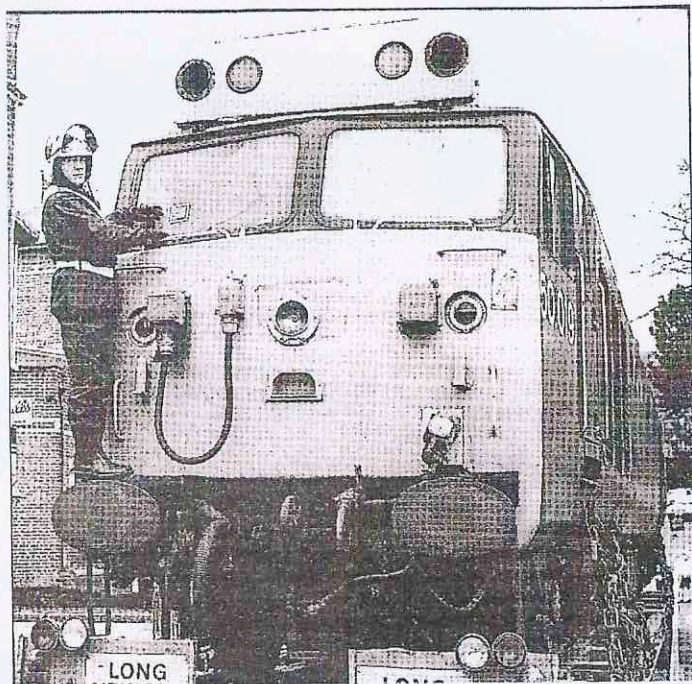


ISSUE 150 MYSTERY LOCATIONS – Answers

Both locations are on the 'Milton Quays' layout.

THE LAST LAUGH



I am issuing you with a parking ticket!

No. 50019 *Ramillies* gained a ticket after the low loader on which it was travelling to Kent broke down in Exeter.

The next MKMRS 'Quarterly News' will be published on Tuesday December 2nd 2008, which will cover December 2008, January and February 2009 for forthcoming events. Anything to do with the Newsletter, see John Forman in the tinsplate 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 151

AUTUMN 2008



Ken on the Bachmann stand at the TCS Exhibition in Sandy

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. Vice-President: - Les 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: - Chris Lester. Jeff Mathie. Mark Agnew.

Editorial

I would like to apologise for the dark photographs in some parts of the last issue. Unfortunately, this is bound to happen from time to time when you are getting them printed free of charge. However, it was compensated by having a colour picture on the front cover, also both Dennis and I are taking steps to lessen the chance of this happening again in the future. We are going to spread the printing over a longer time span so it does not have to be rushed. John.

A Word From The Chairman

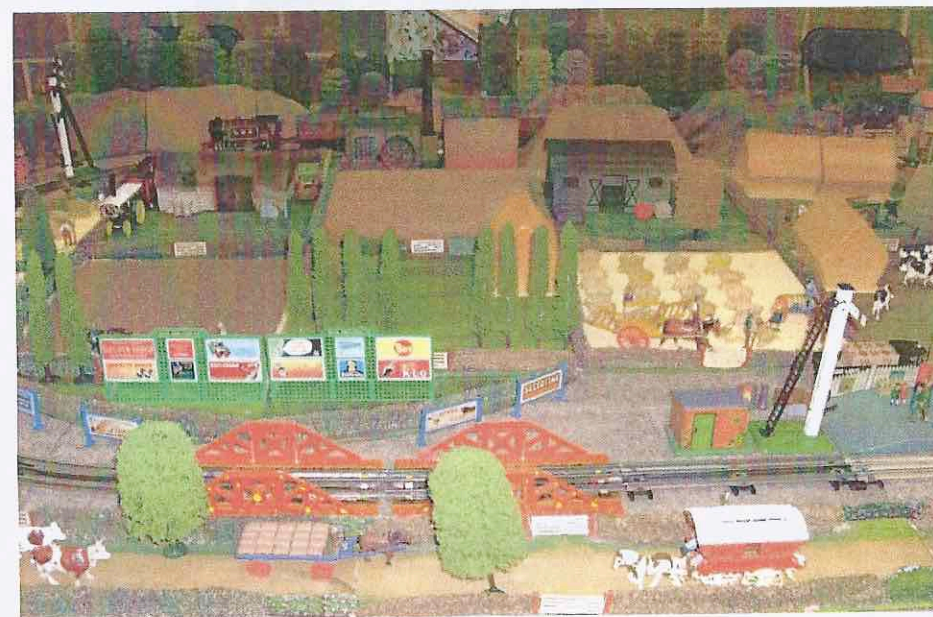
A cause for celebration – there are not many organisations that was born in the early years of Milton Keynes that retain the same name or indeed the same objectives today. I can think only of Milton Keynes Amateur Operatic Society, who continued for many years with its original Bletchley name, which is still active and keeping to its original task. MKMRS is of course the one to do both.

