

## Ceynix Railway Trees

Trees with Personalitree



*Jacqui Perrat (MKMRS Member)*

### It is a bird...is it a train..?

Superman soars through the skies like a bird, and he also uses the London Underground's Piccadilly Line. How do we know? Watch the film Superman 1V closely – and what purports to be the Metro City Subway in downtown New York is in fact Aldwych. The runaway subway train he halted with his bare hands is in fact LUL 1973-stock with DM car 891 leading!

### Visit Sunny Northwich

A day excursion to somewhere nice, from Lancaster, Preston, Wigan and Warrington – what a pleasant idea. However, the destination advertised in a recent issue of the Midweek Guardian was somewhat unattractive and exceedingly poor value at £32 for adults and £25 children. Perhaps the destination, eight miles away at Northwich, should have read Norwich...?

### 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.**

### 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.



## "QUARTERLY NEWS"

No 178

AUTUMN 2014



*David Ramsey with his post war Harnby tinplate layout, at the 'Trains at Trinity' exhibition, at the Trinity Church, Biggleswade.*

**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

I must start by apologising for missing at least six Tuesday clubnights during the past quarter, due to visits out which over ran, other events and two separate holidays at Bournemouth and Ifracombe. Which meant I had to use more 'filler articles' than I would have liked, because usually I only use 'fillers' to fill odd spaces, in between the club news and information. I hope some of the 'non-club' items are to your liking.



I have also been very busy on the exhibition scene, with four shows in six weeks, a charity event in Rushden, Trains at Trinity at Biggleswade, Buntingford Carnival and the TCS exhibition at Biggleswade. I am beginning to find it harder as I get older, especially the clearing up at the end of the show, and also when we get home, having to put it all away. It is definitely harder than it was 32 years ago, when I did my first show, which was a 'clockwork layout', at the East Beds MRC Exhibition, happy memories! Still going 261 not out!

Looking back at the club outing to the Great Central Railway, I am sure all those members and friends who went, thoroughly enjoyed what was a super day out, see page 7, for all the information. You soon know when 2014 is racing by, when the exhibition manager is asking for club layouts for next year's exhibition.

**John Forman**

### Fitting Award

BR Mark 1 coach No. 24886 at the Midland Railway Centre at Butterley met its unfortunate end when it caught fire during repairs and had to be scrapped. All has not gone however, because the scrappers carefully cut out the side panel number to form an annual award for the carriage and wagon department's biggest disaster of the year. There are reported to be many nominations...

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cemented young Wilbert's growing passion for them. Educated at Wycliffe Hall, Oxford, Wilbert Awdry was later a teacher in Jerusalem before becoming an Anglican priest in 1936. In 1940 he became a curate in Kings Norton, Birmingham and it was here that his famous 'Railway Series' of children's books was born.

In 1942 his son, Christopher, was suffering from measles and to entertain the poor lad his father made a small, wooden model engine which he later named 'Thomas'. At Christopher's suggestion Wilbert made up stories about an imaginary railway on the Island of Sodor – its star was of course, 'Thomas the tank Engine'. His first book, *The Three Railway Engines* was illustrated by Reginald Payne and published in 1945. New titles followed annually until 1972, by which time 26 had been published. The amazing success of these books never dazzled Wilbert and, in retirement, he enjoyed his time with involvement in the railway preservation movement and by creating model railway layouts and showing them at exhibitions up and down the country, often assisted by his friend Rev 'Teddy' Boston – the latter was immortalised as the 'Fat Clergyman' in Awdry's books!

Although Wilbert Awdry died in 1997 his imaginary railway characters and locomotives live on – an enormous commercial success, 'Thomas the Tank Engine' has spawned a lucrative worldwide business empire in recent years with TV and film spin-offs, merchandising and 'Days out with Thomas' events on heritage railways.

### **Reverend 'Teddy' Boston (1924 – 1986)**

A close friend of Rev Wilbert Awdry, in 1960 'Teddy' Boston became Rector of Cadeby and Vicar of Sutton Cheney in Leicestershire.

He filled his rectory with model railways, the grounds with a passenger-carrying steam operated 2ft-gauge light railway and founded the annual Market Bosworth Steam Rally. The mainstay of steam motive power on the line was provided by 0-4-0 saddle tank 'Pixie' which Boston bought in 1962 from a local quarry. After his death in 1986 the Cadeby Light Railway was kept open by his widow until 2006 when it finally closed.



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## LET US PRAY

### Three famous men of the cloth who loved railways

#### **Bishop Eric Treacy (1907 – 1978)**

Born and educated in London, Eric Treacy became a Deacon in the Church of England in 1932 and was Vicar of Edge Hill, Liverpool from 1936 to 1940. Taking up photography as a hobby in the 1930s he was soon drawn to Lime Street Station and the photogenic qualities of steam railways. His first published photograph was of a

hrs departure 'Royal Scot' leaving Lime Street with an express which appeared in the Liverpool Post. In 1935 he became a member of the Railway Photographic Society and soon gained a reputation for his atmospheric railway shots. By the outbreak of World War II he had become an established railway photographer of the railway scene in north-west England with his photographs taken at Shap are still considered to be some of the finest ever taken.

Following World War II when he was a military Chaplain, Eric Treacy moved on to become Rector of Keighley and soon discovered the photogenic qualities of the Settle and Carlisle line – his photographs taken during this period capture the raw beauty of steam locomotives working hard in a wild and desolate landscape at locations such as the 'Long Drag' up to Blea Moor, Ribbleshead Viaduct and Ais Gill Summit. His photographs were soon appearing in a growing number of railway magazines and books – his first major book was *Steam Up*, which was published in 1949.

Throughout his clerical career Eric Treacy not only pursued his love of railway photography but also got an insight into railway life, meeting footplate men and taking footplate rides. From 1949 to 1961 he was Archdeacon of Halifax and in 1968 was made Bishop of Wakefield. Despite this high office his love of railways never diminished, and with the end of steam in 1968 he turned his attention to the less romantic diesel scene. This passion for railways continued after his retirement in 1976 with his appointment to the Council of the Friends of the National Railway Museum in York. Eric Treacy died suddenly at Appleby station on his beloved Settle & Carlisle line in 1978 while photographing preserved '9F' 2-10-0 No 92220 'Evening Star'. Fittingly, his collection of 12,000 photographs, are now part of the NRM's archive.

