

## Ceynix Railway Trees

Trees with Personalitree



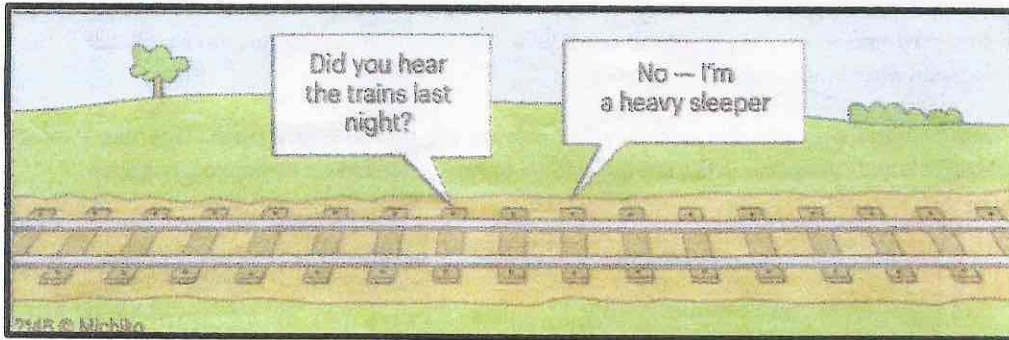
### Tree Building for Beginners

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)

The following cartoon was submitted by Alan Henshall.



### PUBLICATION AND PRINTING INFORMATION

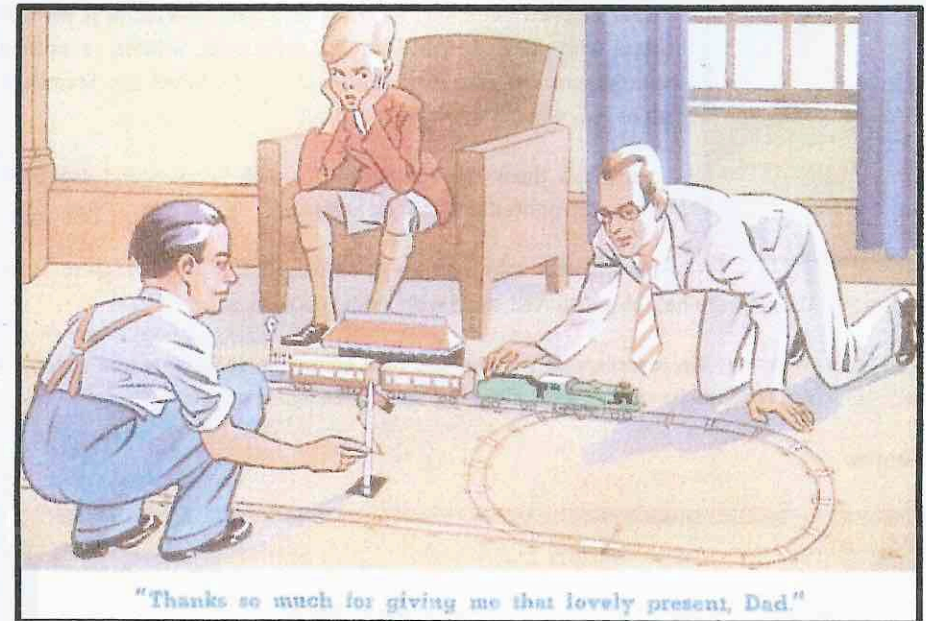
When the Newsletter is given out, it would appear there is three months before the next Newsletter is due, this is correct from a receiving point of view, but from the publishing and printing side, there is only two months, the third month is spent putting the current edition to bed and getting it printed. 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 AM SURE THE NEW EDITOR WILL REMIND YOU ABOUT OUTSTANDING ARTICLES.**



## "QUARTERLY NEWS"

No 179

WINTER 2014



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

For those of you who do not already know, this will be my last newsletter, as I am standing down as Editor at the AGM in January. Unfortunately, during my seven and half years stint, my circumstances have changed in several ways and I cannot now dedicate enough time to the newsletter.



I have enjoyed publishing it, but I could not have done it without those who have helped me by submitting articles, supplying photographs and details or taking part in the 'Meet the Members' series etc., whom I would like to thank.

I must also thank the committee for their support and especially Denis, who printed the finished article.

I have already informed the Chairman that I am prepared to assist my successor, if they require help to get started, and I wish them good luck with this task.

I would like to think that the membership will give the new editor the same help and support I received. However, they will have to do a bit of chasing up and reminding people!

John Forman

*The Club wishes all its members and their families, a  
very Merry Christmas and a  
Happy and Prosperous New Year.*

year. They were invited to take along some of their own stock to run on the club layouts during the evening and had time to spend talking model railways to the Birmingham members.

