

Quarterly Newsletter



Issue 211

Autumn 2023

CHAIRMAN'S NEWS

It is with sadness that I write these notes following the passing of our long time Treasurer, Bob Taylor, who had served MKMRS since at least 2010. That year's accounts being the earliest I have found with his name on. Back then we were just an ordinary club so the annual accounts only needed to be signed off by a club member who had audited them, in the case of 2010/11 it was Peter Holden who also died some years ago. Bob worked tirelessly for the Society, as it was then, before setting us up as a Limited Company when we had to take on commercial premises at Barton Road following our expulsion from Bletchley Park. This entailed registering Officers as Directors at Companies House.

We had always been concerned regarding tax liability for exhibition profits, more so when we became registered as MKMRS Ltd. It was at this point that it was decided to separate the exhibition accounts from the day to day running of the Society. Then, following research by Bob with the assistance of the Warley Club, he successfully made application to the Charities Commission, registering us as Milton Keynes Model Railway Club. MKMRS Ltd is now responsible for running the annual exhibition, with all profits being returned to the Club's Charity account as a donation to exempt us from Corporation Tax.

However, nothing is simple in this life, and we are now bound by legislation, inasmuch as the accounts for both arms of our club have to be professionally audited and reported back to both Companies House and the Charities Commission. Bob had been using an accountancy firm, who are happy to continue providing the service. It comes with a charge but that is an unavoidable cost of running the Club.

For banking purposes, the Treasurer has to be someone registered as a Director at Companies House so I am taking on the role for the time being. Unfortunately, this process is taking time and I am currently awaiting both our banks to process the mandate changes, unable to even access the bank statements or make any payments. Our club year end for tax purposes is 30th September so hopefully the banks will sort everything out in time to close the books even though the results do not have to be reported until July next year.

As I do not have access to the bank accounts, could everyone who said they were going to pay for their club shirts by bank transfer, please check that they have done so and let me know at chris.hughes13@btinternet.com I am still assessing the outcome of this year's exhibition, but with the details currently to hand I estimate a 4-figure profit.

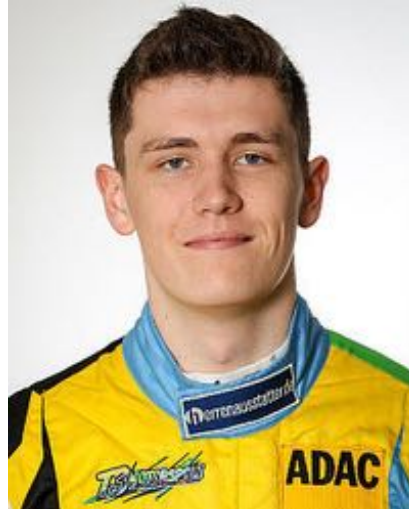
With the only Barclays statement, I have a copy of I note there are still a few members paying their subscriptions to the Barclays Bank account and some still paying the old rate of £11. It would be appreciated if everyone could please amend their Standing Orders as soon as convenient, particularly in readiness for the new financial year, which starts on 1st October. Subscriptions should be paid into the Lloyds account;

Lloyds Bank - sort code **30-98-97** Account No. **58101262** MK Model Railway **CLUB** (not MKMRS) Amount **£13/month** with your name and membership number as the reference please.

Chris Hughes
Chairman

Meet Our New Member

Will Tregurtha



Hi all, firstly thanks for all the welcoming hospitality over the last few club evenings - it's much appreciated!

I'm Will, I'm a professional Racing Driver. This year I'm racing a Lamborghini Huracan GT3 in the UK, amongst other things in Europe. I'm a lecturer at Loughborough and also run my own small 3d Printing shop.

My interest in model railways came at an early age, I always grew up around models - making my own kits from locos to buildings. I'm primarily interested in Post WW2, Southern Region steam and want to learn some new wiring and scratch build skills as I begin to build my first diorama in a few years.

Meet Our New Member

Peter Thomas



Hi, my name is Peter Thomas. First, thank you everyone for such a warm welcome.

It may be a cliché to say "I've loved railways for as long as I can remember", but in this case it is true. It is probably my wonderful Grandad's fault. In Grandma & Grandad's old home, there was a large Hornby-Dublo 3-rail railway in the "toys room", mostly my dad's collection. It was a while ago now that I helped restore the locos and stock on that to running order, fitting neodymium magnets to the motors and whatnot.

