



Issue 193

Winter 2017

## CHAIRMAN'S NEWS

For the last couple of months five of us have been sorting, listing and generally dealing with the Ken Ranns collection. It has been a mammoth, yet enjoyable task, during which time we have found some real gems but also some real basket cases. Not least of which valuable Hornby Dublo stock, which due to being stored outside for several years had suffered water ingress and rusted beyond salvation.



"Dad was just a hoarder" said his Son, Kenny and this has certainly been borne out. Stashed away in the garage we found trains of all makes and gauges, cast and Dinky and

Matchbox toys Tonka toys and farm animals, many still in the plastic carrier bags they had been brought home in from car boot sales. There are also hundreds of vinyl records and books together with most of the Lego factory output for several years, but fortunately that is outside our remit.

When we recently gained access to the loft, we found in excess of 60 Warley style stock boxes full of 00 and N-gauge stock, all carefully stored and mainly never even run. Much of the stock has been offered for sale to Members and I thank all those who have bought items from the collection. These purchases, together with trade sales to date have raised over £11,000 for Mrs Ranns, and we are still not finished. This figure is beyond all our expectations and just goes to illustrate how much our own collections may be worth. Lessons learned from this exercise have been not just the importance of careful storage but also the need to make an inventory of your models to assist in their eventual disposal.

Turning now to Clubroom matters, I give notice that running nights on the DCC/DC 00-layout will be suspended after the Mince Pie evening on 19th December. This is to facilitate modifications to the baseboards, and replace some faulty pointwork. It is planned to organise daytime working parties to undertake these modifications early in the New Year so that running can recommence in February after the AGM. Speaking of which, I give notice that the 2018 AGM will be held in the Clubroom on Tuesday 30th January commencing at 7:30pm. This is the opportunity for Members to stand for Committee posts and nomination forms will be posted on the notice board in due course.

Chris Hughes  
Chairman

FRIENDS OF  
**BLETCHLEY STATION**

**By Ian Bartlett**

I'm delighted to announce that we have finally installed some flower troughs on platform 6 at Bletchley station. This is all part of our development of a group known as the Friends of Bletchley Station.



***Paul Wakley and Ian Bartlett before work began***

### **The plan**

Some of you may know that, since 2013, we have been in discussion with the Marston Vale Community Rail Partnership (MVCRP) and London Midland about adopting one of the stations on the Bedford – Bletchley line. The aim of this for MKMRS was to:

- keep MKMRS in the public eye locally
- promote our own annual exhibition
- promote MKMRS as an active organisation which benefits the local community.

For London Midland and MVMCRP, the benefits are:

- good community support
- a brighter station for passengers
- additional people who can report faults
- the opportunity to work with local people to support their station.

For MKMRS, our initial thoughts were that we would adopt one of the smaller stations along the line; somewhere like Fenny Stratford with one platform. Then we heard back from London Midland and they suggested Bletchley – a bit more of a challenge with six platforms (two high speed) and lots of concrete! However, as Bletchley is where MKMRS is located, it did seem like a good location and the footfall there is considerably greater than Fenny Stratford, so a major advantage for our aim of raising the Club's profile.



***Paul Wakley with one box completed***



## **Establishing the project**

So, you may think that three flower boxes fixed to a fence doesn't sound like much for four years' effort! As always, there's more to this than meets the eye and this is, we hope, just the start.

We were almost ready to launch the project back in 2014. However, Network Rail discovered that the drainage on the platforms was failing, so they launched a major project to rebuild the platforms. This took a long time and, although Bletchley station does now have very smooth, modern-looking platform surfaces, that did put a block on our access to the station. Following this, we decided to focus on formally setting up the project. Our first actions were to identify a group of people who would be interested in developing the project and to then work to establish a formal constitution for the group. The Friends of Bletchley Station (FOBS) is a separate organisation, but has in its constitution that it will:

**'Work with Milton Keynes Model Railway Society to promote its activities to the mutual benefit of both organisations'**

So the group is closely linked to MKMRS, but has a separate membership which means people outside MKMRS can join (as well as those within) and it is also free to work with other local organisations. If there were to be any problem, MKMRS would not be affected.

