

CAPTION COMPETITION – Last issue's result



The winning entry was *"The knee pads had softened his landing, but the demolished wall and fence demanded a closer study of the flight instructions"* submitted by Roger White

Underground Mysteries - Last issue answers

1. White Chapel
2. Preston Road
3. Stockwell
4. Angel
5. Burnt Oak
6. Arsenal
7. Blackfriars
8. Knightsbridge
9. Mile End
10. Becontree
11. Westminster
12. Gunnersbury
13. Parsons Green
14. Kentish Town
15. Maida Vale
16. Perivale
17. Old Street
18. Brent Cross
19. Boston Manor
20. Cannon Street.

SALES AND WANTS

Should you have any surplus trains, accessories or books etc., or you are looking for a specific item, or you may need some technical information, facts or statistics etc., please send the details to the Editor for inclusion in the next edition of the 'Quarterly News'. ***There is no charge for this service.***

...AND FINALLY

A man worked for the railway all his working life and when he retired he helped out at the local preserved railway, until he finally retired for good at the ripe old age of 80. When asked what will he do now, with all his spare time, he replied "Build a model railway, of course"

The next MKMRS 'Quarterly News' will be published on Tuesday September 1st 2009, which will cover September, October and November 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, and I will call you back.)



"QUARTERLY NEWS"

No 155

40TH ANNIVERSARY 1969 - 2009

SUMMER 2009



Ken Ranns as a visitor, posing with John Hatton and Bruce Garwood who were displaying their 'N' gauge layout 'Canonbury' at the Lavendon Exhibition.

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 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. Webmasters:- Matt Rainer/Ian Bartlett 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

Those of you who are on the ball, will have noticed that this is the second issue numbered 155, the exhibition special should have been 154. Sorry about that, but we are now back to normal, what ever that is!



To stop this publication from becoming almost all written by the editor, more copy is required from the members themselves with regards to exhibitions, swapmeets, preserved railways and other places of interest, you have visited. Railway holidays and other train related experiences. Information, suggestions, ideas and even constructive criticism about the newsletter or the club in general. However, I will not print anything I consider to be too personal. In fact anything that is remotely connected to the club,

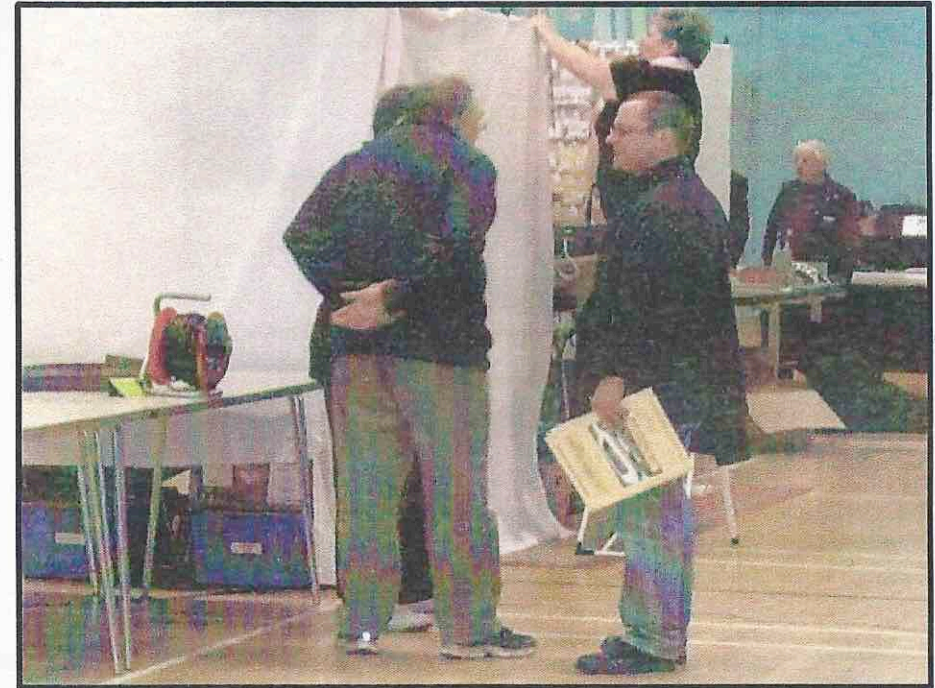
modelling or railways in general. I am pleased by the reponse for the 'Meet the Members' articles.

Several weeks ago I spent a very enjoyable hour and a half with Eric Preston (pictured above), who may not be very mobile but he is extremely good company. We have several things in common and first starting talking about my tinsplate layout when he first saw it at our first Wolverton show and we are both very interested in horse drawn farming impliments. He was particularly interested in the model of a farmers hay wagon, which sometimes features on my layout. Secondly, my grandparents lived in the same Lincolnshire village, New Waltham, where Eric lived as a small boy. We were able to talk about the village as it was, because as a boy I used to visit my grandparents there every year. And lastly, both the firms we worked for went bust on the same day, Woolworths, who Eric worked for as a manager and MFI, where I worked as the Security and Safety Manager. Eric is very frustrated he is unable to attend the clubnights and sends everyone his best wishes for the future.

