

### CAPTION COMPETITION

#### Last issue's result

The winning entry was "*I would not be standing like this if my wife had not starched my shirt and trousers!*" submitted by Roger White.

#### USE YOUR NEWSLETTER FOR YOUR BENEFIT

**Sales and Wants** Do you have any surplus trains, accessories or books etc., or are you looking for a specific item, or you may need some technical information, facts or statistics etc.,

**Advertising Your Own Events** If you are organising, or you are involved in, a future event, such as an exhibition raising money for charity etc., or you may still require more layouts and displays.

**Help Required** If you require help to transport or operate your own layout etc.,

**Letters** If you have a suggestion, idea or even a constructive criticism, as long as it is to do with the club, just write the letter and hand it to me on a Tuesday evening or just leave it, in a sealed envelope, with my name on the front, on the tinsplate room table. When published, it will enable you to judge what sort of response you receive, from other members, about your comments.

**Photographs** If you would like a copy of any photograph that appears in the "Quarterly News" (even from some back numbers) just let The Editor know what you require. It will be a proper picture on photographic paper and can be enlarged or reduced if required.

**Back Numbers** If any member would like copies of past editions', please let the editor know.

*For any of these services and/or any other items to do with the 'Quarterly News', 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 ring you back as soon as possible.)*

*All these services are FREE of charge except there MAY be a small fee for the photographs, particularly if the order is for large quantities.*

**The next MKMRS 'Quarterly News' will be published on Tuesday March 1st 2010, which will cover March, April and May 2010 for forthcoming events.**



## "QUARTERLY NEWS"

No 157

40TH ANNIVERSARY 1969 - 2009

WINTER 2009



*Geoff Blackwell with his 'Town End' layout, at the Banbury 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:- Vacant 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

This is the last newsletter for another year, and as they say, time flies by when your having fun. I would like to thank all those members who have said nice things about the Newsletter, it is much appreciated. However, I must also thank Dennis for a brilliant job with the coloured printing, my wife Pauline, who collates the finished article, Fred Collins who does the mailing, Eric Bowman who provides me with various membership details and Roger White who recieves the newsletters e-mails, on my behalf. Finally, but not least, all those who have contributed information and articles during the year, without those items, there would be no magazine.

Apologies to Paul Wakley for calling him Phil in the last issue (Sorry Paul its my age) and for missing off John Hatton's name with regards to the Bletchley – Town of Trains article. I am indebted to Peter Jarvis who pointed out that DEIGNBY as spelt by Paul Wakely in his article should be spelt DENBIGH.

Another large edition, thanks again to lots of activities within the club, and members contributions.

May I take this opportunity to wish all members and their families a very Happy Christmas and a properous New Year.

John Forman.

### A SPECIAL THANK YOU TO ALL MEMBERS

I would like to thank you all for your best wishes and support over the last nine months, which at times has been extremely hard going. My wife Nell, son Peter and I, would like to wish you all a very Merry Christmas and a Happy New Year. Many Thanks Bill Ball.

## GUESS THE CAPTION COMPETITION

There will be a small prize for the best entry received by 31st January 2010, 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. Let us have a few more entries from other members, otherwise Roger White, will be putting on weight, by continually eating the prizes!



Sarky

*" I agreed to help a mate of mine to carry boxes into an exhibition he was organising. I said 'You never seem to carry as much as I do' 'I know I don't,' he replied 'but as I am the organiser, if anything goes wrong, I will have to carry the can!' "*

normally paired by 'use', for instance Down and Up fast with Down and Up Slow adjacent, etc. Occasionally they would be paired by 'direction' thus Down Slow and Down Fast then Up Slow and Down Slow etc. On the WCML there is a mixture of both, with the latter out of Euston to Camden, with the aid of a flyover it changes to the first mentioned all the way to Rugby, (if you include the Northampton loop in this equation). After Rugby, the pairing are Down Fast, Down Slow, Up Fast and up Slow, this is only for the next few miles Brinklow where the Down Slow merges with Down Fast until just short of Nuneaton where four tracks now exist all the way to Colwich. The speeds on the lesser priority lines are generally slower, now with the exception of the rebuilt section from Tamworth to Armitage, the slow lines are the same speed as the fast lines (125mph for tilting trains and 110mph for others).

#### HMRS MEETINGS AT THE MANSION, BLETCHLEY PARK – 2010

January	27th	Archive Films – David Baker.
February	24th	Integrated transport in Norway.
March	31st	Review of Steam Locomotives in the London Area (Part 2) – Peter Groom.
April	28th	The Maryport & Carlisle Railway – Mike Peascod.

#### Preserved Railways

Most preserved railways run Santa Specials during December, and re-open in the 'Spring' of 2010.

*If you know of any other clubs or preserved railways etc., you would like featured in this publication, please let the editor know the details, so I can include them in future editions. I am always open to ideas and suggestions about other events you want covering. Ed.*

#### Cartoon Strip

Submitted by Eric Bowman



He should have bought a diesel with DCC!!!

#### A WORD FROM THE CHAIRMAN



#### The Great Outdoors

Although winter is now fast approaching – considerable progress has been made in the last few weeks on the outdoor area. After a decade in use, the Gauge 1/0/SM32 tracks have been carefully recovered for renovation (could someone put nappies on the squirrel?). Unfortunately the same cannot be said for the baseboards, which are now rotten at the joints where 10 years of water ingress has caused them to explode or rot away.

David Lean and his team are now carrying our major vegetation clearance to the whole area – which had almost fallen into disuse as the layout was proving troublesome due to the already mentioned problems therefore the whole area returned to nature much quicker than it should have.

The outdoor facility will be restored using new decking boards and will be covered with roofing felt. This will avoid the joint issues where one baseboard joins the next. The later produced OO tracks will be designed into the new layout and the planks and piers reused on the new system. We can then restore the barrier line and sort out the uneven concrete area. The path to the outdoors has now been replaced and the area has been laid with garden stones. Our thanks to Geoff Bell, and the team, that assisted in removing the old path and concrete area.

