

## Ceynix - Scale Model Railway Trees



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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## Quarterly Newsletter

Issue 186

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### CHAIRMAN'S NEWS



This time I am seen at Chemnitz-Hilbersdorf, the Saxon Railway Museum, beside 38 205 an ex-Prussian P8 Class 4-6-0 locomotive built in 1910, and which is the only Belpaire boilered version in existence.

Sadly since the last newsletter we have lost of three of our members to the great train set in the sky, but on a happier note, our recent open day has brought six new

members all keen to do some modelling with us.

The recent Press Day and official premises opening by Iain Stewart MP and the Mayor brought us the media coverage we had hoped for prior to our exhibition, which as I write this the day after the event, can report was another very successful day. Analysis of the ticket sales shows a slight drop in attendance to 2610,



down from 2800 last year but still a very good turnout nevertheless. I am confident that everyone's hard work will have ensured another healthy operating surplus and a full breakdown will be published in due course when all the bills have been paid.

Now that the future of the club's premises is perhaps more settled than anytime in its history, we have decided to hold an outing again this year, and will be going to the Great Central gala on Saturday 18<sup>th</sup> June. This event features a large model railway exhibition in addition to the full scale railway, on which we will have unlimited travel for the day. Details of the anticipated cost are on the notice board together with a list for you to add your name if you wish to go. It is not restricted to club members and you may bring guests; the important thing is to fill the coach if possible so there is no drain on the club's bank balance.

Back in the clubroom work continues on all layout projects. Wiring is about complete on Brinklow, only the 0-finescale circuit is left to be laid on Barnes Junction and the 0-gauge layout has been wired, albeit temporarily so that trains can be run. Scenic work is progressing on Barton Crossing, and thanks to Heljan we now have a reliably functioning turntable. It was interesting to note that one of the layouts attending our exhibition had been having the same fault with its Heljan turntable, but rather than contact the manufacturer, the owners had ripped out the circuitry in desperation and resorted to using an old analogue controller, merely relying on eyesight to align the tracks. Milton Quays made an outing to this year's exhibition and seeing it in a large hall emphasises just how big it really is. It was good to see the quayside branch in operation, together with the fine scratchbuilt dockside cranes, which do not come out very often.



## Exhibition 2016

### By Terry Silver

Following on from Chris' comments, I just wanted to say my own personal thanks to you all and your other halves that helped out on the day. The weather was extremely cold, but a lot of you braved the cold to keep the car parking on track and avoided the problems of 2015.

There are too many people to name individually, so I just want to say a very big heartfelt thank you to everyone that helped out on the Friday and Saturday

We now have to start thinking about 2017....!!!!

## Forthcoming Events

Date	Event
24 February 2016	HMRS - The London & Birmingham Railway
05 March 2016	Gauge O Guild Spring Show - Kettering Leisure Centre
06 March 2016	Chesham Model Railway Club Exhibition
19 March 2016	Abingdon Model Railway Show - White Horse Leisure
19 March 2016	London Festival of Railway Modelling - Alexandra Palace
20 March 2016	London Festival of Railway Modelling - Alexandra Palace
22 March 2016	Committee Meeting
30 March 2016	HMRS - Railways of Northamptonshire
19 April 2016	Committee Meeting
27 April 2016	HMRS - Freight from 1960 Part 2
19 May 2016	Spring Middleton Hall Show Set up from 4:00pm
20 May 2016	Spring Middleton Hall Show - All day
21 May 2016	Spring Middleton Hall Show - All day
22 May 2016	Spring Middleton Hall Show - All day
24 May 2016	Committee Meeting
25 May 2016	HMRS - An evening out in Wootton
18 June 2016	Club Outing to GCR Model Event
21 June 2016	Committee Meeting
19 July 2016	Committee Meeting
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](mailto: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 Summer Edition is the 27<sup>th</sup> May 2016 with the Newsletter being published by the 3<sup>rd</sup> June 2016.**

## Brian Barnes



Brian Barnes, a long standing member of Milton Keynes Model Railway Society, The Hornby Railway Collectors Association and the Train Collectors Society, passed away after a short illness on 15<sup>th</sup> December 2015.