Then I started planning my own model railway with my Grandad. It was to be a fictional terminus of a Great Western branch line, somewhere in North Wales. Named "Llanmyrddin" due to my interest in Welsh mythology, it has taken several years to get this far, including a house move - Grandma & Grandad moved from



Nottingham to Merionethshire in July last year.



I have recently gained an interest in narrow gauge modelling, and am starting work on a small OO9 layout.

Meet Our New Member

Richard Larbey



I have recently re-joined MKMRS since re-igniting my interest in model railways. My former time was in the 1980s, when the club was based in workshops on the MK Masonic premises behind the old Council Offices in Fenny Stratford. I was an N gauge enthusiast, and built a model of Llandudno Station for the then club layout. I had my own layout - "Axtelford and Moor Top" that I was due to exhibit at the club's exhibition in 1987, but with my marriage break-up prevented this. Sadly, I sold that layout for a silly sum simply to dispose of it in a hurry.

My interest was relit in 2016 by seeing a boxful of Lone Star 000 items in a charity shop window. I paid £40 for them which, having checked them out on eBay was actually a bargain! These were the Lone Star "Treble-0-Trains" later push-along series. eBay introduced me to Treble-0-Lectric, which were



compatible with the rolling stock I had bought. The electric track was a proper moulded sleeperbase with nickel silver rails at 9mm gauge - later to

become the standard for N. In fact, at the time, it was introduced (early 1960s) Peco started to manufacture a flexible track to match, even calling it "000" scale! It's amazing to realise that in 1960, it was the smallest electric model railway system IN THE WORLD! Also, it was 2mm scale - more accurate than British N gauge is to this day! It did however have its problems. The infamous loco rubber band drive - whilst incredibly powerful, was VERY fiddly to maintain, especially for a child.



Many purchases later I decided to build a Lone Star Treble-0-Lectric layout, using the whole range of products, which included a wide selection of rolling stock, buildings, vehicles, trackside accessories etc. My idea was to make it quite toy-like, to reflect the target market of that time, i.e. young modellers. It also fits with Lone Star's classic "box-top" illustrations. We have exhibited "Ralstone" (it's an anagram!) twice now, most lately at our exhibition on 10th June, where we had many lovely comments, including from people who had never heard of Lone Star, and we are due in

September at the annual Lone Star toy fair, at Whitewebbs Museum in Enfield on Sunday 25th September 2023. This is a wonderful day of reminiscing, even attended by ex-employees of Lone Star Hatfield and Palmers Green, and features all their products, the cap-guns, cars, farm vehicles etc, as well as the railways. Herewith are pics of my original 1980s N gauge layout "Axtelford and Moor Top", and "Ralstone".

It helps to be slightly mad to pursue our hobby

By Paul Egerton

Like many, I chase main line steam excursions, and at the end of April, I was determined to catch the very rare spectacle of 7029 Clun Castle traversing the Settle and Carlisle Line.

Checking the steam excursion online diary, I saw that my planned trip to Cumbria coincided with not only Vintage Trains excursion behind 7029, but also the passage of the Great Britain XV rail tour promoted by the Railway Touring Company. A look revealed that it would be possible to see the Edinburgh to Blackpool North leg at Appleby behind 45690 *Leander*, which is what happened – pictured taking water.



The following day took the tour from Blackpool North to York which had been scheduled to be double-headed in partnership with 45699 *Galetea*, but that locomotive was declared a failure with a hot box on the tender, so the train ran with just *Leander* at the head which I saw from the footbridge steps at Kirkham and Wesham Station prior to visiting one of my relations.

Up to this point, the weather had been glorious, with cool but sunny days but my oh my, was it to return to traditional Cumbrian weather. Saturday

morning dawned to the relentless drumming of rain on the caravan roof, so I was resigned to being on the wrong end of a Cumbrian soaking. However, rain does not last forever, and by the time that 7029 *Clun Castle* passed me at Mallerstang just after midday, the rain had given way to just a fine mizzle and I was able to capture a decent image for my archive.



Do I have to be classed as mad? Certainly not. One has to see these increasingly rare events and capture them on stills and video, as there cannot be many more years left when the sight and sounds of a steam engine in full cry on the mainline will become a thing of the past. If that is madness, I plead guilty as charged!

Model Railway Exhibition

By Paul Egerton

Well done to all that helped make this years' event such a success. To have 950 people come through the doors on what was a really hot and sticky day is really something incredible. How can we better that next time?

