

ISSUE 149 MYSTERY LOCATIONS – Answers

On the left On Ken Rann's Hornby Dublo layout. On the right On the Thomas the Tank Layout

THE LAST LAUGH



Ah, I wondered where I had left that guards van!

FUTURE DATES FOR YOUR DIARY

Saturday 18th and Sunday 19th October 2008 – Peterborough 'Festival of Model Railways' in the 'Exec' at the East of England Showground, Peterborough. Details 01778 391123.

Sunday 28th September 2008 – Bressingham Steam Experience and Gardens.
Model Railway Day – Details 01379 686900.

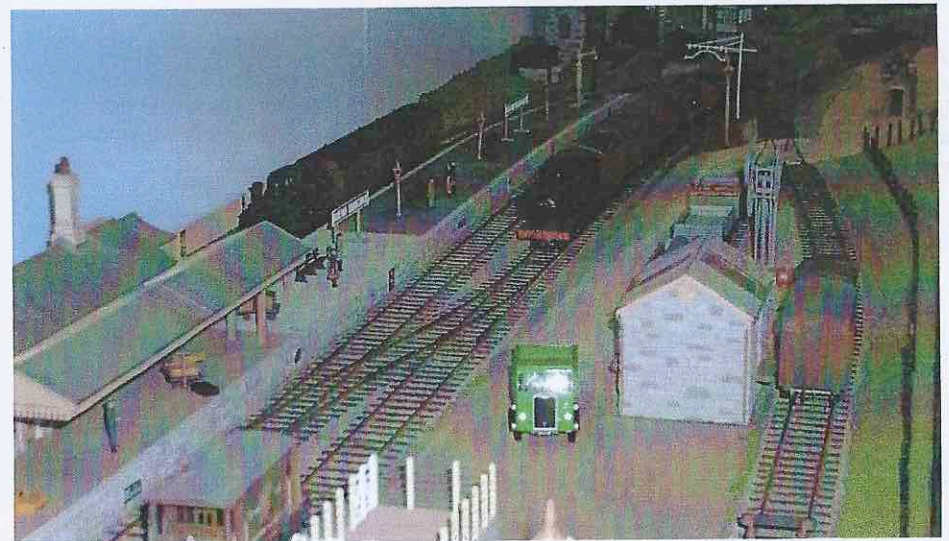
The next MKMRS 'Quarterly News' will be published on Tuesday September 2nd 2008, which will cover September, October and November 2008 for forthcoming events. Anything to do with the Newsletter, see John Forman in the tinplate room, every Tuesday evening or ring him on 01234 853737 (Leave a message if I am not there, I will call you back).



"QUARTERLY NEWS"

No 150

SUMMER 2008



Chris Lester's 'Burton Bradshaw' (EM) voted best layout at the club's 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

THE MILTON KEYNES MODEL RAILWAY SOCIETY

President:- Jim Wood.

Chairman:- Dennis Lovett. Vice Chairman:- Bruce Garwood. Secretary:- Chris Hughes.

Treasurer/Membership:- Eric Bowman. Exhibition Manager:- Gareth Homersley.

CMRA Rep:- Peter Jones. Webmaster:- Matt Rainer Editor:- John Forman.

Librarian:- Fred Collins. Schools Co-ordinator:- Ken James

Auditor:- Brian Barnes Club Merchandise:- Ken Ranns

Committee:- Les Woods Chris Lester Jeff Mathie Mark Agnew

Editorial

It is hard to believe, that this is already the fourth edition I have published, it does not seem very long since I was nervously waiting to print my first issue. I need not have worried because the only opinions I have received have been complimentary, and I have been given a great deal of support. My priorities are to concentrate on the club's news, such as everything the club is actively involved in, the day to day business, promoting the club's future events and a platform for member's to voice their views and opinions. According to the feedback, the 'meet the members' articles are extremely popular, and there is no shortage of 'volunteers' waiting for their turn.

Secondly, to publicise as many local and major exhibitions, swapmeets, auctions, preserved railways and similar events, and to highlight local railway stories and information. I have also tried to introduce a little light hearted humour. If there is any additional subjects you would like to see included, please do not hesitate to contact me. Don't forget the newsletter is only as good as the material you give me, so please keep those articles coming.

I would like to take this opportunity, to thank all those who help with the collating of the 'Quarterly News', it is very much appreciated.

John.

A Word From The Chairman

The end of May will see the closure of Bletchley TMD by London Midland bringing to an end over 160 years of maintenance of trains in the town. My earliest memories of Bletchley would be found in what it is now the station car park, although in my reckless youth it was 1E – Bletchley Motive Power Depot.

My father was a driver based there and I would escort him on various visits over the years to collect his tin (which in those days contained the weeks wages) when he was on the wrong shift to collect it. I would be let loose on cold steam locomotives to pull handles and generally cause mayhem, whilst my dad would talk to his mates and enjoy a 'mash' (the traditional railway term for a brew of tea!). I can well remember returning home plastered in coal dust – not sure Mum was too impressed as I always ended up in the bath!

Electrification saw the demolition of the old shed building and its replacement on the site of the Cambridge sidings by the brand new DED (Diesel Electric Depot) and later renamed TMD (Traction Maintenance Depot).

It will be a sad day when the doors finally close on another part of Bletchley's glorious railway history. Lets hope someone else comes along to use it!