Past research has shown that there was a branch of the old Hornby Railway Company, a kind of model railway group run under the auspices of the Meccano empire, a Bletchley Model Engineering Society in the 50's and later a Bletchley Model Railway Club. We know that the latter was active in the early 1960's but had become a memory when a group of modellers co-operated to contribute a static display at the Bletchley Arts & Crafts Festival in Wilton Hall in the Spring of 1969.

Many of that group went on to form the first committee and from it the first club officers were appointed. Some of them you know well, others are sadly no longer around. 2009 will be our 40th Anniversary and we are looking at ways to both celebrate and promote our activities. We have managed to avoid the kind of politics that can wreck many other 'organisations', we have enjoyed great stability and just got on with the job. A number of suggestions, on how we can celebrate, are being gathered and will emerge in the coming months.

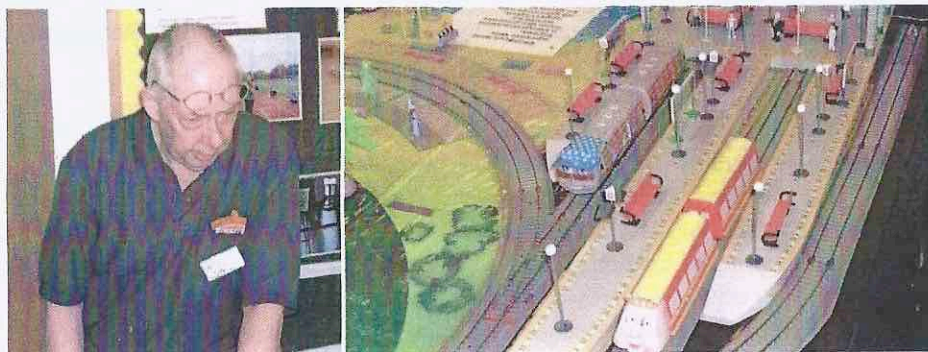
I can remember walking in the door back then, thinking that I knew a lot about model railways when in reality I didn't (not much changed there then). I was made welcome and have been around ever since. I sometimes wonder what some of the past officers and members, now members of that model railway club in the sky, would think of us now. I would like to think they would be impressed and no doubt that they would be very proud of everything that MKMRS has achieved so far. We must, if we are to continue for another 40 years, look forward and encompass all model trains, irrespective of colour, shape, size, scale or propulsion, if their initial dream is to prosper. Dennis.

MKMRS AT THE SANDY TCS EXHIBITION IN PICTURES – CONTINUED



Top – Chris Lester's 'Burton Bradshaw' layout. Bottom – John Forman's scenic tinplate layout.

THE MKMRS AT THE SANDY TCS EXHIBITION IN PICTURES



Chris Lester – Peter, John and Bruce – ‘N’ Gauge Layout - Derek Hart and Underground Ernie.

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 Geoff Trenholme (00 and Oil Tankers), Colin Joyce (N) and Alan Delaney (Interests unknown) 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).

2009 MKMRS Exhibition

Our next club exhibition will be held on Saturday 21st February 2009 at Courtside Sports Hall, Milton Keynes College (Bletchley Campus), Sherwood Drive, Bletchley. **For further details please contact Gareth Homersley**

School Report – Thank you letter

Ken James (Our Schools Co-ordinator) has received a ‘thank you’ letter from The Park, thanking him and all the other helpers, for their continued help with organising the school visits. More brownie points!

Information Required – Gordon Shrimpton

Although I have received some information and a few photographs regarding Gordon Shrimpton, I still require more, as I can never have too much. Hopefully, I will be publishing this article in either the Christmas issue or the first edition in 2009 (Our 40th year), depending on availability of space and time etc.,

Club Visits

Thanks to all the members who manned the various layouts/displays etc., for making the two club visits, RCTS (3rd June) and Banbury MRS (17th June), so successful. Well done.

