



Issue 190

Spring 2017

CHAIRMAN'S NEWS

Following the last edition and my challenge for further information on the road/rail bus I saw on my last German jaunt, I would like to thank Bernie Worden who came up with an article, albeit in German that he found on the Internet. With the help of my tame translator, Herr Google, it appears that after the two prototypes were delivered in 1952, another 50 vehicles were ordered. Only 15 of these however were ever used on rails, the rest only being used as conventional road vehicles. They had a 120hp diesel engine that propelled them along at 50mph on the road and 75mph on rails. The rear wheels of the bus were at track-width and provided the forward traction, much as road/rail maintenance vehicles do today. The bus was equipped with hydraulic jacks to lift it off the rail bogies whilst passengers remained on board. It is not clear whether the bogies were left behind at the interchange, although the route information available speaks of more than one road/rail changeover.

At the beginning of the 1953 Summer timetable these vehicles were introduced on the 88 mile Passau to Cham route, of which 40 were covered on rails. The once a day journey took 5½ hours each way and involved two changes from road to rail and a complete reversal at one of the intermediate stations. Each change from road to rail took 10 minutes. Because there was no shelter at Cham, the route was extended a further 12 miles to Furth im Wald, which involved another

reversal en route. The extended route was abandoned in 1956 following traction problems going through the forest during winter - wrong kind of snow? or more likely wrong kind of traction.

A once-daily service also ran from 1954 to 1958 between Augsburg and Füssen, taking just over 3 hours. The most popular service, from Koblenz to Betzdorf took 2½ hrs and was the only one offering two trips a day. It was very well used, often with more passengers than available seats, and consequently continued up until May 1967 when the concept was abandoned altogether.

The Japanese developed the idea under the code name DMV - Daily Mode Vehicle, and a service commenced in 2006 with bright yellow vehicles more closely resembling conventional buses. The rear bogie was contained within the width of the vehicle and a much smaller front bogie was concealed under a small bonnet.



Exhibition 2017

By Terry Silver

We thought on the Saturday evening that we had a record breaking year for our 2017 Exhibition, unfortunately after all the figures were in we did not. The final total attendance for the show was 2250, give or take a few.

Disappointing somewhat on 2016, the reason we believe was the weather. A lot of visitors may have been put off by the prospect of snow that was forecast.

Overall we should not be disappointed at the attendance figures, as I said we believe the weather had a lot to do with it and we cannot expect the number of visitors to increase year on year. You may have noticed that with fewer visitors attending it was much easier for them to walk round and see the Layouts and Traders on display. We also did not have the vast queues in the food hall that we have had over the last



few years. In some ways this was down to Stantonbury providing the catering themselves and splitting the queues into two, one for hot food and one for cold, although I am still not completely satisfied with their effort and shall, in the near future, be speaking to them on this subject.

One thing I believe we, as a Club, can be proud of are the comments from the visiting Layout operators and the Traders, who said it is a very friendly show and Club members were extremely helpful, “there were no jobs worth’s” said one of the new Traders. I think we can all take a pat on the back for that, “well done”.

Traders: All the Traders said that the show was very productive for them with one or two having record takings, Elaine’s Trains was very pleased with takings in excess of £1800, J B Model World sold out of

some of his stock (Jon was extremely pleased), Plus Daughters again were very complementary of the Exhibition saying “same location in 2018 please”. They also purchased all the stock from Rural Railways who were in Hall 2 as they are now retiring from Exhibitions. Railroom Electronics also had a good show, and for the 3rd year running has asked to extend his stand from 28ft in 2017 to 30ft in 2018. Keith’s Trains said, “best show they attend we always do well at your Exhibition”.

Road Transport Images first time at our Exhibition wish to come back in 2018 and they are the ones who said “one the best and friendliest Exhibitions they have attended”.

Layouts: We had a great variety of Gauges from T to 0 Gauge with some really well constructed ones. On my occasional walks around the exhibition and talking to the Operators, I found that I never saw a Layout without a Train or Engine in operation, even on the end to end ones. Saying that I am sure



someone will disagree. For those in the Club who are not aware the two winning Layouts were Best Visiting Layout - Harpenden End 0 Gauge from the Luton Club and Best Club Layout was Burton Bradstock, Chris Lester. “Well done Chris”. On behalf of the Club and Committee I would like to take this opportunity to thank all our Members who brought their Layouts to the Exhibition and helped to make it once again a great success.