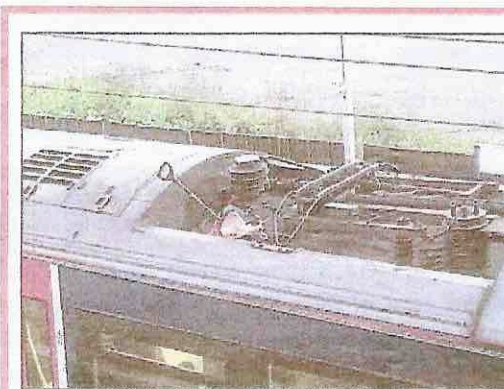
On the Saturday morning the party travelled up to the home of Pete Waterman where they spent the day with Pete and his friends. The layout is based on Leamington Spa and Pete has spent a considerable amount of time re-researching the area and buildings details in order for the model to reflect as possible with reality.

He models in '0' gauge which is 7mm to the foot, so is quite large but detail on the models is extremely good. His layout is about 100 feet long and about 40 feet wide where he can run full length 13 carriage trains and still be in scale with the surroundings.

Pete only operates the layout a few times a year as it takes about eight people to operate it considering the size and scope of the layout. After a short presentation about the layout, members were able to get into the workings and operation of the layout and even try their hand at it. They were able to enjoy a short lunch with Pete and the other people who helped to operate the layout, giving everyone time to exchange thoughts and ideas on many varied railway topics.

Before departing from Cheshire, Mr Beazer, on behalf of the members of the Bridport Club, presented Pete with a copy of 'Dorset Railways' which they hoped would serve as a reminder of the occasion when Bridport came to Cheshire.

The members who attended said they had enjoyed the weekend very much. They had a most enjoyable and unforgettable day and are grateful to Pete Waterman for accommodating them.



STUCK: A child's bike was thrown on top of a train

### Bike brings train trip to a standstill

COMMUTERS were left stranded on Friday morning after a child's bike was thrown off a bridge onto the top of their train.

The incident happened as the 5.20 Bedford to Brighton train journeyed between Flitwick and Leagrave.

Travellers were stuck at Harlington station for around an hour as engineers worked to fix the problem. All lines were reopened by 7.05am.

*This article appeared in a recent local paper – makes you wonder about some people's mentality!*

## CLUB VISIT POP PRODUCER'S MODEL RAILWAY

*Article from the local Bridport newspaper.*



***Bridport Model Railway Club members John edge, Douglas Beazer, Geoff Trenholme and Derek Spencer, with Pete Waterman.***

Members of the Bridport & District Model Railway Club travelled up to Cheshire to visit the model railway layout of Pete Waterman last month.

Many people will know Pete as the music entrepreneur behind many pop stars, songs and record labels. Pete is a keen model railway man and also has a company called 'Just Like The Real Thing' producing scale model locomotives for the world market. The trip was arranged by the club's publicity officer, Douglas Beazer. Mr Beazer said "It was a once in a lifetime opportunity to view and operate such a fantastic layout and the club was very privileged to have the opportunity for this day"

They travelled up to Birmingham on Friday where they stayed overnight and were guests of the Warley Model Railway Club, who organise the national model railway exhibition at the NEC each

## A WORD FROM THE CHAIRMAN



This time I would like to start off by expressing my grateful thanks to John Forman for his stalwart efforts over the past seven years in both maintaining the club's archives and in producing what has become an excellent quarterly magazine. Not only has John kept us up to date with forthcoming exhibitions, he has attended and reported on a great number himself, particularly when MKMRS have been exhibiting where he has taken photographs of Members in action. I am sure you will all agree that his editorship will be greatly missed and as announced at the last QGM we require a replacement editor after this current edition so if anyone fancies taking on this task on please let me know.

I recently spent a week in (or should it be on) the Isle of Wight, where apart from an enjoyable day on the IoW steam railway, I visited an old Steeple Claydon friend whom I had not seen since he 'emigrated' some twenty years ago. I had not been there many minutes when he said he had something belonging to me and produced one of my old spotting notebooks from the early 60's. The first entries are dated 1st August 1962 when he took me as a birthday treat to visit Swindon Works. In those days one just queued up outside the main entrance on a Wednesday afternoon and could enjoy a free conducted tour of the Works. I note that I copped 45 ex-GWR types, 4 Standards and 36 diesels. There were 18 Halls, 12 Castles, 5 Granges, Kings 6023 and 6024 together with experimental diesel D0260 Lion in the works that day.

In those days BR also ran steam specials to Crewe Works open days and the notebook details two such visits, the first in August 1962 from Tring, hauled by Royal scot 46110, Grenadier Guardsman, with Jubilee 45586 Mysore bringing us back. In works that day were 3 Patriots, 12 Jubilees, 8 Royal Scots, 1 Princess Royal, 7 Coronations, 5 Britannias, 24 Black Fives, 33 8F's and numerous lesser class. The 1963 trip went from Bletchley, hauled out by 46241 City of Edinburgh and back by 45705 Comet. This time we saw 2 Patriots, 1 Royal Scot, 7 Jubilees, 5 Coronations, 8 Britannias, 40 Black Fives and 28 8F's. Crewe were by this time building the D1000 Western (Class 52) series of hydraulics and a batch of Brush type 4's (Class 47's).

