

## THE WINTER 2013 ISSUE RAILWAY QUIZ ANSWERS

- |                                |                                  |
|--------------------------------|----------------------------------|
| 1. Water troughs.              | 2. Clapham Junction.             |
| 3. Channel Tunnel              | 4. Forth Bridge                  |
| 5. Rugby Signal Gantry         | 6. Crewe Works                   |
| 7. Nine Elms                   | 8. Travelling Post Office        |
| 9. Broad Gauge                 | 10. Permanent Way                |
| 11. Semaphore Signalling       | 12. Freightliners                |
| 13. Observation Cars           | 14. Private Owner Wagon          |
| 15. Liverpool Overhead Railway | 16. Marshalling Yard             |
| 17. Overnight Sleeper          | 18. Royal Train                  |
| 19. Shunting With Horses       | 20. Mail Bag Apparatus           |
| 21. Copenhagen Tunnel          | 22. Mechanical Horse and Trailer |
| 23. Single Line Token          | 24. Royal Albert Bridge          |
| 25. Seaside Excursions         |                                  |

Unfortunately, I did not receive any entries, so there was no winner!

### PUBLICATION AND PRINTING INFORMATION

When the Newsletter is given out, it would appear there is three months before the next Newsletter is due, this is correct from a receiving point of view, but from the publishing and printing side, there is only two months, the third month is spent putting the current edition to bed and getting it printed. Because Dennis very kindly performs this task for us, he requires a period of up three weeks to carry out the job. As this is done FREE, we are in no position to complain. So once you receive your copy of the newsletter, you have TWO months to get your articles etc to the editor. Of course, any last minute, urgent information, will be included where possible. **I WILL ALSO REMIND MEMBERS OF OUTSTANDING ARTICLES AND INFORMATION.**



## "QUARTERLY NEWS"

No 176

SPRING 2014



*The club's youngest (14) and oldest (92) members are seen together,  
Jamie Symonds and Brian Barnes.*

**Milton Keynes Model Railway Society is associated with:**  
The Chiltern Model Railway Association, The Model Railway Club,  
and The World War 11 Study Group.



## THE MILTON KEYNES MODEL RAILWAY SOCIETY

Founded in 1969

President:- Les Wood

Vice-President:- Eric Bowman

Chairman/Membership:- Chris Hughes Vice Chairman/ Exhibition Manager:- Terry Silver

Secretary:- Ian Bartlett

Treasurer:- Bob Taylor

Librarian:- Derek Hart Webmaster:- Ian Bartlett Editor/Archives:- John Forman

Committee:- Colin Joyce, Mark Pollott, Dave Court and Paul Wakley

### Editorial

Its another new year, and already the AGM has come and gone, with some of the committee changing. Those who have stood down, we thank them for all their hard work during their time in office, while other members have taken their places, and we hope they will enjoy the opportunity.

By the time you read this, the Exhibition will have taken place for another year.



We all have a great deal to look forward to this year, the return of an annual club dinner, a summer outing and of course, lots to do in the clubhouse. Two new layouts to work on in '00' (Barton Crossing) and '0' (as yet unnamed) ongoing work and enjoyment on Newport Nobby, Milton Quays, Barnes Junction, Norgate and Little Barton.

I try to make sure every quarter, that the newsletter contains as much news as possible about the club, however, I sometimes find I have gaps to fill, and I use these spaces for local, general and interesting railway information. I always welcome your views, as to what you would like to see, in these magazines.

Owing to several unavoidable circumstances, you may find that you will receive this Newsletter a week late, hopefully, it will be worth waiting for!

*John Forman*



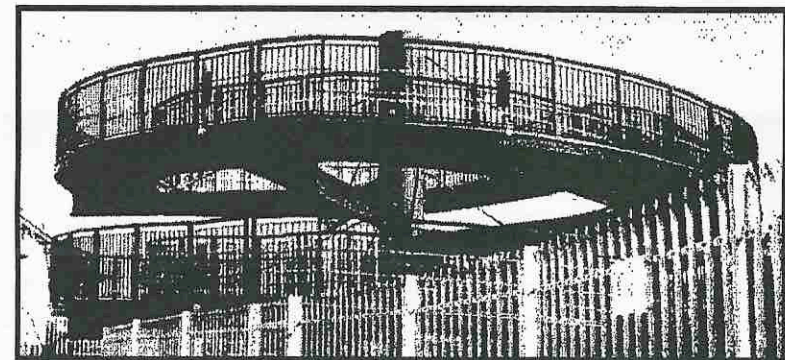
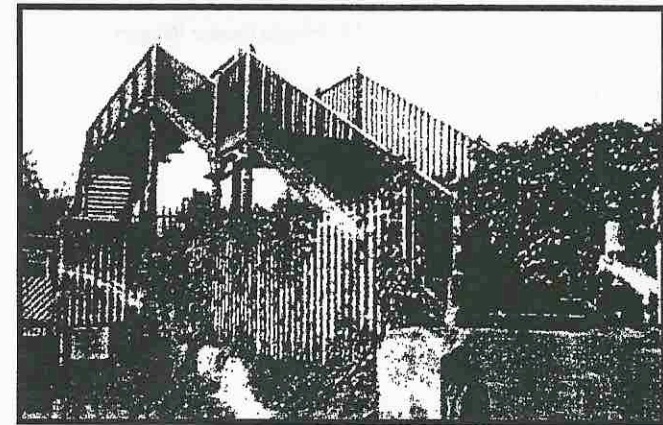
Geoff Trenholme (left) has left the club because he has moved away from the area, to Bridport in Dorset. It was very nice to see Geoff at the club's exhibition with his '00' gauge layout 'Castell Mawr' and I am sure all members of the MKMRS will join me in wishing Geoff and his wife, all the very best for the future.

*Page 1*

## CHANGING OF THE BRIDGES

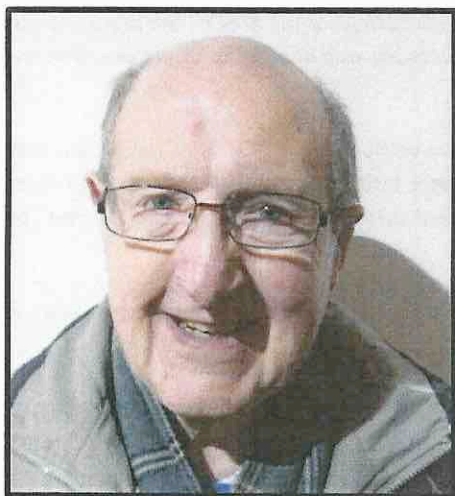
Do you remember the 'Old Footbridge Demolished in Bedford' article along with the top picture, which appeared in Issue No 167. It was about the First Capital Connect introducing a number of twelve coach trains on its increasingly busy commuter services from Bedford to London and Brighton. This resulted in the electrification, not only on the sidings but the track which runs alongside the Marston Vale Line from Midland Road station across the Ouse Bridge towards the St John's station.