Hopefully, we shall have a new outdoor facility next year, which will hopefully encourage a revival of outdoor running. One lesson we have learned is that steam and electric operations do not mix and therefore we will be looking at keeping these activities separate with one set of tracks being used for electric operation and the other for steam (hopefully we can attract the live steam people to operate on it again when the issues have been resolved).

Our strength as a club has always been our acceptance of all scales and modelling disciplines. Large scale outdoor operation is an attraction we cannot afford to be without, particularly in the Summer months, which is why the team involved is working hard to get it back up and running for the next ten (hopefully longer) years.

It is just one more piece of the jigsaw, which will hopefully enable us to continue to meet the demands of the Bletchley Park management. Any assistance in vegetation clearance, carpentry, brick laying or track renovation/relaying is not going to be turned down. Winter may be approaching but there is usually a good fire to keep us warm outside, and the summer is just a few months away.

Dennis Lovett – Chairman.

ED – see photographs on page 13.

## CLUB NOTICEBOARD

**Club Sweatshirts and Polo Shirts** - Ken Ranns will be happy to take your orders for club sweatshirts and polo shirts.

**MKMRS Website** - This is to remind you we have a website on [www.mkmrs.org.uk](http://www.mkmrs.org.uk) and the webmasters are always looking to feature member's new layouts on line, so just contact either Matt Rainer or Ian Bartlett.

**2010 MKMRS Exhibition** - Our next club exhibition will be held on Saturday 20th February 2010 at Courtside Sports Hall, Milton Keynes College (Bletchley Campus), Sherwood Drive, Bletchley. **For further details please contact Gareth Homersly (See separate advert)**

**Congratulations** to Matt Rainer and Gilly on their recent wedding, on behalf of the club, we wish you both, a very long and happy marriage.

**Trains and Mince Pies** - On **Tuesday December 22nd** it will be 'Trains and Mince Pies Night' at the club evening and all the money collected in the tea cash pot, will be donated to Willen Hospice.

**Annual General Meeting** - Next year's Annual General Meeting and Competition Night will be on **Tuesday January 26th 2010**, commencing at 8pm.

**People Through the Door** - At the time of writing this issue, we have had over 16,000 people through the doors this year, up by over 2,500 at the same time last year.

**Lotto grant** - On September 29th 2009, Bletchley Park, were awarded a 'Lotto' grant for £500,000.

**Charity Sale** - The sale of model railway components, which took place on Tuesday evening 20th October 2009, raised the sum of £239 - 50p which has been donated to the Sue Ryder Care Home - St John's Hospice, Moggerhanger, Beds. The stock had belonged to a Dennis Johnson of Cranfield, and his widow had e-mailed Chris Hughes, our secretary, asking for advice as to how this stock could be disposed of.

Roy Ducker visited her and collected the stock and arranged the sale. E-mails have been received from both Mrs Johnson and the hospice expressing their thanks for the generous support. One piece of equipment still remains unsold - a brand new display cabinet, original cost £70, any reasonable offers will secure! The cabinet is on display by the Sherwood layout. Anyone interested - contact Roy Duckers (Tuesday nights only).

**AN EXTRAORDINARY GENERAL MEETING - will be held at the Mansion on  
Tuesday December 15th at 8pm.**

## Signal Plate and Line Identification (Part Two)

By David Lean

On other routes out of London there were 'Main & Relief lines' from Paddington. 'Main & Electric' out of Liverpool Street, and 'Through & Local' out of Waterloo, automatic signals on these routes would then show lines on which they were, followed by the mileage from London (i.e. DM 3, DR 10, DE 20 etc.). On the Southern their prefixes for autos would correspond to the division (i.e. WA from Waterloo/South Western, CA from Victoria/Central and A from Victoria/Eastern & Kent Coast). On the Southern, controlled signals had prefixes that bore no relation to the controlling box until major re-signalling schemes took place (i.e. Victoria - VC & VE, Ashford - AF, Three Bridges - T and Eastleigh - E).

**Fast Forward 20 years** - The letters on the posts now have a different meaning which is the main purpose of this article. The practise is now to identify sections of line by the controlling workstation, in the case of the recent re-signalling on the WCML we now have 'WT' = Watford - Tring, TK = Tring - MK, KR = MK - Rugby via Weedon, HN = Hanslope Jcn - Northampton, NR = Northampton - Rugby, RC = Rugby - Coventry, RN = Rugby - Nuneaton, NL = Nuneaton - Litchfield, LS = Litchfield - Stafford. Of those, with the exception of ½ of RC are controlled by the 'new' box at Rugby which controls from Kings Langley to Armitage, (where the famous 'Shanks' Bathroom and Toilet factory is located) this is a distance approximately 100 miles. The other ½ of the RC section is controlled by West Midlands SCC (near Saltley) the change taking place near Brandon, the only way the driver knows of that changeover is that the signal numbers increase/decrease by 2000 depending on the direction travelled.

In some cases now the signaller does not actually see the trains they are controlling, this applies to Stafford - Crewe (SC) & Norton Bridge - Stone (NS) & on a temporary basis the former area of Colwich Junction (CH) from Armitage to Shrugborough Tunnel (main line)/Hixon (Stoke Line) which is controlled by Stoke On Trent IECC, also to trains from Prestbury/Sandbach to Stockport are similarly controlled by Manchester South (MS) located near to Stockport. Very old boxes still exist on the West Coast, at Stafford (SD4 & SD5), Macclesfield (MD), Edgeley (EY1 & EY2), Stockport, (ST1 & ST2), Heaton Norris (HN). Other controlling boxes are Wembley Main Line (WM) which is the former Euston and Willesden boxes combined, this box is located near to Wembley Freight Yard, this also has a 'DC/Overground' lines workstation (WS), then Watford (WJ), whose area has shrunk to that of Headstone Lane - Kings Langley, Bletchley (BY) is even a smaller area, now being Stoke Hammond to Denbigh Hall Junction, (those that went to the elevated ground frame when the RCTS visited us recently can testify to this). Birmingham New Street (NS), Walsall (WL), Wolverhampton (WN), Stoke (SOT), Crewe (CE), Winsford (WD), Warrington (WN) and Preston (PN).