Another undated entry, but I seem to recall it was FA Cup Final day, 1963 lists spotting at Southampton Central, when I was surprised to see 76000, the BR Standard Class 4 subject of the original Airfix kit, particularly as it was shedded at Motherwell at the time.

My notebook brings back many happy memories of locomotives sadly long gone, a few of which were photographed with my Kodak Brownie 127. By the time I could afford a 35mm camera however, many of the more prestigious locos were beginning to disappear but I do have a few slides showing Britannias at Bletchley, along with many Black Five and 8F types. ***Chris Hughes.***

## 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 person who is responsible for the archives, as it may be needed for the club's archives.

**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, Andrew Rankine, Ivan Angell (0 gauge) and Father & Son Russell and Jacob Horne as a new members and we hope you all will have a long and enjoyable stay with us.

**Obituary** – Following a short illness, Peter Holden passed away in October, sadly only two days after the funeral of his Wife. See page 4.

**The Woolworths Clock (Which was donated to the club by the late Eric Preston)**

Unfortunately age has finally caught up with the trusty old clock, which several 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.*

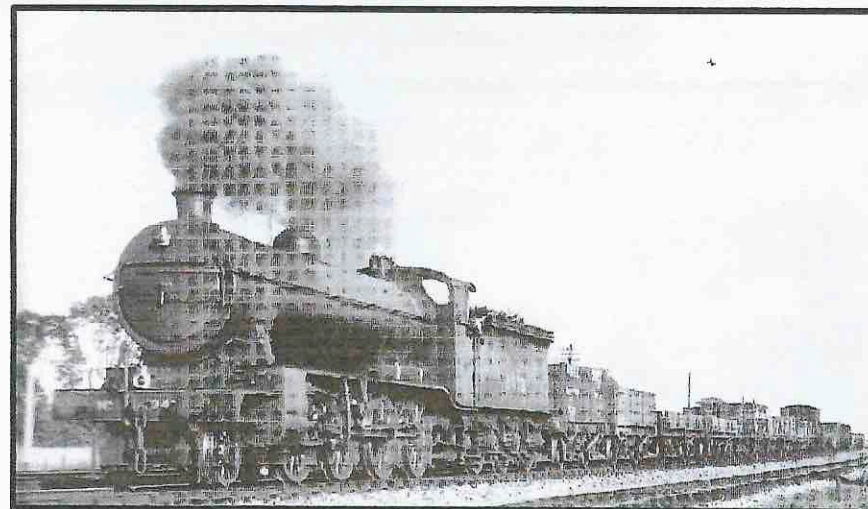
Please contact either the Treasurer or the Chairman.

### IMPORTANT DATES

Tuesday December 23rd 2014 'Trains and Mince Pies' Christmas Evening.

Tuesday January 27th 2015 MKMRS 'Annual General Meeting'

