



Issue 192

Autumn 2017

Although the sun is blazing outside on this Bank Holiday weekend, these notes are for the Autumn edition of the newsletter and the nights are already drawing in - where has this year gone?

This edition's photo was taken my recent visit to Norway and features the 750mm gauge Tertitten Railway, which following closure in 1962 reopened as a heritage railway in 1966. The line was originally built in 1892 to carry timber and agricultural produce from remote areas down to the fjord for onward transit by boat. It is believed its name derives from the local Norwegian dialect name for the Great Tit bird.



In the clubroom, work is progressing apace on the Brinklow layout which has suddenly sprung into life now that the grass flock has been laid. It is looking good, well done to the Team. Gerhard is working through installation of the Megapoints system on the 0-gauge layout, and following testing, track ballasting will be carried out. On the Barton Crossing layout, shorting problems on the pointwork seem to have been resolved without taking out the double-slips, which had been proposed. The upper terminus trackwork has been shortened and simplified, still retaining room for a simple island platform. This has permitted more of the main DCC circuit track to be accessible and scenic possibilities will need to be planned. The main station platforms are partially complete and will be glued down properly when the remaining sections are built. Clear PVC panels have been cut to fit along the front edge to prevent damage to the scenery, replacing the temporary plywood sheets and these will be fitted

in the near future. The H&M dual DC controller failed recently and has been replaced with a Gaugemaster dual controller found in one of the cupboards. If this is anyone's personal property please let me know and the Club will purchase something to replace the H&M unit. It has also been proposed that handheld DC controllers be provided enabling the analogue tracks to be operated from outside the layout. Inside the layout it is proposed to cut down the framework supporting the analogue control panel and move the whole panel closer to the narrow end of the layout. This work cannot be done on clubnights and unfortunately will require the layout to be out of action for a limited time, but notice will be given once a programme of work has been agreed. As the DCC tracks have become much used in recent weeks it is considered necessary to reintroduce a track access booking system so that everybody gets a chance to run their stock. Twenty minute slots would seem fair, possibly 7:00 - 7:20, 7:20 - 7:40, 7:40 - 8:00, then a break for tea and notices, resuming at 8:10 - 8:30, 8:30 - 8:50 etc. This will allow two members to run at once on the main tracks. Sidings, branch and yards will be available without booking and a suitable method of booking slots will be devised. There is currently no issue with track access on the analogue tracks, but a similar system could be introduced here should the need arise.

In recent weeks we have been offering items for sale from the Ken Ranns estate, together with books and other model items donated from two other sources. Thanks to Members and external sales, we have to date raised a four figure sum for Mrs Ranns. There will be more (possibly many more) items available in due course.

Chris Hughes
Chairman

Bletchley Park

By Chris Read

On Saturday 8 July, I organised a visit to Bletchley Park and the co-located National Museum of Computing for 46 members of a group I am involved in. This was my first visit to Bletchley Park to view the exhibits since early 2010 when MKMRS was still occupying Hut 11 with both a “Railways at War” exhibition, and, of course, our club room.



In 2012, a new management team took over Bletchley Park. At that time, Bletchley Park was home to a range of WW2-related exhibitions in addition to the code-breaking story including one on Churchill, an RAF section (to which I contributed some artefacts from my late WAAF-Officer cousin), an extensive Computer Museum including the war-time Colossus, and of course our club room. The whole site was under-funded and rather tatty.

The new CEO decided that they should become solely a museum dedicated to the code-breaking story so all the other occupants of the site were given their marching orders. So what is it like now?

Well, in my view, it is two steps forward and two steps back. They have clearly attracted some major funding and in particular the core code-breaking exhibits are much improved. The story is told in updated and modern displays coupled with better interpretation in the huts, there is



a modern new visitor centre, the codebreakers' huts have all been spruced up and the site in general has been tidied up and no longer looks at all tatty. There is an introductory film that sets the scene and a free audio-visual guide that explains the various parts of the site (though without giving you much of a clue about where to go

next!). The Mansion is now also open, with a “Wartime Life at Bletchley Park” exhibit and a recreated wartime office.

