

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 Spring Edition is the 24th February 2017 with the Newsletter being published by the 3rd March 2017.



Issue 189

Winter 2016

CHAIRMAN'S NEWS

Well, here we are almost at the end of another year and time for the Winter newsletter again. I thought this time I would reflect on what we have achieved this year, before looking forward to the next one. Following a Press Day in January at which our MP, Iain Stewart formally opened the new clubroom, we held another very successful exhibition in February that increased our balances considerably. Two public open days held during the year have brought us several new members, all of whom have made excellent scenic contributions to our Barton Crossing layout and their efforts are greatly appreciated. We have purchased more storage cabinets and also created a modelling bench with 4 workspaces, which hopefully will encourage more modelling to be done in the clubroom. The club attended two craft fairs in Middleton Hall, one with Barton Crossing and one with Dentdale, but although Barton Road performed reasonably well it proved far too heavy and cumbersome to be taken out on a regular basis. There was a club outing to the Great Central Gala during the summer, but the Committee have decided that due to ever increasing costs and limited take-up for tickets, unfortunately we will not hold outings in future.



Now looking forward to 2017, the most important event is our forthcoming exhibition on Saturday 11th February but in order for it to be a success we need member support and assistance, both before and after the public arrive. Last year it was disappointing that many members disappeared as soon as the public did, leaving a very small gang to clear up, resulting in them not getting home until around 8pm. It is intended that stewarding rosters will be produced for the 2017 event when duties to be covered during opening hours will include ticket sales, door stewards, tea making, general hall patrol and car parking. The more members who volunteer will mean less formal duty time and more viewing time for everyone so I hope you will all commit to this date and add your names to the list which will shortly appear on the notice board. Everyone will be issued with a duty roster for the day so they know where they should be and at what times. It would also be appreciated if more people would stay behind after doors close so that we can all get home at a reasonable hour.

Finally, an oddity from my last German jaunt - a road/rail bus at the Bochum Dalhausen railway museum. It is one of 50 built in 1953, but apparently only 15 of them were ever used on rails, the remainder just used as conventional road vehicles. I am puzzled what happens to the front bogie when it goes on the road - any suggestions??



Forthcoming Events

Date	Event
14 January 2017 15 January 2017	CMRA Exhibition. New venue Stevenage Leisure Centre
17 January 2017	Committee Meeting
21 January 2017	Brambleton Model Railway Club Exhibition 10:30 to 5:30 at the Harpendon Public Halls.
26 January 2017	Show and Tell evening. The art of using an airbrush including maintenance. Presented by Gerhard Novak
31 January 2017	Annual General Meeting
10 February 2017	MKMRS Exhibition set up
11 February 2017	MKMRS Exhibition
18 February 2017	Risborough & District Model Railway Club Community Centre, Stratton Road, Princes Risborough HP27 9AX
21 February 2017	Committee Meeting
21 March 2017	Committee Meeting
23 March 2017	Show and Tell evening on how to use Decoder Pro. Presented by David Court.
25 May 2017	Show and Tell evening topic to be announced

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

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*Wishing all of our members
and families*

*A Merry Christmas
And
A Happy New Year
From your Committee*

*Please join us in the clubroom on 20th
December for Christmas mince pies. All
proceeds will be donated to Willen Hospice.*

Member Updates

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



Anton Ulaga



Michael Grogan

The Cosgrove Mystery

Dennis Lovett takes to the canal to investigate a local railway remnant



1 – The narrow gauge railway can be seen on the extreme left of this old picture

Back in the early 1970s I occasionally travelled local stretches of the Grand Union Canal by boat. On one of these excursions, I found remnants of a narrow gauge railway at Cosgrove where the Buckingham Arm of the Canal left the main Grand Union. In those pre-internet days it was much harder to research things and I had little success in finding out much about this railway, but I did discover that there had been several stone quarries in the area.

Quarrying appears to have taken place in the south of Cosgrove parish over a long period, as evidenced by the names Quarry Field and Quarry Bridge dating from the 16th century. In the mid 19th century there was a directly managed quarry on the Cosgrove Hall Estate, which in 1860 supplied stone for the building of the church at Stanton Low. In 1881 the quarry was described as almost worked out. When the estate was sold in 1919 one of the parcels of land included a chalk pit and limekiln and another, described as a profitable sand and gravel pit, were still in use.

What we got from Wayne was an “Ikea” style flat pack, which went together so easily that even Peter and I did it without any problems. It was awesome, so many thanks to Wayne for all your help. We owe you a beer or two.