Weekend Duty Do's and Don'ts

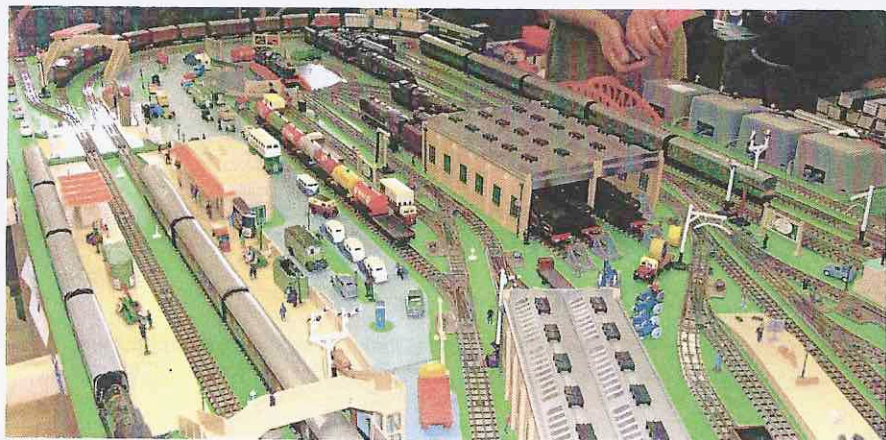
Chris Hughes has produced a Do's and Don'ts list, which is included as a loose sheet, this will enable you to take it with you when you are on duty, as a reminder of your ‘Weekend Duties’.

Swapmeets

Barry Potter Fairs, have now taken over the running of the NEC and Donnington Park S/M's.

AUTUMN ROTA

Sept	Saturday 6th	Bruce Garwood	John Hatton	
	Sunday 7th	Bill Ball	Pete Ball	
	Saturday 13th	Ted Mellor	Ken Wiggins	Bruce Hankins
	Sunday 14th	Brian Barnes	Mick Clemence	Roger White
	Saturday 20th	Ian Smith	Chris Baker	
	Sunday 21st	Tony Winn	Colin Goodenough	
	Saturday 27th	Bruce Hankins	Mac	
	Sunday 28th	Geoff Blackwell	Mark Pollock	
Oct	Saturday 4th	Eric Bowman	Les Wood	Ken Sharpe
	Sunday 5th	Dennis Lovett	Roy Duckers	
	Saturday 11th	Ken James	Ken Ranns	Charlie Alexander
	Sunday 12th	Chris Hughes	Peter Holden	
	Saturday 18th	Ian Bartlett	John Page	Daniel D'eath
	Sunday 19th	Peter Jones	Ray Cousins	Colin Goodenough
	Saturday 25th	Chris Lester	Stephen Walker	
	Sunday 26th	Ken Ranns	Roy Sterry	
Nov	Saturday 1st	T.B.A.	Neil Dewar	
	Sunday 2nd	Volunteers required		
	Saturday 8th	Bruce Garwood	John Hatton	Mac
	Sunday 9th	Bernard Worden	Gareth Homersley	
	Saturday 15th	Wilf Miller	Ken James	
	Sunday 16th	Bill Ball	Pete Ball	
	Saturday 22nd	Derek Hart	Les Duncan	
	Sunday 23rd	Ian Smith	Chris Baker	
	Saturday 29th	Ted Mellor	Ken Wiggins	Bruce Hankins
	Sunday 30th	Fred Collins	Phil Wood	



Roger White's & Don Hall's Hornby Dublo Layout 'Whitehall' at the Renhold exhibition

You might then be surprised to know that Bedfordshire is among that elite – the Bedford to Bletchley line to be precise.

Colin Garratt, appropriately described by The Sunday Times as the 'David Attenborough of the steam locomotive' wrote about great railway journeys of the world in 1998 and included the local line. The railway photographer fell in love with the 'friendly line' because of the traditional country station atmosphere he encountered while passing through what used to be three manned level crossings and six signal boxes that operated semaphore signals.

He said "It is a line of great character and tremendous history. My aim since 1969 has been to document the last steam locomotives of the world and during that journey I discovered the Bedford to Bletchley line which had one of the first diesel rail cars in the 1930's that worked between Oxford and Cambridge. It has only recently been modernised but it is still full of interest and is immensely powerful."

The route, engineered by George and Robert Stephenson, goes through Marston Vale, past the London Brick Works and the old clay pits. It opened in 1846 and was the first railway to serve the county of Bedford, linking the major university cities of Oxford and Cambridge by 1862.

Over the years it has been threatened with closure on several occasions but survived the odds and now the line may be given government approval to start rebuilding the Oxford and Cambridge links.