The Computer Museum that was once part of Bletchley Park (and included in the admission price if I recall correctly) is now a completely separate exhibition just a short walk outside the main complex. The “National Museum of Computing” is certainly well worth a visit - we had a most enjoyable 2-hr private tour. It charts the development of the computer from the first computers of wartime to present day and our tour guide was extremely knowledgeable without stepping too far over the geek threshold!



The downside of this “New Bletchley Park” is the lack of the other exhibits and it’s not as if they needed the space as the MKMRS hut is not being used for public displays (it was locked up, though it has got a new coat of paint outside) and most if not all of the areas used for the other exhibitions are not open to the public. I am therefore not sure why everyone was evicted in such a hurry. I



wouldn’t want to take younger children as there really isn’t much for them in my view.

Having said all that, Bletchley Park is certainly worth a visit and my group thoroughly enjoyed it.

Fenny Stratford - Part 3

By David Court

Since our last report, Peter and I have made excellent progress on the layout and we thought we would give you an update.

All of the track work has been completed with the exception of the main line track over the canal bridge. This could not be laid, simply because we could not get at that board in the garage, this will be completed when the boards are taken apart to complete the wiring for the servo's that operate the signals and level crossing.



Peter has very patiently installed very accurate point rodding on the layout using Wills point rodding kits. I must admit that he

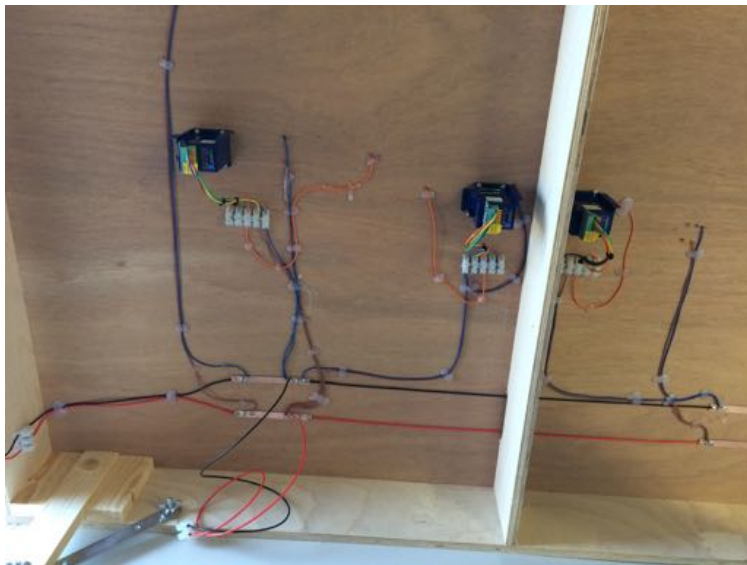


has a lot more patience than me; I have to say it looks great. He has also built ground frame levers for the siding points that are not controlled by the main point rodding.

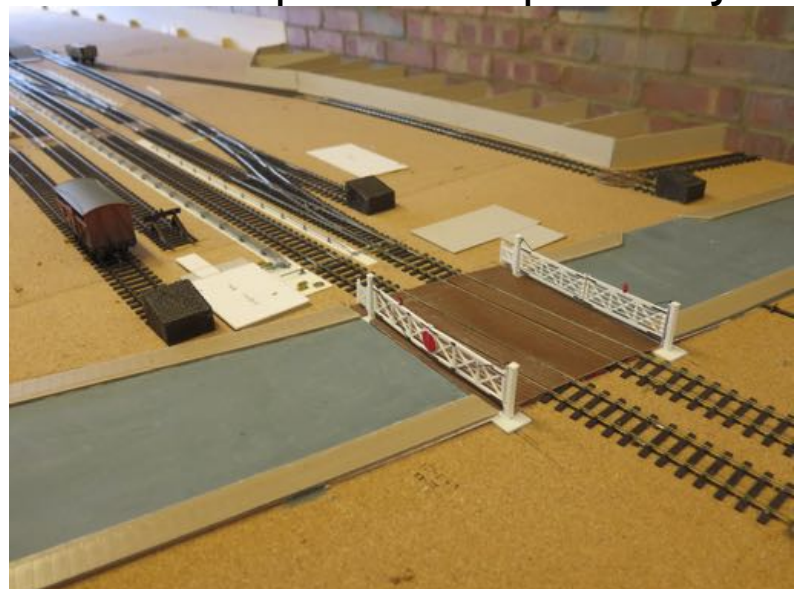
The fiddle yard cassettes have been built and have been tested on the Watling Street end of the layout. Originally it was intended that we would use single-track cassettes. However, it soon became obvious that it would not work, so we abandoned that idea and built double track cassettes, which appear to work well.



