



Issue 183

Summer 2015

Chairman's News

I ended my last Newsletter report on a gloomy note because our present Landlord was not prepared to accept our best rent offer of £6000 and asked Members to look round for suitable alternative premises. Thank you to all who suggested premises, which were investigated but found either too costly or unsuitable.



I am relieved and pleased to report however, that thanks to a lot of effort by Dave Court we have secured a new home on the Bond Estate in Bletchley and by the time this issue is circulated the Club will have hopefully moved to its new location, even if not fully settled in. We have been very lucky to find these premises, and although smaller than Barton Road, the Club should be secure for the next ten years; also rent on the new Clubroom includes electricity and water rates, so it will actually be cheaper than Barton road. The new lease does have a 5-year break clause, giving the Landlord the right to review the rent in 2020, but on the basis they could not offer this area as office space due to it having no natural daylight, we are hopeful that the rent will not be increased to an unaffordable rate.

With this in mind, the Committee feels it would be prudent to raise the subscription by a modest amount, equivalent to 25p per week from the next Club year. Based on our core 60 members this will raise an additional £780 towards a rent fund but we will of course give members the chance to discuss this proposed increase at the 2016 AGM. If approved, Members will need to adjust their bank

standing orders to £11 per month from March 2016.

I am also pleased to report that sales of items found in the stock-cupboard or generally no longer needed have raised well over £1000, some of which will fund a new kitchen unit. Thank you to everyone who has contributed to this unexpected income.

Thanks are due also to Bachmann Europe Ltd. who have given a new home to our extensive library, meaning the collection will stay together and not be broken up.

The Club is turning another corner; this will be the 5th move in its 46-year history and will now have more stability for the future. The reduced financial commitments will mean that the new n-gauge project can continue as planned and not be deferred through lack of funding as had been feared.

In closing, if any of you wonder what I got up to on my latest foreign jaunt, copy the following link into a search engine such as MS Explorer and it will take you to a video of what is considered to be the finest collection of metre gauge locomotives in Europe at the Chamby steam festival in Switzerland. Make sure to click on 1080P at the bottom of the you tube screen "settings" to get the best HD results.

www.youtube.com/watch?v=9YCrpnr-zbc

Chris Hughes
Chairman

Member Updates

Please join us in wishing all the best to the following members who have had to leave the club for various reasons.

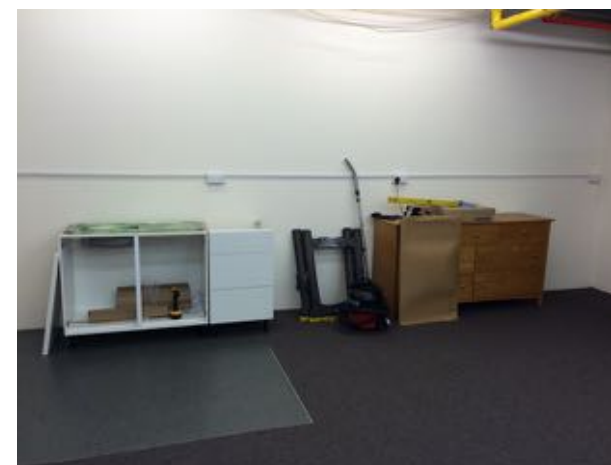
- ❖ Martin Taylor
- ❖ Ed Dunn
- ❖ Ian Millburn

