

Quick Christmas Teasers – Answers

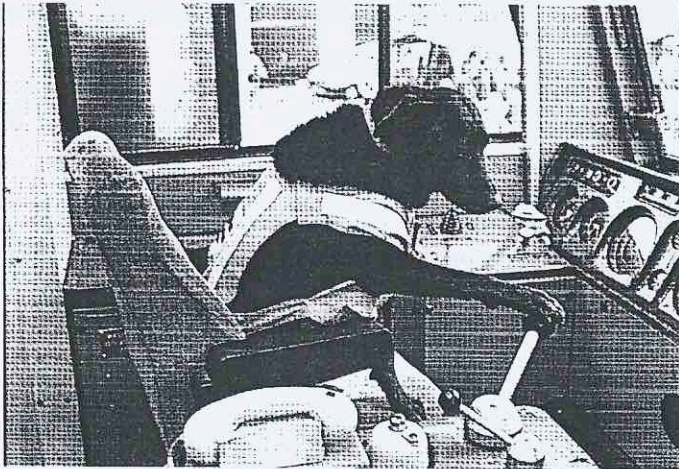
Letter Clues A) Bill Ball. B) Roger White. C) John Forman. D) Chris Hughes. E) Phil Woods. F) Brian Barnes. G) David Ramsey. H) Ken James. I) Geoff Blackwell. J) Ian Smith.

Number Clues 1) Sir Alf Ramsey. 2) John Barnes. 3) Kevin Blackwell. 4) Alan Ball. 5) Mark James. 6) Emlyn Hughes. 7) Tiger Woods. 8) Jimmy White. 9) Harvey Smith. 10) George Foreman.

The Matching Pairs Were. A and 4. B and 8. C and 10. D and 6. E and 7. F and 2. G and 1. H and 5. I and 3. J and 9.

Mystery Locations. The location on the left, was in the Tinplate Room, and the location on the right was a view looking through the tunnel from the fiddle yard side, on Milton Quays.

THE LAST LAUGH



I did not realise there was such a shortage of drivers!

The next MKMRS 'Quarterly News' will be published on Tuesday June 3rd 2008, which will cover June, July and August 2008 for forthcoming events.

Anything to do with the Newsletter, see John Forman in the tinplate room every Tuesday evening or ring him on 01234 853737 (Leave a message if I am not there, I will call you back)

2008 SUBSCRIPTIONS ARE NOW DUE



"QUARTERLY NEWS"

No 149

SPRING 2008



Michael, Tony and Rita with their layout Melford, at The Warley National Exhibition

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

The most observant of you, will have noticed a change in the Newsletter's name from 'News' to 'Quarterly News', so you will now get exactly what it says on the cover. Congratulations to Gareth and all his helpers and exhibitors for organising another very successful exhibition. I have included the weekend rota for the spring period, which, at the time of going to print, is right up-to-date, as you will see there are several dates still to be filled. Please check the rota and if you are down on a day you know you are definitely **not** available, please let Chris know as soon as possible, and not on the Tuesday before, this will give him more time to fill the gap.

John

A Word From The Chairman

Thanks to all those who took part in the exhibition and I am sure that it will have been a great success.

By returning to Bletchley we were back to our roots. Our club held its first two meetings opposite the exhibition hall in the meeting room of the Bletchley Fire Station. It followed on from an hastily arranged exhibit at the Bletchley Arts & Craft Exhibition, which involved many local societies. It was here that the forming of a model railway society was first mooted and yours truly signed up for it there and then.

When the Leisure Centre opened in 1972 it was the venue for our first club exhibition in 1973. Ironically, as we approached our own show, the Leisure Centre was being screened off ready for rebuilding. We have outlived even the Leisure Centre in its original format – remember it was the first of its type in the UK and was followed soon after by Halifax. It was built by the old Bletchley Urban District Council (along with the golf course etc.) to give life to Bletchley then under threat from the larger Milton Keynes and was spent to ensure that Bletchley benefited from the profits of its own developments rather than having it spent by the new proposed Borough of Milton Keynes. Bletchley UDC passed into history with local government reorganisation in 1974.

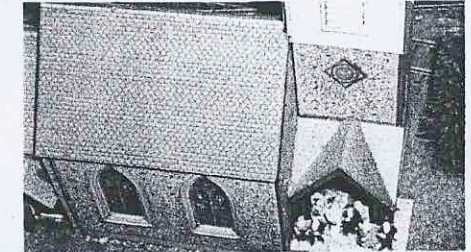
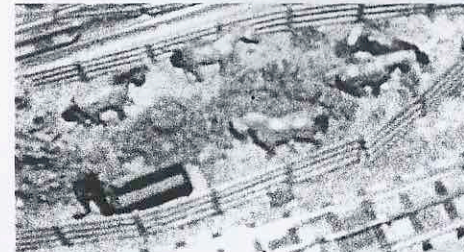
Although we have always been Bletchley based we were the first organisation to affiliate ourselves to the planned new city. Next year is our 40th and there are not many organisations in the whole city that can lay claim to be any older.

Dennis

***Included in this issue, is a loose sheet from David Lean.
Regarding a proposed trip, to the German City of Koeln
(Cologne), in September 2008.***

MYSTERY CLUBROOM LOCATIONS

(Answers in the next Issue)



STRANGE BUT TRUE

The following item was reported in an old railway magazine I was reading recently. 'A drunken reveller, who rode 20 miles on the buffers of a freight train, has been fined by Reading court – for travelling without a valid ticket. He was only spotted when the train went through Didcot station, and he shouted to staff on the platform: "Does this train stop at Swindon".'



Sarky

***Him? A railway expert,
you must be joking.***

***He thinks the Orient Express was a
football special!***

40th ANNIVERSARY OF THE CLOSURE OF THE BEDFORD TO CAMBRIDGE RAILWAY

December 31st 2007, was the 40th anniversary of the closure of the Bedford to Cambridge railway line, which closed on the December 31st 1967, so Bedford became the furthest you could travel eastwards from Bletchley. This was the line I used to watch from my bedroom window as a small boy, especially on wet days and summer evenings before going to bed.