John Forman

GUESS THE CAPTION COMPETITION

There will be a small prize for the best entry received by July 31st 2009, please hand your entry, 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

I recently saw an advert in the model railway press, "Railway Encyclopedia for sale – no longer required – as I have just married a woman who knows everything"

MORE BRAMBLETON OPEN DAY PHOTOGRAPHS



A signalman receives a train coming in on the main line.



16mm Steam Up area.



Passenger train passes a goods train in the siding.

A WORD FROM THE CHAIRMAN



Research Resources

As members of the MKMRS we are indeed very fortunate to have an extensive library with stocks of most volumes of the model railway magazines dating back to the 1950's. As a resource it is absolutely invaluable and one which I use regularly either for my own modelling activity or in my professional capacity.

Derek, ably assisted by George and one or two others have undertaken considerable work to ensure that we have complete volumes of these magazines. We have invested in some binders to store them in and this avoids copies getting lost or going missing. Phil has also been busy putting up more shelves to ensure that in the future we can find things much more easily.

Why do we need such a resource? Sooner or later in this hobby we begin to ask questions, be it about a locomotive, wagon, coach or station. We may even ask about when a certain model was released or indeed need to know more about a manufacturer. Because models are reproductions of real locomotives or rolling stock we can also research more about them.

With the gain in popularity of television programmes such as 'Who Do You Think You Are?' we are turning into a nation of researchers. With railways we can learn so much from books, magazine articles, videos and DVDs.

As a club we are indeed fortunate to have such facilities at hand. Back in our early days I can remember a piece in the then club magazine saying that as we shall never be able to get such a resource together, we need to draw up a list of who had what magazines and books so that they could be borrowed by other members. How times have changed and thanks to all those who have made it happen over the past few years.

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 Terry Silver and John Bennett as new members. We hope you both have a long and enjoyable stay with the club.

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.

Do's and Don'ts List + Automation Info

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

Special Offer to Bletchley Park!

The following statement is from the Marston Vale Community Rail Partnership and was published in the BBRUA's Newsletter. "I'm delighted to announce that MVCRP has negotiated a 20% discount for Marston Vale passengers to one of the major attractions on the line, namely Bletchley Park. It is valid for all types of admission ticket i.e. adult, concessions and families and for all special events.

Please show your valid Marston Vale ticket at the entry desk to receive your discount. Admission charges at Bletchley Park are season tickets giving you free entry to Bletchley Park for one year from the date of your first visit. This special offer runs until Easter 2010".

Underground Ernie at Bletchley Carnival

The club are taking the 'Underground Ernie' layout to the West Bletchley Carnival at Rickley Park on Saturday June 6th. Help is needed to operate this layout so if you are able to assist, please contact Phil Wood, as soon as possible.

Workshop

Phil Wood has been busy trying to tidy up the workshop and putting up shelves for storage. To help him with this task, would members please clear up their mess after cutting wood etc., in this room. Otherwise, he says the vice may disappear! There is a vacuum cleaner provided.

The Late Stan Pennington

I am hoping to publish a tribute to the late Stan Pennington, one of the instigators of the tinplate room, in a future issue. If any member has information and happy memories of Stan, and would be willing to share them please let the editor know. Photographs also required.

OPEN DAY AT THE BRAMBLETON MRC OUTDOOR RAILWAY

I went to the Luton MRS exhibition later than I usually do, so I would be able to go to Harpenden for the opening of the Brambleton MRC outdoor railway at 2pm, without having to hang around.

The club can trace its history back to the late 1940's, but was officially formed on 1st January 1956 by a group of Harpenden school boys looking for somewhere to run their clockwork trains.

Today it is one of the largest outdoor model railways in the country. As well as the extensive double track 7mm ('0' Gauge) main line, there is now two 16mm (SM32) loop lines, built to satisfy the growing popularity of this scale.

The 7mm line has nine stations around a layout that is roughly in the shape of a letter 'P'. Each station has at least one passing loop. Some have complex junctions enabling some interesting route settings which allows up to 16 trains to be operational at the same time. With such a large railway, some form of signalling was required, so each station was equipped with redundant British Rail block instruments allowing station operators to communicate with neighbouring stations using special bell codes, so avoiding collisions, in theory anyway! As there is no electricity on site, all trains on this line are by batteries.

The Millennium line, built to mark that occasion, can be operated separately, or joined to the Ruby Line by an array of link lines creating a giant loop or figure of eight along with numerous other possibilities. It offers 77 metres of level track with sweeping curves and a large junction station which doubles up as a steaming up area.

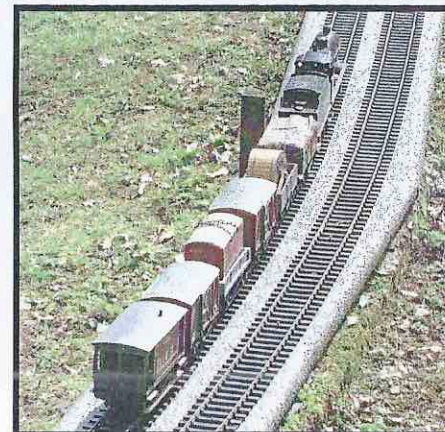
Everything was designed with ease of train operation in mind. The track base at stations is at waist height so there is no need to bend down, and the main station is a brick built shed which the line passes through allowing stock to be added or removed easily.