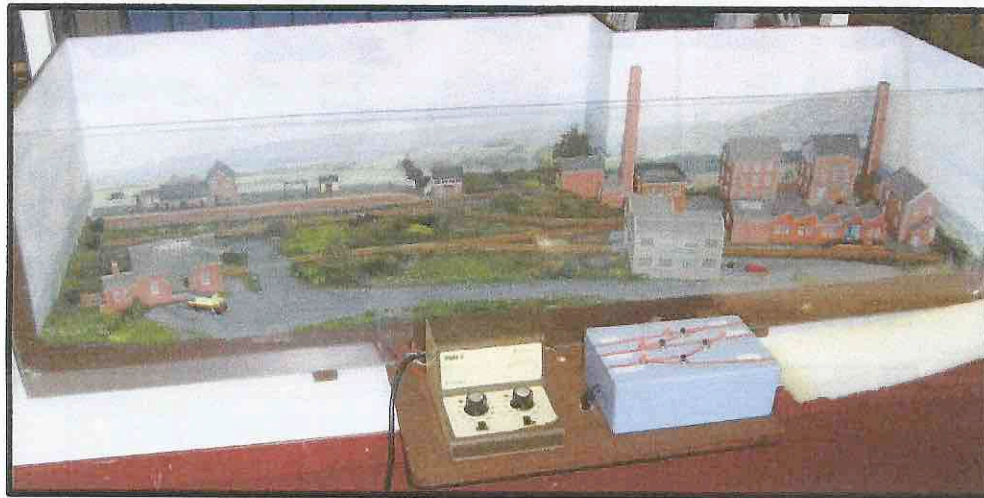
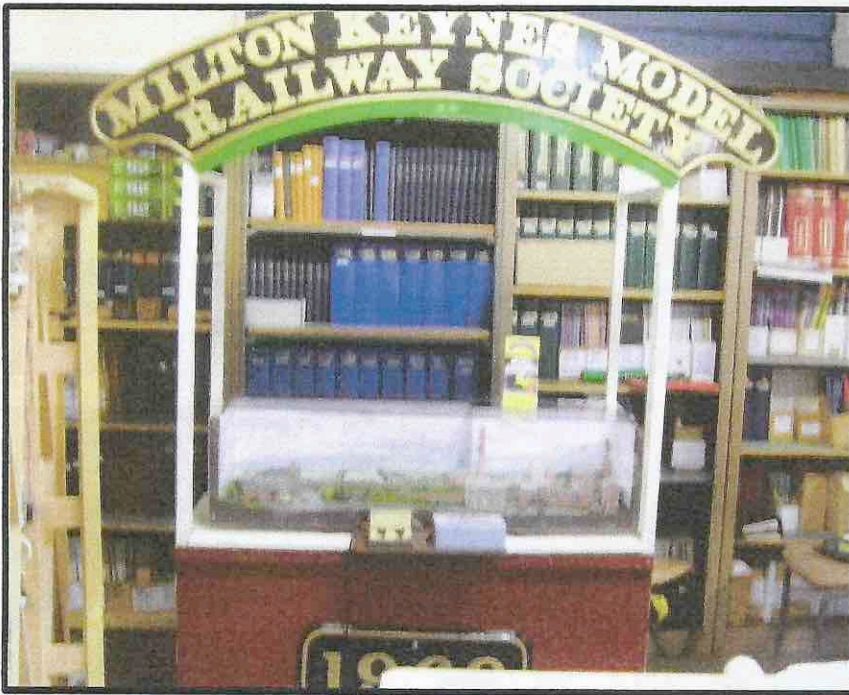
## THOSE WERE THE DAYS



*An ex GNR class '01' two-cylinder 2-8-0 No 3473 bowling along on the down fast line at Sandy in the 1920's*

## YOU HAVE TO SMILE Married Bliss





*These pictures show the club's stand already for the club's display at Central Milton Keynes, with the 'N' gauge layout 'Monkoaks' built by Wayne Webb as a shunting layout for the children.*

## REMEMBERING

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

Jim Armstrong	George Barrett	Bob Bodsworth
Richard Careless	John Coles	Fred Collins
Reg Cook	Gordon Eckersley	Gordon Etherington
Ivor Evans	Fred Fox	Chris Garner
Ian Gilroy	Cliff Grime	John Hatton
Robert (Bob) Hatton	Frank Hewer	Peter Holden
Ken James	Ernie Johnson	John Mann
Mac McGee	Doug Moorcroft	David Moore
Stan Pennington	Don Pigott	Eric Preston
Keith Reynolds-Robinson	Ken Sharpe	Gordon Shrimpton
John Symonds	John Tennent	Mike Vincent
Ken Wiggins	Tom Wilson	Jim Wood

There are two new names on this year's list Mike Vincent and Peter Holden.

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.

Peter (Right) was for a short time the auditor, taking over from Brian Barnes. When the MKMRS opened in the afternoons at Bletchley Park during the school holidays, Peter and I always worked together on the Tuesday shift.



## LOCAL & MAJOR EXHIBITIONS AND SWAPMEETS

*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.*

*Unfortunately, most of the 2015 information is not available, but I have included all the details I have received.*

Saturday January 10th St Albans MR Ex at Civic Centre, AL1 3LD. (2 days) 10 – 6pm and 10 – 5pm.

Saturday January 24th Erith MR Ex at the Business Academy, Yarnton Way. DA18 4DW (2 days).

**Saturday February 14th Milton Keynes MR Ex, at the Stantonbury Leisure Centre. SEE PAGE 8.**

Saturday February 14th East Beds MR Ex, Stratton School, Eagle Farm Rd, Biggleswade.

Saturday February 28th Dereham MR Ex at the Memorial Hall, Norwich Rd, NR19 1AD 10am – 4pm.

Saturday April 18th Hitchin 'O' gauge Ex at Christchurch Hall, Bedford Rd, SG5 1HF 10-30am – 5pm

Saturday March 7th March MR Ex at Westwood Jun School, Maple Grove, PE15 8JT 10am – 4-30pm

Saturday March 14th East Anglian MR Ex at the Britten Arena, W. G. Animal Charity Centre, London Road, Godmanchester, Huntington, Cambs, PE29 2NH. (2 days) 10am – 5pm and 10am – 4pm.

Saturday July 11th TCS Exhibition, Weatherly Centre, Eagle Farm Road, Biggleswade.

