



Issue 201

Autumn 2020

## CHAIRMAN'S NEWS

I hope this edition of the Newsletter will find you all in good health and not climbing the walls. Unfortunately, there is still no change in the banning of large groups yet but your Committee have been meeting to discuss how we may be able to restore some sort of clubroom activity, although sadly it cannot be what we are used to. The arrangements are set out in full in a separate article, which hopefully will permit members to attend, albeit in small numbers per session.

For anyone not already aware, we have set up a closed group on Facebook where members can post their modelling activities and or photographs in order to keep in touch. The group can be found by entering **Milton Keynes Model Railway Society Virtual Club** into the search box on Facebook and sending a friend request. Being a closed group, only MKMRS members may join so anything you post will only be visible to other members and not the general public.

We have now officially cancelled our 2021 exhibition, and it appears from recent reports that many other clubs have taken similar action until at least April of next year. These are clubs who like ourselves use

educational establishments where the schools concerned have banned all such events in order to safeguard the premises for school pupils. Derby Club has lost the use of their Roundhouse venue for at least the next two years as the building is operated by the local University. We have not contacted Stantonbury but it is highly likely their stance on public lettings would be similar when a late refusal could have left us liable for several thousand pounds of hotel rooms.

On a brighter note, I am pleased to be able to report that Mick Gowling is making good progress following his recent major operation, and I am sure you will join with me in wishing him a full and speedy recovery. Sadly John Forman has decided that due to health reasons he will terminate his membership; however as a token of our thanks for all his support during the Bletchley Park days and his editorship of the newsletter we have granted him Honorary membership, with an open invitation to attend the club whenever he feels able.

I continue to make progress on my layout but am enjoying running trains at last after a year of baseboard construction and track laying. Ballasting has commenced but at the moment running trains is more conducive.

Stay safe and happy modelling until we can reconvene in the Clubroom.

Chris Hughes  
Chairman

## Member Updates

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



Olivier Jaccard



John Higgins



Lee Brown



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.

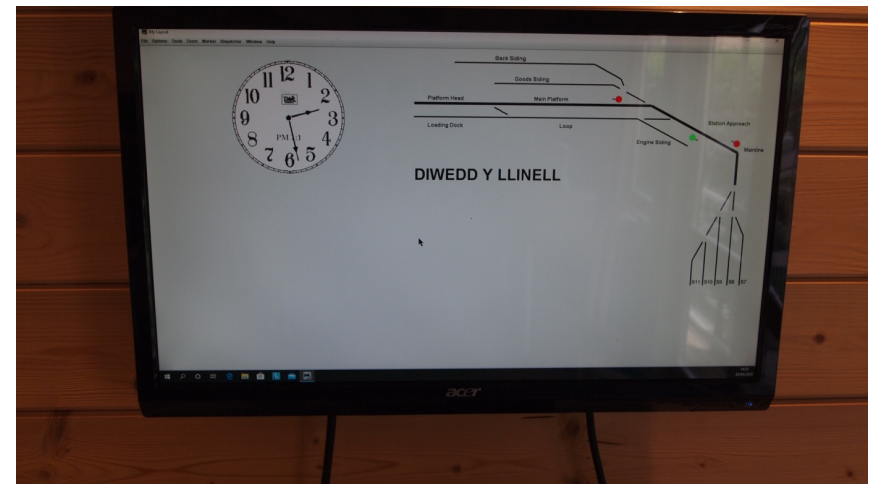
**Deadline for articles for the Winter Edition is the 27<sup>th</sup> November 2020 with the Newsletter being published by the 4<sup>th</sup> December 2020.**