They no longer build their own track, instead they use 'Peco' for both the 7mm and 16mm lines with points and crossovers by 'Marway' on the main line and a mixture of 'Tenmille' and 'Peco' on the 16mm line.

The railway is sited in a triangular wood bordered by three railway cuttings. Although two are now nature walks, the remaining one is the very busy Midland main line. Running a large railway does not come cheap, (as Network Rail will testify!) so they have at least two fund raising events each year.

Brambleton is not just about running trains. Just like the real thing, their railway requires constant maintenance and they have to put their hands to tasks not usually associated with a model railway club. Bricklaying, grass cutting, tree surgery, fencing, weeding and leaf clearing to name a few.

I was very lucky the day I went, because it was an excellent day, and hopefully, if it is fine and I have nothing else to do, I will go to the next open day on ***Saturday 19th September 2009.***



OTHER EXHIBITIONS

Since the last 'Quarterly News' was published, I have visited the following exhibitions; St. Neots (where 'GWR Helston' (3mm) was making its last appearance and Colin Frnech's new layout 'Ffordes Treacle Works' appeared, see photograph elsewhere), Luton (where I liked 'Willowbrook Marsh', 'Littleton' and 'Penpoll Quay' (all O)), Lavendon (My favourites were 'Rosneath' (N) and 'Canonbury' photograph elsewhere, Stamford (I liked Stamford East 00, Victoria Park 0, Cheriton Bishop 00 and Walmington-on-Sea 00) and Ely (where I was impressed by High Middenham 00, Ramsey 00 and East Lynn Quayside S.) as well as the Brambleton open day (featured in this issue).

I also visited the big exhibition at York, lots of very nice layouts but I was most impressed by the two photographed below.



'Blea Moor' (00) which is on the Settle to Carlisle railway, and in my opinion, the scenery summed up the starkness of this location



'Crumley & Little Wickhill' (00 N/G) which was unusual because you were looking up a valley

Weekend Duties

Hopefully, by the time you read this notice, 'Sherwood' and 'Verney Junction' will both be automated, which will mean you can switch either on and off at will, by using a remote control that can be used for both, each layout having its own designated number. This is a similar system to the Thomas set up. It has also been arranged that every Tuesday evening, the tinplate room will be prepared with various trains ready to run, so any member can operate trains in this room. Just unlock the room and switch on the light, pull down the front of the controller panel and using the stick provided, switch on the right hand plug. Each controller is numbered 1 to 4 and each corresponds to the track with the same number. At the end of the duty, you can switch off anywhere on the layout, as long as they are well clear of the lifting flap. Then switch off the plug and light, before locking the tinplate room up. Anyone is welcome in the tinplate room to have the operation explained.

SUMMER ROTA

June	Sat 6th	Bill Pearce	Daniel Tipping	
	Sun 7th	Peter Jones	Ray Cousins	
	Sat 13th	Ted Mellor	Ken Wiggins	Paul Wakley
	Sun 14th	Bernard Warden	Gareth Homersley	Terry Silver
	Sat 20th	Chris Baker	Roy Duckers	
	Sun 21st	John Forman	David Ramsey	
	Sat 27th	Tim Page	Colin Joyce	
	Sun 28th	Fred Collins	Phil Wood	
July	Sat 4th	Derek Hart	Neil Dewar	Steve Livings
	Sun 5th	Peter Holden	Ken Sharpe	
	Sat 11th	Nick Dean	Colin Lomas	
	Sun 12th	Chris Hughes	John Dibben	Roger White
	Sat 18th	Ken Ranns	Bruce Hankins	
	Sun 19th	Les Duncan	Colin Goodenough	
	Sat 25th	Neil Dewar	VACANCY	
	Sun 26th	Mark Pollot	Bill Pearce	
August	Sat 1st	Eric Bowman	Les Wood	Jim Wood
	Sun 2nd	Bill Ball	Peter Ball	
	Sat 8th	Tony Winn	Daniel Tipping	
	Sun 9th	Chris Hughes	Geoff Blackwell	Alan Kaminski
	Sat 15th	Ken James	VACANCY	
	Sun 16th	Bernard Worden	Gareth Homersley	
	Sat 22nd	Chris Lester	Stephen Walker	
	Sun 23rd	John Page	Geoff Trenholme	
	Sat 29th	Colin Goodenough	VACANCY	
	Sun 30th	John Forman	David Ramsey	Michael Clements
	Mon 31st	Fred Collins	Phil Wood	John Dibben

If you are not able to cover any of your allocated duties please use the 'swap list' as soon as you are aware of the problem, to find a replacement. Also mention it during tea break.

