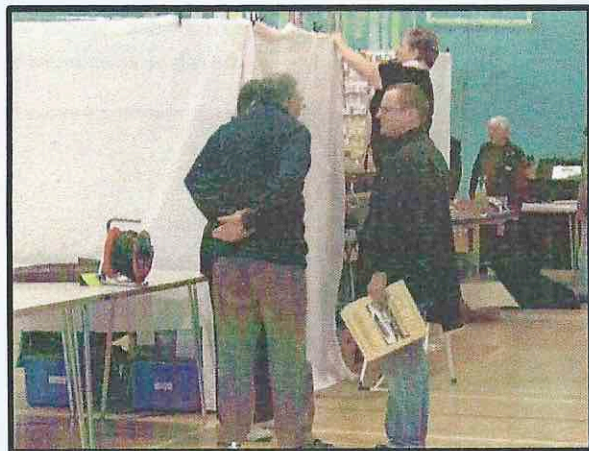


CAPTION COMPETITION – Last issue's result



The winning entry was *"It's for new health and safety regulations to strip search MKMRS exhibitors on entry"* submitted by Roger White

USE YOUR NEWSLETTER FOR YOUR BENEFIT

Sales and Wants Should you have any surplus trains, accessories or books etc., or you are looking for a specific item, or you may need some technical information, facts or statistics etc., please send the details to the Editor for inclusion in the next edition of the 'Quarterly News'.

Advertising Your Own Events If you are organising, or you are involved in, a future event, such as a local fete or fund raising event etc., then why not advertise it in the Newsletter.

Help Required If you require help to transport or operate your own layout send the details.

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

All these services are free of charge

The next MKMRS 'Quarterly News' will be published on Tuesday December 1st 2009, which will cover December 2009, January and February 2010 for forthcoming events. Anything to do with the Newsletter, see John Forman in the tinsplate room, every Tuesday evening or ring him on 01234 853737 (Leave a message if I am not there, and I will call you back as soon as possible.)



"QUARTERLY NEWS"

No 156

40TH ANNIVERSARY 1969 - 2009

AUTUMN 2009



Roger White on his 'Whitehall' layout at the Loughborough 'Hornby' Exhibition

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

Working within Bletchley Park Museum

THE MILTON KEYNES MODEL RAILWAY SOCIETY

President:- Jim Wood Vice-President:- Les Wood

Chairman:- Dennis Lovett Vice-Chairman:- Bruce Garwood Secretary:- Chris Hughes
Treasurer/Membership:- Eric Bowman Exhibition Manager:- Gareth Homersley
CMRA Rep:- Vacant Webmasters:- Matt Rainer/Ian Bartlett Editor:- John Forman
Librarian:- Derek Hart Schools Co-ordinator:- Ken James
Auditor:- Brian Barnes Club Merchandise:- Ken Ranns
Committee:- Chris Lester Peter Jones Tim Page

Editorial

This quarter, thanks to a great deal of activity within the club, including a visit to the Bletchley power box, the Bletchley layout with trains running again, the outside area being brought back to life and many of the members out and about around the exhibitions with layouts, it is an extra 'bumper' edition. All the regular contents are included, along with a special feature on the tinplate room.

Although this is an exceptionally large edition, we do need more items submitted by the members to continue to make sure even the normal size issues contain a wide range of different subjects, giving the magazine plenty of variety. I believe every member has the capability to contribute at least one article, which could be about their railway experiences, the club or trains in general.

In the meantime, 'thanks' to all those members who have already contributed. The next issue will be the Christmas edition, which is unbelievable, as it does not seem very long since I was preparing the first copy of the year, where has the time gone? Hopefully, we still have the Leighton Buzzard Railway trip to look forward to, which will be a very good way to celebrate our 40th birthday.

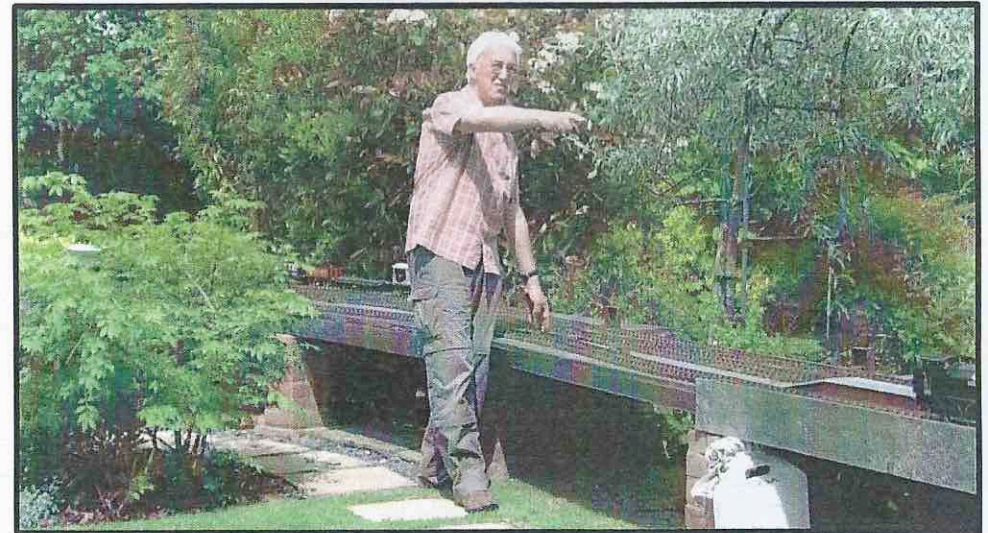
John Forman.

