

MILTON KEYNES MODEL RAILWAY SOCIETY

Quarterly Newsletter

Issue 188

Autumn 2016

CHAIRMAN'S NEWS

Acts of God usually result in damage to property and an insurance claim, but I am pleased to report that quite by chance due to a recent incident, our missing Princess has been found. Nik Dean was putting up a new fence at Terry's and, over a cuppa whilst viewing Terry's layout, the Prinnie was found in a seldom opened stock box. I was confident she would reappear sooner or later, as on a previous occasion at Bletchley Park a certain gentleman's minic motorway vehicles came to light in the cupboard where they had been stored several years after he maintained they had been taken. Our Princess is now back at Barton Depot and ready for duties again.

I recently attended a private running session at the Vale of Aylesbury Model Engineering Society (VAMES) premises at Quainton. Former



MKMRS member, Colin Catley, has spent the past five years scratchbuilding a 7¼" gauge live steam loco, and he invited me to its inaugural passenger carrying outing. The loco is an outside cylinder 0-4-2 tender arrangement and apart

from the pressure gauges, Colin has made all the parts himself using both his own home lathe and facilities at the Society.

The photo shows Nick Catley at the controls prior to setting off for another trip around their one kilometre mixed gauge track. The Society has been on this site at Quainton since the early 1970's when a much smaller mixed gauge track was relocated from a private garden in Aldbury following the death of its owner. In its former location it was known as the Golden Spring Miniature Railway and this is reflected in the name of the new station - Golden Spring Central. The Society meets at Quainton on Wednesdays during summer months when members can run, build or maintain their locos. There is also an extensive Gauge I and 0-gauge track, which is the size of our entire clubroom. The site is like a small park so there are always gardening and grass cutting duties needed as well as track maintenance. There is also a self-funding cafe and excellent toilet facilities. Colin attends most Wednesdays and extends an open invitation to MKMRS members to go along and dip their toes into the world of larger scale modelling. Membership is a very reasonable £50 per annum, but it is also necessary to become a member of the Buckinghamshire Railway Society for insurance purposes which costs a further £50.

After an enjoyable but tiring weekend operating Barton Crossing at Middleton Hall in May, we came to the conclusion that the layout is really too heavy and cumbersome for us oldies to be carting about. Unfortunately since we moved the baseboards into North House they no longer fit into the lift when connected in their transporting pairs, meaning they all have to be carried up and down the stairs. This was the layout's first public outing and although a few problems were experienced our efforts were well received. Before the layout were to be taken to a proper model railway exhibition however it would be necessary to work up a realistic operating sequence and not just leave the same train running round lap after lap as we have tended to do. There is still much scenic work to be completed before the layout is in a state for serious exhibiting and to this end we need to decide whether we wish to pursue this option or just continue to build the layout for clubroom use only.

Chris Hughes
Chairman

Clubroom Access



A new company **Brooknight Security** has joined us on the first floor at North House; this is a security company that monitors alarms and CCTV for a large number of companies around city. Their operation is a 24-hour a day, 7 days a week and 365 days a year.

This is good news for us as they will only be locking the front door of the building on their shift change at midnight; therefore, we need not worry about locking the front door when we have finished in the evening. They have also told me that they most likely unlock the front door during daylight hours over weekends and bank holidays.

So if you want to get into the clubroom, out of hours you should now always find the front door unlocked. If however, it is locked if you can call their control room on 01908 305700 and they will come down and unlock the door for you if you tell them you are with the MKMRS. So make sure you save this number in your phone.

The access to the other door on the first floor remains as it is. If it is locked then the combination is C 270 Y and then turn the knob.

The key to the clubroom is in the Masterlock key safe. To get the key push down the button marked 'Clear', then enter the combination of 2015 and press the 'Open' button. The front opens and the key will be inside. Please remember to replace the key and close the safe when you leave. To lock the safe press down 'Clear', then enter 2015 and hold down the 'Open' button as you close the door.

If you have a front door signed out to you, please return it to the key box in the club and sign it back in. As you know each one of these keys costs the club £15, so we may decide to get some of our money back by returning the surplus keys to the landlord.

MY TINPLATE LAYOUT

PART TWO – OPERATIONS

By John Foreman

I try to run my trains as much and as often as possible, at least several times a week, however, there always seems to be something else more important. I have known times in the winter when I have been able to spend several days at a time on the layout, which gives me time to carry out repairs and cleaning. Of course, when the various grandchildren come round they invariably want to see the trains, well that is my excuse.