### Line Identification

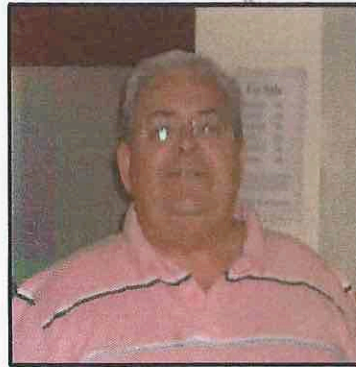
As mentioned earlier there were Main Lines, Fast and Slow, Main and Relief lines. These were

## A MAN OF MANY HATS

After the last 'Quarterly News' was published, Ken Ranns, (pictured right) jokingly said that I had not listed all his club duties on the first page. As there is not sufficient space to do that, I have decided to put the matter right, by writing this article, which I am doing with tongue in cheek.

Ken is a larger than life character, in more ways than one, who everybody knows, and if they don't, they soon will! He is on the committee, curator of the club's museum, makes the tea, he is the keeper of the mugs and controller of the biscuits. He is in charge of the kitchen and toilets, (woe betide anyone, who leaves them untidy), director of storage and warehousing and he organises the shopping for supplies. He also sits in receipt of custom, oversees the signing in book, he is the receiver of messages and despatches and controls the notice boards. He is the font of all knowledge and wisdom, has an opinion on every subject and a sort of agony aunt (or should that be uncle). Ken is a keen collector of curios, antiques and scrap metal, an '00' gauge train repairer, the club's leading leg puller and 'Mickey' taker and, of course, deals with the club's merchandise, as listed on page 1.

However Ken, whatever your tasks really are – 'thanks' – and just keep up the good work, because without you, the clubhouse would be a much quieter and duller place.



*On Sunday October 4th 2009, whilst Randolph Churchill, great, great grandson of Winston Churchill, celebrates the 70th anniversary of Winston's appointment as Minister of War (1939), his wife and children, along with a guide, had a tour of the park, including our clubhouse.*

*Pictures: Peter Holden*

## Remembering

At this time of the year, we should remember the following members, who have contributed so much to the club's progress.

David Moore	John Symonds	Keith Reynolds-Robinson
John Mann	Frank Hewer	Doug Moorcroft
Tom Wilson	Gordon Etherington	John Cole
Don Pigott	Ernie Johnson	John Tennent
Reg Cook	Chris Garner	Gordon Shrimpton
Fred Fox	Robert (Bob) Hatton	Ian Gilroy
Ken Sharpe		

With this issue, I have produced a special feature as a tribute to Stan Pennington.

## MILTON KEYNES MODEL RAILWAY SOCIETY

### 2010 MODEL RAILWAY EXHIBITION

**Saturday 20th February 2010      10 – 00am to 4 – 30pm**

**Over 20 Working Layouts, Trade Stands and Demonstrations**

Courtside Sports Hall,  
Milton Keynes College, (Bletchley Campus),  
Sherwood Drive, (opposite Bletchley Railway Station),  
Bletchley, Milton Keynes, MK3 6DR.

Admission: Adults £3-50, Children and Senior Citizens £2-00  
Family Ticket (2+2) £8-00

This venue has ample car parking and is ideal for the disabled, with easy access and it is within a 2 minute walk from Bletchley Railway Station

**For further details or offers of help contact Gareth Homersley (Exhibition Manager)**

## LOCAL & MAJOR EXHIBITIONS AND SWAPMEETS ETC., DURING THE WINTER 2009/2010

*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.*

### December 2009

- Sun 6th GAINSBOROUGH '0' Gauge Layout Open Day at Florence Terrace.  
BIGGLESWADE S/M at Weatherley Centre, Eagle Farm Road, SG18 8JH.
- Sun 13th PETERBOROUGH S/M at The Cresset, Bretton Centre.
- Sun 20th HUNTINGDON S/M at WG Animal Shelter, London Road, **GODMANCHESTER**
- Sun 27th Toy Collectors Fair at NEC in Hall 18 (600 Stalls) 10-30 – 4pm **BIRMINGHAM**  
GAINSBOROUGH '0' Gauge Layout Open Day at Florence Terrace.
- Mon 28th SLOUGH S/M at the Centre Conference Venue, Farnham Road.