The FOBS Committee was established in November 2016 and includes the following individuals and roles:

- Chairman – Terry Silver
- Secretary – Ian Bartlett
- Treasurer – Bob Taylor
- Publicity Officer – Paul Wakley

As you are probably aware, the railway as a whole is very safety-focused so access to stations for people working there quite rightly has to be controlled and that includes volunteers planting flowers. Any members of the group working on the station will require basic safety training, to be issued with a station pass and to wear orange 'hi-vis' at all times when working at the station. Earlier this year, the group purchased 3 one-metre flower troughs and London Midland kindly arranged for these to be fixed securely to the fence on platform 6.



***Ian Bartlett with the completed boxes***

### **Now and the future**

On Thursday 26 October, Ian Bartlett and Paul Wakley headed to platform 6 at Bletchley station and planted the flower troughs with a mixture of narcissi, crocuses and winter pansies. These immediately brightened the look of the station and this was actually commented on by one of the Bletchley-Bedford train staff as she waited for her train to depart – nice to have some early feedback!

Having finally achieved something tangible, we are now keen to push things forward. There is a much larger flower bed outside the front of the station which could be used to considerably improve that area. MVCRP have suggested that we organise colouring competitions, focused on railway safety, with local nurseries and primary schools with prizes to be offered for the best pictures. We are also aware that the London Midland franchise is due to be taken over by Abellio on 9 December; Abellio are committed to increased investment in projects such as this, so there should be plenty of opportunities for development.

We also hope to promote MKMRS by adding some MKMRS logos and the web address to the plant boxes. One idea we are working on is to hold a press launch for the project in mid-January. This, as you may notice, is conveniently timed for our exhibition, so we would hope to attract considerable local media attention as a 'model railway club which plays with real trains'!

If you would like to get involved, we would be delighted to have you join us – please speak to either Ian, Terry, Bob or Paul about joining. We do not require a huge amount of your time, but anything you can do would be much appreciated. If you know more about gardening than I do, that would definitely be a bonus...

We are especially grateful to Stephen Sleight at MVCRP and Richard Cousins at London Midland for their support.

## So how did it all start?

### By Gerhard Novak

The young man below, here awaiting the moment to be allowed entering the living room on the 24<sup>th</sup> of December 1964, was over the moon as he opened half an hour later his presents. (For those who ask themselves why on the 24<sup>th</sup> – because this is when the Austrians celebrate Christmas) My grandparents bought me a start set from Kleinbahn, who was at this time the state of the art model maker in Austria.



Also my father – who had now an excuse to play with trains – helped me into the hobby as he made my first layout. Photos were expensive these days, and if a photo was taken it was normally during a family gathering. Therefore I found in the selection of old pictures only one showing my layout, and as far as I can see

this was stage 2. Later also a ramp was added, so that the locomotive has something to work...

The points were manual, but the semaphore signals and uncoupling devices were electric.



The picture of the layout was taken when it was stored away – clearly visible if you look at the modern telephone on the left side of the picture.



This layout didn't last too long, moving house and interest into outdoor activities made it disappear. But I still played with my set track from time to time, and with the age of 10 I purchased my first proper electric locomotive. Of course again from Kleinbahn.



About 1974 I had a friend whose mother ran a toy shop. And this was the time I was learning that there are other good model products in this world. Roco just started with a first European locomotive, a German Diesel (DBAG 225?). Before they were only active on the US market under the brand Atlas. I discovered that there is also a high quality brand in Austria, called Liliput. They had at this time already 9mm H0e on the market, and I purchased a Zillertal train set from them. My parents had in the meantime purchased a small weekend house in the Semmering region, just 50m away from the mainline between Vienna and Italy. And here the next layout was built – all in H0e, approximately 3x1 metres.

Now came the time of finishing my studies, military service, cars, girlfriends and of course model flying (which I still do from time to time). I never forgot my model trains and from time to time I bought a locomotive. Now it was mainly Roco I have chosen to collect. The years passed, and I got married. The first child was a girl, and so was the second one. Not really helpful if it comes to model railway. But I made for Anna, my firstborn, a small layout which could be rolled below her bed when not in use. And guess what the rolling stock was? Hornby - Thomas the tank engine and friends. There was a veterinary doctor's house and all the animals had to be transported there by train.