One casualty of the work, was the footbridge across the River Ouse which was believed to date from Midland Railway days.



Above, is a picture of the replacement bridge for the former Ouse Bridge, which had been a local landmark, which is still sorely missed by many locals! This one looks more like some type of new ride at a funfair!





## MICHAEL CLEMENTS RETIRES

Michael Clements, a very long standing and popular member of the Tinplate Group, has decided to retire from the club after being a member for 16 years.

He joined the club in 1997, and with Brian Barnes and Stan Pennington he helped to set up the Tinplate Group, within the club at Bletchley Park. They had to start right from scratch, having to clear the nominated room of an enormous amount of rubbish, before they could even set about building a tinplate layout. He helped to lay the first circuits of track in the tinplate room.

I believe Michael is at the age when turning out on cold and wintery evening, for a journey from Buckingham to Milton Keynes and back, does not appeal the same as it did when he was younger.

Michael was born in Maids Moreton (near Buckingham) in January 1933, and has lived there pretty well all his life. He worked as a centre lathe turner, with an engineering firm in Buckingham and the company produced a range of 'Diesel fuel pump test equipment'. In his later years with the company he spent as a machine shop loader, progressing the work load, through the machine shop and in his last years as a produce controller.

Michael started modelling in 4mm scale, these consisted of mainly LMS and LNER with a few British Railway locomotives, but he soon found 'O' gauge was taking over. With a background in engineering, it is not surprising he has made several 'O' gauge scratch built engines and has won many awards in MKMRS club competitions. He also did repairs and modifications on 'O' gauge locomotives and rolling stock, not only for himself, but also for other MKMRS members as well.

One of the locomotives he built, a LMS experimental diesel, ran on the Barnes Junction layout, during the press day. When photographs of this locomotive appeared on the internet, it aroused many complimentary comments and questions!

He helped Brian and Stan with many 'O' gauge layouts, including several for the 'O' Gauge Guild exhibitions and various other local shows, by providing a centre track running ETS stock.

I am sure there are many members in the club who will miss Michael, especially those in the tinplate group and I am sure everyone connected with the club, will wish him and his wife Molly, all the very best for the future.

## A WORD FROM THE CHAIRMAN

As I sit here thinking about what to write in my first "A Word from the Chairman" article, I realise that I have been a member of the MKMRS for exactly half my lifetime, having joined in 1981 at the age of 33.



Back in 1981 I was attached to the Resident Engineer's staff supervising construction of the bridges on Newport Pagnell bypass and recall it was about the time that Mainline Pallitoy released their LMS 4-6-0 Jubilee, Patriot and Royal Scot range. There was a man on the MK collectables Market who knocked them out new at £14 each so needless to say Thursday lunchtimes were often spent at the market handing over the folding stuff. Over the course of a few weeks I quickly built up a collection and have seven variants languishing away in their boxes hardly ever turned a wheel. At the time they were considered to be very good models, a vast improvement on what had been available previously, but to look at them now, it is plain to see the dramatic advances made in ready to run models over the last 33 years.

Also by 1981 steam locomotives had been gone from the real railway for around 13 years and I remember a visit three of us made to Dai Woodham's scrap-yard on Barry Island in 1968. My notebook shows we saw 220 steam locos quietly rotting away, over 100 of them being GWR types, but B1 Class 61264 was the only LNER representative. Fortunately many were rescued and ultimately put back into working order, but I never expected to see 71000 'Duke of Gloucester' again, which at the time was barely a rolling chassis, devoid of its chimney, boiler fittings, cylinders, connecting rods and valve gear.

The last 33 years as a club member have been very enjoyable; I had already built kits of several LMS and LNWR locomotives, so upon finding the Club had 'Verney Junction' layout I had somewhere to run them – perhaps why I never bothered to build a layout of my own? I attached myself to the Verney group, eventually becoming the 'carer' of the layout until its demise on the bonfire in 2012. My first committee role was as CMRA rep, attending three meetings a year at the DeHavilland club premises in Hatfield. Then in 1986 I was 'invited' to take over as Secretary, a post I held until the recent AGM. I have also known the trials and tribulations of being Exhibition Manager, organising several of our two-day shows in the old Bletchley Leisure Centre. The final show in 1995, made a loss of £500, which in those days, we could ill afford. Before the planned 1997 event, however, our circumstances had changed; we had moved into Bletchley Park and were no longer dependent upon exhibition income to survive. The rest as they say is 'history' and as we start our 45th year, I believe the club is in the strongest position it has ever been with two new layouts under construction and the re-introduction of an annual dinner. I look forward to the challenges of becoming your chairman and will continue to serve the club to the best of my ability. Now I must start thinking about what to write in the next edition of the "Quarterly News"

**Chris Hughes – Chairman.**



## **CLUB NOTICEBOARD**

**Club Sweatshirts and Polo Shirts** – club sweatshirts and polo shirts are available – speak to the Secretary, Ian Bartlett.

**Welcome Aboard** – The club would like to welcome Martin Todd and Greg Stevens as new members. We hope you both have a long and enjoyable stay at the club.

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

**Archives** – Any member who has any old material, relating to the club, please do not throw it away until you check with the editor, as it may be needed for the club's archives.

**Photographs** – If any club layout, or club members layout, is due to appear at an exhibition, please let the editor know so plans can be made to have photographs taken at that event. I will make every effort to attend, but if this is impossible, I will make alternative arrangements.

**Newsletter** – If for whatever reason, you are unable to get to a club night when the 'Newsletter' is due, inform the editor, and he will either keep a newsletter for you or post one to you, depending on the length of time you are unavailable. *The newsletter is issued on the first Tuesday in March, June, September and December.*

**Club Ties** – The club now has a stock of club ties available – please speak to Ian Bartlett.

## **A PRIVATE WORK OF WONDER**

One of the most attractive railway viaducts in Cornwall was built by a private landowner to transport minerals, mostly china clay, from his estate to the sea.

Joseph Thomas Treffry of Place, near Fowey, developed the harbours at Par and Newquay, and it was to reach the former that he built a horse-drawn tramway which entailed crossing the Luxulyan Valley by a beautifully proportioned 10-arch viaduct, built between 1839 and 1842, 670ft (204 m) long and 90ft (27.4 m) high.

Besides the standard-gauge tramway, the viaduct carried a leat for 13 waterwheels, including the wheel powering the Carmears inclined plane. The viaduct is a Scheduled Ancient Monument and part of a World Heritage Site, and the tramway and canals can still be followed.

The steam reversing gear was so inaccurate as to be ignored most of the time by the drivers. It was proved on a controlled test that the power output recorded was impossible to achieve with the percentage indicated in the reverser.

The 'West Country' Pacifics were a slightly scaled down version of the 'Merchant Navy' class with the same mechanical layout. A total of 140 Pacifics were built between 1941 and 1950. 27 more than Gresley built over 16 years for the L.N.E.R. Bullied certainly intended to leave his mark on railway history.

