



### CAPTION COMPETITION

#### Last issue's result

Unfortunately, there were no entries for this competition, so the Editor and his wife enjoyed the final prize, because I have decided to discontinue this competition

### PICTURE NEWS



*On Saturday June 30th 2012 at 9-20am, 'Tornado' on a Durham/York cathedral special, speeds north through Sandy. Photo John Forman.*

### KEEP THE ARTICLES AND INFORMATION COMING IN

*The next MKMRS 'Quarterly News' will be published on Tuesday 4th December to cover December, January and February 2013 for forthcoming events.*



## "QUARTERLY NEWS"

No 170

AUTUMN 2012

**THIS EDITION INCLUDES A 12 PAGE 'LAST OPEN WEEKEND' SUPPLEMENT**



A view of Wayne Webb's 'N' gauge 'Kingswood' layout, featured in Meet the Members, on page 7  
Photo BRM

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



## 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 Auditor:- Peter Holden Club Merchandise:- Ken Ranns  
Committee:- Chris Lester Tony Winn Colin Joyce Bill Ball

### Editorial

Apart from the members who do not live locally, most of you must now know that we have been given notice to leave Bletchley Park by December 1st 2012. At the time of writing we have had a very successful last 'open weekend' and now our clubhouse and museum is slowly disappearing before our eyes. However, before we started to clear the building, lots of photographs have been taken, so we will have a record of what the museum looked like in the archives for future members. We have a few leads towards getting a new clubhouse, it will not be easy, **but if the same enthusiasm and spirit is shown as with the final opening, I am sure the club will survive in one form or another.**



The committee has been working very hard to make sure everything is in place for when we obtain new premises, such as what can be kept and what has to go, and making sure we have the right finances in place. Hopefully, in the next issue, I will be able to give you more information as to what is happening. Keep your fingers crossed!

I have temporarily dropped a couple of articles in this issue owing to the circumstances and time, but hopefully we will be back to normal in the not too distant future. Depending on what happens, will determine the future of the newsletter, **but there will be at least one more issue.** John Forman.

### Railway Accidents, Safety and Signalling since 1830 in the UK

An eight week course, 2.15pm – 4.15pm, starting Wednesday September 19th, at York House Centre, London Road, Stony Stratford (Milton Keynes). Fee £48 (as last year). Booking details with Dr. Peter Smith, (07850-827137). Course details from the tutor Martin Bloxsom, (01455-553332).

(All lectures includes copious notes for students each week).

## 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

### 250 NOT OUT

by John Forman

On Friday 15th June 2012, my wife Pauline and I set off to set up an exhibition layout at Trains at Trinity in Biggleswade, but this was not just going to be another show, this was going to be my 250 exhibition. It all started in February 1983 at the East Beds MRC exhibition, coincidentally, also at Biggleswade. During the past 29 years, I have exhibited layouts and displays, throughout 16 different counties, from Yorkshire in the North to Surrey in the South, Kent in the East to Shropshire in the West.

Since that show I have completed another three exhibitions at Buntingford Carnival, a Garden Railway 'Open Day' in Sandy and the TCS Summer Exhibition, so I am already on my way to 300!

### THE EDITOR'S HOLIDAY

We had a weeks holiday in the Forest of Dean, staying in a B&B in the small village of Parkend, where the Dean Forest Railway has its northern station, now theres a surprise! See the picture on the right.

Other places we visited included, Symonds Yat Rock, the Forest Heritage Centre, RSPB Nagshead Nature Reserve, Clearwell Caves and the Slimbridge Wetland Centre.





## THOSE WERE THE DAYS



*Gamlingay, Cambs, LMS Class '5' 4-6-0 No45379, diverted Yarmouth (Vauxhall) – Birmingham (New Street), 8th June 1963.*

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## Tree Building for Beginners

A weekend course from absolute basics and a variety of methods so you find what suits you best.

**Ceynix Railway Trees**

Trees with Personalitree



Interested? Send an email to [Jacqui@railwaytrees.co.uk](mailto: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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## CHAIRMANS REPORT

### Sold – the losing lottery ticket

For years there has been talk of lottery funding for Bletchley Park and what a wonderful thing it would be to restore the park to its former glory. Good news it was for some but not for MKMRS who, shortly after it was announced, were effectively served with an eviction notice on 1st June – advising us to vacate the building by 1st December 2012. The near derelict building we put back together is now deemed to be of great historical significance – something it was not for most of its existence since 1945!



Whilst we had expected to move at some stage to another part of the site – total eviction was uncalled for and unnecessary and no one saw it coming. There are plenty of semi-derelict buildings around the place and they are no worse than the one we inherited 18 years ago! We could have done it all again and at no expense to the park.

There is nothing worse than seeing 18 years of our efforts going up in smoke every Tuesday and Friday. Whilst the clear out has been of necessity ruthless – it has to be, as clearly, we are going to have to look for something less generous in the space department. It is not, however, the first time we have had to face such difficulties and I dare say it will not be the last.

Many of us feel badly let down by the new Park management who clearly have no worries about putting us out the street. However, we must move forward and we have a team led by Chris Hughes looking at various options to find us a new home.

As I write this we have just four months to vacate our existing club rooms and in the last eight weeks, many of our permanent exhibits have already been removed and broken up. I appreciate it is depressing for members and we must all work together to ensure our continued existence in one form or another.

I am currently doing the lottery in the hope of coming up with a million quid or so to provide a new club house – I bet that's a losing ticket too!

*Dennis Lovett (Chairman)*

## LOCAL MODEL SHOP

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



## CLUB NOTICEBOARD

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

**Welcome Aboard** - The club would like to welcome, Robert Taylor, Mike Clarke and Roger Holliday as new members. We hope you all have a long and enjoyable stay with the club. If any of the new members, would like copies of back numbers of the 'Quarterly News', please speak to the editor, John Forman, in the tinplate room on Tuesday evenings.

**MKMRS Website** - This is to remind you that we have a website on [www.mkMrs.org.uk](http://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.* (Depending on circumstances)

**Club Outings** - Hopefully we will be organising a trip to the Warley exhibition, to see Milton Quays representing the club. Contact Chris Hughes, I suppose it will depend on response.

**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.

**Christmas Event** - Due to the present circumstances, we may be celebrating Christmas at the end of November, however, although there will be the usual mince pies etc., this will be the first year ever, without decorations and TRAINS!

**Next Newsletter** - By the time the next Newsletter is circulated, we will be long gone from 'The Park' and goodness knows where we will be. However, you will get the newsletter, even if I have to post every single one. From then on we will have to play it by ear! Keep smiling and keep your fingers crossed.

## SEMAPHORE SIGNALS

### Part Two - Semaphore Signalling History

In the early days of railways, there was little regard given to safe regulation of trains, other than dispatching services on time interval basis, i.e. allowing a train to follow a previous one after a prescribed period of time, by which the first train should have reached the next station. Signalling was performed by hand, by dedicated policemen, hence the derivation of the 'bobby' slang term for a signalman. (The establishment of Sir Robert Peel's police force, 'peelers' or 'bobbies', closely paralleled the development of the passenger railway system in the mid - 1830's.)

As the rail network developed, however, signalling had to be improved, and semaphore signals came about. Examples of early signals are the Great Western 'disc and crossbar' type; indeed, the fact that primitive signals were wooden boards on posts is the derivation of the nickname of 'boards' for signal arms which persists today. Another improvement was interlocking, whereby points and signals are linked mechanically or electrically in order to prevent potentially conflicting moves being set up. Electric signals, and applications of electricity to signalling such as track circuits, further aided safe working of trains, but at the heart of semaphore signalling to this day is the essentially Victorian concept of a signalman controlling a defined section of railway, all points and signals within that section being under his control.

This 'defined section of railway' is known as the block section. It can be quite short in length in busy areas, alternatively, in country areas it can be several miles of track in length. Access is controlled by signalmen communicating with each other, in the main by means of bell codes on specialised devices called block instruments. Modellers sometimes mimic this well ordered procedure on layouts, a good example of this is on the Gainsborough '0' gauge model of the 'Kings Cross to Leeds' railway.