Richard Crane of the Bedford to Bletchley Rail Users Association (BBRUA), which formed in 1980 to secure the future of the line said "I think the reason that it ranks among the best rail journeys in the world is because it is a survivor. Local people were not willing to let it die and they succeeded and we are now looking to a bright future."

ARTICLES & INFORMATION REQUIRED

I still require additional articles and information, so I can have a selection of items to choose from, to keep each issue of the 'Newsletter' well balanced. Articles such as your railway experiences, news about your particular project within the club, tips, advice and handy hints, reports from exhibitions you have visited, unusual and/or amusing railway stories, other hobbies or interests you may have other than railways and your suggestions, ideas, opinions and even constructive criticism with regards to the day to day running and future of the club. Information such as forthcoming exhibition and swapmeet dates, members who are exhibiting their own layouts at other shows and steam locomotive movements etc., In fact, anything you think will be of interest to your fellow members. Please help me and start putting pen to paper.

THE BEDFORD TO BLETCHLEY LINE

On Saturday May 31st, I decided to take a ride to Bletchley Park to collect the printing for the new "Quarterly News" which was due to be collated and distributed on the following Tuesday June 3rd. However as we had a club visiting the premises on that particular evening, I thought I would collect the paperwork in question early, so I could collate it at home instead at the club whilst visitors were there. I asked my wife if she would like a ride over to Bletchley with me, but she said she would be quite happy to stay at home, as it was very nice, to work in the garden.

So I decided to do something I had wanted to do for a long time, go by train. I cannot remember the last time I had travelled on this line. I caught a bus outside my house just after 12noon to Bedford bus station, a ten minute walk to Bedford train station and I caught the 1251 train to Bletchley from platform 1A. The journey reminded me of the many journeys I made as a small boy with my mother and father to visit to grandparents at New Waltham, Lincolnshire. The rural stations, beautiful countryside and so many level crossings, brought all those memories flooding back. We arrived in Bletchley at 1330 and I just had to walk across the road. Free bus ride, half price train fare, much cheaper than coming by car.

The train on the left brought me to Bletchley and the single one on the right took me home.



Imagine the surprise I got a week later, when the headline in a local newspaper the 'Bedford on Sunday', was 'World's Great Train Journey' and was actually referring to the very railway I had ridden on the week before. The article quotes the following 'When you think of the great railway journeys of the world the Trans-Siberian Railway, the snow capped mountains of the Alps and the frozen wasteland of Siberia readily spring to mind.

'G' SCALE MODEL RAILWAY

Village Farm Nurseries, Onley Lane, Barby, Near Rugby.

Opening at the end of September 2008.

NOW GOING TO BE OPEN ALL YEAR ROUND

New for 2008 – You will be able to walk all around the layout – not just down one side.

Open seven days a week – 10am to 4pm.

For more information contact

John Forman (Tinplate Room) or ring Nurseries on 01788 891608.

Sales and Wants

Wanted – 'N' gauge 0-4-0 or 0-6-0 loco or chassis – please contact George Tapner on 01908 319531.

For sale – 'Triang Big Big' train '0' gauge accessories – bridges – buffers – signals – level crossings, track and points etc., very reasonable prices – Speak to John Forman in the tinplate room.

For sale – A quantity of Peco turnouts including a diamond crossing and 3 way turnout and two Hornby Controllers (R965) complete with transformer plug and track leads, also a small amount of Hornby track, For full details contact Roy Duckers (Tuesday nights).

Should you have any surplus items 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.**



One of the 4 monorail trains at the fabulous Chester Zoo which we visited during our holiday

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

September

- Sat 6th TELFORD '0' Gauge Show, International Centre, St Quentin Gate (2 days)
GRANTHAM EX Central Technology College, Rushcliffe Road, (2 days)
OLNEY EX (See model press for full details)
- Sun 7th PETERBOROUGH S/M at The Cresset, Bretton Centre.
SLOUGH S/M at the Centre, Conference Venue, Farnham Road.
- Sat 13th HARPENDEN Brambleton MRS Open Day at Highfield Oval, Ambrose Lane.
BEACONSFIELD S/M at Beaconsfield School, Wattleston Road.
- Sun 14th SPALDING S/M at Springfield Exhibition Centre, Camelgate.
- Fri 19th ST. ALBANS EVENING S/M at Frances Bacon Sch, Drakes Way. 7pm – 9pm.
- Sat 20th BIRMINGHAM EX at Cocks Moors Woods Leisure Centre, Alcester Road South,
Kings Heath, South Birmingham. B14 6ER. (2 days)
- Sun 21st Stacey Hill Museum – Transport Day featuring **Brian Barnes** with a tinplate layout.
- Sun 28th BRESSINGHAM Steam Experience and Gardens – Modal Railway Day.
BANBURY EX at Banbury School.