#### **Reverend Wilbert V. Awdry (1911 – 1997)**

From an early age Wilbert Awdry, son of the Vicar of Ampfield, near Romsey in Hampshire, couldn't fail to have a love of railways. His father, known as 'Railwayman Parson' had been interested in railways all his life and a move to Box in Wiltshire, within sight of the GWR main line, in 1917, firmly

## A WORD FROM THE CHAIRMAN



Just over a month ago on our latest Railtrail Holiday I experienced a personal first in rail travel when we travelled on an overnight train from Cologne in Germany to Poznan in Poland. After a civilised afternoon Eurostar departure from St. Pancras and an enjoyable meal at a brewpub in Cologne, the group assembled back at the station to await arrival of the 22:28 hrs departure 'Copernicus' Eurocity night train. This train starts at Amsterdam and has through coaches for Moscow, Warsaw, Prague and Copenhagen. It is made up of both sleeping cars and ordinary seats cars, but it cost an extra £60 per person for a sleeping compartment shared with complete strangers we chose the included option of a seat. Our allocated seats were Polish Railways (PKP) stock in the Warsaw section of the train and I was pleasantly surprised to find they were very nice reclining armchairs with rising footrests like the reclining sofas one you can buy at DFS or suchlike. They were set out in 2 + 1 formation either side of a wide central gangway and far enough apart that even when fully reclined were some way in front of the one behind.

We boarded the train behind some men who were a little unsteady, seemingly having had a few drinks whilst waiting for the train. They got into the last set of seats at the rear of the coach, we found our seats further forward and settled down for the journey thinking no more of it. The lighting in the carriage was very low, rather like being in the cinema, no doubt to aid sleep. The train set off north from Cologne and I expected we would go down the left bank of the Rhein, but shortly afterwards we crossed the river on the mainly freight bridge a mile or so upstream and went a completely different way. The lady conductor came round and checked our tickets, then I may have dozed off but loud chattering from the back of the coach prevented proper sleep. The next thing I remember was being roused by several armed policemen with guns and a pair of muzzled Dobermans shouting "Raus Raus" at the men in the rear of the carriage. For a moment I thought we were back in Colditz but it would appear these men had no tickets and the lady conductor had phoned ahead requesting police to meet the train at Dortmund and eject them. It took some time for the men to be roused and taken off the train where they were held on the platform for quite a while before being escorted away. I am sure whether the train was supposed to stop at Dortmund but it was quite entertaining.

I must have nodded off again after that as the next thing I remember was passing through Berlin main station on the low level below ground lines at around 4:30am. Goodness knows where the train went then as we subsequently passed through Berlin main station again some two and a half hours later, this time up at the high level. We must have been shunted at various points around Berlin where coaches were added to and taken off the train as by now the train was made up of only DB and PKP stock with a Polish electric loco on the front. The rest of the journey passed uneventfully and we arrived in Poznan at 09:30 where we were met and taken to a posh hotel for

breakfast.

I have to confess now that the only progress on the narrow gauge loco kit has been to come across an article on building this kit in an old 'Continental Modeller' from the Club Library. At least it is all in English!

Chris Hughes (Chairman)

### CLUB NOTICEBOARD

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

**Welcome Aboard** – We welcome Robin Eccles, an EM modeller, returning to the hobby after around thirty years, as a new member and we hope his stay will be a long and enjoyable one.

**MKMRS Signal** – Our former starting signal and lever frame have now been installed at Shottle on the Ecclesbourne Valley Railway and came into operation on the weekend of 9th/10th August.

### **Mike Vincent**

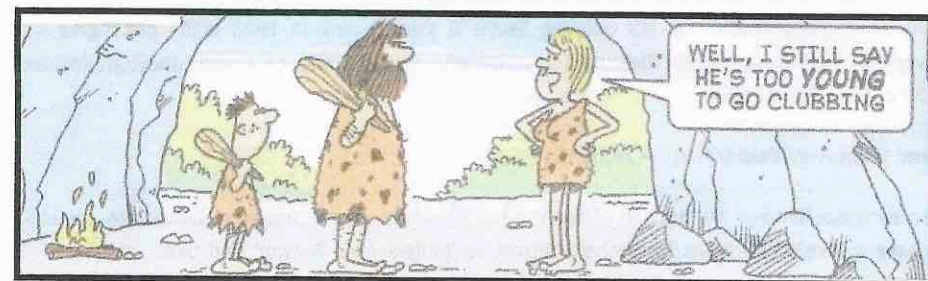
It is with sadness that we report the passing of Mike Vincent in August. Mike was an Honorary Member of MKMRS, being a former judge of our annual modelling competition. Mike had also been an active member of the Gauge 0 Guild and used to bring his mixed scale US outline Black Canyon layout to our Bletchley Leisure Centre exhibitions during the 80's and 90's

### **THOSE WERE THE DAYS**



*A Beyer-Garratt runs through Bedford Midland Road station with its heavy coal train in 1954.*

### **YOU HAVE TO SMILE Prehistoric jokes**



In 1951 a paper was read to the Institute of Mechanical Engineers laying down the principles of any new design. The stock should be able to run inside the loading gauge throughout the country appropriate to the class of train. Boilers should be the most effective possible within the confines of the loading gauge and weight restrictions. Ease of maintenance should be paramount with the time in sheds kept to a minimum, which meant self cleaning smoke-boxes, rocking grates and emptying ash-pans. Large fire-grates and high superheat was specified as it was anticipated that the unlimited supply of high quality coal used pre-war, would be no longer available.

