5scale) (Chris Holmes), Eltron Central (OO) (Dave Fleming),

Woodford (O) (Les Wood), American 'N' Gauge (Chris Avis), Verney Junction (OO) and Ouse Valley Light Railway (O) (Colin French). Incidentally, the tram layout is still stored in the clubhouse.

Photographs include, club members on a visit to the Keighley and Worth Valley Railway in the early 1970's, Britannia Class 4-6-2 locomotives No's 70010 and 70022 at Carlisle Citadel in 1967, A Deutsche Bundesbahn Class 52 2-10-0 locomotive, 8F 2-8-0 No. 48518 on empty stock working at Willesden Junction in September 1959 and A3 Pacific No. 4472 'Flying Scotsman' leaves Edinburgh with a special in 1968.

Adverts included, Ratio Plastic Models, Bletchley Timber, Bryan Scale Models (Bedford) and Howletts Coaches of Winslow. There were also ten Trade Stands, six Society Stalls and two Demonstration Tables.

In the next issue – Exhibition Programmes – Part Three

AMUSING BUT TRUE

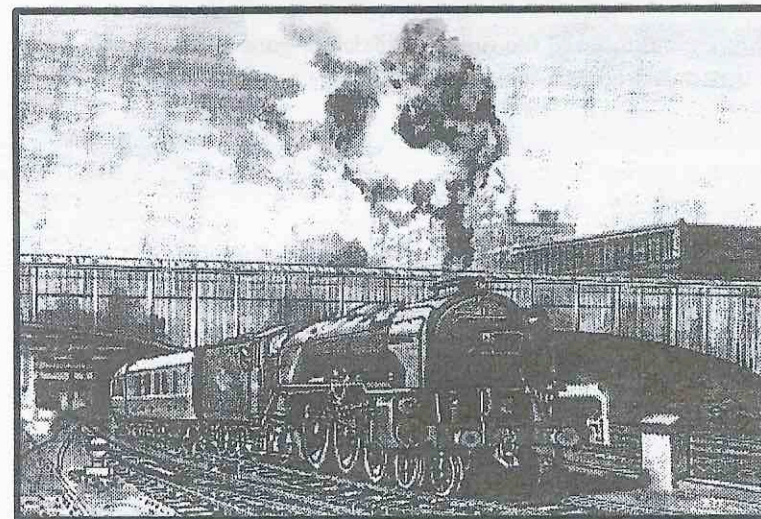
'LORD, GIVE US LUPINS'

The profusion of Lupins along the Bromyard branch between Worcester and Leominster was attributed to a vicar who travelled to Worcester each week and bought a packet of Lupin seeds from the penny bazaar. As he travelled back, he would throw the seeds out of the window, saying "Bless the Lord".

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 4: The Peppercorn Class A2 Pacific Locomotives

Cylinders: 3 x 19" Boiler Pressure: 250p.s.i. Length over buffers: 73' 0" Weight incl. tender: 164.5 tons.

The above illustration shows the LNER pacific in its final form, built in 1948 and designed by A.H. Peppercorn, it is not strictly a "Gresley" but their ancestry dates back to the original "Great Northern" of 1922.

An incredible 202 pacifics were constructed for GNR, LNER and BR(ER) in the 26 years between the first and last. They were built under the auspices of Gresley, Thompson and Peppercorn. They were classified A1 and A3 (Gresley), A2/3, A2/2 and A2/1 (Thompson) and A2 and A1 (Peppercorn). Most of the Thompson engines were rebuilds of the other classes. A number of the locomotives also changed their appearance during their life, mainly Thompson alterations to Gresley designs. There is no doubt that a number of changes were forced on Thompson by circumstance.

Thompson took the reins during the wartime when coal was in short supply and maintenance at a low ebb. Nevertheless, his alterations seemed to bear scant regard to appearance and some finished up looking grotesque!

STATION GARDENS

The traditions of station gardens, thought to have begun on the North Eastern Railway, followed by the Great Western, spread rapidly. Staff at many stations, have taken pride in maintaining flower-beds and hanging baskets, and an attractive floral display became almost a requisite for winning a Best Kept Station competition. The railway companies provided tools, plants and seeds and offered cash prizes for winners. The Best Kept Station competitions encouraged the green-fingered among station staff to such heights of horticultural endeavour that in the years up to the Second World War the Northern District of the London & North Eastern Railway ran excursions touring them. Remote Verney Junction was renowned in the 1950's for a garden that included a pool, dovecote, mermaid, stork, gnomes, rabbit and windmill. Stirling station's floral displays were so extensive that it had its own nursery and greenhouse.