I do not run to a timetable, but I do run particular trains at certain times during a period of running. For instance the first train on the branch line is always the early morning shift workers train, complete with the newspapers and milk tanker. These will be delivered to the various imaginary stations along line. There is always a pick up goods train, also on the branch line, to deliver the appropriate wagons to their destinations, and collect the freight and any empty wagons back to the goods depot, to be shunted and sorted ready for further transportation on to the main lines.

I have always been more interested in freight trains rather than passenger trains. I believe this is because, as my dad did not have a car, we went everywhere by train, visiting my grandparents in the Grimsby area, at least once a year, a fortnights holiday and the odd day trip to the seaside. The era I am trying to portray, is the very early forties, the goods trains had preference over passenger trains, because a lot of things were very scarce and rationed, so it was a top priority to reach the shops. Wherever we visited, all the goods sidings were full of every type of freight traffic imaginable, which has inspired my different layouts. I do run the occasional passenger train, mostly on the branch line, but the layout is very much about goods trains, which are carrying anything and everything. I am always looking for new loads to be incorporated in to the system.

I make sure that all the rolling stock and loads are appropriate for that era, for example army vehicles would have been moving around the country and there were box vans marked as salvage collection points, in the sidings, to help with war effort.

I run whatever takes my fancy, especially if a particular train has not been used for some time, but I do try to rotate them on a regular basis. Of course the five grandchildren all have their own favourites, which can be challenging, luckily all five of them only come altogether on special occasions like birthdays and Christmas.

Rakes of wagons are boxed up under the layout, into trains, such as mixed goods, coal, cement, box vans, cattle trucks, parcels and tankers etc., and each set is labeled. When a new train is required the appropriate carton is unpacked and an engine and a guards van, if appropriate, are allocated to the train. The train being replaced is packed away in to its appropriate container until its next duty and the locomotive and guards van are given other duties.

Some of the trains are made up by selecting the appropriate wagons from the various goods depots. Of course this is done by shunting, and allowing newly arrived trucks to take their places. By regularly rotating the stock in the sidings, the layout is always changing its appearance. Every siding has a wire with a plug attached, and when a particular track is required it is plugged into the socket on the fourth controller.

In the next Issue – Part Three – Wagon Loads.



Tank locomotive 0 – 4 – 0 No 15500 is bringing in a train of Saxa Salt wagons past the South Goods Yard, on the left, to the allocated siding and then they will be distributed around the region. Part of the water tank can be seen behind a goods shed that is why this part of the layout is narrower.



Tank locomotive 0 – 4 – 0 No 70 has just collected a train of coal wagons, including some private owner trucks, for deliverer to coal merchants in the district. Part of the West Goods Yard is on the right.



0 – 4 – 0 Tank Loco No 7140, is shunting in the West Goods Yard.



0 – 4 – 0 tender loco No 8712 is in charge of the early morning shift workers, newspaper and milk train, on the branch line. Part of the West Goods Yard is in the foreground.



0 – 4 – 0 tender loco No 2700 brings its daily ‘pick up’ goods train over the girder bridge, making its way onto the branch line, with a very busy North Goods yard on the right.



"As a steam enthusiast, a stairlift wasn't enough for Martin, he installed his own funicular railway."

Club Open Day



The club's second Open Day was held on Saturday 23rd July. The advertising for the event was just about right with a steady influx of people during the day. It was estimated that we had between 40 and 50 visitors.

All of the club layouts were in operation and everyone who attended seemed to be very pleased with what was going on.

From the open day we have secured one new member and hopefully another shortly.

We supplied our visitors with cups of tea or coffee and asked for a donation to the club, it was pleasing to see that we added £46.26 to the club funds.



Thanks to all members that helped and that even includes the idiot in this photo.

Special thanks to Roger Mills for the photographs.



Ceynix - Scale Model Railway Trees



Phone Number
Email
Website

30% discount on all trees for MKMRS members, email or at shows just produce your membership card when you see me at an exhibition.

Contact Details
020 8864 6596
Jacqui@railwaytrees.co.uk
www.railwaytrees.co.uk

Show and Tell Evenings

Our first Show and Tell Evening took place on 21st July with Jacqui giving a presentation to some 15 members. Jacqui provided some very interesting and informative information on how big and how many trees should be on a layout. The handouts Jacqui provided are reproduced on the next few pages for you to see.

Jacqui then showed us how she makes her trees, from forming the trucks right through to painting and adding the foliage to the trees.

She also had a number of starter tree kits available that allows you to build your first tree with some very simple instructions. These seem to have sold well, so a number of members will soon have some trees on there layouts.