*Next issue: Part Three - Semaphore Signal Types*

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### DID YOU KNOW?

#### *Round and Round*

Did you know that the turntable at Hawes Junction on the Settle to Carlisle Railway was in such an exposed position that one day in December 1900 the wind caught a locomotive and set it spinning like a spinning top. The engine crew had to throw shovels of cinders on to the perimeter rail to bring it to a halt. It is not certain whether it was this incident or the need to protect the pit from drifting snow that gave rise to the turntable being given a stockade of vertical sleepers, but it was certainly a feature unique in Britain.



Sat 6th *The Lavender Line* – Steam, Diesel and Vintage Transport Gala (2 days)  
*Nene Valley Railway* – 1940's Weekend (2 days)  
 Sun 7th *Chinnor & Risborough Railway* – Senior Citizens Day.

Fri 12th *North Yorkshire Moors Railway* – Railway in Wartime (3 days)  
 Sat 13th *Kent & East Sussex Railway* – Austin Counties Car Rally (2 days)  
*Midland Railway Butterley* – Steam Event (2 days)  
 Sun 14th *Lincolnshire Wolds Railway* – Ploughman's Lunch Day.  
*Colne Valley Railway* – Victorian Sunday.

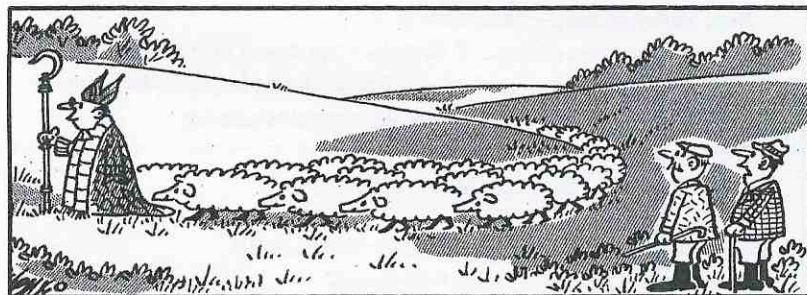
Sat 20th *Bluebell Railway* – Sussex Branch Line Weekend (2 days).  
*Rushden Transport Museum & Railway* – LMS Branch Line at War – 1940s (2 days)

Sun 28th *The Lavender Line* – Goods train day.

DESPITE THE DOOM AND GLOOM LET US GO OUT WITH A SMILE



*"It did not sound like a building term to me!"*



*"I see the bishop is moonlighting again"*

A HISTORY OF BRITISH RAILWAYS

No 10

GER Class G69



The Great Eastern Railway had the whole of the concentrated Eastern Counties to itself, with the exception of a rival line to Southend. The growth of London and increasing commuter traffic meant the GER's Liverpool Street terminus was soon handling 280,000 passengers a day! Known as the 'Jazz Line', one engine that worked it was this Holden modified G69 2 – 4 – 2 tank, introduced in 1884 and built at Stratford for 27 years. With 1,200 gallons of water on board, this 2 cylinder 52 ton Terrier could haul 8 coaches on Brentwood bank and arrive on time at Southend, Victoria.

James Holden, famous for his Claud Hamilton Class left his mark on the GER and the Stratford works which he reorganised. In 1891 a team of 137 men built a complete locomotive from parts in 9 hours and 47 minutes!

Punctuality rather outright speed was the GER's concern, and getting Londoners to work each day, the compact G69s gave sterling work.



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

- Sept** Sat 8th **BISHOP STORTFORD EX** at Markwell Pavilion, Castle Gardens, opp. M/S car park.  
 Sun 9th **SPALDING S/M** at the Springfield Exhibition Centre, Camelgate.  
 Sat 15th **OLNEY EX** at Carlton House Club, High Street, MK46 5NA.  
     **HARPENDEN** Brambleton 'O' Gauge Outdoor Layout 'Open Day' at Highfield Oval.  
     **SANDOWN PARK RACECOURSE S/M** – 500 Stalls – International Dealers.  
 Sun 16th **COVENTRY S/M** at the Connexion, Ryton – on – Dunsmore, CV8 3FL..  
 Fri 21st **ST ALBANS EVENING S/M** at Frances Bacon School, Drakes Drive, 7pm to 9pm.  
 Sun 23rd **BANBURY EX** at Banbury School, Ruskin Road, OX16 9HY.  
     **BIRMINGHAM S/M** at National Exhibition Centre, Hall 18, B40 1NT.  
 Sat 29th **BOSTON EX** at Stickney Village Hall, 7miles north of Boston (A16) PE22 8BG. (2 days).
- Oct** Sat 6th **TRAINS AT HAYNES EX** at Haynes (Beds) Village Hall, Off A600, MK45 3QG.  
     **BEACONSFIELD EX** at Girls High Sch., Wattleton Road, HP9 1RR. 5mins from M40 J2.  
 Sun 7th **BIGGLESWADE S/M** at The Weatherley Centre, Eagle Farm Road, SG18 8JH.  
     **GAINSBOROUGH 'O' GAUGE LAYOUT** 'Open day' at Florence Terrace, DN21 1BE.  
 Sat 13th **CORBURY EX** at St Peter & Andrew Church, Beanfield Avenue, (2 days).  
     **BERKHAMSTEAD EX** (Tring MRS) at Ashlyns School, Chesham Road, HP4 3AH.  
 Sat 20th **PETERBOROUGH EX** at 'EXEC' at The East of England Showground (2 days).  
 Sun 21st **HUNTINGDON S/M** at W.G. Animal Shelter, London Road, **GODMANCHESTER**.  
     **READING VINTAGE S/M** at Rivermead Leisure Centre, Richfield Avenue, RG1 8EQ.  
 Sat 27th **DISS EX** at the Roydon Village Hall, (A1066) 1 mile west of Diss.  
 Sun 28th **COLCHESTER EX** at County High School for Girls, Norman Way, CO3 3US.
- Nov** Sat 3rd **EAST LONDON F/S EX** at CEME Cam. Marsh Way, Rainham, RM13 8EU. (2 days)  
 Sun 4th **SPALDING S/M** at the Springfield Exhibition Centre, Camelgate  
 Tue 6th **RUGBY EVENING S/M** at The Benn Hall, Newbold Road.  
 Sat 10th **SPALDING EX** see Railway Press re: new venue, (2 days)  
     **OXFORD S/M** at the Exeter Hall, Oxford Road, **KIDLINGTON**.  
 Sat 17th **ROYSTON EX** at Village College, **BASSINGBOURN**, SG8 5NJ.  
 Fri 23rd **ST ALBANS EVENING S/M** at Frances Bacon School, Drakes Drive, 7pm to 9pm.  
 Sat 24th **WARLEY NATIONAL EXHIBITION**, at the N.E.C. (2 days) (**Milton Quays booked**)  
     **LETCHWORTH EX** at Eton Middle School, Stotfold Road, **ARLESEY**, Beds.