Born John Brian Barnes on 9<sup>th</sup> February 1922 in Rushden, Northamptonshire he was universally known as Brian. At the age of 13, the family moved to Stony Stratford and in 1937 his father opened a café restaurant in an empty shop in High Street. It was a good move as at that time, High Street stood on the main trunk road to the north, the A5 Watling Street and it proved a popular stopping place. Stony Stratford also supplied a considerable amount of the workforce to

nearby Wolverton Works to which it was once linked by a steam-operated tramway.

Brian became acquainted with the former Midland Railway trains serving Rushden station on the Wellingborough – Higham Ferrers branch in his early days. At an early age he received a Bing OO trainset but it did not last long. Each Christmas Brian would watch a Hornby train run round a local shop window and eventually he received a Hornby O gauge trainset.

After wartime service in the RAF, he travelled far and wide on trains before joining the family restaurant business, which he eventually took over. Brian married Audrey in 1953 and they had two children. After Audrey died in 1983, Brian continued to run the business until taking retirement in 1987, the restaurant becoming a popular Chinese restaurant. Brian became good friends with the owners who initially lodged with Brian until he moved to a smaller house nearby.

Brian's train interests were rekindled when a customer presented him with a Hornby Royal Scot and some wagons. These were displayed with pride in the café on a shelf and were soon joined by others. Brian realising that the days of the tinsplate train were numbered toured nearby towns locating Hornby O gauge in local toyshops, newsagents, chemists and bike shops and relieved them of their dwindling stock. It was during the time another long standing Hornby collector, the late Stan Pennington from nearby Bletchley, visited the restaurant and the two became great friends. Both were soon members of Milton Keynes Model Railway Society and at one of the club exhibitions they were persuaded to put together a

Hornby O gauge layout. Such things were rarely seen at model railway exhibitions back then but proved a popular addition alongside the scale layouts, reminding us all of the rich heritage of our diverse hobby. When the club moved to Bletchley Park accommodation to build a permanent layout ensured that tin plate would be seen by thousands of visitors to the club room each year. During this time the Barnes / Pennington partnership was bolstered with Mick Clements, John Forman, David Ramsey, Roger White and Roger Mills joining the ranks in the tin plate room.

When the club was forced to leave Bletchley Park, a new layout was provided in the new facilities and a further move, this time with a longer rental agreement, a new layout is currently under construction and the name Barnes Junction had already been adopted. Brian was able to witness the first test trains running on it but sadly none of his own had the opportunity to traverse its newly laid track.

Brian was a long serving member of the business community, a magistrate on the Stony Stratford and later Milton Keynes courts, Chairman of the Ansell Trust and President of the Hillman Register. Alongside trains, vintage cars and local history were his passion and he was an authority on all three.

Brian's funeral took place on the 23<sup>rd</sup> December in the very church St Marys & St Giles, where his trains were displayed every year for the switching on of Stony Stratford's Christmas lights. Brian was again looking forward to being part of the 2015 operation but a fall a few days earlier prevented this, although Brian's regular partners headed by Bill Marsden and Shirley ensured the show went on.

The model railway community was well represented at the funeral and the contribution Brian made to all our organisations will long be remembered. His legacy lives on in the form of Barnes Junction.



## Member Updates

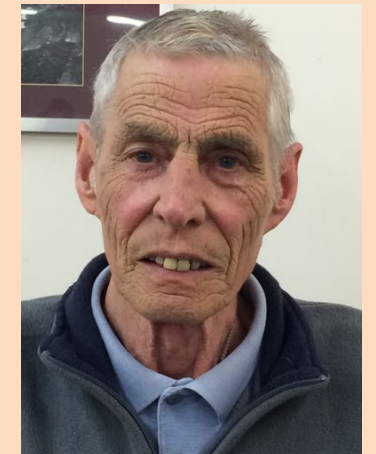
Please join us in welcoming the following new members to the club. If you see them in the clubroom introduce yourself. The new members are –



**Ian Barnett**



**Ian Brady**



**Roger Coles**



**Roger Deacon**



**Peter Ellis**



**Daniel Pentony**



**Simon Grove**





## Congratulations

At the Warley Model Railway Exhibition at the NEC in 2015 the layout Dentdale owned by Bob Taylor (right), Tony Frazer (center) and Wayne Webb (left) won best N gauge layout in show. The photo shows them being presented with there trophy by Peter Waterman. Well done guys.



## Club Outing 2016

This years outing is to the Great Central Railway Model Event on Saturday 18<sup>th</sup> June.