It was with these features prominent that the first standard locomotive built by B. R. made its appearance. It was a pacific numbered 70000 named 'Britannia'. The whole class would be recognised as 'Britannia's'. This class was intended to be equal in power to a 'Castle' or a 'Royal Scot' and was needed to accelerate services in certain parts of the country where the available power would not make this possible.

The outstanding example was in the Eastern Region, Liverpool St. to the East Anglian cities and the boat-trains. Thirteen of the first fifteen pacific's were dedicated to this region. The delivery of the new engines meant that the available power leapt from the 4P and 5P 4-6-0's to the 7MT of the pacific's. The Eastern crews accepted their new locomotives with enthusiasm, making the most of their brand new engines and realigned track. There were trains flying across the flatlands of East Anglia, at speeds in the high nineties, and occasionally, 'topping the ton' (100 mph). Eastern metals had never seen anything like it. The Stratford and Norwich sheds were proud of their express engines and looked after them well.

The rest of the pacific's were allocated to depots around the country, where they were not always so welcome. Some areas regarded them as a nuisance, especially the ex GWR, West of England crews who never got to grips with firing a wide grate.

The early 'Brits' had their share of teething troubles with tyres working loose on the wheels, slide bars breaking and coupling pins breaking between engines and tenders. However once the faults were rectified, high mileages were run between workshops visits. It has been personally related to me of one occasion when an inexperienced fireman used the rocking gate to break up clinker in the fire and deposited the whole fire into the ash-pan and thence onto the track.

All in all they did the job they were designed for during a very difficult period in the history of British Railways.

Ten lightweight pacific's were built designated class 6, they were identical to the 'Brits' except for a smaller boiler and firebox thereby reducing the weight by 6 tons. They were built for the Scottish Region and were named after 'Clans'. They were undistinguished in service and never produced the performance expected of them.

## **AN UNSUNG HERO – TED MELLOR**

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

Ted Mellor, who lives at Old Stratford, picks up Brian Barnes on his way past Brian's house in Stony Stratford and brings him to as many club nights as possible. He brings Brian into the clubhouse in his wheelchair and gets him positioned close to the tinplate layout. He also brings boxes of trains for Brian to run and sets them up for Brian to enjoy. One week he took Brian home but then discovered he had left Brian's trains sitting on the side near the door, so he came back and collected them.



*Ted and Brian enjoying their tea, whilst watching the trains going by.*

Ted also came on the Friday night to set up the tinplate layout at this year's exhibition, as Brian was unable to attend, bringing Brian's bridge boards and green covers which were needed to complete the layout. On Saturday he fetched Brian refreshments during his visit to the exhibition and helped to set up and run his trains.

At the end of the day Ted helped to dismantle the layout and helped to clear up and load the cars.

Ted has been telling me about his layout at home and that he is also writing his autobiography, so I am trying to persuade him to write an article for the 'Meet the Members' series.

*If any member would like to recommend a fellow member for this article please let me know.*

## LOCAL & MAJOR EXHIBITIONS AND SWAPMEETS DURING AUTUMN 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.*

- Sept** Sat 6th **Rushden** Transport Museum, Rushden Station, Model Exhibition (2 days)  
Grantham MRE, Walton Girls High School, Kitty Briggs Lane, **NG31 7JR**. (2 days)  
Loughborough MRE, University Netball Centre, Epinal Way, **LE11 3TU**. (2 days)
- Sun 14th Brockford Station near **Stowmarket**, Mid Suffolk Light Railway Gala and Model Railway Exhibition. Free Shuttle from Stowmarket Station.
- Sun 21st Transport Day at **Milton Keynes Museum**.
- Sat 27th Model Railway Ex at Whitewebbs Museum of Transport, **Enfield EN2 9HW**  
Sun 28th **Banbury** Model Railway Ex at Banbury Academy, Ruskin Road, Banbury **OX16 9HY**
- Oct** Sat 4th **Daventry** Model Railway Ex at Parker Academy, Ashby Road, Daventry **NN11 0QF**  
Sun 5th Zedex 2014 at Didcot Civil Hall, Britwell Road, **Didcot, OX11 7JN**. (Oxford MRS)
- Sat 18th **Rushden** Transport Museum, Rushden Station, 1940's Weekend (2 days).  
Oxford S/M at Exeter Hall, Oxford Road, **Kidlington, OX5 1AB**.
- Sat 26th Huntingdon S/M at W/G Animal Shelter, London Rd, **Godmanchester PE29 2NH**.
- Nov** Sat 22nd **Warley** Model Railway Exhibition at The NEC (2 days)
- Sat 29th **Letchworth** Model Railway Ex at Eton Academy Stotfold Rd, Arlesey, **SG15 6XS**.

## TOY AND MODEL TRAIN AUCTIONS DURING AUTUMN 2014

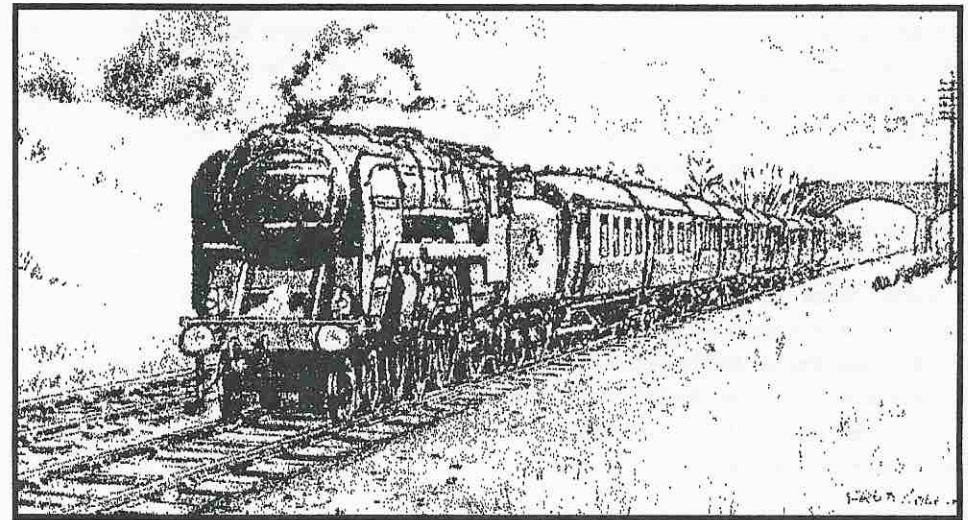
- Sept** Sat 20th **RUGBY** Vectis Auctions at the Benn Hall, Newbold Road, **CV21 2LN**.
- Thu 25th **LEAMINGTON SPA** Locke/England Collectable Toy Auction, 12, Guy St, **CV32 4RT**.
- Oct** Sat 11th **BEDFORD** Peacocks Collectable Toy Auction, 26, Newnham Street, **MK40 3JR**.
- Nov** Sat 15th **BURY ST EDMUNDS** Lacy, Scott and Knight, 10, Risbygate Street.
- Sat 22nd **RUGBY** Vectis Auctions at the Benn Hall, Newbold Road, **CV21 2LN**.