October

- Sun 5th BEDFORD S/M at John Bunyan Upper School, Mile Road.
- Sun 12th GAINSBOROUGH '0' Gauge Open Day at Florence Terrace.
HUNTINGDON S/M at WG Animal Shelter, London Rd, **GODMANCHESTER.**
- Sat 18th PETERBOROUGH FESTIVAL OF MODEL RAILWAYS in the 'EXEC' at The
East of England Showground. (2 Days) Details 01778 391123.
RUSHDEN Model Weekend at The Rushden Transport Museum, Station Approach.
- Sun 19th READING VINTAGE S/M at The Rivermead Leisure Centre, 10-30am to 3-30pm.
- Sat 25th SANDOWN RACECOURSE S/M – The Big One – 500 stalls.
BRESSINGHAM Steam Experience and Gardens – Toy and Train Fair,
- Sun 26th SLOUGH S/M at the Centre, Conference Venue, Farnham Road.
- Tue 28th RUGBY EVENING S/M at The Benn Hall, Newbold Road. 7pm – 9pm.

GUESS THE CAPTION COMPETITION

There will be a small prize for the best entry received by 31-10-08, please hand your entry in writing, including your name, to the editor in the tinplate room any Tuesday evening. There is no limit to the number of entries per member. The winner will be announced in the next issue.



Sarky

The other night I was passing the tinplate room, when one of those large locos fell on a guy's foot. My goodness, he did holler!

I said "Now you know why they are called '0' gauge".

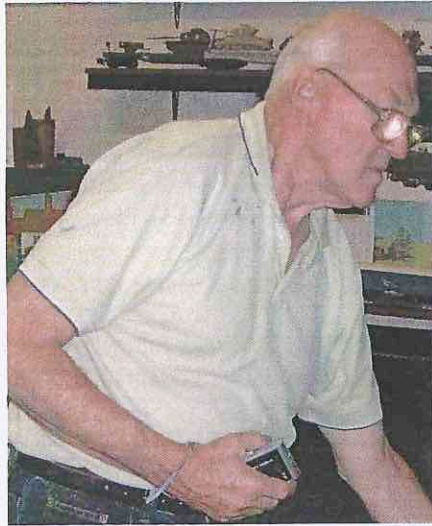
Strange but True

Ding, dung merrily on high! It seemed like a great idea for Santa and his REAL reindeer to visit Oxenhope station. The trouble was, the animals had never seen steam before, and their incontinence caused a heap big problem. There should be some good flower displays on the Worth Valley this summer.

VISITORS – VISITORS – VISITORS!



Another weekend satisfied customer



Bruce Thompson from Australia



A visit from the Banbury MRC

November

- Sat 1st LEICESTER TCS AUTUMN GET-TOGETHER
- Sun 2nd POTTERS BAR S/M at Elm Court Youth & Com, Centre, Mutton Lane, M25 J24.
- Sat 8th HULL EX at Costello Stadium, Anlaby Park Road North, HU4 7NH. (2 days)
- Sun 9th KETTERING S/M at The Arena, The Leisure Village.
- Sat 15th BEACONSFIELDS S/M at Beaconsfield School, Wattleton Road.
- Sun 16th SPALDING S/M. at the Springfield Exhibition Centre, Camelgate.
- Fri 21st ST ALBANS EVENING S/M at Frances Bacon Sch, Drakes Way. 7pm – 9pm.
- Sat 22nd WARLEY NATIONAL EXHIBITION at N.E.C. (2 days)
ROYSTON EX at Meridian School, Garden Walk.
OXFORD S/M at Exeter Hall, Oxford Road, **KIDLINGTON**.
PETERBOROUGH Collectors Club of Great Britain Show in the EXEC at the East of England Showground (2 days)
- Sun 23rd RICOH ARENA S/M (Coventry Football Stadium) next to junction 3 of the M6.
- Sat 29th NORTHAMPTON EX at the County Cricket Ground, Abington Ave. NN1 4PR.
LETCWORTH EX at Eton Mid School, Stotfold Rd, **ARLESEY**, Beds.
- Sun 30th PETERBOROUGH S/M at The Cresset, Bretton Centre.

TOY AND TRAINS AUCTIONS

September

- Sat 27th RUGBY Vectis Auctions at the Benn Hall, Newbold Road.