I have published a paragraph from a letter, received by a lady who had made a donation to Willen Hospice.

"On behalf of the Hospice, I am writing to acknowledge with sincere thanks your kind donation of £325 following the sale of your late husband's railway collection. We would also like to thank Dennis Lovett and the Bletchley Model Railway Club for selling these items at their club, and thank you for nominating the Hospice as the beneficiary of these proceeds."

GUESS THE CAPTION COMPETITION

There will be a small prize for the best entry received by October 31st 2009, please hand your entry, including your name, to the editor in the tinplate room any Tuesday evening. There is no limit to the number of entries per member. The winner will be announced in the next issue.



Sarky

"I recently visited a B&Q store with the intention of buying some wood for my proposed new layout. A sales assistant came over and asked me if I wanted decking. Luckily, I headbutted him before he had chance to hit me"

Banbury Model Railway Exhibition – Sunday 27th September 2009

Featuring the club's EM gauge layout 'Milton Quays'

no number. Driver's route knowledge would tell him who the controlling box was.

Modernisation – Again with time in particular in the 50's/60's, sometimes even earlier, there began a process to eliminate signal boxes and put the control of trains under one big box, this was often referred to as MAS (multiple aspect scheme) with the now familiar 3 or 4 aspect colour lights signals we see today. Now with boxes controlling vast areas and totally 'remote' to the passage of trains (quite often a train would not be seen from the controlling box or depending on its location adjacent to but not next to any running line.) The block sections were now considerably reduced to being signal to signal as a 3 aspect signal would be Red/Yellow/Green and a 4 aspect Red/Yellow/Green and a 2nd Yellow. The red signal always, where possible, being the lowest and nearest to the driver. Because of the remoteness, each signal was then given a number and individually identified with letters and numbers. The letters being the controlling box, and with the numbers beneath.

In the case of the West Coast Main Line, these were EN (Euston), WN (Willesden), WJ (Watford), BY (Bletchley), RY (Rugby) etc., all signals were then 'controlled' or 'automatics' – controlled being what they are and automatics controlled by the passage of trains with no interference by the signaller. The controlled signal would be identified by a plate similar size to the IBS and would be white with black numbers, an auto signal would be slightly larger to incorporate a horizontal black band above the letters/numbers sometimes with the word 'auto' as well. If there was a small ground frame in an auto area say, for an emergency crossover, then the signals protecting it would be 'semi automatic'. The principle here was that the signals would only be controlled if the ground frame was switched in.

Controlled signals at Euston started EN1 - EN18 for the platforms then sequential after that and follow in sequence on one line (i.e. Down Fast). EN101 would start the sequence on the Down Slow, and autos would start EN201, increasing or decreasing depending on the direction of travel.

To be continued.

HMRS MEETINGS AT THE MANSION, BLETCHLEY PARK – 2009/2010

- | | | |
|-----------|------|---|
| September | 30th | Members' Modelling Projects |
| October | 28th | The North Eastern Railways and its Locomotives – Chris Dean |
| November | 25th | Maintenance and Renewal of the Permanent Way – David Ventry |
| January | 27th | Archive Films – David Baker |
| February | 24th | Integrated Transport in Norway |

A WORD FROM THE CHAIRMAN

Those were the days – 'Ivor the wagon'

As we approach the 40th Anniversary, I was recently reminded of some of the great characters who were around back in the early days of the MKMRS and who sadly, many of you will not know.



One was Ivor Evans, a proud Welshman who was headmaster at the village school when Wavendon was just that a village surrounded by green fields. Ivor was not a typical railway modeller but he was a very talented one. Ivor's passion was coal wagons and Welsh ones from his early days in the coal mining areas of South Wales. He must have built hundreds and almost weekly Ivor would turn up in the club room with his latest hand built wooden bodied wagon, beautifully crafted and hand painted and lettered. Ivor owned just one tank locomotive and it would trundle around our multi-gauge test tracks with a whole rake of Ivor's wagons behind it.

Ivor was a leading authority on Welsh wagons and was involved in the HMRS Bedford Branch. I believe his wagon collection, which probably amounts to several hundred, ended up in the Welsh Industrial and Maritime Museum in Cardiff. This has now closed and the exhibits transferred to the new Waterfront Museum. I am not sure where the wagons are, but I will do my best to find out. They were certainly worthy of being placed in such a collection.

I was in those days involved in the printing and publishing industry. Sometimes Ivor would turn up with a snap of a wagon and I would get someone to blow it up for him (we did not have scanners and digital equipment in those days) using a photographic process. Ivor would be delighted with the result and turn up the following week with it duly transferred to model form.

I am sure Ivor would be amused that 40 years later, yours truly has used some of the knowledge he imparted to produce 'N' models of Welsh wagons (see below), often with difficult and impossible to pronounce names, for a well known model railway company based in Leicestershire!

I am sure that we can take a look at one or two more of our characters in the coming issues.