## THE BRITISH PACIFIC LOCOMOTIVES

by the late Fred Collins

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

### **No: 12 The B.R. Standard Pacific's. (Last article in the series)**



*Drawing: No 70039 'Sir Christopher Wren' near Mountessing with 'The Broadman'*

**Main dimensions: Cylinders: 20" x 28" x 2 Boiler Pressure: 250 psi. Length over buffers: 68ft. 9ins. Weight including tender: 141. 2 tons.**

In 1948 the four main railway companies were merged into one unit and nationalised.

The situation after nearly 6 years of war was that most of the track, rolling stock and locomotives were fairly run down. No development had taken place and massive investment was required to bring the railways into some sort of reasonable order. The three chief posts in the mechanical department of the new British railways went to ex LMS men. R. A. Riddles became Chief Executive, E. S. Cox was given locomotive design and R. C. Bond, building and maintenance.

The first job was to bring together the various design teams with their diversity of ideas and practice and to weld them into a single unit. It was important to dispel the feeling that could have arisen, that the LMSR was taking over. All the design centres would contribute to the new standard locomotives.

## JULY QGM REPORT

### Membership

It was reported that membership is now down to the 60 core members required to fund the premises. This is unfortunately due to health reasons and not people becoming disenchanted with the Club. A gentle reminder was also given regarding the few outstanding subscriptions.

### Layouts

Norgate is to be retired from the exhibition circuit after its showing at Southend this Autumn. Due to the popularity of the small 'N' gauge layout, a shunting puzzle layout is being constructed to go out with the club information stand.

Trackwork on the 00 project is nearing completion and wiring is underway on both analogue and DCC circuits.

The Club has been given a very nicely detailed scratch-built 0-16.5 layout at no cost, known as 'Oddstones'. It has already been out with the Club information stand and proved popular.

The 0 gauge project is currently on hold whilst members support is sought as to the way forward. Response is encouraging with several members showing a keen interest. In the meantime the baseboards have been dismantled to prevent damage whilst track is being laid on the adjacent 00 layout.

### The Woolworths Clock

Unfortunately age has finally caught up with the trusty old clock, which a couple of months ago suddenly started racing away, recording a minute every few seconds. It has been inspected and we have been informed it will cost £150 to be repaired. The committee considered this was not good use of Club funds but it has been suggested the prospering Tea Fund could support the repair and several members have also indicated a willingness to donate. Any donations will be greatly appreciated so that we can preserve this part of the Old Bletchley within the Club.

### HMRS MEETINGS 2014

#### **The Whaddon Way Church Centre, Beaverbrook Court, Bletchley.**

|           |      |                            |             |            |
|-----------|------|----------------------------|-------------|------------|
| September | 24th | Modelling in Gauge 3       | Ted Sadler  | 19.30 hrs. |
| October   | 29th | Railways around Shrewsbury | Alan Rhodes | 19.30 hrs. |
| November  | 26th | Modelling Work in Progress |             | 18.30 hrs. |

## A HISTORY OF BRITISH RAILWAYS

### No 19

### SR WEST COUNTRY CLASS



*Un-rebuilt No. 119 'Bideford', with the Pullman 'Golden Arrow' boat train.*

Designed by Oliver Bulleid, the air-smoothed 4-6-2's of the Southern Railway hauled the 'Green Arrow', 'Bournemouth Belle' and the 'Atlantic Coast Express' as well as heavy goods and oil trains. Famous for their flat castings and Boxpox-style BFB driving wheels, boiler pressure was high at 280 lbs. and hidden valve gear for the 3 cylinders was chain-driven. A grate area larger than that of a King Class ensured good steaming. Similar to the heavier Merchant Navy engines, the first West Country entered service in 1945.

A major rebuild of 15 Merchant Navies started at Brighton and Eastleigh in 1954. Castings were removed, Walschaerts valve gear replaced the chains and sprockets, and the result was a handsome locomotive in the traditional style. In time the whole class was converted along with many West Country and Battle of Britain engines.

## THE CLUB OUTING TO THE GREAT CENTRAL RAILWAY

On Sunday June 22nd, 35 members and wives left the clubhouse at 8am for a trip to the Great Central Railway at Loughborough and at approximately 9-30am we arrived at Quorn & Woodhouse station. After finding our bearings and using the facilities etc., my wife and I caught the first train to Leicester North behind a 9F No 92214, with the train making one stop at Rothley on route.



*This is the 9F later in the day waiting for its next duty.*

*The Bachmann Collector's Club sponsored the repaint of the 9F into Brunswick Green*

At Leicester North we had a quick look around the station etc., and as it was still early and there was not a great deal going on, so we decided to catch the same train back to Loughborough Central, stopping at Rothley and Quorn before arriving at Loughborough. Here there were stalls on the platform, an Emporium with a wide selection of railway memorabilia, books and magazines. We looked around the award winning Great Central museum which was very interesting, then after having a very nice cup of tea, we went into a marquee with a layout and display of 16mm live steam and battery driven locos and rolling stock. There were at least three layouts in various rooms on the station, in Z, N and 00 gauges.