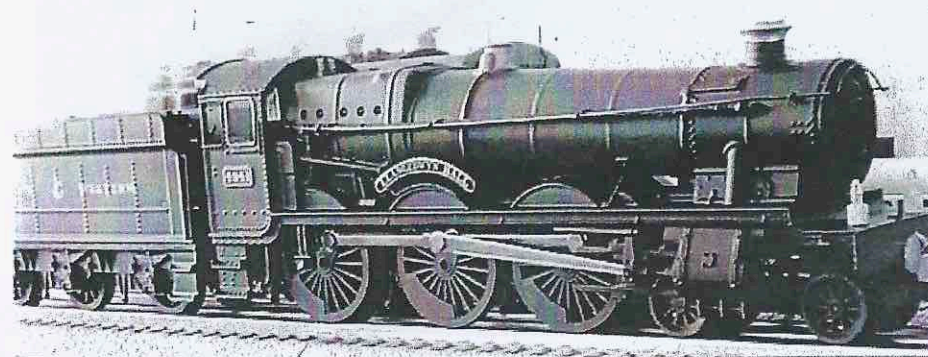


huge model railway show and steam fest.

Author's note:- Belgian Railways has titles in Flemish/Dutch it is NMBS = Nationale Maatschappij der Belgische Spoorwegen whilst in French it is SNCF = Societe Nationale des Chemins der Fer Belges. For the purpose of this article all station names are in the local language with the occasional one in brackets is its alternative. In an attempt to unite the country it simply uses a capital 'B' in an oval surround as its logo. This article was scheduled to appear in the last edition of the 'Quarterly News', but it was already full with other articles, so I hope the wait has been worth it and you have enjoyed reading it before falling asleep.

MORE '0' GAUGE TRAINS

In the 'Winter 2007' issue of the 'Quarterly News' I included an article about the resurgence of '0' gauge trains, here are two more examples. Lionel 'Hogwart Express' Loco re-painted to represent a 'Hall Class' and they are now going to introduced another set "The Shakespeare Express". New trains are also being advertised, by 'Merkur Trains', from the Czech Republic.



MERKUR
TRAINS

Classic metal trains in the popular "0" gauge.
Klasický plechový vláček v populární velikosti "0".

NEW "0"

9100 9101 9102 9103 9104 9105

of 4142/4140 for Neerpelt and 4152/4136 for Hasselt, thus for approximately 20 minutes in every hour the station at Mol becomes a hive of activity. Arrival in Hasselt was around 15.50.

After a quick tea break, the intention was to travel on the 16.45 to Liege (Luik), but again this was cancelled due to an incident on the line somewhere between Tongeren and Liege, as this was cancelled it would have required a bus connection between the two. It was now getting dark and we were beginning to tire, so we came back to Leuven (home of the famous 'Stella Artois' brewery) at 17.12 on a train formed of loco 2744 leading 5 x M6 Double Decker coaches including a Driving Trailer and loco 2749 with an identical rake in that order, the coupling procedure between the 1st DT and 2nd loco being automatic, this service runs via Leuven (to reverse and now with DT's leading), depart to Brussel then Brugge where it then splits for the coastal towns of Blankenberge and Knokke.

On arrival at Leuven we very briefly had a look at the rebuilt station whilst a German ICE M (M = multi voltage) passed through at speed en route from Brussel to Frankfurt via Koeln and the new high speed line between the latter two cities. Our final Belgian train of the day was the 18.38 from Leuven to Brussel formed of loco 1359 leading a rake of 1 elevens, this service started in Eupen in the German speaking 'OstCantons' part of Belgium and goes to Ostend in Flanders (Flemish speaking) via Liege in the French speaking Wallonia. This took the rebuilt fast lines as far as the outskirts of Brussel between Zaventem and Diegem before crossing on to the slow lines and around the south side of Schaerbeek depot. The fast lines now have a new alignment over the top of the same location.

A quick snack dinner followed before passing through the immigration controls and catching the 21.02 back to St Pancras arriving at 22.02, local time. Our set back was 373 221+373 222, which were used on both the record breaking runs last year from Paris (2h02) and Brussel (1h40) respectively.

As it was well and truly dark we did not mind having our backs to direction of travel for our return to England. We managed to get to the leading coach shortly after departure from Ebbsfleet, so that we could be first off, and down through the customs area very quickly and out in to the circulation area in less than 5 mins after arrival followed by a steady stroll up to Euston (just over 20 minutes) for the 22.40 back to MKC, arriving home around 23.30.

In conclusion, we were out of our houses for just less than 17 and ½ hours and had a damned good day out for the fare of £42 (FIB staff discount) each return + food expenses, the normal public fare is being advertised at £71 using London Midland services to/from Euston.

Judging by the amount of members who come to see the European trains running occasionally (well most club nights) on the 'Verney Junction' layout, I hope this may have whetted a few appetites for the proposed trip to Koeln, now intending to go in November to co-inside with a

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 MKMRS would like to welcome Jeff Tomlin (Electronics/00), George Tapner (009) and Matthew Nuttall (N) as new members, we hope you all have a long and enjoyable stay with the club.

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).

Donations to Willen Hospice

Two cheques for £76 (as a result of activities at our Bletchley show) and £300 (money raised by selling donated items) were sent to The Willen Hospice, thanks to everyone concerned.