Bullied was obviously a brilliant designer, not afraid to introduce new ideas, some of which were in advance of the materials and technology of the time.

He would have been more prudent to road test some of his more outlandish ideas before plunging into full production.

Production of express passenger engines was banned during wartime but Bullied managed to persuade that his 143 ton Pacifics with 280 psi boilers and the 6' 2" drivers were freight engines and production was allowed to continue.

Although the Merchant Navy class originally built to haul the heavy boat trains on the Eastern Section, they spent most of their working life on the West of England expresses. Some of the locomotives were rebuilt in B. R. Days. This will be the subject of the next article.

## **A TUNNEL BONUS**

Working as a platelayer in tunnels during steam days was not the most pleasant of occupations. Tunnels on busy, steep graded lines where ascending locomotives were working hard, might seldom clear of smoke on still days, while badly loaded tenders might shed lumps of coal. Recesses in the tunnel walls provided a very necessary refuge.

On the Settle & Carlisle in the 1930s the gangers responsible for tunnels such as Rise Hill and Blea Moor received an extra 2s 6d (12 and a half pence) a week and a soap ration.

## **WHAT'S IN A NAME?**

Signal-boxes on the Great Western Railway carried a cast-iron plate beneath the line-side window bearing their name, followed by the words 'Signal Box'.

The box at the Wilshire station of Box therefore had a plate reading 'BOX SIGNAL BOX'



O.V. S Bullied had been Gresley's personal assistant on the LNER when he was offered the post of CME of the Southern Railway. It was 1937, Maunsell had been forced to retire on the grounds of ill health. He had been in the process of looking at the ageing 'Lord Nelsons' with a view to improving them to cope with increasingly heavy boat trains on the Eastern Section. Bullied was given the same mandate but decided it would be more cost effective to design a new locomotive rather than try to upgrade the existing.

The severe gradients out of the ports coupled with the tight loading gauge and weight restrictions on the Eastern Section, gave the designer a near impossible specification to work to. The combination of low engine weight, high power and steep gradients was a near certain recipe for loss of adhesion. Bullied considered the proposition of either a 2-8-2 or a 4-8-2 but had to dismiss both of them. The first was advisably because of the sharp curves on part of the line, the second would have exceeded the capacity of existing turntables.

A pacific design was finally settled upon. Many new and untried features were incorporated in what turned out to be a brilliantly designed and manufactured locomotive.

Welding was used wherever possible instead of the usual lap and rivet joints. The steel welded boiler with thermic siphons was a masterpiece of boiler making. There had never been any suggestion that a Bullied pacific would not steam. Southern enginemen would swear that you could raise steam on a bucket of garden refuse, (a slight exaggeration). Boxpok wheels were fitted which weighed 10% less than conventional wheels. No balance weights were needed as the 3 cylinders virtually balanced each other. The engines were superb riders at any speed.

With all the weight saving features the engines were still too heavy for the Civil Engineer and some casting in the frame had to be replaced with steel plates.

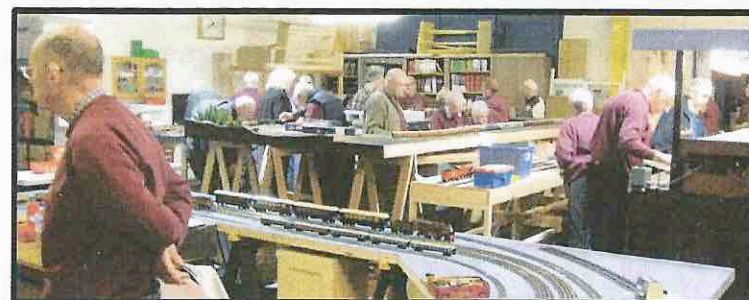
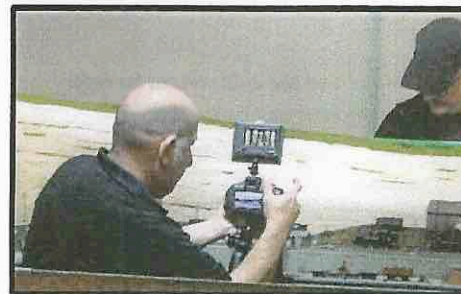
The most drastic of all the weight saving devices was the valve gear. The original gear was designed to be driven by gears and a prop shaft all enclosed in an oil bath.

Most of the problems that arose in later years came from this chain driven gear. Would the problems still have occurred had the original mechanism been installed. Maybe not!

The oil bath was supposed to protect the mechanism but had the opposite effect. Grit and ash found its way into the casing causing wear to the chains and oil found its way out, particularly onto the wheels, with some startling results.

There were some inspiring displays of pyrotechnics with engines slipping madly trying to get trains on the move on even the slightest gradient. Cases were reported of slipping at 70/80 mph (frightening to think about). It was known for oil to find its way into the boiler lagging causing the lagging to catch fire.

## PICTURE FROM BRM FILMING EVENING





## LOCAL & MAJOR EXHIBITIONS AND SWAPMEETS ETC DURING SPRING 2014.

*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 with the number days in brackets.*

- March** Sat 8th East Anglian (St Neots MRC) Ex at Huntingdon Racecourse, **PE28 4NL**. (2 days)
- Tue 11th Rugby Evening S/M at the Benn Hall, Newbold Road, Rugby, **CV21 2LN**.
- Sat 22nd Warners Exhibition at Alexander Palace, London N22 7AY. (2 days)
- Sat 29th TCS Spring Get-together & AGM at Biggleswade  
31A (Cambridge) MRC Ex at Sawston Vill College, New Rd, Sawston, **CB22 3BP**.  
Donington Park S/M
- April** Sat 12th Luton MRC Ex at Stopsley High School, St Thomas's Rd, Luton, **LU2 7UX**.
- Sun 20th NEC S/M at Birmingham.
- Mon 21st Huntingdon S/M at Wood Green A. S. London Rd, **GODMANCHESTER, PE29 2NH**.
- Sat 26th Rushden MR Ex at Community College, Hayway, **RUSHDEN, NN10 6AG**.  
Welwyn Garden City MR Ex at Ludwick Way Methodist Church, **WGC, AL7 3PN**.
- May** Mon 5th Spalding S/M at Springfields Exhibition Centre, Camelgate, Spalding, **PE12 6ET**.
- Tue 6th Rugby Evening S/M at the Benn Hall, Newbold Road, Rugby, **CV21 2LN**.
- Sat 10th South West Herts MRS Ex at Queens School, Aldenham Rd, **BUSHEY, WD23 2TY**.
- Sat 17th Ely MRC Ex at Ely College, Downham Road, Ely, **CB6 2SH**.
- Sun 18th Rugby Vintage S/M at the Benn Hall, Newbold Road, Rugby, **CV21 2LN**
- Sat 24th RAILEX MRE at Stoke Mandeville Stadium, **AYLESBURY, Bucks, HP21 9PP**. (2 days)
- Sat 31st Sandown Park Racecourse S/M, 500 stalls.