Dennis Lovett (Chairman)



CLUB NOTICEBOARD

Club Sweatshirts and Polo Shirts

Ken Ranns will be happy to take your orders for club sweatshirts and polo shirts.

Welcome Aboard

The MKMRS would like to welcome Bob Bodsworthy, Brian Morgan and Mike Morley as new members. We hope you all have a long and enjoyable stay with the club.

Roger's Prayer

At the Hornby Associations 40th anniversary dinner, MKMRS member Roger White was asked to say grace. Roger asked everyone to stand and said the following prayer "Heavenly Father, prevent us from being like porridge, stodgy and difficult to stir. Make us more like cornflakes, crisp and ready to serve." From that moment on, everybody seemed to be smiling.

MKMRS Website

This is to remind you we have a **new** website on www.mkmrs.org.uk and the web masters are always looking to feature member's new layouts on line, so just contact Matt Rainer or Ian Bartlett.

2010 MKMRS Exhibition

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

Do's and Don'ts List + Automation Info

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

Special Offer to Bletchley Park!

The following statement is from the Marston Vale Community Rail Partnership and was published in the BBRUA's Newsletter. "I'm delighted to announce that MVCPR has negotiated a 20% discount for Marston Vale passengers to one of the major attractions on the line, namely Bletchley Park. It is valid for all types of admission ticket i.e. adult, concessions and families and for all special events. Please show your valid Marston Vale ticket at the entry desk to receive your discount. Admission charges at Bletchley Park are season tickets giving you free entry to Bletchley Park for one year from the date of your first visit. This special offer runs until Easter 2010".

The Late Stan Pennington

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

Signal Plate and Line Identification (Part One)

by David Lean

Introduction - The inspiration for this article came from a couple of members who asked me what the letters beneath the signals at Milton Keynes referred to, as they had noticed that they had recently been changed with new layout last Christmas.

The Beginning - Many moon cycles ago, railways were in their infancy and after the days of following the man with the flag, there were numerous signal boxes up and down the land each controlling a small section of line in some cases many miles apart, the sole purpose of this was to safely regulate the passage of trains.

To safely control trains, each box would probably have the following. A Distant signal, a Home and a Starter signal, the section between the Home and Starter signals was known as 'Station Limits'. If there was point work for crossings, sidings, platform loops, converging or diverging junctions etc., there were often additional Home and Starter signals, so you could have a Distant, an Outer Home, an Inner Home before the box then a Starter and an Advanced Starter beyond.

Occasionally and depending on the location of any point work there could also be a Splitting Distant or due to restricted sighting and Outer Distant Signal. The purpose of the splitting distant would be to advise approaching trains that the appropriate route ahead had been cleared without the need to slow down severely before the junction. (At Kew North Junction in South West London, there is a splitting Distant at ground level and the same again 70 - 100 feet in the air, again due to restricted sighting because of LT District and Piccadilly Lines 'overbridge', thus 4 distant signals together.)

Depending on the line speed and also priority, usually the main line signals were slightly higher than those for any diverging routes.

The Block Section was then the Advanced Starter of Box 'A' to the outermost Home Signal of Box 'B'. Because of the closeness of the signals to the controlling box they were very rarely plated as such and just known as their relevant boxes signals to drivers etc.,

In some cases, where the block section was short, the Section signal of Box 'A' would be on the same post as the Distant signal of box 'B'. (i.e. in station areas or until recently on the Bedford - Bletchley line, as the signal in the club's garden shows).

To identify direction and use, all trains heading away from London were then known as Down trains and any towards London were known as UP trains. (In Scotland this principle changes to Up to Glasgow, etc.) The principle line was then known as the 'Main', if then there was more lines they then became 'Fast', 'Slow', etc.,

With the progress of time, if a box was literally only a block post with no point work, then quite often it would be closed and its signals converted to colour light and form an intermediate block section controlled from the box in the rear. An IBS would also be installed to break up very long sections, particularly on holiday routes. These signals were two aspect, Yellow/Green for the Distant and Red/Green for the Intermediate Home/Starter. To indicate the status of the IBS it would be plated thus - an approx A4 size portrait white plate with a thin black vertical strip in the centre, but

RUSHDEN TRANSPORT MUSEUM (CONT)

A Daimler double decker bus from Northampton Transport, a coach and bus from United Counties, a Scammel mechanical Horse from a Northampton Brewery and a Euclid 15 ton dump truck. *(Due to restoration work, some of these may not be available for viewing, at particular times)*

A Victorian theme bar with real ales and gas lighting is located in the ladies waiting room. This has won numerous regional and national CAMRA awards.

Model Weekend 5th & 6th September (No railway service)

Railway Running Weekend 19th & 20th September (11.00am onwards)

1940s Wartime Weekend 24th & 25th October (only demonstration freight trains)

Christmas Event 12th & 13th December

Museum open Easter to October, Sundays 10am to 4pm. Groups at other times by appointment.



Limited car parking on site and there are a number of nearby free town car parks.

Rushden Transport Museum,

Station Approach,

Rushden,

Northamptonshire,

NN10 0AW

TRAINS RUNNING AGAIN ON THE OUTSIDE LAYOUTS

Thanks to all those responsible for the outside clear up, trains are running again on the '00' layout.



