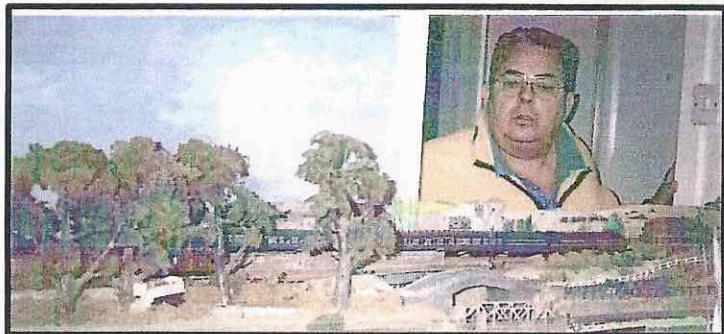


CAPTION COMPETITION – Last issue's result



The winning entry was *"Do you mind? I'm trying to get some kip behind here"*

Submitted by Roger White

THE LAST LAUGH



A class 37 on a Westie! Surely it should be the other way round?

The next MKMRS 'Quarterly News' will be published on Tuesday June 2nd 2009, which will cover June, July and August 2009 for forthcoming events.

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

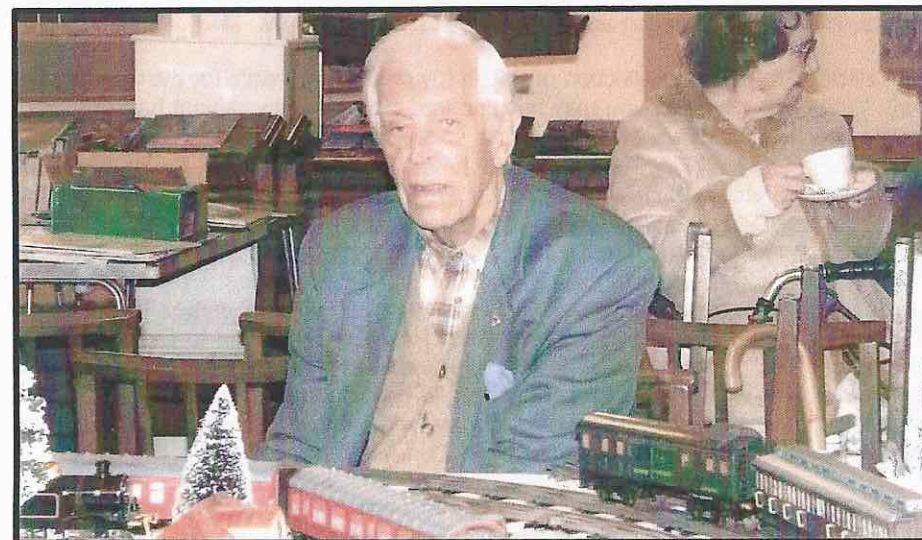


"QUARTERLY NEWS"

No 153

40TH ANNIVERSARY 1969 - 2009

SPRING 2009



Brian Barnes at Stony Stratford Christmas Lights Switch on, whilst his partner Maura enjoys a cup of tea in the background.

Milton Keynes Model Railway Society is associated with:
The Chiltern Model Railway Association, The Model Railway Club,
and 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:- T.B.A. Webmaster:- Matt Rainer Editor:- John Forman
Librarian:- Derek Hart Schools Co-ordinator:- Ken James
Auditor:- Brian Barnes Club Merchandise:- Ken Ranns
Committee:- Chris Lester Peter Jones Tim Page

Editorial

Christmas and New Year are now a distant memory, our AGM and exhibition have come and gone, and we are already a quarter of the way into 2009. We can now look forward to celebrating our 40th anniversary. The main event proposed is a club trip on the Leighton Buzzard Railway. As usual there is plenty going on in the clubhouse and as we heard at the AGM, there are two or three projects in the pipeline.

I am still getting plenty of support from the members, but I can never have too much, so please keep the information and articles coming.

I have decided to loan my collection of British toy streamline trains, for the foreseeable future, to the club. Some of you may have noticed a new display cabinet has appeared opposite the tinsplate room. This is the first of several cabinets, which will all contain more of these types of train by various British manufacturers. I would like to thank Bill Ball and Ken Ranns for their support and interest in this project, and also to Bill for making the excellent cabinets. Eventually, each cabinet will have a small engraved plate containing all the relevant information.

As a small boy, I lived in Sandy just a short walk down a dirt track named The Arch, so called, because of the shape of the bridge carrying the Cambridge to Oxford railway line at the far end. Once you emerged through the other side, you saw the East Coast Main Line. This is where I first saw, what was to become my favourite engine, the A4 streamliners, which were racing by day after day, hauling express passenger trains to and from Kings Cross to such places as Leeds, Doncaster, Newcastle and Edinburgh.

Whilst visiting exhibitions, swapmeets and toy fairs etc., looking for Hornby 'O' trains, I saw my first toy A4 streamliner, although very crude, it had a great deal of charm, so I decided to purchase it for a couple of pounds. To cut a long story short, over a period of time, I found many more variations of this toy and discovered other examples had been made by other British manufacturers. Before long, well about 20 years, I had a collection, which will finally be on show for members of the public. If you were lucky enough to find one of these now, it would cost you a lot more than two pounds. If any member would like further information please come and speak to me.

John

Page 1

GUESS THE CAPTION COMPETITION

There will be a small prize for the best entry received by April 30th 2009, please hand your entry, including your name, to the editor in the tinsplate 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

Whilst sorting through some 'O' gauge accessories, which were given to the club, to see what might be suitable for the tinsplate layout, a model cow shed was found. Although this was a very well made building, complete with what looked like real hay, it smelt as if real animals had used it. A voice from the background said "It was obviously built by a crap modeller"



If any member would like express an opinion, a suggestion, idea or even make a criticism about the club, then why not share it with the rest of the membership and air your views. The editor has the right not to print any comment thought to be unsuitable.

Page 18

Steam's golden age passes through!