As you are all, I hope, aware we ran two free Buses from MK Central train station to Stantonbury, one was from the Council - a 12 seater with Disabled access and a London Routemaster which again proved to be very popular with a total of 393 riding it. In addition a further 93 travelled on the mini bus.

I would like to thank all the Members who helped during Friday and Saturday making this once again a great Exhibition. With a very big thank you also to **Dennis Spicer and his company Abby Precision and Spicer Consulting for the £1,000 sponsorship they donated to the Club.**

Special thanks go to the Ladies who are not members of the Club who helped all day on Saturday, my wife Susan, Chris' wife Sue, Wayne's young lady Pauline and Ian's wife Jenny who all braved the cold on the door and at the Bus Station. A big thank you also goes to Phil Ramsden and Russell Horne who also braved the cold for most of the day at the bus stop at Stantonbury and on Car Park duty and of course all the other members of the Club who also braved the cold. We should, I suppose, mention (as he will be disappointed if I don't) the little fella Jacob who did a lot of running about during the two days, plus everyone else who are too numerous to mention.

Finally thanks to Ian Bartlett for all his help in putting together the Exhibition who's help was invaluable on the day and throughout the year, Chris Hughes for his help and Paul for standing in for me in taking the Mayor around the show.

Again a very big thank you to the Club Layout contributors, Club members, the None Club members, and anyone else I may have forgotten, for your invaluable help and contribution over the two days.



For the 2018 Exhibition we already have over 20 layouts and all the Traders who attended this year. Looking forward to 2018!!!!

Settle and Carlisle Railway

By Roger Holiday

In early 2016 I was looking forward to fulfilling a dream. While I had travelled along the Settle and Carlisle line I had not done so behind a steam locomotive. Having booked with one of the Steam Railway travel companies the arrangements were made to travel from Milton Keynes to Carlisle before returning via the S & C. Steam was to take over from Carnforth. It was then that we were informed that the line was to be closed due to a significant landslip. Initially this was expected to be repaired by April so we arranged to change our February departure to one in August. We were thwarted once again as the extent of the damage and necessary repairs were now to be programmed for completion by March 2017.

Following prolonged heavy rain at the beginning of 2016 a land slip, measuring 130 m long by 70 m wide mass of 500,000 tonnes gave way on the Eden gorge at Eden Brows near Armathwaite on 9 February 2016. The additional rain water flooding into the River Eden led to the bank being severely eroded at the base of the embankment causing the landslip. The ground below the line slipped 2.5 m. Initially closed between Appleby and Carlisle with gradually extensions to Langwath and by June to Armathwaite.

After the initial investigation and assessment of how to make the repairs to get the line operational again the following programme was prepared.

1. Given its location access ramps and roadway were to be built to allow heavy construction plant to be brought on site.
2. Trains removed spoil from the site as the old track bed is removed.
3. Temporary piles, steel tubes filled with concrete, installed to stabilise drilling rigs
4. First row of poles, c. 18 m length, installed on side closest to brow of summit installed
5. Second row of piles 20 m long, on side closest to the river, installed
6. Concrete slab laid on pile rows creating a tunnel like structure
7. Track laid on top of concrete slab
8. Driver training and line reopening
9. Follow up works to restore full line speed of 60 mph.

During the initial examination of the site it was apparent that the ground was still moving and engineers had to find a solution to provide stability in the future. Before work could begin access roads had to be provided and a site compound erected. Two rows of high-strength piles, steel tubes filled with concrete were driven into the sloping bedrock of the Eden Gorge north of Armathwaite.

An enormous concrete and steel tunnel-like structure, measuring 1.5 metres thick and 100 metres long will sit beneath the railway, 70 meters above the River Eden will provide this stable base across the damaged and unstable ground. This structure then forms the track bed once the line is relaid. In addition to the solid structure an extensive earthworks project, estimated cost £5.0m, is planned to protect the foot of the bank down to the river. Drainage systems and, rock armour' which helps to prevent erosion, followed by tree planting will stabilise the land are also to be carried out.

„This is a vital rail link across the north of England and I am very aware of how important the railway is to the local community and local economy.

