

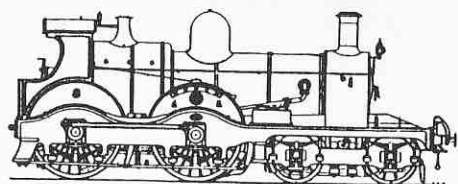
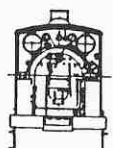


LANGLEY



GAUGE 'O' GUILD

Approved
MODEL RAILWAY SHOW



SUNDAY 4TH DECEMBER 1994



WORKING LAYOUTS



TRADE STANDS



TEST TRACK



LIVE STEAM



BRING & BUY

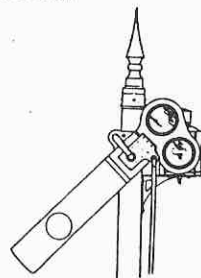
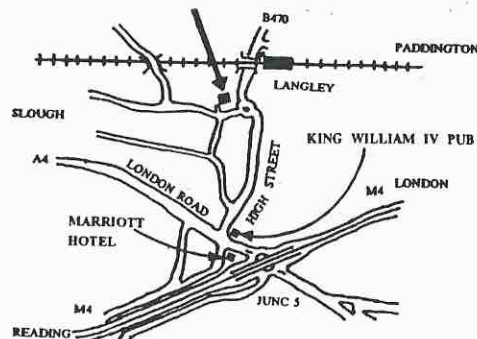


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Family discount

GUILD MEMBERS
and OAPS £1.50

8TH ANNUAL WEST LONDON GROUP EXHIBITION



MKMRS NEWS

No. 29

AUGUST 1994



Green Goddess on the RH&DR at New Romney

Photo Dennis Lovett

Published by Dennis Lovett, Chairman, Milton Keynes Model Railway Society
c/o 4 Browning Crescent, Bletchley, Milton Keynes MK3 5AU.
Telephone 0908 376750

9. LNWR Cloughton - 2001 Lord Kitchener and

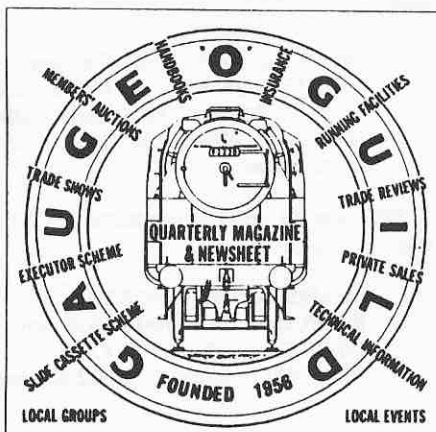
- (a) GWR Atbara - 3378 Khartoum
 (b) LNER D49 - 2716 Kincardineshire
 (c) LMS Jubilee - 5588 Kashmir
 (d) BR(S) Battle of Britain - 34068 Kenley

10. BR Class 47 - 47780 Fair Rosamund and

- (a) BR Britannia - 70038 Robin Hood
 (b) GWR King - 6028 King Henry II
 (c) BR Class 87 - 87013 John o' Gaunt
 (d) GWR Saint - 2981 Ivanhoe

Answers next month

Gauge O Guild GUILDEX '94



TELFORD

SATURDAY 10th SEPTEMBER 1994

10.00 am to 5.00 pm

SUNDAY 11th SEPTEMBER 1994

10.00 am to 5.00 pm

TELFORD EXHIBITION CENTRE
 TELFORD, SHROPSHIRE

(follow signs to Exhibition centre)

At least 15 7mm Scale Layouts
 Modelling Demonstrations
 Specialist Traders — Plus Much More

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 please send S.A.S.E. to:

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MILTON KEYNES MODEL RAILWAY SOCIETY 25th Anniversary year

President	Jim Wood	CMRA Rep	Eric Bowman
Vice President	Les Wood	Committee	Geoff Bell
Chairman	Dennis Lovett		Chris Garner
Vice Chairman	Fred Collins		Chris Lester
Secretary	Chris Hughes		Colin Jamieson
Treasurer	Gordon Etherington	Librarian	Mark Wilson

The annual fix of steam

Some of us will soon be off on our summer holidays. This is a time of the year, when many of us manage to get a small intake of steam and a trip or visit to a steam railway.

This year the Lovett family will be heading off to North Wales, which has one or two railway venues to visit.