Weekend Duties

'Sherwood' and 'Verney Junction' are both now automated, which means you can switch either on and off at will, by using a remote control that can be used for both, each layout having its own designated number. This is a similar system to the Thomas set up.

It has also been arranged that every Tuesday evening, the tinsplate room will be prepared with various trains ready to run, so any member can operate trains in this room. Just unlock the room and switch on the light, pull down the front of the controller panel and using the stick provided, switch on the right hand plug. Each controller is numbered 1 to 4 and each corresponds to the track with the same number. At the end of the duty, you can switch off trains anywhere on the layout, as long as they are well clear of the lifting flap. Then switch off the plug and light, before locking the tinsplate room up. Anyone is welcome in the tinsplate room, on a Tuesday evening, to have the operation explained.

Underground Ernie has been out several times this summer appearing at local functions, such as fetes and charity fund raising events etc.,

AUTUMN ROTA

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

<u>Sept</u>	Sat 5th	Chris Baker	Andy Eve	
	Sun 6th	Bruce Garwood	John Hatton	
	Sat 12th	Nick Dean	Ken Sharpe	Mac
	Sun 13th	Peter Jones	Ray Cousins	Paul Wakley
	Sat 19th	Roy Duckers	Peter Holden	
	Sun 20th	Mark Pollot	Alan Kaminski	
	Sat 26th	Tim Page	Colin Joyce	
	Sun 27th	Dennis Lovett	Daniel Tipping	
<u>Oct</u>	Sat 3rd	Ken Ranns	Bruce Hankins	
	Sun 4th	Peter Holden	Bill Pearce	
	Sat 10th	Ken James	Steve Livings	
	Sun 11th	Bruce Garwood	John Hatton	
	Sat 17th	Ted Mellor	Ken Wiggins	
	Sun 18th	Roger White	Brian Barnes	Mick Clements
	Sat 24th	Eric Bowman	Les Wood	Jim Wood
	Sun 25th	Les Duncan	Colin Goodenough	
	Sat 31st	Paul Wakley	Mac	
<u>Nov</u>	Sun 1st	Charlie Alexander	Ken Sharpe	
	Sat 7th	Tony Winn	Neil Dewar	Robin Rowles
	Sun 8th	Bill Ball	Pete Ball	
	Sat 14th	Derek Hart	Daniel Tipping	Colin Lomas
	Sun 15th	John Forman	David Ramsey	Roger Mills
	Sat 21st	Tim Page	Colin Joyce	
	Sun 22nd	John Page	Geoff Trenholme	Steve Livings
	Sat 28th	Chris Baker	Andy Eve	Ken James
	Sun 29th	Bruce Garwood	John Hatton	

LOCAL & MAJOR EXHIBITIONS AND SWAPMEETS ETC., DURING THE AUTUMN 2009

*All entries are correct at the time of going to print, the editor and the club cannot be held responsible for any last minute changes to this information or any cancellations.
Any event that lasts for more than one day will be listed appropriately.*

September

- Sat 5th RUGBY VINTAGE EX & S/M at The Benn Hall, Newbold Road.
TELFORD GOG '0' Gauge show, International Centre, St. Quentin Gate (2 days)
GRANTHAM EX at The Central Technology Coll, Rushcliffe Rd, off (A607). (2 days)
- Sun 6th PETERBOROUGH S/M at The Cresset, Bretton Centre, PE3 8DX.
- Sat 12th BEACONSFIELD S/M at Beaconsfield School, Wattleston Road.
BRAMBLETON '0' GAUGE OPEN DAY – Details John Forman.
- Sun 13th SPALDING S/M at The Springfield Exhibition Centre, Camelgate.
LAVENDON EX (See Model Railway Press for details)
- Fri 18th ST ALBANS EVENING S/M at Frances Bacon School, Drakes Way 7pm – 9pm
- Sun 20th KETTERING S/M at The Arena, The Leisure Village.
- Sun 27th BANBURY EX at Broughton Hall, Banbury School, Ruskin Road. OX16 9HY
NEC S/M at Hall 18, The National Exhibition Centre, Birmingham, B40 1NT.

October

- Sun 4th BIGGLESWADE S/M at The Weatherley Centre, Eagle Farm Road, SG18 8JH.
- Tue 6th RUGBY EVENING S/M at The Benn Hall, Newbold Road
- Sat 10th TRING EX at Ashlyns School, Chesham Road, **BERKHAMSTED** HP4 3AH.
- Sun 11th GAINSBOROUGH '0' Gauge Open Day at Florence Terrace.
HUNTINGDON S/M at WG Animal Shelter, London Road, **GODMANCHESTER**
- Sat 17th PETERBOROUGH EX at 'EXEC' at The East of England Showground. (2 days)
- Sun 18th READING VINTAGE EX & S/M at Rivermead Leisure Cen, Richmond Ave. RG1 8EQ
- Sat 24th SANDOWN RACECOURSE S/M – The Big One – International Dealers – 500 stalls.
- Sun 25th SLOUGH S/M at The Centre, Conference Venue, Farnham Road.

November

- Sun 1st POTTERS BAR S/M at Elm Court Youth & Com. Centre, Mutton Lane, M25 J24.
- Sat 7th LEICESTER TCS AUTUMN GET-TOGETHER – Details David Ramsey.
HULL EX, at The Costello Ath Stadium, Anlaby Park Road North, HU4 6XY. (2 days).
HIGH WYCOMBE EX at John Hampden Grammar School, HP11 1SZ

RAILWAY PLACES OF INTEREST TO VISIT.