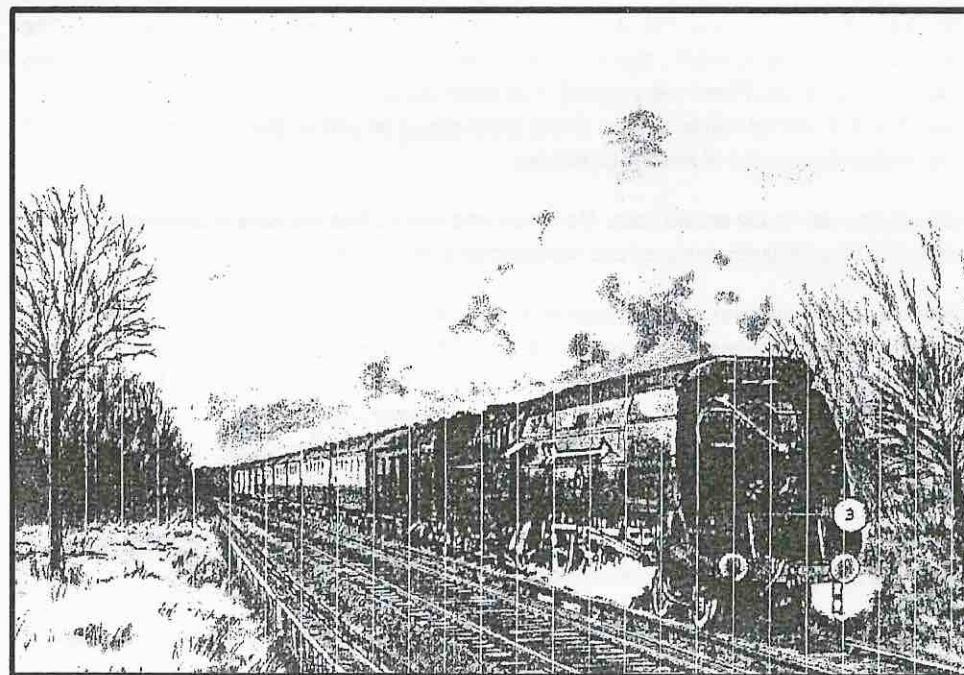
# SUBSCRIPTIONS ARE DUE

## THE BRITISH PACIFIC LOCOMOTIVES

by the late Fred Collins

*As Fred was going to produce a new set of drawings for the newsletter, but he was unable to do so because of his sudden death, I have decided to repeat his last series from earlier newsletters.*

### **No: 10 S. R. Bullied Pacifics (Merchant Navy and West Country Classes)**



*S.R. 'Battle of Britain' class '219 Squadron' in the Kent countryside with the down 'Golden Arrow',*

Date and dimensions	Merchant Navy	West Country
Cylinders:	3" x 18"	3" x 16 3/8"
Boiler Pressure:	280 psi	280 psi
Length over buffers:	69ft 7 3/4"	67ft 4 3/4"
Weight including tender:	143.1 tons	128.6 tons



Cottage in Chesham in the mid-1900s, I came across a copy of Railway Modeller and saw advertised a Bachmann class 158. Things had clearly moved on and modern diesel locos and DMUs were available with the high quality motors and running characteristics which were not of interest to me back in the 1980s.

Since then, some truly amazing r-t-r models have been made available and, as a modern image modeller, I am especially impressed with some of Bachmann's DMU and EMU items – the class 350 is, to me, a work of art.

One day in about 2005, Jenny and I visited Bletchley Park and stumbled upon MKMRS. This was not long after the first DCC test track had been set up and, at this point, I was really hooked. I signed up and, since then, have spent most of my Tuesday nights at a location somewhere in Bletchley.

I was delighted to be elected as MKMRS Secretary at the January AGM this year. Since leaving Bletchley Park, we've had some real successes and I feel the club is on a firm footing for the future.

We will probably always need to make more publicity effort than in the past in order to keep our profile up and to 'matter' to the community in and around Milton Keynes. As Secretary, I hope to do my bit to ensure that happens and we continue to show what MKMRS can do.

The club has been a hugely positive aspect of my life and I want to ensure it continues and grows. We've been going for nearly 45 years, so another 45 would see me nicely into my 90s with a model of the latest hydrogen cell-powered, 500mph super-train – scale-speed modelling for the children of the future!

The picture on the left shows Ian waiting patiently to climb aboard the locomotive to have a footplate ride, whilst on the club's outing at the Ecclesbourne Valley Railway. Ian was one of four club members who were lucky enough to get this opportunity.



*In the next issue:  
Meet Terry Silver*

*Page 25*

## PHOTOGRAPHS OF THE PRESS DAY AT THE CLUBROOM

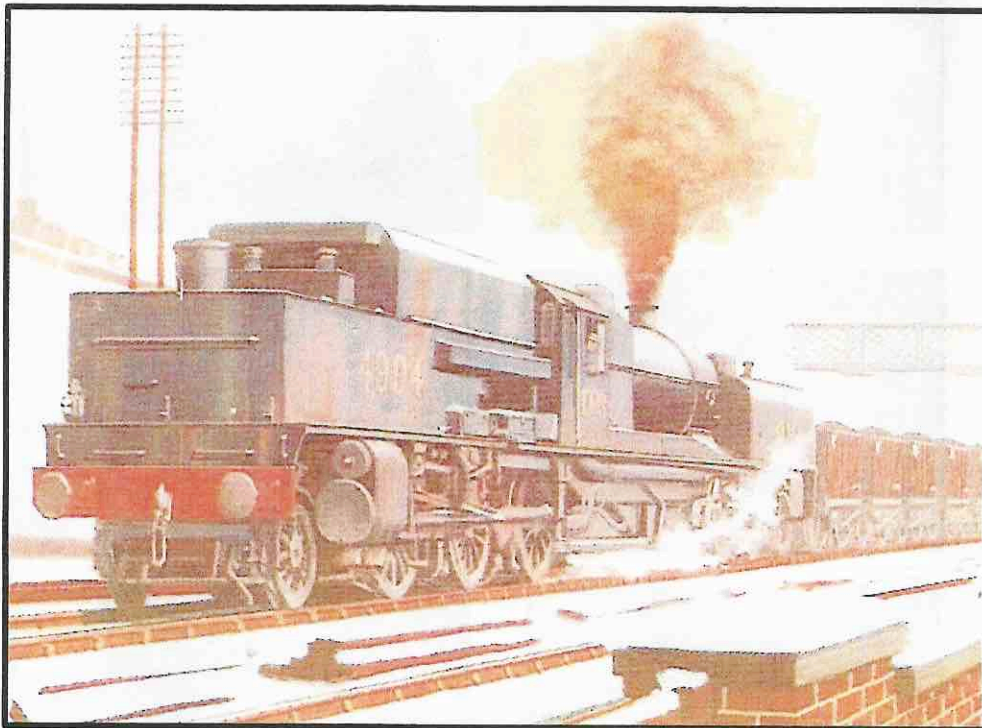




## A HISTORY OF BRITISH RAILWAYS

### No 17

### LMS GARRATT



The Garratt – a large boiler and firebox with a power unit at each end – was developed to avoid using two engines to double head or bank heavy freight trains. Built by Beyer Peacock of Manchester, the London Midland & Scottish Railway used 33 Garratt's to haul the long coal trains between Derby, Nottingham and London. Ninety wagons with loads of 1,400tons were common.