STEAM enthusiasts had a treat last weekend when the Talisman passed through Biggleswade. The steam train was en route to Kings Cross from Darlington and passed through Biggleswade station at around 12.30pm. Picture by Alisdair Anderson



Tornado steaming through Biggleswade station en route to Kings Cross from Darlington

UNDERGROUND MYSTERIES by John Page

Find the names of these London Underground stations:-

Example:- PALE TOWN – WHITE CITY

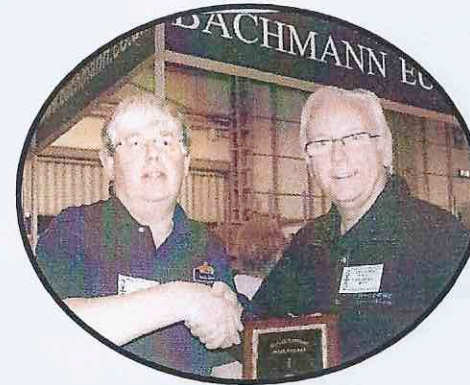
- | | | |
|-------------------------------|--|----------------------------|
| 1. Occidental Abbey | 2. Tarmac is.... | 3. Keep plenty in |
| 4. Gabriel | 5. Singed Quercus | 6. Arms Cache |
| 7. Dark Monks | 8. You may Cross here sir! | 9. 1758, 1759, 1760!!!! |
| 10. Come here you | 11. Monarch is Excluded | 12. Artillery Man Interred |
| 13. Ecological Vicar | 14. Chatham or Maidstone | 15. Beer Girl |
| 16. Pear Valley | 17. Ancient Thoroughfare | 18. Annoyed Goose |
| 19. Lincolnshire Stately Home | 20. You may not drive on the payments but you. | |

Answers in the next issue

Last issue's answers 1. Kilburn 2. Neasden 3. Kings Cross 4. Wapping 5. Watford 6. Turnham Green 7. Colliers Wood 8. Warren Street 9. Tooting Bec 10. High Barnet 11. Gospel Oak 12. Waterloo 13. Highgate 14. Queensway 15. Cockfosters.



The new station at Corby beginning to take shape



A WORD FROM THE CHAIRMAN

The Gwyn Humphreys Memorial Award is presented to Dennis Lovett, Bachmann Europe Public Relations Manager by Pete Waterman. Bachmann Europe plc was awarded this for its Dynamis digital command control system, at the NEC.

Happy Anniversary

For some of us who were around when the MKMRS was formed in 1969, the 40th Anniversary has come around very quickly. Whilst I joined as a junior member shortly after the club was formed, I cannot claim any involvement, apart from giving my name and address in at the Bletchley Arts & Crafts Exhibition at which Colin Stacey's motive power dept was displayed and filled with a large number of locomotives.

Some of our current membership was involved far more. Jim Wood (our President) became our first Chairman, Les Wood (Vice – President) was a committee member, later becoming Vice – Chairman and subsequently Chairman. The late John Symons was Secretary, whilst the late Gordon Etherington kept the clubs then meagre financial status in order. Other founding members still active are Eric Preston and Peter Jarvis.

I am sure that those who laid the club's foundations would take great pride in the fact that we are still here 40 years later, meeting the challenges of not just being a traditional model railway club but now serving the community through our involvement here at Bletchley Park, as we now attract some 10,000 plus visitors through our facilities every year.

During those 40 years, model railways have changed considerably. In our earlier days most members, built kits or scratchbuilt locomotives. The ready to run locomotives at that time were much cruder than they are today and were not often seen in the clubroom. All scenery and buildings were scratchbuilt, along with the track and pointwork. This was mainly driven by financial circumstances as preparatory track was considered too expensive at the time.

The hobby has come a very long way since those days. To see how far, go into the library and take a look at the models that were good enough to fill the pages of the magazines in the 1960s. Like the hobby, MKMRS too has evolved into what we have today and hopefully for a long time into the future.

Dennis Lovett

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 Daniel Tipping, Alan Kaminski, Steve Livings, Andrew Eve, Michael Stonton, Edward Bull, Nick Dean and Roger Mills as new members. We hope you all have a long and enjoyable stay with the club.

The Careless Brothers

Just after Christmas, I spoke to Michael and wished him and Tony and their dad Richard, a Happy New Year. He explained Tony has an ear problem which is causing him difficulties with his balance, and as Bedford Hospital can do no more for him, he has got to go and see a specialist in London. I have sent them several copies of previous newsletters and I have promised to send a copy of each new issue until hopefully, they return to the club. Congratulations to Tony and his fiancée Rita on their wedding on 27th December 2008. The club wishes them both a very happy and long life together.

MKMRS Website

This is to remind you we have a **new** website on www.mkmrs.org.uk and the web master is always looking to feature member's new layouts on line, so just contact Matt Rainer or Ian Bartlett.

Trains and Mince Pies Evening

The last Tuesday evening meeting of 2008 on December 23rd, was a great success with much more than trains and mince pies, there were also sausage rolls and sweets etc., There were a lot of trains running, on several layouts, appropriate background music and even a visit from Father Christmas. The most rewarding part of the evening was that the club, through the tea cash pot, collected £100, which has been donated to Willen Hospice, and a letter of thanks has been received. This was a very enjoyable evening.

Subscriptions stay the same for 2009 and are now due.

Do's and Don'ts List + Automation Info

In the last issue, we distributed a Do's and Don'ts list, with regards to weekend duties, if you did not get a copy or you are a new member, please let me know and I will make sure you receive a copy.

People through the door

We had 16,000 people through the door during 2009, compared with 12,300 in 2008, well done and thanks to everyone concerned, especially those who let people in during the week.

Obituary – Ian Gilroy

It is with great sadness that we learnt of the death of Ian Gilroy in late 2008. Although Ian, who joined the club in 2002, had been unwell for some time and suffering from cancer, he had been able to visit us from time to time.