The current cost for the outing is £30 per adult and £24 per child (aged 5 to 16 years). This price includes the coach from Bond Avenue, departing at 8:00am and returning about 7:00pm, the cost of the entrance to the model event and a tip for the driver.



If you have not been to this event before, it is good value for money. The entrance price includes a ticket to ride the heritage railway between Loughborough and Leicester North as many times as you want. At each of the stations there are many model railway traders and layouts for you to see, so plenty to do and see. For more details please <http://www.gcrailway.co.uk/modelevent/>.



If you are interested in joining us on the fun day out, please add your name to the list in the clubroom. The closing date for names and for payment is the 13<sup>th</sup> May. If you cannot get into the club, then email me at [dave@courtmk.co.uk](mailto:dave@courtmk.co.uk) with the number and type of places you



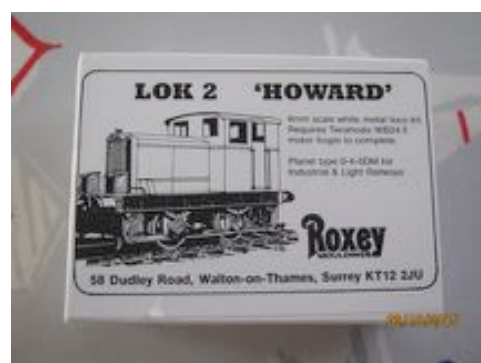
# I made it AND it works !!

## By Geoff Trenholme

I've had a wagon crazy year, making up 34 assorted Parkside Dundas, Dapol & Cambrian kits since January and they all worked, but by the end of September I needed something different.

I was toying with the idea of making a small private works yard. Such a project would require a small shunting engine which would have been something smaller and lighter than those used by the main railway companies. Obviously nothing listed in any of the main manufacturer's products fitted the bill. I looked around and a few smaller steam locomotive kits were available, but most by the time wheels and motors have been added were rather expensive, many pushing towards £150

I came across the Roxey Mouldings website & there was just what I had in mind. A diesel locomotive in white metal, that fitted a Tenshodo spud meaning that a good working chassis was just about guaranteed. The whole package was more, or less £75 and certainly fell within my imagined price band.



I was more than interested to find that the original design had initially been built in Bedford at the Britannia Ironworks in Kempston Road of James & Frederick Howard.



The earliest designs were powered by small petrol engines, but this model is based on a somewhat later, perhaps 1950's, diesel powered version. Sadly not built in Bedford as the original company got into financial difficulties and in 1932 patents were sold off to F C Hibbard & Co with later production at both Butterley Works, and Park Royal in London.

The kit comes in a nice little box with good instructions. By white metal standards all parts were well formed.

I looked around for my Carr's red flux & low melting solders, no luck, I'd not seen these since moving to Dorset in December 2013. I have used Cyanoacrylate glues with various materials before and had that available so it was chosen as my constructional method.



