

## 'G' SCALE MODEL RAILWAY

at least  
12ft wide by 90ft long

Village Farm Nurseries  
Onley Lane, Barby.  
(near Rugby off A5)

From Mid October 2007  
To 24th February 2008

Open seven days a week  
10am to 4pm

Model shop and refreshments on site

*For more information contact  
John Forman in the Tinsplate Room  
Or ring Nurseries on 01788 891608*

**EVEN BETTER THAN LAST YEAR**

### Late Exhibition Entry

Sunday 28<sup>th</sup> October - Banrail, Banbury School, Ruskin Road, Banbury.

*The next MKMRS 'News' will be published on Tuesday December 4<sup>th</sup> 2007.*

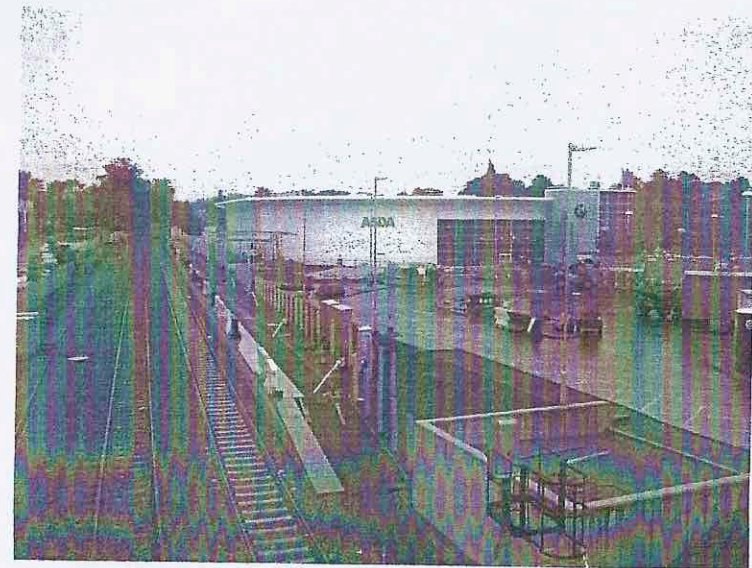
*Which will cover December 2007, January and February 2008, for forthcoming events.*



## NEWS

No. 146

AUTUMN 2007



**The reopening of the Alloa line is nearing completion. The new Alloa station is seen under construction in August 2007**

**Milton Keynes Model Railway Society is associated with:**  
The Chiltern Model Railway Association, The Model Railway Club, The World War  
11 Study Group  
**Working within The Bletchley Park Museum**

## Editorial

As this is my first issue, I would like to take this opportunity to thank the last editor Dennis, for all his effort and hard work with regards to the Newsletter, over the past goodness knows how many years. Which of course, was carried out in addition to his contribution as chairman.

Who am I? I would like to answer this question by telling you about something that happened to me about four years ago, just after I joined the club. I was at the Sandy TCS Show with a group of fellow members, when a lot of banter and mickey taking was going on, as per usual. Suddenly, Ken told me to go away, or words to that affect, because he said "its nothing to do with you, you're a member of Barnes's gang." So there you have it, I am part of Brian's group in the tinplate room. You can read more about me in 'Meet The Members'.

Dennis, with his wealth of railway knowledge, is a very hard act to follow, and I would like to build on the success he has achieved. So I am appealing to all the membership to contribute to the Newsletter, as I will be relying on you all, to provide me with news and information, for the benefit of all our members

I will also welcome details about forthcoming exhibitions, swapmeets and auctions etc., and please let me have your thoughts and ideas. Constructive suggestions and criticism is always welcome. Please tell me what you would like to see in your 'Newsletter'.

Once I get organised, I will be looking to all of you, for some kind of contribution. Even now, I am pleasantly surprised at the amount of support and encouragement I have already received. My thanks to all those who have offered to help or have made positive suggestions.

To get back to the correct publication month, I have produced this edition in four weeks, but from now on, I will have at least ten weeks between issues. This will allow me to publish a wider range of subjects, improve the presentation and to introduce some photographs.