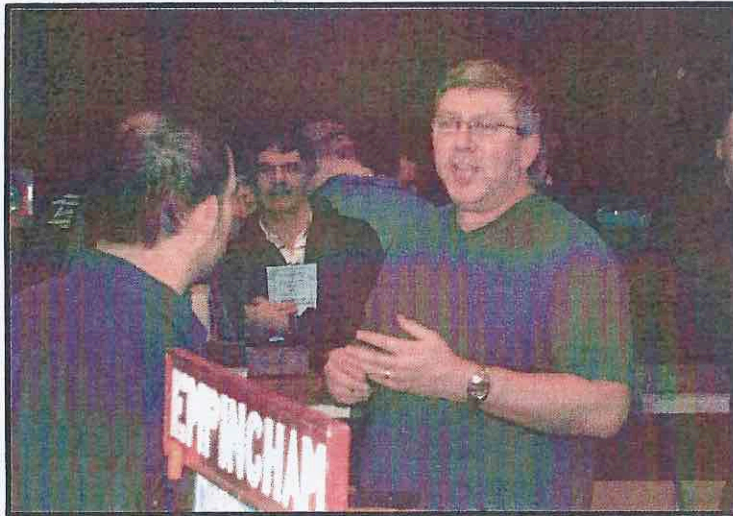
Ian's real interest lay in passenger carrying live steam and he was a very active member of the Milton Keynes Model Society and had been involved in the move from Deanshanger to the new facilities at Caldicotte Lake. He helped to lay the track and assisted in the restoration of the Saddle tank "Wellington" which was formerly on display at Bletchley Park. It is on loan to MKMS in return for restoring it to working order.

Ian displayed a number of his own passenger carrying live steam locomotives at our recent exhibitions (Ian is pictured below at one of our Wolverton shows) and was always willing to share his enthusiasm and knowledge with members and visitors alike.

I am sure that Ian will be greatly missed not only by members at MKMRS but also amongst the members down the road at Caldicotte. Sadly we only learnt of Ian's death well after it occurred and were not represented at the funeral. We have passed on our condolences to the family since. Photo: Matt Rainer.



MEMBERS LAYOUTS AROUND THE EXHIBITIONS



Mark Lambourne on the St. Genny's 16mm N/G layout, at the Harpenden Exhibition.

'G' SCALE MODEL RAILWAY

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

Opened at the end of September 2008.

NOW GOING TO BE OPEN ALL YEAR ROUND

New in 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

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

Stan Pennington – wanted information and photographs for future tribute article.

What's in a Name

I have seen some very good layout names over the years, but the best I've ever heard of is Geoff Trenholme's "*Two Short Planks and a Bit on the Side*", which will appear at the Sandy TCS exhibition in July.

Antiques Road Show

On Sunday July 12th Antiques Road Show will be at Bletchley Park.

Layouts Required

Newtown Longville Festival of Transport on May Bank Holiday is looking for model railway layouts, if you can help, please contact **Paul Wakley on 01908 375226**

SPRING ROTA

| | | | | |
|------------|---------------|----------------|-------------------|------------------|
| <u>Mar</u> | Saturday 7th | Ken Ranns | Geoff Trenholme | |
| | Sunday 8th | John Page | Charlie Alexander | |
| | Saturday 14th | Derek Hart | need swap | |
| | Sunday 15th | Chris Hughes | Geoff Blackwell | |
| | Saturday 21st | Ted Mellor | Ken Wiggins | |
| | Sunday 22nd | Peter Holden | Les Duncan | |
| | Saturday 28th | Ken Ranns | Bill Pearce | |
| | Sunday 29th | Brian Barnes | Michael Clements | Roger White |
| <u>Apr</u> | Saturday 4th | Chris Baker | Andy Eve | |
| | Sunday 5th | Dennis Lovett | Mark Pollot | |
| | Saturday 11th | Roger White | Brian Barnes | Michael Clements |
| | Sunday 12th | Fred Collins | Phil Wood | John Dibben |
| | Monday 13th | VACANCY | VACANCY | VACANCY |
| | Saturday 18th | Tim Page | Colin Joyce | |
| | Sunday 19th | Bernard Worden | Gareth Homersley | |
| | Saturday 25th | Wilf Miller | Paul Wakley | Colin Lomas |
| | Sunday 26th | Bruce Garwood | John Hatton | |
| <u>May</u> | Saturday 2nd | Nick Dean | Neil Dewar | Steve Livings |
| | Sunday 3rd | Chris Hughes | Derek Hart | Allan Kaminski |
| | Monday 4th | John Forman | David Ramsey | |
| | Saturday 9th | Eric Bowman | Les Wood | Jim Wood |
| | Sunday 10th | Dennis Lovett | Ken Sharpe | Mac |
| | Saturday 16th | Chris Lester | Stephen Walker | Robin Rowles |
| | Sunday 17th | Les Duncan | Colin Goodenough | |
| | Saturday 23rd | Tony Winn | Andy Eve | Ken James |
| | Sunday 24th | Bill Ball | Pete Ball | |
| | Monday 25th | Roger White | Brian Barnes | Michael Clements |
| | Saturday 30th | Ian Bartlett | Bruce Hankins | |
| | Sunday 31st | John Page | Geoff Trenholme | |

If you are not able to cover any of your allocated duties please, either arrange a swap or let Chris Hughes know immediately, so he has plenty of time to make other arrangements

LOCAL & MAJOR EXHIBITIONS AND SWAPMEETS ETC., DURING THE SPRING 2009

*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 7th KETTERING '0' Gauge Spring Convention at The Leisure Village, Thurston Dr.
ST. NEOTS EX at Buckden Community Centre, Burberry Road, **BUCKDEN**
ABINGDON EX at White Horse Leisure & Tennis Centre, Audlett Drive.
- Sun 8th POTTERS BAR S/M at Elm Court Youth & Com Centre, Mutton Lane, EN6 3BP.
- Fri 13th ST. ALBANS EVENING S/M at Frances Bacon Sch, Drakes Drive. 7pm to 9pm.
- Sat 14th KIDDERMINSTER EX at Wyre Forest Leisure Ctr. Bromsgrove Rd, (2 days).
BASINGSTOKE EX at Aldworth Science College, Western Way, (2 days).
BEACONSFIELD S/M, Beaconsfield School, Wattleton Road, HP9 1SJ.
- Sun 22nd KETERING S/M at Leisure Village, Thurston Drive.
- Sat 28th BIGGLESWADE TCS Get-together, at the Wetherley Centre, Eagle Farm Road.
LONDON Festival Model Railways at Alexandra Palace. (2 days).
TRING-RAIL 09 EX at The Red Cross Hall, Tring.