October

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

November

- Sat 8th BURY ST EDMUNDS Lacy, Scott and Knight, Auction Centre, 10 Risbygate St.
KEMPSTON, HRCA Auction, Addison Centre, Bedford Road. **(Members only)**
- Sat 15th BEDFORD Childhood Memories Auction, 26, Newnham Street.
- Sat 29th RUGBY Vectis Auctions at the Benn Hall, Newbold Road.

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

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.

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

September Thur 4th "Woodhead the Lost Railway" – a visit to this mostly closed route with Stephen Gay showing former and current views.

October Thur 2nd "American Wanderings" with Society Deputy Chairman Gordon Davies who spends most of his holidays travelling around this very large continent.

November Thur 6th "A Silk Purse from a Sow's Ear" – a slide presentation which makes the modern scene photography interesting by the well known photographer Les Nixon.

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.**

September Wed 24th "Colour Light Signalling in the Bletchley & Bedford Area" – David Larkin.

October Wed 29th "LNWR 2-8-0 & 0-8-0 Freight Locomotives" – Ted Talbot

November Wed 26th "A Study of the Steam Locomotives in the London Area" – Peter Green

Preserved Railways

- Sept Sat 13th Cholsey & Wallingford Railway – Trains on a Summer Weekend (2 days)
Nene Valley Railway – Steam Gala (2 days)
Sat 20th Northampton & Lamport Railway – Railway at War (2 days)
Buckingham Railway Centre – Traction Engine Rally (2 days)
Sun 21st Rutland Railway Museum – Operating Day
Fri 26th North Yorkshire Moors Railway – Autumn Gala (3 days)
Sat 27th Nene Valley Railway – 1940's Weekend (2 days)
Sun 28th Cholsey & Wallingford Railway – Trains on a Summer Sunday
Chinnor & Princes Risborough Railway – Senior Citizens Day – ½ Price.
- Oct Sat 4th Leighton Buzzard Railway – Steam Glow – Atmospheric photography.
Fri 10th North Yorkshire Moors Railway – The Railway at War (3 days)
Sat 11th Chinnor & Princes Risborough Railway – Diesel Gala Weekend (2 days)
Rutland Railway Museum – Photographic Gala Day
Sat 18th Rushden Transport Museum – 1940's Weekend (2 days)
Sun 19th Buckinghamshire Railway Centre – Autumn Steam Gala
Sat 25th Colne Valley Railway – Diesel Railcar Gala (2 days)

If you know of any other clubs or preserved railways etc., you would like included in this section, please let me know the details, so I can add them to this page each quarter. I am always open to ideas and suggestions about other events you want covering. Ed.

strength, it is possible to calculate the section modulus of the reduced section and hence from the loading, ascertain whether the structure is being overstressed.

For arch structures, things are more complex as an arch is described as 'statically indeterminate' but a simplistic method enables a capacity to be determined, although not much use if the skew exceeds 35%.

Having determined the structure is overstressed, it is necessary to decide whether economic repairs are worthwhile or whether reconstruction should take place. In the case of metallic structures those in cast and wrought iron would be generally considered beyond repair, whilst those in steel may be feasible. In the case of brick or masonry arches – stitching and grouting repairs can be undertaken together with tie bars to hold the structure together.

Historic Notes The following notes give a brief outline of various materials used in the construction of bridges and similar railway structures complete with the date frames.

Brick/Masonry arches 1825 – 1900, Cast Iron structures 1825 – 1850, Wrought Iron structures 1840 – 1895, Early Steel structures 1890 – 1920, Reinforced Concrete structures – Post 1920, Welded structures – Post 1952, Pre-stressed Concrete structures – Post 1960.

Cast Iron is exactly what it says – it cannot be subjected to any Tensile (Bending) stress as it is likely to snap without warning. The method of joining and connecting sections together is by bolting.