## Effects of Covid 19 on re-opening the clubroom

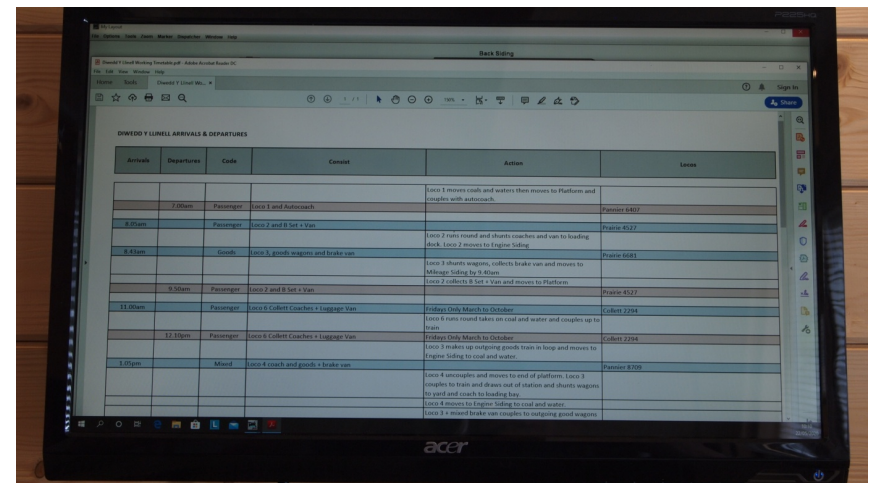
We are hoping to resume clubroom activity from 1<sup>st</sup> September and set out below the restrictions and conditions which we need to apply:

1. Club sessions will take place on weekday evenings but attendance will be limited to 10 members +1 Committee member on each occasion (who will oversee general sanitising and distancing requirements)
2. The Monday daytime group may meet subject to the requirements in para 1
3. Evening sessions will run between 7:30pm and 10pm to allow reasonable time for the Committee member to sanitise everything before leaving
4. Attendance will be by prior appointment, but not necessarily limited to one session per week depending upon numbers wishing to attend
5. Masks or suitable face coverings to be worn at all times in the clubroom
6. Each layout may have a maximum of 2 operators, as will the work bench to allow distancing
7. Unfortunately, the seating area for general chat cannot operate as previously and no chairs are to be moved
8. In order to comply with Government Track & Trace legislation, attendees names and phone numbers will have to be recorded and stored for 21 days
9. Hands to be sanitised upon arrival in the clubroom – sanitiser is on the table inside the door together with wipes
10. The ceiling fans and air coolers are not to be operated
11. Members must bring their own refreshments and not use club kettles

12. Hand towels not to be used, wash hands in the Gents using the dryers
13. A one-way system will operate and signs will be posted at appropriate points.
14. Members will need to bring their own stock to run and taken home again (club stock has been removed from the layouts)
15. All analogue controllers, point controls and general surfaces to be cleaned down with a sanitised wipe from the pack provided after use
16. Wipes are not to be used on the DCC rotary controllers to prevent moisture getting inside the units. Instead, DCC operators will need to wear protective gloves when using the Barton Crossing layout
17. Members to bring their own tools and modeling materials if wishing to use the workbench, which must be kept clean and tidy and wiped down afterwards
18. If the sink/taps and kitchen surfaces are used they will need to be wiped afterwards.
19. Members wishing to attend any session to contact Chris Hughes, preferably by email ([chris.hughes13@btinternet.com](mailto:chris.hughes13@btinternet.com)), 01908 605417 or 07547 432859 at least 24 hours in advance in order to inform the relevant Committee member who is coming



The wall mounted monitor displaying the virtual mimic panel.

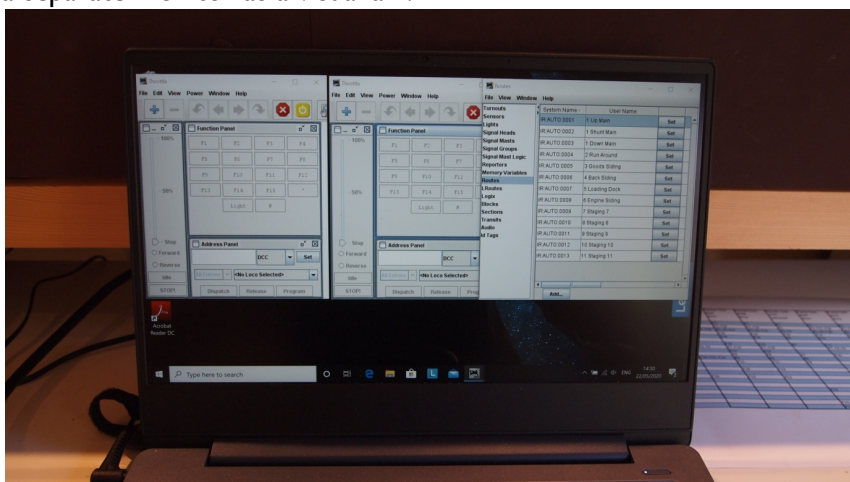


The monitor can also be set to display the operating working timetable.