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

June

- Tue 2nd RUGBY EVENING S/M at The Benn Hall, Newbold Road, 7pm to 9pm.
Sat 6th Windsor International S/M at Montem Leisure Cent, Montem Lane, SLOUGH.
Sun 7th SPALDING S/M at Springfields Exhibition Centre, Camelgate.
PETERBOROUGH EX at Sacrewell Farm, just east of A1/A47 intersection.
Sat 13th CHATHAM MRC EXHIBITION at the Historic Dockyard. (2 days)
Sat 20th GAINSBOROUGH '0' Gauge Open Day at Florence Terrace (2 days)
HUNTINGDON S/M at W G Animal Shelter, London Rd, **GODMANCHESTER**.
BURY ST EDMUNDS EX at Trinity Methodist Church, Brentgovel St, IP33 1EB

July

- Sat 11th SANDY, BEDS., TCS ANNUAL EXHIBITION (2 days) See separate insert.
HODDESDON, HERTS, EX at Sheredes School, Cock Lane.
Sun 12th GAINSBOROUGH '0' Gauge Open Day at Florence Terrace.
Fri 17th ST ALBANS EVENING S/M at Frances Bacon Sch, Drakes Drive, 7pm to 9pm.
Sun 19th RICOH ARENA S/M (Coventry Football Stadium) next to junction 3 of the M6.
Sun 26th POTTERS BAR S/M at Elm Court Youth & Com Centre, Mutton Lane, En6 3BP.

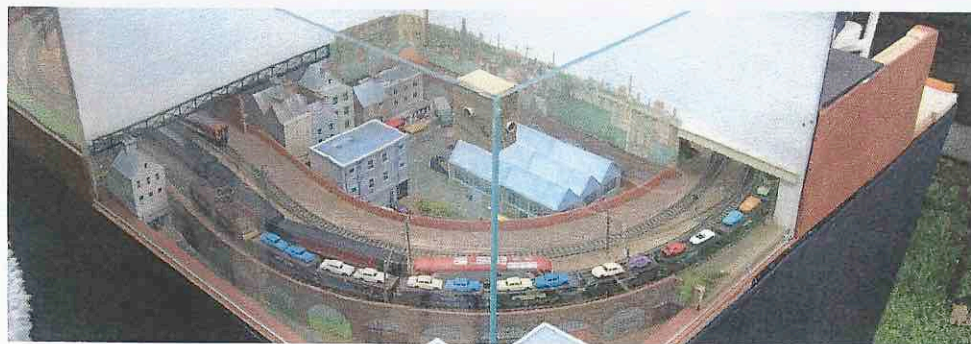
August

- Sat 1st SANDOWN PARK RACECOURSE S/M – International Dealers.
Sun 2nd SPALDING S/M at Springfields Exhibition Centre, Camelgate.
Tue 11th RUGBY EVENING S/M at The Benn Hall, Newbold Road, 7pm to 9pm.
Sat 12th OXFORD S/M at The Exeter Hall, Oxford Road, **KIDLINGTON**.
Sun 23rd SCARBOROUGH R. M. EX at the Memorial Hall, Potter Hill, **PICKERING**.

MEMBERS LAYOUTS AROUND THE EXHIBITIONS



Colin French's new 7mm layout Efodes Treacle Works



John Hatton and Bruce Garwood's 'Canonbury' Layout, the first side....



....and the second side.

preservation society in Aberfan, near Merthyr Tydfil who, because of its local connection, wanted to display the Bristol Lodekka in their bus museum. As a result I came to a very satisfactory arrangement, whereby in return for their unrestricted use of both vehicles, they would keep them in tip top running order and to rally them on my behalf; an arrangement that works very well indeed albeit that I don't get to see the vehicles as much as I would like.



John's layout 'Bagnall' at the club's Bletchley exhibition 2008

In the Next Issue – Meet Daniel Deathe

IT IS AMAZING WHO TURN'S UP AT WEEKENDS!

When I was on duty on the first May Bank Holiday Monday, a gentleman turned up at the tinplate room door and I could see immediately he was very interested in what we were doing. During our conversation he mentioned a very good friend of his, who happens to be a very good friend of mine as well, and I told him that our mutual friend had helped me with the history of the A4's display on the wall behind him. Bearing in mind that 99% of the display, so far been assembled was made by Mettoy, I was astounded when he told me he used to be the Marketing Manager for Mettoy. He was interested to know that eventually several other British manufacturers A4's would also be included.

I told him that our mutual friend and I have written an appeal to be published in the 'Train Collector' magazine seeking specific information about this manufacturer. He said I had made his day, I told him likewise and he is going to speak to someone in Northampton who worked on the production side of the operation and is hopeful that he will know at least some of the information we require.

Sat 29th GAINSBOROUGH '0' Gauge Open Day at Florence Terrace (3 Days)

Sun 30th HUNTINGDON S/M at W.G. Animal Shelter, London Rd, **GODMANCHESTER**

TOY AND TRAIN AUCTIONS

July

Sat 25th RUGBY Vectis Auctions at the Benn Hall, Newbold Road.

August

Sat 15th BURY ST EDMUNDS Lacy, Scott and Knight, Auction Centre, 10, Risbygate St.

INTERESTING RAILWAY PLACES TO VISIT

This is a new feature focusing on railway places not too far from Milton Keynes each issue.

DIDCOT RAILWAY CENTRE (GREAT WESTERN RAILWAY)

(Entrance through Didcot Parkway Rail Station)

ENTERTAINING EDUCATIONAL EXCITING ENGINEERING EXCELLENCE

The Didcot Railway Centre is important for the following reasons:

The engine shed is the only complete working example of the infrastructure needed by the GWR to keep its fleet of thousands of steam locomotives in operation.