I can assure everyone that we are doing all we can to design a lasting solution and to reopen the railway as quickly as possible. We will continue to work with Northern Rail to keep passengers and communities informed of what we are doing and the progress we are making.“ **Martin Frobisher, Network Rail's route managing director**

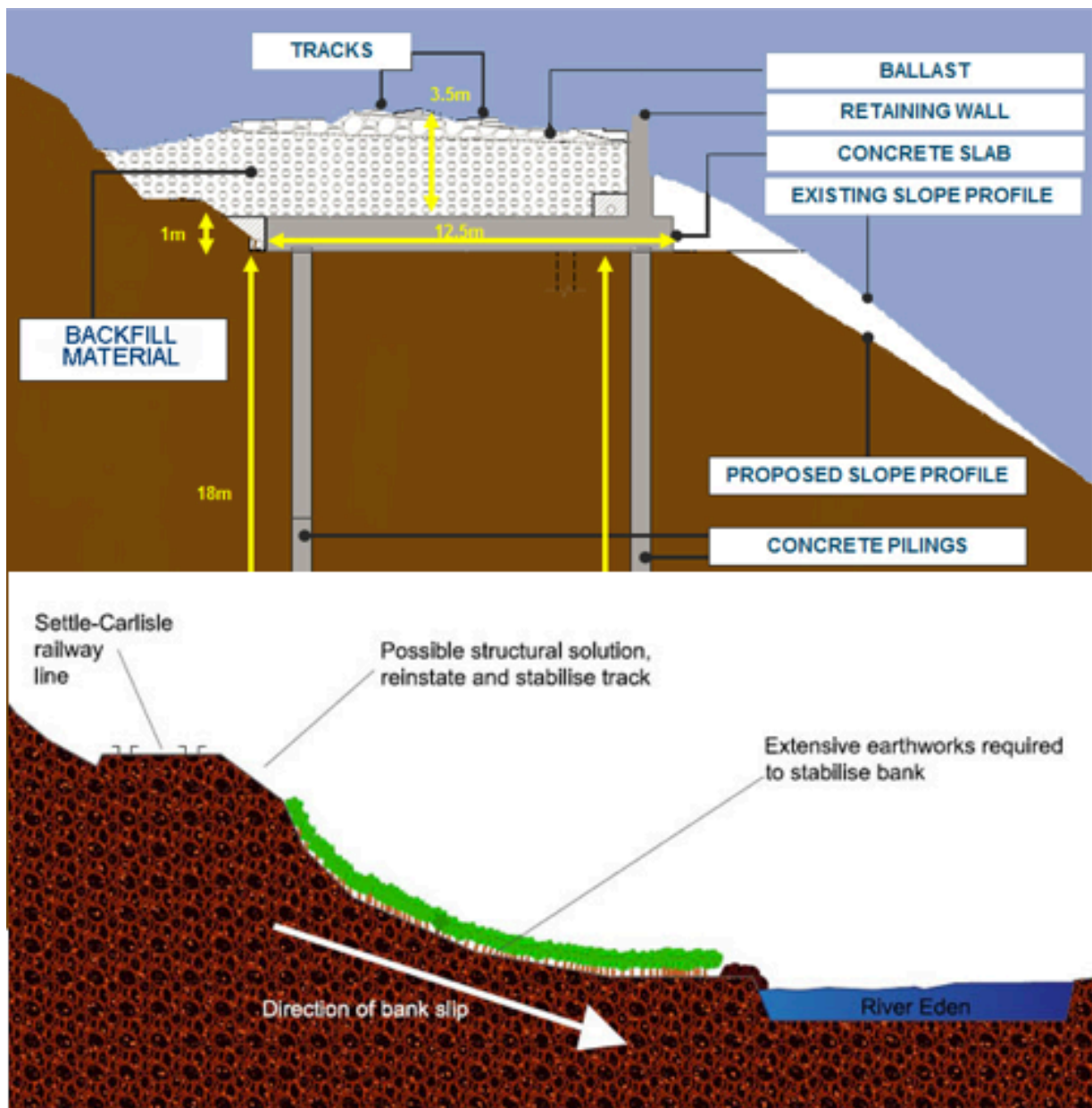
„This is clearly another challenging and complex engineering project for Network Rail to tackle. While their engineers assess the extent of the work, we will continue to ensure our customers are kept on the move, up to date with the latest information and that disruption is kept to a minimum.“

Alex Hynes, managing director for Northern Rail

Once the railway is reopened Network Rail plans to carry out earthworks improvements to the foot of the embankment below the line and above the River Eden. This will include drainage ditches and pipework, rock armour to guard against erosion when flows are high, and finally replanting trees over the entirety of the affected area. Great care is being taken to ensure ecology is protected, including badger setts and spawning

salmon. Natural England will advise on the tree replanting.

