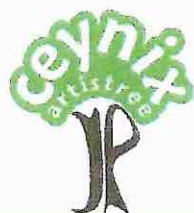


Ceynix Railway Trees

Trees with Personalitree



Jacqui Perrat (MKMRS Member)

Tree Building for Beginners

A weekend course from absolute basics and a variety of methods so you find what suits you best. Interested? Send an email to Jacqui@railwaytrees.co.uk

30% discount off trees for MKMRS members. Email or at shows just produce your membership card.

MILITARY MANOEUVRES

Exercises for militias and the Territorial Army were a common feature of the summer months before the First World War. In 1911 the forested area around Thetford in Norfolk was the War Office's choice, and the Great Eastern Railway was called upon to provide the logistics. An early harvest prevented many attending the annual training, but the GER still had to move 12,000 men, over 1,100 horses, 50 guns and more than 150 wagons of military equipment as well tents, bedding and food for men and horses. On one weekend over 400 carriages and wagons had to be dealt with, and the final weekend saw the dispatch of 33 special trains in addition to the normal service trains.

Quick Quiz Answer – *The Silver Jubilee train started running in 1935, the same year that the No. 10,000 "Hush-hush" was withdrawn from service for rebuilding into a conventional loco.*

PUBLICATION AND PRINTING INFORMATION

When the Newsletter is given out, it would appear there is three months before the next Newsletter is due, this is correct from a receiving point of view, but from the publishing and printing side, there is only two months, the third month is spent putting the current edition to bed and getting it printed. Because Dennis very kindly performs this task for us, he requires a period of up three weeks to carry out the job. As this is done FREE, we are in no position to complain. So once you receive your copy of the newsletter, you have TWO months to get your articles etc to the editor. Of course, any last minute, urgent information, will be included where possible. **I WILL ALSO REMIND MEMBERS OF OUTSTANDING ARTICLES AND INFORMATION.**

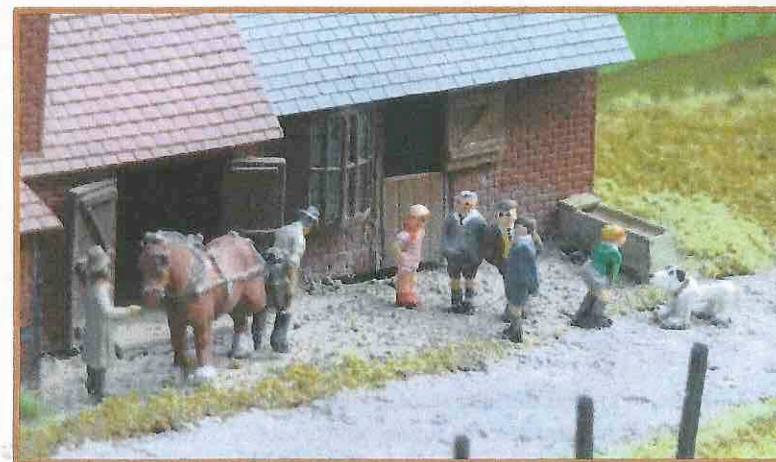


"QUARTERLY NEWS"

No 177

SUMMER 2014

THIS ISSUE CONTAINS AN INSERT OF 2014 EXHIBITION PHOTOGRAPHS.



This is a delightful scene on 'Simon Burn', Tony Winn's layout, at the club's exhibition. It shows a blacksmith at work watched by the "Outlaws" William Brown, Douglas, Henry and Ginger (playing with Jumble the dog), plus, of course, Violet Elizabeth Bott!

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

THE MILTON KEYNES MODEL RAILWAY SOCIETY

Founded in 1969

President:- Les Wood

Vice-President:- Eric Bowman

Chairman/Membership:- Chris Hughes Vice Chairman/ Exhibition Manager:- Terry Silver

Secretary:- Ian Bartlett

Treasurer:- Bob Taylor

Librarian:- Derek Hart Webmaster:- Ian Bartlett Editor/Archives:- John Forman

Committee:- Colin Joyce, Mark Pollott, Dave Court and Paul Wakley.

Editorial

This newsletter is published for the benefit of the members and associated members, providing information about The Milton Keynes Model Railway Society, especially those who do not attend the club evenings regularly. It is important to get as much information and pictures of significant

events and activities etc., included, not just to keep everyone informed, but because a copy of every "Quarterly News" becomes part of the club's archive material. We had an incident recently where we could only answer a question by looking up an old newsletter. As well as the newsletters, we must also keep exhibition programmes and newspaper cuttings etc. If you find anything you think is relevant just pass it on to me to file. The archive then becomes a source of information for reference and future members.