Forthcoming Events

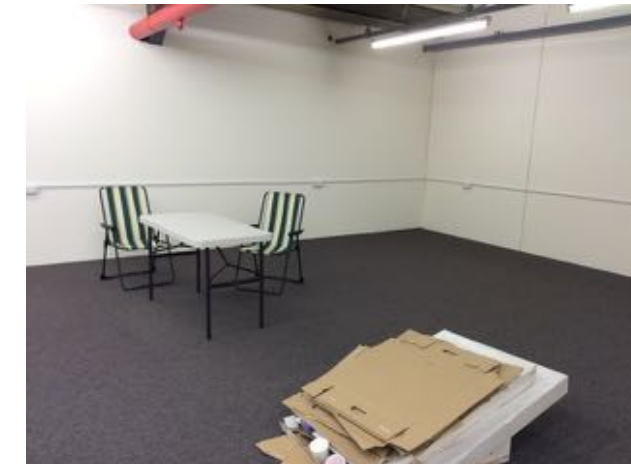
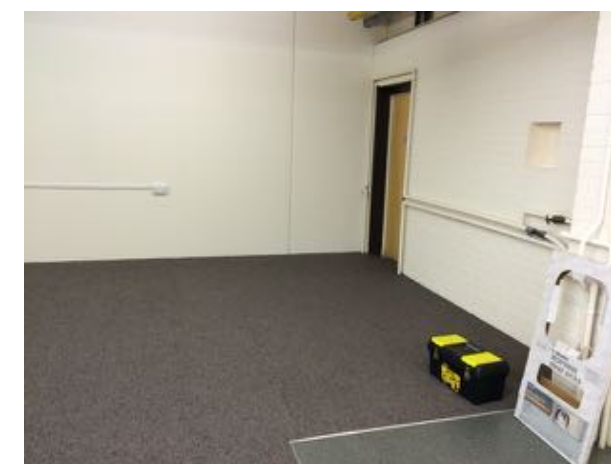
Date	Event
13 th & 14 th June	Move into Bond Avenue – HELP NEEDED
17 th to 19 th June	Clean up Barton Road
18 th June	Committee Meeting
19 th June	Last club night at Barton Road
19 th to 21 st June	Model Event at the Great Central in Leicestershire
23 rd June	First club night at the new clubroom at Bond Avenue.
21 st July	Committee Meeting at Bond Ave (Tuesday)
28 th July	Quarterly General Meeting

Moving to our new clubroom at Bond Avenue

On the 3rd June, we handed over a cheque to Bond Estates for £1,300, which is our deposit on our new clubroom. For all of this money we got 4 keys, which did not seem a very good deal, but then we found that they have given us another free month, so we do not pay any rent until the 1st October.



Terry and I were so impressed with the room; the nice new carpet had been laid and the floor nicely leveled, all of the electrics were in and the room has been painted. So Terry and I started to assemble the new kitchen unit. On Friday 5th June the plumber came in and installed the services for the new kitchen, so by the time we move in we will have a working kitchen.



Over the past few weeks we have been selling off equipment that we do not intend to move to the new clubroom. On the 31st May Terry Silver and I took what was left to the swap meet at the Great Central Railway, we sold the majority of the items that we had left over.

The total amount that we raised from these sales was just over £1,370, which will pay for the new kitchen, the connection of the kitchen to the services, the hire of a van to move the layouts and a bracket to put up the TV. So everyone that has purchased anything deserves a pat on the back and a big thank you from the club.

Here is to the next 10 years (at least) in our new clubroom.

Ceynix - Scale Model Railway Trees



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 on all trees for MKMRS members, email or at

Contact Details

020 8864 6596

Jacqui@railwaytrees.co.uk

www.railwaytrees.co.uk

Phone Number
Email
Website



Meet the Members Dave Court

I was born in Leicester in July 1950 and my first memory of model railways was playing with my Dad's TT model railway. When I got to about 12 years old, my Dad passed on to me his model collection and I started to build my first layout in his shed at the back of our house.

In 1966 I started my apprenticeship at a large engineering company in Leicester. Just down the road from the factory was North's Models where I spent many lunch hours in the shops admiring the new N gauge models that were coming on to the market. After much thought, I came to the decision to switch from TT gauge and move to the new N gauge. So every Thursday you would find me in North's spending my wages on these wonderful N gauge models. Over the following months I built up quite a collection of models and I had started to build my first N gauge layout in my dad's shed.