**Huntington Swapmeets at the Indoor Arena, Kings Bush Centre, Wood Green Animal Shelters, London Road, Godmanchester, Huntington, Cambs. PE29 2NH. 10am – 3pm.**

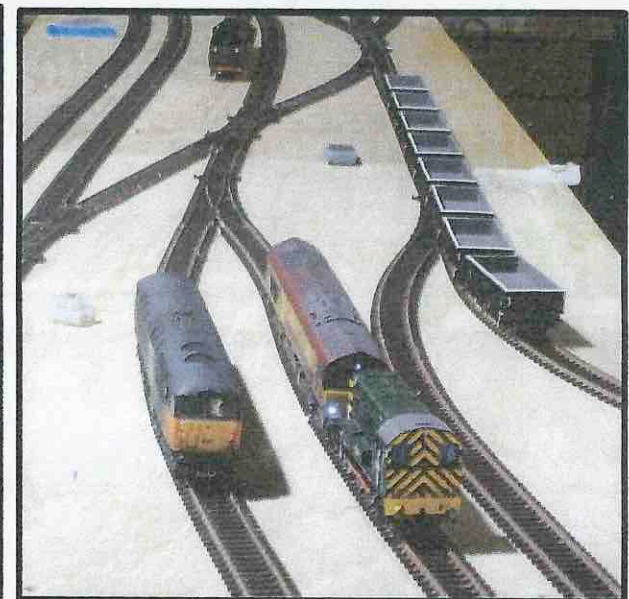
21st December 2014, 22nd February 2015, 6th April 2015 (Easter Monday), 28th June 2015,

31st August 2015 (Bank Holiday Monday), 18th October 2015, 20th December 2015.

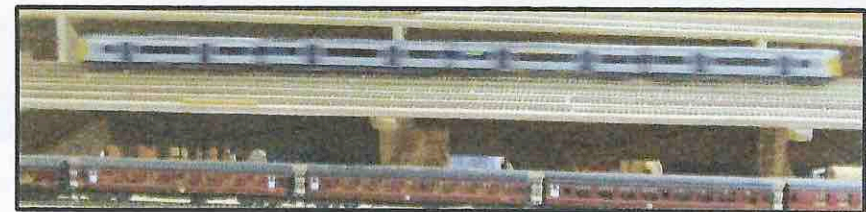
## Steam Scrum

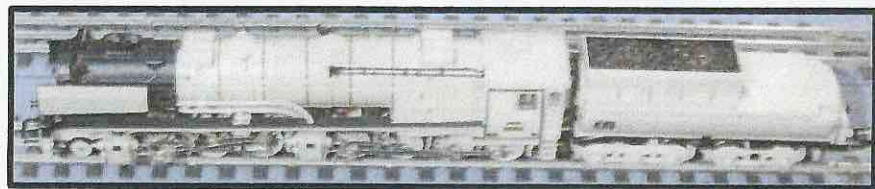
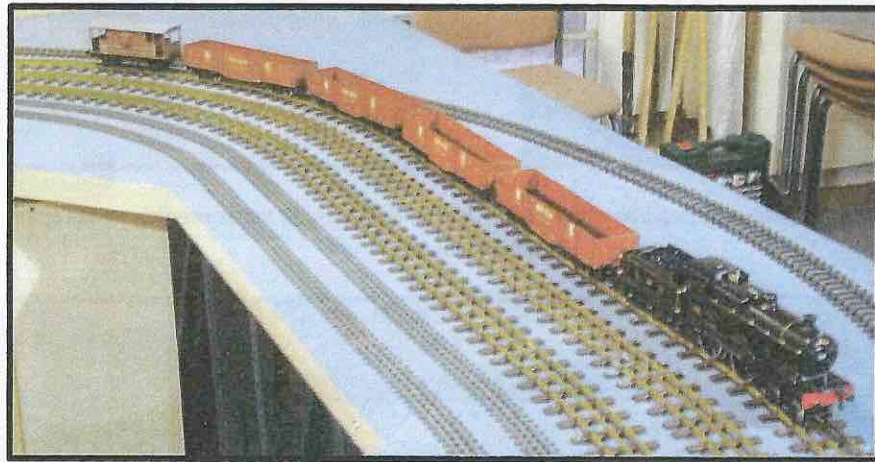
Feelings were running high at Cleethorpes Station, when the first steam train for two decades finally puffed in. It was nearly two hours late but most of the rail buffs crowding the platforms were too excited to care. One pair, wearing matching anoraks, were at the station a keen three hours early. It was all too much for some though, including bemused passengers arriving simultaneously on the Lincoln Inter-City, into a surging of eager rail buffs. Grimsby Evening Telegraph.