Whilst waiting for our next train to Rothley, we sat and watched the Dining Train being got ready for its later journey up and down the line. It was interesting to see the red carpet being put down and seeing the waitress's busy preparing the train before its departure. Later in the day we saw this

## A LETTER FROM GEOFF TRENHOLME

Geoff has written to me, thanking me for sending him copies of the MKMRS newsletter, stating it's nice to keep in touch with what's going on back in Bletchley. He says he misses the club nights and so many of the members at the MKMRS. That is the only regret from moving down to the Dorset coast.

The local club which has all of 17 members in the listing, but only around a dozen are what one might call active. They do two small exhibitions each year, the first in January at Beaminster a small town where half the membership live, where Geoff helped to run the club's exhibition layout, the second in July is along East Street, Bridport, which is more or less the main shopping street.

In the July exhibition there was a late cancellation and Geoff stepped in to the vacate slot, with a 'Demonstration' session. He had some of his collection of dioramas on display while working on ballasting a small section of track, making a plasticard 6 x 8 garden shed and then grassing a scene with static grass scatters.



*Left: Geoff's collection of dioramas.*



*Right: Geoff on his demonstration table.*

Geoff also tells us about a visit to Peter Waterman's place to see his fine 7mm layout. While it's all superb workmanship he came realising that he wouldn't want anything that big, simply impossible to run by yourself let alone costing an absolute fortune. Although not all Peters, Geoff did a rough calculation that in cabinets there must have been around £200,000 worth of hand built 7mm locomotives.

A full report of the Peter Waterman's visit will appear in the next issue, space permitting.

I would like to thank Geoff for letting us know how he is getting on at his new club.



trains and model railways. Gauge 0 seemed to be my main interest and I started to acquire all sorts of locos and stock before the prices got out of reach.



*Roger's Gauge 3 display at the Maulden Church exhibition in 2012.*

I then remember a certain David Ramsey recruiting me to MKMRS, Bletchley Park and the tinplate room. I became very hooked and also enjoyed seeing all the other model railway activities as well, as I'm still interested in all the scales and gauges. In fact, joining the club has definitely revived my interest in other scales – so I'm back dabbling in 7mm finescale and maybe 4mm – but ancient vision gives a definite no to 2mm!

The sudden move to Barton Road seemed daunting at the time – but now on reflection I think that Bletchley Park did us a big favour. The club has thrived by the move and continues to do so. We all know each other much better than we ever did and can get involved in each other's interests – to

put it simply it is a great club with a super group of members.

*Editor*, I must add to Roger's story by explaining that Roger laid the four 'O' gauge tracks on the Barnes Junction layout, almost single handed and also helped Roger White with the two '00' tracks, as well as dealing with most of the electrics and the wiring,

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train making its way up and down the line whilst the guests enjoyed their lunches.

We then caught our train to Rothley. This is a very nice old fashioned station, which was almost like stepping back into the past, apart from the amount of people who were on the platform. In the marquee was the largest layout at the whole exhibition, a gauge 3 'Blackgang' 60ft X 45ft, with all the engines radio controlled, and incidentally, this was my favourite layout in the show. There were two refreshment areas, one on the actual station and the other in what would have been the old sidings. There is a permanent G scale layout here called the Charnwood Forest Railway.

After another cup of tea and a nice piece of shortbread in the picnic area, we caught a train pulled by a Deltic to Leicester North and this time there was more activity on and around the platform. This was all designed for children, with Mickie and Minnie Mouse walking about, face painting, Thomas layout, children's craft stalls, balloon modelling and bouncy castle etc., etc.



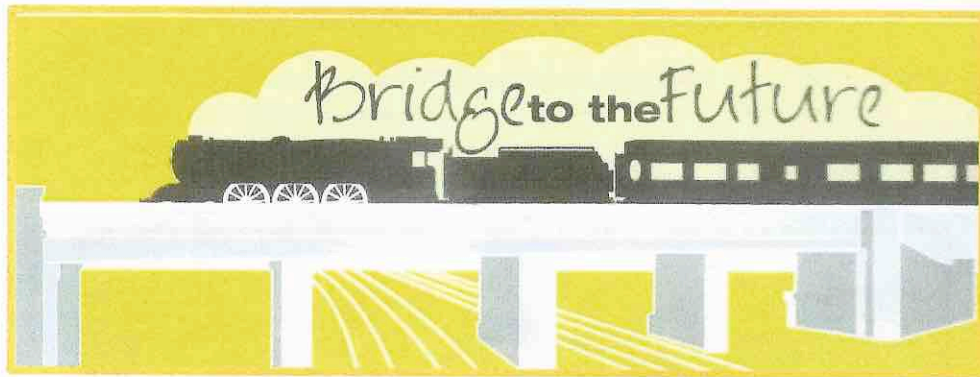
*The Deltic changing ends at Leicester North ready for its journey back to Loughborough.*

It was now time to make our way back to Quorn, because we had left the best bit until last, the main exhibition in an enormous marquee.

We were not disappointed, with over 50 layouts, including Overlord II, featuring the D-day landings from World War II, Museum of Transport, Hornby Dublo, Under Mlikwood, Lionel Trains, Tin Plate 'O' gauge, Scole by Colin French, an associate member of the club and Penfold Priory. Selecting just eight from over fifty is very difficult, but they were some of my favourites. According to the show guide there were about thirty traders on site. The whole railway is very good with the Engine Sheds and Carriage and Wagons works etc, with the model railway exhibition being an added bonus.

It was soon time to think about having a last cup of tea and making our way back to the coach. It was an excellent day out, even the weather was very good, and there was so much to see and do. There were plenty of eating places and ample areas to sit and relax. I am sure everyone who went will join me in thanking Chris Hughes for organising this brilliant day.

### MORE ABOUT THE GREAT CENTRAL RAILWAY



After the railway was closed in 1969, two lengthy sections of the former main line between Sheffield and London remain in existence; the line which we visited and a line operated by Great Central Railway Nottingham. Unfortunately, between the two railways there is a 'gap' of around 500 metres. The most challenging piece of missing railway is a new 36 metre bridge which once carried the metals of the GCR above the Midland Main Line to London St Pancras.