John Forman – Editor

## A Word From The Chairman

### **Communication**

Shortly after I became Chairman of MKMRS in January 1988, the issue of communication, or to be more precise a lack of, raised its head. We began MKMRS NEWS as a training exercise whilst my department tackled a whole host of new computer and printing technology. It has been around ever since appearing monthly, bi-monthly and more recently quarterly.

For a period I edited and produced the magazine before handing the seat over to John Dibben. After a period I got it back again and members have had to put up with my efforts since.

With this issue we have a new editor in the seat and I am grateful to John Forman for volunteering. John's interest is primarily in collecting and operating tinplate O gauge and he is well known as a member of our own team and in the wider collecting circle as an exhibitor and author. John has been a long standing member of a number of specialist train

collecting organisations, including a lengthy spell as a club officer with the Train Collectors Society. John has also exhibited his Lego trains for many years which have amused and amazed many young and older enthusiasts. I first really got to know John when I persuaded him to attend one of the Gauge O Guild conventions at the Bletchley Leisure Centre. As a last minute stand in exhibition manager, with a zero budget, I had to find operating layouts from our own or local sources. John was persuaded to come along and we both were unsure of what the serious Gauge O Guild members would make of it all! Needless to say fears were soon unfounded, and the operating Lego layout was a great success.

John has many ideas and will be persuading many of you to contribute. It is after all your magazine and John can only print what he receives or produces himself.

MKMRS NEWS was developed to ensure that the club communicated with its members. The need is still there and I am sure we will all do our bit to help John

## Railway Experiences

by John Forman

Whilst on holiday recently, in the Lake District and North Yorkshire moors, I came across two preserved railways which I had heard of, but had never before, had the chance to visit.

In the local information centre, I found a leaflet featuring The Lakeside and Haverthwaite Railway, which on closer inspection, I noticed they were running steam the following day. After consulting the map, it was decided to visit this railway, especially as you could purchase a ticket, which would include a cruise on Lake Windermere. I've since leant, they run steam locomotives every Sunday, during the season.

The following morning we made our way to Haverthwaite station and caught a train to Lakeside, where the platform runs parallel to the quayside. The locomotives which had pulled us up the steeply graded line, were Furness Railway's Loco No 20 and a tank engine, which I did not have time to note the details. We then caught a boat for the cruise around Lake Windermere, calling at Bowness and Amberside, where you can, if you wish, alight and catch a boat back at a later time. After a three hour ride on the boat, we returned to Lakeside, where we looked around the shops, and had a welcome cup of tea, before catching a train back to Haverthwaite. Once back to where we started from, we had a good look around the station and yard, where there is quite a bit to see. Anyone who is in the area, this railway is certainly worth a visit, and the cruise is an optional extra.

When we were travelling to Ilkley, we saw a sign for The Embsay and Bolton Abbey Steam Railway, so on our way back, we called into Embsay station. We caught a DMU to Bolton Abbey, where we had tea and cakes, before returning on a steam train pulled by a NCB tank locomotive. There are at least three DMU's, a class 47, a class 31 and several NCB steam shunters, plus plenty of other rolling stock. This is a very well kept railway, which is four miles long and is known as "The Friendly Railway", and it certainly lives up to its name. This is another preserved railway that is worth seeing, especially if you are in the Skipton area.

As I was in the area, I was hoping to fulfil one of my ambitions, to travel over the Settle to Carlisle line, but unfortunately they were carrying out major alterations to the line and trains were only running so far. I did get to see the Ribbleshead viaduct and spent some time on the very attractive Settle station. We are planning to spend a weekend up there later in the year, so I can finally achieve my dream.

We also spent a pleasant couple of hours on Carnforth station watching the trains come and go and we looked around the visitor centre. The station is famous for being featured in the classic 1940's film, "Brief Encounter" and the refreshment room has been faithfully restored to resemble the set used in the film where Laura and Alec first met. Carnforth Station's most famous landmark is, without doubt, the station clock. This impressive clock is now fully restored and hangs proudly at the top of the subway on platform one. It is most famous for the prominent role it played in "Brief Encounter" and continues to delight both the visitor and the rail traveller.

Before you start thinking we spent our whole holiday involved in railways, I can assure you we did many other interesting things and saw some spectacular sights, my wife made sure of that.