Considering that there were moves, some years previously, to abandon the line when it was discovered that repairs to Ribbleshead Viaduct required significant funds it is pleasing to see that despite estimated costs of £23m it was considered viable to make these repairs and keep the line open. In anticipation of the full re-opening of the line Northern Rail for three days ran scheduled services between Skipton and Appleby hauled by Tornado. 5500 people travelled on these services although tickets had to have seat reservations in order to be able to guarantee a place. To celebrate the re-opening, Flying Scotsman will return to the route with a special excursion from Oxenhope to Carlisle on 31 March. More details on KWVR website. Maybe, one day I will make a steam hauled run over the S&C.



Ken Ranns – ‘Mr Dooblo’

By Dennis Lovett

Ken was a larger than life character and was for many years an active member of the club during our Bletchley Park days. Unfortunately when we moved to Barton Road, our previous home before North House, the club room was too cold for his long term heart condition. Ken was an occasional visitor to North House and was well known to many of us.

Ken Ranns walked into our old club rooms at Bletchley Park one Sunday afternoon and became an integral part of our operation there, latterly as our curator. His love of Hornby Dublo three rail resulted in him building a permanent layout and also operating several portable ones at exhibitions over the years. Ken was in our club rooms at Bletchley Park almost every day. He was well liked around the place by many of the park volunteers. When we were asked to leave by the new management following their lottery money success, Ken was deeply hurt.

Ken insisted that the products of Binns Road, Liverpool were called Dooblo rather than the more traditional Dublo or double O.

Born in 1943 in Notting Hill, London, Ken came from a large family with 5 brothers and 5 sisters. In 1965 he met Dee, who lived in the same block of flats and they subsequently married in March 1968. With their two sons, Kenny and Sonny, they moved to Bletchley in 1974.

On leaving school. Ken was employed by Tri-ang for a short period at their works in Merton. He then took employment in the construction business and spent some time working for the water board. He later moved in management for a property company before suffering a serious heart attack which brought an end to his working days.

Ken being part of a large family never had the opportunity to have a model railway, but when his condition improved he was able to indulge in the hobby at long last.

Searching out Hornby Dublo, Ken was often repairing them and getting them back into operational form. Encouraged by Dee and the boys, Ken went on to collect trains of all types and sizes and assembled a large collection. His 'magic' fingers, as he called them, were able to get many lost causes working again.

Ken, along with the late John 'Mr Trix' Hatton was well known on the exhibition circuit for operating vintage layouts. He was instrumental in designing and building my own 'Madein Margate' Tri-ang layout which we exhibited at several Train Collectors Society exhibitions at Sandy.

He became a member of the Virgin Trains exhibition team at Warley and Glasgow and in more recent years with Bachmann at Sandy and The International N Gauge Show.

Some 22 members and partners attended Ken's funeral at Crownhill on February 3rd, the service being conducted by our own Roger White. Ken often referred to Roger as an amateur vicar and took great joy in asking Roger to nip up onto the roof of whatever church he was preaching at to get Ken some lead for weighting of locomotives or rolling stock.

Sadly Ken had been unwell for several weeks but news of his death came as a shock to everyone. Dee asked me if I knew who at the club room was the butt of the church roof joke, as Ken had asked for him to conduct the funeral. I knew immediately who to ring!

Roger conducted the service with many personal memories of his fellow Hornby Dublo advocate and it was a fitting tribute to a larger than life character who was everyone's mate. Ken will be missed by us all.