To date the five boards have been built and we are in the process of linking them together with dowels for accuracy and leg braces for strength. The fifth board has been built with the canal and bridge in place and looks very good. We again used a little modelling licence and reduced the length of the pound so that we could model one of the sets of lock gates.

The following pictures show you progress to date.



Now we need **your** help. If anyone has any photographs or drawings of any of the following we would love to have a look and possibly take copies. We are looking for –

- Drawings or pictures of the station building.
- Close up pictures of the railway area as it was in the 1950's.
- Pictures from the Simpson Road level crossing looking towards the station and also down the road towards the Rowland timber yard.

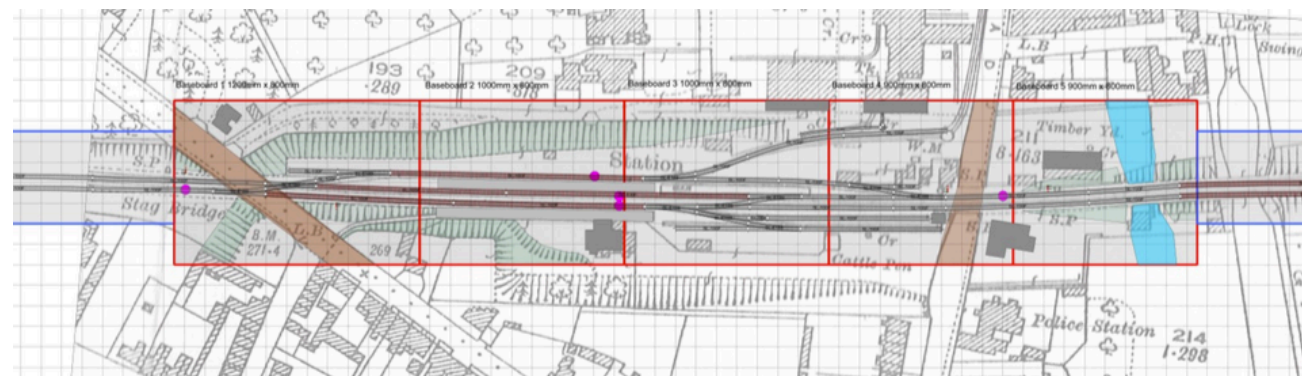
If you can help with any of these please contact Peter or myself.

In future Newsletters we will keep you up to date with the progress of the layout build.

So, after some careful measuring of our cars, we determined that the maximum width of the layout would be 800mm and no board could be longer than 1.3mtrs. Once we had the plan it became obvious that the layout would be too long to fit in the cars if we did it completely to scale.

We both agreed that we really wanted to represent the canal in the layout, therefore we decided to use a little modelling licence and we moved the canal about 150 yards to the left. We also decided that we wanted to include the old Fenny Stratford Police Station in the model and so we have moved that building closer to the railway.

The Anyrail plan we came up with is as follows –



The red line shows the actual baseboards that we finished up with. These are 1 at 1.2mtrs, 2 at 1mtr and 2 at 0.9mtrs. The two fiddle yards will be 1.2mtrs in length and will use cassettes for storage.

The layout will be DCC controlled using Cobalt Digital point motors and we intend to use JMRI Panel Pro to operate the trains and points. We wanted to use C & L fine scale track and points, but when we looked at the cost, we found it would have cost over £300 more than using Peco code 75 track and points. So the decision was made for us.

As Wayne Webb had produced such superb baseboards for Brinklow, we asked his advice on how to build the boards, so that they are both lightweight and strong.

Wayne went away and came back with cutting lists and drawings of how we could achieve this. He even offered to cut the ply to size for us at work, which was a great help.



2 – The 1900 O.S 25-inch scale map showed the tramway

After the Second World War two local builders established the Cosgrove Sand & Gravel Co. Ltd., which bought the Cosgrove Lodge Estate from a Mr C. R. Whiting for £24,000, together with other land at Castlethorpe, from which they extracted minerals for several years. They also operated a haulage and plant hire business. In 1958 the company secured planning permission to quarry an additional 21 acres at Cosgrove. This consent was later taken over by Dowsett Mineral Recovery Ltd., who (as Dowsett Engineering Construction Ltd.) did not proceed with the workings on the Northamptonshire side of the Ouse, although they did quarry sand and gravel on the Buckinghamshire side for construction of the M1.



