



Issue 196

Autumn 2018

CHAIRMAN'S NEWS

Since the last newsletter we have been to Sweden where we were scheduled to ride on 3 steam heritage lines. Unfortunately, due to the extreme heat and dry conditions steam was banned in Sweden and we had to make do with diesel haulage on two of them. The heat had taken its toll on the full-size railway too, and our train from Malmo to Stockholm had to keep being diverted to wrong line running with attendant pathing delays. It was particularly disappointing that we could not visit Sweden's longest preserved line, 55km long, because they only have steam locos. Instead the Tour Manager arranged for us to visit the Swedish Airforce Museum, which I would not have visited from choice but nevertheless found it very interesting. In particular the remains of a Douglas DC3 which had been shot down by a Russians in 1952 and had lain undiscovered at the bottom of the Black Sea for over 50 years. Russia denied the whole incident until 1992 and it was due to the activities of a private diving company that the remains were found and raised from the deep in 2004. We also had a half-day cruise along the Göta Canal, where after the first hour the boat had only travelled about a mile due to the continuous flights of locks. We finally left from Stockholm on a coal-fired steam ship built in 1903 crossing Lake Mälaren to Mariefred where a 600mm narrow gauge train took us inland for a few kilometres on the Östra Södermanlands railway to its terminus at Läggesta.



The 1902 built 2-4-2T Vira waiting for us at Mariefred quayside Germany did not have the same issues with the heat so we had steam haulage on both the Molli and Roland narrow gauge lines as planned. The Mollibahn, Germany's only 3ft gauge railway is famous for its street running, where trains pass just centimetres away from people drinking coffee outside the cafes and bars in the main street.

ID Photos

The member photos displayed on the club notice board have become outdated so we propose to take new ones. However, in accordance with legislation surrounding our Data Protection Statement everyone has the right to object to having their image captured and displayed in the clubroom.

Dave Court will take the new photos so please try to attend the clubroom in the near future for this purpose. If you do not wish to have your photo taken or displayed just let Dave know at the time so we know when all members are accounted for.

For newer members who have had their pictures published in the newsletter there is no need to have them taken again.

Chris Hughes
Chairman



Meet the Members: Kevin Payne

Hello! I rejoined MKMRS after a long gap about two years ago, when I “sort of” retired after forty years working in the rail industry. I say “sort of”, because after a year I found myself working again, albeit part-time and for different companies.

There are no direct railway connections in my family, but I can’t remember a time when I wasn’t interested in the subject, which may have something to do with the fact that my father bought me a Hornby-Dublo set on the day that I was born, and that my mother told me many stories of her grandfather, an exceedingly skilled model engineer. Things were helped along by an uncle passing down his 0-gauge tinplate trains to me when I was about three years old, and by my grandparents living in a village few miles from Woking, every visit to which involved a train journey via Waterloo. Waterloo, I remember exactly as it is in the famous film “Terminus”; fortunately, I never got lost, but otherwise I was that little boy.



My working life has been divided between the national rail network and London Underground. My specialism is traction power supply engineering, but I spent nearly a decade heading-up station engineering for the Underground, and became involved with other subjects such as telecommunications strategy, operational safety cases, and controlling temperatures in deep tube tunnels, and even became a qualified station assistant, so that I could help-out when things got really busy. Lately I’ve been working on safety

arrangements for 25kV overhead electrification, and the battery-charging system for a prototype battery/hybrid multiple-unit.

I've not been very good at sticking to one subject in model railways either. After junior years spent dismantling second-hand Dublo, Triang and Grafar locomotives and associated controllers to find out how they worked, I progressed through the narrow gauge scales from 009 to 16mm/ft, stopping-off at American H0 along the way. Over the past few years, I have got deeply into old-fashioned three-rail 0 scale, which



I like to pretend is about being conscious of the history of our hobby, but is probably really a regression to childhood tinplate.

The “club” aspect of our hobby has always been important to me, but for many years the combination of work and family life meant that I couldn't really participate in it. Now I'm able to find time to attend at least some gatherings, mainly those for “Old 0 Gauge Buffs”, but I also hope to be able to become more than just a corresponding member at MKMRS. Please say “hello” if I do manage to get to any meetings!