CROSSRAIL PROJECT

I briefly announced this proposal in the last issue of the 'Quarterly News' and promised to give more details, and a plan of the route in this issue.



A project to build a £16billion railway across Central London was finally approved recently by Gordon Brown. The Prime Minister agreed to Crossrail after a financial package was thrashed out. First mooted in the 1940s, the 73-mile link will run from Maidenhead in Berkshire through the City and Canary Wharf to Shenfield in Essex.

Work will start in 2010 and the first services should run in 2017 with 24 trains an hour planned. There will be two 14-mile tunnels beneath Central London and spur lines to Heathrow Airport and South-East London. It will be Britain's biggest infrastructure project since the £9.5billion Channel Tunnel was completed in 1994.

Announcing the go-ahead, Mr Brown said "This is a great day for London, for Crossrail and the British economy. Analysts predict it will create 30,000 jobs, inject £20billion a year into the economy as well as easing traffic congestion and overcrowding on the Tube and trains. MPs from across the political divide and business and tourism leaders also welcomed the decision, declaring Crossrail was vital to maintain London's growth.

Chancellor Alistair Darling will unveil full details of how Crossrail will be funded in the near future. However, it is expected that the bill will be divided between the Government, the private sector and revenue from fares.

The project became a seriously considered proposal when Margaret Thatcher was Prime Minister, but it was shelved as too costly under John Major in 1994 until revived by New Labour.

But some transport chiefs warned that planned road, rail and tram schemes in other cities could be scuppered as Crossrail would swallow up so much funding. Several hurdles still need to be cleared, such as getting a bill through Parliament.

CLUB NOTICEBOARD

Club Sweatshirts and Polo Shirts

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

People through the door

The total number of visitors through the doors in 2007 was over 12,300, well done and thanks to everyone concerned, especially those who let people in during the week.

MKMRS Website

This is to remind you we have a website on <http://www.mkmrs.com> and the web master is always looking to feature member's new layouts on line, so just contact the web master (Matt Rainer).

Trains and Mince Pies Evening

The last Tuesday evening meeting of 2007 on December 18th was a great success with much more than trains and mince pies, there was also sausage rolls, cheese straws and sweets. There was a very nice display of festive trains on the main desk, appropriate background music and David Ramsey got the tinplate boys in the mood by providing Santa Claus hats. The most rewarding thing about the evening was that the club, through the tea cash pot, collected £100, which has been donated to Willen Hospice. This was a very enjoyable evening.

Layouts at Exhibitions

This is a plea to all members who are booked to exhibit a layout, their own or the clubs, at a future exhibition, to please let me know about it, so I can put into the diary. I will then publish these dates, locations and all other relevant information in the appropriate newsletter. This will enable other club members to know where the MKMRS is represented, should they wish to support them.

Proposed New Swapmeet

Barry Potter Fairs is planning to hold a new '400 table' swapmeet in Milton Keynes at the stunning new Stadium MK, late in 2008. **First date to be announced later, watch this space.**

Get Well Soon

On behalf of all the members, I would like wish Tony Careless a speedy recovery after his hospital treatment, and we hope it is not too long before we see him back at the club.

Congratulations

Congratulations to Dennis Lovett who is celebrating his 20th anniversary of being elected as the club's chairman. I am sure all members would like to join me with a sincere 'Thank You' to Dennis for all his hard work and dedication to the club during this time.

Sales and Wants

Should you have any articles to sell or you are looking for a specific item, or may need some information, please send details to the editor for inclusion in the next edition of the 'Quarterly News'. *There is no charge for this service.*

Subscriptions

We were able to hold the subscriptions levels for this year at the same level as last year. The annual subscription rates, effective from February 1st 2008, are:-

Full members aged under 65 £40-00. Full Members aged 65 or over £30. Associate Members £25-00. I look forward to receiving your subscription as soon as possible.
Eric Bowman – Treasurer.

SPRING ROTA

March	Saturday	8th	Derek Hart	TBA		
	Sunday	9th	Chris Hughes	Geoff Blackwell		
	Saturday	15th	Ted Mellor	Ken Wiggins		
	Sunday	16th	Peter Holden	Les Duncan		
	Friday	21st	Tony Winn	Derek Hart		
	Saturday	22nd	Mick Clements	Brian Barnes	Roger White	
	Sunday	23rd	Ken Ranns	Ken Sharpe	Derek Hart	
April	Monday	24th	Fred Collins	Phil Wood	Colin Goodenough	
	Saturday	29th	Chris Lester	Stephen Walker		
	Sunday	30th	Ian Bartlett	Mark Pollock		
	Saturday	5th	Peter Jones	Ray Cousins		
	Sunday	6th	To be arranged – Volunteers needed.			
	Saturday	12th	Eric Bowman	Les Wood	John Page	
	Sunday	13th	Dennis Lovett	Roy Sterry		
	Saturday	19th	Neil Dewer	TBA		
	Sunday	20th	Bill Ball	Pete Ball		
	Saturday	26th	Bruce Garwood	John Hatton		
May	Sunday	27th	Chris Hughes	Peter Holden		
	Saturday	3rd	Ted Mellor	Ken Wiggins		
	Sunday	4th	Ian Smith	Ken Sharpe	TBA	
	Monday	5th	Derek Hart	Roy Duckers		
	Saturday	10th	Ken James	Mac		
	Sunday	11th	Bernard Worden	TBA		
	Saturday	17th	Wilf Miller	Les Duncan		
	Sunday	18th	Peter Jones	Ray Cousins		
	Saturday	24th	Ian Bartlett	Mark Pollock		
	Sunday	25th	Fred Collins	Phil Wood		
June	Monday	26th	John Forman Brian Barnes	David Ramsey Roger White	Mick Clements	
	Saturday	31st	Eric Bowman	Les Wood	Charlie Alexander	
	Sunday	1st	Ken Ranns	Colin Goodenough	Tony Winn	

INFORMATION FROM OTHER LOCAL RAILWAY CLUBS AND PRESERVED RAILWAYS

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;

6th March 2008 – “LM Steam North London and Beyond” – slide show with well known photographer and Society Member Peter Groom.