In years gone by, most holidaymakers travelled to resorts by train. The GWR had its lines packed on Summer Saturdays with holiday trains bound for resorts in Devon and Cornwall. Now the news pictures show thousands of cars standing nose to tail on the M5.

Many modellers also recreate the stations they travelled to down branchlines. They bring back fond memories and are ideal prototypes for them to model.

Many of the existing and projected steam railways rely on the revenue from holidaymakers or tourists as they now call us, to develop their lines and keep them running. North Wales has so

many railways that one could spend a fortnight doing nothing but visiting and travelling on them!

Most seaside towns also had miniature railways. Whilst many still exist they are not so prolific as they used to be. Last month's front cover showed the famous Scarborough line, whilst the InterCity calendar on my wall has a picture taken last year of an HST passing Kerrs Miniature Railway at Arbroath, a line I knew well from my own holidays in Scotland as a child.

Many resorts also used to have model railways, but like their miniature counterparts many of these have also disappeared.

However you spend your holiday, I trust that you and your families will have an enjoyable time and that you will manage at least one brief sniff of steam!

Dennis Lovett
 Chairman

Club Notices

Swapmeet dates

Swapmeets will take place at Woughton Campus on the following dates;

18 September
11 December

Opening times are 1100 - 1500. Admission is 60p, child/senior citizens 30p.

Club Dinner
15 October 1994

The 25th Anniversary Club Dinner will take place on 15 October at the College in Sherwood Drive, Bletchley. Please see elsewhere in this issue for menu etc.

Further details - Please see Chris Hughes

QGM - Tuesday 26 July

A short QGM will take place on Tuesday 26 July commencing at 8pm in the club room.

CMRA Convention

Thanks to all those who represented the club recently at the CMRA Convention at Beaconsfield. I understand a good day was had by all.

The next event organised by CMRA will be the exhibition at St Albans in January.

Library

Opening Hours

Tuesdays
8 - 9 pm

A box is provided for the return of items at other times



Milton Keynes Museum of Industry and Rural Life



Industry and Rural Life

An afternoon of recollection and discovery for all the family. Plenty to see, whatever the weather.

Open until 30 October
Every Afternoon, except Mondays* and Tuesdays, from 1:30 - 4.30 pm. (*Open Bank Holiday Mondays)

July 17: Victorian Day/People's Museum

Reenactment and what the people of MK collect

August 21: Transport & Railways
Sept 18: Farm Machinery/Engine Rally/Crafts
(Open 11.30 am - 5.30 pm)

The Museum is open at other times by prior arrangement. Groups and school parties are welcome throughout the year.

Follow the brown signs to car park off Millers Way

Milton Keynes Museum of Industry and Rural Life
Stacey Hill Farm, Southern Way, Wolverton
Milton Keynes MK12 5EJ

☎ 0908 316222

Milton Keynes Museum Trust Ltd - an independent Registered Charity 803675 - working to preserve our heritage

• Please keep this advertisement for reference •

QUIZ CORNER by SAGITTARIUS

PAIRS

Certain words and names seem always to be linked together; for example, Romeo and Juliet, black and white. This month we have a series of engine names which go together in the same way. In the best educational test manner, you have multiple answers from which to make your choice. You are invited to name the "partner" which replaces the dots in the first line of each question.

- BR Class 87 - 87019 Sir Winston Churchill and
 - SR Schools - 926 Repton
 - SR Schools - 924 Haileybury
 - SR Schools - 918 Harrow
 - SR Schools - 903 Charterhouse
- GWR Star - 4038 Queen Berengaria and
 - GWR King - 6027 King Richard I
 - GWR King - 6023 King Edward II
 - GWR King - 6018 King Henry IV
 - GWR King - 6010 King Charles I
- SR Lord Nelson - 850 Lord Nelson and
 - LMS Jubilee - 5679 Armada
 - LMS Jubilee - 5684 Jutland
 - LNWR J36 - 5224 Mons
 - LNWR Jubilee - 1940 Trafalgar
- GWR Atbara - 3374 Baden Powell and
 - LMS Jubilee - 5680 Camperdown
 - LMS Royal Scot - 6169 Boy Scout
 - GWR Atbara - 3380 Ladysmith
 - LNWR Alfred the Great - 1970 Good Hope
- BR Britannia - 70039 Sir Christopher Wren and
 - BR Class 47 - 47580 County of Essex
 - LNWR V2 - 60860 Durham School
 - LMS Patriot - 5501 St Dunstan's
 - SR Schools - 909 St Pauls
- BR Class 33 - Earl Mountbatten of Burma and
 - LMS Jubilee - 5707 Valiant
 - BR Class 50 - 50035 Ark Royal
 - BR Class 42 - D827 Kelly
 - LNWR Precursor - 5192 Cossack
- GWR Saint - 2923 Saint George and
 - BR Class 31 - 31530 Sister Dora
 - LNWR Precursor - 2115 Servia
 - BR Class 42 - D814 Dragon
 - BR Class 20 - 20905 Iona
- GWR King - 6019 King Henry V and
 - LNWR D11 - 2669 Ypres
 - GWR Bulldog - 3339 Sedgemoor
 - LNWR Jubilee - 1931 Agincourt
 - BR Class 50 - 50019 Ramillies