Pictured running in reverse, circa 1939, this LMS 2-6-0 + 2-6-0 had four cylinders driving its 5ft 3in. wheels and measuring all of 88ft in length. In working order the Garratt weighed 155 tons. Reserve water was carried in the tank over the front set of driving wheels, and rotary bunkers which brought coal forward to ease the fireman's task were sometimes fitted. The boiler and firebox, slung on pivots so that the great length of the engine could run over curved track, generated steam at 190 lbs. pressure to provide 45,620lbs. of traction effort.

*In the next issue – No 18 – WD 2 – 8 – 0*

Class 47s hauling passenger and freight services until these were replaced in the 1980s by class 86s, once the line to Norwich had been electrified.

As you can probably tell from the era in which I grew up, I have more of an affinity with diesel and electric traction than I do with steam. That doesn't mean to say I don't like steam, but my natural inclination is more towards diesel and electric traction. I've always been especially interested in current developments on the railway's, so my main focus is on the politics and developments of railways; as a result, I tend to like new stuff or what we call in model railway terms, modern image. That probably explains why Mark Pollott's class 350 keeps appearing in the photo I use on the website.

My interests in model railways, obviously extends from interest in the real railway. I remember receiving my first train set in 1977; a Hornby local freight set which included an engine with four wagons. The engine was Hornby's then almost universal industrial shunter – in bright red plastic and with number 256 on the side. I still have it and it still works! The wagons were a shell oil tanker, a Kelloggs cereal van, a Bestwood wagon and an Arnolds Sands wagon, no doubt based on something local to this area.

After that, my mother's Christmas and birthday present 'what-to-buy-Ian' nightmares were solved. – trains featured heavily, something my wife Jenny has embraced to this day.

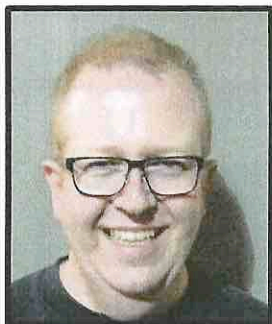
As with many children, my next model railway items were mainly Hornby items; a J38, a Britannia and then, as my own interests developed, an Inter-City 125, the APT, a class 58... the list grew and my twin pack loop on a board located on the floor offered an intensive service with all sorts of trains hurtling around at a scale 300mph. Slow, accurate running at scale speed was not only not on the agenda, it was to be avoided at all costs!

As I hit my teenage years in the mid 1980s, my interest in model railways declined, although I remained interested in the real railways. The early 1980s was a bit of a grim time for those of us who were fans of the railway as the tail end of the Beeching mindset breathed its last gasps and the Serpell report recommended closure of a vast proportion of the network.

Happily, Serpell was kicked into touch and the beginning of the rail revival really took off. Electrification and modernisation (my personal interests) were sanctioned and, despite the reputation of the Government at the time, considerable amounts of investments were made in the railway. Since then, of course things have really taken off.

I went to Plymouth in 1989 to study for a degree in Transport. Still the railway modelling took a back seat, but I kept all of my models, so it clearly wasn't a lost cause. After I began working for the University College London (UCL) in 1992 (and I'm still there...) my interests in model trains picked up again. When my girlfriend (Jenny, later to be my wife) and I were living in a tiny one bedroom





## MEET THE MEMBERS

## IAN BARTLETT

I was born in September 1969 in Gidea Park, which is a suburb of Romford, a market town located on the borders of Essex and East London. I've been a member of MKMRS since, I think around 2005.

Shortly after I was born my Dad died and, as my Mum couldn't drive, we didn't have a car and went everywhere by bus and train. I'm sure if this is what started my interest in railways and model railways: apparently my dad was into all things transport-related as well, so

maybe it's just in the genes.

My early railway memories are of standing at the top of the cutting at Gidea Park station waving at train drivers who had stopped at the station: most waved back, so I think I always saw the railways as a friendly place. Gidea Park was where many of the trains to London Liverpool Street began their trips, while others, fast services, came through from Southend Victoria. I can still remember the timetable:

***11, 31 and 51 past the hour calling at Romford, Ilford, Stratford and Liverpool Street.***

***17, 37 and 57 past the hour calling at all stations.***

Needless to say, the aim when going to London was to get the fast service! That said, I always preferred the trains that run on the slow services. These were the 1949-built class 306 EMUs, also known as the Shenfield Electrics. The trains were designed by the LNER and were similar in design to the class 506 units which ran around Manchester and Glossop and Hadfield services, themselves part of the truncated Woodhead route.

It was something about the combination of deeply sprung seats, sliding doors and sound effects that would be perfect for DCC that made them special to me. I'm pleased that one of the units was preserved by BR and is now in the ownership of the National railway Museum.

They were replaced from 1980 onwards by the class 315 units which are now, themselves, soon to be replaced by the new Crossrail trains. Rumor has it, that they will see a second life on the newly electrified Cardiff Metro services. Waste not, want not...

Fast services to Liverpool Street were operated by class 302, class 307 and class 308 slam door trains. I didn't like these as much, possibly because my fingers once got caught in the door of a class 302, which made for a slightly less-enjoyable-than-planned day trip to Southend.