FENNY STRATFORD – Part 2

By Peter Ellis

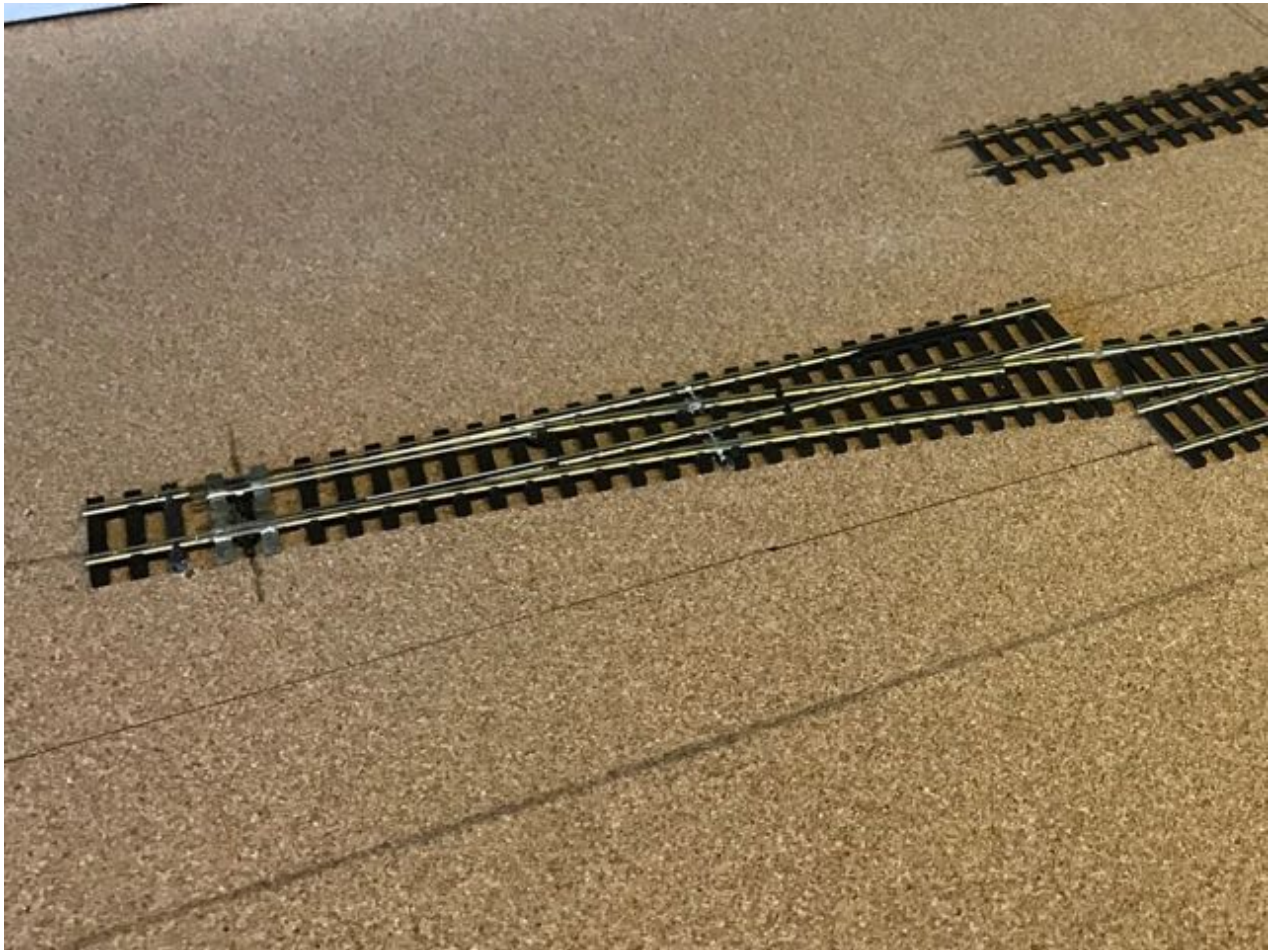
With the baseboard construction completed and the boards joined end to end the layout (minus the fiddle yards) just fitted within the garage. Albeit, the last board over-sailed the workbench and was supported on temporary blocks. With the scenic board construction out of the way Dave assembled the fiddle yards, each complete with a single fold-away supporting leg. The fiddle yards are designed to take cassettes that Dave has assembled in quick succession in sufficient numbers to accommodate all the stock envisaged for exhibition running sessions. It took a while to set out a smooth divergence of the up and down main lines at the throat of the fiddle yards such that there was enough space between parallel cassettes to lift them by hand.

With the joinery out of the way track construction has progressed apace. The AnyRail track plan was printed with a 25mm grid and from this the centrelines of the track were plotted on the boards. Peco point plans were printed, position on the boards with masking tape. Minor adjustments were made until we were satisfied with the overall flow of the track work.