### January 2010

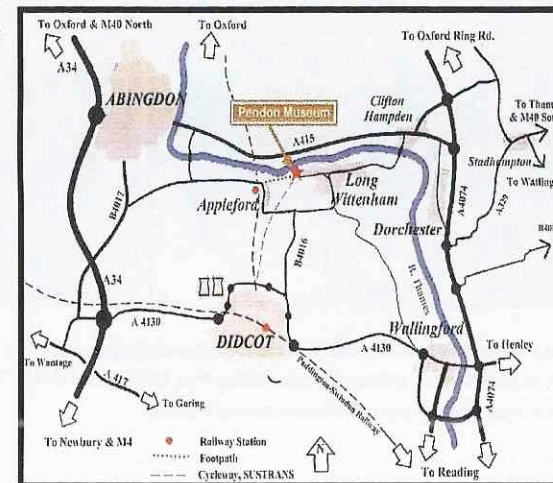
- Sun 3rd SPALDING S/M at the Springfield Exhibition Centre, Camelgate.
- Tue 5th RUGBY EVENING S/M at the Benn Hall, Newbold Road, 7pm to 9pm.
- Sat 9th TEWIN, HERTS. Bassett Lowke Exhibition at Tewin Memorial Hall. (2 Days)  
*Saturday Members only – Sunday General Public*  
MAIDENHEAD EX at Cox Green Community Centre, 51, High Field Lane SL6 3AX
- Sat 16th CHILTERN MRA EX at Alban Arena, Civic Centre, **ST ALBANS** (2 Days)  
Brambleton MRS Ex at the Public Halls, Southdown Road, **HARPENDEN**.  
KENILWORTH EX Leamington/Warwick MRS Conference & Exhibition Centre,  
Stoneleigh Park CV8 2LZ (2 Days)
- Fri 22nd ST ALBANS EVENING S/M at Frances Bacon School, Drakes Way, 7pm – 9pm.
- Sat 23rd DARTMOUTH EX at Temple Hill Com Primary School, St Edmunds Road,
- Sun 24th HUNTINGDON S/M at the Wood Green A. S. London Rd, **GODMANCHESTER**.  
KETTERING S/M at the Arena, Kettering Leisure Village, NN15 6PB.

### February 2010

- Sun 7th BIGGLESWADE S/M at the Weatherley Centre, Eagle Farm Road, SG18 8JH.
- Fri 12th BRIGHTON Modelworld at the Brighton Centre, Kings Road, BN1 2GR (3 Days)
- Sat 13th OXFORD S/M at Exeter Hall, Oxford Road, **KIDLINGTON**.



Also on show is a Dartmoor scene with its iconic Brunel timber viaduct, (although there used to be many of these viaducts in the West Country, they have all long since been demolished). John Ahern's famous Madder Valley Railway which dates from the 1930's and pioneered scenic craftsmanship in railway modelling, John and Gerry's 4mm models of churches and other buildings, Gift Shop, Light Refreshments and Free Car Park. The post code for this location is OX14 \$QD and the telephone number is 01865 407365. Adults £5: 60+ £4: Children (7 – 16) £3 others 6 or under free.



## LOCAL RAILWAY PLACES OF INTEREST TO VISIT

# PENDON

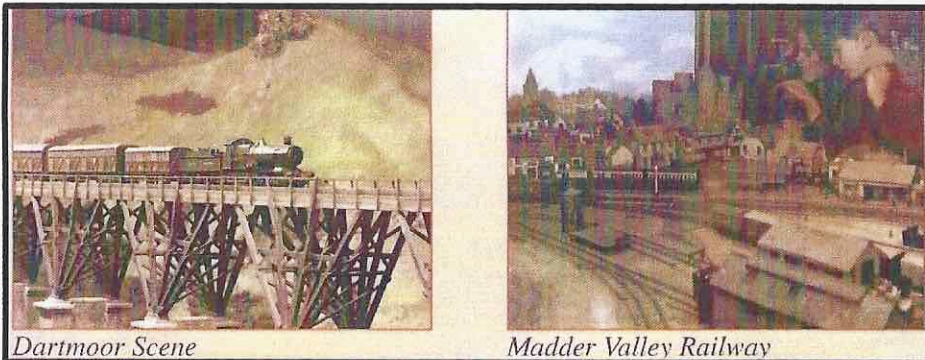
Indoor Model Village & Railways  
Long Wittenham  
South Oxfordshire

*Modelling the past for the future*



Vale of White Horse Scene

A sunny day in the glorious English countryside of the 1920's and 1930's when the pace of life was slower. Chalky lanes connect villages, farms and scattered hamlets. Cars and Lorries are a rarity. Only steam trains periodically disturb the peacefulness of this historic scene. Pendon's 70ft x 30ft (21m x 9m) representation in miniature shows you what it was like around eighty years ago.



Dartmoor Scene

Madder Valley Railway

## EXHIBITIONS/SWAPMEETS CONTINUED

- Sat 13th BIGGLESWADE East Beds MRS EX at Stratton School, Eagle Farm, SG18 8JB  
BRANDON Thetford MRS EX at Breckland Mid School, Crown Street, IP27 0NJ.
- Sun 14th SPALDING S/M at the Springfield Exhibition Centre, Camelgate.  
BIRMINGHAM S/M at Hall 18, the National Exhibition Centre, B40 1 NT. (600 stalls)
- Sat 20th **MKMRS EXHIBITION in BLETCHLEY** (See separate advert)  
PRINCES RISBOROUGH EX, at the Community Centre, Stratton Road, HP27 9AX.  
WATFORD Ex at Parmiters School, High Elms Lane, WD25 0UU. (2 Days)
- Sun 21st READING VINTAGE EX & S/M at Rivermead Leisure Centre, Richmond Ave. RG1 8EQ.
- Tue 23rd LETCHWORTH EVENING S/M at the Plinston Hall, Broadway, 7pm to 9pm.
- Sat 27th SANDOWN S/M at Sandown Park Racecourse, Esher, Surrey, KT10 9AJ. (500 stalls)

## TOY AND TRAIN AUCTIONS

### December 2009

- Fri 11th TRAINS GALORE, Special Auction Services, Kennetholme, Midgham, Near Reading, Berkshire, RG7 5UX. Tel 01189 712949 for catalogue

### January 2010

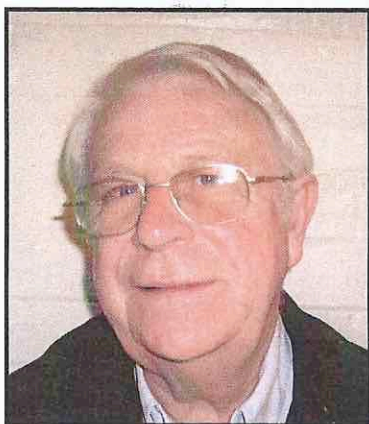
- Sat 23rd RUGBY – Vectis Auctions at the Benn Hall, Newbold Road.