At Shepshed in Leicestershire the station was laid out with flower beds and rockery extending the whole length of the platform. Wooden and earthenware receptacles were filled with plants, and the platforms seats were shaded by quaint rustic arbours planted with roses, clematis, honeysuckle, jasmine, hops and Virginia and Canary creepers. On the Midland Railway, even platelayers' cabins beside the line commonly had beds of roses and other flowers. My home town of Sandy's station on the east coast main line, was well known for its nicely kept gardens in the 1940's/1950's, and I am led to believe they won a few prizes.

In recent years community groups have gained official blessing and encouragement to adopt stations, often resulting in a revival of horticultural pleasures for passengers. This has happened on our local Bedford to Bletchley line, with several stations having been adopted.

BRIEF REPORT FROM THE QGM HELD ON TUESDAY MAY 1st

Chris Hughes is now membership secretary, Bob Taylor remains as treasurer.

Buildings/Stock for Sherwood bought, plus laptop and Perspex for front, also 3 DMU's for Norgate.

Next Year's Exhibition will be at the Shenley School, very good facilities, at a much better price.

Bob Taylor outlined conditions for the club becoming a charity status club, which was passed unanimously.

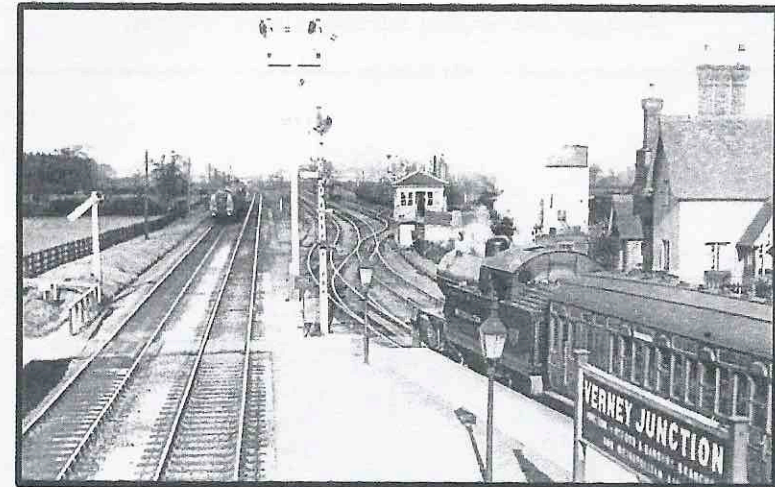
New proposed 'O' gauge Exhibition finescale layout was approved by a majority vote, which will be built inside Verney Junction, but not until Sherwood/DCC layouts are completed.

The Bluebell Railway Outing has now been confirmed for Sunday July 8th, 8am. All day travel on train plus coach fare for £25 each, provided we get at least 45 members to come along.

Verney Junction

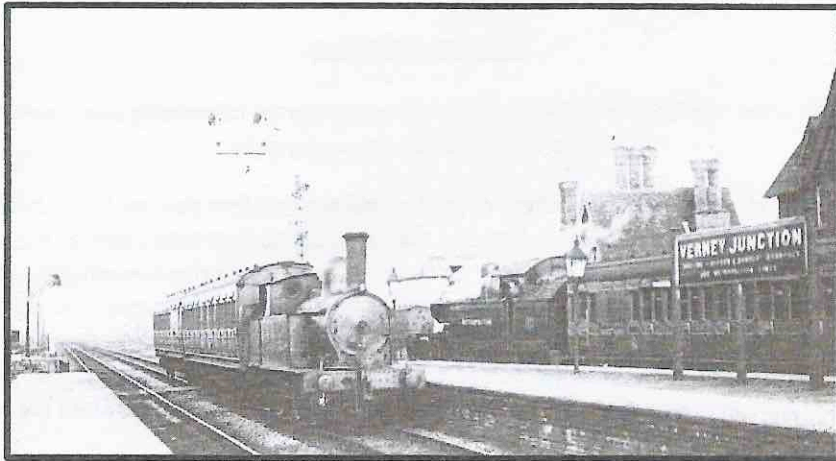
This article is reprinted from the 1979 Club Exhibition programme, introducing a new layout, some of the details may be now out of date.

Verney Junction was once the Northern outpost of the Metropolitan Railway (later absorbed by London Transport) and an important station on the London & North Western Railway branch from Bletchley to Oxford. It was also the junction for the Banbury via Buckingham branch although trains ran to and from Bletchley. From 1960 to 1964 services terminated at Buckingham. The station was built as part of the Buckingham Railway, of which Sir Harry Verney was the driving force. He was a local land owner and Member of Parliament for Buckingham. The scheme outlined proposals to build a line from the L.N.W.R. at Harrow, through Aylesbury to a point where it crossed the L.N.W.R. Bletchley - Oxford line.