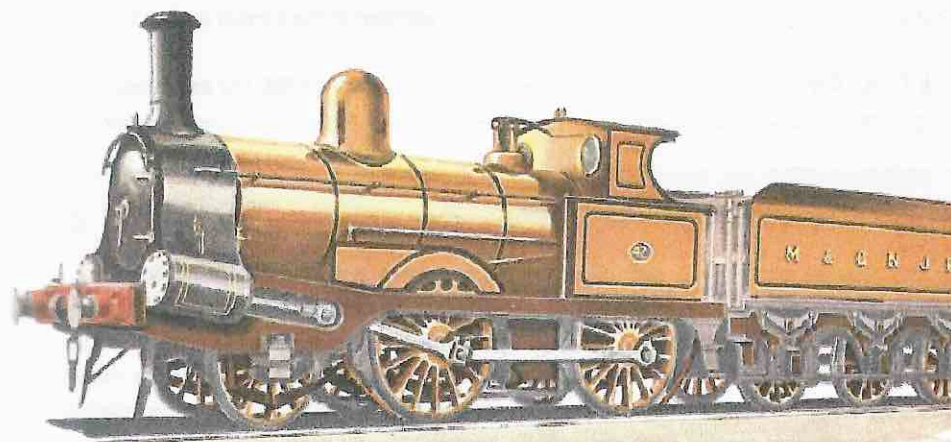
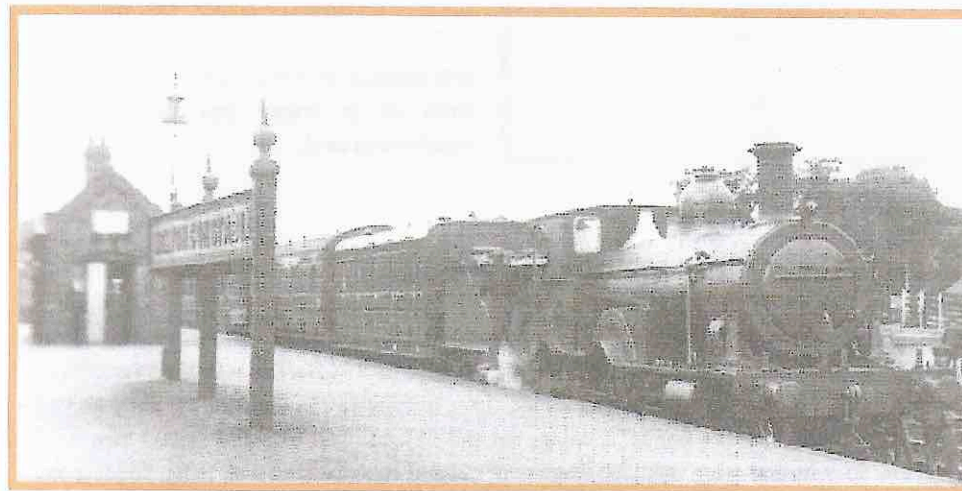
My wife and I enjoyed the very nice meal and the company, at the recent night out at the Three Trees public house in Bletchley, along with thirty five other members and their wives. I would like to take this opportunity to thank Chris Hughes, our chairman, for organising this very successful evening. Hopefully, Chris willing, this will become an annual event.

I don't know if it is just me, but I think the club seems to have a bit of a special buss about it at the moment, with so much to look forward to in the future, with on outing to the Great Central Railway on Sunday June 22nd, I believe there are still spaces on the coach, so let Chris know if you are interested, next years Exhibition to plan and a great deal of activities going on around the layouts.

I am sure everyone at the club will join with me in wishing both Brian Barnes, who had a fall and fracured his hip, and Micheal Conyers, who is at present unwell, speedy recoveries. Also I am sure all members are pleased to see Derek Hart back at the club after not being very well.

John Forman

It, competition from road transport and the changing habits of holidaymakers led to a dramatic drop in traffic. In 1958, years before Dr Beeching arrived on the scene, the British Railways Committee, looking to reduce its mounting losses, recommended complete closure of the system. Despite an outcry from local supporters the 'Muddle & Get Nowhere Railway' closed on February 28th 1959 and its loss has been mourned ever since. The only part of the M&GNJR to escape was the 11 and a half mile Sheringham to Melton Constable section, but even this succumbed to the 'Beeching Axe' in 1964.



Midland and Great Northern Joint Railway: 2-4-0 Passenger Engine.

THE MUDDLE & GET NOWHERE RAILWAY

The long – lamented Midland & Great Northern Joint Railway

Formed in 1862 the mighty Great Eastern Railway had a virtual stranglehold on railways in East Anglia which lasted another 31 years until the formation of the Midland & Great Northern Joint Railway in 1893. As its name suggests the railway was jointly owned by the Great Northern Railway and the Midland Railway – the latter eager to extend its sphere of influence to the town and ports of Norfolk, saw an opportunity when the Eastern & Midlands Railway, serving King's Lynn, Fakenham, Norwich, Cromer and Yarmouth and a railway works at Melton Constable fell on hard times in 1889.

Together with two other constituent companies, the Bourne & Lynn Railway and the Peterborough, Lynn & Sutton Bridge railway the newly – formed M&GNJR had a route mileage (mainly single track)

of 183 miles making it the largest joint railway operation in Britain. The company owned an assortment of locomotives but the stars of the show were certainly the fifteen handsome 4-4-0s built by Beyer Peacock between 1881 and 1888 for the former Lynn & Fakenham Railway and the later Eastern & Midlands Railway. The M&GN's livery was an attractive yellow ochre until 1922 when a new dark brown livery was introduced; passenger carriages



were finished in a teak colour. In 1936 the LNER took over the running of the railway and introduced Class 'K2' 2-6-0s and ex-GER 'Claud Hamilton' 4-4-0 to replace the ageing Beyer-Peacocks. Under British Railways the fairly new Ivatt 4MT 2-6-0s became the mainstay of motive power on the system until closure in 1959.

Too slow

As a cross-country railway the M&GNJR provided a vital connection between the Midlands and the North and East Anglia. Goods traffic in both directions was heavy, so was holiday traffic from the Midlands and the North to the seaside resorts of Norfolk during Summer Saturdays. With its long single track sections speed was never one of the railway's main attributes and, following World War

A WORD FROM THE CHAIRMAN

The Editor asked me towards the end of April if I could write the Chairman's piece for the Summer edition. I asked when it was required, knowing the issue date is June, and he said "Next week will be fine please, to meet production timescales" so time to get brain into gear again.



Our Auditors have signed off the 2012/2013 accounts as satisfactory but informed us that we must pay just over £600 Corporation Tax to HMRC on the surplus income from our 2013 exhibition. Exhibitions are deemed to be for the benefit of the Public rather than the Club so we are not allowed to offset this income against running cost such as rent or utility bills. As a limited company we have to abide by the rules so please remember, to minimise this year's tax liability, submit any outstanding 2014 exhibition related expenses claims as soon as possible and well before the books are closed for audit in September.

There has been much activity in the Clubroom this Quarter, a second 00 circuit has been laid on Barnes Junction and plans are in hand to add a Gauge 1 track. A new N-gauge test track should also be operable by the time this newsletter is published. Track for the analogue circuits of the 00-layout were completed by the end of March and have been undergoing test trains on club-nights using temporary wiring. All seems to be fine so ballasting and permanent wiring will now proceed.

It was agreed at the April QGM that we dispose of the Nobby Layout to a new home to free up space in the Clubroom where it is intended that modelling sessions be held so Members can learn how to solder, make trees and generally practice their modelling skills.