School Report

According to Ken Jame's 2007 diary we had eleven school visits to the MKMRS during the year. Each party consists of 40 to 50 children, 8 to 10 years old, together with teachers, teaching assistances and parents etc., and as most of them were from locals schools, some children probably persuaded their parents to bring them back later on a normal museum open day. Each school picks 4 attractions e.g. 'Home-front' 'Toy Museum' etc., after choosing their four selections they split their party into four groups, who will visit each venue in turn for 40 minutes. In our "Railways at War" session we try to show the scene during the 1939 - 1945 war, when there were no motorways and no giant articulated lorries, so the railways formed our only National Transport System. We use the various displays in the entrance corridor and the main lobby as a framework for our talks. We talk about RAF Halton (South of Aylesbury) where 15 to 18 year old apprentices were trained as technical tradesmen before serving for 12 years in the men's service. Halton needed the railway to bring in freight, especially coal to fuel the power station providing its electricity. We also show pictures of Longmoor where 30,000 soldiers were trained as railwaymen to go to France after D.Day. If schools from Bicester are visiting we show the 'stores' railway near Arncott. In the main lobby we show the difference of war-time travel e.g. black-out on trains and stations.

We show the part the railways played in the evacuation of children from London and other large cities and the re-distribution of over 300,000 troops who had arrived at the South Coast ports after the Dunkirk evacuation. We try to show something of the enormous freight loads such as fuel needed to sustain bombing raids from East Anglia airfields. We also mention the work of the railway workshops such as Wolverton, repairing bombers and building troop carrying gliders.

We then split the group into two smaller groups, one visiting the '0' gauge tinplate room (the

only sort of model trains, lucky children probably owned before the late 1940's). The other sub-group visit Verney Junction – on the line from Oxford (used by Dons coming from Oxford to assist in the code-breaking). These two subgroups change over before the end of the session. We would welcome extra helpers – there is no script to be learned – we just paint ‘a picture in words’ of wartime railways. If you join us you will be let in gently until you are ready to take a section of the visit. This information was provided by Ken James.

SEVERAL MEMBERS SUBSCRIPTIONS ARE NOW OVER DUE

SUMMER ROTA

June	Saturday	7th	Chris Lester	Stephen Walker	
	Sunday	8th	Dennis Lovett	Geoff Blackwell	
	Saturday	14th	Robin Rowles	Neil Dewer	
	Sunday	15th	Bruce Garwood	John Hatton	
	Saturday	21st	Ted Mellor	Ken Wiggins	
	Sunday	22nd	Chris Hughes	Geoff Blackwell	
	Saturday	28th	Wilf Miller	Volunteer Required	
July	Sunday	29th	Bill Ball	Pete Ball	
	Saturday	5th	Ian Smith	Ian Barlett	
	Sunday	6th	Gareth Homersley	Volunteer Required	
	Saturday	12th	Peter Jones	Ray Cousins	
	Sunday	13th	Peter Holden	Les Duncan	Bruce Hankins
	Saturday	19th	Ken James	Mark Pollot	
	Sunday	20th	Ken Ranns	Ken Sharpe	
August	Saturday	26th	Derek Hart	Mac	
	Sunday	27th	Ian Barlett	Roy Duckers	
	Saturday	2nd	Eric Bowman	Les Wood	Robin Rowles
	Sunday	3rd	Mike Clements	Brian Barnes	Roger White
	Saturday	9th	Chris Lester	Robin Rowles	
	Sunday	10th	Dennis Lovett	Geoff Blackwell	
	Saturday	16th	Wilf Miller	Ken Ranns	
September	Sunday	17th	Chris Hughes	Colin Goodenough	John Page
	Saturday	23rd	Robin Rowles	Volunteer Required	
	Sunday	24th	Volunteers Required		
	Monday	25th	Fred Collins	Jeff Tomlin	
	Saturday	30th	Peter Jones	Ray Cousins	
Sunday	31st	Bernard Worden	Gareth Homersley		

Over heard in clubroom

A member said “Because I have such a good memory, my mates call me ‘Mr Memory Man’” At this point someone laughed and interrupted his train of thought. He then said “I now cannot remember what I was going to say”.

When being asked if anyone else was interested in the European trip, a voice said “I am interested in going – but my wife will not let me go”.

Tunnel entered not long after, we were well past Calais Frethun before the hour passed, and not long after that passing through the cavern of Lille (Rjissel) Europe. Shortly after that, comes the triangle where the LGV Nord splits off for Paris in NW corner, and then the 3rd side from Paris converging in the NE corner. The Belgian Border was passed almost in the blink of an eye, after a few minutes the LGV runs alongside the NMBS line 94 between Ath and Enghien, before peeling away towards the original main line from Paris line 96, which it then crosses over and runs alongside from just before Halle, at this point the driver switches over from 25Kv a. c. to the Belgian standard of 3Kv d. c. on the move

In excess of over 100mph and at the same time ceases to run under cab signalling conditions, (conventional signals now takes over the rest of the journey to Brussel). The High Speed Line is now known as Line 96N dives down under Halle station and rises in the middle of line 96, a bit like on the Fast and Slow lines out of King’s Cross to Stevenage and beyond. We arrived at Brussel Zuid at 10.55, local time, the non-stop journey, having taken an incredible 1 hour 50 minutes! Not bad for a distance of over 230 miles. (This is over 3 hours quicker than 20+ years ago when I re-discovered Europe in the mid eighties using the Jetfoil from Dover to Ostend to cross the channel).

A ticket to Brussel is then valid to/from any Belgian station, which in effect it is a day rover ticket if used wisely! The next part of the plan was to take the 11.15 ‘Benelux’ ‘service’ that goes through to Amsterdam as far as Roosendaal on the Dutch Border having accidentally forgotten to get off at Antwerpen Central, but we then came across our first hurdle, it was cancelled. We were directed to the 11.25 to Antwerpen, this was formed of a push/pull set of M6 double-deckers with a driving trailer leading and loco 2753 on the rear. On arrival at Antwerpen we found ourselves on platform 23, this being on the new through line under the City, which all through services to Holland now take. Above us at this point is 4 terminal platforms (11 – 14), followed by a street level shopping centre above that and then the original terminus station above street level. Platforms 1 – 6. And just like St. Pancras earlier it has an overall roof in a similar style. From this level you can look down into the cavern to platforms 21 – 24, it makes the low level platforms look like an ‘N’ or even ‘Z’ gauge layout.