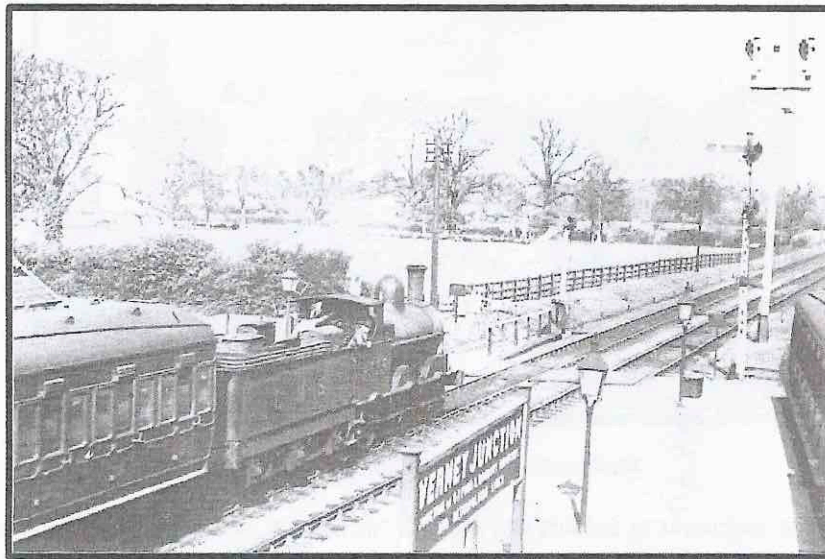


Metropolitan tank waits for the right of way.

Another line northwards to Banbury was planned. The L.N.W.R. was not keen on the idea. They argued the branch from Cheddington served Aylesbury adequately. Eventually two lines were constructed with L.N.W.R. assistance from Bletchley to Banbury (1850) and Oxford (1851). The Aylesbury section followed in 1868 with Great Western Railway assistance. This line hit financial trouble and became part of the Metropolitan Railway in 1891. To coincide with the opening of the Aylesbury section a station was built on Verney's Land at the point where these systems met. Because there was no nearby town from which the station could take its name, the station was named Verney Junction after Sir Harry Verney. Eventually a few houses were built along with a local hostelry, The Verney Arms.



L.M.S. and Metropolitan locomotives pause at Verney.



Locomotive No. 8535, waits with train to Bletchley.

The layout is based on the station as it was in the 1930's, when it was at its busiest. Passenger services to Aylesbury were withdrawn in 1936, to Buckingham in 1964 and Oxford/Bletchley in 1967. Freight trains still pass the site but the station buildings and branch line tracks have long since vanished. Only the Station Masters house, the booking office and derelict platforms remain.

***** **PICTURE NEWS** *****



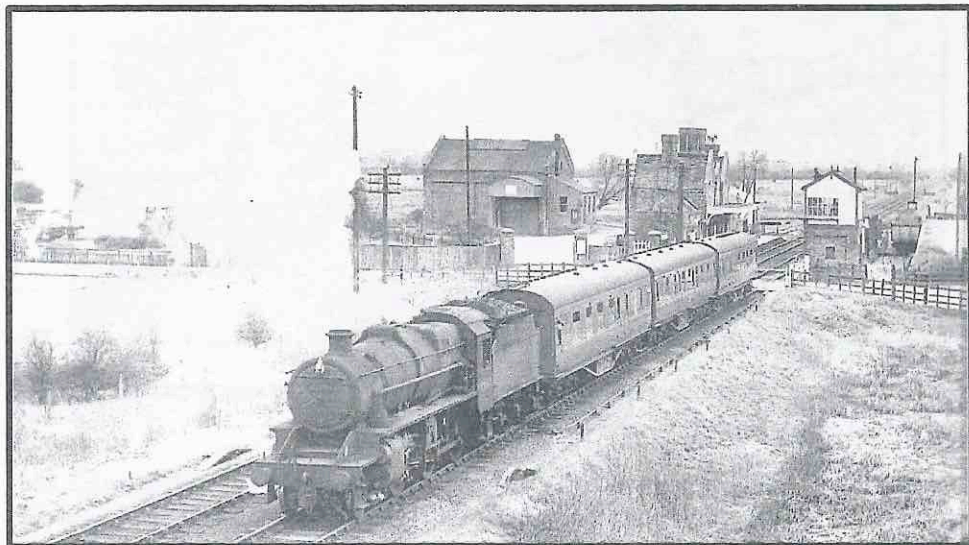
Paul Wakley went from Milton Keynes to Carnforth by electric train, and then on to Carlisle and Settle, behind Bullied Pacific 34067 – Water was taken on at Appleby and Farrington Junction.

DID YOU KNOW?