April

- Sat 4th 31A CAMBRIDGE EX at Memorial Hall, Woollards Lane, **GR SHELFORD**.
NORWICH EX at the Hewitt School, Cecil Road. NR1 2PL.
EAST GRINSTEAD EX at Sackville Community College, Lewes Road.
- Sun 5th DONINGTON PARK S/M at The Donington Exhibition Centre, MI J23a or 24.
- Tue 7th RUGBY EVANING S/M at The Benn Hall, Newbold Road, 7pm to 9pm.
- Fri 10th SLOUGH DAY S/M at The Centre, Conference Venue, Farnham Road.
- Sat 11th YORK EXHIBITION at York Racecourse. (3 days)
GAINSBOROUGH '0' Gauge Open Day at Florence Terrace. (3 days).
- Mon 13th HUNTINGDON S/M at W G Animal Shelter, London Rd, **GODMANCHESTER**.
- Sat 18th LUTON EX at Stopsley High School, St Thomas Road,
Brambleton MRC Open Day at Highfield Oval, Ambrose Lane, HARPENDEN (2pm-5-30pm)
- Sat 25th EWELL EX at North East Surrey College of Tech, Reigate Rd, KT17 3DS (2 days)
WELWYN GARDEN CITY EX, Ludwick Way, Methodist Church, AL7 3PN.

MEMBERS LAYOUTS AROUND THE EXHIBITIONS

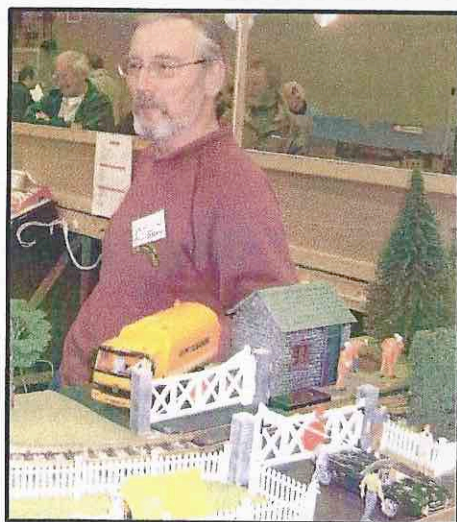
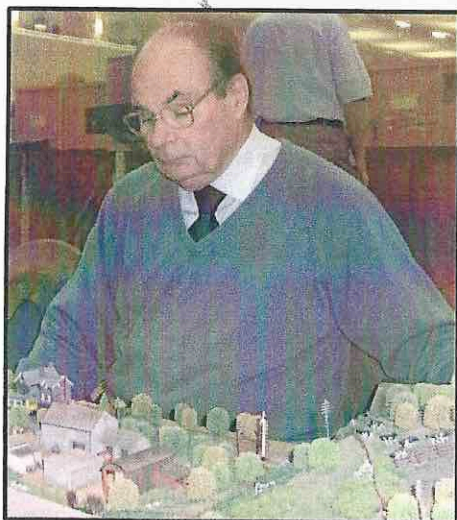


David Ramsey on the 'Granddad's layout' at the Collector's Club of Great Britain show at The Peterborough Showground

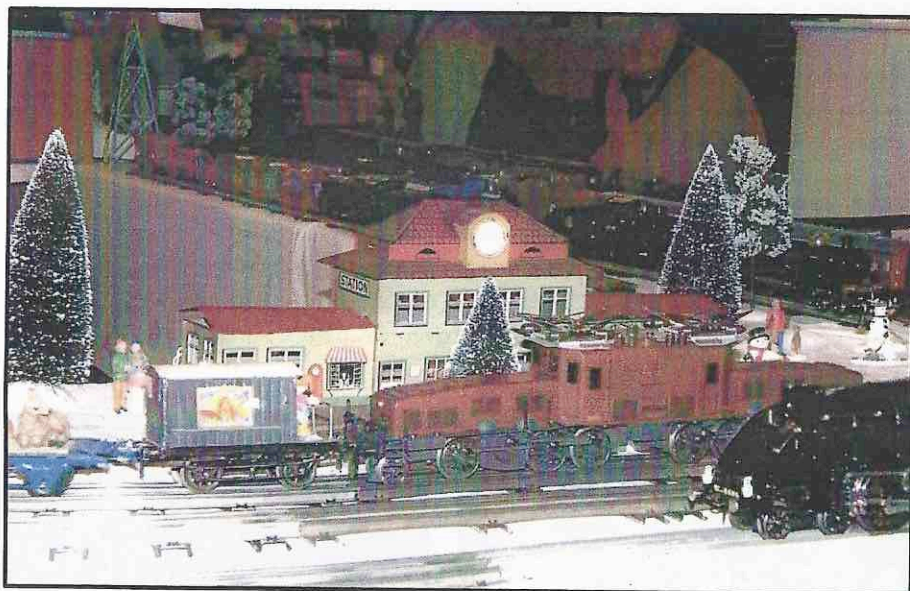


Derick Hart on the St. Albans MES stand at the St Albans exhibition

MEMBERS LAYOUTS AROUND THE EXHIBITIONS



John Forman on his son's 'Chestermont' layout and Bruce Garwood helping a friend on his 'Hampton End' layout, at the Northampton Exhibition held at the Northant's Cricket Ground.



Brian Barnes's layout at Stony Stratford's Christmas Lights 'Switch' on.

Sun 26th SPALDING S/M at Springfields Exhibition Centre, Camelgate.
STOWMARKET EX at Mid Suffolk Leisure Centre, Gainsborough Rd, IP14 1 LH

May

Sat 2nd STAMFORD EX at Queen Eleanor Technical College, Green Lane, PE9 1HE.
BEACONSFIELD S/M at Beaconsfield School, Wattleton Road, HP9 1SJ.

Sat 9th ELY EX at City of Ely Community College, Downham Road, CB6 2 SH.
OXFORD S/M at The Exeter Hall, Oxford Road, **KIDLINGTON**.
OXFORD EX at the Methodist Church, High Street, **WHITNEY**
READING EX Assoc of Larger Scales Railway Mod at Rivermead Leisure Centre

Sun 10th BIRMINGHAM S/M at The National Exhibition Centre.
POTTERS BAR S/M at Elm Court Youth & Com Centre, Mutton Lane, EN6 3PB

Sat 23rd AYLESBURY RAILEX at Stoke Mandeville Stadium, Harvey Rd. (2 days)

Sun 24th KETTERING S/M at The Leisure Village, Thurston Drive.

Sat 30th SANDOWN PARK S/M – International Dealers.

TOY AND TRAINS AUCTIONS

March

Sat 14th RUGBY Vectis Auctions at the Benn Hall, Newbold Road.

April

Sat 11th BEDFORD Childhood Memories Auction, 26, Newnham Street.