*Tell us about your railway experiences*

NR Signalling Manager Ken Harper greets me at Ribbleshead station with words: "You should have been here last week" To prove his point, he produces a computer list of the trains due that day. There's very little freight, which just leaves the Arriva's scheduled passenger services – Class 156's, with a single locomotive-hauled train each way.

Also at the station is a track gang, working its last couple of days under Carillion before maintenance transfers to NR. They are packing the sleepers that support the points into the private quarry siding. Voidmeters under each sleeper end show they are doing this by measured shovel packing – a manual technique little used in today's automated world.

While the quickest way from Ribbleshead station to the 'box would be by walking across the viaduct, it is not the authorised route. Instead, Ken drives the NR company car along a badly rutted track to park by one of the viaduct's massive stone pillars. From here, the 'box is reached by foot, along a private railway path then through a bridge under the line and finally along a public footpath. It takes around 15 minutes.

The 'box itself is large enough to house a 30-lever frame (22 in use) with space for the train register at one end and a sink at the other. While it has electricity and double glazing, it also features a coal stove, no doubt very useful on cold, wet nights when the signaller has been out to check tail-lights. It also has the large, padded bench seat that seems to feature in many 'steam age' signalboxes. Above it, a shelf contains official documents such as rule books and the sectional appendix.

This morning there are four of us in the 'box, Mick Hornby is signaller and today he is joined by trainee Andy Jourdry who has transferred from the Skegness line and is learning the 'box.

Like me, he has not picked the best week. The line is usually busy with trains and is open 24 hours a day with up to six coal trains through the night, although just one ran the night before.

However, demand for coal is always less in the summer, which means the usual procession of EWS red and Freightliner green '66s' is absent. Local holidays in Glasgow have also contributed to the lack of trains. Also cancelled today is the gypsum train to Kirby Thore, usually hauled by a Class 60.

It means that the rings of the block bell as trains are offered and accepted between Blea Moor and Settle Junction, 14 miles south, and Garsdale, eight miles north, are few and far between.

They ring for 1M53, the 0947 Leeds-Carlisle, with its four Arriva Mk 2 coaches and 37408 *Loch Rannoch* leading and 37411 *The Scottish Railway Preservation Society* providing power from the rear. It rushes north, and then silence – apart from the wind – descends. The same cannot be said for the footpath running behind the 'box – every few minutes walkers pass.

Meanwhile, in the 'box, the talk is of past winters and the epic exploits of snowplough crews, single-line working and even the days when the railway closed because of snow. These bad winters now seem to be memories, but all are pretty convinced the railway would give up more quickly now than then.

*To be continued.*

## CLUB NOTICEBOARD

### Club Sweatshirts and Polo Shirts

Ken Ramms will be happy to take your orders for club sweatshirts and polo shirts.

### Welcome Aboard

The MKMRS would like to welcome Charlie Alexander as a new member, and David Lean, who has rejoined, we hope you both have a long and enjoyable stay with the club.

### Underground Ernie raises funds for Hospice

Congratulations to club members Phil Wood and Derick Hart, who raised £78 at the Sandy show, letting children operate trains on the 'Underground Ernie' layout. This money has been donated to the BBC Radio Leicester 'Ruby Rainbow' Appeal, set up as part of their 40<sup>th</sup> anniversary celebrations. The appeal has been organised to raise £400,000 to build an extension to the Rainbow Hospice, especially for teenagers, the one group who at present, are not catered for. They have so far raised over £250,000 thanks to donations etc., from local clubs and companies, including Bachmann, who have raised over £1000. This was achieved by various means, such as donating a class '66' locomotive named 'Ruby', with all the Radio Leicester presenters, including Bill Maynard (Greengrass), signing the certificate. Also Gary Lineker signed the box of a Underground Ernie 'Circle' Train Set, which was auctioned on the radio station.

### Bletchley Park thanks MKMRS for schools work.

In a letter to Ken James, Bletchley Park expressed their appreciation to the club, with regards to our involvement with the many school visits, which are made to Bletchley Park. This must be very good news for the club, with another job well done, thanks to all the members who give up their valuable time.