The locomotive collection is a unique resource for interpretation of the standardised locomotive policy of the GWR during the first half of the 20th century.

The recreated broad gauge railway perfectly encapsulates the pioneering spirit of Brunel's vision at the very beginning of GWR history.

The branch line station, Didcot Halt, recaptures the atmosphere of sleepy rural lines with of one or two coaches and a small locomotive.

The collection of locomotives, coaches and wagons represents the designs of one railway company, more comprehensively than anywhere else.

The Great Western Railway was the self-styled Holiday Line that opened up the west to tourism. Its green engines with copper-capped chimneys, and chocolate and cream carriages, perfectly restored at Didcot, are symbols of the social revolution that happened when people began to have leisure time to enjoy

It is the only place in the world where 170 years of railway history come together, with a replica 1840 broad gauge train running next to high speed trains on today's railway.

The Didcot collection includes more than 20 Great Western Railway locomotives, more than 40 Great Western Railway coaches from the 1880s to the 1950s which includes a special saloon car 9002, used by Winston Churchill and General Eisenhower during World War 11, and by the Queen Mother during the 1950s – to go to the races.

www.didcotrailwaycentre.org.uk

01235 817200

Recreating the golden age of the GWR

PRESEVERED RAILWAYS ETC.

June

- Sat 6th Nene Valley Railway – NVR Diesel Weekend (2 Days).
- Sat 13th Great Central Railway – Wartime Weekend (2 Days).
- Sun 14th Buckinghamshire Railway Centre – Historical Commercial Vehicle Rally.
- Sun 21st Leighton Buzzard Railway – Father’s Day – Treat Dad to a nostalgic steam trip.
Bressingham – Ambulance Service Responder Day with Father’s Day Health Checks.
Pendon Museum – Madder Valley Railway in Operation for Father’s Day open from 11am.
Chinnor & Princes Risborough Railway – Father’s Day – Dads travel Free if accompanied.
- Sat 27th Chinnor & Princes Risborough Railway – Diesel Gala Weekend (2 Days)
Severn Valley Railway – 1940’s Weekend (2 Days).
- Sun 28th Buckinghamshire Railway Centre – Railwayana Fayre and Swapmeet.
Leighton Buzzard Railway – Vintage Vehicles Rally.
Colne Valley Railway – Model Railway Exhibition – in association with Halstead MRC.

July

- Sat 4th Nene Valley Railway – Rail Mail/Real Ale Weekend (2 Days)
Bluebell Railway – An evening with the Yetties – popular threesome from Dorset.
Severn Valley Railway – 1940’s Weekend (2 Days).
- Sat 11th Nene Valley Railway – Vintage Weekend – Traction Engines etc (2 Days)
North Yorkshire Moors Railway – Vintage Vehicle Weekend (2 Days).
- Sat 18th Kew Bridge Steam Museum – Festival of Model Tramways. (2 Days)
- Sun 19th Chinnor & Princes Risborough Railway – Senior Citizens Day – All S.C.’s travel half price.
Colne Valley Railway – Freight Gala – Demonstration Goods Trains will operate.
- Sat 25th Nene Valley Railway – 1950’s Weekend (2 Days)
Great Central Railway – Summer Gala featuring ‘Mail by Rail’ (2 Days)
Chorley and Wallingford Railway – Local Ale and Wine Weekend (2 Days).
Bluebell Railway – Toy and Rail Collectors Fair (2 Days)
Severn Valley Railway – Severn Valley in Bloom (2 Days).
- Sun 26th Bressingham – Steam Sawing & Traction Engines – Royal Scot 6100 Loco on site.

August

- Sun 2nd Chinnor & Princes Risborough Railway – Annual Gala Day – most locomotives running.
- Sat 15th Buckinghamshire Railway Centre – 1940’s Weekend – Wartime Nostalgia. (2 Days).
Bluebell Railway – Vintage Transport Weekend – cars and traction engines etc (2 Days).
- Sat 29th Buckinghamshire Railway Centre – 40th Anniversary Gala (3 Days).
Leighton Buzzard Railway – ‘Dolls’ Birthday Party – We celebrate the first 90 years of our Steam workhorse, with visiting locos etc., Evening Photography session (Sat) (3 Days).
Kew Bridge Steam Museum – WW 11 and You – 1940’s event (3 Days).



MEET THE MEMBERS

Meet John Page – Part Two

As I had no means of transport at the time it meant I could no longer continue as a member of the Harrow Model Railway Club.

I soon discovered that there was not a model railway club in the area, so in company with a very enthusiastic colleague with whom I worked with at the time, I became a founder member of the Rickmansworth & District Model Railway Club.

Sadly there were problems in finding suitable premises in which to meet and the club almost folded to lack of support until at the eleventh hour premises were found at the old U.S.A.F. school in Lincolnsfield, Bushey. The move resulted in a change of name to the South Herts Model Railway Society to more accurately reflect the clubs new catchment area. The club’s boast was that they occupied a building used by Glenn Miller and his orchestra for rehearsals during his visits to the U.K. during W.W.2.

More portable layouts were constructed and exhibited but I still did not have room for a permanent layout. A few years passed until I was invited to become a member of the Amersham & Chorleywood Model Railway Society so I took up the invitation and for a number of years was, a member of both clubs until internal wrangling and a power struggle, involving several new members, drove a sizable number of us away from South West Herts.