May

Sat 9th LEAMINGTON SPA Toy and Childhood Memories Auction, 18, Guy Street.

Sat 16th RUGBY Vectis Auctions at the Benn Hall, Newbold Road.
BURY ST EDMUNDS Lacy, Scott and Knight, Auction Centre, 10 Risbygate St.

OTHER TOY AND TRAIN AUCTIONEERS

A.E.Dowse and Son – 01142725858 – www.aedowseandson.com
Aston's Auctioneers Ltd – 01384 250220 – www.blackcountrytoyauctions.co.uk.
Biddle & Webb – 01214558042 – www.bibbleandwebb.co.uk
Cottees Auction Ltd – 01929552826 – www.cottees.co.uk
Special Auction Services – 01189712949 – www.specialauctionservices.com
UK Toy & Model Auctions – 01513343362/01270841558 – www.uktoyauctions.com
Wallis and Wallis – 01273480208 – www.wallisandwallis.co.uk
Warwick & Warwick Ltd – 01926499031 – www.warwickandwarwick.com

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. Meeting informed has not been supplied.

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.**

March Wednesday 25th "50 Years of Modelling" by Ed Schoon.

April Wednesday 29th "Cambrian Railways" by Alan Rhodes

Bedford to Bletchley Rail Users Association

March Tuesday 24th Association's AGM at the Village Hall, Bow Brickhill.

Preserved Railways

March

- Fri 6th Severn Valley Railway – Festival of Steam, Gala Weekend. (3 days)
- Sat 14th Pendon Museum – Madder Valley Railway in Operation – 2pm.
- Sat 21st Great Central Railway – 1960 Gala (2 days)
- Sun 22nd Leighton Buzzard Railway – Mothering Sunday – Free gift for mums on the train.
Bucks Railway_Centre – Mothers Day – Treat Mum to a roast dinner on a train ride.

April

- Sat 4th Bluebell Railway – Toy and Rail Collectors Fair
- Sat 25th Great Central Railway – Diesel Gala (2 days)
Bucks Railway Centre – Food Festival – Come and Taste.
- Sun 26th Chorley & Wallingford Railway – Celebrate St George's day – beer on the train.
Bucks Railway Centre – Official opening of Travelling Post Office vehicles.

May

- Fri 1st North Yorks Moors Railway – Spring Steam Gala – *'Tornado'* due to run (4 days)
- Sun 3rd Chorley & Wallingford Railway – Bank Holiday Plant Sale (2days)
Bucks Railway Centre – Miniature Railway Gala/Model Collectors Fair. (2 days)
- Mon 4th Leighton Buzzard Railway – Teddy Bears' Bank Holiday – Children with bears free.
- Fri 8th North Yorks Moors Railway – Spring Steam Gala – *'Tornado'* due to run (3days)
- Sat 9th Bluebell Railway – Southern at War (2days)
Great Central Railway – 40th Anniversary GCR Closure (2 days)
- Sun 24th Bucks Railway Centre – Veteran Transport Weekend (2 days)
- Sat 30th Bucks Railway Centre – "World in Miniature" Mini Traction Engine Rally (2 days).

it, in order to activate each reed switch. However, by chance I had a Hornby class 73 on the layout, when I first plugged it in, which had no magnets fitted to it, imagine my surprise when , after passing the first reed switch the loco slowed down and then stopped at the second, reversed and the same at the other end. It seems that the new motor Hornby have fitted to the ex-Lime models generate a sufficient magnet field to operate the reed switches. Very odd, but proved that everything worked and, for a few weeks, Sherwood was operated at the weekends with the class 73, and a train of Lima mark three coaches and a Hornby DVT. Not exactly prototypical, but it gave visitors to the club something to watch.

However, the plan was to operate the shuttles using a couple of Bachmann class 108 DMU's (from the Bachmann storeroom, refurbished so they worked) which were supplied and then fitted with reed switches.

The successful operation of one shuttle for several weeks encouraged me to connect up the second. I did this in exactly the same way as the first. However, when I tested the first train, there was no reaction when it reached the first reed switch which should have slowed it down. Sure enough, it continued onwards until hitting the stop blocks at Sherwood. Clearly something was wrong. I checked and rechecked the wiring and could not see anything wrong. The only solution was to test each wiring section to find if there was a break in the circuit. Roy Duckers very kindly joined me on Saturday morning and we set about testing process, section by section. We tested all the reeds and they were fine, tested the first wiring section and....no circuit. After replacing the wire, we tried the layout again and all was well.

So, we now have two independently operating shuttle units which seem very popular with the visitors to the club, especially children when they come in at weekends as they like watching the trains go from room to room.

Thanks to everyone who helped me out with setting this up. I do have one small request, as the layout is used quite intensively, the train wheels and track can get rather dirty which affects the reliability of the DMU's. When you are staffing the club on a weekend, would you please give the track a quick clean just to keep it reasonably free from grime. From time-to-time, we will need to clean the train wheels, but having clean track will really help trouble-free operation.



AROUND THE LAYOUTS AND PROJECTS – SHERWOOD AND WILTON

Converting to Automatic Shuttle Operation

By Ian Bartlett

Part Two

Installation

There would be two shuttle units used: one for each main line track on the layout. In order to test the shuttle units out, ahead of installing them, I decided to take them both home and test them in isolation on my test track. I did this and discovered a problem, they did not work. Although each unit would start a train moving, neither would reverse it. This meant that any train placed on the track would just continue onwards until it crashed into something. I reported this to Dennis and it was agreed that the club would purchase two new shuttle units from Heathcote Electronics. I actually purchased one as a trial and bought the second one later once I was happy with the reliability of the first.

Again, I tested the first unit in isolation on my home layout and, sure enough, all was well. Following some expert soldering tuition from Les Duncan, I soldered together two leads which would be used to plug the two shuttle units into the layout control panel (replacing the conventional panel controllers). I also, with Les's guidance and advice, soldered dropper wires to the eight reed switches that were required to operate the two shuttle units (four on each track). A heat shrink sleeve was applied to the soldering joints to protect them.