The next stage was Italy, I decided to move my complete family to Italy as I had an interesting job offer in Milan. And child number 3, born 2 years before the removal was a boy. After getting settled I started with a module based layout, all modules 60 by 120cm. This started with a single track mainline going into a station. Later a massive tilt able module of 260 by 130cm joined the layout. Find here a picture of the station. The locomotive is an Italian multisystem locomotive, otherwise it wouldn't be able to drive on the Austrian 15kV 16 2/3Hz system....



I was in contact with the local model shop, who's owner asked me to join the local club, "gruppo di stazione" in Carnate near Milan. This club was running a 3day railway exhibition every year and I was exhibiting my layout there 3 times.

Find here a picture of the complete layout as it was in 2007. My son Alex was helping me to run the layout. This was taken before the official opening – after that we didn't have time as the layout was big enough to keep 2 people busy...

By the way this layout was my first use of DCC.



The layout had a working catenary system on all H0 tracks except the loading yard. There was no fiddle yard but the big module – in the back of the picture- had a hidden station on a layer below the main layout. This could hold 3 trains- so we could change what was running on the visible part.

The end module was 120x120 to allow turning around. To make this less visible I made a H0e diorama on top, called the mine. Alex running the mine in 2008





Find here a few scenes from the mine. Workmen chat at the entrance



unloading of the mine tippers. This was done automatic using RC servos.



If you want to see it working go to RMWEB <http://www.rmweb.co.uk/community/index.php?/topic/120156009-working-tippers/> and look at post number #20. There is a video showing how it moves.



Crossing a branch line – home made girder bridge



And another bridge close to the unloading facility



And a few details from the other modules

Border between Austria and Italy. Once busy, now after Schengen a sleepy police and customs office.



A signal post on the Italian part of the model.



Time to relax after a walk up the mountain.



The typical Austrian overhead line switchgear. I based that on the Austrian mainline station Kamm am Semmering where I took loads of photos to allow making a miniature version.





The loading yard on the main module.



Arrival from the hidden sidings



And now?

I had to sell or give away my large layout when I moved from Italy to the UK but it didn't take long until I restarted. Of course I am still collecting models, I like to upgrade them by using DCC, adding lights and / or stay alive or sometimes sound.

Living in the UK I also started to collect some British 00 models, who knows if there will be a small British layout in the future...

And I started working on a new continental layout, it is called Donnersbachkogel. It is far from being finished, and again it is not small. The limit for its size is the length of my garage...

If you are interested to see more about Donnersbachkogel, why not having a look into RMWEB? you will find some info here <http://www.rmweb.co.uk/community/index.php?/topic/113451-donnersbachkogel/>



# **Visiting Model Railway Exhibitions**

## **By Terry Silver**

As Exhibition Manager I see part of my remit is to visit other Exhibitions, some small, some large.

One thing about smaller Exhibitions is that exhibitors do have more time to speak to you. At the larger ones that is not always the case as there are a lot more visitors, and the operators are always busy operating their Layouts.

In August I visited the Swanage Model Railway Exhibition. This was held in a small village hall with only around 10 Layouts and only two traders, one being Railroom Electronics, who has attended our Exhibition for the last circa eight years. Adrian, who owns the company, is a big supporter of MKMRS' Exhibition and sings our praises whenever he can. He also, with every order placed through the internet, he includes one of our leaflets. He asked for extra leaflets so I was able to kill two birds with one stone, taking Adrian the leaflets he required and to view the Layouts attending the Exhibition.

As I said earlier it was a small Exhibition but the quality of the Layouts was, on the whole, excellent. I was able to book two Layouts for our 2018 Exhibition and one for 2019. It was a two day show which was unusual for such a small Exhibition but that suits them and their regular visitors. Going on the Sunday I missed seeing Geoff Tredholm who some may remember was a Member of MKMRS before relocating to the Dorchester area.