3rd April 2008 – Quiz evening between Milton Keynes, Hitchin and Watford Branches.

1st May 2008 – “Paddington – Birkenhead” – slide show with former BR Civil Engineer Tony Ike, for a trip along this fascinating former GWR route, showing old and modern scenes for comparison.

Further details from our long standing friend Bob Ballard on 01908 562195

HMRS

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

Mar Wed 26th The North Wales Lines and Services – Chris Youett.

April Wed 30th The LNER in retrospect – Peter Hall.

Preserved Railways

April Sun 6th Cholsey and Wallingford Railway – Trains on a Spring Sunday.

April Sun 20th Cholsey and Wallingford Railway – St. Georges Day Trains.
Colne Valley Railway – Freight Train Gala.

April Sat 26th and April Sun 27th – Nene Valley Railway – 1960's Weekend.

May Sat 3rd Northampton and Lamport Railway – Thomas (3 Days)

May Sun 4th and May Mon 5th – Cholsey & Wallingford Railway – 2 day plant sale.
Buckinghamshire Railway Centre – Min Railway Gala.

May Sat 11th Bressingham Steam Railway – Dads Army Day.
Colne Valley Railway – TPO Operating Day.

May Sun 25th and Mon 26th – Buckinghamshire Railway Centre – Veteran Transport Gala.

May Sat 31st and June 1st – Buckinghamshire Railway Centre – Min Traction Engine Rally.

Inside are Sales Manager Kath Smith and retired railwayman Jimmy Richardson, who started his career at nearby Kirkby Stephen and retired from Appleby North signal box 45 years later. Both are volunteers, giving up their time to help promote the 'S&C' and provide a service for locals and visitors alike. People like Kath and Jimmy help to make the 'S&C' special and keeps its community spirit alive. Many other rural or 'socially necessary' railways would benefit from this kind of help.

Sitting on the platform in the July sunshine, I can't think of many more pleasant places to wait for a train. Brightly coloured floral arrangements spill out from hanging baskets and window boxes on both platforms, the station is spotlessly clean, bright and efficient and, best of all, busy. All too quickly, the familiar growl of Class 37s climbing from Culgaith disturbs the peace and it's time to go. One final job is observed before we leave, though, and it's a vital one – a fresh supply of hot water for the catering trolley! Flasks are carried over the bridge every day for the southbound locomotive-hauled train, ensuring that passengers can enjoy a tea or coffee as well as the glorious scenery.

It's a real pleasure to see a real railway doing what it should – providing a service to communities like Appleby in a friendly and efficient manner.

On The Train

When the idea of spending a day on the 'S&C' was suggested, I was asked what aspect I would like to cover. Could I ride the rails to see what the train crew did? I have to admit I had a 'selfish' reason for this – I'm not too familiar with line as I hail from Ireland. I wanted to get to know it better.

I live in London, it's an early start and the first leg of my journey is in total contrast to the 'S&C' – suburbia, packed commuter trains and Tubes. I arrive in Leeds, a world away from London, just after 0900.

I'm here to travel on the 0947 Leeds – Carlisle with conductor Janet Prudhoe. With Ben Jones heading to Appleby, we wander along Platform 1 to find photographer Les Nixon chatting to the EWS driver.

Ten minutes before departure, Janet arrives to prepare the train. She's sprightly and, I discover, a latecomer to the railways. When I ask why she's taken on a new career, Janet admits that when she was a girl, she told her mother she would become a train guard. She had the honour of being the first conductor when the new locomotive-hauled service was introduced.

The platform is bulging with day-trippers to the Dales, and the inevitable train spotter or two riding solely to sample Class 37-haulage.

Today, I'm privileged as I'm allowed on the train before everyone else. Also on board is Glen Fisher, ATN senior conductor and the man responsible for making this service a reality: Glen is on his way to Carlisle today to do some business. *To be continued.*

LOCAL & MAJOR EXHIBITIONS AND SWAPMEETS ETC., DURING THE SPRING 2008

*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.*

March

- Sat 8th KETTERING '0' Gauge Spring Convention at Leisure Village, Thurston Drive.
KIDDERMINSTER Exhibition, Wyre Forest Leisure Ctr, Glades Arena (2 Days).
CHESHAM Exhibition, The Elgiva Theatre, Town Centre. Chesham.
- Sun 9th RICOH ARENA S/M (Coventry Football Stadium) next to junction 3 of the M6.
POTTERS BAR S/M at Elm Court Youth & Com Centre, Mutton Lane. M25 J24.
ST NEOTS MRC Open Day, Millennium Comm. Ctr. Burberry Rd, **BUCKDEN.**
- Fri 14th ST ALBANS EVENING S/M at Frances Bacon School, Drakes Drive. 7pm to 9pm.
- Sat 15th NOTTINGHAM East Midlands Model Railway Exhibition, The Harvey Hadden Sports Centre, Bilborough Park, Wigman Road, Bilborough, Nottingham. (2 Days)
BARKING Model Railway Exhibition, Kingsley Hall, Parsloes Ave, **DAGENHAM**
- Sun 16th STAFFORD S/M at the Prestwood Centre, County Showground, Weston Road.
- Fri 21st SLOUGH S/M at The Centre, Conference Venue, Farnham Road.
- Sat 22nd YORK Model Railway Exhibition at York Racecourse. (3 Days)
GAINSBOROUGH '0' Gauge Open Day at Florence Terrace. (3 Days)
- Sat 29th BIGGLESWADE TCS Get-together, at the Wetherley Centre, Eagle Farm Road.
LONDON. Festival of Model Railways at Alexandra Palace. (2 Days)
NORWICH MRC Exhibition, Hewitt School, Cecil Road.
TRING Rail 08 Exhibition, The Red Cross Hall, Tring.