**PRESERVED RAILWAYS DIARY FOR AUTUMN 2012**

- Sept** Sat 1st **Peak Rail** – Shunter Hunter Extravaganza (2 days).  
     **North Norfolk Railway** – Grand Steam Gala (2 days).  
     **West Somerset Railway** – Late Summer Weekend (2 days)
- Fri 7th **Swanage Railway** – Grand Steam Gala & Vintage Transport Rally (3 days).  
 Sat 8th **Bressingham Steam Museum** – Garden Inspiration Weekend (2 days).  
     **Rushden Transport Museum & Railway** – Model Weekend (2 days)  
     **East Somerset Railway** – Mendip Steam Dream (2 days)  
     **Nene Valley Railway** – Autumn Steam Gala (2 days)  
     **West Somerset Railway** – Real Ale Festival ( 2 days)
- Sun 9th **Chinnor & Princes Risborough Railway** – Steam and Diesel Gala.  
     **Severn Valley Railway** – On the Buses.
- Fri 14th **North Yorkshire Moors Railway** – Heritage Diesel Gala (3 days).  
     **Dean Forest Railway** – Diesel Gala (2 days)
- Sat 15th **North Norfolk Railway** – The Famous '40's Weekend (2 days).  
     **Cholsey and Wallingford Railway** – Mystery Weekend! (2 days).  
     **Gloucestershire & Warwickshire Railway** – Autumn Ale & Steam Weekend (2 days)  
     **Leighton Buzzard Railway** – Welsh Steam up (2 days)
- Sun 16th **Colne Valley Railway** – Craft Fair.  
     **Gloucestershire & Warwickshire Railway** – Classic Vehicle Day
- Fri 21st **Severn Valley Railway** – Autumn Steam Gala (3 days)  
 Sat 22nd **Northampton & Lamport Railway** – Railway at War (2 days).  
     **Midland Railway Butterley** – Diesel Event (2 days)  
     **Dean Forest Railway** – Military Weekend (2 days)
- Fri 28th **North Yorkshire Moors Railway** – Autumn Steam Gala (3 days).  
     **Nene Valley Railway** – Diesel Gala (3 days)
- Sat 29th **Rushden Transport Museum & Railway** – Jazz & Real Ale Festival (2 days)  
 Sun 30th **Lincolnshire Wolds Railway** – Mixed Traction Event & Lincolnshire Day.  
     **Mid-Suffolk Light Railway Museum** – Historical Machinery.  
     **The Lavender Line** – Goods train day  
     **Leighton Buzzard Railway** – Motor-Cycle Rally
- Oct** Thu 4th **Great Central Railway** – Autumn Steam Gala (4 days)  
     **Severn Valley Railway** – Diesel Gala (3 days)  
     **West Somerset Railway** – Autumn Steam Gala (4 days)





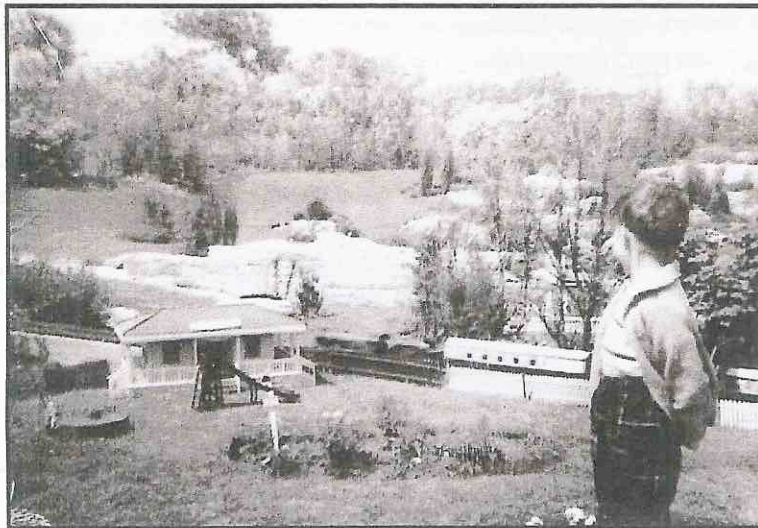
## MEET THE MEMBERS

### Meet Wayne Webb

Hi, I am Wayne Webb, I was born in Isleworth in September 1958 and grew up in Northolt, Middlesex. The only connection my family had with the railway industry, was my Father who worked as a delivery lad on a horse and cart working for GWR in Paddington before the Second World War. He eventually joined the marines serving on landing craft.

My first train journey, I can remember, I was in a push chair with my mother on a Central underground train which pulled into Greenford station where upon the doors did not open. This journey was made regularly as my Grandparents lived in Hanwell which involved a tube train from Northolt to Greenford and a DMU from Greenford to Castle Bar Park station.

The only live steam engine I can remember from my childhood was in the mid-sixties whilst waiting at Castle Bar station and a Black grimy 0 – 6 – 0 Collett Goods heading towards Ealing, steamed past. Most of my train viewing was from Jacobs Ladder Footbridge which crossed the main line between Hanwell and West Ealing and watching Class 52 Westerns speeding through. No wonder I have a liking for this Diesel. We took train journeys to go on holiday in the summertime this was down to my stomach preferring trains to coaches.



*Wayne as a small boy, watching the trains at the model village at Great Yarmouth*

My first train set was a Hornby 00, set out on a piece of hard board and consisted of an oval and sidings with Airfix kit buildings made by my father and a controller powered by batteries.

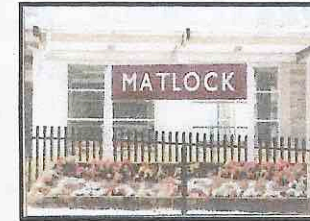
## FOCUS ON RAILWAY PLACES OF INTEREST



Peak Rail welcomes you to journey to a bygone age to experience the thrill of steam and diesel on our preserved railway operating between Rowsley South and Matlock, on platform 2, for a distance of 4 miles, and is open to the public throughout the year. The line forms part of the old Midland Railway's line between Manchester Central and London St Pancras which was closed in 1968.

Our northern terminus at Rowsley South Station is situated on the site of the former LMS/BR locomotive depot. Facilities include free car parking, a large buffet providing a selection of hot and cold light refreshments, homemade cakes and excellent bacon butties, a gift shop selling a large range of Thomas models, railway books, dvd's, memorabilia, souvenirs, and an exhibition showing the history of the building of the railway by volunteers. From May – September the picnic area will be open where children can play with large outdoor games (subject to the weather) and other family members can relax whilst enjoying a cup of tea or ice cream from our snack bar.

At the picturesque gothic style station at Darley Dale trains stop in both directions. Whilst you are waiting for a train you can explore the museum, which depicts the history of the former Midland Railway line.



During January and February Matlock Riverside Station will be the termination point of all trains departing from Rowsley South. This temporary platform is a short walk from the Matlock Town Centre, access to which is via the footpath alongside the river bank or by using the A6 by-pass road a short distance from Sainsbury's store and near to the A6 roundabout.

Our southern terminus at Platform 2 Matlock Station was opened to passenger services on the 2nd July 2011 and operates alongside East Midland Trains Services where their termination point is on platform 1. Access to this station is via the footbridge at the side of Sainsbury's and parking is located in the local pay and display Council car park next to the main Matlock Railway Station.

All trains have a buffet car, serving a range of hot and cold drinks, alcoholic beverages and a wide range of light snacks. For people with disabilities we have a special adapted carriage which is fully accessible for wheelchair users.

***Peak Rail plc, Matlock Station, Matlock, Derbyshire,***

***DE4 3NA. Tel: 01629 580381***

***www.peakrail.co.uk***



French engineer Andre Chapelon, the internal steam passages were smoothed to allow free flow of the steam.

There is a theory that the external streamlined shape was forced on Gresley by the publicity people. This is difficult to accept and as I cannot imagine Gresley having anything forced upon him! Gresley seemed to be enthusiastic with the streamlining, spending sometime perfecting the shape with wind tunnel testing.

The streamlining of trains is not thought to be effective at speeds below 80 mph, but obviously Gresley intended the A4's to be faster than this for most of the time anyway. No. 2509 "Silver Link" was the first of the A4's to enter service and went straight in at the deep end operating the Silver Jubilee service to Newcastle and back, completing the round trip on the same day. Silver Link bore the load for the first 2 weeks until other members of the class were released from Doncaster Works.

On 27th September 1935 a trial was arranged from Kings Cross to Peterborough for the Silver Jubilee train with "Silver Link" at its head. Incredible feats of speeds were achieved that day with 41 miles reeled off at an average of 100mph, 25 of them at an average of 107 mph. With a maximum speed of 112.5 mph, a new world speed record for steam traction was created. The record was later raised to 113mph by the LNER and to 114mph by the LMS.