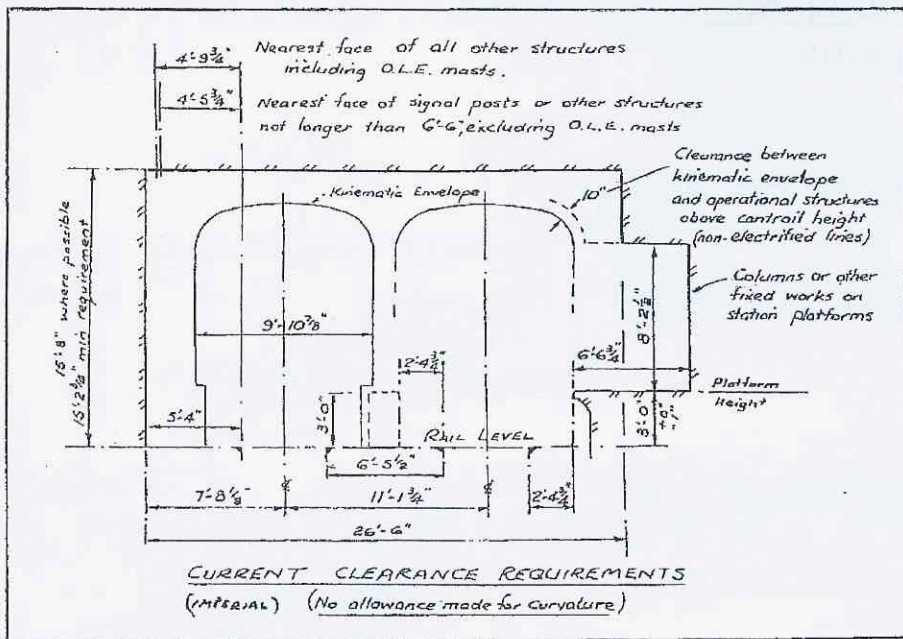
Wrought Iron – an advance on Cast Iron. It could be rolled to produce plate, angles and other sections – but not too large. It tends to laminate when corroding. The form of connection used is riveting.

Early Steel – By adding Carbon and other materials, a more ductile material was produced and with improved furnaces etc., larger sections could be produced. The form of connection used was riveting, but it still tended to laminate when corroding.

To be continued.

Ed. As I have said in the previous issues, 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.

Overheard in the clubhouse When the suggestion of a calendar was mentioned as a way of celebrating the club's 40th anniversary, one member immediately said "Don't think I am going to strip off and cover myself with a 'N' gauge locomotive".



Route Availability

This is all important because obviously, it is unsafe to send a 160 ton 'Pacific' locomotive and tender over a timber structure such as those found on Cambrian, Cumbrian or some East Anglia lines, which would not be capable of carrying such a load.

Hence it is essential for carrying capacity of each underbridge along a line to be known – basically the lowest capacity will provide the availability of the line – although sometimes a speed restriction will be applied if the passage of a heavier locomotive is required – perhaps for operational reasons, say for example, a permanent way train.

As bridges get older, and remember some in this country now exceed 150 years in service – no longer a man with a red flag preceding, but up to four times the axle load and perhaps five times the speed! Our forefathers served and left us well provided for, since many of the arch underbridges represent some 60% of the bridge stock.

It is therefore necessary from time to time to assess the condition of a structure – so far as steel and concrete structures are concerned, it is by a reverse design method. A corrosion study is undertaken to determine the percentage loss of section of the flanges/webs of main girders and similar consideration to the deck construction. Having been designed for full



MEET THE MEMBERS

Meet Bernard Worden

Hello fellow members. I was born in February 1941 at Pleasington, a small picturesque village some 3.5 miles to the West of Blackburn.

I became interested in trains from an early age, my father took my brother and I on walks in the summer onto hills behind our cottage. Here we could sit and watch the Yorkshire and East Lancs excursions returning from Blackpool, Morecambe and Southport, slogging up the bank from Bamber

Bridge to the summit East of Houghton Station. This village is where James 1st stayed at the tower on his way to London and knighted a side of beef, hence Sirlion. Having reached the summit the trains could freewheel to Blackburn with careful handling.

From the same vantage point we watched the heavy coal trains from Rose Grove pulled by 8F, 2-8-0 Class WD with the ubiquitous Fowler 4F 0-6-0 as a banker from Cherry Tree to Withnell on the branch line from Blackburn to Wigan.

I have seen many a fireman on the 8F think that he could have an easy ride with the 4F banker showering sparks into the night air. Unfortunately, for the fireman of the 8F usually stalled before it got to Feniscowles, where the family moved to in 1949. The longest time I can remember to get sufficient steam up to get over the first hump was about one hour. No doubt this upset the ops people because there was a regular passenger service slotted in between these coal trains.

At Feniscowles our house was about 200 yards from the station, still far enough to get wet in the inclement weather associated with that part of Lancashire. In those days it was due to the atom bombs not global warming that caused the incessant downpours.

From our lounge I could see the trains and in the summer, holiday specials picked up 'day trippers' taking them to the West Coast and North Wales. There was also a varied selection of engines being run in from the loco works at Horwich. One night I remember seeing a large blue locomotive flashing through the station on its way to Blackburn. I don't know what it was but it did not return, despite waiting ages at the station.