As normally happens in life, I found out about the opposite sex and the model railway was moved to the back shelf. In 1973 I married my wife Pauline, and in 1976 our son Adrian was born and in 1978 Nicola arrived. At this time money was in tight supply, so the N gauge models were dusted off and sold off to pay for more important family items.

In 2010 I was able to retire, so I started destroying a lot of grey cells trying to decide what to do with my time when I retired. After a lot of discussions, I decided to start a model railway, but as age had taken a toll on the old eyesight, I decided to move to OO gauge. Then I had to decide where I would have my layout. As we have a very large garden and I hate gardening, we came up with the brain wave to have a cabin in the garden. This had two benefits, first it reduced the amount of garden I have to maintain and I would have somewhere to build my layout. So that was a win win result. The cabin was ordered and installed by Dunster House, electricity was installed and I even had the central heating extended into the cabin, making it a real home from home.



In 2011 I visited the MKMRS Exhibition and met with some very friendly and helpful people so I decided to join the club. That was the best decision I could make and I have not looked back since and would thank everyone who encouraged me.

In August 2011 I retired after 22 years of service I was completely blown away with



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, modelling 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 28th August with the Newsletter being published by the 4th September 2015.

Members Wanted / Sale Item

WANTED

Does anyone have an old Dapol/Hornby J94/Austerity tank that they no longer need or want? It doesn't matter if it's a beaten up old wreck. In fact, it might be better if it's a beaten up old wreck.

A few months ago, I began a major upgrade of a Hornby J94 that involved converting it to an Austerity tank. Inevitably, not long after I'd passed the point of no return I realized I ought to have kept it as a J94, so I now need another body to rob bits from in order to backdate what I've created.

If you can help, please see Mike Morley - the tall one with the enormous nose, the crooked teeth and the white hair usually to be found spouting driven in the vicinity of Milton Quays.

FOR SALE



Hornby 'Owen Glendower' 70010 locomotive. Fully weathered and fitted with a sound DCC chip. In excellent condition, the reason for the sale is that this type of locomotive does not fit with my layout.



Price is £160. Please contact Dave Court on 01908 676660, mobile 07527 679164 or email dave@courtmk.co.uk.

I can bring it to the club if you are interested.



the presents that the company and my colleagues bought me.

The most memorable was too drive a full size steam loco on the Great Central Railway, the loco I drove was a Class 2 loco number 78019. After the day at GCR, I purchased the Class 2 from Bachmann sent it off to Grimy Times for Steve to renumber it to 78019 and also to have it lightly weathered. Boy did he make a great job of it. I then fitted a sound chip and the sound is so realistic, I think I am back on the footplate at the Great Central Railway whenever I run it.

The first layout I started to build was soon abandoned as it was completely over engineered and would never have worked. So it was scrapped and I went back to the drawing board, and rebuilt the baseboards from scratch. Such is the life of modeler.



The eventual plan was a standard oval based on a branch type of layout with a fiddle yard at the rear. To date the track has been laid and it is wired for DCC using an NCE Mini panel to operate a push button control panel to operate the points. I am pleased to say it all works well.

I have now moved on to the scenery. I do have to admit that this is the area I most struggle with. I have a complete mental block on what is best to do. The result of this is that progress is extremely slow. I find any excuse not to tackle the scenery, but I really must man up and get on with it I just pray for some inspiration when we do the scenery on Barton Crossing.

I will quite happily wire up a layout and tackle any electronic issues but the scenery is a black art to me. But they do say that you are never too old to learn so there is some hope for me yet...!!!

The Bletchley to Verney Junction Development

By Mike Morley

A couple of Fridays ago a day off coincided with some nice weather (It won't happen again!) so I decided to go for a bike ride along National Cycle Route 51, which runs close to the old Bletchley to Verney Junction line most of the way to Winslow. Having been talking about it for years, I knew Network Rail had finally started work clearing the line ready for its revival and I was interested to see what was going on.