25th Anniversary Club Dinner Saturday 15 October 1994

at the "Bleccasslea Room",
Sherwood Drive College, Bletchley

Menu

Homemade vegetable broth
or
Egg mayonnaise
or
Fruit Juice

Roast Sirloin of Beef with Yorkshire pudding
Pommes de Terre du Jour
Bouquetiere de Legumes

Peach Melba
or
Sherry Trifle
or
Black Cherry Cheesecake

The price of £14 per head includes a glass of non-alcoholic punch on arrival and 2 glasses of wine or fruit juice with the meal.

Further details will appear in future issues, a menu selection form will also appear shortly

Mandlebury Central

The N Gauge layout of Milton Keynes Model Railway Society

MKMRS Club members Chris Garner and Geoff Mathie, attended a modern image exhibition at St. Albans and were surprised at the lack of large N gauge layouts on which full length trains could be run. They returned to the club room determined to do something about it.

The Milton Keynes club had been formed back in 1969, and after extensive restoration of its premises, had reached the stage of renewing all its existing exhibition layouts, with ones built to far more demanding standards. Despite one failed early attempt, the club had not built a N gauge layout for some years, so the return from St. Albans was an opportune piece of timing.

Chris and Geoff, drew up several proposals before reaching a plan that they were happy with. As a club layout it had to meet several key objectives, the most important being able to accommodate steam operation, for those members who had little interest in the modern scene.

It was decided to locate the layout in the north of the country in an area somewhere between MANchester, Dewsbury, LEeds and BURY - hence MANDLEBURY! The area would give our scenic modellers plenty of opportunity to test out their ideas. Someone then pointed out that Bury had a preserved line whilst the Keighley & Worth Valley was close to Leeds, so why couldn't Mandlebury have a preservation society too? This proved to be the answer to our problems, so Mandlebury has a preserved steam railway, and like the Nene Valley, can accommodate anything from an industrial tank engine to a German pacific! The steam railway also provides a base for some mainline steam locomotive operation.

We managed to acquire some excellent photographs from well known railway photographer, Gavin Morrison, which captured the scene we were trying to create. These were displayed in the club room and proved inspirational when surrounded by timber and wire!

The layout design, incorporates two through main lines which have loops at the station to serve the platforms and others to serve the small freight yard. The station itself has been designed to hide the curves at one end, thus avoiding wasting good space which has been used to better effect elsewhere on the layout. A fuelling point and small maintenance depot have been provided to look after freight locomotives working from Mandlebury. A freight only line disappears at one end and is used for the occasional merry-go-round train to and from the off scene colliery. In keeping with the prototype, one track has been lifted and the ballast covered in appropriate weeds.

Whilst we spent a great deal of time designing the layout and drawing it up to full scale, the result was worth it. We also have several railway men in our club and one of them was stripping out what he considered to be over generous siding accommodation, to ensure that if it wasn't needed it didn't go in, thus avoiding

putting it in and stripping it out like the prototype! The end result is a layout designed to run prototypical length trains, on a purpose built layout, which is simple to operate and entertains all who stand before it in an exhibition hall.

The committee approved the project in December 1991 and the timber for the baseboards arrived a few days later. The layout is 18 feet in length and 3 feet wide and we were anxious to avoid all the problems of loading and heaving layouts about that too many of us have been involved in after a gruelling two day exhibition. It is built in four 4'6" sections. They are constructed entirely out of plywood with timber battens. They are light and easy to transport. Our days of strenuous layout moving were over.