April also saw the re-introduction of a formal Club Dinner after a gap of around 25 years, which was attended by 37 Members and their Partners.

I am pleased to report that Members have raised in excess of £700 for the widow of one of Dennis Lovett's former work managers by the purchase of items from her late Husband's collection.

As many of you may know my own favourite loco is the unique green German Pacific, 18 201, the only operating steam loco in the World still capable of and licensed to run speeds up to 175km/hr (almost 110mph). In April I travelled behind this loco from Dresden to Leipzig and back, but unfortunately the coaching stock was limited to 140km/hr, so we had to be content with a shade under 90mph. I also experienced parallel running beside this loco, something that would never be permitted in England, so was able to video it in action over a great distance from another train.

Continued on page 3

With its 9th diameter driving wheel and 3-cylinder beat 18 201 was a sight and sound to behold ascending the Tharand incline near Dresden.

Finding myself in a well-stocked modelling shop in Germany, and spurred on by my Domestic Management I have purchased a kit to make a narrow gauge Sachsen-Meyer steam locomotive. Having opened the box and finding several A4 sheets of instructions in German however, I wonder if this will actually be a kit too far as I have not made anything for at least the last 15 years. Fortunately there are exploded diagrams and with the help of my scanner and Mr Google's free translator I now have a set of instructions in English. Watch out for progress reports in future editions of the Newsletter.

Chris Hughes - Chairman

CLUB NOTICEBOARD

QGM – A QGM took place at the club night on Tuesday April 29th. Chris started the meeting by explaining the new procedure of opening the main door.

The meeting agreed to dispose of the "Newport Nobby" layout, by either offering it to a local museum, a local club or selling it to an individual, however, it would not be broken down only as a very last resort, even then, buildings could be used on the new '00' gauge layout. Once this layout is gone, there will leave enough space to put up some tables for modelling etc.

The scouts group, who helped with the car parking at the exhibition, will be visiting the club on Wednesday 7th May.

As the school where we have held our exhibition for the last two years, is unavailable next year owing to building work. A new school has been looked at, and is suitable but not yet confirmed.

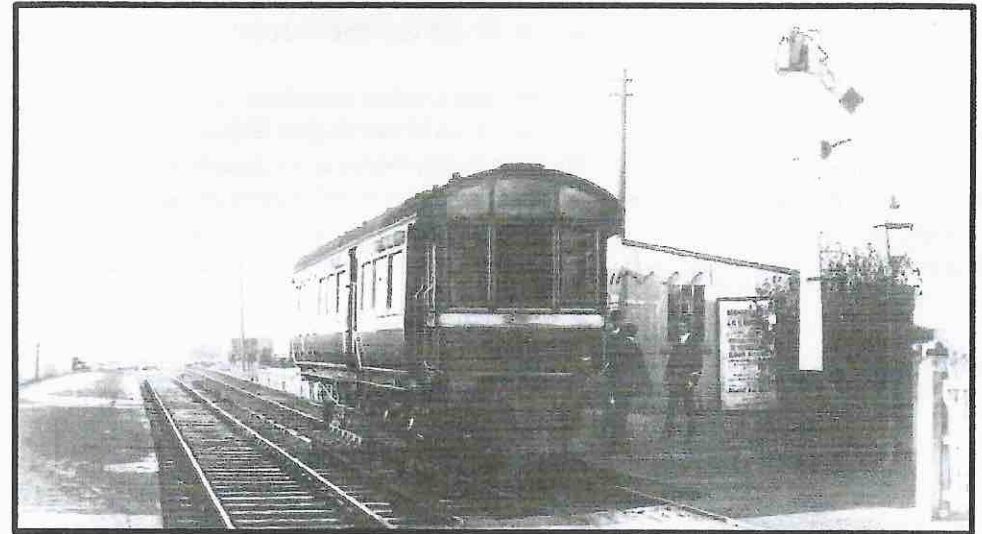
Over £600 was raised from a sale for a friend of Dennis, unfortunately her husband died, and she is selling off his collection of trains.

Newsletter – If, for whatever reason, you are unable to get to a club night when the "Newsletter" is due, inform the editor, and he will either keep a newsletter for you or post one to you, depending on the length of time you are unavailable. *The newsletter is issued on the first Tuesday in March, June, September and December.*

Club Sweatshirts and Polo Shirts etc. – club sweatshirts, polo shirts and ties are available – speak to the Secretary, Ian Bartlett.

Welcome Aboard – There were no new members in the last quarter.

THOSE WERE THE DAYS



A steam rail-motor, bound for Bedford, at Woburn Sands, taken in 1908.

YOU HAVE TO SMILE – CARTOONS



The benefit gained from the enclosed valve mechanism did not justify the cost of maintenance and the loss of oil.

R.G. Jarvis, the chief Technical Assistant at Brighton Works was given the task of producing plans and estimates for saving the engines by rebuilding. Jarvis (who had learned his trade with the LMS) and H.H. Swift came up with the plans to rebuild at less than half the cost of producing a new locomotive.

The plan was approved and work commenced in 1955.

The overall dimensions would be the same as before but with an increase in weight of 3 to 4 tons. By February 1956, the first of the rebuilds emerged from Eastleigh.

The boiler and 'Boxpok' wheels had been retained. The most obvious changes were with the casing and valve mechanism. The Air-smooth casing was removed and standard Walschaerts valve gear was fitted, one set to each of the three cylinders. The steam reverser was an LMS pattern screw reverse fitted.

The smoke box was enlarged by twelve inches. The boiler pressure was reduced to 250 psi. The multi-jet blast-pipe was kept which gave engines an individual exhaust sound. The absence of the casing and fitting smoke deflectors revealed a handsome and powerful appearance to the locomotive. Testing was started more or less immediately and indicated that a fast running powerful locomotive had been produced.

The rebuild had caused no detriment to the steam raising powers of the boiler. The engine reacted positively to the controls.

The clean exhaust indicated that complete combustion of the coal was taken place. One of the more important aspects of the rebuilding was in the drastic fall in maintenance costs.