As it is today 2015/2016

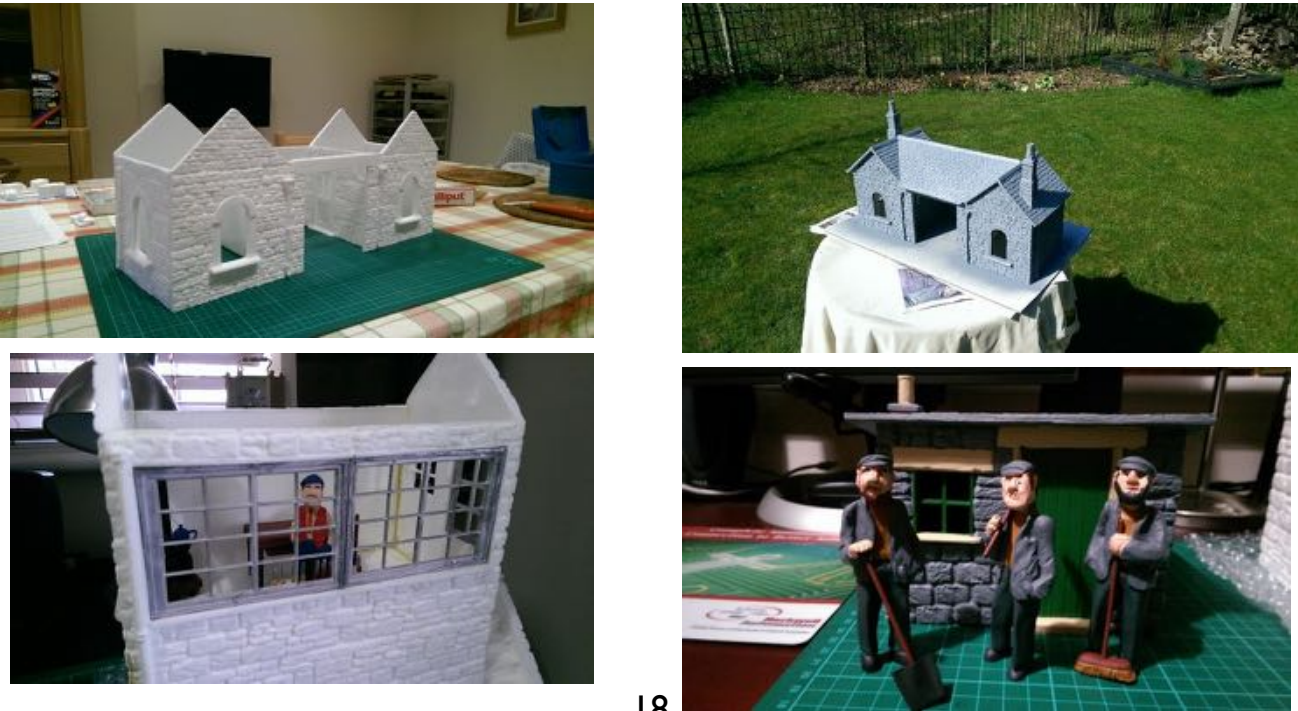




The first train – Tom Rolt a Live Steam Engine made by Roundhouse Engineering of Doncaster UK, followed by Criccieth Castle a Battery Radio Controlled Loco (Live Steam and Battery Powered only for this line, track power would not be an option with all the trees).

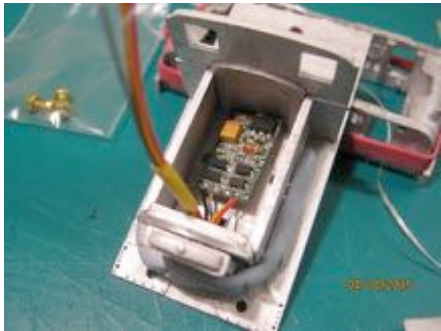


The Engine shed, Station and Signal Box take shape in The Woodpecker Line Workshop



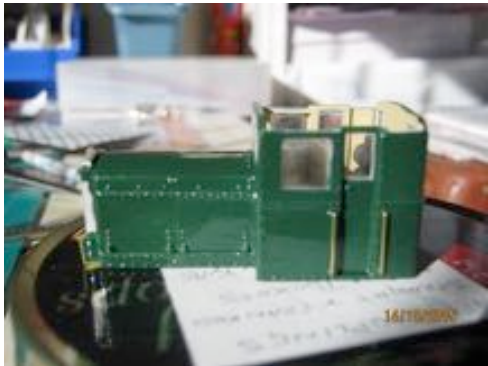
As is expected there were a few places where some scraping was needed to improve and obtain the tightest possible fit, probably more important on a glued rather than soldered model. Here the parts are just propped together with a ‘third hand’ elastic band doing a fine job!

Sitting alongside is a part built Dapol ventilated meat wagon. Real modellers always have several projects running simultaneously!!



Dave of Roxey Mouldings was uncertain if the Tenshodo spud could be converted to DCC. In fact it is very easy although a mini drill with a slitting disc is more, or less essential. Here I’m testing where to fit the decoder.

By drilling a hole in the footplate each side of the Tenshodo, but inside the engine compartment all spud track pick-up and motor wires can be fed through into the spacious engine compartment. I used some doll’s house twin flex marking each side to show which wires were track pick-ups. The adjoining twin would be the motor feeds, orange with red, and grey with black.



The upper structure is held to the footplate by two small brass nuts & bolts allowing for finishing work to be undertaken more easily while separated.

No point in telling anyone how to glue, but it really was quite easy. In fact the two most trying jobs were cutting flush glaze windows to the exact size, nothing supplied and I used off-cuts from edges of laminated paper, this is resistant to damage from Cyanoacrylate glue and styrene solvents. The other difficult job was after drilling holes for grab rails, was getting these rails made accurate enough in the supplied brass wire to get a nice fit, those two front footplate ones were just under 4 mm long.