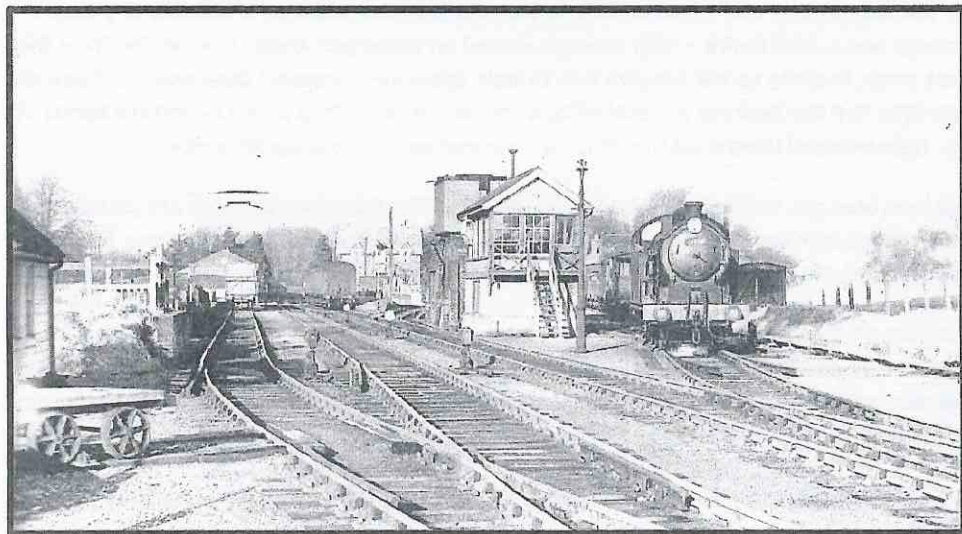
W. H. Smith's first railway bookstall opened on 1st November 1848 at Euston station, following a tender submitted to the London & North Western Railway for sole bookstall rights on its stations.

A similar deal was signed with the Midland Railway a fortnight later, and contracts with other railway companies followed. In 1851 W. H. Smith won the first contract to handle advertising rights at stations, again with the LNWR.

THOSE WERE THE DAYS



LMS '6P/5F' 2-6-0 No 42969, 12.38pm Peterborough (North) to Northampton (Castle) 18th April 1964 passing Irthlingborough station in Northamptonshire



LNER 'N7' 0-6-2T No 69688, shunting at Buntingford, Herts, on 10th January 1959

Bedfordshire's Iron War Horses

THE RECENT success of 'War Horse' and 'Birdsong' has raised interest in the era of the First World War, ahead of the centenary of the start of the conflict in two years time. The heroes who fought are now gone, but there are still some living links of other kinds nearby, in Bedfordshire.

Although horses were essential to life in the trenches, they were soon supplemented by a massive network of light railways, which took supplies and men into and out of the battle zones. The tracks were only two feet wide – less than half the width of main-line railways, but they were no toys.

Small steam engines were used, but they were easy targets for enemy fire, and so internal-combustion technology, specifically petrol engines, got a big boost. One of the largest producers of petrol-powered locomotives for the War Department was the Motor Rail & Tramcar Company, whose factory in Bedford produced hundreds of examples.

After the war, some of the surplus stock was sold to the Leighton Buzzard Light Railway, which opened in 1919 to carry sand from quarries north of the town, so relieving pressure on the local roads. Armour-plated petrol-engine locomotives could be seen hauling sand trains until the 1950's, when they were replaced by more modern designs,

Fast-forwarding to the present day, most of the former sand railways are now operating as a non-profit working museum, with a collection that includes several Motor Rail machines, pride of place going to a pair of First World War armoured-plated examples.

Also resident on Leighton Buzzard's narrow-gauge railway is War Department No 778, a steam locomotive built in the USA for the British forces in 1917. This is the only one of its kind in the UK which is in working order.

A MIGHTY BEER CELLAR

The transformation of St. Pancras as the terminal for Eurostar is largely thanks to the Victorian capital's desire for Burton beer. The undercroft of the station, where people now shop and wait their departure for Paris or Brussels, is supported by 720 columns and was designed by W.H. Barlow to accommodate as many barrels of beer as possible.

After the station was opened in 1868, beer traffic was handled in the centre of the station between platforms 4 and 5. A central third track ended in a wagon hoist which lowered wagons 20ft (6 m) below rail level. Beer storage ended in 1967.

WHERE HAS ALL THE FREIGHT GONE?

by Colin Bassett

(Secretary of the Sandy Transport Society)

As I sat on the trolley on Hitchin station I watched the goods trains passing – coal, oil tanks, cement, bricks, parcels and general merchandise. At night there were postal trains and newspaper trains. Where have they all gone? What do we see now? The few freight workings passing on the East Coast Main Line are stone, concrete block for Plasmor, gypsum and containers.