Hornby Magazine have kindly offered MKMRS members a discount on admission prices to the forthcoming Great Electric Train Show on 13/14th October at the MK Arena (Dons Stadium).

The discounted price is £7 compared to normal advance of £9 or £12 on the door.

Entry is by wristband, which will be posted out to members prior to the event -

Please note they are day specific so you need to state which day you wish to go on your application.

For on-line applications go to;

<https://shop.keypublishing.com/departments/productList/departments/TICKET>

From the website page select the tickets you require and add the quantity to the basket. When you are happy click on Checkout and use the following codes in the Promotion Code box and press Redeem Code.

Use the code **MKSAT** for Saturday admission, or
MKSUN for Sunday admission

If you do not have access to the internet, application can also be made by telephone to **01780 480404** and again quote the codes for your discount.

Cut-off date for applications is 28th September

FENNY STRATFORD

Part 5

By Dave Court and Peter Ellis

Work on the construction of all of the buildings is now all but complete, the only outstanding one is the model of Rowland's house.

We have now moved onto the scenery and this is progressing well. Peter and I have taken the decision that as we needed so many trees for the layout we would not have the time to build them ourselves and have therefore asked our fellow member Jacqui Perrat (Ceynix Model Trees) to make them for us. Jacqui has agreed to do this for us, but unfortunately, she has had an accident and has broken her hand, we wish her a speedy recovery. This will delay her making the trees for us but we will have them before the layouts first appearance in public at our exhibition.



The station area is complete with a very well stocked station masters garden.

The fencing along the platforms has been completed

and the platform lights (which work) are installed.



Franklin's Coal merchant that was situated in the Fenny station goods area is in place with a genuine model of a 1950 Bedford truck complete with a man loading coal sacks onto the lorry.



This picture shows the station looking towards the Stag road bridge.



These pictures show the work in progress of the Simpson Board that includes the Rowlands timber yard, the Simpson Road level crossing, crossing keeper's cottage, signal box and the police station.



The final board that needed to be worked on was the canal board. Due to space within the garage, access to this board was severely restricted. We therefore, removed the Simpson Road board and stored this under my layout in the cabin.



This then allowed the free-standing canal board to be moved to easy access. These pictures show the canal board with the first coat of flock in place, along with the lock keepers' cottage. The lock gates have had to be built from scratch as the depth of the lock at Fenny is so small (11 inches) that all pre-built gates were just too big.



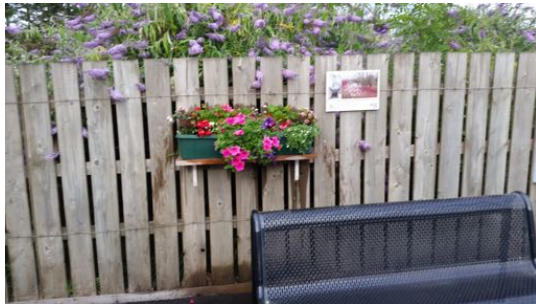
We will continue with the scenery over the next few months and our plan is to have a trail run of the layout in November or December. We will aim to set the layout up, in its full exhibition state, for the trail run, so that we can test the logistics of transporting the layout and re-assembling the boards. This will be a very exciting phase and we will report back in the next Newsletter.

Friends of Bletchley Station

By Terry Silver

As chairman of MKMRS's Friends of Bletchley Station Group (all three of us) I would like to take this opportunity to bring you up to speed as to where we are with this project.

We have so far three plant boxes on Platform Six, (please see photos) they are even during this superb summer and the dry spell, doing really well. That is due to the efforts of Ian Bartlett, Paul Wakeley, and myself.



The aim of this is that the new Rail Franchise for the west coast main line London Northwest wishes to improve all of their stations for the commuters that use them to make them a more attractive environment for their customers.

We were given the go ahead to begin on just platform six, as I said earlier we have made a start with the three plant boxes on the fence on that platform.



