



The MKMRS 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 Mid-Year Edition is the 24<sup>th</sup> May 2019 with the Newsletter being published by the 31<sup>st</sup> May 2019.**



**Issue 197**

**Winter 2018**

## CHAIRMAN'S NEWS

This last Quarter has been fairly eventful for your Chairman; having at last found a company that could build a railway room in my limited access back garden, an order was duly placed with construction arranged for late October. This allowed me time to remove my 40 year old monkey puzzle tree and a couple of other mature fruit tree roots - what a job that turned out to be. I also decided it was time to demolish my old garden shed, not that it was in the way of the new room, but because the floor was rotten, as were two of the sides. I



decided I did not really need such a big shed so downsized to a 7' x 5', bought as a DIY kit via the Internet. Some fairly major earthworks were required to prepare a new site further back and lay paving slabs. After much soil shifting and getting nowhere I thought 'you are a civil engineer - do it properly and use setting

out pegs'. This did the trick and the base was levelled in no time. Laying the 2' slabs went surprisingly well too, using the five point mortar pad technique they all went down to correct level first time. We then went on holiday the first week of October, during which time the weather broke and several days of rain delayed erection of



the shed when we got home. It was finally put up without any problems and the day came for the new room to be installed - another wet day so the garden resembled a WWI battlefield by the time they had finished. I now have just over 16' x 8' in which to build my long-awaited layout so am now at track planning stage, using SCARM software verified by loose laying lengths of track directly on the floor to see what will work.



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)

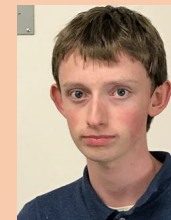
[www.railwaytrees.co.uk](http://www.railwaytrees.co.uk)

## Member Updates

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



Russell Bird



Ian Egerton



Will Tregurtha



## Christmas Cards By Dave Court

As we did last year we will not be sending Christmas cards to anyone who we will see before Christmas. So therefore, I will not be sending any Christmas cards to fellow members. Instead we have already donated £30 to Children in Need.

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

## Forthcoming Events

Date	Event
8th to 9th Dec 2018	The National Festival of Railway Modelling. East of England Showground, Oundle Road, Alwalton, Peterborough
12th to 13th January 2019	Chiltern Model Railway Exhibition. Stevenage Arts and Leisure Centre, Lytton Way, SG1 1LZ
16th to 17th February 2019	MKMRS Exhibition

## Miniatur Wunderland

This is a very interesting new video of this attraction

<https://youtu.be/R669I5CAIYA>

As if that wasn't enough excitement our 34 year old central heating boiler failed just over two weeks ago and although it was repairable we decided to upgrade and now have a smart system controlled from my ipad and Alexa.

I am sure none of you need reminding that preparations are well underway for our 50th Anniversary 2-day exhibition in February. Several layouts this time will be coming from within the club so the need for operators will place a heavy drain on members available for stewarding duties. As such it is expected that layout owners/managers will roster operators in such a way that they are available to undertake other duties from time to time during the weekend. It is your exhibition and requires member assistance to make it happen. If anyone has friends or family members who would be willing to come along and help it will be greatly appreciated but we need to know well in advance, not just turning up on the day please.

Turning now to the Club Newsletter, the Editor is receiving very little in the way of articles despite tea-time reminders from time to time. The Committee has agreed therefore, that the newsletter frequency will drop to twice a year in 2019, and if the situation does not improve then sadly publication will cease altogether with just the occasional bulletin issued when there is anything of importance to be announced.

The Secretary has informed Committee that he wishes to stand down at the 2019 AGM, so if anyone is prepared to attend 11 meetings in the year and issue records of those meetings then please come forward - I would just add that the post does not involve preparation of the Newsletter.

It just remains now for me to wish all Members and their Families a very Happy Christmas and hope everyone gets the models they have wished for.