In October I went along to the Great Electric Train Show at the Motor Museum at Gaydon. Again this is a two-day show organised by Hornby Magazine, but on a far larger scale with

twice as many Layouts and far more Traders. This visit again produced three Layouts for 2018 and one for 2019.

The exhibition itself I found, if it's the correct word, a little bitty. There were too many rooms and limited space in the isles between Layouts and Traders. At this Exhibition, because of the number of visitors, it was more difficult to speak to Exhibitors about attending our Exhibitions. The one thing about this Exhibition, the entrance fee also included the Motor Museum itself, which was a nice added bonus.

On Saturday 4 November Ian Bartlett and myself visited the High Wycombe Exhibition. I found this one had a good mix of both Layouts and Traders. I believe that the N Gauge guys have exhibited Dentdale here in the past. We meet Gareth there as Silver Fox had one of their Layouts attending the Exhibition. For the members who don't know who Gareth Homersley is, he was the Exhibition Manager at MKMRS before helping to form the Silver Fox Model Railway Club. He is now their Exhibition Manager. Both Ian and I on the Saturday afternoon emailed eight Layouts that we had previously spoken to that morning regarding exhibiting at one of our Exhibitions in the future. Thus far we have had one agreeing to 2019 and three so far agreeing to 2018, and we hope to have a few more shortly.

From my point of view I have to say I really enjoyed the show. I thought the Layouts that attended were very good and we were able to speak to the ones we wished to speak to with ease. Also the operators were very amenable and were only too pleased to speak to us. It was also pleasing to hear that in most cases they were aware of MKMRS's Exhibition; all good I am pleased to say. Some were shocked to hear that as a one day Exhibition we get roughly 3,000 visitors.

I do try and visit Exhibitions to look at Layouts and in some cases Traders to help enhance our exhibitions in the future. I do not see this as a chore, it is what has to be done to keep our Exhibition worthwhile to visit year after year. Ian Bartlett and I discussed this on Saturday as we looked at the time and cost of visiting these shows. From next year we will be looking to make contact with more Model Railway Clubs and Societies. When I visit some of the Club websites, in most cases, they list all the Layouts in the Club, Society, plus Members own Layouts that are available to Exhibit.

To help I would like to ask that when you, as a Club Member, visit any Exhibition you take along a number of the Three Page Leaflets and put them on the future Exhibition table that all Exhibitions have and also, if possible, speak to Exhibitors about attending our Exhibition. To help we will print off an information sheet on who they should contact.

I have added a draft form to show the sort of form we may produce, I have said a draft because once Ian sees it he will alter it out of all proportion!!



### **The MKMRS One Day Exhibition**

MKMRS Exhibition dates for: 2018 Saturday 10 February  
2019 Saturday 16 February  
2020 TBA

If you are interested in attending our Exhibitions and would like more information or a booking form please contact either

**Terry Silver Exhibition Manager:**

Home 01908 660045

Mobile 07717 561276

Email [exhibitions@mkmrs.co.uk](mailto:exhibitions@mkmrs.co.uk)

**Ian Bartlett Club Secretary**

Mobile 07870 213845

Email [secratry@mkmrs.co.uk](mailto:secratry@mkmrs.co.uk)

# **MAKING ROOM FOR A RAILWAY**

by Phil Ramsden:

I am now going to bore you with how I converted an attic space upstairs in our bungalow in order to find a place to run trains.

We moved in 2005 from a large 5 bedroom chalet bungalow with half an acre of land in north Northamptonshire to a smaller 2.5 bedroom bungalow in Gawcott near Buckingham. In our previous abode, I had a large 16ft X 13ft L-shaped room upstairs to play with. Having a lot of Southern Region kit – quite long passenger trains, I laid track for a copy of Seaton Junction in Devon. However due to pressure of work that is as far as it got – but it did enable me to indulge in running express trains as a relief from the pressures of work. When we moved to Gawcott, there was no room for a railway, so I purchased a 15ft X 5.5ft shed to put into our (small!) garden and laid a double loop with a long station and 10 storage sidings. This was not too satisfactory, as I had to keep the locos over in the house due to the possibility of condensation problems. (I had insulated the shed with 2” polystyrene sheets and put some bar heaters in). Eventually, the shed roof started leaking and I looked for alternative accommodation for the railway.