Having met the new Station Manager for Bletchley her name is Annamaria Izzard, she would like to expand the plating to other platforms on the station.

I contacted an old business acquaintance of mine who in turn contacted Wyevalle Nurseries in Woburn Sands and they have agreed to help us with advice on plants and plating, plus hopefully they will also be giving us a discount.

We have arranged a meeting with them and London Northwest for Wednesday 29 August to discuss this and how we can implement it to benefit all parties.

I will of course keep the Club informed as to the outcome of the meeting.

MAKING ROOM FOR A RAILWAY

by Phil Ramsden:

Phase 3: Room finished, Frames to put in.

First, some pictures of the finished loft:

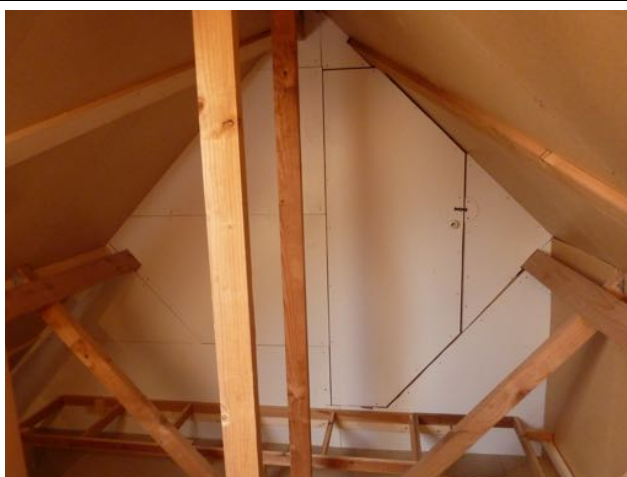


Picture 16

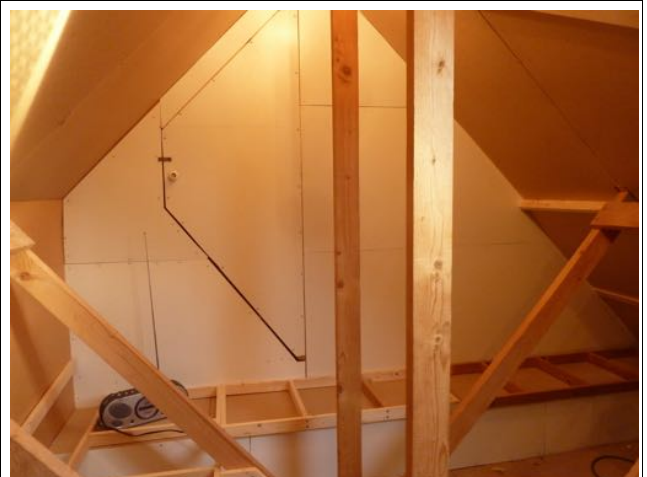
Picture 16 shows the entrance door to the part of the loft over the kitchen area.

Picture 17 shows the shaped door into the left-hand loft area (looking from the front of the house).

Picture 18 shows the shaped door at the other end, leading into the right-hand loft area.



Picture 17



Picture 18

The frames to carry the baseboards made out of 2x1 par timber are now added:



Picture 19

Low level view of the frames on the left-hand side where the floor is slightly raised to go over the large number of boiler to hot tank pipes.