A quick lunch break followed before boarding the 13.14 to Neerpelt and Hasselt this was formed of 3 x 2 car diesel units 4151/4134/4138, the latter splitting off at Mol for Hasselt. Whilst the train was being split, a long freight train hauled by locos 7857 & 7860 passed slowly towards Antwerpen, possibly having come off the single line from Neerpelt. As our train was slightly delayed departing from Mol. On arrival at Neerpelt, we came straight back to Mol at 14.36. This line is part of the original Iron Rhine from Antwerpen via Weert and Roermond in Holland to Moenchengladbach and Koeln in Germany. Back at Mol our train then formed the leading part back to Antwerpen with a portion arriving from Hasselt, joining on the rear a few moments later. A quick cross platform interchange for the next train from Antwerpen formed

EEN DAG MET DE BELGISCHE SPOORWEGEN by Bennie Lucks

O.K. for those who don't speak, or understand Dutch/Flemish, the above means 'One day with the Belgian Railways'.

Friday 1st Feb 2008 saw me and my father get up at 5.30am, in order to catch the 06.26 Virgin Train from MKC to London, the purpose was then to take the short walk down the Euston Road to St. Pancras International for the 08.05 to Brussel Zuid (Bruxelles Midr). The walk took us just under 20 minutes, not bad considering my father is almost 78 years old, and walks with a stick.

Having found the way in via the Underground entrance on the main road, we then had a quick look at the platform level concourse, looking at a very large bronze statue of a couple in love, followed by the statue of the man himself "Sir John Betjamin", whose valiant efforts in the 60's saved this magnificent cathedral station building from becoming yet another Euston. The Eurostar check-in is down stairs in what was the undercroft basement where the ales from the Burton on Trent area were stored ready for London deliveries, and is certainly a vast improvement on what Waterloo had to offer. We were then let on to the train on platform 5 some 20 minutes before departure, so this allowed a couple of platform pictures, before taking our seats in coach 5, facing the direction of travel.

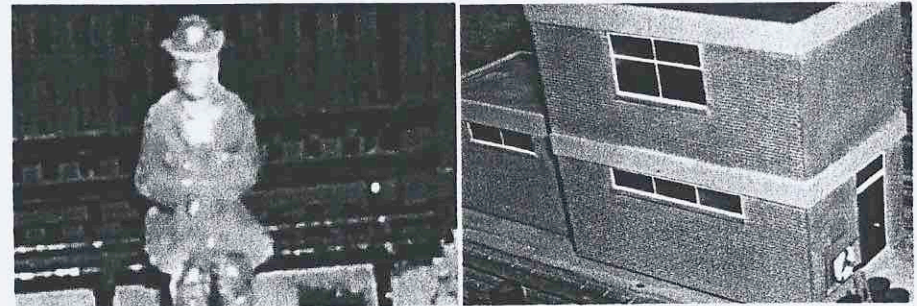
Immediately on departure the train turns eastwards and crosses over the former Kings Cross Goods Yard and Top Shed followed by the ECML and dives into the first of many tunnels, the driver has only 5 normal colour light signals from the station before the cab signalling (TVM430) kicks in. After approx 5 minutes, a breath of daylight appears in the shape of the new and yet to be opened station of Stratford International and straight away into another tunnel, after another 5 minutes daylight appears again, this time about where the old Ford plant was situated at Dagenham. The new line is just south of the LTS Tilbury loop line at this point and remains so until approaching Purfleet where it rises up and crosses over to avoid the town. A few moments later comes the spectacular intersection with the M25 by Dartford Crossing/QE2 Bridge, the line re-crosses over the LTS line, then over the inner, and under the outer circuits of the M25 on the Thurrock viaduct before diving down into another tunnel, this time under old father Thames before emerging at the new station of Ebbsfleet International, then it's on to Southfleet Junction where the connecting line from Fawkham Junction on the former route from Waterloo International came in, journey time so far was approx 15 minutes (it was 35 minutes to this point when Waterloo was open).

The River Medway is soon crossed whilst parallel to the M2, before diving down into yet another tunnel to run almost parallel to the M20 all the way to the tunnel. Ashford was passed in 30 minutes followed by a circumnavigation of Dollands Moor freight yard with the Channel

Newsletter & Programme Archive

Thanks to Chris Hughes and some paperwork received from the late Gordon Etherington's collection, we have received two additional newsletters which were published for the first series. We now have numbers 1 to 30 with the exception of 23 and 28. In addition to these, we have received seven news sheets numbered 1 to 7, the first four were just news sheets but the other three are called MKMRS News although they are not part of the normal 'News'. According to Dennis, he produced these when he first became secretary, to maximise communication. Also there were two more exhibition programmes to be added to our existing stock, they were 1985 and 1987. To follow the sequence, (every two years) then we are missing the following two years, 1975 and 1983. However we do have a poster for 1983. We have a complete set of the current issue of newsletters.

WHERE IN THE CLUB ARE THESE LOCATED?



(Answers in next issue)



Sarky

***Yes I know everybody else thinks
this loco is right.***

***Yes I know the manufacturer has
agreed this loco is right.***

***Yes I know we have photographs
that prove this loco is right.***

But I think it is wrong!

