

MILTON KEYNES MODEL RAILWAY SOCIETY

Quarterly Newsletter

Issue 187

Summer 2016

CHAIRMAN'S NEWS

In April we went to the 10th Baie de Somme steam festival in Picardy where I was lucky enough not only to see the SNCF K Class Pacific that I have a model of, but also to ride behind it in metre gauge carriages. The festival was based at Noyelles, the inland end of a metre gauge system with branches reaching out on both sides of the River Somme estuary. The northerly arm goes to Le Crotoy and the southerly arm goes firstly to St.Valery and then on to Cayeux-sur-Mer, although both branches end some way from the coast. The section from Noyelles to St.Valery is dual gauge, which makes for some very interesting pointwork.



As well as the six, metre gauge steam locos from the line there were visiting ones from Switzerland and the Harz system in Germany in use dating from between 1889 and 1939. There was also an ex-Paris standard gauge metro train from 1929. Standard gauge steam was represented by the 231K and a 230D from the SNCF museum at Mulhouse, together with Avonside 0-4-0 saddle tank "Fred" and the 2-6-0 "Norwegian", formerly known as "King Haakon" which had come over from the Kent & East Sussex railway.



Whilst waiting for a return train from St.Valery Port one day I noticed a battered old plaque high up on an equally dilapidated old building. It translates as - "From this port in 1066 William of Normandy left at the head of a flotilla of 400 sailing ships for the conquest of England".

The rest as they say - is history! My video of the festival can be seen at the following link; <https://www.youtube.com/watch?v=sokax24HOu0> and one showing the 231K with narrow gauge coaches is at: <https://www.youtube.com/watch?v=ZS5C3KvuE-k>

Meanwhile, back in the clubroom, scenic work is progressing at an encouraging pace on the 00 layout and it is beginning to come to life. The baseboard has been cut down along the front section to give a better view of trains in front of the long retaining wall, and will ultimately be protected by clear perspex, but in the meantime please remember not to lean on the edge of the board as the new embankment under construction is only made from Cornflakes packets and newspaper! I must confess I was never really happy with the name Barton Crossing, but recently during a period of night-time insomnia I remembered the level crossing previously used at Claydon Station on the Verney Junction layout. I realised this could be used at the left-hand end of the DCC station platform giving access to the goods yard, which we have long pondered over. A suitable crossing keeper's house has been acquired and fortunately I have remembered where I put the gates for safe keeping

after Bletchley Park. Once refurbished the gates will be installed on the layout, and the name Barton Crossing will then be appropriate. By the time you read this edition of the Newsletter, the layout should have made its first public appearance at the Spring Craft Fair in CMK and hopefully be back up in the clubroom.

There is still however much scenic work to be done and if anyone has ideas for suitable cameos to be incorporated into the layout, please come forward with your suggestions. Currently it is intended to construct a terminus building based on the former LMS Aylesbury High Street for the upper branch line station. A steel girder type bridge will be built on the front of the layout to support a station building and forecourt, which will be removable for access to the DC tracks below.

It is also good to see scenic work is underway on the N-gauge layout, with the canal and its banks beginning to appear now that track and wiring have been completed.

And finally... following purchase of a 20ft steel container from Bond Estates for storage of our steel cupboards, tables and other exhibition equipment, we have cleared space in the clubroom and will be constructing a workbench which will hopefully encourage members to do some modelling on club nights.

Chris Hughes
Chairman

A Very Big Thank You

I am sure you are all aware that in January, our new NCE system on



Barton Crossing failed and needed to be returned to the supplier. After a lot of investigation by DCC Supplies (our supplier) they could not find the cause of the problem and it was returned to NCE in the USA for them to get to bottom of the problem. It transpired that it was an isolated problem with the main

board and NCE provided us with a completely new unit.

This could have meant that the club would not have been able to use the OO gauge layout for many months.

At this point the clubs Knight in shining armour arrived and offered to lend the club his own NCE Power Pro for the duration that ours was away for repair. The knight in question was Chris Read.

Chris's kind offer, allowed members to have unbroken access to Barton Crossing on club nights and his generosity was more amazing with the length of time it took to get our replacement unit.



On behalf of all of the members Chris please accept our deepest thanks to you for your generosity.

My Tinline Layout

by John Forman

Part One – Introduction.

In response to the editor's appeal for articles, I have decided to write an article about my layout. I am always bringing in different trains to run on the Barnes Junction layout on club nights, and this article will tell you where these trains normally run.