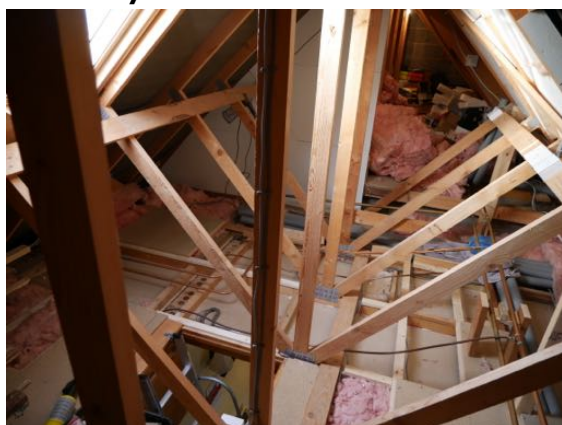
My eyes turned heaven-ward so to speak and I looked into the loft. Unfortunately, the bungalow was built to imitate an old type cottage, so it had vaulted ceilings in most of the roof and because of this I could not stand up when in the loft. However, there was a normal height roof over the kitchen and breakfast room because the builders had fitted oak beams in there for effect. Above the kitchen was a gable end which had a low ceiling height, but above the breakfast portion there was a space of about 13.5ft X 6.5ft in which I could move about without



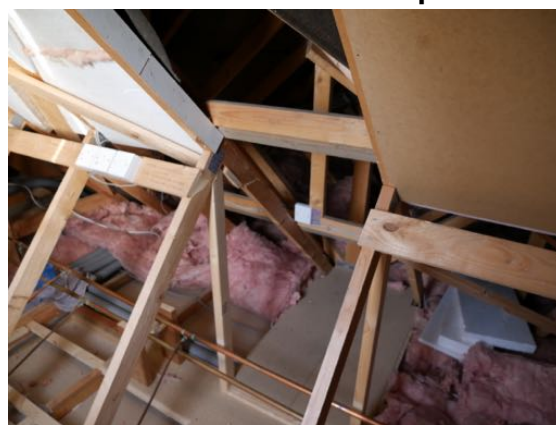
crouching. I decided to build a room for “storage” up there. It wasn't possible to do a proper loft conversion as 7” joists would have reduced the ceiling height unacceptably and I would have to get building regs. approval anyway. Besides the house was built with pre-formed trusses which would have been very expensive to modify.

The first job was to get a plumber to move all the pipes across the space I needed. I started in September 2016, but many plumbers came and said they could do it, but failed to turn up or give a quote. Eventually, a local, young chap from Buckingham came and sorted it out and made an excellent job, even adding pressure relief valves where the central heating pipes dropped a level. It was now December! In the meantime, I had a very good roofer (recommended) from Steeple Claydon who fitted a Velux window in, thus giving daylight into the loft area. The rest I did myself.

I enclose a few pictures of the beginning of the task, which after the pipes were moved, would involve laying a floor, putting in walls and insulating them, putting 3 access doors into the other loft areas and eventually, of course, putting the train boards in. I will bore you with the construction details in a further episode.



**Picture 1**



**Picture 2**

The above pictures show the pipes, which needed moving. I have already started building the walls between the other areas.