Chris Hughes



# FENNY STRATFORD

## Part 6

By Dave Court and Peter Ellis

After almost 2 years of work, the layout is reaching its completion. As we explained in Part 5 of this article we took the decision to contract Jacqui of Ceynix Trees to manufacture the 50 trees required for Fenny Stratford, to date we have taken delivery of 15 trees which have been planted. The remaining 35 will be delivered by Christmas so we will plenty of time to plant them before the first exhibition in February.



When we wrote the last part of this article we had not started the scenery on the canal board. This is now complete; the canal has been filled with water and two barges have been launched. Even sheep have come home and are happy grazing and drinking from the canal. The canal cottages and



Rowland's house gardens are now fully stocked with flowers and a well-stocked vegetable gardens. All that is left to be done is, we need to add some swans and ducks to the canal and the railings on the railway bridge over the canal need to be installed.

2<sup>nd</sup> – 4<sup>th</sup> November.

The branch line.

The branch line running from the bays in the station on boards 1 and 4 and going over the main lines on boards 3 and 4 are done.



5<sup>th</sup> November.

Track work laid.

Now the track is down all 4 boards are re-joined ready for wiring. The problem is, as an electrician, I'd make a good baker.



**16<sup>th</sup> September.**



Board 4 track.  
The track from 3 to 4 is laid, now to match 4 with 1.



**25<sup>th</sup> September.**

Board 4 track  
The main lines and bay on board 4 are now down but, as with board 1, the sidings are yet to be laid.

**8<sup>th</sup> October**

Sidings.

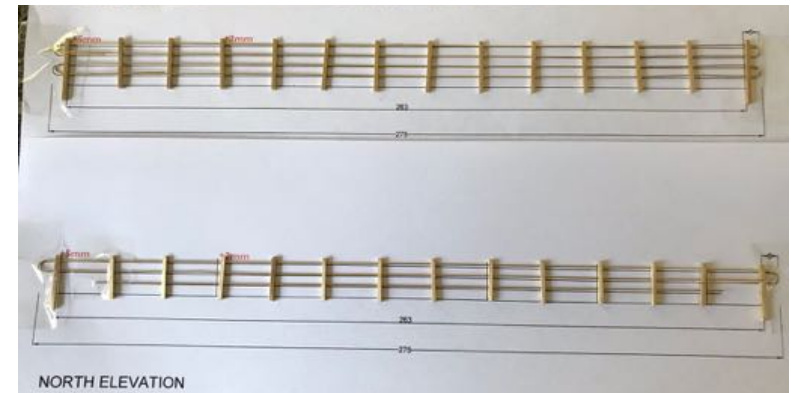


The main sidings, (as opposed to the smaller sidings as seen on the right of the picture) have been laid. The intent here is to put a goods shed top centre of the bow shape and a container depot

round the sidings where the loco and coaches are standing.

With regard to the bridge railings these were built the first time from 0.5mm plastic rod and 1mm square plastic. When these were glued together with liquid plastic cement, to our horror the railings simply melted. So back to the drawing board, this time it was decided to use brass rodding.

Our next problem was how to drill 0.5mm holes through 1mm brass square rod. With a hand drill it would have taken years to complete and the accuracy would be extremely hard to maintain. Then in



stepped our knight in shining armour by the name of Gerhard Novak who volunteered to cut the square rod and drill the holes for us. He made a fabulous job, so we owe you a drink or two Gerhard..!!

The lights throughout the layout have been wired to a single switch for ease of operation. Nearly all of



the buildings on the layout are fitted with internal lights, along with the platform lamps and the street lights on Simpson Road.



We have spent many hours discussing how we would do the back scenes, especially for the canal and Simpson Road. We looked at what was available commercially but none fitted the bill. We considered taking pictures and having these enlarged into the back scenes. This again we discounted as the pictures would not represent the era of the layout.

Peter, took the brave decision to paint the back scenes himself, he started from an old photograph looking down Simpson Road and also one looking down the canal from the railway. He then sketched onto the boards the detail of the scenes, when we installed the boards on the layout, I was thrilled at the result, the detail was perfect and the perspective was superb and you felt as if you could walk down the road and the canal, I have to say Peter that all those years as an Architect were not completely wasted...!!