Once my two daughters had grown up and left home to start their own families I was allowed full use of the loft conversion. Such luxury, a room 25ft by 8ft, was available but sadly still not big enough for a continuous run, so I had to content myself with a through station capable of accommodating a seven coach train with a fiddle yard at each end in a ‘U’ shape configuration.

Another house move brought me to North Buckinghamshire where I at last had sufficient room for the continuous run layout I had been planning for years. I had the foresight to construct my last layout in modular form so it was a simple operation to add further baseboards to convert it into a continuous run with fifteen storage roads capable of taking seven coach trains. It was at this time, that I also became a member of MKMRS following a failed application to join another ‘local’ club and I have thoroughly enjoyed my time as a member and hope to do so for many years to come yet.

In addition to my permanent layout I have two small L.M.S. based exhibition layouts ‘Dagnall’, which I exhibited at Bletchley in February 2008 and ‘Oakbridge’ which is currently retired pending a decision whether to rebuild or dismantle it. I am also currently working on my latest exhibition layout, which will I hope, be available for February 2010.

Perhaps I should also mention that Railways, real and in model form, are not my only interests as I am the proud owner of an ex-Guernsey Railway Company – 1956 Albion Victor (Known as a ‘Hovis’ due to its body shape.) and a 1965 ex-Crosville Bristol FS6G ‘Lodeekka’. I originally kept them in the open in a yard near High Wycombe but this was far from satisfactory so they were moved to an undercover site in Grafton Regis before their bodywork began to deteriorate even further.

This proved to be an expensive solution and so when I was approached by a vintage vehicle

Railfuture's vision

An express railway that crosses the region at 100mph: a showcase for 21st century sustainable transport

Express trains linking the major cities and towns.
Stations with good local bus connections, and easy walking and cycling access.
Trains with plenty of space for luggage, cycles, prams and wheelchairs.
Excellent connections throughout the region.
Freight trains to remove lorries off the roads and free up rail capacity around London.

Our top priorities

Key routes options are defined and protected from building or road development.
Ensure that the Oxford – Bedford section is provided by 2012. The route from Cambridge and Bedford is selected by engineering studies and detailed in Local Plans. Ensure the redevelopment of Bedford station provides adequate platform space for the new service.

Barriers to progress

The Department for Transport's civil servants and politicians continually insist on more studies and will not safeguard any of the route.
The East of England Development Agency, the Regional Assembly, and the Government Office for the Eastern Region, cannot commit themselves to support the crossing of the Bedfordshire gap even though they back numerous road projects and airports.
Network Rail has not properly planned for the project where it would cross main north-south lines.

Editor's comments

On the face of it, this type of structure is urgently needed to link the railways from west to east, and if and when it is completed, there is sure to be both winners and losers. Before this idea is implemented, there are a lot of hurdles to overcome and some unpleasant decisions to be made.

The club is organising a trip to the Leighton Buzzard N/G railway in August or September to celebrate the club's 40th Anniversary, please add your name to the list (on the workshop door) as soon as possible, if you are interested in joining us on this day out. If there is more than one, give number in brackets.

WWW.RAILFUTURE.ORG.UK/OX-CAM

Join our campaign for a 100 mph Oxford to Cambridge rail link



How you can help

People power is needed to exert itself and insist that the Oxford-Cambridge Line be restored including a new link across Bedfordshire. Past governments destroyed the line but local people, businesses and politicians can restore it.

From this.....

...To this



In Wales and Scotland miles of new/restored railway has been built or recently approved. Why not in England
Visit www.Railfuture.org.uk/Ox-Cam where you can register your support and send an e-mail to your MP. **SEE MORE DETAILS ON THE NEXT THREE PAGES**

Oxford to Cambridge and more

The objective is to open a railway from Oxford to Cambridge. The new train service would:

- Directly link Oxford, Bicester, Aylesbury, Milton Keynes, Bedford and Cambridge.
- Incorporate existing services Oxford / Bicester and Bletchley / Bedford.
- Easily be extended to Swindon, Ipswich and Norwich using existing lines and stations.
- Make use of existing rail routes that need rebuilding between Bicester, Aylesbury and Milton Keynes.
- Allow easy east – west journeys without the hassle of crossing central London.

The project seeks to restore the disused and missing sections to a continuous route linking the fastest growing communities in the country.

A vital missing section is to the east of Bedford – the 'Bedfordshire Gap' - about 10 miles between existing rail lines.

Journey times

Here are some predicted journey times for the new line:

Cambridge to Oxford	75 mins
Milton Keynes to Oxford	35 mins
Aylesbury to Milton Keynes	35 mins
Bedford to Norwich	110 mins

Compare these times with how long it takes to drive!

Why should we build the line?

- To give our growing population greater mobility without causing road congestion.
- To provide those without a car with fast and comfortable transport.
- To promote the region – encourage inward investment from industry and tourism.
- To make sure that, where new settlements are built in the region, that most of their people will use trains instead of adding to the traffic on the roads.
- Because new roads are often poor value for money – a new dual carriageway costs about £40 million per mile but becomes congested within a few years.
- Because new roads also take double the amount of countryside of a railway of the same capacity and cause three times the pollution (see www.transportdirect.info).
- Because it will provide an alternative route for passengers and freight that currently runs via London.