April

- Tues 1st RUGBY EVENING S/M at The Benn Hall, Newbold Road. 7pm to 9pm.
- Fri 4th AMERSHAM EVEN S/M at Dr. Challoners Boys Sch, Chesham Rd. 7pm to 9pm.
- Sat 5th 31A CAMBRIDGE MRC Ex, Memorial Hall, Woolards Lane, **GT SHELFORD.**
- Sun 6th BEDFORD S/M at John Bunyan Upper School, Mile Road.
- Sun 13th STEVENAGE S/M at The Leisure Centre, Lytton Way.
MILTON KEYNES S/M at Woughton Cen, Rainbow Drive, off Chaffron Way.
- Sat 19th ENFIELD Exhibition, St Luke's Church, Corner Browning Rd/Phipps Hatch Lane.

Sun 20th HUNTINGDON S/M at W G Animal Shelter, London Rd, **GODMANCHESTER**.

Sat 26th de HAVILLAND Ex Methodist Ch Hall, Woodhall, **WELWYN GARDEN CITY**.

Sun 27th SPALDING S/M at Springfields Exhibition Centre, Camelgate.

May

Sat 3rd BEACONSFIELD S/M at Beaconsfield School, Wattleton Road.

Sat 10th READING Larger Gauge Model Railway Exhibition, Rivermead Leisure Centre.
OXFORD S/M at Exeter Hall, Oxford Road, **KIDLINGTON**.
SW HERTS MRS Exhibition, Queen's School, Aldenham Road, **BUSHEY**.

Sun 11th POTTERS BAR S/M at Elm Court Youth & Com Centre, Mutton Lane, M25 J24.

Fri 16th ST ALBANS EVENING S/M at Frances Bacon School, Drakes Drive, 7pm to 9pm.

Sat 17th ELY M. R. Exhibition, City of Ely Comm. Ctr, Downham Rd. Ely. (**New Venue**)
OXFORD MRC Exhibition, High Street Methodist Church, **WITNEY**.

Tues 20th LETCHWORTH EVENING S/M at Plinston Hall, Broadway. 7pm to 9pm.

Sat 24th AYLESBURY Railex at Stoke Mandeville Stadium. (2 Days)
SANDOWN RACECOURSE S/M – The Big One – 500 stalls.
CAMBRIDGE Garden Railway Show at Cambridge Museum of Technology, Old
Pumping Station, Cheddars Lane, Cambridge (2 Days).

Mon 26th KETTERING S/M at The Arena, The Leisure Village.

TOY AND TRAINS AUCTIONS

March

Sat 29th RUGBY Vectis Auctions at The Benn Hall, Newbold Road.

April

Sat 26th LEAMINGTON SPA Toy and Childhood Memories Auction, 18, Guy Street.

May

Sat 10th BEDFORD Childhood Memories Auction, 26, Newnham Street.

Sat 17th RUGBY Vectis Auctions at The Benn Hall, Newbold Road.
BURY ST EDMUNDS Lacy, Scott and Knight, Auction Centre, 10, Risbygate St.

If you know of any other toy and train auctions that I am not featuring, please advise me.

A Day In The Life Of The 'S&C'

The Settle to Carlisle line nearly closed in the 1980's, but now is a busy passenger, freight and diversionary route. To see how it functions day-to-day, this article visits Blea Moor signal box, 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 3

A busy day sees them sell up to 100 rail tickets, but the average is around 50 to 60. It doesn't sound much, but there are up to 25 regular commuters into Carlisle, locals wanting travel information, telephone sales to coach parties of up to 50 people wanting to travel over the line, and all the usual administration.

The ticket office is a fascinating combination of old and new. Up-to-date ticket machines and computers rest on LMS or even Midland wooden counters and the steam-age notice-board is covered with information on modern obsessions such as health and safety.

In his ten-hour shift, Bob sees just 12 trains, but they all provide a vital link to communities along the line and bring valuable inward income into the area from walkers and tourists. The dark days of 2001's foot-and-mouth outbreak are thankfully gone, but it's clear from talking to people that the scars are only just healing.

Despite being based in York and responsible for all ATN's stations in Teesside, Chris Benson also covers the northern part of the 'S&C'. He visits once a fortnight to see if everything is in order, bring paperwork from HQ and to deal with problems. He tells me he'd like to visit more often, but with such a large area to cover it's not possible. His remit includes checking to see if stations are intact and health, safety and welfare of staff and passengers.

Coincidentally, as we chat on the platform we meet Bob Davis, Jarvis contract cleaner responsible for 15 stations, ranging from Skipton to Appleby and the Settle to Lancaster route. He visits Appleby and the quieter stations weekly, Settle two or three times a week and Skipton every day. "The public don't realise what goes off," he says "They only notice if you haven't been" He leaves soon after for a 2-hour plus van journey back to Skipton, where he'll have to clean up before finishing for that day.

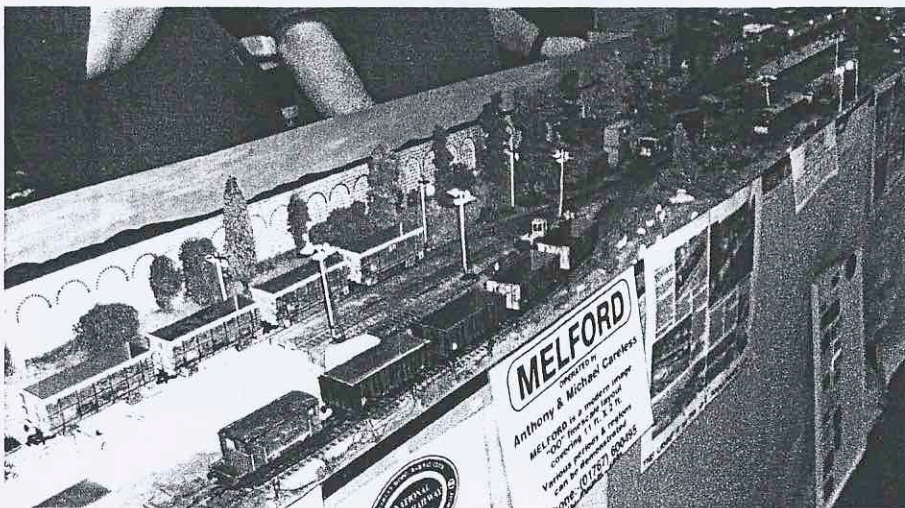
At around 1245, the station manages a brief burst of activity as the 1154 Carlisle-Leeds and 1049 Leeds to Carlisle call within a few minutes of each other. About 15-20 people, including families, walkers with dogs and locals, leave the northbound train and a similar number board in the opposite direction, having bought tickets from Bob and Anne. An estimated 85% of journeys of the 'S&C' are leisure travel, the rest being commuters, shoppers and students into Carlisle or even Leeds.