Following this, holes had to be drilled into the baseboards, between the sleepers, at the locations where the reed switches were to be located. These acted both as locaters for the switches and also allowed the dropper wires to drop out of site underneath the layout. For each shuttle, there are a pair of co-acting two reed switches at each end of the layout (in each pair, one slows the train down, the other stops and then reverses it). The two shuttle units were then fixed inside the cupboard underneath Sherwood station. Holes were drilled in the side of the cupboard to allow the connecting wires to run through to the units from the layout. At this point, I decided to connect up only one of the units to ensure that everything worked properly over a period of weeks, assuming all was well, the second unit would be wired in later. Wires were then run the entire length of the layout from the shuttle unit and connected to the reed switches, for each reed switch there is a feed wire with a single common return completing the circuit back to the shuttle unit. At this point, I was ready to test the first train.

Testing and finalising

Each loco/unit that is intended to run a shuttle requires a magnet to be fitted underneath



MEET THE MEMBERS

Meet John Page – Part One

I guess, like hundreds, or possibly thousands, of model railway enthusiasts my introduction to the hobby was at the age of five when for Christmas I received a clockwork Hornby '0' gauge set consisting of a circle of track, an 0-4-0 tender loco and 2 coaches. Over the next five or so years the set was regularly added to with birthday and Christmas presents and by purchases made using pocket money and donations from relatives. Within a very short space of time the collection filled two large tea chests.

About this time I also discovered that Bill Bangs, a school friend of mine who lived in the same street, and his brothers Ken and Alan, were keen model railway enthusiasts and so I was introduced to '00' gauge modelling. I am pleased to say that Bob is still a model railway fanatic and his permanent layout 'Bromsgrove' was featured in the March 2007 and October 2008 editions of British Railway Modelling.

The 'Bangs' household was amazing! In the large loft there was a huge fully scenic, continuous run double track main line '00' layout. Ken had a fully scenic 'TT' built around the walls of his 8ft x 6ft bedroom and a small '00' continuous run layout on a board, which he kept in the garage.

The 'piece de resistance' however was Alan's finescale '00' layout main station and goods yard which occupied most of the conservatory with a partly double track branch line, meandering almost the entire length of the 75 foot long garden with an intermediate passing station with goods yard and terminating, I believe, at a small station built on the track plan of Ashburton at the far end.

Most of the locos and stock on Alan's layout were scratch built and had bodies made from flattened out Cocoa tins, rolling stock was made from balsa wood, card and old aluminium offset litho printing plates with electrics mainly utilising redundant G.P.O. equipment.

Having seen and experienced the enjoyment of operating these layouts I made a conscious decision to change to '00' and so my mother sold my Hornby tinplate collection to the milkman for the princely sum of £5. I often wonder what it would have been worth today.

Armed with the proceeds from the sale I went with Bob and Ken, to Harrow Model Shop on Roxborough Bridge and purchased a Tri-ang 0-6-0 'Jinty', some wagons and an oval of track. The track was fixed to an 8ft x 4ft board which lived in the spare bedroom and, as with the '0' gauge, was added to over the next two or three years. I still have the loco, which has been detailed and repainted several times, and surprisingly it still runs, albeit very noisily, but not on modern track work due to its very large wheel flanges.

I soon became disillusioned with the Tri-ang 'Standard' grey plastic track and upgraded to 'Series 3' then 'Super 4', track which although it looked aesthetically better, was still not

authentic in appearance, but I lived with it for about another year before I was persuaded to change to flexible track. So once again it was off to the Harrow Model Shop to part exchange the Tri-ang track for something more authentic looking.

By this time I had come to know Arthur Cross quite well and Bob, Ken and I often spent long periods outside the old wooden ex-coal office that was then his shop, on Roxborough Bridge, looking at his fantastic window display of second hand models in many different scales.

Arthur gave me a good price for the track, I remember, and I left clutching several yards of Wrenn Fibre Based Nickel Silver track, a small box of minute fixing screws and two large radius points. By this time I had been allowed into a 10ft x 6ft shed built many years before by my father, which was well insulated and dry. Here I built my first double track continuous run layout, which I must admit was not a huge success mainly due to the warping of the fibre based track and continued attacks by members of a resident family of mice. However it did at least give me a good ground in layout construction, which would come in very handy over the next few years. In the ensuing years I purchased many items, mostly second hand, from Arthur Cross at the Harrow Model Shop before he moved to larger premises in St. Anne's Road, and finally station road.

Arthur Cross also introduced me to the Conway Model Railway Club which at the time met in a large Edwardian house in Northwick Avenue, Northwick Park. They had a fantastic '0' gauge layout which occupied a whole floor of the house and was operated on a strictly prototypical basis. Each train had a driver, Fireman and Guard who would accompany it round the layout obeying all the signals and operating regulations as they went, which was a very strange thing to witness. The club had many members well known in other fields and thus I was able to get to know Geoffrey Kitchenside of the Ian Allan Group, David (Screaming Lord) Sutch and Franklin Engleman of the BBC.

There was also another second hand shop I discovered in Kimberley Road, Harrow. This was a strange place and sold all sorts of books and bric-a-brac but always seemed to have model railway items in the window. The man who ran it was equally strange and always wore a brown house coat just like Arkwright, in Open All Hours. He must have spent hours sitting hidden by the high counter reading copies of 'Health & Efficiency', 'Spick & Span' and 'Harrison Marks' books (Remember them?) and would leap up from behind the counter clutching one of these publications whenever anyone entered the shop. I purchased quite a few models, but no books, from him, some of which I still have.

At this time Harrow was blessed with a number of model shops. Another small, but very good one was situated on The Bridge opposite Harrow & Wealdstone station. It was here I discovered 'Builteezi' kits, 'Mastermodels', 'Trackmaster' wagons and Graham Farish 'Formoway' plastic based flexible track. Sadly the lease on the shop ran out and they moved to Wembley Park within a couple of years but, I believe, failed shortly afterwards.

Just round the corner in Masons Avenue, were the premises of Hammant & Morgan and I always remember their window display, which must have been covered in at least half inch of dust. Inside the shop was not much better but the service and advice available from their knowledgeable staff was second to none.

The only other shop I remember was an ironmongers & chandlers in the High Street Wealdstone

which sold animal feed, paint etc but also had a very small area tucked away at the back of the shop where they sold, amongst other things, 'Gloy Paints', 'Seccotine Glue', 'Airfix', 'Revel', 'Frog' and 'Kitmaster' kits.