The money we're raising is to pay for a bridge. The two halves of the GCR are working with Network Rail to deliver the new bridge in 2015 as the Midland line is electrified. A target of £1million has been agreed, using the expertise of NR volunteers and two recovered bridge decks (currently in the process of being refurbished on the ground opposite Loughborough Central station.) Your generous response has so far allowed us to meet our obligations – paying the bills!

This project paves the way to create an 18 mile heritage railway, home to a fleet of steam and diesel locomotives.

### KEEP THE ARTICLES AND INFORMATION COMING IN

**The next MKMRS 'Quarterly News' will be published on Tuesday 2nd December to cover December 2014, January and February 2015 for forthcoming events.**

Most of the installations that I worked on have now been de-commissioned and dismantled! I left in 1966 as I wanted some more interesting design work and found a job with Ogle Design of Letchworth as a design engineer. At the time, Ogle was one of the UK's leading and largest design operations.

Initially, I worked on the car design side and was involved in the design of the Reliant Scimitar and the Bond Bug. We also did a lot design work for other car and commercial vehicle firms. A few examples were Dennis Fire Engines, Plaxton Coaches, and Caravans International. The mention of caravans remind me that at a recent classic car event there was an example of a Sprite caravan that I had worked on in 1967 and now considered old enough to be a classic! On the engineering design side an interesting diversion was the design and build of the UK's first car crash test dummy. Up to then all such devices originated in the USA.

Meantime, I had a few internal job changes and promotions and in about 1980 became in charge of the model making workshops employing about 30 model makers who were capable of making fantastic full size models of just about anything. I then became responsible for the running and organising of all large projects including a new truck range for Leyland, design and build of the Popemobile vehicles for the Papal visit to the UK, full size spacecraft models for the Star Wars sets (I still have the drawings!) for British Rail Derby we did a new carriage interior for the APT tilt train, and the Jetstream commuter aircraft interior for BAe at Prestwick (to name but a few!)

In 1993, I decided to go self-employed and worked the next 17 years as a consultant advising on business systems – meanwhile planning my retirement. All those projects to do! But it doesn't quite work out like that and as soon as I retired at 70 you begin to wonder how you had time to actually go to work.

I had married in 1968 and three children followed with several years of being very careful financially – but following buying our own house and getting all three children through university I gradually found time and money for hobbies. Not really a hobby, but always looking for something new, for a time in the 1980's I became a volunteer on the Leighton Buzzard Narrow Gauge Railway helping out on loco restoration and for a while a trainee fireman. This was great fun but eventually became a commitment that I couldn't fulfil so I had to unfortunately move on.

Hobbies meant some sort of workshop so the garage was converted and I built up a practical work area. Over the years this has developed into somewhere that I could make most things, especially live steam locos, which was my special interest. This got all mixed with restoring more than one vintage motorcycle although the sale of one of these enabled me to buy a new Myford lathe which had been top of my wants list for some time. I built more than one Gauge 3 (21/2" gauge) loco and dabbled in steam Gauge 1 as well followed by a garden railway to run them on – something that I had always promised myself. Along the way, I had started to collect all sorts of "things" and not just



## MEET THE MEMBERS

### ROGER MILLS

I was born in Luton in December 1941, but straightaway moved to my mother's family home in Martham, Norfolk for the duration of the war to escape the regular bombing of Luton. Unfortunately, almost as soon as we had arrived in Norfolk a German fighter machine gunned our cottage!

My grandfather was a M&GN signalman at the village station but not only looking after the signal box but the level crossing gates as well. This started me on the path of railway interests. On returning to Luton in 1946, my other grandfather worked for the LMS so I managed to get into all interesting places. He gave me a LMS published loco-spotters Graham Farish number book (which I still have) – the book predating the Ian Allen books. I was given my father's Hornby gauge '0' clockwork loco (which was his new in 1928 and I still have). So it was tinfoil on the floor for a couple of years then in about 1950 my father bought a Graham Farish 2 rail "Black Five" and proceeded to make a layout for me in my bedroom. The early GF locos were notoriously unreliable and I lost interest in trying to make it operate. At about this time my father, who was very much into all types of model making (especially live steam models) made an OO model of a LNER N2 tank loco, which I still have (the 12v motor is from a German bomb aiming mechanism "obtained" from a German bomber that crashed in the Egyptian desert!). Eventually, in Christmas 1953 I was presented with a Hornby Dublo goods set and this grew over the next few years until about 1956 when I decided to go to scale! Keeping a few of my favourite H-D locos I put the rest into my saddle bag and cycled from Luton to Beatties in North London (30 miles!) and swapped the lot for some Peco Streamline and some scale stock and built a 4mm branch line terminus to fiddle yard layout influenced by the layouts I had seen in RM and MRN.

From about 1950 (when I joined the Ian Allan Loco-spotters Club) to the early 1960's I was an enthusiastic train-spotter which took me all over the place in the UK (unknown to my parents!) Local train-spotting usually took place in either Luton, Leighton Buzzard or Hitchin with the London termini providing Western and Southern entertainment, I also remember the steam shed bashes in London at the weekends. Happy times – especially the annual trip to Derby Works Open day in the mid-1950's watching new steam locos being built (all since scrapped!) Inevitably, motorcycles and girls then reared their heads and remained on the horizon for quite a while!

In 1958 I left school with enough qualifications to get an engineering apprenticeship with George Kent in Luton – my training was to qualify as an instrument maker. However, on finishing my time five years later there were few vacancies for instrument makers so I transferred to the Drawing Office as a design draughtsman where I was involved in the design of power station control rooms.