I wander up the platform to see what's happening in the Friends of the Settle & Carlisle Line shop-one of two on the line that help raise funds to promote it. (The other is at Settle.)

Just before going to print, the final four chimneys and two kilns have been named as listed buildings by English Heritage and The Secretary of State for Culture, Media and Sport, James Purnell. Bedfordshire County Council first asked for the iconic structures, which are the last monuments to brick production in Bedfordshire, to be protected in February last year. The authority, has now received confirmation that the landmark chimneys have been given special status.

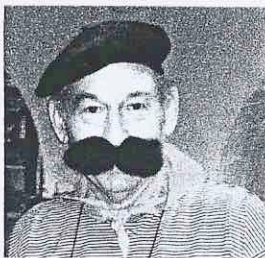
Brick making at Stewartby was at the heart of rebuilding Britain after the devastation of the Second World War, with many buildings built in London after 1945 made from the famous Fletton bricks produced there.

CAUGHT ON CAMERA



'Melford Layout' presented by Tony and Michael Careless.

This Layout represented The Milton Keynes Model Railway Society, at the Warley National Model Railway Exhibition.



Have You Seen This Man?

He is believed to be a member of the Milton Keynes Model Railway Society, but he may be using a disguise. Last seen at The Brighton Toy and Model Train Museum in December 2007.

He is not thought to be dangerous

MEET THE MEMBERS

Peter Jones

A man passionate about steam and driven by trains.



Graham Greene's book 'Stamboul Train' isn't set on the Orient Express either – It's set on the 'Oostende – Vienna Orient Express'. This train ran from Oostende & Brussels via Frankfurt to Vienna, Budapest, Belgrade and beyond, combining with cars of the Orient Express east of Vienna and with those of the Simplon Orient Express between Belgrade and Istanbul. In the 1960's its 3-times-a-week through sleeping car from Oostende to Istanbul was withdrawn, and the 'Oostende-Vienna Orient Express' became just plain 'Oostende-Vienna Express'. In the 1990's, this train changed its name to 'Donau Walzer', and with the coming of Eurostar and the ceasing of all Dover-Oostende ferry service's it was cut back to start in Brussels rather than Oostende. The 'Donau Walzer' survived as the Brussels – Vienna night train until December 2003 when it was withdrawn. Today, Brussels-Vienna passengers need to change in Cologne onto a new breed of 'hotel train' with top of the range facilities, the excellent CityNightLine 'Donau Kurier' (www.citynightline.ch). CityNightLine trains have double-deck sleeping-cars, and their deluxe rooms even have their own shower.

Article courtesy of the following site – <http://www.seat61.com/OrientExpress.htm> an excellent start if you are into anything continental as an armchair traveller – just get to the home page and start dreaming of your trip!

Oostende - Wien - Express
(London)-Oostende-
Brüssel / Bruxelles - Liège (G)-
Aachen - Köln - Bonn - Mainz-
Frankfurt (M.) - Nürnberg-
Würzburg - Passau - Linz -
Wien Westbf.

May I introduce myself, I am Peter Jones and I offered my piece willingly. I have been a member of MKMRS for only two and a half years, but I have been a member of previous clubs in Romford and Chelmsford going back to the early 1980's. I knew about the cult status of MKMRS months before I moved here in December 2004 as I was the CMRA representative for the Romford club. Why cult status you are asking? The club is lucky to have a superb 100 x 40

club house, no rent, no other bills, loads of layouts to play with and build. The only drawback, being forced to come in at weekends and play trains for the public and for us retired members the privilege of showing the younger generation, on school visits, why railways were so important during the Second World War. Tell a member of any other club, which is struggling to survive (and most are) and they start drooling!

This brings me neatly onto the reason why I was born in London, opposite the Houses of Parliament in March 1944, rather than the provincial city of Linz in Upper Austria. My mother was a refugee from Austria and got out in 1938, despite having a Catholic mother and grandparents. She had to leave on a one way visa and travel papers at the age of 19, on her own or face the consequences of Hitler's 1935 Nuremberg race laws. The train that she escaped on and is the catalyst to my life (and that of my mother) is the Oostende-Wien Express. A woman Nazi customs official at Aachen customs shed said if they found any personal jewellery hidden on her, my mother would never be seen again, and a one way trip to a concentration camp would be offered.

A Google search of the above train (which is in the top ten of express trains and began service in 1896) will bring up a wealth of sites about famous expresses and night sleeper trains. The train subject of Graham Greene's book 'Stamboul Train' and the Poliakov TV film "Caught on a Train".

I was evacuated to Halifax, West Yorkshire until the war ended and my earliest train memories are of my Austrian grandmother boarding an express steam train at Harrow on the Hill station to Sheffield in 1947 and my mother and I having to ride to Aylesbury and back because the train left rather sharply before we could get off. The terraced house I grew up in North Harrow was only 200 yards from the Metropolitan railway to Aylesbury. I can remember trips up to London in 1948 with steam hauled local services running through to Aldgate. My treat for being good, after a trip to Great Ormond Street Hospital for children, was a tram ride through the Aldwych Tunnel to the Embankment and a different way home on the Bakerloo line train to Harrow and Wealdstone.

My first ever orange was in Switzerland, when a kindly gent gave me one on a train to Austria. Up to 1951, Germany was closed to civilians and you had to travel out via Paris and Switzerland. I was the envy of all my school chums in North Harrow as every year from 1949 through to the age of 17 in 1961, my mother took me to visit her family every summer in Austria. Not just for 2 weeks, but for the whole of the school holidays! 7 - 8 glorious weeks escape from gloomy rationed Britain. That is a total of 2 and a half years of my life. That's how I speak German and also reasonable French.