During the school holidays it was a regular treat to travel to Watford on the top deck of a number 158 bus where my mother and grandmother would spend the day shopping. I would go off on my own and my first port of call was always 'Cramer's' situated just a few shops up from Watford High Street station. The model department on the first floor was a real Aladdin's cave and I would happily stay over an hour there deciding what to spend my pocket money on. Sadly Cramer's premises suffered a devastating fire and relocated to a much smaller shop in Market Street shortly afterwards.

Other regular ports of call whilst in Watford were the premises of 'C.C.W.' on the Bridal Path near Watford Junction Station where I would gaze in awe at the items available and make a small purchase or two before spending the remaining time at the Junction station adding to my collection of loco numbers.

If there was sufficient time before catching the 158 back to Wealdstone in the late afternoon, I would sometimes visit 'Obourne's' in Vicarage Road. Bert Obourne was actually a tailor and his shop was well stocked with rolls of cloth but the model railway side of the business was growing at a fairly steady rate until very little evidence remained of the tailoring side of the business. Bert retired following the sudden death of his wife and moved to Douglas on the Isle of Man and the business was taken over by Jim Weir of 'Railmail' fame. Here in lies a story in itself!

We would often spend our annual family holiday in Bournemouth or Boscombe so another of my favourite haunts was E.R.G., of 529 Roumelia Lane, which was exceedingly difficult to find initially because it was situated at the rear of the main shopping area and accessed by steps down into and across a rather dingy courtyard, but like Cramer's and C.C.W. it was a real Aladdin's cave. In fact I still have some of the items I purchased there that must surely be collector's items by now.

Over the years my layouts increased in size and complexity and I finally reached the stage where I had a fully scenic continuous run double track layout in the garage using a mixture of 'Formaway' and Peco track. It was about this time I discovered there were other things in which I had an interest. Namely girls! So for a while anyway, model railways were put on the back burner.

I was married several years later and moved to Pinner Road, Harrow less than 100 yards from Arthur's model emporium. Due to space constraints I was not able to have a permanent layout, so a small portable 12ft x 1'6" layout built in the spare bedroom kept the interest alive.

Whilst I was living in Harrow I was invited to join the Harrow Model Railway Club by Norman Balch, who at the time was helping Arthur Cross on a part time basis at the Harrow Model Shop. The club met in, and occupied, the whole first floor of his house. Like the Conway Model Railway Club this was, and still is, run on strictly prototypical basis. But within two years I had moved again, this time to Watford.

In the Next Issue – Meet John Page – Part Two

very well laid out with wide aisles and is certainly worth a return visit in 2010. David's father spent the day track bashing on a 23 Euro NRW Lander day rover ticket and went from Koln to Siegen to Hagen to Rheine to Osnabruck to Munster to Essen and finally via Dusseldorf back to Koln almost circulating the NRW land area. After dinner some of us went train spotting and saw an Austrian 1116 Taurus class loco on a Hamburg to Frankfurt IC working for the second night running. There were plenty of train movements to see even at 10pm including a test train being evaluated by a new private operator along the left bank of the Rhine Valley.

Saturday 8th November 2008

We all did different things today. David and his dad did a trackbash using a Schones Wochenende rover ticket costing 35 Euros. Their first train was pushed by diesel loco 218-217 to Trier via the Eifel route. They then caught an EMU to Koblenz a replacement bus to Koblenz due to a works possession and a Class 612 DMU to Giessen then finally back to Koln on a Regional Express train behind electric loco 111-157. Chris, Sue, Eric, Peter and Charlie caught a local train to Koblenz via the left bank of the River Rhine, where Chris and Sue left the others to look around before catching another train down the Rhine Gorge past the Lorelei Rock to Mainz. Charlie, Peter and Eric caught a train from Koblenz to Bingen where they had a look around and then walked between the 'Town' and 'Main' stations before returning to Koln back along the Rhine via Remagen to meet up with everyone and discuss the day over dinner.

Sunday 9th November 2008

Home today – but before meeting on the platform to board the 14-44 ICE train to Brussels the morning was spent doing our own thing. David and his dad went train riding again, to Bergische Gladbach and Leverkusen before returning to Koln Deutz station for a photo session. Chris and Sue went exploring the cathedral in Koln before having lunch on the station, served by a girl who knew exactly where MK was as she had been to concerts at The Bowl. Charlie and Eric went back to the exhibition to purchase a few more items and Peter went sightseeing. We arrived back at St. Pancras at 19-20 just as the Euro Disney Express arrived at an adjacent platform depositing some 800 people all trying to exit St. Pancras station at the same time. After struggling against the wind and rain walking back to Euston we left Eric to catch a local train back to Leighton Buzzard. The rest of us, except David's dad who had been seen somewhere in the Euston Road dodging the paddles in the dark, caught the 19-56 Virgin Liverpool service to Milton Keynes. Again, thanks to David, we travelled 1st class as there were no unreserved seats left in 2nd class. Mr Lean Snr caught the next available train home.

A great time was had by all, so how about joining us in 2010!

A further one day trip to Belgium is planned for early June, to photograph TGV Thalys and ICE trains between Liege and Welkenraedt before the final part of the High Speed Line opens allegedly on 15th June. Are there any takers?

SPECIAL FEATURE INSERT

THE KOLN TRIP by Frank Furter

Thursday 6th November 2008

David Lean and his dad, Charlie Alexander, Chris and Sue Hughes and Peter Jones, met at Central Milton Keynes Station just after 6am, and with the magic of rail staff connections travelled First Class on the 6-26am Virgin Service to London. On arrival at Euston we met up with Eric Bowman who had travelled up from Leighton Buzzard on an earlier London Midland train. A brief walk took us to St. Pancras for a photo shoot with "Sir John Betjamen" before Eurostar check-in and passport control.



Photo call with Sir John Benjamin

We boarded the Eurostar train (sets 3019/3020) just after 8-00am and departed from platform 10 seated in the second coach from the front. We reached the Channel Tunnel entrance in thirty-five minutes where we waited approximately 15 minutes for a clear path due to single line working in the tunnels following the recent fire. A double headed freight and two Eurostars emerged and then we were off again. Inside the tunnel we crossed over to 'wrong line running' then back to the correct line again just outside the tunnel before Calais Frethun Station where a London bound Eurostar was waiting for us to clear.