RUSHDEN TRANSPORT MUSEUM

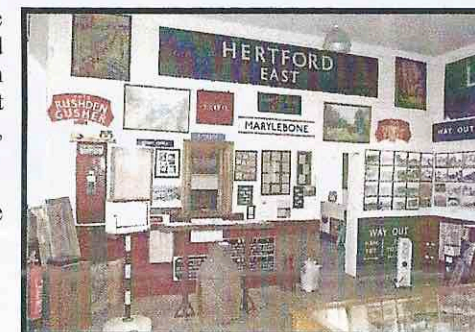


The museum is situated in the old Rushden railway station, part of the Wellingborough to Higham Ferrers branch line. The last passenger service was on 13th June 1959, so this year we are holding an event to mark this. Goods traffic continued until 1969. Rushden Historical Transport Society was formed in 1976 and moved into the old station in 1984. The museum opened two years later and has developed into today's transport museum.

Small road and rail transport memorabilia are display in the station waiting room, ticket office and parcels office. (See right below)

Outside can be found a variety of standard gauge railway rolling stock and a selection of road transport vehicles. Railway exhibits include steam and diesel. Also a Royal Mail travelling post office, Gresley buffet car, passenger coaches, goods vans and trucks.

Road vehicles include a Bedford TK fire engine that was stationed in Rushden, **Continued**



PRESERVED RAILWAYS ETC.

September

- Sat 5th Leighton Buzzard Railway – ‘Steam Up’ Weekend (2 days)
North Norfolk Railway – Grand Steam Gala (2 days)
Bressingham – Locomotive Weekend (2 days)
Severn Valley Railway - Seaside Special – bringing the seaside to the Midlands (2 days)
- Sun 6th Colne Valley Railway – Travelling Post Office Operating Day
- Sat 12th Nene Valley Railway – Steam Gala (2 days)
Swanage Railway – Grand Steam Gala & Vintage Transport Rally (2 days)
Great Central Railway – Diesel Gala (2 days)
- Sun 13th Severn Valley Railway – Bus Rally at Bewdley Station
- Sat 19th North Norfolk Railway – The Famous 40’s Weekend (2 days)
- Sat 26th Buckinghamshire Railway Centre – Traction Engine Rally – 20+engines (2 days)
Nene Valley Railway - 1940’s Weekend (2 days)
Mid-Norfolk Railway – Autumn Diesel Gala (2 days)
Great Central Railway – Real Ale Festival (2 days)
Severn Valley Railway – Autumn Steam Gala – Visiting locos, all-night running (2 days)
- Sun 27th Bressingham – Model Railway Day

October

- Sat 3rd Mid-Norfolk Railway – 40th Anniversary Event of railway closure (2 days)
Kew Bridge Steam Museum – Festival of Models (2 days)
- Sun 4th Chinnor & Princes Risborough Railway – Senior Citizens Day – half price travel!
- Sat 10th Great Central Railway – Steam Railway Gala (2 days)
- Sun 18th Buckinghamshire Railway Centre – Autumn Steam Gala – wide range of locos in steam.
- Sun 25th Colne Valley Railway – Gala – Goods Trains – Crane Demonstrations & other displays.
Mid-Norfolk Railway – Behind the Scenes Day
- Sat 31st Bressingham – Toy and Train Collectors Fair

November

- Sun 8th Great Central Railway – Remembrance Event
- Sat 14th Kew Bridge Steam Museum – Live Steam Model Railway Show (2 days)
- Sun 15th Bluebell Railway – Vintage Bus Running Day.

Sun 8th SPALDING S/M at Springfield Exhibition Centre, Camelgate.

Sat 14th OXFORD S/M at Exeter Hall, Oxford Road, **KIDLINGTON**.
ROYSTON EX at Meridian School, Garden Walk.
SPALDING EX at The Springfield Exhibition Centre, Camelgate. (2 days)
BEACONSFIELD S/M at Beaconsfield School, Wattleton Road.

Fri 20th ST ALBANS EVENING S/M at Frances Bacon School, Drakes Way. 7pm – 9pm.

Sat 21st WARLEY NATIONAL EXHIBITION at N.E.C. (2 days).
NORTHAMPTON EX at The County Cricket Ground, Abington Avenue, NN1 4PR.
WATFORD EX (2 days) See model railway press for full details

Sun 22nd RICOH ARENA S/M (Coventry Football Stadium) next to junction 3 of the M6.

Tue 24th RUGBY EVENING S/M at The Benn Hall, Newbold Road 7pm – 9pm.

Sat 28th LETCHWORTH EX at Eton Mid School, Stotfold Road, **ARLESEY**, Beds.

Sun 29th KETTERING S/M at The Arena, The Leisure Village, just off A14.

On Sunday September 20th 2009, Brian Barnes will be operating an ‘0’ gauge tinplate layout at the Stacey Hill Museum, as part of their ‘Transport Day’.

TOY AND TRAIN AUCTIONS

September

Sat 19th RUGBY – Vectis Auctions at the Benn Hall, Newbold Road.