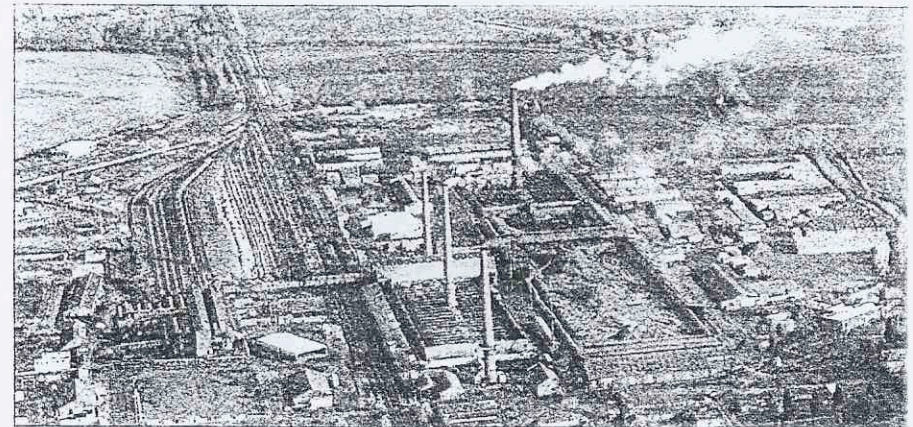
The annual train trips of mostly steam express main line workings became an obsession with me, and I was fascinated with timetables and the workings of the trains, and how a train could leave Oostende with carriages being unhooked along the route with new ones joining. A walk up the train platform at 10 minute stops en route to Linz would reveal coach destination boards to places like Copenhagen, Moscow, Rome as well as through CIWL coaches to Bucharest and even Istanbul.

There were the CIWL 1st and 2nd class sleepers and a dining car decked in deep blue livery with the waist height gold crest, and the magic words along the roof "Companie Internationale des Wagon Lits & des Grand European Express". The train I never travelled on, although I have

THE END OF AN ERA FOR THE BEDFORDSHIRE BRICKFIELDS

For many years the Bedford to Bletchley rail service was known as 'The Brickworks Line'. This was hardly surprising as mile after mile saw the once numerous brickworks that for so long were part of the landscape. Over the coming months this landscape will change dramatically.

A century of brick making tradition ended in February when the last of Bedfordshire's brickworks closed. The Stewartby site, once part of the largest brickfields in the world ended production on February 29th. Production of the famous London Brick will be moved to Hanson's Whittlesey plants, near Peterborough, which has sufficient capacity to meet the market demands, and they will not be in breach of UK air quality limits.



Stewartby Brickworks, the last in Bedfordshire, now closed

There have been brickworks at Stewartby since 1897. At the height of production the factory produced 738 million bricks a year, had 32 chimneys and employed more than 2,000 workers, about half of whom were migrants. Last year they produced only 2 million bricks and just employed 217 workers. Much of the production used to leave the site by rail but the last bricks to be dispatched by train left the site in 1985.

In the 1960's I worked for Securicor and delivered large amounts of money to Stewartby, where it was put in to wage packets for the workers. Later in the week we returned to take these wages to the other sites at Elstow, Kempston Hardwick, Marston, Millbrook, Lidlington, Ridgmont and Brogborough. The dozens of chimneys at all these brick works, stretched from my house (Kempston) all the way to Junction 13 on the M1. Only 4 remain, awaiting their fate.

Notes

- (1) J37 Steam and Vacuum combination brakes fitted except for final ten Nos.4630-9.
- (2) Considerable restrictions throughout Class. See 'Locos of the LNER' Pt.6A (pp.22-24). Series pub. RCTS.
- (3) Nos. 63460/3/5/9/73 provided with vacuum ejectors 1951-2. See Pt.6C (p.61).
- (4) To obtain adequate brake power four 18" dia. Brake cylinders were positioned between the frames. See Pt.6B (p.10).
- (5) For modifications after being fitted with BR a.w.s system. See Pt.6B (pp.92-98).
- (6) Similar to Class O1/O3. See Pt.6B (p.26).
- (7) Very complex. Pt.6B (pp.60-61).
- (8) Many alterations. See Pt.6B (p.125).
- (9) Again, most complex. See Pt.3C (p.37).
- (10) Modifications carried out 1935-37. See Pt.4 (p.45).
- (11) Modifications after 1932. See Pt.2B (p.87).
- (12) Considerable variations. See Pt.6A (pp.74-75).
- (13) Again, many variations. See Pt.6A (pp.118-119).
- (14) For modifications post-1947 see Pt.6C (pp.88-89).

Bibliography: A wider coverage of these matters can be found in 'Locomotives of the LNER' Pt.1 - Preliminary Survey for the LNER period (pp.87-90) and the system as modified for widespread use on BR in 1949 and 1953 on (pp.90-93).

Structure Gauging

The structure Gauge (see drawings at end of section) is dependant upon the size of the rolling stock used on a particular route or in a particular area. Coaching stock needs careful consideration for centre or end swing whilst the width has to allow for a passenger door being open (each side). Each vehicle has a 'clean' outline and allowances for end swing etc., which is now known as the 'Kinematic Envelope' of the vehicle - then the additional side clearance are added to form the structure gauge. Obviously platforms need careful consideration - nominally 3'-0" (915mm) high above rail level to a tolerance of +0"/-1" (0-25mm).

Note:- Some platforms are lower where previous levels were such - and unless work is undertaken to the platforms these can remain low - these are the exception rather than the rule. Platforms of course need to be considered to allow for bogies and side steps to clear but not leave a yawning gap to the coping stone. Obviously the constituent companies forming the LNER had a wide variety of stock from relatively short 4-wheeled coaches to the exGNR and ECJS 63"-0" clerestories.