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

June

- Sun 8th SPALDING S/M at Springfields Exhibition Centre, Camelgate.
PETERBOROUGH EX at Sacrewell Farm, just east of A1/A47 intersection.
- Sat 14th GAINSBOROUGH '0' Gauge Open Day at Florence Terrace (2 days).
CHATHAM MRC EXHIBITION, The Historic Dockyard. (2 Days).
- Sun 15th HUNTINGDON S/M at WG Animal Shelter, London Rd, **GODMANCHESTER.**
- Tues 17th RUGBY EVENING S/M at The Benn Hall, Newbold Road, 7pm to 9pm.
- Sat 21st BUNTINGFORD CARNIVAL INCLUDES small model railway exhibition.
NEWMARKET European Ex at St Felix Middle School, Fordham Rd. CB8 7BE.

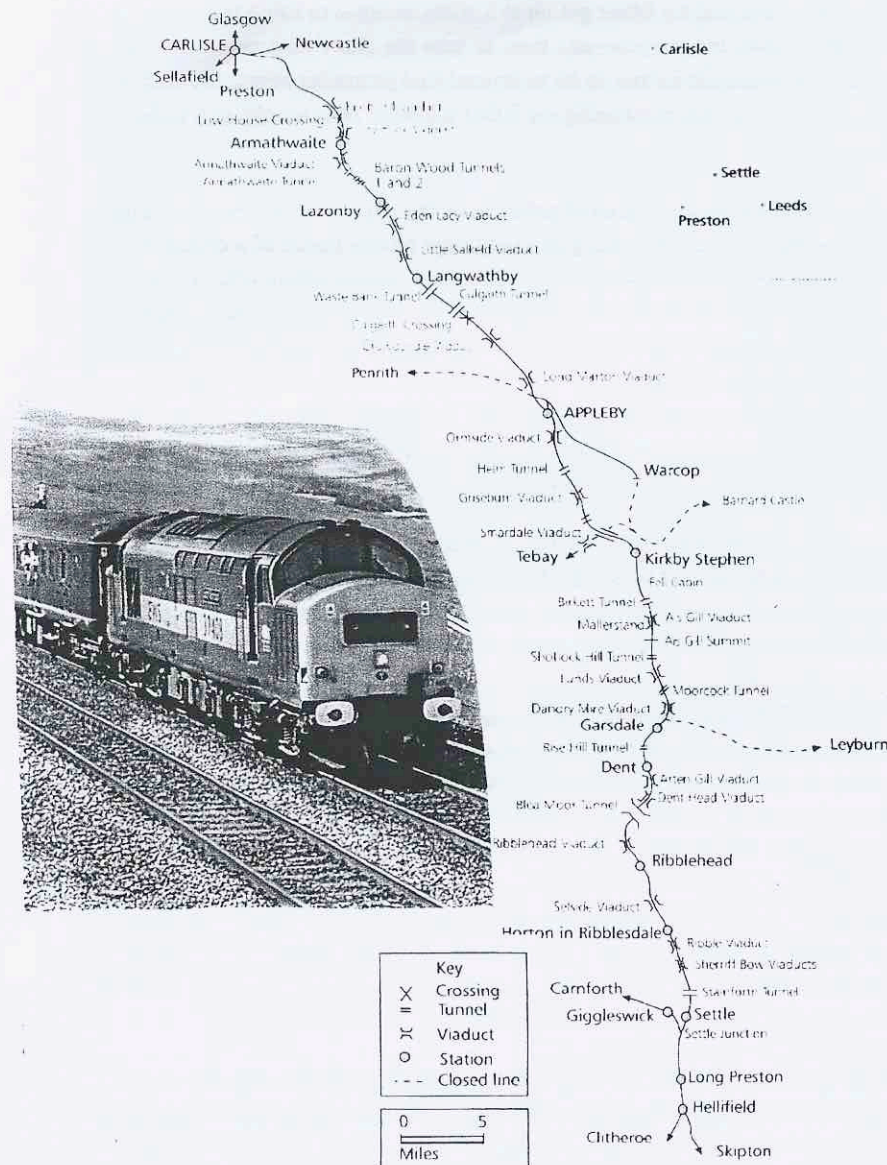
July

- Sat 5th BASILDON MRC EX at James Hornsby High School, Leinster Road. (2 Days)
SANDY, BEDS., TCS ANNUAL EXHIBITION (2 Days). See separate advert.
- Sun 6th BEDFORD S/M at John Bunyan Upper School, Mile Road.
- Fri 11th AMERSHAM EVEN S/M at Dr. Challoners Boys Sch, Chesham Rd. 7pm/9pm.
- Sun 13th GAINSBOROUGH '0' Gauge Open Day at Florence Terrace.
POTTERS BAR S/M at Elm Court Youth & Com Centre, Mutton Lane, M25 J24.
- Fri 18th ST ALBANS EVENING S/M at Frances Bacon Sch, Drakes Drive. 7pm to 9pm
- Sun 20th STEVENAGE S/M at the Leisure Centre, Lytton Way.

August

- Sat 2nd SANDOWN RACECOURSE S/M – the Big One – 500 stalls.
SOUTHWOLD Waveney V. MRC Ex. St Felix Sch, Halesworth Rd. (2 Days).
- Sun 3rd SPALDING S/M at Springfield Exhibition Centre, Camelgate.
- Tues 5th RUGBY EVENING S/M at The Benn Hall, Newbold Road, 7pm to 9pm.
- Sat 16th OXFORD S/M at Exeter Hall, Oxford Road, **KIDLINGTON.**
RENHOLD (Nr Bedford) Exhibition, at Village Hall.