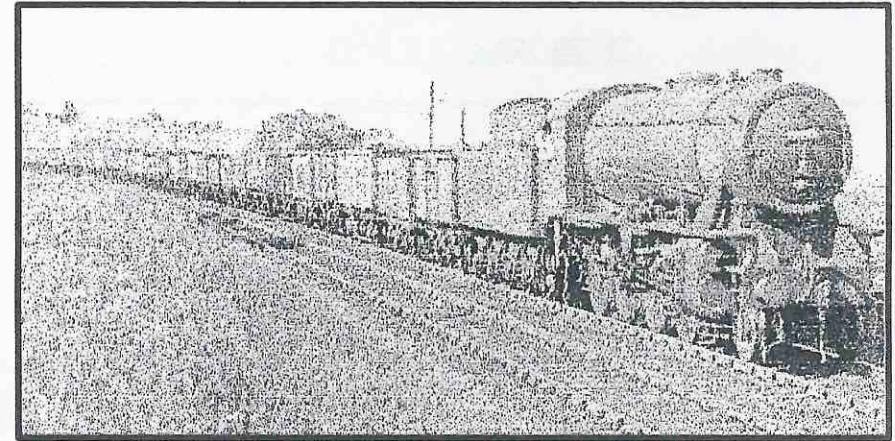
Slow moving coal trains headed south though Hitchin, while empties headed back to the coalfields of Nottinghamshire, Yorkshire, Durham and Northumberland. Coal traffic has been replaced by the national grid, with pylons bringing high voltage cables from the big power stations of the Trent and Aire valleys. Local gasworks have gone too, with natural gas pipelines coming from North Sea terminals and shipping terminals. Few houses have coal fires these days.

Many oil trains have also stopped running as pipelines link shipping terminals to big distribution depots. Even the oil terminal serving London Airport, at Langley, has been demolished, with a pipeline running to Colnbrook, close to Heathrow.

The cement train running from Cliffe to Uddingston, with Birmingham type 3s (class 33) was replaced by a new cement works in Scotland, using road transport. Even the Ketton Cement train serving London's property developers has switched to the Midland main line due to rail yard developments at Kings Cross. We still have the Plasmor train, but the use of bricks has been drastically reduced by changes in the building industry. Bricks may be used for external walls, but many internal walls are now timber (reconstituted) construction. Who would have thought the Bedfordshire brickfields would close, while even Peterborough is drastically reduced. Looking a little further away, lime trains from Totternhoe to Rugby cement works were replaced by a pipeline, with lime slurry pumped across country rather than dried and shipped by rail.

Parcels and mail travel by road, with many courier firms competing with Royal Mail. A limited postal train service operates on the West Coast Main Line. London's newspaper print-works have also been replaced by regional centres, with the newspaper content transmitted electronically – road transport replaces the newspaper distribution points at main line stations. The use of e-mail has also reduced the volume of letters – apart from bills!

General merchandise has switched to a combination of road transport and containers. Livestock too travels by road – cattle wagons and horse boxes are limited to museum exhibits. Even domestic container traffic has largely switched to road transport, as manufacturing has moved overseas. Container trains generally run from container ports to central distribution centres where road transport takes the boxes to local warehouses.



*WD90288, a New England locomotive, working a coal train on the GN near Woolmer Green
– a photograph from the internet!*

The opening of the Channel Tunnel in the 1990's was expected to produce international traffic, but trains arriving at Dollands Moor hit loading gauge problems at Sandling. Much of the rail-worked freight crossing Europe switches to road transport at Calais – it could not get through the first tunnel on the Southern. The opening of the Continental main line has made little difference – the loading gauge problems continue once London is reached!

Even Red Star parcels traffic ceased. This service was provided between a network of stations – Stevenage was a local centre – with packages carried on passengers trains. Privatisation blew this service away. Breaking up the network into 26 train operating companies destroyed a nationwide service. The Red Star business was sold off to a courier company. They simply bought the names of major customers and transferred their trade to their own existing road-based service.

There have been two traffic gains – road stone and scrap. The stone for new roads and for new out-of-town shopping complexes and for warehousing, and train loads of limestone have become a regular feature, often on a weekly cycle, while trains for scrap metal run as required.

Where has all this freight traffic gone? The continuous flow of lorries on the A1, A14 and M1 is augmented by pipelines, data transmission and high voltage electricity cables. Even the boast that Felixstowe now has 28 scheduled container train departures daily is a shadow of former freight traffic flows.

I would like to thank Colin for allowing me to publish this very interesting article.

Ed. I remember watching the same sort of trains going through Sandy station.