Overhaul of the cylinders and valves jumped from 36,000 miles to over 44,000. Repairs and servicing at a home shed instead of returning everything to Eastleigh. All 30 Of the 'Merchant Navy' class and 60 of the light pacific's were rebuilt.

The crews in the West of England were determined that steam should go out on a high note before the surrender to diesels. Some incredible feats of running were recorded including regular maximum speeds in the high nineties and many at a hundred mph plus.

To end on a humorous note, it came to Bullied's attention after he had retired, that some of the rebuilt engines were experiencing overheating of the middle valve gear bearings. Bullied wrote a letter (which was never posted), suggesting that enclosure in an oil bath would solve the situation.

AN UNSUNG HERO – BILL BALL

This is another in an occasional series of articles, about members who do important and vital jobs within the club, without really being noticed.



Bill Ball is seen here pouring out the tea at a club-night, something he does on a regular basis.

Since moving to Barton Road, Bill Ball has taken over the duties of preparing the tea and biscuits, for the members, which he always does with a smile! Of course he was also Ken's helper at Bletchley Park. Even when he was too ill to attend one evening, his son came in and carried out his duties.

Until the last AGM, Bill was a member of the committee and is always willing to give anyone a hand. When I first produced the newsletters, I used to collate them at the club, and he was always the first one to step forward and volunteer to help me, something I have never forgotten.

Bill has got involved in many projects over the years, including re-painting the club's sign, which used to hang in the Bletchley Park clubroom, but is now used on the club's new information stand.



**LOCAL & MAJOR EXHIBITIONS, SWAPMEETS
AND TOY & MODEL TRAIN AUCTIONS ETC DURING SUMMER 2014.**

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 with the number days in brackets.

June Sat 7th Kettering MRS Open Day, Wrenn Spinney Sch, Westover Rd, **Kettering NN15 7LB**
Sun 8th Huntingdon S/M Wood Green A. C. London Road, **Godmanchester, PE29 2NH.**

Sat 14th Trains at Trinity, Trinity Methodist Church, Shortmead St, **Biggleswade, SG18 0AP.**

Sat 28th Enfield MRC Ex at St Paul's Centre, Church St/Old Park Ave, **Enfield, EN2 6PR.**

July Sat 12th TCS Summer Exhibition at The Weatherly Centre, **Biggleswade, SG18 8JB**
Model Railway Ex at Sheredes School, Cock Lane, **Hoddesdon, Herts EN11 8JY.**

Sun 13th Spalding S/M Springfield Exhibition Centre, Camelgate, **Spalding, PE12 6ET.**

Sat 19th Model Railway Ex at High School, Newport Pagnell Rd, **Northampton, NN4 6UU.**

August Sun 10th Ramsey MR Ex at the Rural Museum, Wood Lane, **Ramsey, PE26 2XD.**
This exhibition is set in a very nice rural museum with lots to see.

Sat 16th Silver Fox DCC MRC Exhibition, at the Webber Independent School, Soskin Drive,
Stantonbury Fields, **Milton Keynes, MK14 6DP.**

Oxford S/M at Exeter Hall, Oxford Road, **Kidlington, Nr Oxford OX5 1AB.**

Lacy Scott & Knight Train Auction, 10, Risbygate Street, Bury St. Edmunds.

Mon 25th Huntingdon S/M Wood Green A. C. London Road, **Godmanchester, PE29 2NH.**

TCS 14th Annual Summer Exhibition

July 12th 2014

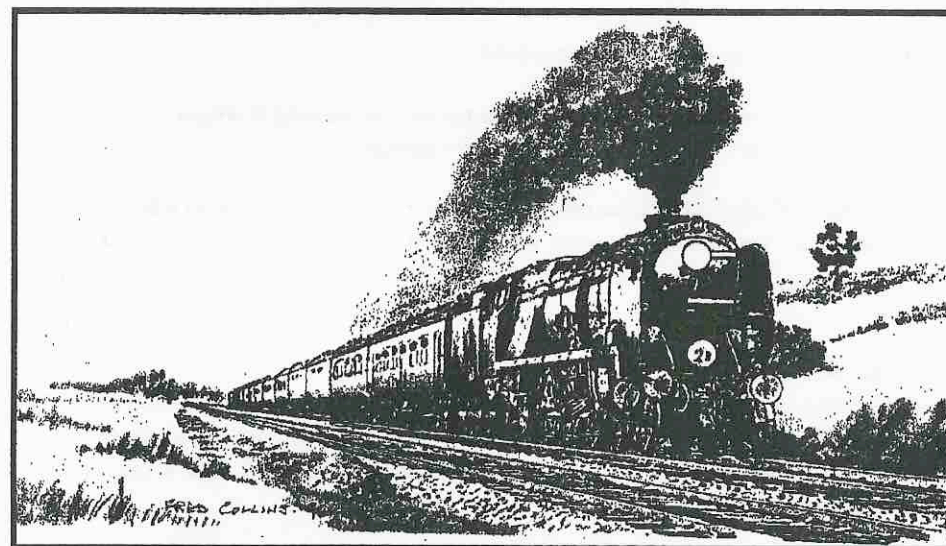
**The Weatherly Centre,
Eagle Farm Road, Biggleswade, SG18 8JB.**

THE BRITISH PACIFIC LOCOMOTIVES

by the late Fred Collins

As Fred was going to produce a new set of drawings for the newsletter, but he was unable to do so because of his sudden death, I have decided to repeat his last series from earlier newsletters.

No: 11 The B.R. Bullied Pacific Rebuilds.



In 1953, a 'Merchant Navy' class pacific was rigorously tested on the British Railways test plant at Rugby and road tested with the dynamometer car.

The test confirmed all that had been suspected about the good and bad features of the design.

Both the 'Merchant Navy' and 'West Country' classes had performed brilliantly during the 1948 locomotive exchanges, both in timekeeping and power output, but at a high cost of coal and water. The Rugby test showed that with two firemen, firing at a rate of 3,000 lbs. per hour, the maximum steam raising capacity of the boiler had not been reached.