October

Sat 10th BEDFORD – Childhood Memories Auction, 26, Newnham Street.

Sat 31st KEMPSTON – HRCA Auction, Addison Centre, Bedford Road. *(Members only)*

November

Sat 7th LEAMINGTON SPA – Toy and Childhood Memories Auction, 18 Guy Street.

Sat 14th BURY ST EDMUNDS – Lacy, Scott and Knight, Auction Centre, 10, Risbygate St.

Sat 21st RUGBY – Vectis Auctions at the Benn Hall, Newbold Road.

If you know of any other local toy and train auctions I am not covering, please advise me.



MEET THE MEMBERS

Meet Daniel Deathe

Hi! I am Daniel.

I was born in Milton Keynes in November 1987. I first started my interest with trains when I was bought my first train set at the age of 5. I was introduced to the hobby when my mum was talking to a woman on the bus about trains, she then gave my mum, Chris Hughes telephone number and we rang him then and there. I have been at the club for four years, and I have thoroughly enjoyed minute of it.

I got interested in the hobby through my dad and granddad as they used to work at the Wolverton Works and I went to an open day and saw lots of interesting models. However, as I was brought up near the West coast main line, my real interest is modern image stock running on this particular line. I normally go on UK holidays and wherever I go I always make my way to the local model shop. I also visit local heritage sites which are very interesting, because every site is different.



Daniel's 'Delbury Yard' layout at 2008 exhibition

BLETCHLEY – TOWN OF TRAINS

This event took place at the Queensway Methodist Church and as you can see from the selection of photographs shown, many MKMRS members were in attendance, including Eric Bowman, Ken Ranns, Tony Winn, Bruce Hankins, Neil Dewar and Derek Hart.



Photographs by Dennis Lovett and Eric Bowman

'Binns Road Day' at the old Potton Railway station



David Ramsey with a Hornby post war 'O' gauge layout on the old Cambridge platform



John Forman watches his ETS class 20 diesel loco on David's layout with a train of 'Saxa' wagons



John Forman's 'O' gauge layout on a paste table, achieved by using Hornby 9in radius track

Just after my Granddad passed away my Nan told me more about him and his work, she explained his job and that he helped to build the Royal Train, I got the MK3 coach number before it was converted in to a Prince Charles coach.

I started off in the 'DCC Room', within a few weeks I became very interested in DCC and started to build my own DCC layout 'Withnell Road', which had small end to end TMD's and exhibited at the club's 2006 exhibition at the Wolverton Middle school.



Daniel with his brother Samuel on his 'Castle Bridge' layout at the 2009 exhibition

Ed – Whilst walking around Milton Keynes shopping centre with my family, suddenly this young hooded lad came out of a doorway and came up close to me and asked me if I was alright. Of course it was Daniel. When he had gone my daughter-in-law said she was absolutely convinced I was being mugged.

Being the youngest member at the time, Daniel was the tinplate room's official clock changer! This was because he was the only member we could persuade to climb up to the clock.

In The Next Issue – Meet Chris Baker

OUTSIDE WORKING PARTY

The outside working party during one of their clearing up sessions, on this particular evening it was exceptionally hot work, cleaning and checking the garden layouts, so well done to everyone concerned. As you can see in the bottom picture, the uneven concrete is finally being removed.



Nick Dean and Bruce Garwood, helping Geoff Trenholme on his layout
"Two short planks and a bit on the side"



Tim Page and Colin Joyce operating the clubs 'N' Gauge Group's layout 'Norgate'



John Forman's '0' Gauge scenic 'Hornby' layout.

SANDY TCS 11TH ANNUAL EXHIBITION

The following three photographs were taken at the recent TCS event at Sandy.



MKMRS members on the Bachmann display.

TRAINS SLOWLY RUNNING AGAIN ON BLETCHLEY

by Phil Wakely

An occasional series of articles outlining the progress of the Bletchley 'N' gauge layout.

The evening of Tuesday 23rd June was quite a night for Ken Wiggins and I as we ran two engines the full length of three boards, approximately 20ft. This was after about a year of relaying track, checking point alignment and making sure point motors work.

The Bletchley project was started about 10 years ago when Fenny Stratford was put on the scrap heap. The 'Park' asked us if we could build a '00' gauge layout of Bletchley station area from Deignby road bridge to the main line bridge over the Park Hotel on the Bletchley road.



The moment of truth.

The main line stopped at Deignby until they built the bridge, before that a large coach took people on to Derby. A pub called 'Deignby Hall' stood there until it was demolished in the 1950s, hence the estate is called Deignby Hall.

Plans of the railway tracks were obtained and it worked out that a model area in '00' gauge would require a space of approximately 120ft by 20ft, so it was decided to build it in 'N' gauge instead. Even then it would still require a very large area. This was discovered when one particular club night the track plan was laid down and it stretched throughout the workroom and on into the reception area. So measurements were taken and the plan was shortened to its present size.



Ken Wiggins continues his good work.