To be continued

Ed. As this article is being transferred from page size A4 to A5, and into smaller parts, it may be advisable, to keep each part until the end of the complete article, to make better sense of the contents, with everything being available for reference. It was not until I started breaking this article down into smaller parts, did this become apparent.

been on the foot passengers services that ran alongside it and seen it being loaded onto a boat was the Night Ferry - London - Paris & Brussels, with a very short lived service to Bale. There is a CIWL sleeper coach preserved at York Railway Museum. It has the curious requirement of additional life belts in the corridor! As Michael Caine would say "Not a lot of people know that"

I have vivid memories at the of age 7 of whole cities like Cologne and Frankfurt, nose pressed against the corridor window, of just the corners of houses and blocks of flats standing. I found borders exciting, especially those in the middle of the night in sit up carriages, with officials coming through the train waking everybody up to stamp passports and ask them if they had anything to declare. No EU lack of borders in those days. In later years my mother could afford the 'luxury' of a six berth second class couchette and the attendant/conductor took your passport and tickets away so you would not be disturbed during the night. I always liked the middle berth so I could lie awake during the night against the window and watch the world go by. Since my early twenties up to now, most of my holidays have centred around trains and I have a large collection of photos and videos from Europe and the USA. My particular favourites are one way open jaw trips to the US, Settle - San Francisco, Phoenix - Los Angeles via Route 66, and perhaps the best, Halifax, Canada to New York via the Catskill Mountains - Delaware and Ulster preserved railway.

My collection of about 300 or so HO European passenger stock includes about 60 - 70 CIWL sleeper and restaurant/day cars. I have coaches and locos from most European countries I have travelled to over the years. I also have a large collection of BR & Southern stock and locomotives, so don't be surprised to see Southern 00 locos 'Battle of Britain' or class 73 hauling a rake of 12 HO CIWL sleepers on a Southern layout sometime soon! My first train set was a Triang 'Princess Elizabeth', quickly followed by an collection of more electric Rovex products, Jintys and goods wagons etc., I used to make impossible gradients and treat the locos like switchback rides. I had a brick set you could glue together but I used the bricks to mark out roads on the carpet and lino. I had a wealth of Dinky Toys, sadly long since disappeared in the dustbin of time. Thank you mother!! There was also the Austrian version of Meccano called Matador only in wood with dowels to hold the blocks together. Well there were an awful lot of pine forests in Austria.

Along with my large collection of 1950's bus tickets (now sadly demised), emptied out wholesale into paper carrier bags with string handles from used ticket boxes of busses parked up along the back of Harrow on the Hill station. I was even recycling in those days! My biggest regret was the disappearance of a prized trophy of the 1924 Wembley Empire exhibition poster from a metropolitan line compartment stock. I was at least a civilised vandal in those days aged 11 or 12. Provided you had the compartment to yourself, you had nine minutes between Baker Street and Finchley Road to unscrew the glass to see what was behind the current route map or picture and replace the front poster and glass.

I only started the current railway collection and layouts in 1980 or so, when finances permitted.

I mostly go for loft layouts. One of the reasons for buying the present house is a 24 by 11 layout, 3 foot wide between the structures in the loft on which I am laying a raised track layout giving a 200 foot run with a dumb bell at each end, giving 400 feet return or six miles scale length! I have acquired a large amount of Fleischmann ready ballasted track that can be clipped together from a swapmeet. Not much scenery but then it is not an exhibition layout.

I have to consider the possibility of one day not being able to get up into the loft and with this in mind I have a double garage attached to the house, no car installed MK fashion that will be used shortly to hopefully store and partially run a newly acquired layout of exhibition standard. This I want to adapt to the current European vogue of a dumb bell at each end and get rid of the restricting fiddle yard run around layout. The other advantage for old gits like me is that you walk into the layout through a civilised gateway, not crawl underneath via a public gangway at an exhibition.

No matter how good the scenery is, most visitors to exhibitions want to see a succession of full length trains running on a main line layout. Station and shunting operation can still continue but nothing interferes with the operation of full length 12+ coach trains moving all the time. You can expand layouts as you wish, incorporate on the same 8 foot boards different railways but at different heights, such as DCC, Hornby Dublo and Triang (Mr Ranns please note!). We have surely passed the stage of building layouts in 4 foot sections that might fit into an estate car or 10! A recent visit to Eurospoor 2007 Utrecht, billed in 'Continental Modeller' as the largest railway show in Europe, inspired me to want to put a British exhibition layout on a par with our European friends in Europe. Anyone who visited NEC Warley in December 2007 and saw the Dutch layouts in 'HO' and 'N' gauge on show there, will know what I mean.

Peter seems to think he still has more to say – then I would encourage him to write a separate, 'follow-up' article.

In The Next Issue – Meet Roy Duckers

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POWER CLASSIFICATION, STRUCTURE GAUGING and ROUTE