### February 2010

- Sat 6th BURY ST EDMUNDS – Lacy, Scott and Knight, Auction Centre, 10, Risbygate Street.  
HRCA Auctions at Barrow on Soar (*Members only*).

### OBITUARY – Ken Sharpe

It was reported to the club that Ken Sharpe died on 6th October 2009, after a long illness. Ken lived in Leighton Buzzard and was a member of the 'Model Boat Club', and then also joined the MKMRS in February, 2000. He carried out a great deal of modelling on Milton Quays, including the station buildings and shed area including the water tower. Ken's funeral took place at The Crown Hill Crematorium on Wednesday October 14th 2009. We offer our condolences to his family.



## MEET THE MEMBERS

### Meet Chris Baker

Well now, I'm retired, married for 45 years, three children and two grandchildren. I was born in Stoke, moved to London, then Gravesend, back to London then Northampton, and now living in Milton Keynes. Graduated in Pure Chemistry but spent most of my working life in the IT outsourcing business working for Scicon, EDS, Unisys and finally Logica.

It all started when I was about 3 and a Hornby tinplate set appeared at Christmas, although I didn't get anywhere near it due to the press of relatives. This gradually grew until it was replaced by one of the very first Graham Farish Black Fives with hand-built track on a 6 x 4 board. 2-rail was terrific, none of your 3-rail stuff. Over time, various Triang bits were added until there was quite a large box full to play with. I eventually sold this lot to fund my first real guitar.

Over the years there were various sporadic expeditions into 00 and N scale with no real plan or commitment. During this time, my main interest moved to American outline, primarily because the models worked so much better than the equivalent British ones and they had a lot more valve gear for the money. I also realised that 00 looks like narrow gauge to me and that I most probably did not have the time or skills for EM or P4.

In 1997, we moved to Milton Keynes and the loft became available to house a permanent layout. So I started, and after a couple of re-jigs, I continued to build an HO layout very loosely based on the station plan for Toledo, Ohio. In the early days of this layout, I realised that the chances of me getting the analogue wiring to work were minimal, so I decided to go for DCC, which is so simple in concept that I can understand it and which I can get to work.

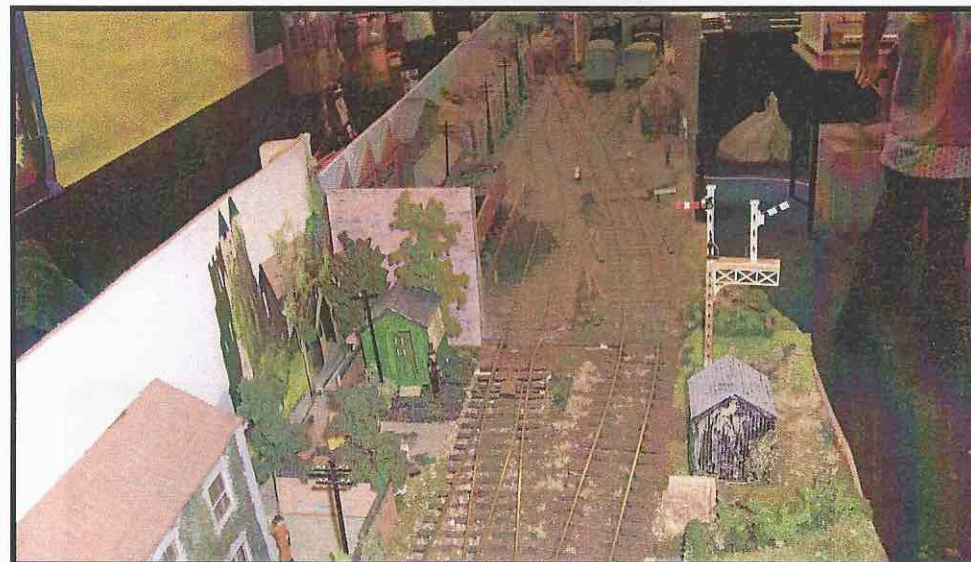
The loft works fine, except during summer when it is way too hot. So, about 5 years ago, I started to build a portable N Scale layout in the Garage. This is the one that appeared twice at Club shows and has now been sold. I am now working on its replacement which is scheduled for the 2011 exhibition.

I joined the MKMRS in 2003 for a number of reasons:

- |                      |                                  |
|----------------------|----------------------------------|
| To learn             | I have learned a lot             |
| To meet folk         | I have met a lot of people       |
| To work on something | I have worked on a lot of things |

Chris has played a big part in building the Club's DCC layout, including the extension which is presently being built and his own 'N' gauge layout won the best in show at our 2009 exhibition at Bletchley.