Lille Europe was passed in just under two hours and arrival at Brussels was on schedule at the "revised" time of 11-50. The re-timing left us with only 9 minutes to make the connection onto the Koln train, but with a bit of a dash we all made it with literally seconds to spare. The 11-59 to Koln was ICE 3M set 406-053, one of four owned by Dutch Railways. On leaving Brussels our line passed over the top of Schaerbeek Depot where several Belgian locos were seen and we were soon speeding though Leuven, famous for the Stella Artois Brewery.

The line to Liege is high speed and the in-car speed indicators were quickly showing 250Kmph (156mph). Our tickets were checked by the German train crew, with whom we had a brief and pleasant conversation in mixed German and English, explaining that some of our party were railway workers but all of us belonged to a Model Railway group in England. They wished us "a pleasant weekend in Germany". The train then called at Leige before proceeding through Veviers and Welkenraedt, and then the junction with the yet to be opened part of the HSL, then after passing through the new Aachener Busch Tunnel a short section of single track changed us over to right-hand running for the German network before a brief stop at Aachen. Arrival at Koln was on time at 14-10 hours, and leaving Mr Lean Senior at the Station, the rest of the party proceeded to check in at the Hotel situated beside the River Rhine. After dropping off the luggage, we returned to Koln Station where we purchased 2 'Nord Rhein Westphalia Schone Tag' group tickets costing 33 Euros each for the next part of the itinerary to Wuppertal for a ride on the world famous Schwebebahn hanging monorail.



The Upside down train, top the real thing, bottom the model.

Whilst waiting for the 15-21 Regional Express to Wuppertal, Swiss cargo loco, 421-391, passed through light-engine. Our train was formed of a class 112 electric loco and four doppelstock, double deck coaches.

We reached Wuppertal Oberbarmen, at one end of the monorail system in about an hour and were soon wrestling with the ticket machines. We all eventually obtained 30-minute tickets and hoped it would allow sufficient time to reach Vohwinkel at the far end of the line. Some way into the journey Chris realised we had not validated our tickets before getting on, so we hoped an inspector would not be around. After a few photos at Vohwinkel and with souvenirs bought, we each purchased another 1-30 Euro ticket, for the return journey to Oberbarmen. This time we did validate and travelled two trains behind the 100 year-old "Kaiserwagen" train, which was out on private hire. We returned to Koln on the 17-57 Regional Service hauled by electric loco 111-126 and enjoyed a very pleasant meal sitting outside at a restaurant close to the hotel. Some of the party then took a walk around Koln, via the station before retiring for the evening, seeing amongst other trains an Austrian 'Taurus' Class 1116 loco heading a southbound I C train at 22-00!

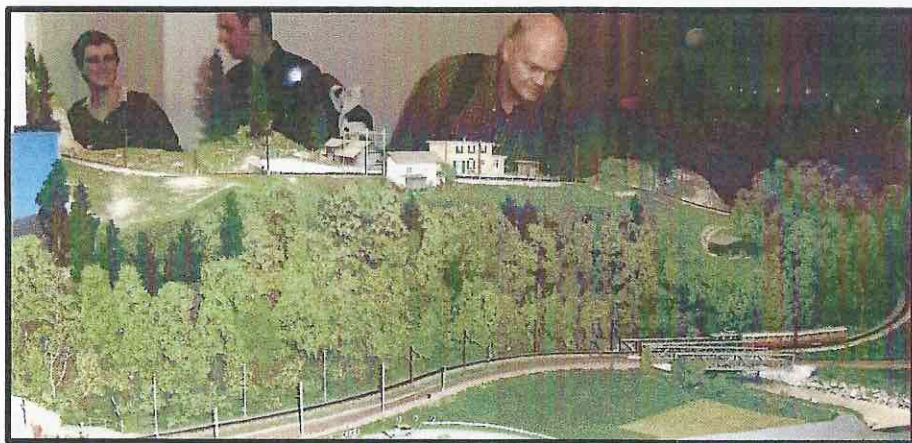
Friday 7th November 2008

A visit to the biennial model railway exhibition was the main purpose of this trip, so after an enjoyable buffet breakfast we set off for the half-hour walk to Koln Messe exhibition hall complex. We crossed the Rhine over the Hohenzellenbruck Bridge, which having 6 rail tracks provided us with plenty of trains to watch as we walked. Once inside we were soon marvelling at the vastness of it all and considered it to be much bigger than Warley. Although the show was predominantly a trade event, with some 165 exhibitors, there were about 15 layouts in most scales. Chris and sue went off with a long model shopping list and the next time we saw them was back at the hotel later in the evening. David, Charlie, Eric and Peter first went around the extreme outer ring of trade stands which took about one and a hour hours, then after a much needed pit stop had a beer and set off on the inside of the outer ring. This again took about one and a half-hours and took in some very large layouts, any one of which could have filled Bletchley Leisure Centre on its own. Continental clubs appear to build layouts in modular form so they can be shown in many different configurations. One layout in particular consisted of a basic two track main line some 300 feet in length with dumb bell fiddle yards at each end and four separate and lengthy branch lines off of it. One of the branches fed yet another branch from its main station. There were two G scale layouts depicting the Swiss Rhaetian Railway and another in HO-m. As well as HO scale, there were layouts in Z, N, TT, and Gauge 1. Many layouts were computer controlled, and nearly all operators were using intercom headsets due to the sheer size. One 100-foot layout, depicting the former East Germany in DR days was slightly spoilt by the long gaps in the catenary at each board joint.

All the major manufacturers were there, Roco, Fleischmann, Marklin, Trix, Sachsen, Hornby, Piko, Bemo, Bachmann, Peco and Busch a model tree and scenic manufacturer that make proprietary trees to die for!, but frustratingly were only showing not selling. Peter did however manage to purchase a 3-car add-on pack for his Mehano double-deck TGV, before leaving early to make good use of his exhibition ticket which included unlimited travel on the Koln tram and trolleybus system for the day. The rest of us spent some seven hours at the show which was



The hotel where we stayed, Kohn Cathedral spires in the background.



One of the layouts, this one features, rack and pinion operation.



View of the upside down train track which runs for much of its length over the River Wupper



Class 110 in DB Verkehrsrot livery on a pull-pull service at Koblenz.



Hohenzollern Bridge over the Rhine that has 6 railway tracks on it and is (usually) very busy.



Class 363 Diesel shunter awaiting its next duty at Koblenz.