During 1938, a series of high speed brake tests was organised, one of the tests was ear-marked for an attempt at the speed record. "Mallard" was the engine selected and left Grantham with full regulator and 40% cut off, which was maintained throughout the run. The speed was allowed to rise until a maximum of 126mph was reached on the downhill run towards Peterborough. At this speed, the 6' 8" driving wheels would be revolving at 9 times per second. Several tons of rods and valve gear were reciprocating at the same rate. The pulses from the exhaust were occurring at 50 times per second. For those not familiar with the workings of a steam engine, a three cylinder steam locomotive would be the equivalent of a 6 cylinder car engine, as steam is admitted to both sides of the steam piston. The A4 would produce 6 power strokes to each turn of the driving wheels.

The outbreak of the war put an end to all high speed running on Britain's Railways and apart from a few special trips the speeds of the 1930's were never repeated post war.

The A4's remained virtually unchanged through their lifetimes except for the cutting away of the valances to ease maintenance during the war. The fitting of the double chimneys also took place. The wedge shaped fronts were believed to have been designed to throw the exhaust clear of the cab, but for whatever reason, it made them instantly recognisable as unique and graceful machines, the products of Gresley's genius.

*In the Next Issue: No 6 The LMS "Princess Royal" Pacifics.*

I did eventually get to play with it. The other toys I grew up with were mostly creative and constructive like Meccano and Airfix.

In 1975 I left school to do an apprenticeship in wood machining for Swiftplan, part of the Taylor Woodrow group. I also worked for Park Royal Vehicles building buses which were owned by British Leyland so I learnt about strikes! I have also worked for a joinery company, Rolls Royce cars and Sainsbury's and now I work for Young Conversions building camper vans. When the company moved to Milton Keynes in 1998 my wife and I were offered a move up as well and we have been very happy living here.

My wife suffers from Bi-polar disorder and in 2003 I decided I needed a hobby. I spotted an advert for a Hornby Class31 loco, which I remember from my summer holidays to great Yarmouth. So I purchased this loco and some track and started to build a layout in the loft. I soon came to a deciding factor that model railways don't fit in well with modern houses after hitting my head several times on the rafters.

Also at this time I paid a visit to Pendon where upon this really opened my mind to what could be achieved and that every little detail could make a big difference. So I built a small '00' shunting layout. I was happy with the layout but felt that I could do better.

*Right: Wayne operating 'Norgate' at an exhibition.*

A local model railway club (MKMRS) was putting on a show at Wolverton so I went along to have a look. I was impressed with the 'N' gauge layout, asked a few questions and decided I could do something with this gauge. I built an end to end layout. When finished I sent a photograph to BRM Magazine to get in the readers section. I got my £25 and a letter from Tony Wright asking me if I wanted my layout to be a full feature in the magazine. I agreed and was placed in the November 2007 issue.

I sold this layout and was left with an oval of test track which I built into a layout. Late in 2009 I decided to sell that layout through the 'N' gauge society magazine. Tim Page phoned to say "He was not interested in buying the layout" a time waster I thought "but would I like to see Norgate and join the group". I visited the club and thought the layout was great and I joined the group. I also enjoyed coming to the club so I became a full member. Two years on I have learnt a great deal and I



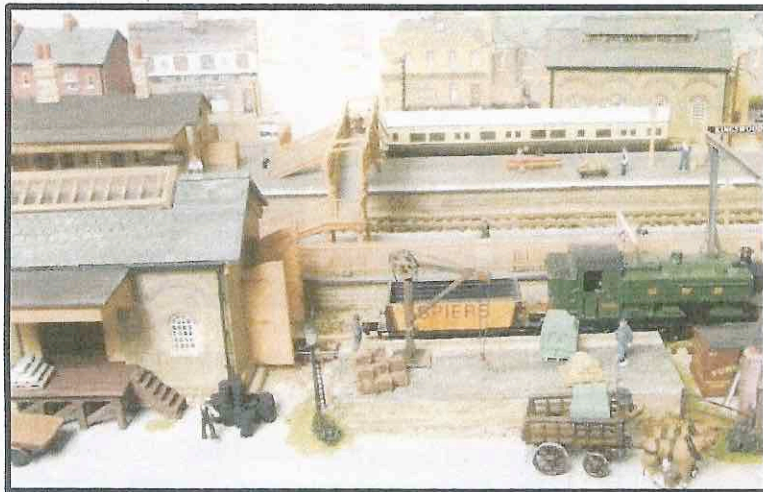


look forward to being a long term member of the Milton Keynes Model Railway Society.

Pictures of Wayne's 'Kingswood' 'N gauge' layout, that appeared in the British Railway Modeller.



*A closer view, of the engine shed and locomotive serving facilities. Photo BRM*



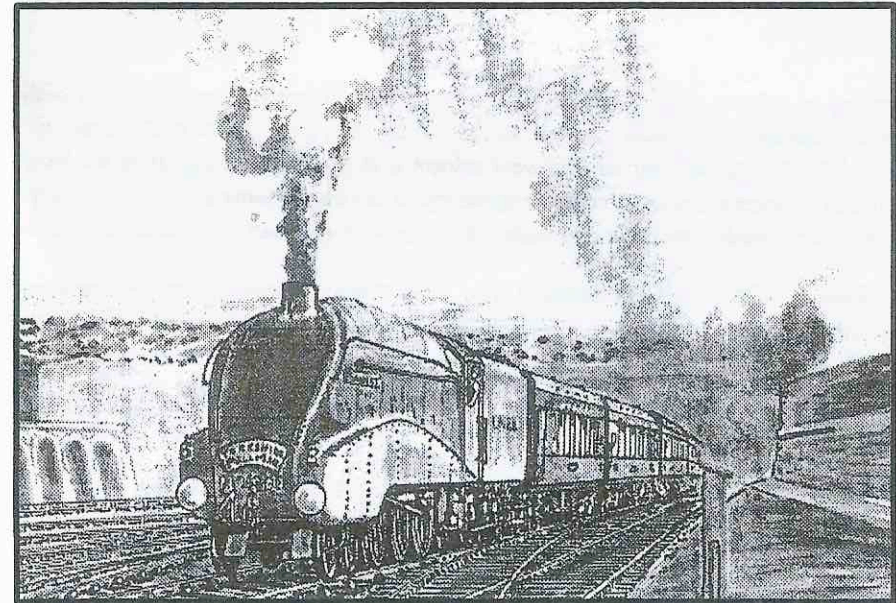
*A 94xx Pannier tank removes a wagon from the loading dock. Photo BRM*

*In the next Issue: There will be another member under the spotlight.*

## 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.*



*Cylinders: 3 x 18.5" Boiler Pressure: 250 p.s.i. Length over buffers: 73' 0" Weight incl. tender: 167.9 tons.*

1935 saw the introduction of Gresley's masterpiece, the A4 pacifics.

With increasing competition from the motor car and aeroplanes it was realized that the train services would have to be speeded up if the railways were to keep their customers. Railways in various parts of the world were experimenting with trains that non-stop, city to city at high speed (sounds familiar). The Americans with their big powerful diesels, the French with steam and the Germans with diesels were all leading the way.

Gresley studied the German system and decided he could do better with steam and haul heavier trains! Drawing on the experience gained with the A1's and A3's, a new locomotive was designed.