## MEMBER'S AND CLUB LAYOUTS AROUND THE EXHIBITIONS



*Geoff Blackwell's 'Town End' layout at the Banbury Exhibition*



*'Milton Quays' layout at the Banbury Exhibition*

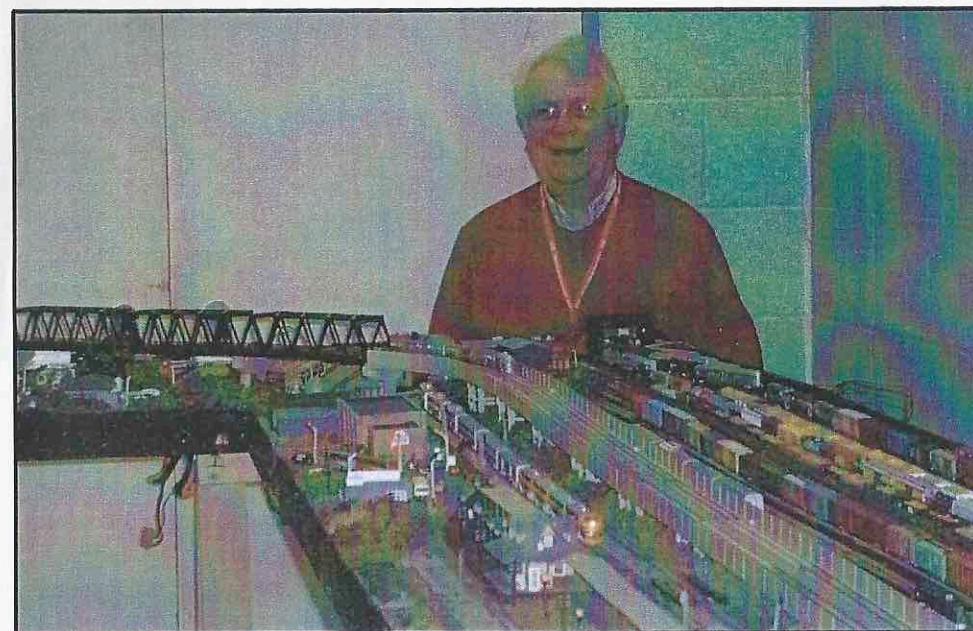


## MEMBER'S AND CLUB LAYOUTS AROUND THE EXHIBITIONS

Another 'Open day' at Roger Mills 'Gauge 3' Garden Railway and '0' gauge layout room.



Just a small selection of photographs from Roger's excellent and well organised event.



Chris with his 'N' gauge layout, at the 2009 club exhibition, which won 'best in show'.



The Club's DCC layout, which Chris has been helping to build and operate.

In addition to railways, my long term interests are motor racing, music, particularly the electric guitar, cars and planes.

In the next issue – Meet Bruce Hankins.



### MONTPARNASSE 1895

by Stephen Ellingham

One railway photograph that is frequently reproduced depicts a steam locomotive that has plunged from a first-floor window onto the pavement of a city street. The image is reproduced as a small picture on one of our club walls at Bletchley Park. Visitors sometimes ask for an explanation. Here is the story.

The incident took place in Paris on 22nd October 1895 at the Montparnasse terminus of the Ouest Railway. The train from Granville entered the station too fast, it crashed through the buffers at the end of the platform, smashed through the waiting area, rolled across the taxi road, burst through one of the

large windows at the front of the station, ploughed across the pedestrian terrace, demolished the balustrade and plunged down to the street. Although the locomotive hit the pavement the tender stayed attached and the rest of the train (luggage vans, postal coach and passenger coaches) remained in the station. The driver and fireman leapt clear. Although many passengers were injured the only fatality was Marie-Augustine Aguilard who had taken the place of her husband to work at their newspaper stand outside the station. She was killed by falling masonry. The railway company paid for her burial and made a contribution towards the welfare of her two children.

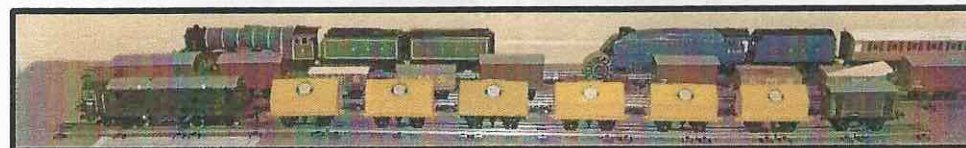
The train was fitted with Westinghouse air brakes but the railway's regulations prohibited use of air brakes in bringing a train to a halt. The instructions required the footplate crew to enter a station at reduced speed and to stop the train with the locomotive's handbrake.

Locomotive number 721 a 2 - 4 - 0 constructed in 1877, remained in situ for several days where it was photographed from a number of vantage points to create some of the most well-known images ever recorded. Eventually the engine was raised back up to rail level from which it was taken to the workshops where it was restored to working order so that it could return to service. The station also was repaired. Montparnasse station was replaced in the 1960's by a new station of the same name a little further down the line where there was more space. The large square in front of the old station provided the location for the final scenes in the excellent Edward Fox version of the film "Day of the Jackal".

### MEMBER'S AND CLUB LAYOUTS AROUND THE EXHIBITIONS



*Brian Barnes's layout at the 'Transport Day' at Stacey Hill Museum.*

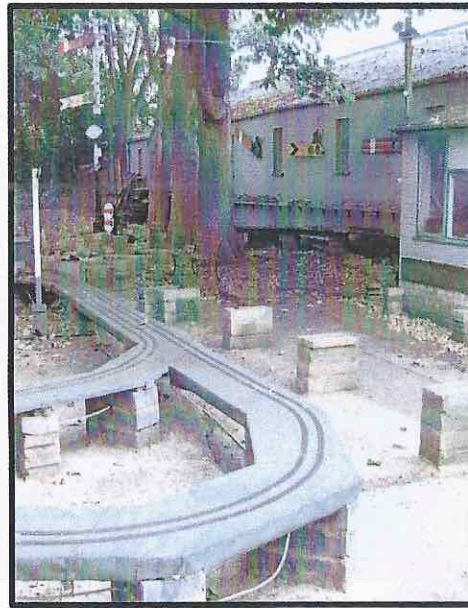


*Some of John Forman's 'O' gauge display, at the 'Bedfordshire Transport Day' at Willington.*

**ACTIVITIES AROUND THE CLUB**



*The illuminated sign was organised by the club, Fred Collins made the case, Bill Ball erected it and Bruce Hankins made several improvements.*



*Changes to the entrance and layouts in the outside area.*

**THREE SEPERATE HOLIDAYS – THREE DIFFERENT RAILWAYS By John Forman**

*Three very different and enjoyable holidays and three very different and excellent railways.*



*Norfolk holiday – North Norfolk Railway*



*Exmoor Holiday – West Somerset Railway*



*Bournemouth Holiday – Swanage Railway*

## HOW WELL DO YOU KNOW YOUR FELLOW MEMBERS?

If you get bored with the television over the festive season, and get fed up with over eating and drinking, then spend a few minutes to see how many different MKMRS member's surnames you can find, in the following paragraphs. There are twenty four hidden surname names, is your name there? How many names can you find?