## **Barton Crossing '00' Layout**



*There is a varied selection of trains, running on the Barton Crossing '00' gauge layout.*





## A HISTORY OF BRITISH RAILWAYS

NO 20

SR BRIGHTON BELLE



The Southern Railway's 'Brighton Belle', pictured here at the Clayton Tunnel had the only motor-driven Pullman cars in the world. Entering service in January 1933, the Metropolitan Cammell built stock was in units of five costing some £180,000. The first class carriages had names like 'Audrey', 'Mona' and 'Gwen', but the thirds were only numbered.

In the style of George Mortimer Pullman of Brocton, USA, the Pullmans of the 'Brighton Belle' were splendid examples of luxury coaching stock. Soundproofing, quality coverings, thick carpets, polished fittings and marquetry panels in a variety of designs matched to a catering that could serve coffee and biscuits to 400 in 36 minutes! Favoured by famous theatricals, a public outcry once restored kippers to the breakfast menu but could not save the train itself which ran for the last time in April 1972. Some refurbished 'Belle' stock then formed part of the famous 'Venice Simplon Orient Express'.

## TOTAL FAILURES

FED UP with life? Ever thought about ending it all under the wheels of a train?

*Here are two examples about how not to do it.*

**Example one** is at Leighton Buzzard Station. A man leaps from the platform edge, but survives his suicide attempt because – there is no train. He has chosen the off-peak, when there is a lull in services.

Alarmed at potentially losing their loved one, the man's family now race to the scene of the non-tragedy, and also leap down onto the track to persuade him to change his mind. A chase down the line inevitably ensues.

By now, the off-peak timetable has turned to be the busy time, and the alert has now gone out to signalmen. Trains are stacked up at red signals up and down the London – Birmingham main line, all at a safe distance to prevent anyone getting run over!

Enter a posse of rail staff, who chase the family, who are chasing the man, to cut a long story short – the story continues in the magistrates' court.

**Example two** is at Nuneaton Station. Another young man who sees no future for himself decides to lay down across the track to await a meeting with his maker.

However, the hawk-eyed driver of an oncoming train sees the man, and prevents a tragedy by bringing his train to a screeching halt just a couple of yards, from the breathing body.

Is our man thankful for his miraculous escape? Not a bit. He refuses to budge from his prostrate position, and urges the driver to get back in his cab and drive on.

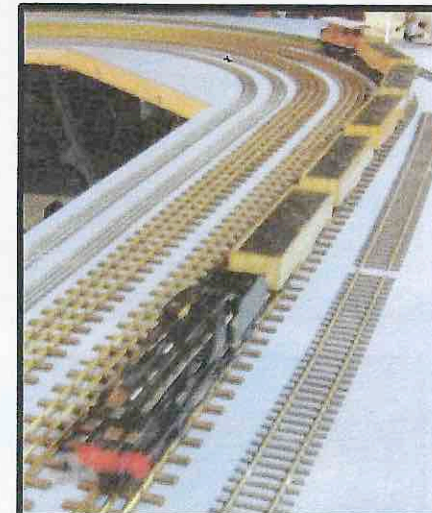
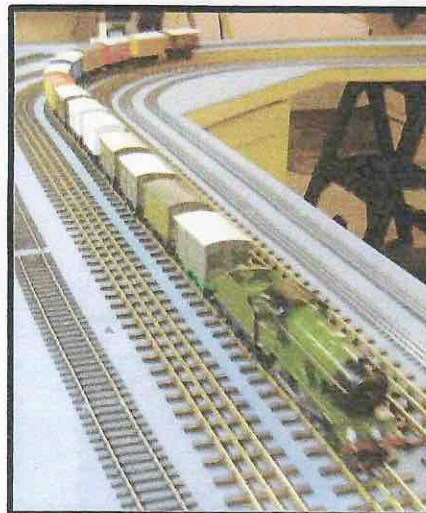
When the railwayman refuses, he belts him one. The rest of the story involves a mental hospital.