I would like to pass on everyone's deepest thanks to Jacqui for a very interesting evening.

The schedule for the rest of the year is below and we are looking for more people to help out so please volunteer. If you have ideas for a show and tell evening please see Dave Court to arrange a date in 2017.

Date	Title	Description	Presenter
22/09/2016	Tips and tricks when Using static grass.	In this presentation Wayne will show you how to get the best out of using static grass on your layout.	Wayne Webb
24/11/2016	Using Decoder Pro Software	Demonstration of how to use the JMRI Decoder Pro software to change and backup the settings on a DCC chip. The benefits of keeping a roster of your locomotives.	David Court



**Research suggests
that if you have 100 trees
on your layout:**

10 of these should be the full mature height for the species of tree;

40 of these should be 75% of full mature height for the species of tree;

35 of these should be 50% of the full mature height for the species of tree;

10 of these should be 25%/saplings of the full mature height for the tree;

the remaining 5 should be split between overheight (around 120%) and tiny/saplings/seedlings (less than 25%) of the full mature height for the tree

**According to the Woodland Trust,
the average British Tree is
65 feet tall**



Thus, most modellers underscale the trees on their layouts. Of course, height does also depend on position and circumstance of each tree.

The table below gives the scale heights of the average British Tree.

Scale	Height
T/1.450	1.75 inches
Z/1.228	3 ½ inches
N/1.148	5 3/10 inches
HO/1.87	9 inches
OO/1.76	10 ¼ inches
O/1.43	1ft 7 in
G/1.29	2ft 3 in
Gm/1.22.5	2ft 10 ½ in
Fn3/1.20.3	3ft 2 ½ in

According to the Woodland Trust, the average British tree is 65 feet tall. A typical American hardwood is 85 feet tall.

Broadleaf	Tree Height		@2mm/ft		Approx No
	metres	feet	mm	in	Species
Alder	6 -25	20-83	40-166	1.5-6.5	30
Ash	15-40	50-135	100-270	4-10.5	70
Beech	10-40	35-135	70-270	2.8-10.5	10
Birch	2-25	7-83	14-166	0.5-6.5	40
S. Birch	18-25	60-83	120-166	4.75-6.5	25
Buckthorn	5-10	17-33	34-66	1.4-2.6	
Chestnut H	14-28	47-93	94-196	3.7-7.7	10
Chestnut S	20-30	67-100	134-200	5.25-7.9	4
Elder	10	35	70	2.8	40
Elm	16-30	53-100	105-200	4.1-7.8	40
Hawthorn	12-15	40-50	80-100	3.15-4	1000
Hornbeam	10-20	35-67	70-134	2.8-5.25	45
Lime	20-46	67-155	134-200	2.8-7.9	30
Maple	8-30	27-100	54-200	2.1-7.9	125
Oak	5-40	17-135	34-270	1.4-10.5	6000
Pear	9-15	30-50	60-100	2.4-4	30
Plane	13-44	43-147	86-294	3.4-11.6	10
Poplar	18-37	60-125	120-250	4.75-9.8	30
Aspen	15-25	40-83	80-166	3.15-6.5	
Spindle	6	20	40	1.6	180
Sycamore	16-35	53-120	106-240	4.2-9.5	
Whitebeam	8-15	27-50	54-100	2.1-4	80
Wild Service	10-25	35-83	70-166	2.8-6.5	2
Willow	4-25	13-83	26-166	1-6.5	400
W. Weeping Conifer	20	67	134	2.8	5
Cedar	17-45	47-150	94-300	3.7-11.8	4
C. Lebanon	8-35	27-120	54-240	2.1-9.4	
Cypress	18-35	60-120	120-240	4.75-9.4	140
Fir	15-55	50-185	100-370	4-14.57	50
Hemlock	30-60	100-200	200-400	7.9-15.75	10
Juniper	5-18	17-60	34-120	1.4-4.75	65
Larch	12-30	40-100	80-200	3.15-7.9	10
Pine	12-36	40-120	80-240	3.15-9.4	115
Sequoia	20-50	67-170	134-340	2.8-13.4	3
Spruce	18-40	17-135	34-270	1.4-10.7	60
Yew	4-25	13-83	26-166	1-6.5	10

Member Updates

Please join us in welcoming the following new member to the club. If you see him in the clubroom please introduce yourself.