Picture 20

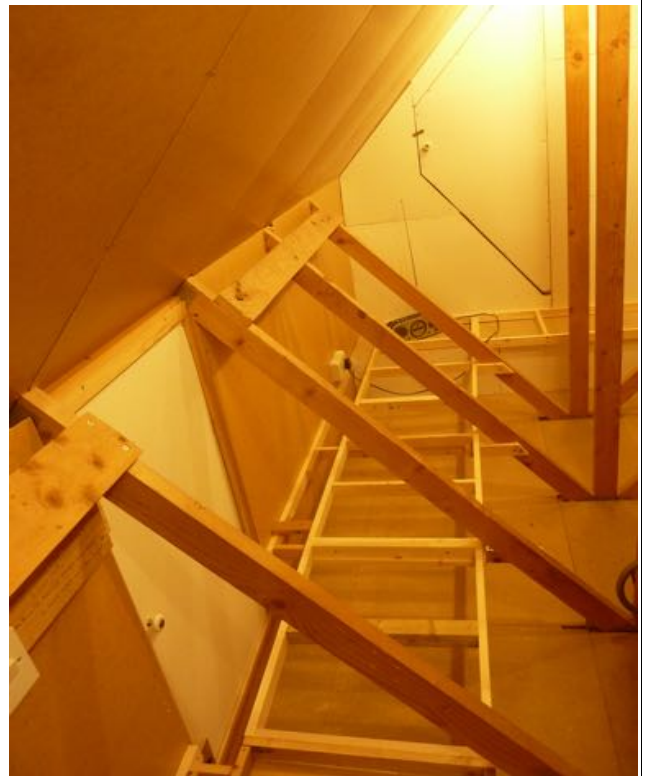
Low level view of the frames on the right-hand side where the floor goes up to allow for part of the raised ceiling downstairs



Picture 21

These frames tucked under the front eaves are intended to be for the storage sidings (12 in all).

They are constructed of the usual 2x1 par timber and are 2 feet wide.



Picture 22

These are the frames where the scenic section of Clapham Exchange station will, hopefully, be built. (more about this in the following text).

Making room for a railway

by Phil Ramsden:

Phase 4: The (fictional) story behind Clapham Exchange station.

During the mid to late 1950's, the southern region of British Railways was finding that Clapham Junction station, then the busiest station in the world, was getting to the point where more lines and more capacity would be needed. The problem was that no more expansion room at the present station was available.

The railways board met and discussed this at length. The idea was gradually put together to create another station about a half-mile to the south-east of the present one using old world war two bomb sites still existing, together with the demolishing of slum clearance houses in the same area.

A plan was drawn up to create a two-platform station through which would be diverted all of the express trains which would normally use the Junction station, leaving Clapham Junction solely for local trains only. This would nominally be the fast trains from Waterloo serving Bournemouth, Salisbury, Exeter and all the other stations west of Exeter.

It was decided that the Kent and Sussex fast trains, which normally ran from Victoria would also be diverted from the Brixton route to go through the station as well. This would give express services to Portsmouth, Brighton, Dover, Folkestone and the Kent coast with the use of some new and upgraded track through the London suburbs.

The idea of this was that the new Clapham station would be an interchange point for people coming up from Kent and Sussex to have cross-platform interchange to take trains down to the West Country, and vice-versa, thus saving the problem of having to change stations in London itself with the attendant problem of getting from one station to the other by tube train, bus or taxi.

A simple, wide, station with one up and one down track to enable people to simply walk across to the other side of the platform was

planned. There would be a short bay platform at the east end with a regular local shuttle service to take people across to the original Clapham Junction station if they needed to access any local services. All trains apart from a few fitted fast parcels and milk trains would be expected to stop here.

The station was given the not very imaginative name of Clapham Exchange, which did, however describe it's purpose succinctly. Plans were put into action and the new station became operative in July 1959 and has since proved to be a success.

One of the other advantages of the increased capacity was that the railway decided that it would be a good opportunity to increase the number of fast trains running to all destinations by cutting their lengths and providing more trains with the spare carriages thus released. Most express trains therefore, would have ten or fewer coaches and would overall be faster and better time keepers. This enabled the Southern Region to have a system that was swifter and more punctual and became the envy of the rest of British Rail. (Sorry! Had to get that one in!)

Postscript

When all this gets done is anybody's guess. I tend to have too much other things going on in the summer, so probably more things will get done when the holiday season ends i.e. November. I also need to enter uncharted territory soon, as I will need to lay code 70 rail with outside third (code 100 doesn't look right) in the three scenic areas. At least the scenery will not be too bad – just a streetscene with low relief buildings and plenty of traffic.