The boiler pressure was raised to 250 p.s.i., slight alterations were made to the valve and cylinder dimensions. The lateral springing on the bogie was improved and based on the findings of the great



## THE OUTING TO THE BLUEBELL LINE

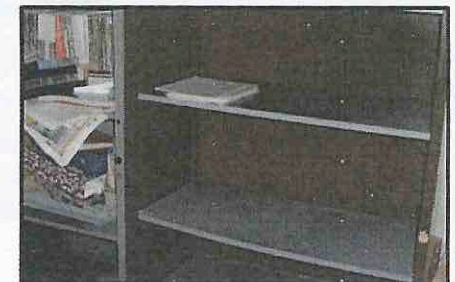
*Photographs by Dennis Lovett.*



*Plans for the club picnic, had to be hastily re-arranged!*

## ACTIVITIES DURING THE CLEAR UP

*Sorry! these are some very distressing scenes*



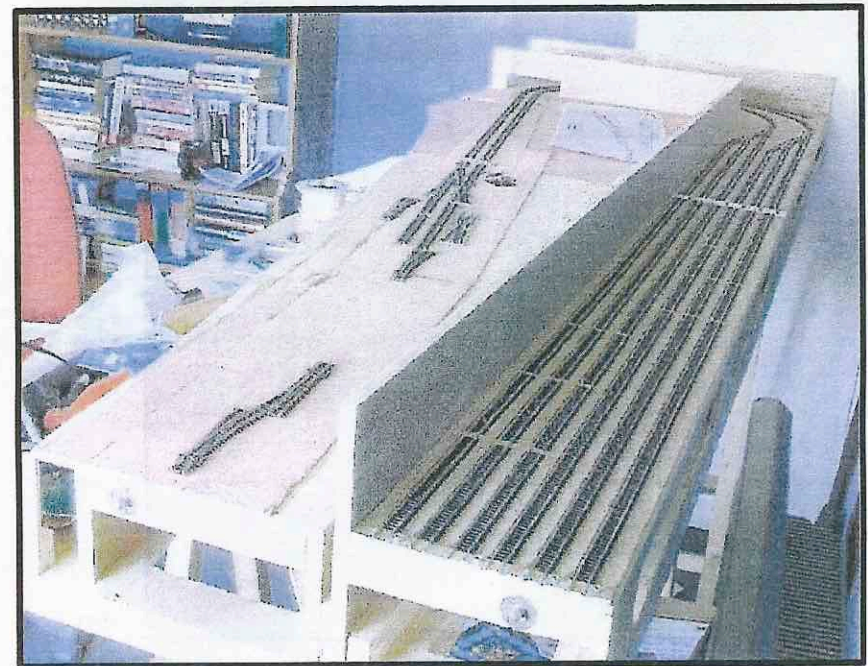
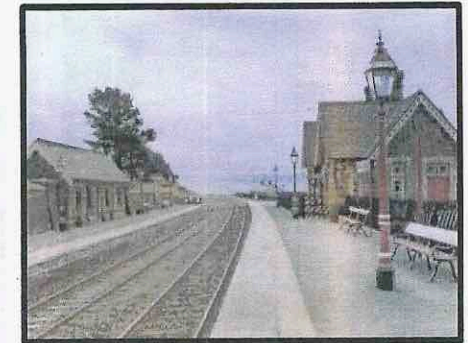


**PHOTOGRAPHS FROM PAUL WAKLEY'S HOLIDAYS**



**DENTDALE** *by Tony Frazer*

Is a new N-gauge layout project by members of the Milton Keynes Model Railway Society. Inspired by the high altitude moorland sections of the Settle to Carlisle Railway, this layout will include Dent Station (the highest mainline station in England), two viaducts: Arten Gill and Dent Head, and the north entrance to Blea Moor Tunnel.

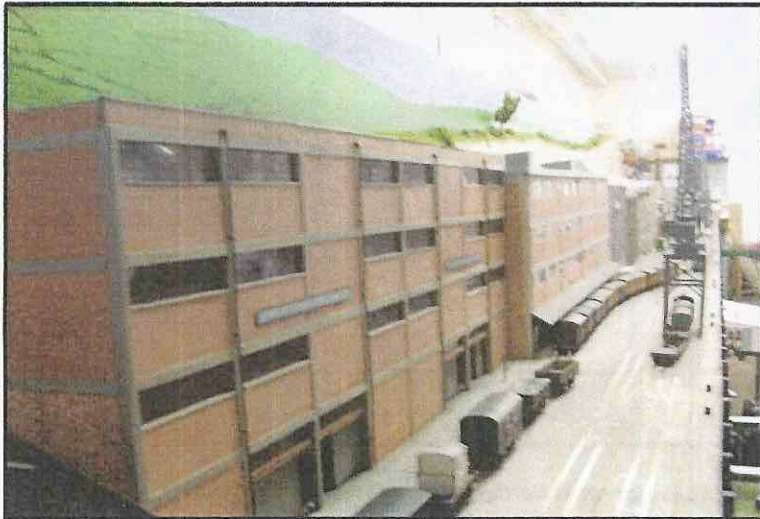




**DO NOT FORGET MILTON QUAYS WILL BE EXHIBITING AT WARLEY.**

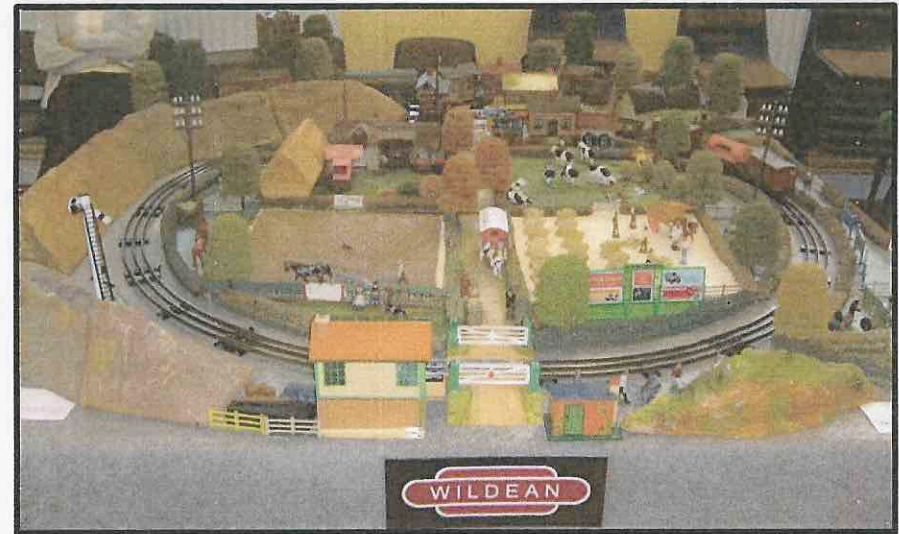


*A view from the busy station.*



*The quayside section, at the other end of the layout.*

**Members and Club layouts around the Exhibitions.**



*John Forman's 'Wildean' tinplate scenic layout at the Buntingford Carnival Train Exhibition, this layout was also at Trains at Trinity, Biggleswade and the at the Sandy TCS Exhibitions.*



*David Ramsey's working display of Carette at The Buntingford Carnival train exhibition.*

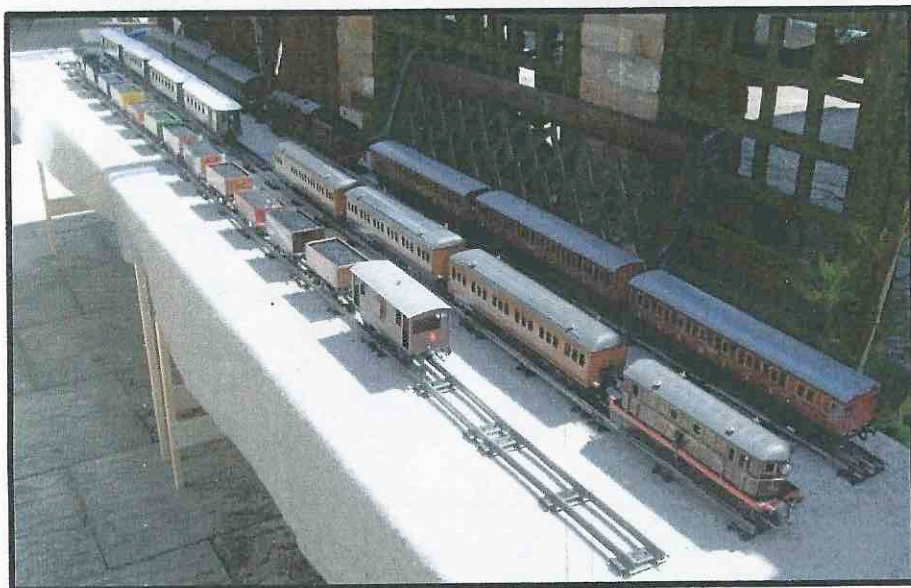




*Roger Mill's Gauge 3 Railway 'Open Day'*



*Roger White with his display featuring Marklin '00' and Bachmann 'G' scales.*



*A selection of tinplate '0' gauge trains from John Forman's collection at Roger Mill's Garden 'Open Day'*