### 2008 MKMRS Exhibition

Our next club exhibition will be held on Saturday 23<sup>rd</sup> February 2008 at Courtside Sports Hall, Milton Keynes College (Bletchley Campus), Sherwood Drive, Bletchley. **For further details please contact Gareth Homersley.**

### Weekend Rosta

It is important that all members should make themselves aware of any gaps on the weekend rosta, so if you do have some free time, and you can fill one of these spaces, please do. In the interest of our relationship with the 'park', **we must cover the weekend duties at all times.**

### Newsletters

I am hoping to distribute the Newsletters on the first Tuesday in March, June, September and December. Please let me have any copy you want me to include, as soon as possible, but at least two weeks prior to publication. Speak to me in the tinplate room on a Tuesday evening, or ring John Forman on **01234 853737** I will always try to be flexible with late items. All relevant information for the club noticeboard always welcome.

## INFORMATION FROM OTHER LOCAL RAILWAY CLUBS

### Railway Correspondence and Travel Society

The RCTS meets on the first Thursday of the month at the C.I.U. Working Mens Club, London Road, Stony Stratford at 1930hrs. Forthcoming events are;

6<sup>th</sup> September 2007 – “West Country in the 60’s” – slide show by the well known photographer and Society Member Peter Gray. This presentation should show the transition from steam to diesel power in this period plus the many closures which took place in this decade.

4<sup>th</sup> October 2007 – “Signalling UK and Beyond” – presentation by Society member John Foreman (**Ed-not me**) who is the Humberside Branch Chairman and has studied signalling for many years including working many of the Boxes he has known.

Note change of speaker; previously advertised for March.

1<sup>st</sup> November 2007 – “My Life and Times on the Railway” - illustrated talk by former top BR Freight Manager Julian Worth who has a wealth of stories to share with you.

6<sup>th</sup> December 2007 – Christmas Evening – festive fare along with members presentations.

*Further details from our long standing friend Bob Ballard on [01908 562195](tel:01908562195)*

### HMRS

Meetings of the local HMRS group are held at The Mansion, Bletchley Park. Further details can be obtained from Eric Bowman our Treasurer. MK MRS members can attend.

Sept Wed 26<sup>th</sup> ‘The LMS from Fowler to Stanier’ – Keith Harcourt.

Oct Wed 31<sup>st</sup> ‘Industrial Pugs – North to South’ – Iain Hope.

Nov Wed 28<sup>th</sup> ‘8 Coupled Locomotives of the LNWR’ – Ted Talbot.  
(Essential you inform Eric Bowman by Nov 21<sup>st</sup> if you wish to attend)



## TOY AND TRAIN AUCTIONS

Sat 22<sup>nd</sup> Sept Vectis Auctions, Benn Hall, Newbold Road, Rugby.

Sat 10<sup>th</sup> Nov Lacy, Scott and Knight, Auction Centre, 10, Risbygate Street, Bury St. Edmunds.  
Childhood Memories, Peacocks Auction Centre, 26, Newnham Street, Bedford.

Sat 17<sup>th</sup> Nov Vectis Auctions, Benn Hall, Newbold Road, Rugby.

*If you know of any other toy or train auctions – please advise me*

### Strange but True

Whilst talking to the organiser of the Renhold exhibition, he told me he had received a telephone call, on the eve of the show, from a lady enquiring about the event. She did not ask where it was being held or how to get there, and she did not enquire about the opening times or the admission fee. She just wanted to know if they would be selling bacon rolls! Certainly a woman who has got her priorities right, and/or looking after her husband’s interests.

## A Day in the Life of ‘S&C’

*The Settle-Carlisle line nearly closed down in the 1980’s, but is now a busy passenger, freight and diversionary route. To see how it functions day-to-day, this article visits Blea Moor signalbox, spends a shift at Appleby station and joins the Arriva crews on the trains. The article was written in 2004 and applies to July of that year.*

### Part One

The Settle and Carlisle line is a magnificent, romantic route that has captured the imagination of railwaymen, enthusiasts and the public alike for many years.

It passes through all types of scenery – rolling fells, tree-lined hills, valleys and rivers. There are viaducts aplenty – none more famous than the 24-arch structure at Ribbleshead – along the 72 miles from Settle to the Cumbrian capital. A trip over the line never fails to impress, and no-one could doubt how beautiful this part of England is.