Seen here alongside a Hornby class 06, before a driver was added and the roof finally glued on and painted.



I still have to weather and decide if I can add lining from my lining pen. The rear panel is slightly shaky and I've been having trouble getting the paint to flow in a manner needed for fine work. More practice needed.

It runs very well via the Lenz silver mini decoder tucked in the engine bay and easily pushes, or pulls 14 wagons on my loft layout. There can be some hesitation on insulated frog points used on that layout, but from a 0-4-0 chassis just 24.5 mm long it's amazing!!

A video of it pulling one wagon can be seen here:

<https://www.youtube.com/watch?v=qB4hSNU9WGg&feature=youtu.be>

I enjoyed making it and have been re-paid with a rather different super little yard



loco. Now all I have to do is build that yard layout to use it on, with electrofrog points of course!!

My apologies for the photographic quality, but they were made as a reference for myself, as always done without any pre-planning and using inadequate lighting.



Building the Station Platforms, more of the underfloor heating board, painted, a layer of SBR added, then sand on to the wet SBR, then a final coat, the end result really does look like a tarmac platform.

### Planting Begins







The wall is now complete, along with the path up to the Steaming area for in the winter when the grass is wet.



Track laying begins, we put a layer of underfloor heating insulation board all-round the top of the wall. I painted it grey using some garage floor paint that we had, this turns it from the odd blue colour to a more acceptable grey. Tim Breeze is the contractor that is laying the track as this was a job I had not undertaken before and the track is not cheap.



## Meet the Members Chris Hughes BSc., C.Eng., MICE

I was born in Steeple Claydon in 1948. We lived in a prefab until 1969, when these 'temporary houses' were demolished and my Parents were allocated a new house at the other end of the village. After leaving the village school in 1959 I attended the Royal Latin School at Buckingham, established in AD 1423 and reputedly the third oldest school in the Country.

My first train was a tinplate set, probably bought from Woolworths or the like, with a circle of track, a wind-up engine, two carriages and a goods wagon. Although only made of pressed tin, the dimensions of the open goods wagon were a fair representation of 00. In more recent years this set was displayed in our toyshop window at Bletchley Park.

My Dad's passion had been the Great Central Railway, and he was old enough to have seen the locomotives in their pre-grouping liveries. You will be aware of his scratchbuilt models which were also on display at the Park, and so it is perhaps inevitable that I developed a love of railways myself. I still have my 0-gauge Hornby clockwork LNER 0-4-0T with its wagons and boxes of track. My first electric set was a green Triang Princess Elizabeth with two blood & custard coaches. I had to make do with just an oval of track until my Dad built a 6x4 board with a trackplan not dissimilar (albeit much smaller) to our Club DCC layout, in that it had an oval with branch line to an upper terminus.

I started trainspotting in the late 1950's when it was considered a respectable pastime and there were still hundreds of steam locos in revenue service. We spent all the school holidays with my Grandmother down in Poole - although in those pre channel port times I had to say Bournemouth because nobody knew where Poole was. As a consequence I saw lots of Southern locos, but one Merchant Navy always eluded me until I eventually saw it as the cutaway in York Railway Museum many years later.

Steeple Claydon was where the LMS (now the proposed E-W route) crossed the ex-GC mainline through Calvert and most summer evenings were spent where the two lines crossed at "Double Bridge" as we called it. After tea I would cycle the two miles down to Calvert Station to see the 18:25 down local arrive from



Aylesbury, wait there and watch the Nottingham - Marylebone up semi-fast at 1850 before cycling round to Double Bridge to see the down Nottingham semi at 1920 and if lucky, an Oxford bound parcels on the LMS, usually with a 9F. Then it was back home to do the evening's homework. Some evenings there would be an ex-GWR 14xx Tank with autococh in Calvert station, having brought a local up from Princes Risborough. Names I remember on these coaches were Robin, Wren and Thrush - perhaps Bachmann may name one of their recently introduced autocoches in a future production batch.