The full potential of the boiler was never realised because of the failure of other components.

Oil from the oil bath found its way into the test plant rollers causing such serious slipping that the coupling rods were bent. Cut off speed and drawbar pull varied over a wide range without any intervention from the driver. The engine was virtually uncontrollable.

the Tuesday.

The following Tuesday I did just that.

I was met by a rather loud gentleman sitting behind a desk (mentioning no names) who said I should have a look round and introduce myself to the Secretary, which I did. I said I was interested in DCC and was taken along to this rather small room. The first person to speak to me was Bernard Worden – thanks Bernard – if it had not been for you I may not have returned as some in the DCC section were not that easy to speak to.

I have to say it was one of my best decisions except for marrying my wife of almost 41 years. She has always encouraged me and has suggested many times I should take my bed to the club. I think she means it in a nice way, but I do wonder sometimes!?

After Gareth resigned as Exhibition Manager and also left the club, it was suggested would I like to take over the roll. I knew nothing about running an Exhibition or even how to go about it, so I spoke to one or two people, mainly Ian Bartlett and Paul Wakley and thanks to those two fellers I believe we have made the MKMRS Exhibition a great success, increasing the number of visitors year on year from around 800 to almost 2,500 this year.

Having overcome the move from Bletchley Park to Barton Road, the Club appears to be going from strength to strength. There is such a lot now going on in the club with the building of the new 'O', 'OO' and 'N' gauge layouts and the tinplates guys expanding their layout, it is a pleasure to be involved with this club.

Having started this short history of myself I felt I could have written a lot more as all the juicy bits are missing, still that's another story!

To end I would like to say "Thank you" to everyone at the club for making Tuesday and Friday evenings very enjoyable. In the words of our retired chairman "Keep up the good work"

In the next issue – Meet Roger Mills

THIS sign caught Nigel's attention at Bristol St Philip's Marsh at the new look FirstGroup HST launch. Traffick? Indeed...



No 18

WD 2-8-0



World War 2 created a massive demand for personnel and supply trains. To meet this, hundreds of specially designed War Department locomotives were built.

Many of those that survived later saw service in BR livery hauling freight and sometimes passenger trains during the final age of steam. Seen here is a WD 2-8-0 with a train of army tanks beneath a signal gantry 'somewhere in England'.

The 2 cylinder engine had an operational weight of 125.7 tons and developed 34,215 lbs of traction effort from its 4ft. 8 and half inch driving wheels. Where possible, expensive casting and machining operations were avoided, as were detail trimmings and the use of materials in short supply.

WD 2-8-0's were built by the North British Locomotive Company of Glasgow and the Vulcan Foundry of Newton-le-Willows. A similar WD 2-10-0 built by North British had a lighter axle loading for greater route availability and a larger boiler and firebox for low grade fuel.

ARTICLE FROM THE MILTON KEYNES CITIZEN ON FEBRUARY 20th 2014

Model day out for rail enthusiasts

The great train robbery of 1963 stunned the nation and has captured the imagination ever since.

The story of the robbery of Royal Mail train has been retold countless times and on Saturday a model layout of the scene at Bridego Railway Bridge, near Leighton Buzzard, formed the main attraction at the Milton Keynes Model Railway exhibition.



Brothers Jared and Harrison Chapman of Milton Keynes, take a closer look at the great train robbery exhibit.

The great train robbery layout was loaned by Luton Model Railway Club and featured among 44 displays at the event, which despite the bad weather, attracted a record breaking attendance. The popular exhibition at Shenley Brook End School was visited by 2,300 people, making it one of the

The Train Set then set me on the road to train spotting. On a Sunday my Mom would get Dad to take both my brother and sister and me of course, for a walk, inevitably we would walk into Birmingham City centre and to New Street station. When I asked my Dad why we always went to New Street and not Snow Hill, which was closer, the answer was simple, you had to pay a penny per person to get onto that station platform. I had to ask myself the question "was it because Dad was tight or that GWR were money grabbers". No of course not, it must have been because we were so poor we could not afford the 5d, back to the sympathy theme once again? Sorry about that.

As I have now only reached my 10th birthday and have some 58 years still to go I thought I had better get a move on as I would hate you all to get bored. When at New Street we almost always stood on platform 6. If you do not know the old New Street in the days of steam, Platform 6 allowed you to see the trains leaving and coming into almost all the platforms from 1 through 10, but not, if I remember, 11 and 12. The highlight of my train spotting days was one sunny Sunday morning we went over onto platform 5 to look at what I thought in those days was a brand new loco. In fact it was the Green Howard fresh from its major refurbishment at Crewe works. It was sparkling in its new coat of green paint and was on its first full passenger run. What then amazed me was that the driver asked me if I would like to step onto the footplate. As you would expect a train enthusiast I said "No", (like hell I did) I was on there before anyone could stop me!

As I got a little older my parents allowed me to go further afield with some older friends on our bicycles to Tamworth on the Trent Valley line where we would see the larger Stanier Pacifics come storming down the line at full throttle. I also travelled as far away as Stafford, which was great, but I got told off and moved on by the ticket collector for sitting in the 1st class seats. After that I gave up travelling by train and went by coach and bicycle instead.

Well that was my somewhat misspent youth, well sort of. We now move on to 1990 when I talked my son into having a train set for Christmas knowing he probably would not play with it for long and that would be my excuse for building a layout of my own. I'm glad to say it took less than six months for him to get bored with it, "YES!"

Up to the loft it went. After building the layout at least three times and dismantling it, I decided that I should look to join a club. In the meantime for my 50th birthday my wife bought me a driving day at the Great Central Railway at Loughborough. I thought "great I will be driving a small tank engine". The first part of the day was a ride on the footplate of Witherslack Hall No 6990 from Loughborough to Leicester. On our return I was told my loco was waiting and low and behold there was No 34039 Boscastle a Bullied 4 – 6 – 2 light pacific! What a day!