Word soon spread that MKMRS were building a new N gauge layout and as a result, new members were soon knocking on the door. Amongst them were Bruce Garwood and Ken Wiggins. Ken fortunately for us, was an accomplished electrician. Ken was therefore able to plan the electrics, as we were building the baseboards. Also on the team was Dennis Lovett our Chairman, who steered the project along, reported our progress to the committee and organised sufficient funding to keep each stage of the project on target.

Within six weeks we were laying track, all of which is Peco. Such was the enthusiasm for the project, that soon we were working several nights a week. We had no deadline to meet, but were anxious to keep the momentum going and to make sure progress and standards were maintained.

Mandlebury has four control panels which operate the 'Up Main', 'Down Main', Preserved Branch and the Freight Branch, Depot and Yard. Each section of track has its own number and each set of points/pair of points are allocated a letter. They are all connected to a multi-pin socket on each board. A loom of wires then carries the wire from the track section or point to the appropriate control panel. The wiring of the layout took 16 weeks, the loom itself taking 8 of them,

The number of controllers allows us to keep a good steady flow of trains moving on the layout all of the time, essential in the exhibition hall. Indeed, our layout sees more train movements during an exhibition than both the real East Coast and West Coast lines combined in a week. Not bad for a secondary main line owned by Regional Railways! Out of site at the back are two main fiddle yards serving both 'Up' and 'Down' lines. These allow up to 25 trains to be in traffic on the main lines at any one time. Three full length passenger trains can be held in the longest loop, whilst still having enough room to take a two car diesel multiple unit. A small independent fiddle yard caters for the preserved line. The freight only branch, feeds back in to the main fiddle yard thus allowing for the through running of trains to/from the rest of the system.

Mandlebury Central station is located at the east end of the layout and is built in such a way as to give an impression it carries on under the town, when in fact it curves round into the fiddle yard. There is cross platform interchange between the eastbound platform and the preserved station, Mandlebury Town.

Stock running on the layout is modern image and was correct at the time the layout was first exhibited. InterCity Cross Country services now serve the station, whilst Regional Railways multiple units in a variety of liveries, including Strathclyde orange and black, can be seen on local services. The occasional Network SouthEast liveried item of stock appears and for those who doubt the appearance of Strathclyde and NSE stock in the area portrayed, we have photographic evidence! With freight trains appearing in various liveries, the whole scene can be quite colourful. We make good use of Graham Farish and to a lesser extent Minitrix. Without these manufacturers, our task would be nigh impossible - thank you Poole and Nuremberg! As we have now passed into a new era of railway operations and liveries, we are not sure how long it will be before we end up with an historical layout. We may have to draw the line at 31 March 1994, if things get too out of hand!

For the occasional steam special, we have suitable rakes of privately owned rolling stock, complete with an "Ethel", for fitting between tender and coaches. The preserved railway runs a variety of steam locomotives and a couple of Barry hulks stand awaiting restoration on the holding siding. A turntable has been provided for turning locomotives, although it is assumed the main locomotive depot is elsewhere on the line. Mandlebury Town station now acts as a terminus, the former through route to Bradford, now abandoned with its tunnel bricked up.

The scenery was carefully planned. Kits were built and blended into the background, the terrace house kits being split in two. We have made good use of KRS castings and P & D Marsh, both of which are produced locally. Our local model shop, Bletchley Railwayana, has also been supportive and helped track down those bits and pieces, which are difficult to get hold of.

The whole layout took some two years to build. We were keen to make our debut at the clubs biannual exhibition at Bletchley Leisure Centre in October 1993. We could only do so, if we proved we could move it, re-erect it and still run trains. This we did by attending a non model railway exhibition, a useful way of finding out any problems without upsetting an exhibition manager, and this we did by taking it to the Transport Day at the Museum of Rural Life at Wolverton. The whole exercise was a great success and our own exhibition manager duly let us in the hall. Since then we have attended several exhibitions in the Chiltern Model Railway Association area and if numbers standing in front of the layout are anything to go by, we must have done something right!

When we embarked on this project, we were sure it would work and prove successful. We have overcome the concerns that many have about N gauge in the exhibition hall. So far we have exceeded our expectations and given both builders and exhibition visitors a good deal of enjoyment. We hope it will continue to do so for a good few years yet. We may even fit overhead wires and run Eurostars, which our Chairman blames on the fact that the modern image exhibition is now held in Bletchley and we don't even have to travel to St. Albans any more!

This article has been submitted to British Railway Modelling for publication in a future issue. A visit from their photographer, Tony Wright, is imminent!