*'Norgate' our 'N' gauge layout at Northampton, with John Harrison and Colin Joyce contemplating the next move.*





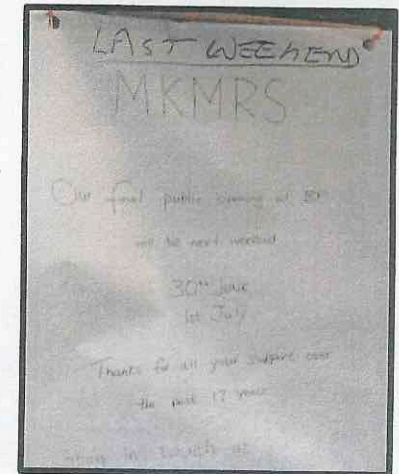
*The end of an era!*



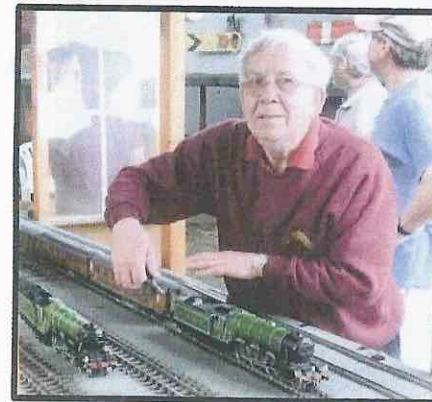
*If we start taking things down now, we should be done December 1st!*

*Published by John Forman Photographs by Dennis Lovett and John Forman*

## THE CLUB'S LAST WEEKEND OPEN TO THE PUBLIC



*The signs say it all!*



*Pictures of the very busy 'Outside' layout.*

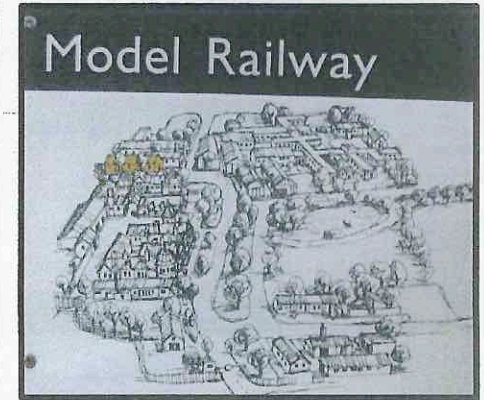




*Nick Dean, Phil Wood and Peter Hyde doing a great job on the Barbecue.*



*Visitors watch John Harrison sorting things out on the 'Norgate' 'N' gauge layout.*



*Chris Hugnes removes the sign.*

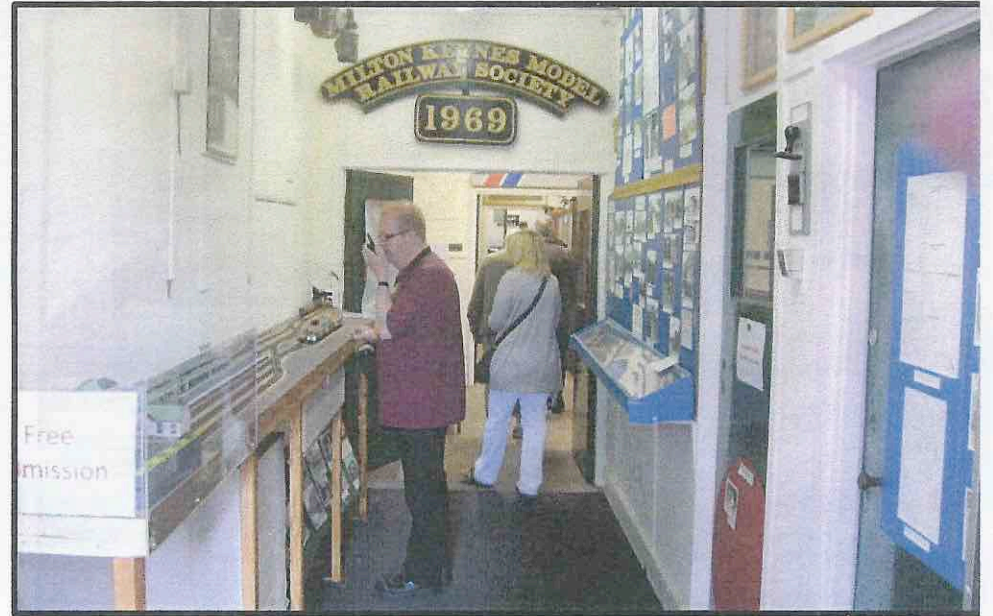


*Les Wood, our President, lowers the signal for the last time at the end of the day.*





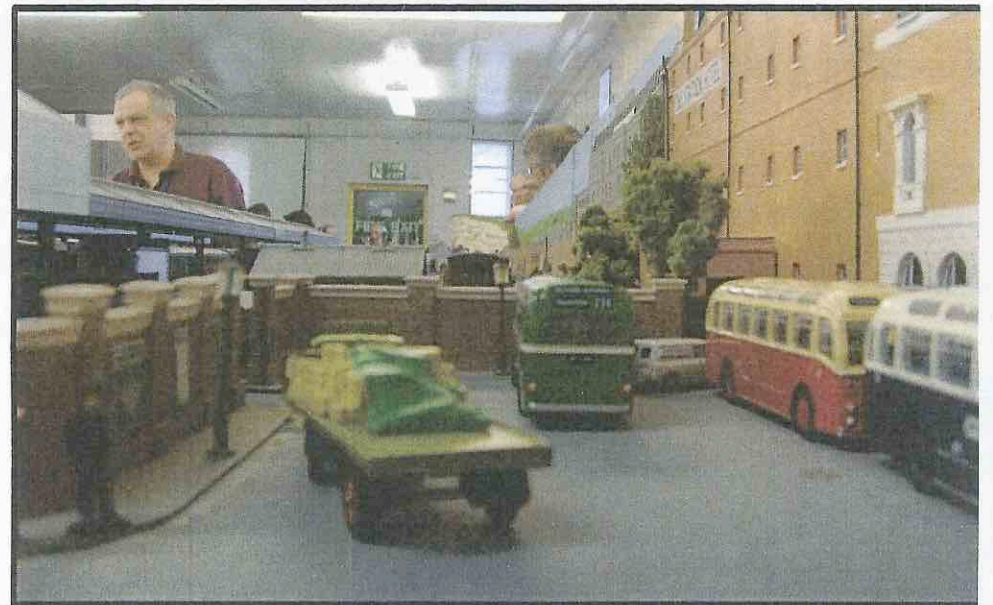
*No Derek, there are other ways of solving the problem!*