In short, it will improve our quality of life, sustainability and the economy, across the region.

The story so far

- At the end of 1967, the last train runs from Oxford to Cambridge.
- 1987 - trains re-start on the Oxford – Bicester section.
- 1995 - Railfuture publishes a pamphlet that galvanises all the local authorities in East Anglia and the South Midlands into creating the East West Rail Consortium (EWRC). See www.eastwestrail.org
- 1995 - most district and county councils across the region join and provide democratic support for the project.
- 1997 – a study of the Bedford – Cambridge section shows that its re-opening is fully viable.
- 2000 - an hourly Norwich to Cambridge service starts. This exceeds all expectations and in 2007 carries 700,000 passengers.
- From 2000 - 2005 the EWRC establishes project costs and forecast passenger usage. These show that the project has a good benefit-cost ratio.
- 2006 - the Bedford – Bletchley line is upgraded to modern standards.
- 2006 – the Cambridge to Ipswich trains run hourly.
- 2008 – the EWRC publishes detailed studies that confirm the business case for a line between Oxford and Bedford via Milton Keynes. A similar case is being prepared for the Bedford to Cambridge section to show that this section is also viable.
- 2012 is suggested as the date for getting the Oxford – Bedford section operational.

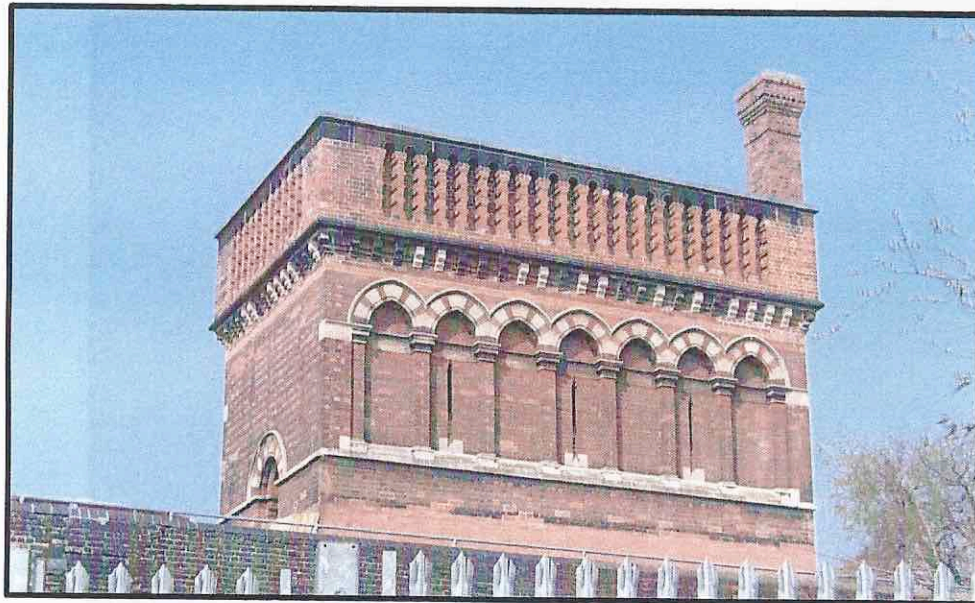
Oxford – Cambridge routes and connections map

only stations with interchanges with other lines are shown





View from the other side of the bridge with a Bedford train leaving St Pancras. (Note tow path)



Just pass the spot of the last photograph we came upon this.

ST PANCRAS 'INTERNATIONAL' STATION

SPECIAL INSERT



The Famous Clock



The loving couple (note the size of the people in comparison)

Several weeks ago, when the weather was quite nice, I asked my wife on the Friday afternoon if she would like a trip to the coast on the Saturday. She said it was still too early in the year and it could be a bit chilly. However, she commented she quite fancied going to St Pancras station for the day. I did not need being asked twice, and we agreed this was a brilliant suggestion.