I received my first Hornby clockwork '0' gauge goods LNER train set for Christmas 1948, and a passenger LMS set the following year. From then on I received money at birthdays and Christmas, to enable me to build up a collection of rolling stock and accessories. Even though I begun to have other interests such as keeping pigeons, photography and at sometime girls, I kept this collection because my mother said I would regret selling it, especially if I eventually had a son, and she was proved to be right.

When my son Darren was born, it rekindled my interest and I started to discover more items for the collection, buying everything I could afford, regardless of regions. It soon became clear that I could not collect everything that Hornby made, so I sold all my GWR, LNER and Southern rolling stock, and began to build up my LMS stock. I chose this region because as a small boy, I could watch the LMS on the Oxford to Cambridge railway in Sandy, from my bedroom window, but only for a short time because the LMS finished in 1947

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The layout is in the loft, approximately 14ft by 14ft around the outside of the room, with the access ladder coming up into the middle. The baseboards were made by using seven paste tables fixed together around the room, covered by Sundela board. Additional legs were used in such a way there is plenty of space under the boards for surplus rolling stock to be stored.

There are three running tracks, 'up main', 'down main' and a single 'branch line'. As well as the controllers for the three running lines, there is an additional one which can be connected to various different sidings, so shunting can be carried out in several areas, but only one at a time. It would be impossible to carry out more than one shunting movement at any one time, especially having to also control the other three running lines. Maybe my grandchildren will help me to overcome this situation in due course.

There is no station on the layout, it is just a large goods depot with many sidings, with the trains on the three running tracks coming and going, either delivering or collecting goods, or straight through to their final destinations.

The four different goods yards are named North, South, East and West, the South one is much smaller, than the other three, because this is behind the water tank, where the baseboards had to be much narrower. The layout, despite not having a station, has dozens of other accessories, including bridges, signals, tunnel, signal boxes, platelayer huts, goods sheds, cattle dock, cranes, loading gauges, etc. etc.

In addition, there is a factory in one corner, this was made by using two Bing engine sheds, and because the tracks are running at the back of the factory, you only see the rear of the buildings, so you would not know they were engine sheds. There are other constructions making up the complex, including a Bing boiler house.

There are sheep, cattle and horses in the fields, which are all lead toys to fit in with the tinsplate layout.

The road vehicles are represented by several well known manufacturers including Dinkys, Triang Minics, Budgie and Corgi etc., and the people dotted around the layout are also lead figures, made mostly by Britains, with a few other makes represented. The clutter scattered about the layout is a collection of odd and ends picked up at swapmeets.

I am always looking to improve the layout and I am regularly seeking new items, to enhance the display.

To combat the seasonal elements, I have a dual purpose fan/heater to suit every situation.

In the next issue: Part Two – Operations



This shows the two girder bridges and part of the tunnel on the branch line, with the North Goods Yard in the foreground.



Part of the East Goods Yard. The overhead crane was made by Bing.



The three tracks can be seen here in the background, the cows are walking to be milked, and the corner of the **West Goods Yard**, is in the foreground



This picture shows **The Factory**, with the three tracks passing behind the factory and you can see a small part of the **North Goods Yard**.



This is part of the South Goods Yard, the smallest of the four, which includes a wood depot.

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.

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Show and Tell Evenings

Our first Show and Tell Evening is planned for Thursday 23rd June 2016 at 19:30 in the clubroom. Our first session will be given by Jacqui Perrat and will give you an insight into making trees for your layout.

Please make a note of the date and come and support this new idea to pass on modeling techniques'. The schedule for the rest of the year is below and we are looking for more people to help out so please volunteer.

Date	Title	Description	Presenter
23/06/2016	The art of tree making	In this presentation you will be shown the basics for producing realistic trees for your layout. You will also be able to purchase completed trees or the components to make your own trees at a discounted rate.	Jacqui Perrat
22/07/2016	Using Decoder Pro Software	Demonstration of how to use the JMRI Decoder Pro software to change and backup the settings on a DCC chips. Showing the benefits of keeping a roster of your locomotives.	David Court
23/09/2016	Hints and Tips on making Scalesscences Models	This presentation will give you some useful tips when building models from the Scalesscences range of models.	David Court
27/10/2016	Tips and tricks for 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			

Member Updates

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



Ed Hiam

Forthcoming Events

Date	Event
28 May 2016	Railex 2016 at Stoke Mandeville Stadium (2 days)
18 June 2016	Club Outing to GCR Model Event
21 June 2016	Committee Meeting
23 June 2016	Show and Tell on Tree Making
19 July 2016	Committee Meeting
23 July 2016	MKMRS Club Open Day
24 July 2016	HMRS - Outing to Quainton Road

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 Autumn Edition is the 26th August 2016 with the Newsletter being published by the 2nd September 2016.