A Map of the Settle to Carlisle Railway



It is small things like this that are helping make the line more vibrant. The work of the development company has raised the line's profile by promoting it in partnership with Arriva. The company also attract investments, which may take NA and the SRA years to achieve because it is not seen as an immediate priority. A shining example is the rebuilding of the waiting shelters at Kirkby Stephen, financed by money raised through the development company.

So what do the passengers think? I talk to an elderly couple travelling home from Melrose returning home from after a holiday. They had taken a bus from the borders to Carlisle, and the 1333 to Leeds was the quickest and most comfortable way to get home. Besides, "we get a bonus of stunning scenery!"

At Appleby I leave Janet and her train to catch a DMU back to Leeds, to see if the vibrant atmosphere on the locomotive-hauled train was a 'one-off'. When the 1509 pulls in, about 20 passengers wait to board, a very full four-car train.

I wander down the train and bump into David, a Knaresborough man who lives in the rain forest of Brazil but was doing some work in Ulverston. He is returning to spend the weekend at home. He normally gets a lift back to Knaresborough but it has fallen through. After investigation he discovered it was quicker to go via the 'S&C'. He says in future he would be taking the train as it is quicker, easier and has stunning scenery! Perhaps that sums up the 'S&C'...

Freight traffic

When we planned this day out, we had been expecting to cover a fourth angle on the line – freight. EWS, to its credit, had been very accommodating and a ride was arranged with the daily gypsum train.

Alas, as is often the way in today's rail freight industry, short-term planning is the rule, and while this demonstrates the flexibility the railway needs to win traffic, it did not do us any favours – the gypsum train was cancelled! So we did not get to see the freight activity first-hand. The line can be very busy with bulk trainloads of coal from the Scottish ports to the Yorkshire power stations, and the empty return workings. Gypsum trains – as many as three loaded and empty return trains a day – also use the line. It means the 'S&C' now boasts as many as 20 freight trains a day! It even remains open through the night – unheard of in the mid 1980's.

More than a railway...

The overriding impression you get from a day on the 'S&C' is that it is more than just a railway. It is a lifeline for some, a bona fide tourist attraction for others. It never ceases to amaze you as a passenger. The staff who work on the line, in whatever capacity, strike you as one big family. The idea of the busy and beautiful line ever closing is unthinkable now. My wife and I are booked to travel on this railway on Saturday September 27th this year, which we are looking forward to immensely. See a map of the line on the next page.

Sat 23rd GAINSBOROUGH '0' Gauge Open Day at Florence Terrace: (3 Days)

Sun 24th HUNTINGDON S/M at WG Animal Shelter, London Rd, GODMANCHESTER.

Mon 25th RICOH ARENA S/M (Coventry Football Stadium) next to junction 3 of the M6.

Sat 30th RUGBY VINTAGE S/M at the Benn Hall, Newbold Road, Rugby.

TOY AND TRAINS AUCTIONS

July

Sat 26th RUGBY Vectis Auctions at the Benn Hall, Newbold Road.

August

Sat 16th 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.

INFORMATION REQUIRED

In a future edition of 'The Quarterly News', I am hoping to publish an article remembering Gordon Shrimpton, if you have any special memories, amusing stories or certain information etc., about Gordon, which you are happy to share, please let me know. Although I have already received two photographs, more would be welcome, they would be returned to you, immediately after being scanned.

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. I spoke to Barry recently and he told me the conference centre is not complete yet. *First date to be announced later, watch this space.*

THE BANBURY MODEL RAILWAY CLUB

Will be visiting the clubhouse on

Tuesday June 17th – for an official club visit.

All members are reminded that we will want to put on a good show for our visitors, by manning as many layouts and displays as possible, to pass on information and answer questions. Please have as many trains running as is feasible.

Let's put on an excellent show.

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. NO MEETINGS UNTIL SEPTEMBER.

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. MKMRS members are welcome.** NO MEETINGS UNTIL SEPTEMBER.

Preserved Railways

- | | | | |
|--------|-----|------|---|
| June | Sun | 8th | Colne Valley Railway at War.
Northampton & Lamport Railway – Classic & Sports Cars.
Cholsey & Wallingford Railway – Trains on a Spring Day. |
| June | Sat | 14th | Cholsey & Wallingford Railway – Local Ale & Wine Weekend.
(Also Sun) |
| June | Sun | 15th | Buckingham Railway Centre – Historic Commercial Vehicle Rally
Leighton Buzzard Railway – Fathers Day.
Chinnor and Princes Risborough Railway – Fathers Day. |
| June | Sat | 21st | Buckingham Railway Centre – Napier Exhibition.
Visiting ‘Deltic’ Locomotive and Bassett Lowke Layout.
Nene Valley Railway – Rail Mail/Real Ale Weekend.
(Also Sun) |
| June | Sun | 29th | Colne Valley Railway – Model Railway Exhibition.
Leighton Buzzard Railway – Vintage Vehicles Rally |
| July | Sat | 5th | Nene Valley Railway – ‘Poles Apart’ – Polish steam, music and cuisine.
(Also Sun) |
| July | Sat | 12th | Nene Valley Railway – Vintage Weekend – Traction Engines etc., (+ Sun) |
| July | Sun | 13th | Chinnor & Princes Risborough Railway – Senior Citizens Day – ½ price. |
| July | Sun | 20th | Cholsey & Wallingford Railway – Trains on Summer Sunday. |
| July | Sat | 26th | Cholsey & Wallingford Railway – Guinness Weekend. (+Sun)
Nene Valley Railway – 1950’s Weekend – enjoy fashions, music etc.,
(Also Sun) |
| July | Sun | 27th | Buckingham Railway Centre – Railwayana Fayre and Swapmeet.
Bressingham Steam Experience and Gardens – Vintage Farm Day. |
| August | Sun | 17th | Leighton Buzzard Railway – Bus Show. |
| August | Sun | 24th | Buckingham Railway Centre – Classic Car |
| | Mon | 25th | Buckingham Railway Centre – Weekend |
| August | Sun | 31st | Colne Valley Railway – Steam Gala. |

A Day In The Life Of The ‘S & C’

The Settle to Carlisle nearly closed in the 1980’s, but now it 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 4

As we head towards Settle, Glen explains there’s a pool of 35 conductors to operate this train. When planning the service, there was fierce competition among crews to be passed out on locomotive-hauled stock! Janet says it’s her favourite turn.