Other services through Gidea came from the Great Eastern Main Line to Norwich. I would see lots of

## THE MINCE PIES AND TRAINS EVENING

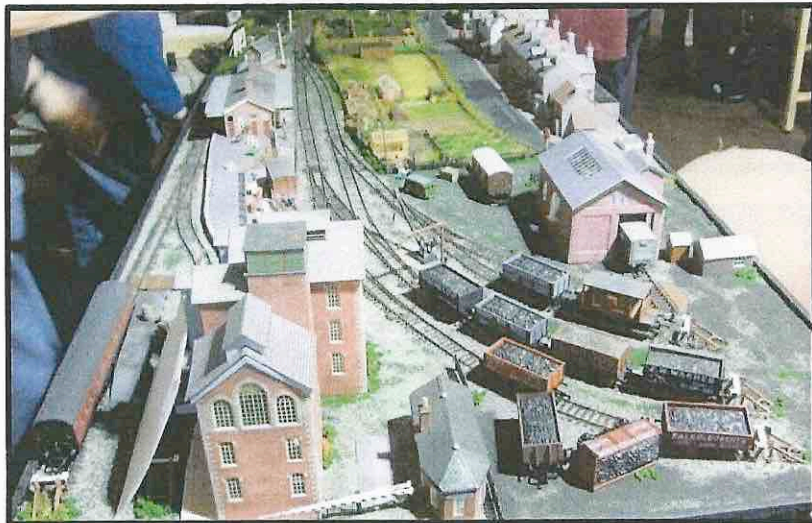


***During the evening Sally Preston unveiled a plaque with regards to her late father Eric Preston, donating a clock to the club, which he rescued when clearing out his old Woolworth's store, many years ago. It still keeps good time.***



## AROUND THE CLUBHOUSE

### The 'Newport Nobby' layout



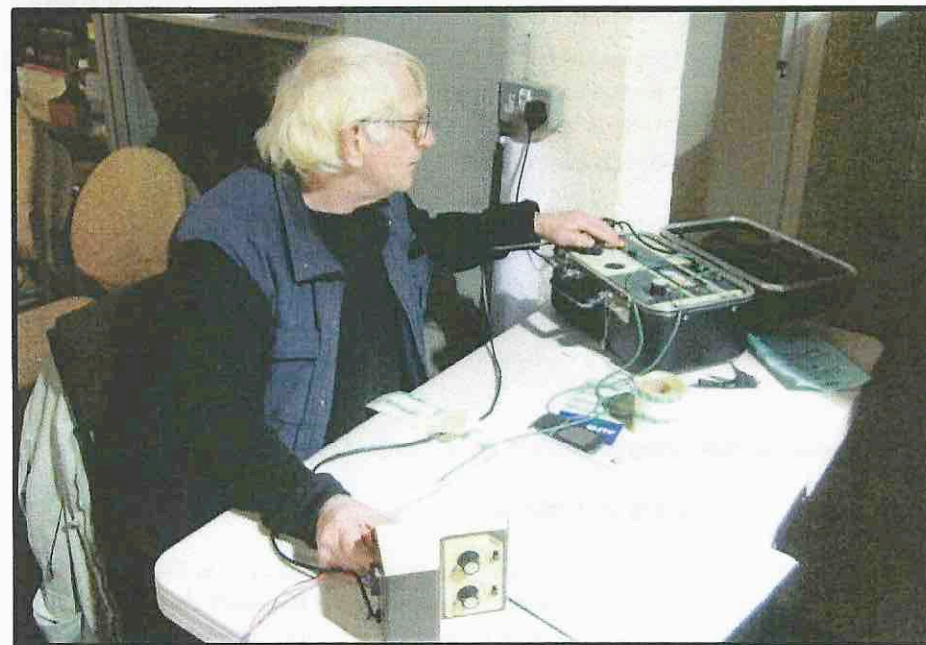
*The club's 'Newport Nobby' layout has been upgraded ready for the club's exhibition. I hope they clear the accident up in the coal yard area.*



*This is a view of the 'Wolverton Station' end of the 'Newport Nobby' layout.*

## AN UNSUNG HERO – PHIL WOOD

*This is the first in an occasional series of articles, about members who do important and vital jobs within the club, without really being noticed.*



*This is Phil Wood carrying out a 'Portable Appliance Test' ready for the exhibition.*

As a qualified electrician, Phil helps out with any electrical problems in the clubhouse and at the exhibition. The member's bring in their controllers and extension leads etc., and Phil checks out them ready for their layouts at the exhibition, something that is essential and very important. Phil also helps out with many other types of problems and repairs, using his handy pair of steps. He also helped to make the club's information stand and layout, with Robert Taylor. (See right)







*The club's 'N' gauge layout 'Norgate' at the Bassingbourn exhibition with the following operators, left to right; John Harrison, his son, Roger Holliday, Paul Wakley, Wayne Webb and Tony Frazer.*



*David Ramsey, operating the tinplate layout 'Barnes Junction', at the club's exhibition. If anyone has photographs of their layouts at the exhibition, they would like to be published, let the editor have a copy, and I will publish them in the next newsletter or a special edition.*

**The Barton Crossing '00' layout – the new baseboards.**

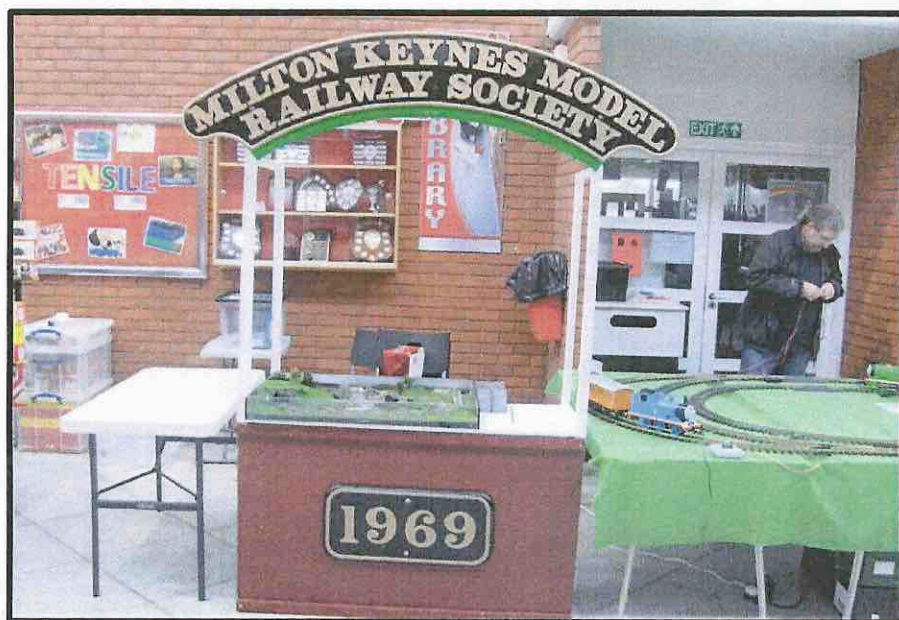




## New Unnamed '0' Gauge Layout



*Obviously work in progress!*



*The club's information stand and layout, at the MKMRS exhibition before being set up.*