This is what I found.



This is the view from Salden Woods bridge, looking towards Bletchley.

new railway, rechristened "The Hayling Seaside Railway" was officially opened on 5th July 2003. It is operated by volunteers on Saturdays, Sundays, Wednesdays and school holidays throughout the year from the Beachlands funfair to Eaststoke Corner giving excellent views across the Solent to the Isle of Wight.

Although the locomotive looks like an 0-4-0T steam loco and has a chime whistle and vacuum brakes it is in fact operated by a diesel engine but nevertheless this little line is worth a ride, although not something that would command a Club Outing.

Newsletter Archive

With the imminent move to our new clubroom we had to decide what to do with the old Newsletter's going back to 1992. It was decided that we could not just let them be disposed off, as these traced the history of the club over the past 23 years. So all of these newsletters have been scanned and are now available electronically.

It is the intention to have a Newsletter Archive within the Members Section on the website. To that end I have started to upload them all onto the website. However, our website has been attacked by some feeble-minded idiot who takes pleasure in destroying other peoples hard work and we have had to cease the upload.

It has been decided to create a new website to make it available on mobile devices as well. At the same time the hosting of the website will be moved to a new provider who provides a better service at a lower price. Please bear with Ian Bartlett as he takes on the project.

Once the new website is up and running, we will finish off the upload process so that all of them will be available to you.

In the mean time, if anyone would like a DVD of the entire archived newsletters please let me know and I will happily burn one for you. The cost of a DVD is £1,

Hayling Seaside Railway By Chris Hughes

The Hayling Seaside Railway is a two-foot gauge line running for approximately



one mile along the coast at Hayling Island.

In the 1980's the Hayling Island Railway Society had aspirations to reinstate the former BR route as a tourist line. Their planning application was rejected by Havant Borough Council who planned to create a leisure route along the old line. A compromised shared narrow gauge railway and cycleway solution was however deemed unacceptable to the Society. Various sites were looked at but nowhere suitable found so the Society constructed a two-foot line within the Mill Rythe holiday camp in the north of the island where it was known as the East Hayling Light Railway (EHLR) and operated for twelve years.

Possibly inspired by the success of the EHLR, Havant Borough Council included a railway in their draft plans for the funfair/leisure complex at Beachlands prompting the Society to submit revised plans which the Council surprisingly rejected. Twelve years of campaigning then followed and only after the intervention of the Department of Transport was the refusal overturned in 2001. The Mill Rythe line was duly closed and dismantled and a new terminus building started at Beachlands in October 2001. Tracklaying along the coast commenced in May 2002 and the



On full zoom from the same spot, just about visible through the haze are one of the gangs clearing the vegetation. The bridge that you can see is the one on the lane that runs from Newton Longville to the Bottledump Roundabout.



This is looking in the other direction, towards Winslow, from Salden Woods bridge. I always knew there had to be a prototype track like mine somewhere!



This is another view towards Bletchley, this time from the bridge near Swanbourne station. The gap in the track stretches for about half a mile but is nothing to do with the work that is going on at the moment – my Ordnance Survey Explorer map was printed in 2007 and shows it already existed then.

Cycle Route 51 runs along the other side of the dense hedgerow on the right of the picture. I first rode along it back in the early/mid 90's, when it was little more than a farm track, and literally knee-deep mud with a Range Rover that had sunk up to its sump abandoned in the middle of it. The only way I could get through was by taking to the railway line, which had not long been abandoned and was already almost as swamp-like as the farm track beside it, and I reckon the railway track got lifted because the sleepers quickly rotted away to nothing.



This is where my journey ended.

Be honest – would you have recognised this as Verney Junction? This is looking towards Oxford. It appears to be a hub for the work that is being carried out and the cricket pitch that was to my right when I took this picture has a lot of vans, trucks and huts on it. I suspect that whichever cricket club uses it will not be playing any home games this year!