*"It is just not good enough" said Joyce "I asked for cream paint not yellow" but before the decorator could reply, Alex and Ernie, her two pet dogs, raced in closely followed by her youngest daughter Evelyn, who was complaining the dogs had taken her ball. In all the confusion Tom, the painter, had quickly nipped out, knocking over her husband James's step ladder, which had been leaning near the door, scattering pieces of wood and various tools all over the place.*

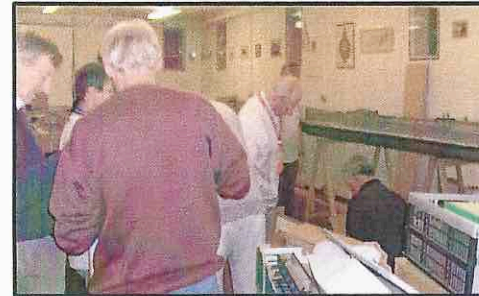
*"That was so unusual and uncanny" she continued "because this place is normally so peaceful and quiet" At that moment the door bell rang. It was Nigel her eldest son, a very keen walker, coming back from his daily walk, but had forgotten his key. He said "I called into the butchers, bakers and chemist as you requested, and I got everything you needed" "Thank you" Joyce replied "I hear you have been lucky on the horses" suddenly his sister butted in and asked "How much did you win Nigel?" "Not much" he replied "just enough to treat myself" "That's a good idea Nigel" said mum.*

*"By the way mum, what is our Cousin Simon's new address?" Nigel asked "The White Hart, Mill Street, Tippingham, Herts" answered mum, reading from a page of address's. She then asked "Who are you going to the cinema with tonight" "Paul, Jon, Ester, Keith and Jane" he replied. "I only wanted to know because I have a message for Mandy" she explained "it does not matter, I will see her sometime, it is about her being made warden for the old peoples flats" "What are you going to see" asked Evelyn "I don't know" replied Nigel "I only know it features Harrison Ford" "Have a nice time and don't be too late coming home" advised mum. (Answers in the next edition)*



**You never know what you are going to find lurking behind the bushes, this van was in a field behind the Gloucestershire and Warwickshire Railway at Toddington, in the Cotswolds.**

## ACTIVITIES AROUND THE CLUB



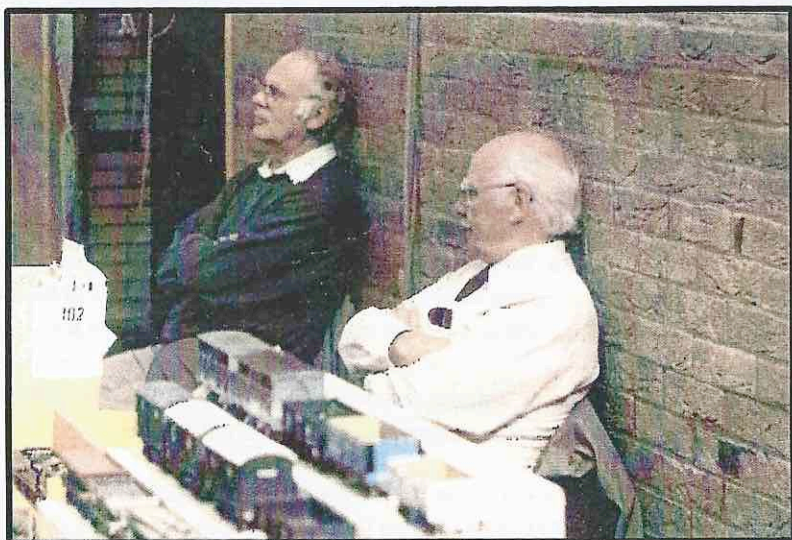
**Milton Quays being dismantled ready for the Banbury Exhibition.**



**Andy Eve and Chris Baker working on the DCC extension.**

The team has been expanded in recent years and many of the current occupants were known to Stan through his many years membership of the TCS and the Hornby Collectors Association. Stan had several years' enjoyment after its completion, before he sadly died. However, he is not forgotten and many a time you will hear his name mentioned amongst the present residents of the room, which he was so instrumental in establishing.

He was laid to rest at Stoke Hammond, within the sound of the West Coast Main Line.

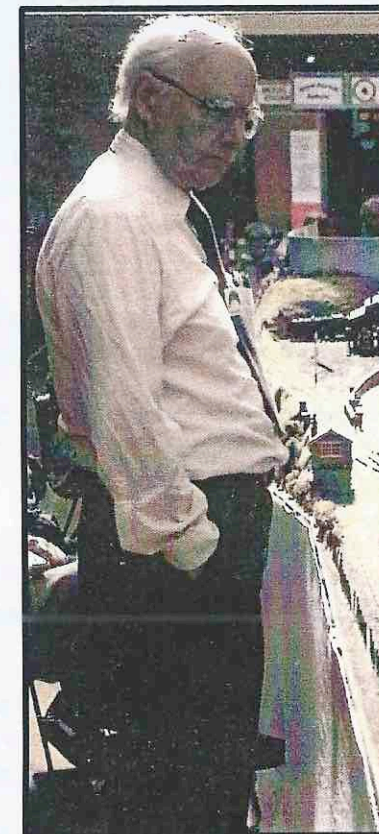
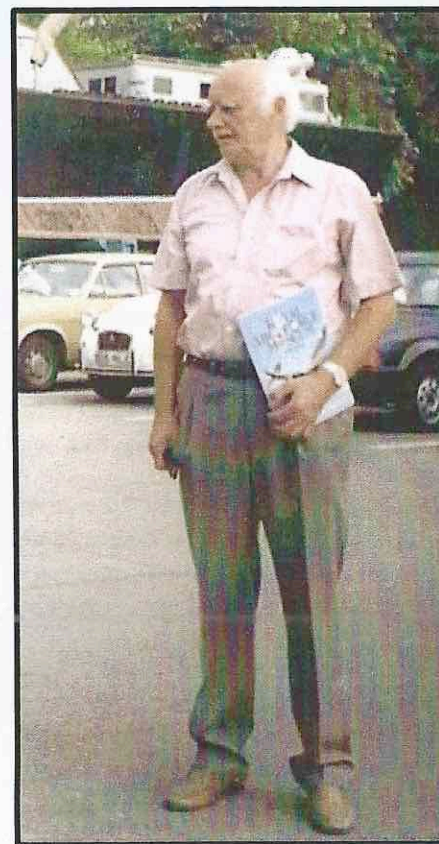