“All passengers like the train – it has more room and more comfortable,” she says. “Everyone can have a table and, more importantly, it is reliable; it recently achieved 96% reliability.”

“The locomotive-hauled train encourages conversation, whereas on a commuter service it’s a grunt and ‘get out of my space!’ People get to know you and you get to know the local passengers.”

Glen adds: “The role of the conductor does not change as far as their duties are concerned when working the ‘S&C’. If you are working a busy commuter train and passengers see you are busy, they don’t ask questions. When passengers use this service, they are more relaxed and enjoy the scenery. They are encouraged to ask the conductor questions.”

Janet sweeps through the train checking tickets, collecting fares and chatting to passengers. What is clear is the train is very much for the community and Janet and her colleagues are the public face and ambassadors of the line.

Why is there a big difference between this service and say, a commuter train into Leeds? Janet replies: “We have time between stations and we can come back to the passengers, give them information and engage in conversations. On a commuter service, quite often there isn’t time between stops; here it is more laid-back because of the time factor.”

At Settle, we are joined by Marion Armstrong, the project officer of the Settle & Carlisle Development Company. She explains that the company, founded in 1992, pulls together a number of groups, which help promote and develop the line. One of the key initiatives to help encourage local usage of the line is the development of residents’ cards in conjunction with Arriva, which allow locals to travel to Leeds or Carlisle for a flat fare of £3. Marion says this scheme has been a great success and fosters a sense of ownership of the line by the local community.

Also on the train are members of the friends of the Settle & Carlisle, who with the help of the development company have started a trolley service, providing fresh refreshments and sandwiches. Based in Settle, this service has been a great success. The lady with the trolley says the biggest problem is that sometimes they sell out too quickly. Having sampled the fare, I see why!

moved along packing the track. He then was able to ensure that he had not brought the structure 'foul of gauge'. It will be recalled in recent years both the 'King,' Class Locomotive No 6024 and 'Princess Royal' Class No 6201 have been quite severely damaged as a result of track lifting/slewing operations.

Out of gauge loads were carried by the LNER using some of their specially constructed wagons. Obviously routing of this type of load sometimes involved wrong line working to clear a structure – yet another source of revenue traffic lost to road haulage.

Where structures are built relatively close to the track, i.e. tunnels, retaining walls and some long skewed over bridges, refuges are provided from about 15yds spacing on both sides of the tracks to give staff a 'place of safety' to stand and be clear of passing trains. Other factors which can cause structural instability are:-

Natural earth movement.

Extraction of minerals – salt etc., by pumping.

Mining – coal, clay, and limestone – by extraction.

Scour – undermining by water of foundations of structures.

Such activities tend to destabilise the structure and can certainly reduce clearances etc., sometimes it is possible to support the structure if clearances permit, but often the structures may need reconstruction or being raised off the existing abutments.

The diagrams for the above items will be published in the next issue. **To be continued.**

Ed. As I said in the last issue, 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 .

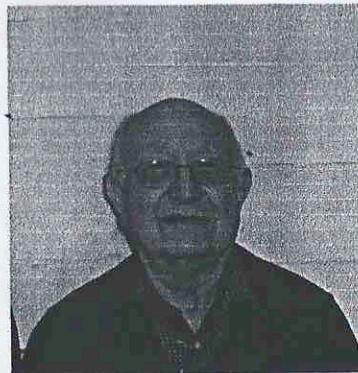
STRANGE BUT TRUE

It is amazing what risks people will take nowadays. Like the group of youngsters who actually chose the West Coast Main line near Rugeley, to ride up and down on a stolen engineer's trolley. Luckily for all concerned the trolley was spotted and shifted out of the way by British Transport Police before the next train came along.

Sales and Wants Should you have any surplus articles to sell or you are looking for a specific item, or you 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**

MEET THE MEMBERS

Roy Duckers



Why John selected me to make this contribution is a complete mystery, but he was most insistent, so here goes. **(Ed. It is no mystery! I will be persuading every member eventually.)**

I was born in March, 1933 in Manchester. A great railway city, boasting 4 main line termini – London Road (Now Manchester Piccadilly) Exchange, Central and Victoria. Central and Victoria were connected by a platform, which I believe was one of the longest in the world, 1 and a ¼ mile long. A train spotters dream, you would have thought, but remember from my age of 6 to 12, the war intervened, and as it happened we lived on the very outskirts of Manchester.

My first contact with model railways was a second hand Hornby Tinplate Train Set when I was about 7 years old. I say second hand as new toys, particularly metal, were just not available due to the war. The "Tinplate Boys" have an example of the loco on their layout. The loco lasted for a couple of years before the spring in the clockwork motor gave out.