*Ian Bartlett, communicating on the 'Sherwood' layout.*



*The very last visitors leave the clubroom.*

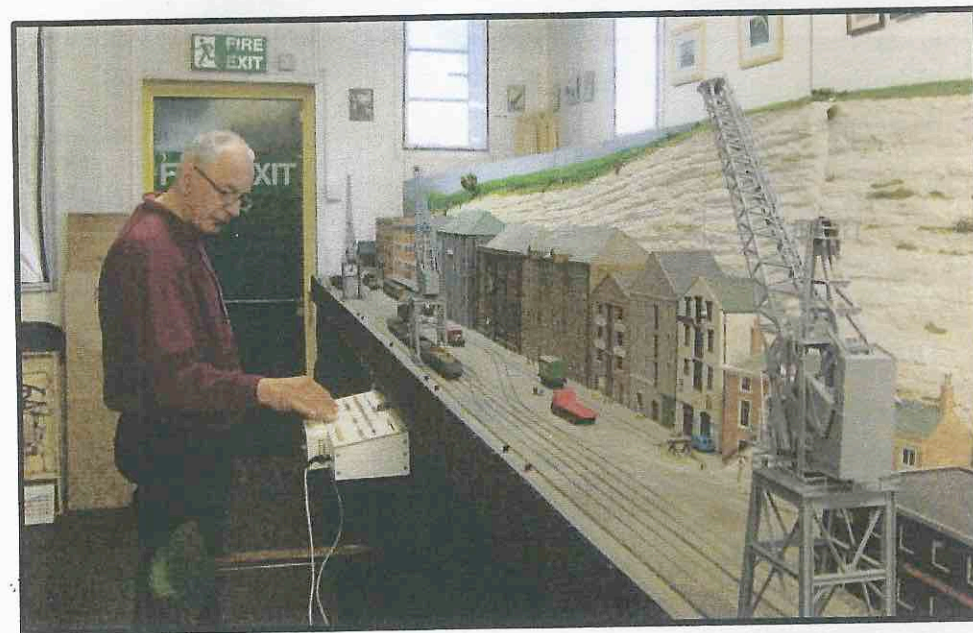


*A very busy scene outside the station, on The 'Milton Quays' layout.*





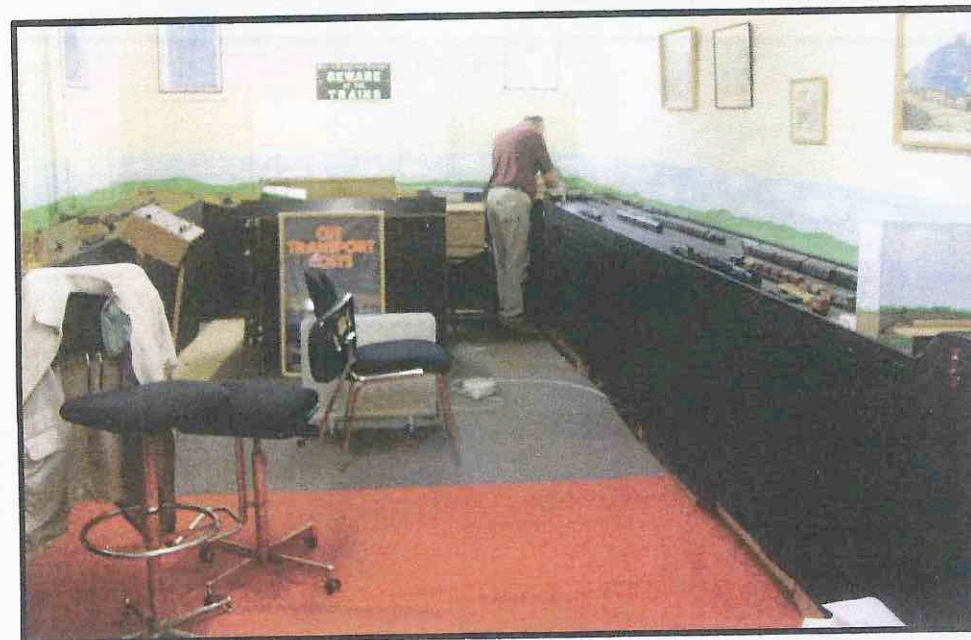
*Wolverton station on the 'Newport Nobby' layout.*



*Robin Rowles, operating the goods yard on the 'Milton Quays' layout.*

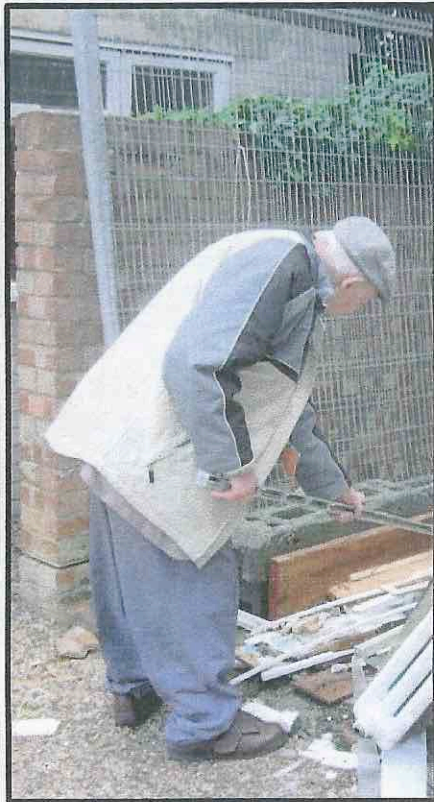


*Daniel Deathe, operating the computerised 'Sherwood' layout.*



*Charlie Alexander, sorting out the 'Verney Junction' layout.*

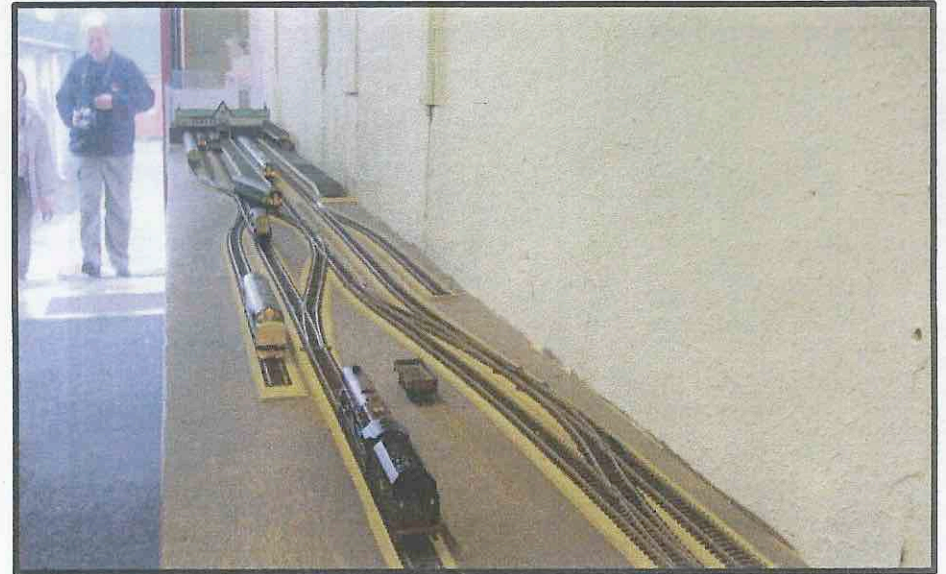




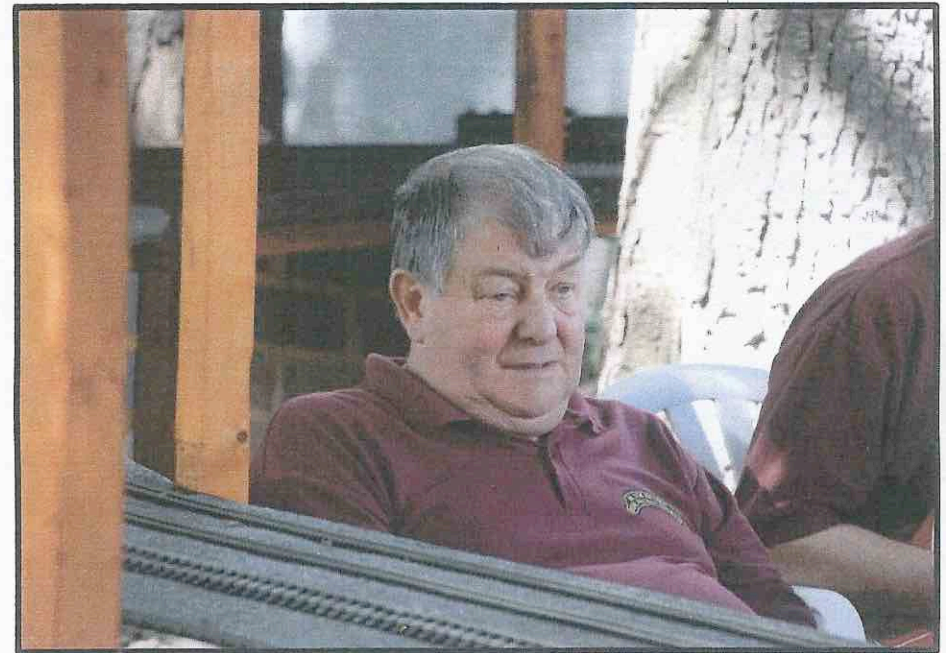
*Derek watching (left), and sorting out wood for the fire.*