A SNAPSHOT OF THE MKMRS EXHIBITION 2012



Milton Quays (EM Gauge)

Published by John Forman

Photographs by Matt Rainer



Bear Falls (N Gauge)



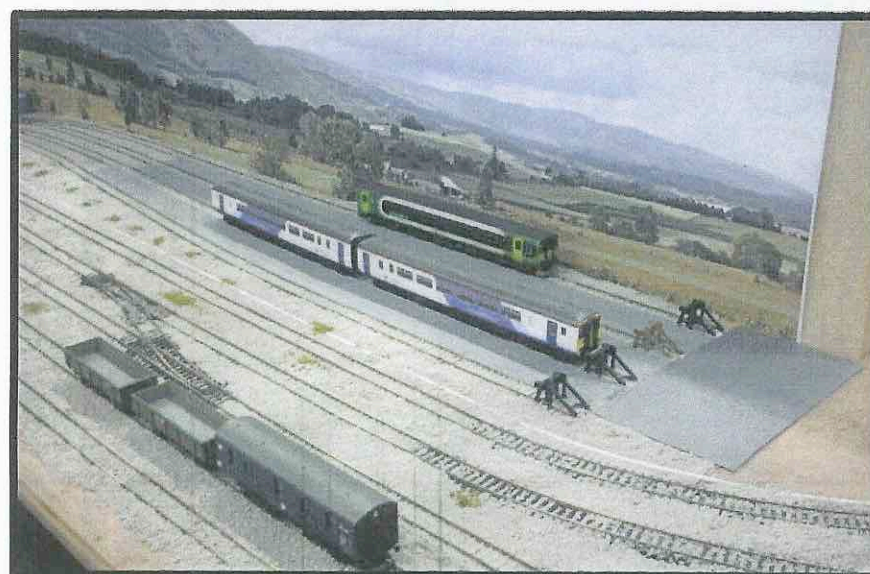
Greenford Central (00 Gauge)



Norgate (N Gauge)



History of Midland Red Buses



Primatt Junction (00 Gauge)



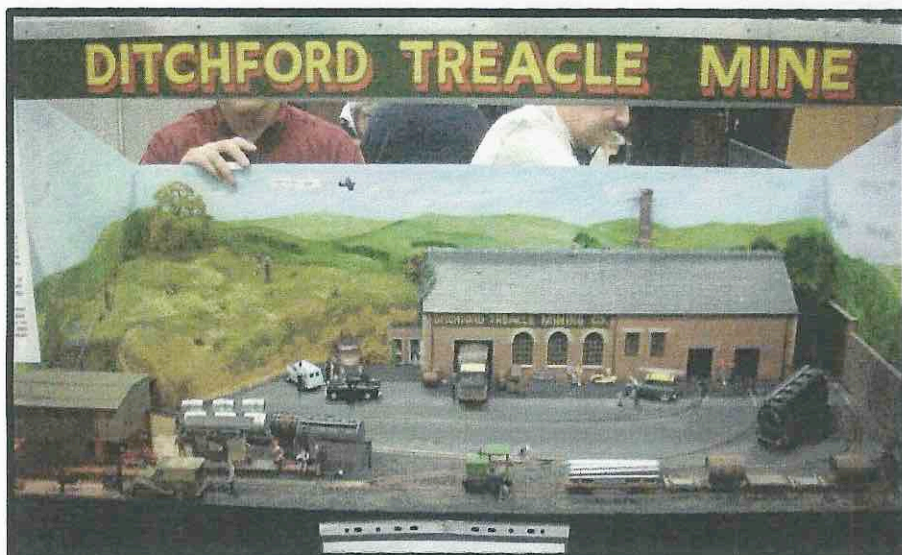
Neunbrückenbahn (N Gauge)



Lower Brightwell (00 Gauge)



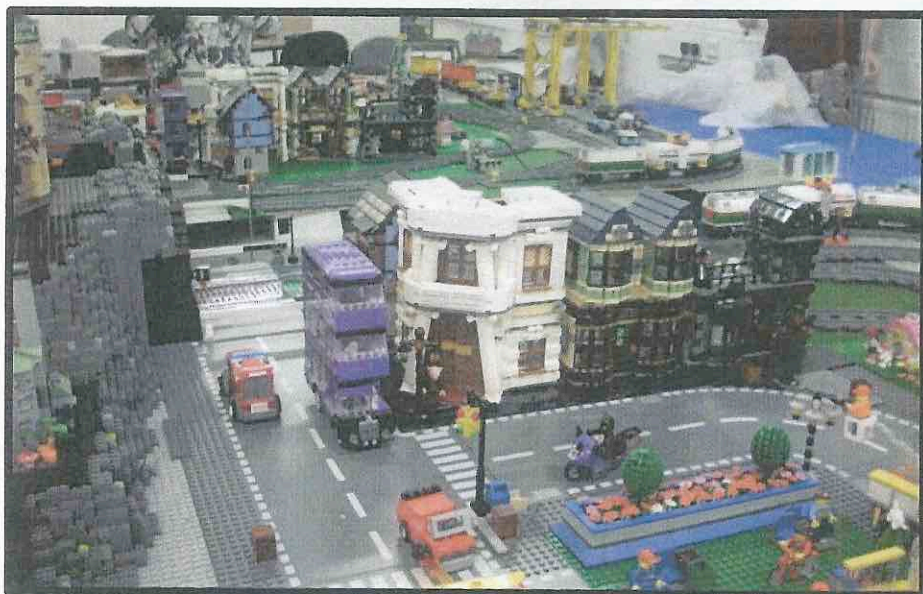
Deanshanger Central (00 Gauge)