Sessions will be attended by Committee members as follows;  
Monday daytime – Time Byrne  
Monday evening – Russell Horne  
Tuesday evening – Bob Taylor  
Wednesday evening – Gerhard Novak  
Thursday evening – Chris Hughes  
Friday evening – Wayne Webb  
Weekends – by agreement

## OPERATIONS

The control of the layout is computer based with JMRI software installed on a windows laptop which interfaces with the Gaugemaster Prodigy Advance DCC controller. I can control the locomotives by either the Gaugemaster Prodigy hand controller in the conventional way, by the JMRI default throttles on the laptop or by the JMRI WiThrottle app installed on an iPad. Out of interest I use all three methods equally. I use the JMRI route table open on the laptop to set the points and signals for the particular operational routes required and the route settings are displayed on a JMRI virtual mimic panel on a separate monitor as a visual aid.



The laptop screen displaying 2 default throttles and on the right the table for setting all the routes.

It is recognised that these requirements are rather onerous but unfortunately if we are to resume club activities then we must follow the guidelines for the foreseeable future.

If you book a session and subsequently cannot attend, please inform Chris Hughes so that someone else can come instead.

The Committee member on duty will open up and sanitise the door handles at the start of each session finally locking up and sanitising at the end of the evening.



# DIWEDD Y LLINELL

## By Peter Ellis

Diwedd Y Linnell is a fictitious GWR branch terminus located west of Radnor over the Welsh border (an imaginary further extension to the Kington Branch). The timescale for the layout is 1946/47, an interesting post war period prior to nationalisation.

I started building the layout in 2012 to fit within a small bedroom in our house. It now resides as an 'L' shaped layout (14 ½ ft by 11 ½ ft) in the garden cabin. Work on the layout was halted whilst Dave and I built Fenny Stratford, but with no exhibitions taking place for the foreseeable future due to lockdown we are both enjoying spending our time completing our respective home layouts.

The baseboards are modular but robustly made from 100mm deep timber frames and 9mm ply tops. These sit on top of basic IKEA kitchen cabinets that provide plenty of storage. It's amazing how much stuff you need to build a layout!

The track is C & L bullhead rail with hand built pointwork in the scenic part of the layout. Peco Streamline track is used in the fiddle yard. The layout is DCC based on a Gaugemaster Prodigy Advance system. All locomotives are fitted with Zimo or ESU sound decoders. Points are operated by a mixture of Tortoise and Cobalt digital point motors and the semaphore signals are modified dapol units. The scenery comprises Ratio and Wills building kits with a few scratch built items. The green stuff is mainly Woodland Scenics and Mini Natur and although the basics scenic work is done there are hedgerows and plenty of trees still to plant, and of course the back scene is yet to be painted.

I like to operate the layout to a timetable that reflects the agricultural nature of the area. A small prairie tank engine and B set covers most passenger services. Off peak services are covered by a 64xx pannier tank and auto coach. Goods and mixed traffic are handled by a second small prairie tank engine and a 57xx engine. Goods traffic comprises



The station building lost its canopy some time ago. Beyond lies the entrance to the yard with weighbridge, the stable and the yard for the local stone and aggregate merchant. In the foreground lies the loading dock used by the local farmers to ship produce to Hereford and beyond. To the left will be the village scene when built.



The 5-road fiddle yard contains an array of rolling stock and locomotives.



Two empty coal wagons in the yard. The coalman loads the last sack of coal onto the lorry before taking a well-earned tea break.



The goods office, goods shed, provender store and yard crane. The cattle dock will not see any action until market day.

coal and loco coal; general merchandise, timber, animal feed, building stone and aggregates, livestock movements to / from Hereford on market day, daily milk traffic and seasonal farm produce handled by the loading dock. All the above makes for interesting shunting operations. A special passenger service runs during the summer months (Fridays only) Bringing school trips from England to the station for onward travel to a nearby outward bound residential centre up in the hills. This is covered by a 22xx or 56xx (Hereford Shed) pulling a pair of Hawksworth coaches and an old Siphon G to cope with the luggage.

The following images give a snapshot of the layout which is still very much a work in progress:



Tank engine No. 4527 emerges from Glascwm Tunnel with the early morning goods train.





It then passes the home signal and under the Yat lane farm bridge.



The train enters the platform road and draws to a halt before the engine uncouples and runs around the loop and starts shunting manoeuvres.



The fireman hands over the single line token to the bobby in the signal box.



The bobby gazes out of the cabin window whilst he waits the arrival of the next train.