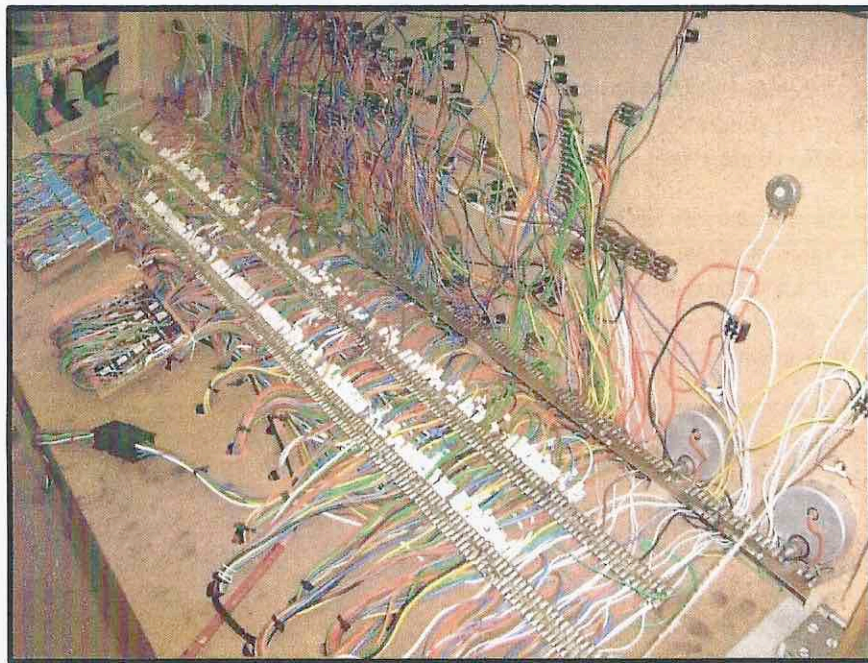
I CANNOT GET MY WIRES CROSSED!

Recently I displayed my Hornby '0' gauge scenic layout at Loughborough. When setting up I just plugged my one track 'connection wire' into the controller and away we went. Picture A.

Next to me there was an excellent 'all singing all dancing' Hornby Dublo layout which performed perfectly most of the time, until something went wrong. Suddenly the lid of the very large control box was lifted to reveal a mass of wires. Picture B. On seeing this I was very glad I only had one wire. I found out later that the guy who owned this layout was an electrical whizz kid.



Picture A



Picture B

The Hornby Association's 40th Anniversary Celebrations

The following three pictures were taken at the Hornby Railway Collectors Association's 40th Anniversary Celebrations at The University of Loughborough. These photographs show the 3 MKMRS members layouts. Other members, Roger Mills and Brian Barnes, also attended as visitors.



Roger White's 'Hornby Dublo' 'Whitehall' layout



David Ramsey on the 'French Hornby' Layout

The two Bachmann promotion layouts, at the Sandy TCS Exhibition, manned by MKMRS members.



'Barwell'



'Little Barwell'

VISIT TO BLETCHLEY POWER BOX

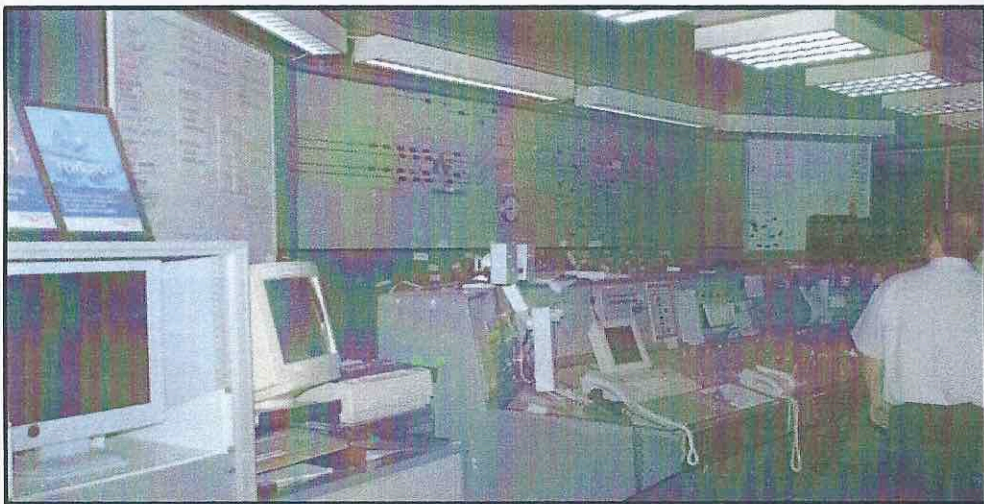
On Tuesday June 2nd, some members took advantage of the offer of a trip to Bletchley Power Box. Here are a few photographs taken by our chairman Dennis during our visit. I am sorry I cannot tell you exactly what was happening, because I did not understand what was going on, apart from a series of flashing lights. This was totally different from the last signal box (as they were known in my day) I was lucky enough to visit.