The traffic on the L and Y between Blackburn and Preston was always heavy, particularly in summer and Grand National day. There was always a proliferation of Eastern 4-6-0, B1, B2, together with LM Black 5's, Fowler tanks and 4F, Hughes Crabs, Stanier and Riddles 8F.

In the school holidays I went to the West Coast main line at Leyland with my sandwiches and dandelion and burdock drink. On a good day you could see as many as 60 different engines, on the other hand I once saw only 4 trains in three hours on a Sunday afternoon in winter. British Rail(way) was upgrading the railways some 50 years ago and still have not finished. A little way further north from where I used to go, was the recognised passing place for the 'up and

down' Royal Scot, which travelled between London and Glasgow. I remember once falling down the steps leading to the platform on Preston Station in my haste to see the up Royal Scot at close quarters. Some people say I have never been the same since!

I left school in 1956 and was employed as an apprentice in the Road Motor Engineer's Department at Blackburn. Having completed my apprenticeship I moved into junior management tasked to liaison with the various parcel and cartage depots to provide special vehicles for use with their customers. My territory started at Carlisle and covered the west side of the Pennines down as far as Market Harborough and out to Aberystwyth in Central Wales.

In 1968, I suffered my first displacement (redundancy) and I was offered a post at Alperton. With my recently married wife we moved to Bletchley. No sooner had we got settled, when I was again displaced, moving office to Broad Street, Eldon Street, Finsbury Square and many other locations in central London, eventually getting back to the BRB at Marylebone in 1974.

It was at one of the fore mentioned offices that I noticed a management trainee building a white metal kit of a loco. Needless to say I was bitten by the bug, my first loco was a Wills Fowler 4F kit with an X04 motor. It still runs today without any prompting.

During my management duties with BR as a Road Transport Engineer/Manager designing and purchasing all BR yellow maintenance vehicles, I use to travel the length and breadth of the country. On numerous occasions I accompanied Les Wood, who eventually persuaded me to join the MKMRS in October 1989.

Having joined at the same time as Chris Lester it wasn't long before Chris had drawn up plans for the EM layout - Milton Quays. Two other members Colin Catley and Tim Davey were pressed into service and the ultra lightweight baseboards were built. The rest as they say is history.

In 2003 my daughter went to America. Not wishing to let the opportunity pass me by, I asked her to try and get me a '0' Gauge steam loco with sound. Unfortunately, the loco had not been released but she came back with a HO, J1E Hudson complete with sound and DCC. Once again the bug bit me and I abandoned my "0" gauge models.

The DCC revolution was born in the club.

After a test bed layout was built to learn about rudiments of DCC, the current "Central Station" was proposed and accepted by the club's officers. There is still a lot of work to be undertaken with the layout, particularly the scenery. The layout is so constructed that it could be extended in modular form.

Well I think that is all for now.

In The Next Issue - Meet Michael Clements.

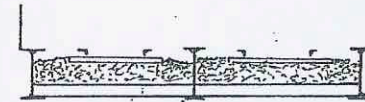
Have you read the visitor's book recently, one entry reads: - "Very good - but it smells!" Another reads: - "It Rox!!"

POWER CLASSIFICATION, STRUCTURE GAUGING and ROUTE AVAILABILITY

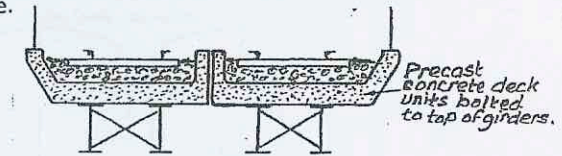
by Les Wood

Part Four

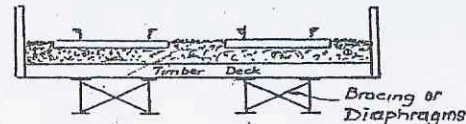
The diagrams below follow on from the last issue.



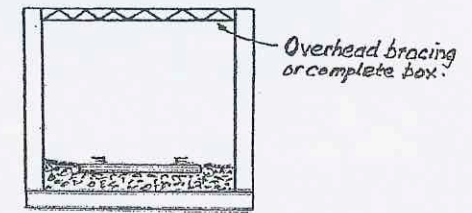
HALF - THROUGH TYPE



DECK SPAN (CONCRETE)



DECK SPAN (TIMBER)



Overhead bracing or complete box.

THROUGH TYPE