Jumping now to 1968, I joined Buckinghamshire County Council as a Technician and went on to study for a Civil Engineering Degree at The Polytechnic of Central London - now Westminster University. I graduated at the Royal Festival Hall in 1973, by which time I was engaged to Sue and was the proud?? owner of a typically unreliable Hillman Imp, which blew head gaskets whenever I drove over 60mph.

We got married at Steeple Claydon in 1974 by which time I had bought a Ford Escort in which we toured Scotland and the Isle of Skye on honeymoon.

I returned to Bucks CC after graduation and joined the Bridges Section, where I designed one of the bridges for the Newport Pagnell bypass scheme. This enabled me to become a Chartered Civil Engineer in 1979, and proud to have been responsible for the design and construction of North Crawley Road Bridge. I spent two years with the Resident Engineer's team on Newport bypass following which, back in Aylesbury I did the drainage design for the road from Kingston Roundabout out to MIJ13 and was deputy RE on that scheme responsible for the bridges and structures.

After University and Marriage I took up railway modelling again and built several white metal kits of LMS and LNWR prototypes before discovering MKMRS in 1981. I have now been a member for over half my lifetime, having originally found in Verney Junction, a suitable layout for all my kitbuilt LMS locomotives, and going on to become the layout's Minder until its eventual demise on the bonfire when we were evicted from the Park.

In 1997 I transferred from my post as Assistant County Bridge Engineer at Bucks to the newly established MK Unitary Authority to be their bridge engineer, responsible for over 400 bridges - more than there are in Venice. Prior to leaving Bucks we were in the middle of a National bridge-strengthening programme as a result of 40Tonne lorries being permitted on UK roads. Several bridges in MK had to be strengthened to some degree but I was pleased that mine was found strong enough when assessed for the increased lorry weights. After a number of job title and responsibility changes I retired in 2009 after 41 years in local government and now only have one Manager, who fortunately shares my passion for steam locomotives. Despite now having plenty of leisure time I still don't seem able to find time to start

Building the station area and the half circle patio which will be the 'Steaming area' for the railway.



The concrete top surface has to now be laid, which must be very flat and without cracks to lay the track on.







The bricks arrive; we spent plenty of time on the Internet deciding on what materials, we also agreed with the landscaping company we would source and pay for all the materials directly to help keep control of costs.



Building the wall starts



building kits again: - must try harder as the old school reports used to say.

Having been involved with the MK road network almost since its inception, and living here since 1974, I have seen a lot of development take place and am pleased to have been responsible for one of its larger highway structures that will live on a lot longer than me. As a retirement memento, my colleagues presented me with the attached photograph of North Crawley Road bridge together with copies of all the structural drawings I made over 30 years ago in 1975 and have unofficially renamed the bridge in the records.



## A Trip Down Memory Lane

If you are connected to the Internet then click on the following link and sit back and enjoy an nostalgic trip down memory lane <https://youtu.be/L9oHvCgXnv0?t=5074>



# Building The Woodpecker Line

## By Simon Grove

### Part I

In April 2014 Jill and Simon were discussing what to do about the top end of our back garden. This is a wooded area which has a number of large established trees, whilst we liked the trees, the area underneath was difficult to grow plants and shrubs, we thought we might keep it a natural woodland area, but in reality it became a very large weed patch and generally looked rather messy compared to the rest of the garden. Simon had always wanted a 'Garden Railway', so we considered putting one in this area, the challenge was that the ground was not flat in any direction. The ground sloped from the left to the right, and from front to back, with a drop of about two and a half feet in either direction. For a 16mm Garden Railway that was a big challenge, so we decided to build the Railway on top of a retaining wall that ran the length of the Railway. This would then become a giant garden 'Planter' which we could then landscape and plant up with shade and partial sun loving plants. The idea was seeded, excuse the pun and we set to work to find a vendor who could do the ground work. The pictures in this document detail the construction of the project over the six week period in August/September 2014, it took to build. Jill and I had been working away prior to this time preparing the garden ready for the project, and after the final build.

March 2014 the selected area for The Woodpecker Line



Mike Stone Landscaping was selected to complete the landscaping part of the project; with design by myself along with all material sourcing and supply. This is the first day where we mark out the route of the railway wall and set the digger to work.



The footings are almost complete, ready for the concrete base the next day.



The concrete lorry arrives, very good system, it mixes the concrete as it pours it so there is no waste and the concrete does not go off, you also only pay for the concrete they pour. We used 8 tons in the build....!