## SMELLY PROBLEM

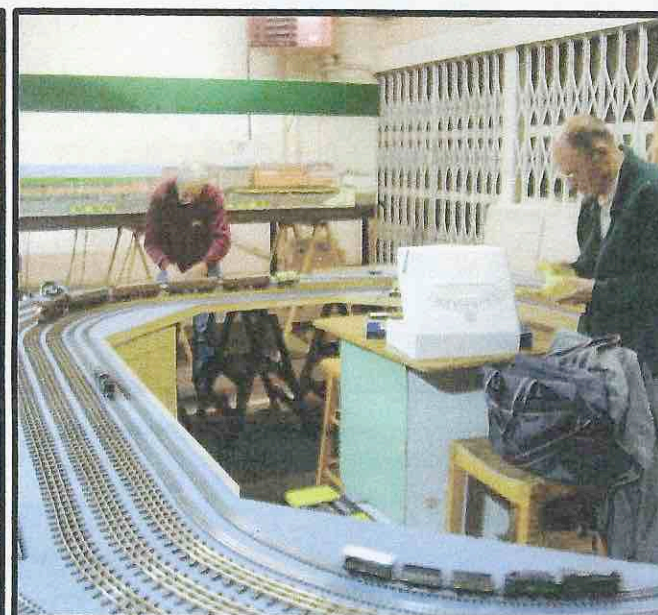
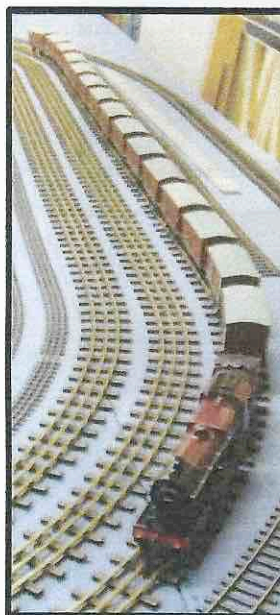
I'm pleased I wasn't on a particular Scarborough – Manchester train recently when a young trickster caused pandemonium amongst holidaymakers. Scores of passengers were forced to abandon the train when he started letting off stink bombs. Police arrested him, and found THREE further boxes of stink bombs and other offensive substances in his pockets, as well as a black battery-operated box which uttered obscenities. The young man, full of seaside alcohol, later appeared in court to face a £50 fine.

Page 7

## Barnes Junction '0' and '00' gauge Layout



*On this and the following page, a mixture of both '0' and '00' gauge trains running on the Barnes Junction Layout.*



Page 16



## AROUND THE CLUBHOUSE

### 'Oddstones' 0-16.5 Layout



Over 35 Layouts

More than 20 Traders

Modelling  
Demonstrations

Scales and Gauges  
N to 0

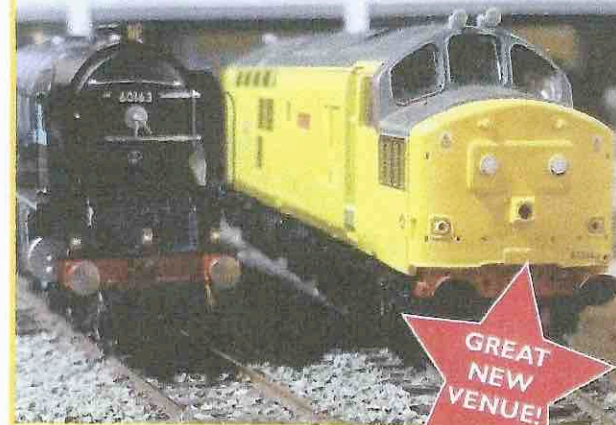
Miniature ride-on  
railway

Free buses from MK  
and Bletchley stations

A great family day out



# MODEL RAILWAY EXHIBITION



Saturday 14th February 2015,  
10am–4.30pm  
Stantonbury Leisure Centre,  
Milton Keynes MK14 6BN



### MY GRANDSON – UPDATE

For those members who have enquired about my grandson, who had open heart surgery when he was only four and a half months old, I thought I would bring you to update with regards to the situation as it is now. He is doing very well and had his second birthday in September 2014. He is a very bonny and active little boy. I call him the Milky Bar kid, I am

sure many of you will remember that advert. As you can see from the photograph, Ryan is very interested in trains. I have no idea where he gets that from! He is a very cheeky and mischievous little boy and gives us all lots of pleasure. I would like to take this opportunity to thank all those members who have enquired about his health, it was very much appreciated. Thank you.

### HMRS MEETINGS 2015

The Whaddon Way Church Centre, Beaverbrook Court, Bletchley

At 19 – 30 hrs

January	28th	A Variety Evening	Four Members
February	25th	A Career in Railway Operations	Bill Davies
March	25th	Tourism and the Lakes Branches	Mike Peascod
April	29th	The London & Birmingham Railway Part 3	Ron Hart
May	27th	An Evening Out	To be advised
July	18th	Summer Outing	To be advised

### KEEP THE ARTICLES AND INFORMATION COMING IN

The next MKMRS 'Quarterly News' will be published on Tuesday 3rd March to cover March, April and May 2015 for forthcoming events.