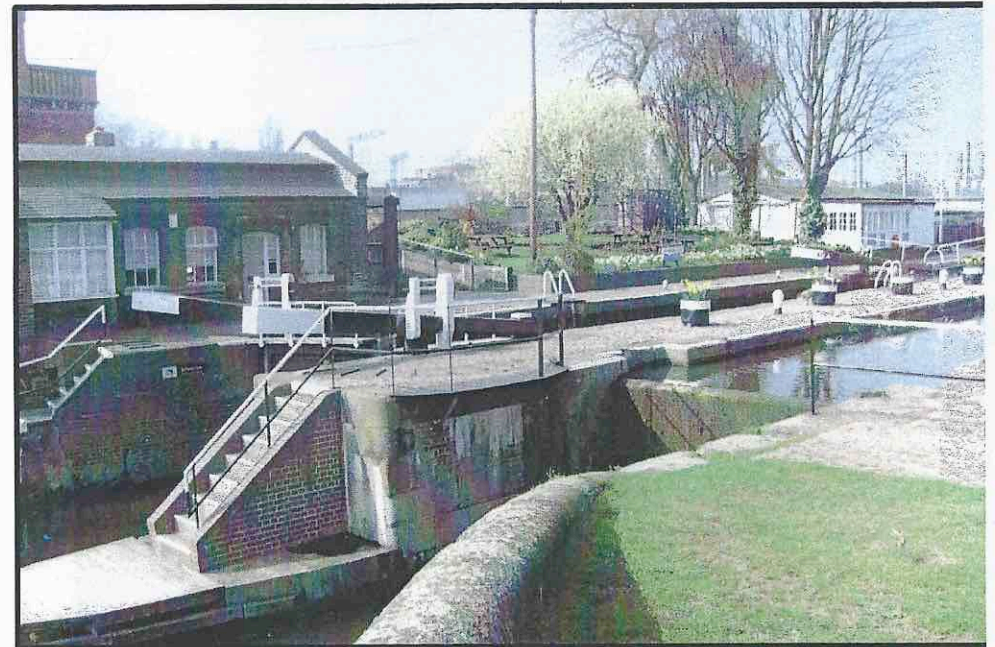
The next morning we caught a bus outside our house at about 9am into Bedford, (free! using our bus passes), went into the tourist information centre, when they finally opened at 9-30, and bought two 'special' cheap day tickets to London. Then a ten minute walk to the railway station, straight onto a train waiting on the platform 1 and we arrived in St Pancras a few minutes past 11 am.

We spent most of the morning just strolling around the station taking it all in, as we had seen the programme on television about the rebuilding of the station, it was nice to see it in reality. We were surprised to see just how big the 'loving couple' statue is. There are over thirty retail outlets including two Marks & Spencer's, a W.H.Smith's, Hamley's toy shop, plus a champagne bar and many different places to eat. The station was extremely busy with continuous lines of passengers coming and going in every direction and up and down the escalators. Travellers, shoppers, sightseers and football fans etc., we seemed to be the only two people, with all the time in the world.

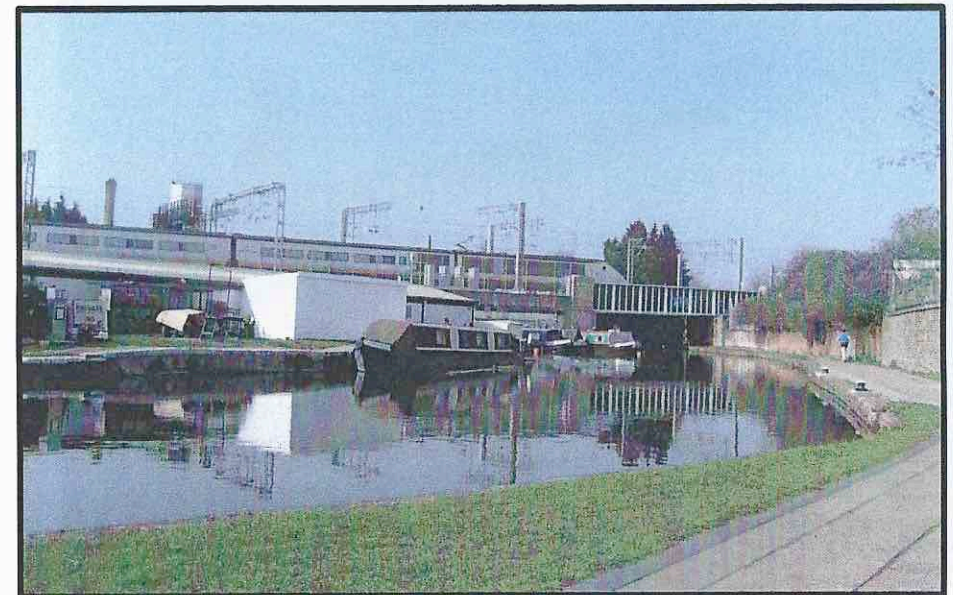
We then walked across to Kings Cross station which is having a 'make over' and eventually, you will be able to walk completely 'under cover' between these two stations. I could still recognise this station from the one I used to use a great deal in the 1960's. From here we walked down York Road to the Grand Union canal and walked along the tow path behind King Cross station, where the old Eastern Goods Depot (an enormous area) is being redeveloped. Eventually we came to the St Pancras lock, which is a very nice and quiet place in comparison with everything around it and then we walked under the bridge which carries the lines coming in and out of St Pancras station, where we stood and watched all the trains coming and leaving.

We then left the tow path on to the road at the left hand side of St Pancras station, but the tow path must go on for miles, and you can get on and off it, as and when you please, as there are regular junctions with steps up to the roads. This path is used extensively by sightseers, joggers, walkers, cyclists and boat users, not to mention a few 'nut cases' and 'potential fraudsters', trying to get your money. Whilst walking back to the station we passed the bridge we had just come under and could now see the trains at the same level. We then came across an old water tower and even an area set aside for the wildlife.

After some lunch at this very impressive station, we strolled past the British Library and Euston station to Regents Park where we sat along with hundreds of other people, in the glorious sunshine for a couple of hours before walking back to catch our train home. A very relaxing day was had by both us, albeit quite tiring and it was nice to get home for a cup of tea!



St Pancras lock – top left hand corner Water Tower – Cranes working on the development of goods depot



A French train leaving St Pancras station over the canal.