BR’s protracted – and ultimately unsuccessful – plan to close it in the early 1980’s is history now, and gone is the skeleton timetable of just two trains a day each way and night-time closure.

In its place is a thriving passenger and freight timetable, a vital diversionary artery and increased patronage.

Investment has followed – with mile after mile of the old track replaced by new long-welded rail on steel sleepers. Only the excessively long signalling sections remain as a testament to its planned run-down. Who knows, even they may eventually be removed to allow still more trains to use this line.

Today the ‘S&C’ is not just a tourist route. It’s a vital link for local people in the towns of Appleby and Settle. It’s popular for walkers. It even has some commuters!

Passengers are catered for by Arriva Trains Northern, freight by EWS and Freightliner. Other visitors are DRS, GB Railfreight and Virgin Trains. With Network Rail running the signal boxes and maintaining the track, it’s a line that functions through co-operation between many parties. It has a vociferous support group, the Friends of the Settle to Carlisle Line, to which much of the credit must go for the line’s survival and current growth.

To see how the ‘S&C’ functions – and many of its lessons can be applied to other busy, multi-user route across the country – the *RAIL* team spent a day on the line.

### **Blea Moor signalbox**

Peterborough at 6-30 on July 23 is a busy place. The first GNER train to London is due in ten minutes and the platform is filling quickly. Two container trains wait to go northwards, and they are quickly replaced by another three, all in the space 20 minutes.

The contrast with Blea Moor four hours later is marked. The LMS box built in 1941, sits between the tunnel of the same name, a mile to the north, and Ribbleshead Viaduct, a mile to the south.

## REVIEW OF THE SANDY EXHIBITION

by John Forman

On the weekend of 30<sup>th</sup> June/1<sup>st</sup> July 2007 The Train Collectors Society, whose chairman is David Ramsey, a member of this club, held their annual Model Railway and Toy Train Exhibition at Sandy. This year, for the first time, the show was sponsored by The Bachmann Collectors Club, who had an impressive display, as soon as you came into the door.

In my opinion, this was the Societies best exhibition to date, with emphasis on variety, there must have been something there of interest, to every model railway enthusiast, who attended the event. I believe they got the mix of model/vintage/toy train exhibits, society stands and traders, just about right, this was also the feeling of the many visitors I spoke to.

There were sixty three exhibits, plus a refreshments area covering five rooms. The vintage trains were the biggest group, with layouts displaying the following makes Triang, Hornby Dublo, Wrenn, Kitmaster, French Hornby AcHo, Marx, Triang TT, Trix, Graham Farish, Gauge One, Lionel, Hornby '0' gauge, Bassett Lowke, Minitrix, Bing and American 'S' gauge. There were so many, I hope I've mentioned all the manufacturers represented.

The modellers were also catered for with Westcastle (N) (Bruce Garwood and John Hatton), Melford (00) (Tony and Michael Careless) and GWR Helston (3mm).

There were four toy train layouts and they consisted of The Faller Hit Train, Tomy Trains, Underground Ernie (Phil Woods and Derick Hart) and The Lego Railway (John and Pauline Forman). The Playmobile layout had to be left out owing to lack of space.

In addition to these layouts there were several static displays including Fifty Years of British TT (3mm), Meccano, which included Concord and The Red Arrows, Dublo Dinky Toys, Baykorama and Pat Hammond with some items from his vast collection. He also signed copies of his books. Ace Trains had a large working layout of their new '0' gauge trains.

The following clubs and societies had information stands The Train Collectors Society, Bachmann Collectors Club, Kitmaster Club, Hornby Railway Collectors Association, Ace Trains Collectors Club, 3mm Society, Friends of the National Railway Museum and Sandy Transport Society.

Trying to tempt us to part with our money, there were approximately twenty five trade stands selling a large variety of items. For what I saw, many of them succeeded.

A competition was held during the weekend, where all members of the public were asked to vote for their favourite layout. The winner was 'GWR Helston' (3mm) exhibited by Keith Gowen. 'Helston' is based on the most southerly station in the British Isles.