### THE MKMRS STAND AT CENTRAL MILTON KEYNES



*This is the front of the display, with several layouts and lots of information and leaflets.*



*And this is the rear of the display with Martin and his layout, which attracted many visitors.*

*Whilst I was on the stand on Saturday I walked over to a man who was admiring the 'Oddstones' layout, and I asked if he was interested in model railways, he replied "I cannot think of anything more boring." However, I noticed he walked off with one of our exhibition leaflets!*

**CLUB AND MEMBERS LAYOUTS AROUND THE EXHIBITION**

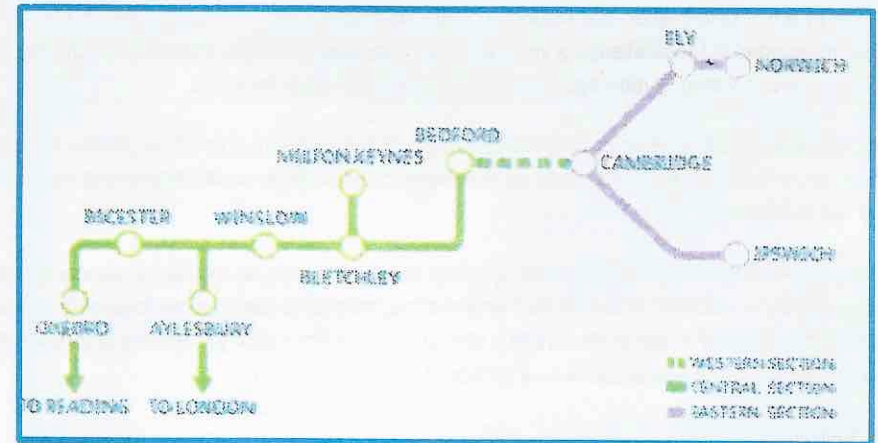


*Dennis, Wayne, Tony and Bob at Folkestone Exhibition in October.*



*Mike Morley's "Pentrefan" layout, at the Hemel Hempstead MRS Exhibition held at Leverstock Green. Photo Mike Brough.*

**EAST WEST RAIL LINK (The Bedford to Cambridge Section)**



A promising project, the Oxford to Cambridge Rail Line would link up the major towns and cities of Reading, Oxford, Aylesbury, Milton Keynes, Bedford and Cambridge. It is currently in its planning stage but is expected to be delivered by March 2019 when trains will begin to use the route. This new rail line is set to bring much growth and expansion in the Borough of Bedford. It would help to forge important links across Bedfordshire, Buckinghamshire, Oxfordshire and Berkshire and the rest of the UK.

The Bedford to Cambridge extension of the line would require a new track to be built, as much of the original track bed has been lost to development. There are three main proposals for this part of the scheme. The first is to take a similar route to that of the Varsity line through the area of Newnham and along by Willington and Blunham. A second option would be to go south and follow the route of the Bedford bypass and the A421 to Cambridge. The final option would exit Bedford by the north and travel around Bedford to connect to Cambridge. Some people believe the Central route following the former Varsity line would be too expensive to recreate. The Southern route would be more direct and cause less disruption, whereas the Northern route would bring much easier interchange with the lines to the Midlands.

Another issue is the location of Bedford station. It is proposed that the station would be relocated to its previous position, 200 yards south of where it is at the moment. This would allow trains to come from the west of England and travel to both the North and Midlands (once electrification has been completed), with Bedford becoming a large travel hub.

Having witnessed the first moving of the Bedford station from its original location to its present site, it would be nice to think that I will see the station moved back to exactly where it was before!

## Pathetic Excuses

If you haven't got a ticket when the inspector walks past your seat, try this excuse: "I slipped my ticket into my sandwich for safekeeping and I've eaten it by mistake." One woman tried this recently on the Tyne & Wear Metro. It didn't go down too well in more ways than one.

On being told that all BR services to King's Cross were cancelled due to a bomb explosion at London Bridge station, a Peterborough lady rang up the Nene Valley Railway at Wansford and asked "can you take me to London?" Honest!

All services on the East Coast Main Line were halted by a bomb scare at Hitchin. It turned out to be a practical joke by a member of the BR civil engineering team who placed a package with an alarm clock and wires attached to the underside of a permanent way lorry with gas bottles and detonators in the back. The outcome was probably one vacancy?

## Quick Solution

With all this talk about leaves on the line, the Swiss Railways has solved the problem of line-side trees shredding their coats each autumn, once and for all – they have chopped them all down!

## KNOW YOUR TRAIN

### **Steam locomotive head codes**

Head codes, usually white painted oil lamps denoting the type of train being hauled, were first fitted to the front of locomotives in the Mid-19th century. Their purpose was to help signalmen identify the type of trains that were in their section of line. A red oil lamp was also fitted to the brake van of carriage at the rear of the train. The head codes were standardised by the Railway Clearing House (RCH), a body originally set up in 1842 to manage and allocate revenues collected by the hundreds of pre-grouping railway companies.

Revised head codes were introduced by the RCH in 1923 but there were still variations for daylight hours – both the SR and LNER used plain white discs.

To further identify the train, both the Southern Railway and GWR fitted train reporting numbers to the smoke-box door of their steam locos, a practice which continued under British Railways. These reporting numbers evolved during the 1960's into four-character head codes which were displayed on roller blinds in indicator boxes at each end of main line diesel and electric locomotives. The practice ended in 1976 following the introduction of centralised control and the removal of most manually operated signal boxes.