The transportation boards have been built and the lighting rig has been built and installed. Although the lighting is only from two strips of warm white 12v LED's they work perfectly giving a really good level of illumination.

We have decided that we needed to carry out a logistical test of the layout, so in November it was broken down and transported to the clubroom. We spent the first day working out how best to transport it and then how it all fits together.



## 8<sup>th</sup> September

Board 2 track.

What you see here are the main up and down lines and the "feeder" to the point where I intend to use a



cassette system to change trains. On the far side is the junction between the main, feeder and yet to be constructed branch lines.

New board please.

Board 1 replaced by board 3 ready for track.



## 13<sup>th</sup> September



Board 3 track.

As with board 2, board 3 now has main line, cassette feeder line and point work installed but the branch has yet to be laid.

All change again.  
Board 2 down,  
board 4 up.



## 12<sup>th</sup> August

The start point is established.

Boards 2 and 3 have been dismantled leaving 1 and 4. The first track to be laid would be the lines for the bays either end of the station, but to ensure I got them in the right place I had to assemble one side of the “town” back scene first,



## 30<sup>th</sup> August



Board 1 track.

Track-laying on board 1 main lines is complete. Still to be laid are the main sidings between boards 1 and 4.

## All change.

2nd September.

Board 4 has come down to be replaced by board 2.



The second day of the test was spent testing the running of the layout and resolving the snagging issues found. We must thank Chris Read who came along to be trained so that he can help us at the exhibition. The last day was taken up with packing the layout away and moving it back to its home base. Our to do list has increased

following this test but we do not have any major to do.

At the time of writing this final article, we still have a few cosmetic things to finish off and the layout needs some dressing. But overall it ready for its debut at the MKMRS 50<sup>th</sup> Exhibition at Stantonbury in February. But there again they say that a model Railway is never finished





# Diary of a layout - Part I

## By Andy Culham

This is the diary of the building of an N gauge layout. It is a non-prototypical, non-region specific, analogue layout, the product of (some will probably say the ramblings of) my imagination.

Although I have read numerous books, watched numerous videos and asked numerous questions, (my thanks to all those who have patiently answered them), I have still made, and will undoubtedly continue to make, mistakes, and there will be those who will undoubtedly say you shouldn't have done it that way, you should have done this and the advice will conflict, it always does, but my reply to all is - rule I applies.

The general idea behind this layout is an area on the outskirts of a large town centrally located where all of the Big Four Company's tracks ran so close to each other that it was decided to build a station where passengers could change between them therefore being able to easily travel the length and breadth of Britain without the hassle of having to travel into London and not only change trains but also stations. It is also a period of prolooonnggeedd and drawn out transfer from private to public ownership, thus explaining LNER, LMS, GWR, Southern and British rail up to Blue and Grey all running on the same lines.

Progress will not be very quick as the layout will be a fill in between other jobs as issued by Household Management.

### 1<sup>st</sup> June.

The newly emptied spare bedroom. The Daughter moves to her new apartment, (her and her mother's term, I thought it was a flat) and in accordance with the terms agreed with Household Management I start to put "The Retirement Plan" into practice.



### 27<sup>th</sup> June



The base boards are delivered \_ \_ \_ \_ \_

And unpacked.

These were ordered about six weeks before from Model Railway Solutions. I know my limitations and sawing a straight line is one of them. There are four boards each measuring 4' X 2'6" giving an overall layout size of 8' X 5'. I ordered them without legs, preferring to get 1100mm kitchen worktop/table legs off a well-known auction site, this gives me a working height that does not end in severe back-ache at the end of a session.



### 1<sup>st</sup> August.



Assembled and track plan attached.

The track plan was done using the "Any Rail" programme; however, this was always only meant to be a guide and is therefore subject to change as and where necessary. In order to make life easier I

decided to only work on two boards at a time.