Unfortunately work commitments made it difficult as I worked all over the country, travelling 50,000 mile a year on average. Then in 2008 I read in the Citizen about a Model Railway Exhibition at Bletchley College. There I spoke to John Hatton who suggested I come along to Bletchley Park on



MEET THE MEMBERS

TERRY SILVER

I was born on a cold winter's morning in January 1946, so my Mom told me! We lived in the suburb of Aston – a very salubrious area in Birmingham, which was nowhere near a railway line but in the dead of night, and when the wind was in the right direction, you could hear the whistle of the coal trains heading into Saltley Gas Works, which you may recall was made famous during the miners' strike of 1973.

Our house was just one room on the ground floor with a bed room on the second floor and an attic, as it was called, on the third floor. I shared this room with my brother and sister. As I said we had only one room on the ground floor with no kitchen just a pantry, so my Mom had to cook in the room in the room we lived in. I have to stop now to wipe the tears from my eyes as I recall just how poor we were in those days!! We no hot water in the house and we only had electricity installed in circa 1956 by my uncle. Oh yes, we also had to walk around 20 yards to our toilet in the winter, it was no bloody joke. We also had to share the toilet with our neighbour from the house in front of ours. Ho hang on there, here come the tears again!!!!

It's okay I have a box of tissues on the desk by me now just in case of an emergence. You will be pleased to note things improve from then on. I went to a school in Aston called Upper Thomas Street. On one side was Ansells Brewery and on the other was the HP Sauce factory. Hang on, did I say things were going to improve? I forgot when I was nine our class was transferred to the annex part of the school which was surrounded by 20,000 gallon vats of vinegar. One day one of these burst and flooded the two classrooms of the annex. The floors of the classrooms were unfortunately wood so the vinegar, of course, penetrated the wood and for months after that, when I sat next to anyone, all they did was sniff as I smelt like a jar of pickled onions! Ever since that time I cannot look a pickled onion in the face.

If you feel the need to read on I can assure you my luck did improve somewhat over the next few years, (Promise). At that time at school there was a kid in our class whose Father owned a newsagents or as we called it a "paper shop". In this paper shop he sold the new range of Triang Trains and I thought "I have got to have one of those sets" I decided then to save my pocket money and buy me one. I chose the green Princess Elizabeth 4 – 6 – 2 which came with three coaches, an oval of plastic and a control. I saved what little pocket money I was given to help to subsidise this. I ran errand for the neighbours that could afford to pay my then modest rates of employment. It took me just over year to save the £5 19s 6d to pay for the Train Set. Of course in those days there was no transformer so Mom and Dad bought that for me, then we did not have a spare 15amp plug, see what I mean about being poor.

biggest one day shows in the country.

Among those who braved the elements were model railway enthusiasts Mayor Brian White and MP Iain Stewart. They enjoyed an exhibition featuring many of the club's own layouts with Dentdale winning the award for the best club layout and Earls Court winning best in show.

Andy York, of model railway magazine, judged the exhibits. Spokesman Paul Wakley said: "We had a record attendance so the day was a great success.

The Milton Keynes Model Railway Society would like to thank everybody who helped on the day, especially members of Howe Park Scout Group who, despite the atrocious weather did a splendid job in controlling the car parking.

"Thanks go to Buskers of Wolverton Park who supplied a great range of hot food, sandwiches and drinks throughout the day. "We're already planning the next show on February 14th, 2015, an exhibition with a Valentine's Day theme perhaps?"

For gallery see our website www.miltonkeynes.co.uk

QUICK QUIZ



Why would this photograph, taken on Tony Winn's layout 'Simon Burn', be impossible to recreate in a real life situation? Answer on the back cover.

DENTDALE

PICTURES FROM THE DENTDALE LAYOUT ARTICLE FEATURED IN THE MARCH 2014 ISSUE OF THE BRN MAGAZINE WHICH IS OWNED BY CLUB MEMBERS, WAYNE WEBB, BOB TAYLOR AND EX-MEMBER TONY FRASER.



8

Dent station, the highest main line station in England.



6

A rebuilt 'Royal Scot' heads into Blea Moor tunnel. Above: Disused building near Arten Gill.

SCOUTS VISIT TO THE CLUBHOUSE

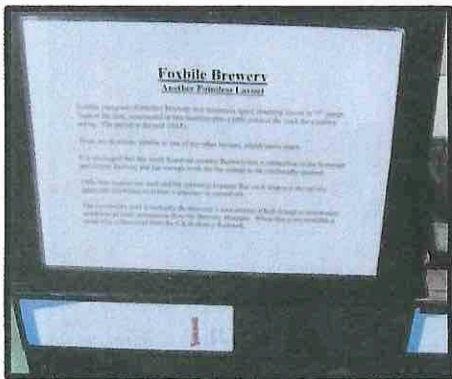
On Wednesday 7th May a group of scouts, who helped to control our exhibition parking, visited the clubhouse. The trip was organised by Ian Bartlett and Terry Silver, who prepared the information layout for them and provided sweets and crisps etc. Terry thanked the scouts for their excellent job and welcomed them to the club, and told them to have a good look around and ask any questions.

Mike Morley operated the 'Milton Quays' layout, whilst Wayne Webb ran the 'Norgate' layout. Bernard Worden and Daniel Death looked after Barton Crossing, with Roger White, Roger Mills and John Forman keeping the 'Barnes Junction' layout busy on every available line.

They were a very well behaved group who were well mannered and polite. They all seemed to be extremely interested, making notes, taking photographs and asking many interesting questions.



I believe a good time was had by everyone concerned.



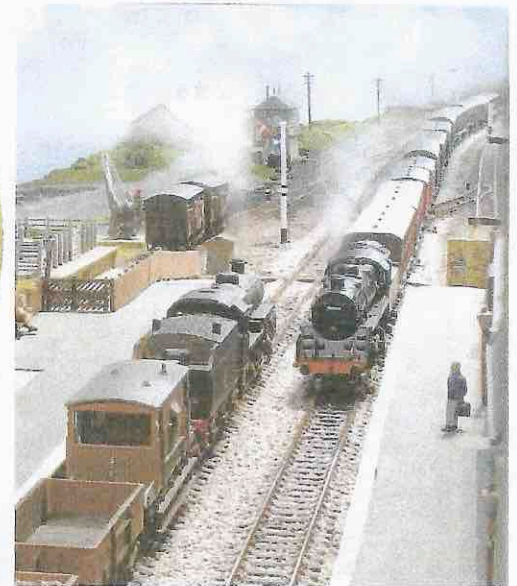
Colin French's micro 'O' gauge 'Foxbile Brewery' layout in two boxfiles at the Rushden Exhibition.