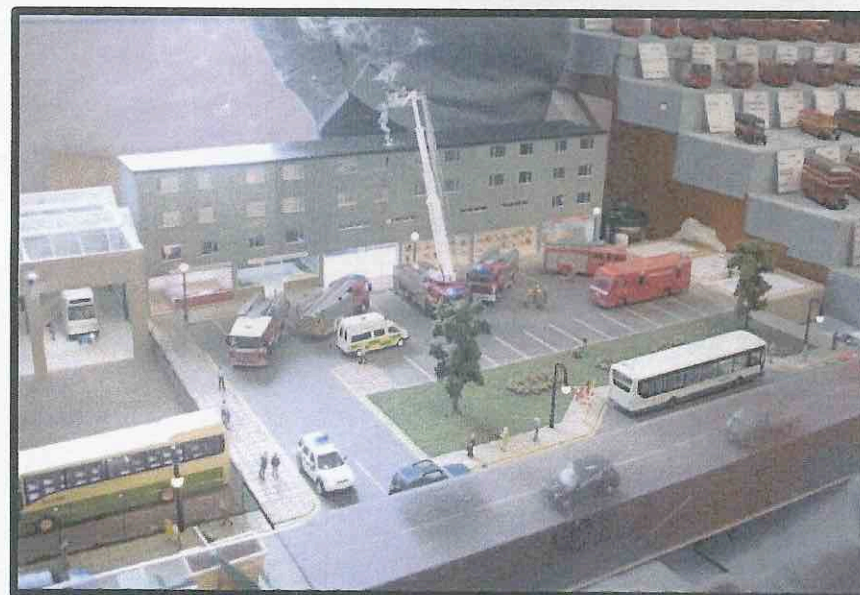
Ditchford Treacle Mine (09 Gauge)



Memory Lines (0 Gauge)



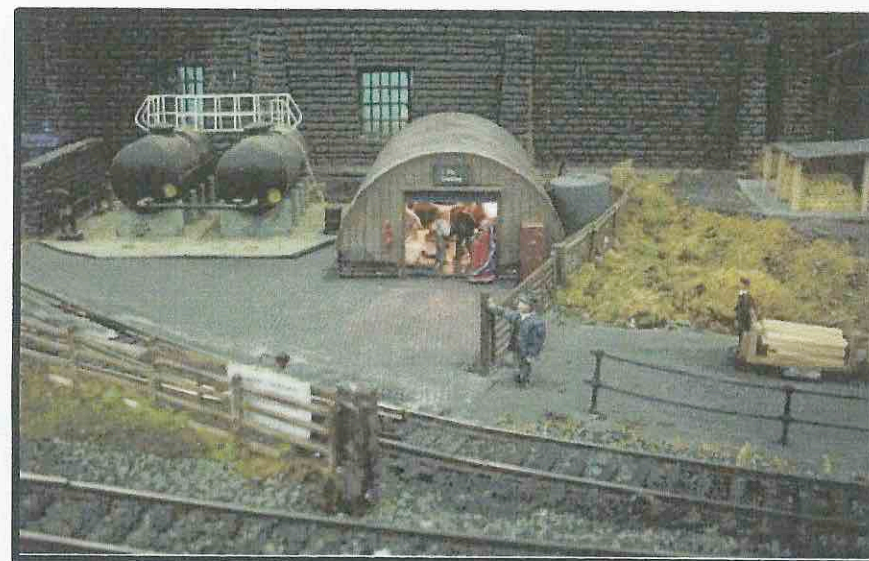
Brickville Town Harbour (Lego)



Fire Scene attached to Midland Red



Hampton End (G Gauge)



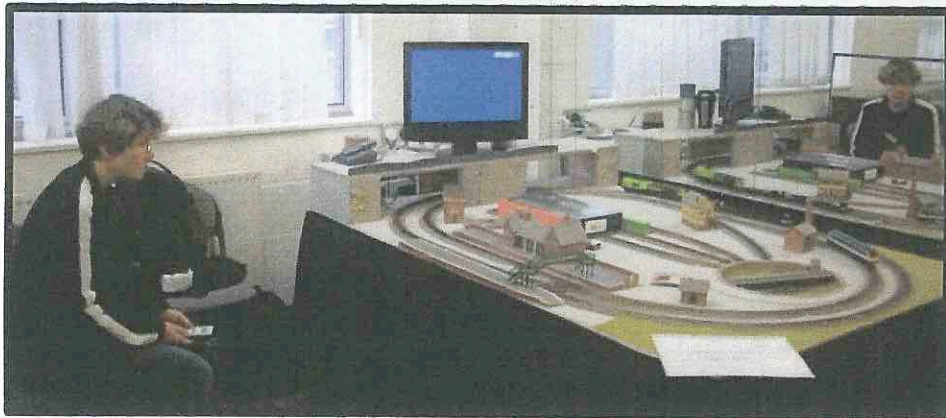
Tedburn St Mary (00 Gauge)