General view of the control room



Close up of track plan board



The other side of the control room



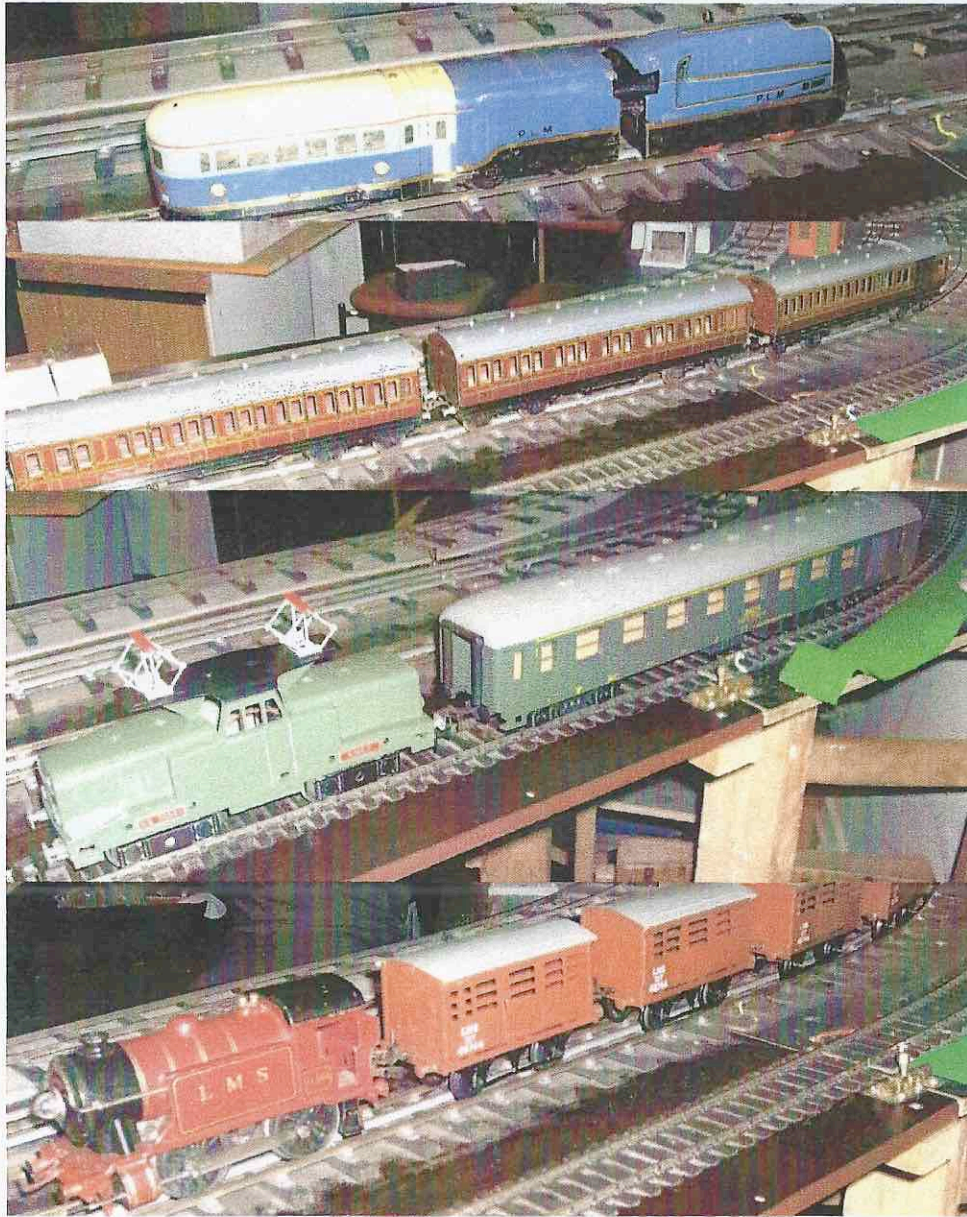
Signalman's view of passing trains

During the club's tea break notes, Dennis asked if there was any other business, Phil Wood said he had an incident on Sunday and could we have an incident book. Dennis said we had an incident book of sorts but Phil insisted on an incident book, because then this incident that occurred on Sunday could have been recorded. Dennis asked what the incident on Sunday was. Phil replied he did not know because he had forgotten as he could not write it in the incident book. There were roars of laughter!

MEMBERS LAYOUTS AROUND THE EXHIBITIONS ETC.,

Rogers Mills 'Gauge 3' Garden Railway 'Open Day'





Why not have a 'Focus' article featuring your club layout, group, area or project – just contact the editor.

On the Tinplate Room

The tinplate room was originally instigated by Brian Barnes, assisted by his very good friend the late Stan Pennington, who joined Brian in 1984. When the room was allocated to them, it was crammed full of rubbish and had a large air conditioning unit at the back. Of course, all this had to be taken out, and the room completely cleaned up, before they could even begin to think about running trains. Bernard Worden, Reg Cooke and Jeff Mathie between them, moved all the surplus items and built the baseboards, cupboards and shelving. Brian, Stan and Michael Clement built the track and put in all the wiring. The room was designed to run as many different locomotives as possible, with two 3rail and two 2rail lines installed to cater for electric, clockwork and even battery driven trains.

The present line-up of tinplate members are pictured below. Members just turn up on a club night and bring something to use, nothing is ever planned or arranged, so you never know what each individual is going to arrive with. It could be their latest purchase, something to test or just what they fancy to give a run. We run British, American and Continental, Steam, Diesel or Electric outline, and toys to scale models, in fact whatever we like. Many very well known makes and even some less known manufacturers can be spotted. I hope the next few pages will show you, what you can expect to see running on a Tuesday evening, all these pictures were taken during the past few months.



The 'tinplate boys'. Brian Barnes, John Forman, Michael Clements, Roger Mills and David Ramsey.