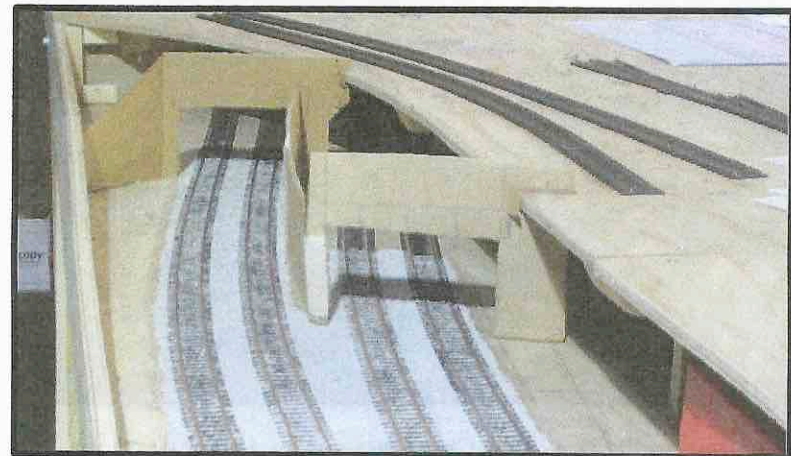
## AROUND THE CLUBHOUSE

### The 'N' gauge test track



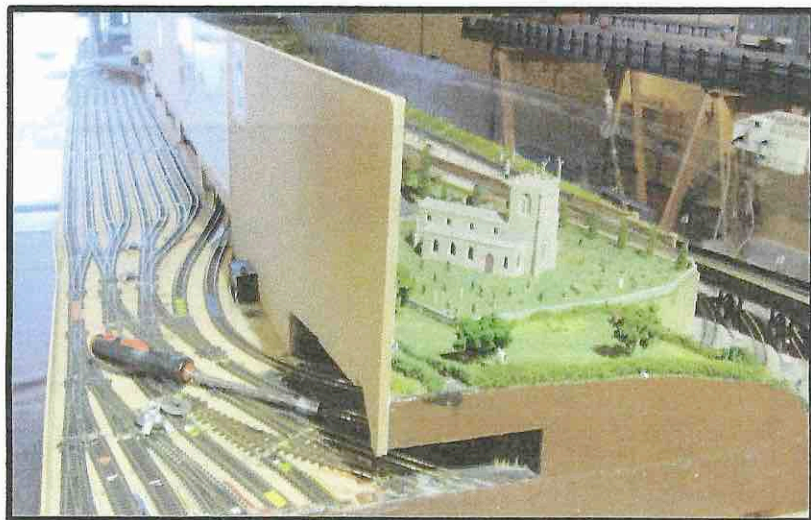
*The running track now seems to be complete.*

### The Barton Crossing '00' layout



*The 'mock up' tunnel walls starts to show how it is going to look.*

## Norgate 'N' gauge layout



*Pictures of the 'Norgate' 'N' gauge layout, being dismantled ready to attend the Basildon Exhibition.*

## LET THE TRAIN TAKE THE STRAIN

### The story of the car-carrying trains

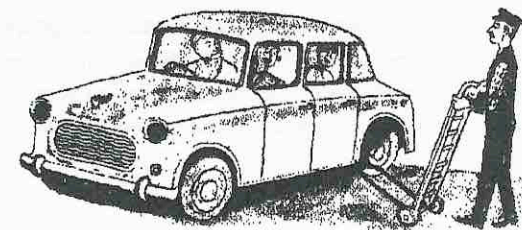
Before the age of the car, privately owned horse-drawn carriages were regularly transported around Britain by train. They were usually conveyed in special carriage trucks attached to scheduled passenger trains. By the beginning of the 20th century early motor cars were also being carried in the same manner, with the Midland Railway being one of the first companies to offer this service. In Scotland, with the opening of the Ballachulish branch in 1903, road vehicles were carried across the Connel Bridge from Connel Ferry station to North Connel on a specially adapted goods wagon until 1914, when the bridge was then resurfaced to accommodate both road and rail traffic.

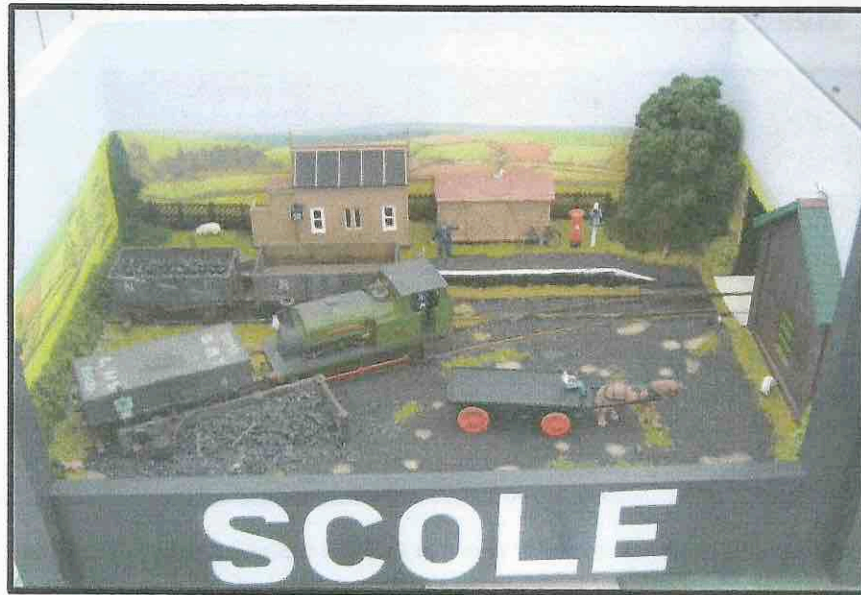
A scheduled car-carrying service was introduced in 1924 by the GWR between Severn Tunnel Junction and Pilning High Level as an alternative to the Aust Ferry across the River Severn. Passengers were conveyed in separate carriages while the cars travelled on open bogie trucks attached to the rear. Cars were usually filthy at the end of their journey after being carried through the dripping tunnel by a steam engine! The scheduled service ended in 1966 with the opening of the Severn Bridge.