Alan Henshall, Paul Wakley, Bob Taylor and Wayne Webb with the 'Norgate' layout at Norwich

KEEP THE ARTICLES AND INFORMATION COMING IN

The next MKMRS 'Quarterly News' will be published on Tuesday 2nd September to cover September, October and November 2014 for forthcoming events.



The article explains that as their old 'N' gauge layout was too heavy, they decided in 2012 to build a new lightweight layout. After a great deal of thought, they decided to model Blea Moor. They then set about researching the S & C on the internet including exploring the entire route of the S & C on Google Earth. It also explains every single detail of how the layout was built, from planning, building the baseboards, landscaping, trees, permanent way, electrics, signalling and all the way through to the operation.



The anhydrite train passing through Dent station on its way to Widnes.

AROUND THE CLUBHOUSE

The new 'N' gauge Test Track



Phil Wood and Martin Todd working on the new 'N' gauge test track, whilst Ian Harrison is catching up on his reading.

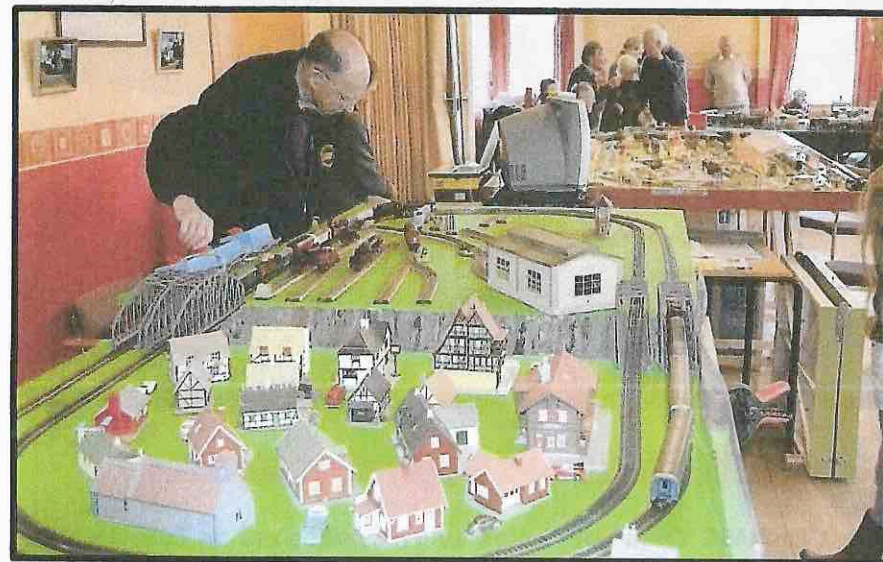
The 'Aldeburgh' 'O' gauge layout



Buildings are beginning to appear on the, now called 'Aldeburgh', 'O' gauge layout.



Roger White's loose laid Marklin layout at Beckenham, seen here being operated by his assistant.



Roger White's Marklin layout at the Great Wilbarham (near Cambridge) exhibition.

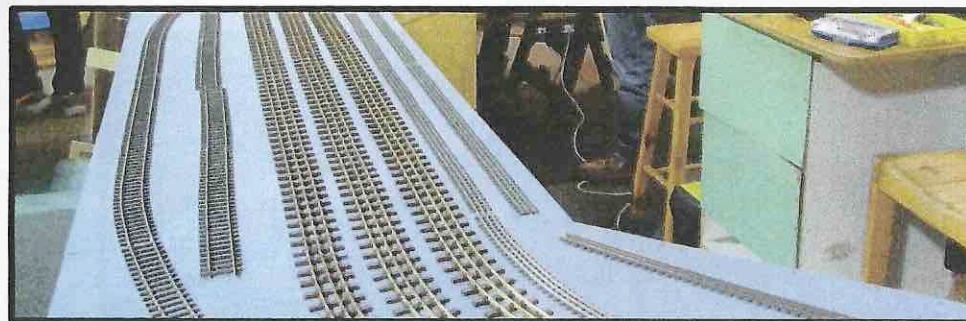


Roger White with his "Whitehall" layout, at the HRCA 45th Anniversary at Loughborough.

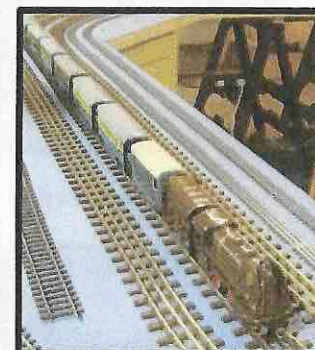
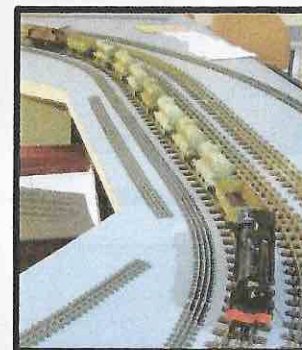


David Ramsey and his wife Amalia, with their Hornby '0' gauge early post-war layout at the HRCA 45th Anniversary at Loughborough.

Barnes Junction Layout.



The forth '0' track has now been completed and the second '00' track is nearly finished.