Forthcoming Events

Date	Event
1st Sept 2018 to 2nd Sept 2018	Nene Valley Railway. Steam in Green featuring a Gresley A4 and Britain class. Adult 1 day £21, Senior £18.
1st Sept 2018	Olney MRC - Exhibition 2018, Carlton House Club, 38 High Street, Olney. 10:30 to 4:30 admission £3 for all.
1st Sept 2018 to 2nd Sept 2018	Soar Valley Model Railway Club - Heart of the Midlands Model Railway Exhibition. Loughborough Grammar School, Leicester Road, Loughborough
5th Sept 2018 to 8th Sept 2018	The East Lancashire Railway. Scotsman in Steam
8th Sept 2018 to 9th Sept 2018	Mid Suffolk Light Railway. Country Gala
8th Sept 2018 to 9th Sept 2018	Museum of the Great Western Railway. Swindon Steam Festival 2018
8th Sept 2018 to 9th Sept 2018	Swindon and Cricklade Railway. 40th Anniversary.
15th Sept 2018	Kettering and District Model Railway Society - Annual Exhibition. Greenfields School, Highfields Road, Kettering
15th Sept 2018 to 16th Sept 2018	Leighton Buzzard Narrow Gauge Railway. Steam Gala
20th Sept 2018 to 23rd Sept 2018	Severn Valley Railway. Autumn Steam Gala

Date	Event
22ndSept 2018 to 23rd Sept 2018	Didcot Railway Centre. Delivering the Goods
22nd Sept 2018 to 23rd Sept 2018	Scalefour Society - Scaleforum. Stoke Mandeville Stadium, Guttman Road, Aylesbury.
22nd Sept 2018	Whitney Model and Collectors Club - Grand Model Show. St Mary's Parish Church, Church Green, Witney, Oxfordshire
6th Oct 2018	Tring & District Model Railway Club - Tad-Rail. The Cottesloe School, Aylesbury Road, Wing, Leighton Buzzard.
13th Oct 2018 to 14th Oct 2018	Corby & District MRS - Corby Exhibition. St Peter & Andrew Church Hall, Beanfield Ave, Corby
13th Oct 2018 to 14th Oct 2018	Hornby Magazine - The Great Electric Train Show. Arena MK, Stadium Way, Milton Keynes
27th Oct 2018	Chiltern Hills Vintage Train Group - Amersham Classic Model Train Show. St John's Methodist Church Hall, 60 Woodside Road, Amersham
3rd Nov 2018	High Wycombe & District Model Railway Society - Wycrail 18. Cressex Community School, Cressex Road, High Wycombe
4th Nov 2018	South Buckinghamshire O Gauge Running Group - Bourne End Public O Gauge Running. St Dunstan's Church Hall, Wakeman Road, Bourne End, SL8 5SX
24th Nov 2018	Bedfordshire 16mm Narrow Gauge Area Group - Steam in Beds 2018. Eaton Bray Village Hall, Church Lane, Eaton Bray, Dunstable

Date	Event
1st Dec 2018	Letchworth Model Railway Society - Model Railway Exhibition. Etonbury Academy, Stotfold Road, Arlesey, Bedfordshire
8th Dec 2018 to 9th Dec 2018	The National Festival of Railway Modelling. East of England Event Centre, Oundle Road, Alwalton. Peterborough

MK Heritage Weekends

During September the MK Heritage Association holds a number of exhibitions and Open Days throughout the city. If you are interested then a brochure that provides details of all of the events are available from libraries, council offices and even Dobbies.

You can get this online from www.mkheritageopendays.com and follow the Brochure option.

Another event not in the above brochure is an Exhibition celebrating the 180th Anniversary of Roade Railway cutting which is open on the 8th and 9th September at Roade Village Hall from 12:00 until 18:00. Further information can be found at –

www.mkheritage.org.uk/hodmk/events/roade-railway-cutting/

Ceynix - Scale Model Railway Trees



Phone Number
Email
Website

30% discount on all trees for MKMRS members, email or at shows just produce your membership card when you see me at an exhibition.

Contact Details

020 8864 6596

jacqui@railwaytrees.co.uk

www.railwaytrees.co.uk

Member Updates

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



Philip Downs



Brian Proctor



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 Autumn Edition is the 30th November 2018 with the Newsletter being published by the 7th December 2018.