During the weekend, The MKMRS were very well represented, some came just to set up on Friday afternoon. Dennis Lovett was the face of the Bachmann Collectors Club, who gained over 100 new members as a result of the show, Ken Ranns, with Bill Ball, Daniel D'earth, Les Duncan and Mark Pollott were running the Bachmann layout. I have already mentioned all those operating their own layouts. There were also a lot of members, who just visited the show and spent time having a chat with those who were operating layouts.

This exhibition provides us with not only trains, of all makes and ages, to watch, and things to purchase, but the opportunity to bump into old friends and meet other like minded people.

## EXHIBITIONS AND SWAPMEETS DURING THE AUTUMN

### September

Sat 8<sup>th</sup> Bishop Stortford Model Railway Exhibition, Markwell Pavillion, The Causeway, BS

Sat 15<sup>th</sup> Wellingborough Model Railway Exhibition, The British Rail Club. Wellingborough.

Sun 16<sup>th</sup> 'N' Gauge Show at The Leisure Village, Kettering. (40<sup>th</sup> Anniversary Event)  
Stacey Hill Museum -Transport Day featuring **Brian Barnes** with a Tinplate Layout.

Sun 30<sup>th</sup> Kettering Swapmeet at The Leisure Village. Kettering.  
Bressingham Model Railway Exhibition.

### October

Sun 7<sup>th</sup> Bedford Swapmeet at John Bunyan School, Mile Road, Bedford.

Sun 14<sup>th</sup> Huntingdon Swapmeet, Wood Green Animal Shelter, London Road, Godmanchester.  
Gainsborough Permanent '0' Gauge Model Railway - Open Day

Sat 27<sup>th</sup> Swapmeet at Sandown Park - The Big One.  
Bushey Model Railway Exhibition, Bushey Hall Sch, London Road(A411), Bushey.

### November

Sat 3<sup>rd</sup> TCS Autumn Get-together at Leicester.

Sat 10<sup>th</sup> Oxford Swapmeet, Exeter Hall, Oxford Road, Kidlington, Near Oxford.  
Spalding Exhibition, Springfield Exhibition Centre, Camelgate, Spalding.

Sun 11<sup>th</sup> Stevenage Swapmeet, The Leisure Centre, Lytton Way, Stevenage.  
Spalding Exhibition, Springfield Exhibition Centre, Camelgate, Spalding.

Sat 17<sup>th</sup> Royston Model Railway Exhibition, Meridian School, Garden Walk, Royston.  
Watford Model Railway Exhibition, Westfield Community Technical College,  
Tolpit Lane, West Watford.

Sun 18<sup>th</sup> Royston Model Railway Exhibition.  
Watford Model Railway Exhibition.  
Spalding Swapmeet, Springfields Exhibition Centre, Camelgate, Spalding.

Sat 24<sup>th</sup> Letchworth Model Railway Exhibition, Etonbury Middle School, Stotfold Road,  
Arlesey, Beds.

Sun 25<sup>th</sup> Peterborough Swapmeet, The Cresset, Bretton Centre, Peterborough.

### December

Sat 1<sup>st</sup> Warley Model Railway Exhibition, at The NEC.

Sun 2<sup>nd</sup> Warley Model Railway Exhibition, at The NEC.  
Bedford Swapmeet at John Bunyan School, Mile Road, Bedford

## MEET THE MEMBERS

### Meet John Forman

*It seems appropriate for me to start this feature by writing about myself, it will not only tell you a bit more about me, but it will also allow me more time to interview other members.*

I was born in Sandy, Bedfordshire in January 1941, a war baby. I grew up with the railways almost from the word go, with my home situated not too far from the LNER Kings Cross to Edinburgh East Coast Main line and the LMS Oxford to Cambridge University line. As a small boy I would see the steam trains wherever I went in Sandy, from the A4's with their fast express's to the more mundane freight trains. In those days, Sandy station was quite an important cross country junction, and with the extensive local market gardening industry, had a very busy goods yard.

Its no wonder that I was soon requesting a toy train set for Christmas, and in 1947 or 48 one duly arrived, it was a Hornby '0' LNER goods set and from then on, following Christmas and birthday presents, were something for the expanding railway. I also used some of my pocket money to purchase the odd signal, buffer stop or platelayers hut etc., by the time the railway was packed away for me to leave school and start my working life, is was quite a large collection. My mother persuaded me not to sell these because she said one day I may have a son of my own, which I eventually did. I will be forever grateful to her for helping me to make that decision.