The Cobalt digital point motors are in and these have been wired along with all of the track droppers. The layout will be controlled using JMRI Panel Pro, with Kindle Fire tablets being used to operate the layout. In this way we will not be tethered to the layout allowing us more freedom and time to talk to the public. As part of JMRI



configuration we have created a number of 'Routes' to operate the points, signals and level crossing, these routes will also be controlled from the tablets. All of this technology has been tested and we are very pleased with it.



Over the passed months Peter has built all of the signals required

for Fenny Stratford using MSE kits as a base. These signals look and work brilliantly and are servo controlled using a Megapoints controller with a DCC module.



The Watling Street bridge is complete, as are both platforms. The profiling of the landscaping has been added and this has been painted and covered with a base flock. The Roland's loading dock has been built.

Many thanks to Costa Coffee for there perfect wooden stirring



sticks that have been used as the front of the loading dock. Simpson Road with it's level crossing is in place along with the cattle docks and the road to the station is complete.

So what next? Our next job is to take the boards apart, this will allow for the installation of the Megapoints controllers, two 12volt DC buses (one for the servo's and one for lighting).

By taking the boards apart we can move the last board, which contains the canal into a position in the garage where we can complete the track over the canal bridge and also complete the canal end fiddle yard. While we have access we will also complete the building of the canal bridge.

The boards will then be reassembled. The wiring and control systems will then be thoroughly tested. If the layout passes these tests then we will then ballast the track. We will then work on the detailed scenery and the weathering required turning it into a true model railway.

To date we have produced none of the buildings for the layout. However, Peter has produced some excellent drawings of the station building, using photos and a few dimensions, which he feed it into his CAD system to get amazing results. He intends to do this with as many of the buildings as he can; all we have to do then is build them....!!!

Member Updates

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



Sean Hember

Forthcoming Events

Date	Event
02 September 2017	Olney MRC Exhibition 2017, Carlton House Club, 38 High Street, Olney, Buckinghamshire
16 September 2017	Kettering & District Model Railway Society Annual Exhibition, Wren Spinney School, Westover Road, Kettering, Northamptonshire.
19 September 2017	Committee Meeting
23 September 2017	Scalefour Society - Scaleforum, Stoke Mandeville Stadium, Guttman Road, Aylesbury. (2 day exhibition)
07 October 2017	Hornby Magazine - The Great Electric Train Show, British Motor Museum, Banbury Road, Gaydon, Warwickshire. (2 day exhibition)
14 October 2017	Tring & District Model Railway Club - Tad-Rail. The Cottosloe School, Aylesbury Road, Wing, Near Leighton Buzzard, Bedfordshire
14 October 2017	Corby & District MRS - Corby Exhibition. St. Peter & Andrew Church Hall, Beanfield Avenue, Corby, Northamptonshire. (2 day exhibition)
15 October 2017	The National Festive of Railway Modelling. East of England Arena & Events Centre, Oundle Road, Alwalton, Peterborough, PE2 6XE. (2 day Exhibition).
17 October 2017	Committee Meeting
25 October 2017	Letchworth Model Railway Society - Model Railway Exhibition. Etonbury Academy, Stotfold Road, Arlesey, Bedfordshire
25 October 2017	Bedfordshire 16mm Narrow Gauge Area Group - Steam in Beds 2017. Eaton Bray Village Hall, Church Lane, Eaton Bray NR Dunstable, Bedfordshire
28 October 2017	Chiltern Hills Vintage Train Group - Classic Model Train Show. St John's Methodist Church Hall, 60 Woodside Road, Amersham, Buckinghamshire
18 November 2017	Royston & District Model Railway Club - Model Railway Exhibition. Bassingbourn Village College, South End, Bassingbourn Near Royston, Hertfordshire
21 November 2017	Committee Meeting
25 November 2017	Warley National Model Railway Exhibition (2 days)

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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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 Winter Edition is the 24th November 2017 with the Newsletter being published by the 1st December 2017.