*Stan with Ken James at a club's event*



*Stan, with Brian Barnes, Michael and Molly Clemens at a Stony Stratford Christmas light switching on show*

# REMEMBERING



# STAN PENNINGTON

## Remembering Stan Pennington

by John Forman

**With contributions of information and photographs, from Brian Barnes,  
Eric Preston, Eric Bowman and Dennis Lovett.**

My first recollection of Stan Pennington was having a lengthy conversation with him at an event known as the Watford Wind-up, back in 1983. It was during this discussion, that I happened to mention I was operating a tinsplate layout in the village of Hanslope in Buckinghamshire, the following day.

I was very surprised when Stan turned up, at what was only my second ever exhibition, I certainly appreciated his help and encouragement. Over the years we met regularly at all the local and popular events, even occasionally meeting at the Milton Keynes 'Thursday' market, probably both looking for the same 'gems'. I also believe Stan visited many car boot sales, where he picked up the odd bargain. Although I only ever saw, a small part of his vast collection, he certainly had some very unusual and diverse items.

After I joined the MKMRS, prior to Stan's death, for two years I spent some very enjoyable Tuesday evenings with him and the rest of the gang talking about, and more importantly, 'playing trains'.

After leaving school he entered railway services until joining the RAF as a wireless operator during WW2. On demobilisation he continued a career in communications at Bletchley Park until retirement.

His interest in model railways goes back to Watford Wind-up days, as I have already mentioned that is where I first met him, and he amassed a large collection of 0 gauge, and a smaller collection of Hornby Dublo 3-rail. Whenever he acquired an unboxed item, his first job would be to make a box for it, at which he became very adept.

When Milton Keynes Model Railway Club acquired premises within Bletchley Park, he returned to his old stomping ground in 1988 and played a prominent part in establishing the tinsplate room, where his acquired skill with wiring was of great value.

Dennis first met Stan when the very first Milton Keynes 'Swapmeet' was taking place at Bletchley Leisure Centre. The Club, who used this venue for their exhibitions from 1973, were concerned about the effect such an event may or may not have on our exhibitions, so Dennis was nominated to attend. Looking back none of us really knew what 'Swapmeets' were at that time, this one was so obviously a failure that it was many years before they would re-establish themselves at Woughton, and these too have now gone.

The event used half of the hall (one football pitch or 4 badminton courts worth) and was full of tables selling die-casts etc., but mostly second-hand items. It was very quiet – indeed there were more traders than punters! Dennis was browsing at one of the train tables when someone he

recognised from seeing him about town or perhaps at one of own early exhibitions, starting talking to Dennis about trains. It was Stan Pennington whose affection of items stamped Meccano Ltd, Liverpool, gradually became apparent.

He saw Stan again ironically at a Bletchley Operatic Society show, where Stan's wife Joan was involved in costume control backstage and one of his daughter's was performing, if my memory serves me right, as a dancer. My wife to be, Jenny, knew everyone in the Operatic Society, having played the piano for one of their shows, so Stan and I spent the interval talking trains. According to MKMRS member Eric Preston, who was the front of house manager, Stan sometimes was the front of the house steward, at these events.

Sometime later, Stan became a member along with Brian, who had similar interests. It is difficult to imagine that in those days, life was far more serious in model railway clubs but gradually we began to encompass interests outside of finescale railway modelling and building everything from scratch. Even our own exhibitions began to include "model railway history" by inviting layouts during Dennis's time as exhibition manager that was outside the normal comfort zones. We were one of the first to do it, now it is common place in just about every exhibition and the TCS have a whole exhibition of them. Stan and Brian became a regular partnership at our shows for many years and represented the club at other events. These included Gauge '0' Guild events, the annual Christmas light switching on ceremony at Stony Stratford, transport days at Stacey Hill museum and many other club exhibitions, including Kempston, Harlington, Lavendon, Cranfield and Olney.

Whilst Dennis had been an early member of the TCS, he gave up train collecting, sold off all his stock and went seriously into finescale '0' gauge modelling, mainly because that was what all his mates at the club were doing at that time. After returning from one major event with his layout, Dennis was beginning to have second thoughts, because if Dennis was honest it was far too serious. Stan and Brian were attending an exhibition near Olney and were very short of operators. He volunteered and went along to help. He had so much fun, that he bought some stock to run on the layout and that was it. Although he still has all the stock from the serious trains, it is outnumbered by those of a more battered and knackered variety.

Stan and Brian were very patient; there was no room at Victoria Road (our previous club rooms) to house anything. We then moved to Bletchley Park and after a couple of years trying to sort the place out, there came a time when we opened the door to the current tinsplate room which had no window, was full of junk and filled by 40% by some kind of heating device that had not worked since Churchill was a lad! Dennis can remember the look on Stan and Brian's faces when they told them it was their room to build what is now affectionately known as the tinsplate room.

Thanks to a number of people such as Bernard Worden, Mark Agnew, Steve Dennison, Jeff Mathie and many more, the room was removed of unwanted obstacles, the cupboards and baseboard tops built and the rest is there for all to see.