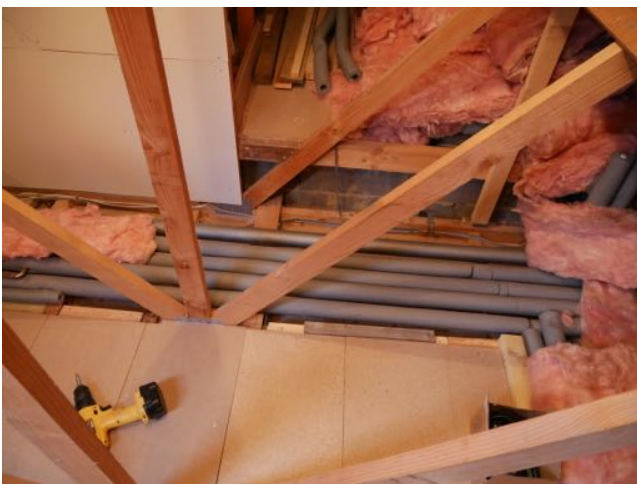


**Picture 3**

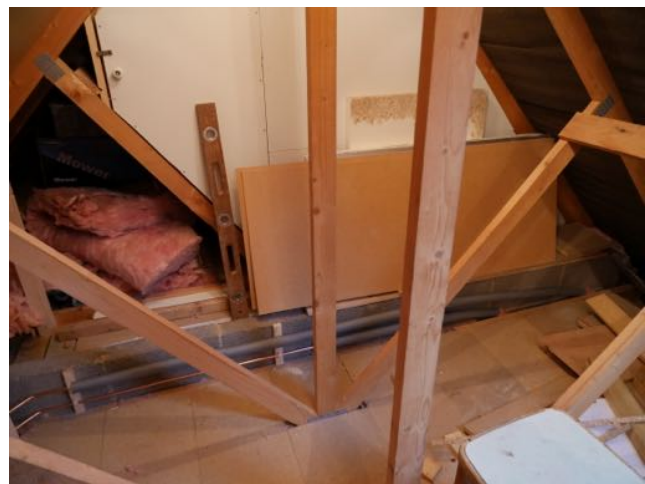


**Picture 4**

The above pictures show the floor going down. I added some 2 x 1 timber on top of the existing joists in order to channel the electricity cables.



**Picture 5**



**Picture 6**

Pictures 5 and 6 show the boiler pipes, which had to be lowered. When this was floored, it still had to be at a slightly higher level than the rest of the loft floor. Notice in picture 6 the trapezium shaped door into the other left-hand loft area.



## Christmas Cards By David Court



Pauline and I have made a decision that we are going to reduce the number of Christmas cards we send out this year. If we will be seeing our friends before Christmas, then we will personally wish them a Merry Christmas rather than giving them a card which finishes up in the recycle bag in January.

Rather than spending money on these cards we intend to make a donation to Children In Need of £20.

Having made this decision I will not be sending any cards to my fellow members this year, instead I will donate a further £10 to Children In Need.

I do hope that this decision does not offend anyone and that you respect my decision by not spending me any Christmas card.

### Member Updates

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



Jarred Webb



Andy Culham

## Forthcoming Events

Date	Event
03 December 2017	Stevenage & District Model Railway Club - Mini Model Railway Exhibition. Howard Shopping Centre, Howardsgate, Welwyn Garden City, Hertfordshire.
09 December 2017	Kidsmas Model Railway Show and Funday, The Old Bath House Community Centre, 205 Stratford Road, Wolverton, MK12 5LY. 10am to 5pm. Admission Children £1, Adults £3 and Family Ticket £5.
19 December 2017	Committee Meeting
19 December 2017	Mince Pie Night
13 January 2018	Chiltern Model Railway Association - Chiltern Model Railway Exhibition. The Stevenage Arts & Leisure Centre, Lytton Way, Stevenage.
16 January 2018	Committee Meeting
31 January 2018	MKMRS Annual General Meeting
10 February 2018	MKMRS Exhibition
17 February 2018	Risborough & District Model Railway Club - Risex 2018 Model Railway Exhibition. Community Centre, Wades Park, Stratton Road, Princes Risborough.
24 March 2018	London Festival of Railway Modelling. Alexandra Palace, Alexandra Palace Way, London



## 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.

**Phone Number**

**Email**

**Website**

**Contact Details**

**020 8864 6596**

**[Jacqui@railwaytrees.co.uk](mailto:Jacqui@railwaytrees.co.uk)**

**[www.railwaytrees.co.uk](http://www.railwaytrees.co.uk)**

***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 Spring Edition is the 23<sup>rd</sup> February 2018 with the Newsletter being published by the 2<sup>nd</sup> March 2018.**