It was to be 60 years before I became involved with model railways again. Those years covered 12 years in the RAF, marriage, and living in Wakefield after leaving the RAF, two daughters and eventually moving to Ampthill in 1967. I had various positions over the years, the last one from 1976, until retirement in 1993 involved travel worldwide. I have travelled on most European Railways including more than one trip on the TEE. Also on Australian, Japanese, South Korean, Thai, Hong Kong (Mass Transit), Singapore (Mass Transit) and the U.S.A railways.

Two points stick in my mind, the first in 1953, travelling across Germany by train alone, in full RAF uniform. I felt about as popular as a cat at Crufts, and just to add insult to injury, as an erk, I had to travel cattle class on wooden seats. Ah! The joys of service life!

The second point to stick was in Japan, Osaka to be precise. It would have been about 1986. I went to purchase a ticket and the clerk used an electronic calculator to calculate the fare. Nothing strange about that then, except that he then used an abacus to double check!!! To cap it all, I found I was travelling on The Kinki Railways Co train. That is exactly how it was spelt. It turned out to be a "Bullet train"!!!!

So, 60 years having passed, well actually 64 to be more accurate, brings us back to model railways. My younger daughter presented us with twin grandsons in 1996. This of course was the "Thomas" era. From an early age they watched the TV series, and eventually acquired the wooden Brio set, followed as they grew older, by the battery powered plastic set. This was when Granddad, had a moment of mental aberration, promised to build them a "proper" electric

model railway. I have to say I have never regretted it. It gave me a new hobby, which I now thoroughly enjoy. I did build my first layout, twin track loop on a 16ft by 6ft base. Big mistake! All the boys wanted to do, was to see how fast they could get the trains to travel, derail on the bends, and crash of course. Try explaining to a couple of identical 7 year old twins, just what £70 is.

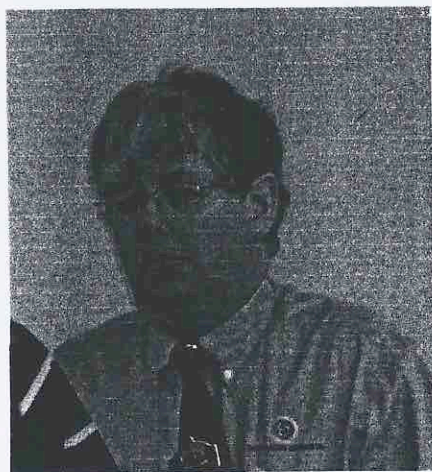
I was now buying the various model railway magazines, and taking note of the local shows. Letchworth proved to be a turning point. Quite by chance I began talking to Jeff Mathie, who had a stand there and who told me about MKMRS, the rest is history, and that was about 5 years ago.

The original layout has been dismantled and a smaller layout is in the process of being constructed. It's a 12ft by 6ft, again with a double running tracks and centre well. However, it is, or will be, a shunting layout. Much more interesting than a tail chaser and of course DCC!!!!

I would like to take this opportunity to say how much I enjoy being a member of MKMRS, and to thank all fellow members for their advice and encouragement. Long may the Society prosper.

In The Next Issue – Meet Bernard Worden.

CAUGHT ON CAMERA



Jacqui Perrat and Dennis Lovett, on their respective stalls at The York exhibition during Easter. Jacquie demonstrating tree making and Dennis on the Bachman stand.

Whilst visiting a very small exhibition (5 Layouts) at the village of Grafham, near St. Neots, I recognised one of the layouts as one which had been at one of our Wolverton shows. On speaking to the operators, I discovered it was Colin French, a member of this club.

POWER CLASSIFICATION, STRUCTURE GAUGING and ROUTE

AVAILABILITY

by Les Wood

Part Three

Shortly after Grouping the constituent companies drew up a 'Composite Loading Gauge' and all LNER constructed locomotives and rolling stock were constructed to comply with this gauge. This was, to a degree, based on the former NBR Structure Gauge as this was the smallest of the previous gauges – no actual implementation date has been identified for this, but it is interesting to note that not until 1947 was the LNER Standard Rolling Stock Gauge issued – very close to Nationalisation. Many of the problems were brought about by the size of ex-GCR locomotives, particularly width over running plates And outside cylinders (if applicable), and following modifications to extend their working spheres during the 1939-45 War – it was possible to bring in some form of standardisation.

When considering the gauging of a route, it is necessary to know the clearances of all the structures adjacent to the running lines, for instance:-

INTERSECTION BRIDGE – where two routes cross one another.

UNDERBRIDGE – where the line passes over a road/river/stream etc.,

OVERBRIDGE – where the lines passes under a road/aqueduct etc.,

CULVERT/PIPE – where the line passes over a ditch/land drain/stream – less than 6'-0" Span.

RETAINING WALLS – both above and sometimes below the track if a parapet wall is provided.

ADJACENT HOUSING/FACTORIES etc., OTHER RAILWAY INFRASTRUCTURE – Signal boxes, P.W. huts, etc.,. SIGNAL POSTS ETC., - Are usually sited outside the Structure Gauge.

I have included cross-sections of various under bridges – obviously the gauging is important. On the three girder half-through under bridges the centre and outside girders are allowed to impinge within the 'platform' zone, but no greater. The outer girders again can sit below the gauge, but to give clearance for the open door the parapet is cantilevered out, which also provides a walkway across the structure. The ends of centre girders are often rounded off at the top to deflect any derailed vehicle, to avoid, as far as possible, damage to the structure.

Having taken all these matters into consideration, authority can then be issued for locomotives or items of rolling stock to run on respective sections of track.

Some of you may recall that affixed to many of the LNER over bridges was a timber framework which represented the structures gauge for that particular route. This could be removed by local permanent way ganger to determine whether he had lifted the track too much as he