After a normal teenage life going out with girls etc., I met and married my wife Pauline and we will hopefully celebrate our 40<sup>th</sup> wedding anniversary in September 2008. My son Darren was born in 1976 and it was not too long before I took him to his first model railway exhibition, at St. Neots. I suddenly began to rekindle my interest, when I came across a layout similar to mine, called 'Grandad's Railway' and it was not long, before my old railway was brought down from the loft, unpacked and cleaned up.

I was very surprised to find out there was a thriving second hand business in these types of trains, and I soon discovered swapmeets and toy train fairs. I also learnt there was a Hornby Train Collector Association, which I duly joined and it was during this period I began meeting people who were also interested in tinsplate trains, including Brian Barnes, David Ramsey and the late Stan Pennington. I had soon bought enough extra railway to be able to run my first exhibition layout, which I did in February 1983 at The East Beds Model Railway Exhibition at Biggleswade, incidentally, this was completely clockwork. Since then I have visited another one hundred and twenty four exhibitions of various sizes and descriptions, with layouts and displays, the last being at The Renhold Model Railway Exhibition two weeks ago.

During this time my daughter Dawn had been born in 1980, and eventually a Lego railway set was purchased, for the children, which was the beginnings of the Lego layout, which I displayed at the club's 2006 exhibition. Incidentally, this layout has now been retired, as I get older, it has become too big and awkward to manage, also I want to concentrate on my vintage tinsplate layout, which was on show at the club's 2007 exhibition. I will probably use some of the Lego to a make smaller layout, for my two little granddaughters, Katie-Mae and Mia.

In 1984 I organised my first model railway exhibition in my local church hall at Kempston, near Bedford. I placed a book near the door for people to sign, if they were interested in

forming a Kempston Model Railway Society. To cut a long story short, the response was very good and in time a club was formed and is still in existence, but I am no longer a member.

I have organised over fifty additional exhibitions and get-togethers, including The Rugby Vintage Toy Train Exhibition and Swapmeet which I operated for nine years, before handing it over to Barry Potter Fairs.

After leaving the Kempston MRS, I considered four different Model Railway clubs with a view to going elsewhere, after two years of deliberating and hesitating, I came and joined this club, the only regret I've ever had, is that I did not join sooner. I have thoroughly enjoyed my time with the club, I like the relaxed atmosphere and the attitude of the members.

*In the next issue – Meet Les Duncan*

## AROUND THE CLUB PROJECTS

I would like to write a quarterly column which would be dedicated to all the club's ongoing projects, which are being worked on week in, and week out. This would include the layouts, the various rooms within the clubhouse and the outside area.

Hopefully, this article would include all the relevant news and progress reports, regarding the various layouts. Such as Milton Quays, Bletchley 'N', Wilton and Sherwood and Verney Junction etc., It would also look at the 'Tinsplate Room' 'DCC Room' 'Library' 'Workshop' and the 'Outside Layouts' and last, but certainly not least, the 'School Visits'.

The Exhibition and the weekend open days, will be covered elsewhere within the newsletter, as and when appropriate.

What I would like to achieve by keeping everyone focused on these ventures, is to not only keep present members fully informed, but to inform new members, what's available within the MKMRS. The success of this proposed feature, will rely entirely on the support I receive, from the various club members working on these sections.

*Comments would be most welcome*

### Harringworth Viaduct

Did you know the longest brick built viaduct is not much more than a hours drive from Milton Keynes. It is called The Harringworth Viaduct situated at Harringworth near Corby. In the days when Midland expresses from London to Nottingham used the direct route from Kettering via Oakham, passing over the Harringworth Viaduct was quite an experience: one wondered how much longer one was going to look down on the vast expanse of the Welland valley. The red-brick viaduct, built in 1879, is in fact 1,275 yards long, with no fewer than eighty-two arches, the longest brick built viaduct on British Rail. Any monotony in the design, was reduced by enlarging and decorating, every sixth pier. It is very impressive.

**Access:** None by train. By car, take the A6003 linking Kettering with Melton Mowbray turning east on to B672, two miles north of Rockingham, for an excellent view. OS map 129.