The new Peco bullhead flexible track has been purchased for the scenic sections of running track. Surprisingly, this track is far more delicate than the equivalent C & L finescale track and even though each section of track has its own electrical feed, rail joiners have been used throughout to maintain mechanical robustness. At each board joint the rails are soldered to copperclad sleepers bonded to the top with Araldite. Once all trackwork is complete the rails will be cut through at the board joints.

It is worthwhile mentioning the track in a little more detail at this point. The points are Peco Code 75 Electrofrog points and these have been modified extensively to improve the electrical performance and visual appearance of the point in accordance with the DCC Concepts article, including the removal of the large plastic housing for the redundant spring and over scale sleepers about the tie bar. These have been

replaced with copper-clad sleepers to add strength.



To simplify the electrics, Cobalt Digital point motors have been used throughout thus avoiding the need for separate accessory decoders and interlinking wires. These have been fitted under the baseboard for all the points. More on the electrics and controls in a future report.

We made the decision to use Kadee automatic couplers on all stock for the layout and hence the subject of decoupling raised its head. A decision had to be made before we laid the track. After various trials we finally settled on installing 22 x 11 x 2 mm neodymium magnets in the cork layer under each rail. These will be hidden once the track is ballasted. After considering all likely shunting moves we were able to limit the decoupling magnets to the main loop and the throat of the sidings. No magnets will be placed under the main lines thus avoiding any risk of wagons detaching from through trains.

While I was progressing the trackwork Dave has been busy building the Watling Street road bridge based on plans sourced by Chris. These have proved invaluable.



As you will note from the photographs, all the pointwork, associated electrics and the main down line are now in place and Dave's Jinty tank engine made an inaugural run on 2 March 2017.



Dentdale

The Dentdale layout won best at show at the Preston Model Railway Exhibition held at the Sports Hall, Preston College, Fullwood, Preston. This was a 2-day exhibition held on the 3rd and 4th March.

Well done to you all (not sure how Terry got in the shot he must be in the process of switching gauges....!!)



Member Updates

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



Steve Bird



John Petrie



Geoff Taylor



Tim Byrne

Forthcoming Events

Date	Event
11 March 2017	East Anglian Model Railway Exhibition. Britten Arena, Wood Green Animal Charity Centre, Huntingdon PE29 2NH. Saturday 10am to 5pm, Sunday 10am to 4pm. £7
21 March 2017	Committee Meeting
23 March 2017	Show and Tell evening. Using Servo's and MegaPoint Controllers for the O gauge layout. Presented by Gerhard Novak
01 April 2017	Beacon Rail 2017. Tring and District Model Railway Club. Pitstone Memorial Hall, Vicarge Road, Pitstone, Bucks LU7 9EY. 10:30am to 4:30pm. £3
01 April 2017	Cambridge Model Railway Exhibition. Sawston Village College, New Road, Sawston, Cambridge CB22 3BP. 10am to 4pm. £4.50
18 April 2017	Committee Meeting
29 April 2017	Luton Model Railway Club O gauge section Exhibition. Christchurch Hall, Bedford Road, Hitchin, SG5 1HF. 10:30am to 5:00pm. Adult £5 children £2. Check website www.lutonmodelrailwayclub.org.uk for details.
30 April 2017	Buckinghamshire Railway Centre, Quanton. Steam Gala and Model Railway Exhibition. Also open 31st April and 1st May. Check website bucksrailcentre.org for details.
06 May 2017	Derby Model Railway Exhibition 2017. The Roundhouse, Pride Park, Derby. Also open 7th May.
16 May 2017	Committee Meeting
22 May 2017	Globalrail presented by The German Railway Society. Didcot Civic Hall, Britwell Road, Didcot, OX11 7JN
25 May 2017	Show and Tell evening on how to use Decoder Pro. Presented by David Court.
27 May 2017	Railex 2017. Stoke Mandeville Stadium, Stadium Approach, Aylesbury, HP21 9PP. Also open on the 28th May.
16 June 2017	GCR Model Event at the Great Central Railway. Also open the 17th and 18th June. Check website GCRailway.co.uk for booking and details.
20 June 2017	Committee Meeting

Ceynix - Scale Model Railway Trees



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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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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 Summer Edition is the 26th May 2017 with the Newsletter being published by the 2nd June 2017.