## CLUB AND MEMBERS LAYOUTS AROUND THE EXHIBITIONS



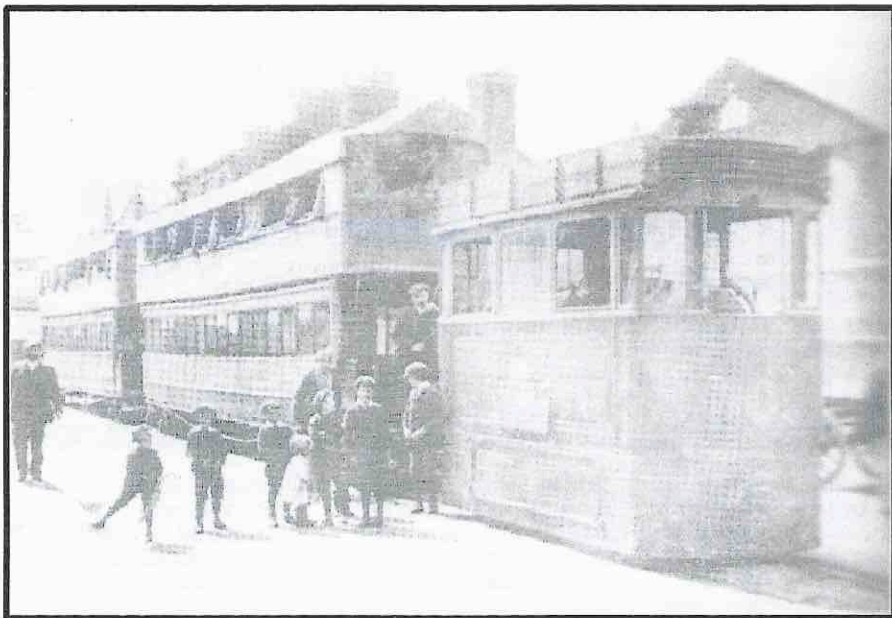
*Wayne Webb and Bob Taylor operating the 'Dentdale' 'N' gauge layout which they both party own, at the Letchworth Exhibition where they won the Best Layout award.*



*The club's 'N' gauge layout 'Norgate', at the Peterborough exhibition, with the following club members left to right: John Harrison, Paul Wakley, Wayne Webb and Bob Taylor.*



## THOSE WERE THE DAYS



*Wolverton & Stony Stratford's Green tram no 1 is about to haul two 100-seater cars c1910.  
The sag in the cars through heavy loads is already beginning to show.*

## HMRS MEETINGS 2014

at the Whaddon Way Church Centre, Beaverbrook Court, Bletchley, at 19.30 hrs

March 26th London to Birmingham Line, Part 2

Ron Hart

April 30th Freight Traffic from 1960

Brian Ringer

## THE FRUIT STALL MENACE

The compensation culture is spoken of as a modern phenomenon, but a passenger in 1911 sued the Metropolitan Railway after slipping on a banana skin at the foot of the stairs leading to the platform. Though the railway produced evidence that the premises were swept twice a day, the jury found in the passenger's favour and awarded compensation of £500; in 1913 average annual earnings were £51. Contemporary coverage envisaged the wholesale removal of the fruit stalls from stations and suggested firework stalls would be less risky.

## Tree Building for Beginners

A weekend course from absolute basics and a variety of methods so you find what suits you best. Interested? Send an email to [Jacqui@railwaytrees.co.uk](mailto:Jacqui@railwaytrees.co.uk)

30% discount off trees for MKMRS members. Email or at shows just produce your membership card.

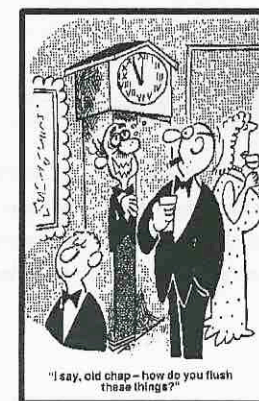
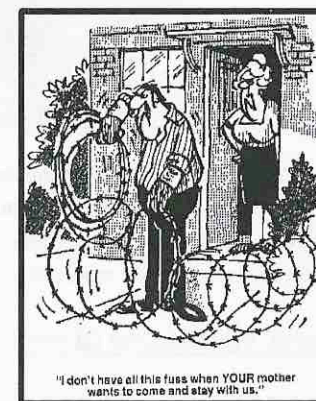
*Jacqui Perrat (MKMRS Member)*

## Ceynix Railway Trees

Trees with Personalitree



## YOU HAVE TO SMILE





## DENNIS LOVETT STANDS DOWN AS CHAIRMAN AFTER 26 YEARS



*Dennis receiving a silver tankard from Chris Hughes, who is replacing him as chairman, as a thank you for his services to the club. Dennis served 26 years as chairman and in all the time he was at the club, all but 6 years, were served on the committee. I believe he is going to enjoy being an ordinary member and hopes to be able to get back into modelling. Good luck in the future, Dennis.*

### THANK YOU FROM DENNIS

Please accept my very grateful thanks for the tankard that was presented to me last Tuesday to commemorate my retirement as Chairman. It was totally unexpected but was nonetheless a very kind gesture.

It has been a great honour to serve as a club officer over many years and I look forward to many more as an ordinary member. I may even get some modelling done!

Once again many thanks to all at MKMRS for putting up with me for the past 26 years!

Dennis Lovett.

## CLUB PRESS DAY ARTICLE IN THE FEBRUARY 2014 ISSUE OF THE BRM



The Milton Keynes Model Railway Society held their press day on December 2 at their club rooms in Bletchley. BRM was invited to attend and saw a good display, with some two dozen members turning out to man layouts and give tours of the premises. From tinplate to finescale models, a fair selection of layouts were in operation and the light refreshments provided allowed us to sample the qualities of their home baking.

Dennis Lovett, PR Manager for

Bachmann Europe and chairman of the MKMRS said: "We opened our club rooms to the press on the first anniversary of being handed the keys to our new facility. After 18 years of being open to the public at Bletchley Park and entertaining over 300,000 visitors to the old club rooms, the notice to quit came as a shock to us and was unexpected. Like many clubs faced with this situation, we had to change track completely and by securing an industrial unit a mile from our old one, we have been able

to regroup and have been building new layouts to replace the ones we had to destroy. As a result, we have not only maintained our core membership but the new facilities have attracted new members. We are proud of what we have achieved in the past year and some of our layouts will be at our exhibition on Saturday February 15, 2014 at Shenley Brook End School. Details of our activities can be found on our website."

W [www.mkmrs.org.uk](http://www.mkmrs.org.uk)

E [exhibitions@mkmrs.org.uk](mailto:exhibitions@mkmrs.org.uk)