*Bob Taylor Jr., busy cutting fuel for the fire.*

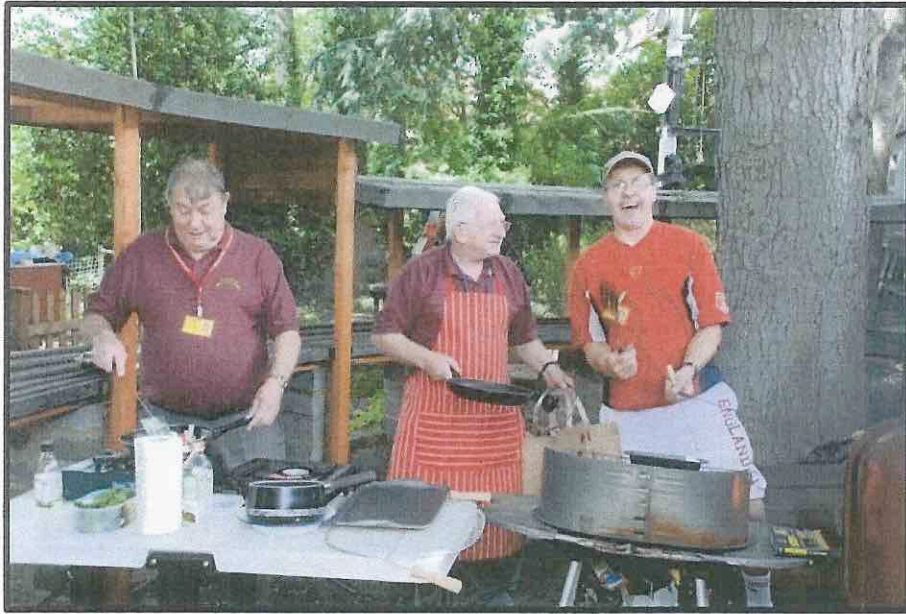


*There are plenty of trains running on the Sherwood computerised layout.*

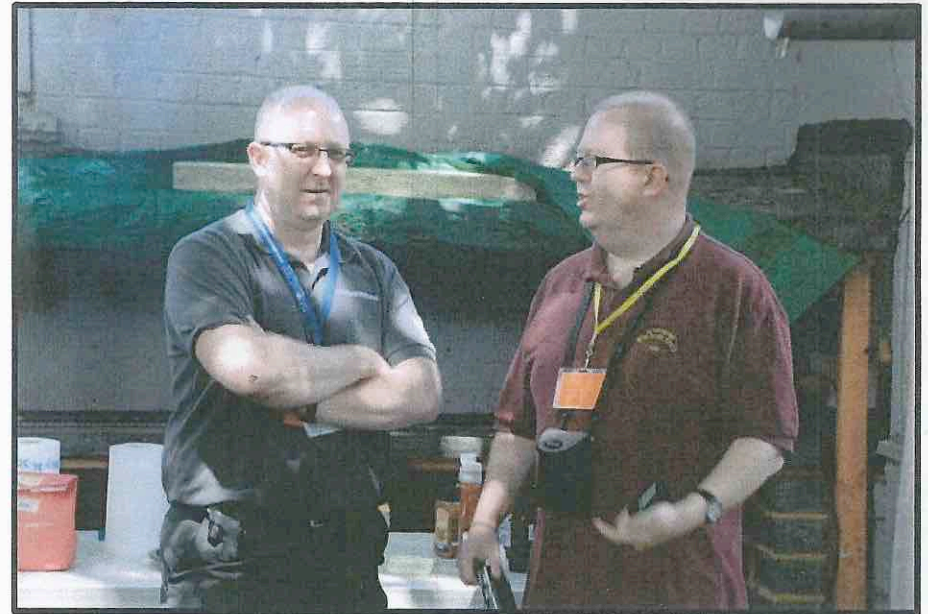


*It is a hard life!*

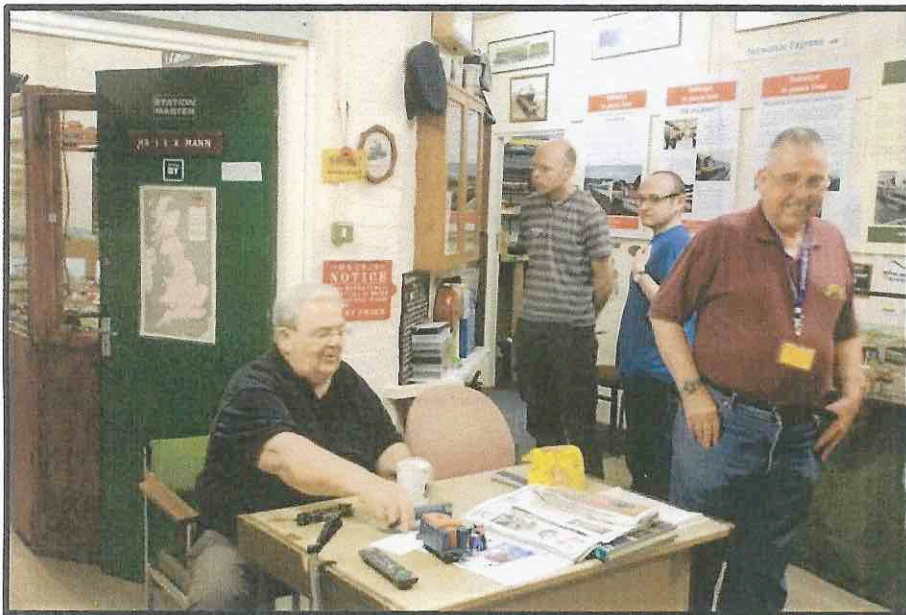




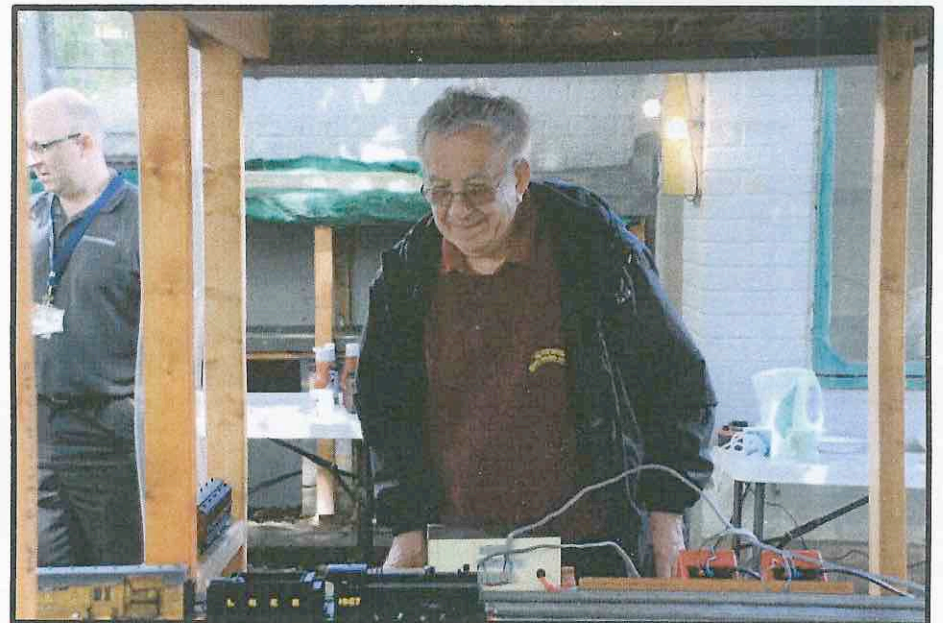
*Nick Dean has obviously seen something funny.*



*Mark Pollott and Mark Bartlett having a chat!*



*Who's winding who up?*



*The President is admiring his train.*