Trains left to right, Roger White (Ace Metropolitan Set), John Forman (Hornby Wartime Fuel Train) and Roger Mills (French Hornby Express Passenger Train)

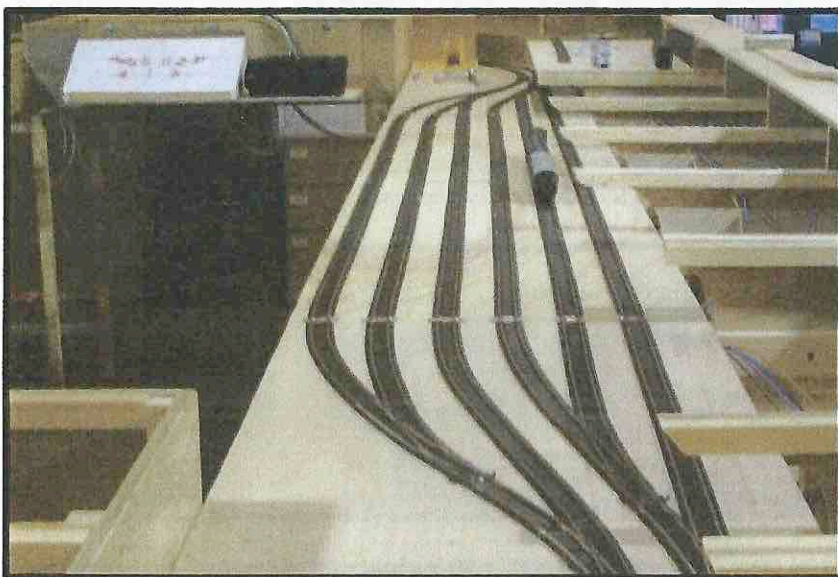


It is a good job there is no health and safety people about – there is no look-out to warn the man working on the line of oncoming trains and with the chance of sparks, a fuel train has just passed!

The Barton Crossing '00' layout



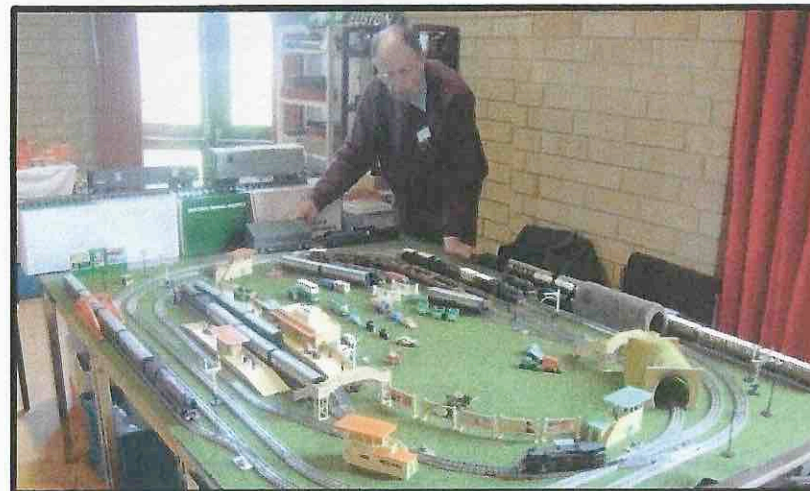
As you can see the track is now being laid and it is work in progress.



Whilst the track laying is being carried out, trains are beginning to appear for testing.

CLUB AND MEMBERS LAYOUTS AROUND THE EXHIBITIONS

Pictures in this section are supplied by Roger Mills, Roger White, Paul Wakley and John Forman.



Roger White with his loose laid Hornby Dublo layout and his Lynton & Barnstable display at the TCS Spring Get-together at Biggleswade.



This is John Forman's 'Overhead Lego Layout', also seen at the TCS Spring Show.



David Ramsey operating the Tinplate Group's 'Barnes Junction' layout,



Tony Winn's 'Simon Burn' layout, a typical LNER station in mid-Northumberland in the 1930's

Photographs from the club's 2014 exhibition

Thanks to all those members who responded to my appeal for club and club members layouts pictures from the above exhibition.



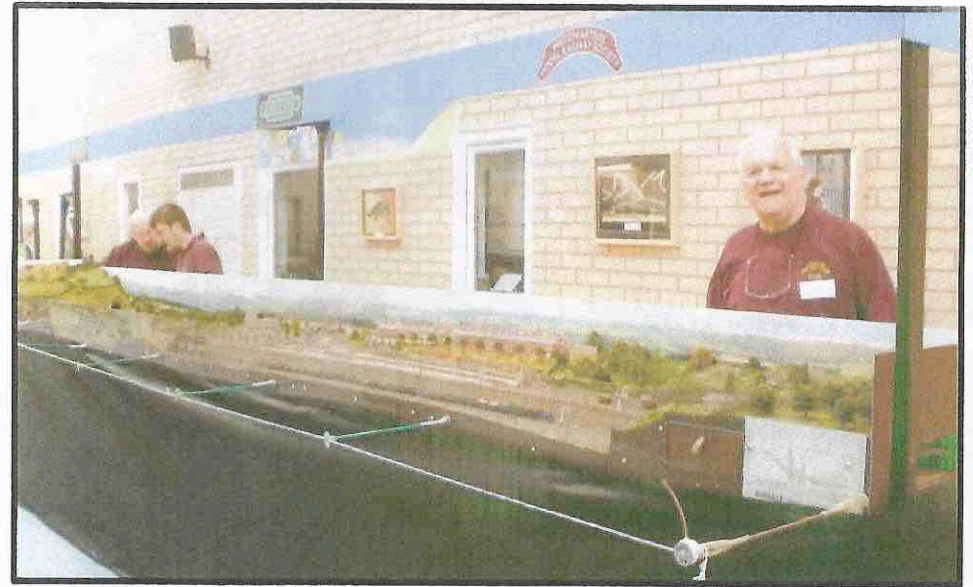
'Dentdale' 'N' layout based on the Carlisle to Settle line, owned by Wayne Webb, Rob Taylor and non-member Tony Frazer, won best club layout.



Roger White's Marklin '00' layout, with Roy Ducker looking on.



Bill and Peter Ball's "Williams Curve" 'N' gauge American layout being operated by Peter Ball.



Colin Joyce with John Harrison and Alan Henshall discussing something in the background, on the club's "Norgate" 'N' gauge layout.



Bruce Hankins and Phil Wood operating the club's "Newport Nobby" '00' gauge layout.



Mike Morley's "Pentrefan" a very minor halt on an extremely obscure byway somewhere in the deepest, darkest depths of 1920's mid-Wales!