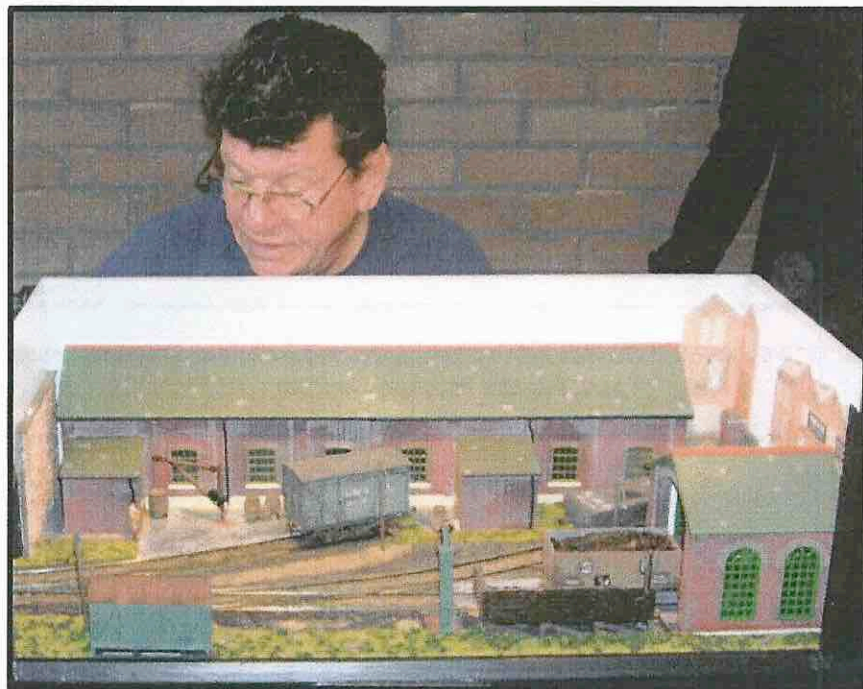
### MODEL TRAIN AND TOY AUCTIONS DURING SPRING 2014

- |       |      |                         |                                                                            |
|-------|------|-------------------------|----------------------------------------------------------------------------|
| March | 8th  | <b>RUGBY</b>            | Vectis Auctions at the Benn Hall, Newbold Road, <b>CV21 2LN</b> .          |
| April | 12th | <b>BEDFORD</b>          | Peacocks Collectable Toy Auction, 26, Newnham Street, <b>MK40 3JR</b>      |
| May   | 10th | <b>RUGBY</b>            | Vectis Auctions at Benn Hall, Newbold Road, <b>CV21 2LN</b> .              |
| May   | 17th | <b>BURY ST. EDMUNDS</b> | Lacy, Scott and Knight, 10, Risbygate Street.                              |
| May   | 29th | <b>LEAMINGTON SPA</b>   | Locke & England Collectable Toy Auction, 12, Guy Street, <b>CV32 4RT</b> . |



Why *Ledsam Street*? This is the name of the street where the builder was born – and the layout had to be called something!

In conclusion, Colin thanks his wife, for her constructive criticism of his work and her help at exhibitions; Kelvin Barnes for his weathering skills, his many friends in the MKMRS (where he is proud to be an honorary member) and also those in the Gauge O Guild for their encouragement over the years.



*This is Colin operating 'Ledham Street Yard' at the Royston Exhibition.*

### **KEEP THE ARTICLES AND INFORMATION COMING IN**

***The next MKMRS 'Quarterly News' will be published on Tuesday 3rd June to cover June, July and August 2014 for forthcoming events.***

### **COLIN FRENCH, A HONORARY MEMBER, HAD A LAYOUT FEATURED IN THE JANUARY 2014 ISSUE OF THE RAILWAY MODELLER**

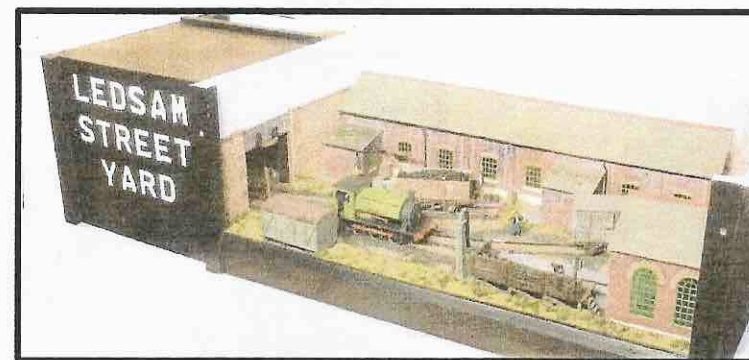
Although I was not a member of the MKMRS, when Colin was a member, I have met Colin and his wife Margaret on many of occasions, around a lot of different exhibitions, displaying several layouts including 'Ledsam Street Yard'. I have published photographs of most of his layouts over a period of time in this magazine, at exhibitions far and wide.

*This is just the highlights of this very interesting RM article.*

## **Ledsam Street Yard**

In our second look at exhibitable Micro-layouts in O gauge, **COLIN FRENCH** demonstrates his take on the genre with this industrial yard scene. Occupying even less space than Mike Perry's Tar Works (December 2013), it consists of a single baseboard which includes an integral sector plate. The whole layout can be stood on end for storage too, proving that there is always space for a layout – even one built to 7mm scale.

*Photography by Paul Bason*



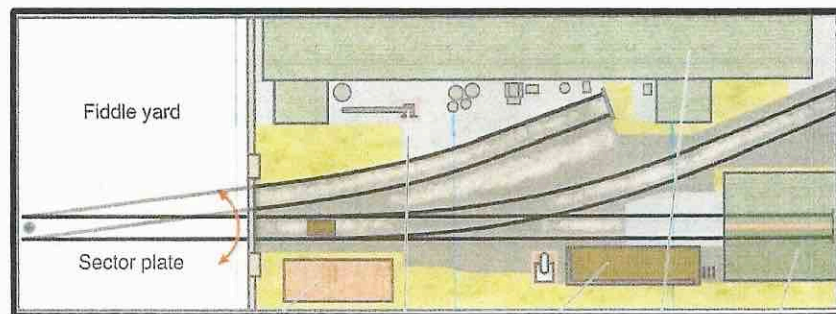
***All very compact and – being just a one piece board – very easy to transport and store at home.***

Colin was born and brought up in a railway town where all his relatives were railway employees; there back garden ran down to the railway works boundary alongside the local goods shed. Watching over the wall, he was fascinated by the shunting moves that took place and the little engines that undertook this work. As for model railways, he began with the usual Hornby Dublo goods train set in 1950 and he continued to model in OO gauge throughout the years. Eventually in the early 1970's he joined the newly formed Milton Keynes Model Railway Society. There he met Les Wood (now the MKMRS President), who remains an ardent O gauge modeller. He tried many



times to 'convert' Colin to the larger scale but it was not until Colin moved to Suffolk in 1978 that Colin finally caught the O gauge bug.

As his interest remains with small locos, whether of industrial or main line design, he felt that a small shunting layout would be possible to achieve in this gauge. Therefore 'Ledsam Street Yard' was born. It is a purely fictional O gauge fine scale micro shunting layout based on an industrial setting somewhere in the UK. The layout represents a small area of a much larger complex in the early 1930's period.



*Overall size: 3' 9" x 1' 4"*



*The buildings are all from kits, some of which are no longer available. However such models would be easy to produce by hand to keep costs down.*



*A Hunslet 15" 0-6-0 saddle tank made from an 85A kit, shunting a single open wagon, around the yard. This kit is no longer available.*



*Ledsam Street is ideal for small engines, including this LNER Sentinel 0-4-0. The gates suggest an option for extending the layout should the opportunity arise.*