AVAILABILITY

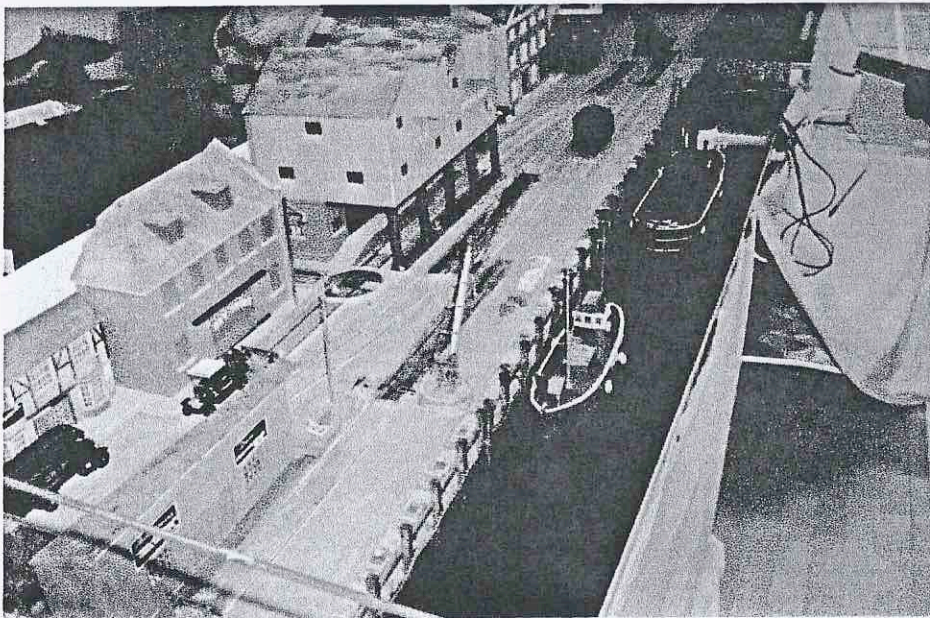
by Les Wood

Part Two

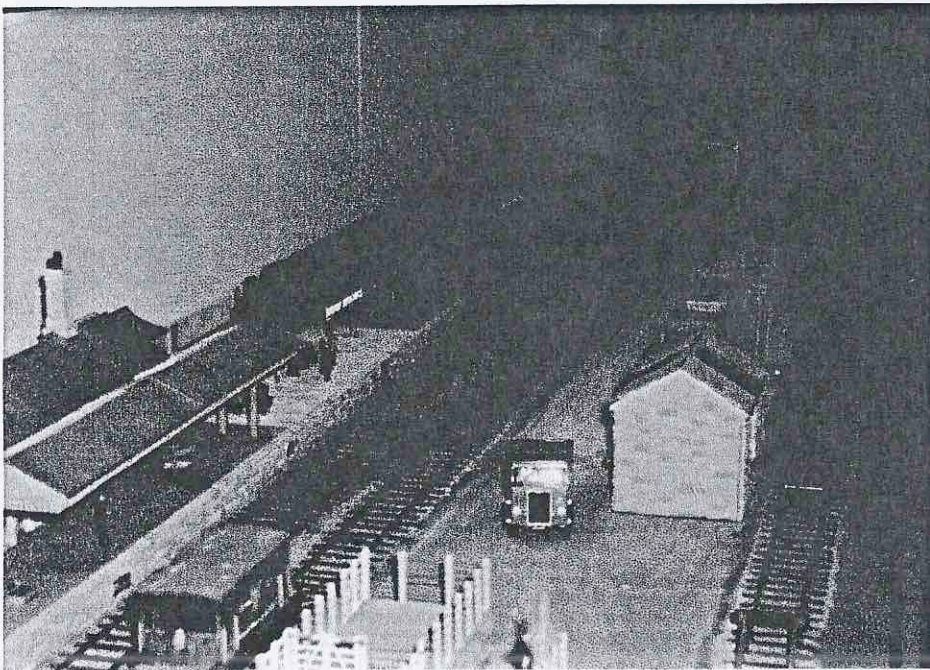
Those present at the April 2003 meeting at Wakefield will recall the photograph of the Class 37 diesel locomotive which, having run-away, collided with the one in front due to insufficient braking power – all too common with the BR Phase 1 Modernisation Programme diesel locomotives for which, after several such accidents, brake tenders were constructed to assist (some of least Gresley bogies!). I believe it was this factor which brought about the end of single load, pick-up freights etc., loose-coupled freight trains, the closure of many small stations and the demise of the goods guard. As we now see, only block trains, often company sponsored take their place – but much of the traffic has been lost to the enemy – road traffic.

I have prepared a sample list of locomotives, both constituent company and some built by the LNER to consider their braking systems, whilst including route availability which we will consider later.

Type	Brake	Class	Company	Year	Cpld. Wh.Dia.	Maximum Axle Load	Adh. Wt.	R.A	Sth.Area Frt.Class'n
0-6-0	VB	J6	GNR	1911	5' - 2"	18t - 00c	50t - 10c	5	3
	ST/VE	J11	GCR	1901	5' - 2"	18t - 00c	52t - 02c	5	3
	ST/VE	J20	GER	1920	4' - 11"	18t - 14c	54t - 15c	5	3
	ST	J27	NER	1906	4' - 7 1/4"	17t - 18c	49t - 10c	5	5
	ST/V/Dual	J37 (1)	NBR	1914	5' - 0"	20t - 06c	54t - 14c	8	N/incl.
	W/V	J39 (2)	LNER	1926	5' - 2"	19t - 13c	57t - 15c	6	5
0-8-0	ST	Q6	NER	1913	4' - 7 1/4"	17t - 12c	65t - 18c	6	6
	ST	Q7 (3)	NER	1919	4' - 7 1/4"	19t - 00c	71t - 12c	7	8
2-8-0	V	O1/O3 (4)	GNR	1913	4' - 8"	17t - 12c	67t - 08c	6	8
	ST	O1 Std. (5)	LNER	1944	4' - 8"	17t - 00c	65t - 17c	6	8
	V	O2 (6)	GNR	1918	4' - 8"	17t - 12c	67t - 07c	6	8
	ST/VE	O4 (7)	GCR	1911	4' - 8"	17t - 01c	66t - 04c	6	7
	ST/W/V	O7 (8)	WD	1946	4' - 8 1/2"	15t - 12c	61t - 05c	6	8
2-8-2	ST/VE	PI	LNER	1925	5' - 2"	18t - 13c	71t - 10c	7	9
4-4-0	W/V	D15 (9)	GER	1903	7' - 0"	17t - 16c	34t - 12c	5	1(-3wag)
	W/V	D34 (10)	NBR	1913	6' - 0"	19t - 02c	37t - 13c	6	N/incl.
4-6-0	VB/SE	B7	GCR	1921	5' - 8"	19t - 10c	58t - 10c	7	6
	W	B16 (11)	NER	1919	5' - 8"	20t - 00c	58t - 14c	7	6
2-6-0	VE/W	K2 (12)	GNR	1914	5' - 8"	18t - 16c	53t - 18c	5	5
	ST/VE/W	K3 (13)	GNR	1920	5' - 8"	20t - 00c	60t - 00c	8	6
2-6-2	VB	V2 (14)	LNER	1936	6' - 2"	22t - 00c	65t - 12c	9	7(min) 6(+4 - 5w)



Below – Burton Bradstock (EM) by Chris Lester, voted Best Layout in the show



MILTON KEYNES MODEL RAILWAY SOCIETY EXHIBITION 2008 IN PICTURES

Congratulations to Gareth and all the members who helped to make the Exhibition so successful, also well done to Chris Lester on winning the 'Best Layout' Trophy.