3 - The 1925 O.S map showing a quarry but the railway had gone

Cosgrove Sand & Gravel Ltd. had been voluntarily wound up by 1962, by which time they had obtained planning consent to develop a country club with swimming, sailing and other facilities at Cosgrove.

Another local quarry on the outskirts of Cosgrove became 'The Quarries Camp Site' owned by the Scout Association who began using it in 1928. On 30th April 1793 an Act of Parliament received Royal Assent to build a canal from Braunston in Northamptonshire to Brentford on the River Thames. This was the Grand Junction Canal, later to become The Grand Union, and joined the Oxford Canal at Braunston.

Construction started at both ends and by 1797 had reached Fenny Stratford from London and also from Braunston to Blisworth. By 1801 the aqueduct at Wolverton had been completed allowing the opening of the section to Cosgrove along with an arm to Buckingham. Blisworth Tunnel was completed in 1805 allowing the through route to finally be opened to traffic. Unfortunately, Wolverton aqueduct which had been constructed in timber high above the River Ouse collapsed in 1808 and was replaced by an iron channel which is known to this day as the iron trunk.

Prior to the opening of the London & Birmingham Railway in 1838, the canal was the main form of transportation for heavy goods. A single horse hauling a barge could carry 30 Tons of coal or stone whereas a road cart could carry barely 10 per cent of that load.

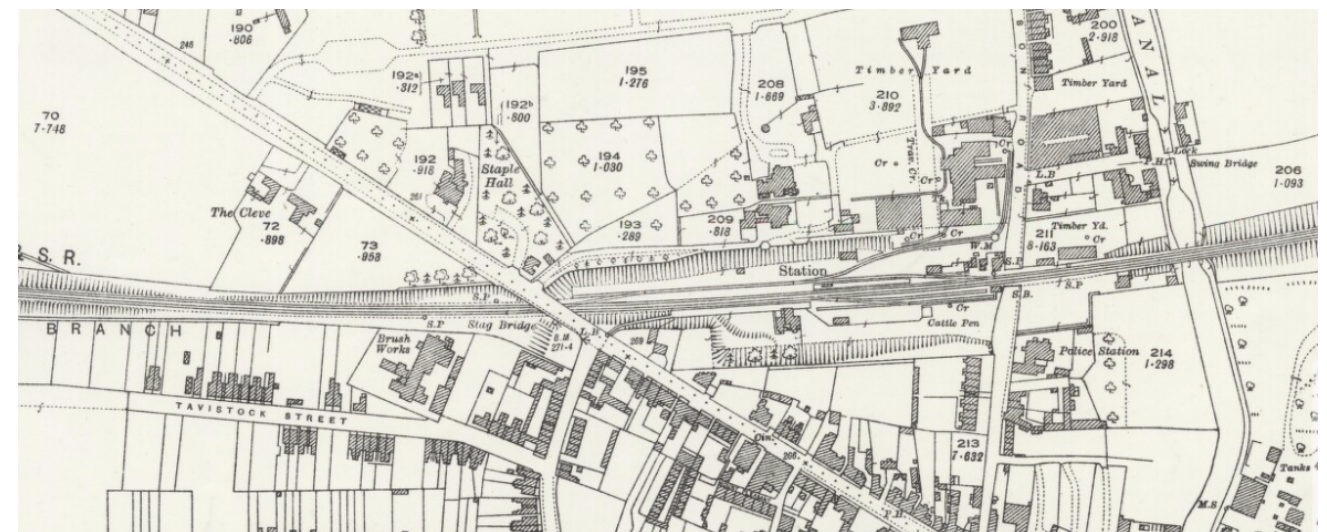
The use of narrow gauge railways for industrial purposes is well known. The extraction of sand in the Leighton Buzzard area used an extensive system built during World War I, today better known as the Leighton Buzzard Narrow Gauge Railway operating out of Pages Park

Google Earth, an invaluable resource for those of us with interests in railways or industrial archaeology, shows tracks laid in a triangular junction formation on the wharf and upon visiting the site earlier this year, I was amazed to see the tracks still in situ.

Fenny Stratford Station Lives Again

By David Court

My wife is a member of the Woughton Heritage Society and for the 2016 exhibition her topic was how the railway affected the Woughton area. Her research uncovered a lot of detail relating to the importance of the Fenny Stratford station and its associated workings to our area. One of the first things she found was a map of the railway from about the 1930's, shown below.



When I looked at this map my first thought was what a brilliant layout it would make. I jokingly said to her that I would make a model of this for the Heritage Society, to which her reply was "Great, when can you have it ready?"