The Motorail services, as they were known, started in 1955 with the introduction of an overnight London to Perth service by the Eastern Region of BR. A daytime service between London Holloway and Edinburgh was introduced in 1960 and, within a few years, the network had expanded to include destinations from London such as Stirling, Inverness, Fishguard and St. Austell. Outside London there were services between Manchester with Dover, Sutton Coldfield and Inverness, Newcastle and Exeter, Newcastle and Dover and York and Inverness. The majority of the trains ran overnight and were made up of sleeping cars attached to either flat car transporter wagons or converted end-loading GUV covered wagons. Cars were loaded on and off the train via end-loading dock at a station – the one at the west end of Reading station could be seen for many years after falling into disuse. The only purpose-built Motorail terminus opened at Kensington Olympia in London in 1961 – this remained in use until 1981.

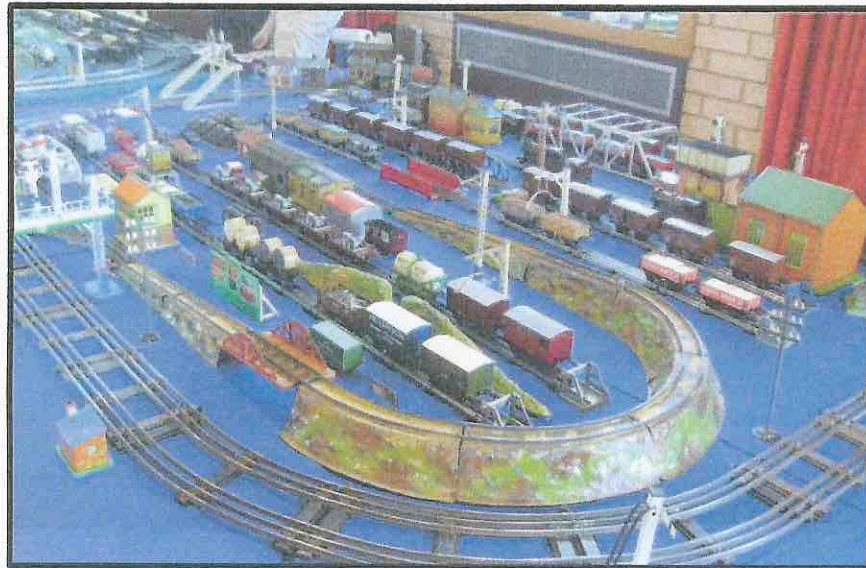
Motorail services peaked in the late 1970's with around 30 destinations served but the opening of new motorways and the increasing reliability of cars led to a gradual decline in routes.

The last Motorail service ran in 1995, but in 1999 FGW re-introduced a Motorail service which was attached to its overnight 'Night Riviera' sleeping car train. It last ran with a Motorail van in 2005.





*Colin French's compact 'O' gauge layout 'Scole' at the Great Central Railway Exhibition.*



*John Forman's 'O' gauge 'Allsorts' layout at the TCS Exhibition at Biggleswade.*

## SNORING ALONG THE LINE

### **The rise and fall of the sleeping car train**

The first sleeping car in Britain was introduced by the North British Railway On 2nd April, 1873 between London King's Cross and Glasgow Queen Street. Other companies were soon following suit by using Pullman cars with convertible seating. All sleeping arrangements on trains were communal until the GWR introduced a sleeping car with double berth cabins, similar to those still used today, in 1890.

By the turn of the century sleeping car trains were running from London to Scotland, the West Country, North Wales and Northern England. These services remained fairly intact until 1960's, by which time British Rail were running around 40 trains on most nights.

Apart from the cross – Channel services to Paris and Brussels on 'The Night Ferry' there were no sleeping car trains on the Southern Region. The Western Region ran services from Paddington to Birkenhead Woodside, Carmarthen, Penzance, Plymouth, and between Plymouth and Manchester.

With the advent of cheaper domestic air travel and high-speed motorways, BR's network of sleeping cars trains has shrunk considerably since the heady days of the 1960's. In 2010 only two routes remained in operation, the 'Caledonian Sleeper, and the 'Night Riviera' and even then the long-term future of these remained in doubt, operating six nights a week, they may have already finished.

The Caledonian Sleeper was effectively two trains – the Lowland Caledonian Sleeper carries two portions between London Euston and Glasgow/Edinburgh. The Highland Caledonian Sleeper carries three portions between Euston and Aberdeen/Inverness/Fort William.



*This is an East Coast Joint Stock Sleeping Car.*

## THE CONTINUING SAGA OF THE KEMPSTON RAILWAY BRIDGE

In issues No's 163 and 165, I explained the problems we were having at a low bridge under the Midland Main Line, not far from my house, continually being hit by lorry's and double-decker buses.



In issue No 171 I reported the problem had been solved, by putting up a large yellow 'low bridge' sign, but of course, I should have known I was tempting fate!



As you can see on the right, it has been hit again by a double-decker bus, so much for the sign.

*The following article recently appeared in the Bedfordshire on Sunday.*

### ***Bridge needs saving from 'dodgy' drivers***

"We're not sure what it is about Kempston's Cow Bridge that makes so many lorry and bus drivers want to try their luck at squeezing under it. On Thursday morning, shortly after 8-30am, a double-decker bus had its top ripped off after passing under, or should we say through, the low railway bridge in Elstow Road, fortunately, no one was hurt.

As the bus was not in service at the time and Elstow Road is not a route used by double-deckers, but it led this newspaper to ask why so many motorists have struck the bridge in recent years. BOS can reveal that since 1999, the bridge has been hit by drivers 30 times."

**Editor:** One of my granddaughters said he should have gone to Specsavers!!!

## CLUB AND MEMBERS LAYOUTS AROUND THE EXHIBITIONS



*David Ramsey with his post war Hornby 'O' layout at Trains at Trinity in Biggleswade, he also ran a similar layout, at the Buntingford Carnival.*



*This is John Forman's 'Legorail' layout at the Trains at Trinity exhibition in Biggleswade. This layout also appeared at a charity event in Rushden and at the Buntingford Carnival.*