Gerhard Novak

Forthcoming Events

Date	Event
03 September 2016	Olney Model Railway club Exhibition. Carlton House Club, 38 High Street, Olney. MK46 4BB. 10:30am until 4:30pm.
10 September 2016 11 September 2016	The Swindon Railway Festival at the Museum of the Great Western Railway, Fire Fly Ave, Swindon SN2 2EY. 10:00am until 5:00pm each day.
20 September 2016	Committee Meeting
24 September 2016	Scalefour Society Scaleforum 2016 at Stoke Mandeville Stadium. 24th and 25th September
26 September 2016	Show and Tell Evening on the tricks and tips when using static grass. Presented by Wayne Webb.

Forthcoming Events - Continued

Date	Event
01 October 2016	Daventry Model Railway Club Exhibition at Parker Academy, Ashby Road, Daventry. NN11 0QF. 10:00am until 5:00pm.
04 October 2016	Quarterly General Meeting. Please note that this is being held early in October as we did not hold a QGM in July.
08 October 2016 09 October 2016	The Great Electric Train Show at British Motor Museum, Banbury Road, Gaydon. CV35 0BJ.
15 October 2016	Risborough & District Model Railway Club. Annual Open Day at the Community Centre, Princess Risborough
15 October 2016	TaD-Rail 2016 at The Cottesloe School, Wing
15 October 2016 16 October 2016	The National Festival of Railway Modelling at the East of England Showground, Peterborough. PE2 6XE.
16 October 2016	ZEDEX 2016 at Didcot Civic Hall, Britwell Road, Didcot. OX11 7JN. 10:30am until 4:00pm
18 October 2016	Committee Meeting
28 October 2016 29 October 2016 30 October 2016	MKMRS at Davex Christmas Crafts & Arts Exhibition in Middleton Hall Central MK
05 November 2016	WYCRail at Cressex Community School, Cressex Road, High Wycombe. HP12 4UD. 10:00am until 5:00pm.
22 November 2016	Committee Meeting
24 November 2016	Show and Tell evening on how to use Decoder Pro. Presented by David Court.
26 November 2016 27 November 2016	Warley National Exhibition at the NEC. 26th and 27th November.
20 December 2016	Committee Meeting

Forthcoming Events - Continued

At a recent club night Roger White was giving out leaflets on a coach trip to the Great Central Railway for their autumn steam gala.

Below is a copy of the leaflet and if you want further information please contact Roger White.

The Friends of St Andrew's, Bedford
(Charity No. 1087979)

**VISIT TO THE GREAT CENTRAL RAILWAY,
LOUGHBOROUGH, LEICESTER
THURSDAY 6 OCTOBER 2016
*AUTUMN STEAM GALA***



**A day of really busy action with constant passing
steam trains on GCR's double track.**

**There'll be locos, working passenger, freight and
postal trains to a seriously intensive timetable!
It's a steam dream!**

Details overleaf

Details of Visit to Autumn Steam Gala

A coach will leave St Andrew's Church, Kimbolton Road, Bedford MK40 2PF at 9.30am. The coach fare is £23 for members of *The Friends of St Andrew's* and £25 for non members.

Voted number 12 on the list of the 50 greatest railway journeys in the world, by the Independent Newspaper, travelling on the Great Central Railway is your ticket to 'time travel' and an excellent way to explore the beautiful Charnwood countryside. Hop on and off at any of our 4 stations and step back in time to different periods of history. Details of each station and suggested walks are available on the web site, www.gcrailway.co.uk.

Train tickets cost £13 for all adults and £7 for children aged 5 to 15 years. This is for a "full line day return ticket". Station to station single fares are also available,

For guided tours of the museum and engine shed there is a charge of £3.00 plus a donation to the locomotive group providing the guides.

Food is available at most of the stations.

Those travelling on the coach will be free to spend the day as they wish once we arrive at Loughborough. For more details, or if you wish to book a seat on the coach please contact

Robin Garrett, 01234 342723, email robin.garrett38@gmail.com

Your Newsletter

Needs You



The MKMRS Quarterly Newsletter will only survive with your help, we need you to provide articles -

- ❖ These can be write-ups on exhibitions you have attended, modeling titbits, or anything that you think other members would find interesting.
- ❖ If you would like to be included in our “Meet the Members” articles in a future Newsletter, please send in your notes for inclusion.
- ❖ The articles need to be sent in by email to Newsletter@MKMRS.org.uk they need to be the words that you want to appear, include any pictures that you want in the article. All can be sent to the above email address for inclusion.
- ❖ Hoping for lots of copy for the newsletter.

Deadline for articles for the Winter Edition is the 30th December 2016 with the Newsletter being published by the 6th January 2017.