Well, that should teach me to keep my nose out in future! Seriously, this was great news as it would be a very exciting project for me. Since I joined the MKMRS, I have really wanted to build an exhibition standard layout in OO gauge and here was my opportunity.

I talked to a number of people at the club and Peter Ellis expressed a lot of interest. After some of discussions, we decided to start on the project as joint effort, sharing both the work and the cost

Using an Ordnance Survey map as a base, Peter produced a plan of the layout using Anyrail. The brief we set ourselves was that the layout would be from the Watling Street road bridge to the Grand Union Canal and that any layout we produced MUST fit into of two cars.



Real scrap metal



A talcum powder container on the left, and a fish food drum on the right.

Most of the box vans were bought already marked as meat, fish, and bananas etc., and in some cases the box vans were painted as private owner vehicles, with the name of the manufacturer giving you an idea of their product, such as Cadbury's, obviously used to move chocolate items.

Of course you do not always need loads, because the empty wagons have to be returned to the goods depots, factories, mills or collieries etc., Although they should be clear, you could put odd bits and pieces in the occasional truck as clutter, such as a folded piece of black paper as a tarpaulin sheet, scraps of balsa wood as planks and a piece of coiled shearing elastic as a rope.

Empty open wagons were also used on fuel trains – one at each end of the train behind the engine at the front and in front of the guards van at the rear to separate them from the potentially dangerous petrol and oil tankers.

Next Issue: Part 3, Section B – Wagons and Wagon Loads – Closed Wagons



4 – Former loading point for transfer of quarry material to waiting barges



5 – Looking northwards , the triangular junction is evident in the tarmac

The 1952 O.S 6" scale map of the area showed an extensive rail network serving gravel pits which now form the leisure lakes at Cosgrove Park. A publication by the Industrial Railway Society entitled "Industrial Locomotives of Buckinghamshire, Bedfordshire and Northamptonshire" describes a tramway running 800m westwards from a gravel pit to the canalside wharf as being in existence in 1931. The book also states that a Simplex diesel locomotive, MR 9204 built in 1946, was used on the line until 1963 when use of the line ceased. Simplex was the trade name of Motor Rail of Bedford, who supplied many internal combustion locomotives to the War Department for use at The Front in WWI



6 – The 1952 O.S 6-inch scale map shows the network of lines serving the pits but not the wharfside triangular junction

Part Three: - My Tinsplate Layout by John Forman Section (A) – Wagons and Wagon Loads – Introduction.

In part 3, which will consist of at least three sections, I will be covering different wagons and they're various loads. I will also explain my freight loads, on my layout, and as I have been collecting, on and off for nearly sixty five years, I have been able to assemble a great deal of different loads. These items come from various sources as listed below.

- Some of the wagons came already with loads, such as cable drums, coal, wood and containers etc.,
- Many have been bought, as there are a lot of companies that produce various scales, sometimes these items need to be painted. In my case, running '0' gauge, I use Ten Commandments and Skytrex, both of these companies have a large range of articles. Some of these produces may need to be filed to fit the truck. Many of their products can also be used to place on goods depots etc., waiting to be loaded or taken away. Other gauges also have several suppliers, in some cases quite a few.



Two Ten Commandment loads, bricks on the left, and sugar beet on the right

- You can also look out for items that are made for other purposes, but would fit into your trucks and look the part. I found some pipes, wood and brick loads, that were made to fit the Corgi lorry's, which also perfectly fitted and looked good on my wagons. There are plenty of vehicles you can use on your flat and well wagons, such as tractors and farming implements, cars, circus and military transport etc., made by such companies as Dinky Toys, Triang Minics and Corgi's, etc.,



These vehicles caught my eye, whilst wandering around a swapmeet.

- Finally I have made many loads with all sorts of odds and ends. Such as cutting up tin into small pieces and difference shapes and colours, then after laying several pieces of card on the floor of the wagon, to raise the load, making sure the top card is painted in a dark colour. Then glue the coloured card and sprinkle the bits of tin evenly, covering the card. You now have a scrap metal load for real. Using a small talcum powder drum or a large fish food container etc., you can make a boiler or a storage tank. Paint the drum, put signs on each side, which can be made on a computer, place two pieces of wood down the sides, as props, and rope onto truck using shearing elastic. With regards to making wood loads, you are spoilt for choice, with lolly pop sticks, balsa wood, various sizes of doweling and odd pieces of scrap wood etc.,