Tiny Lane Siding (N Gauge)



Box File Yard (H0 Gauge)



Drive - a - Train



Demonstrations



Camden Shed (0 Gauge)



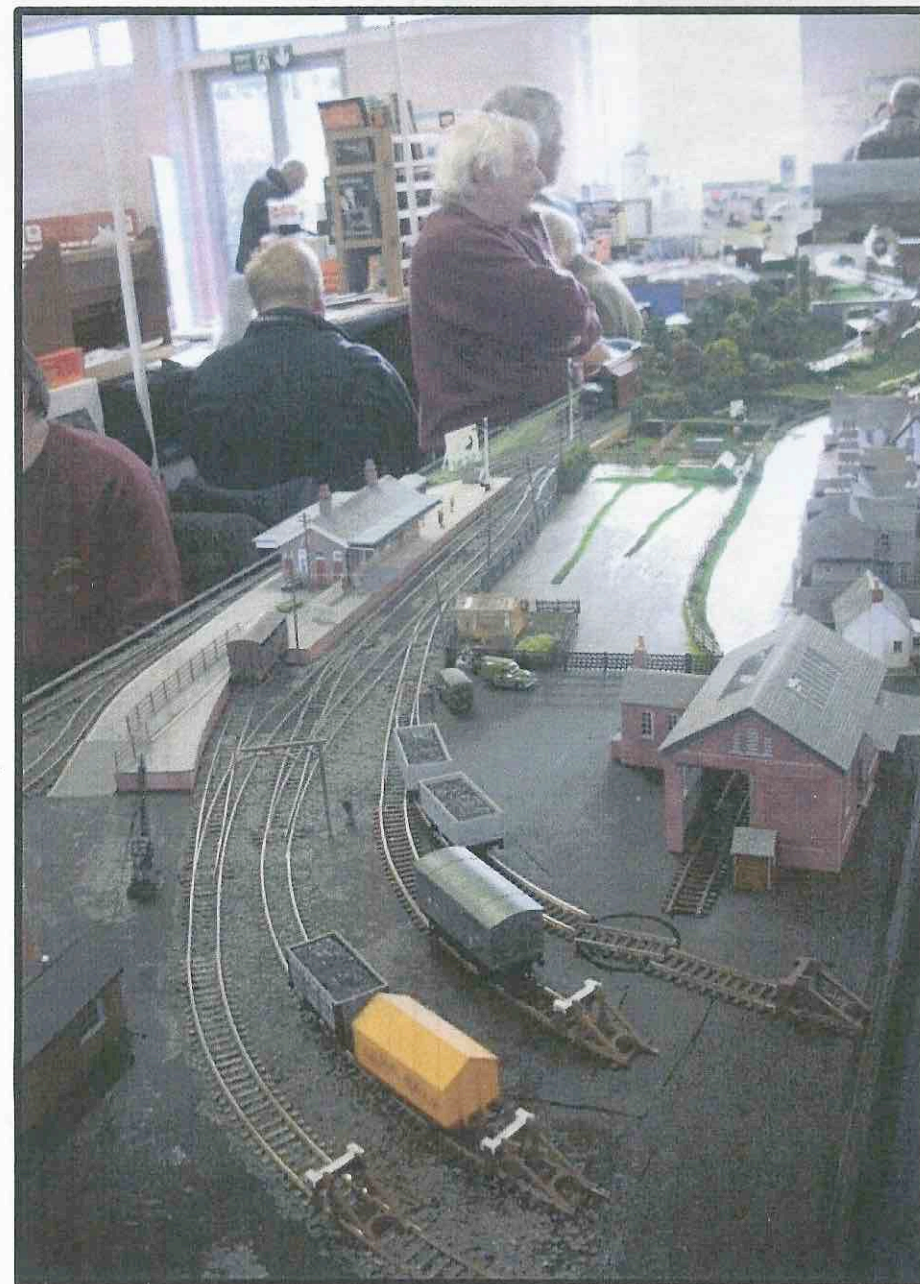
Whitehall (Hornby Dublo)



Adlestrop (OO Gauge)



Ballyconnell Road (TT Gauge)



Newport Nobby (OO Gauge)