Being on duty in the corridor, what struck me was the number of people who asked me where the refreshments could be found. Had we had the volunteers to run our own refreshment facility, we would have no doubt made a tidy profit from the club so perhaps this is something the Club as a whole might consider for next year and I would certainly be up for volunteering to run such a facility in partnership with other Club members.

Given the going rate for coffee at such events is around £1.50 or £1 for tea, it doesn't take a mathematician to work out that it could produce a tidy sum of money for the Club. We could also sell soft drinks too as the Ridgeway Centre has the facilities and if every member were to donate a cake or cakes, that too would be a popular revenue generator. We purchase tea/coffee etc from Costco, so the outlay would be minimal but with maximum income levels.

We would of course have to ensure that we did not impinge upon the burger van's trade, but if we kept it simple, I don't believe that we would. What do others think?

Catching up with our Honorary members.

In recent months, Dennis Lovett has bumped into three of our five Honorary members on his travels. You may be asking who they are and why do they hold such a position.

The club officers and committee have in the past awarded such an honour to those who have served us in a variety of ways but have all moved away from Milton Keynes to other parts of the country. All are fiercely proud of their association with MKMRS. Let's meet each one of them.

Colin French



Colin French with wife Margaret at our recent exhibition.

Colin served as Vice-Chairman for a period in the 1970s and represented the club at many exhibitions with two OO scale Somerset & Dorset Railway layouts, the last of which was a model of Burnham-on-Sea.

Colin as a manager in the ambulance service moved to Suffolk to take up promotion in 1978 and has been a regular visitor back to the area where they have relations in the Olney area. Colin converted to O gauge and has built numerous small exhibition layouts. It is a well – known joke that if they are not packed up and loaded into the car within 10 minutes of the exhibition closing, the layout is too big! Colin and Margaret have worked at the Annual Gauge O Guild ‘Guildex’ exhibition as part of the door team from which they recently retired after many years’ service and are now Honorary Members of the Gauge O Guild.

Colin, in addition to his modelling activities, has also been a steam locomotive driver at Bressingham Museum and more recently at the Mid-Suffolk Railway. Colin is a regular exhibitor at our exhibitions and also represents the club at other exhibitions around East Anglia with his various exhibition layouts.

Austin Daly



Joan and Austin Daly at their home in Lanchester.

Whilst working at Locomotion. Sildon on the 24th April, Dennis dropped in with former railway colleague John Midcalf, to visit Austin and Joan Daly. Austin’s O gauge GWR layout was duly demonstrated at their home in Lanchester, County Durham.

Austin and Joan moved to Bletchley in 1979 following Austin's work relocating him down south. Originally an OO modeler, Austin was another convert to O gauge and worked on many layouts which he exhibited with other club members assisting. Austin, having worked with wires and electricity most of his life was responsible for wiring several members layouts. Austin was a member of the MKMRS team who exhibited Dennis's O gauge Lulworth Cove layout at Cannon Street station in 1986.

At our 1979 exhibition, your then club secretary, Dennis Lovett, was called over the tannoy to attend the club information stand. There he took Austin's details and was surprised to find that they lived five doors away from each other in Bettina Grove. Both had waved at each other when their cars passed but had not actually spoken up until that point! They soon became good friends as well as neighbours. Austin was club secretary at the time he moved back North.

Austin and Joan returned north in 2001, keeping in touch with club members through the newsletter and exhibition meet ups.

Joan had undergone cancer treatment in the past couple of years and sadly passed away on 25th July. Dennis and Jenny Lovett represented the club at Joan's funeral on 10th August in Lanchester.

Ian Pusey



Ian Pusey at the Bristol Exhibition

Ian is one of a select band of railway modeller's working in S Scale (1/64th) which sits between OO and O gauge. Ian has had a long association with the Model Railway Club in London and the S Gauge Society of which he is a previous Chairman. Ian was well known to us when his vocation brought him to Milton Keynes.

Ian was ordained into the Church of England in 1972 and around 1980 Ian became Rector of St. Mary's Church in Bletchley and this brought him into regular contact with the club and some of its members. He officiated at the funeral of John Symons, who at the time was our then Vice Chairman who passed away in his native Cornwall, Ian conducting the funeral in Truro. After several years in Bletchley, Ian moved to take on another church at

Haversham outside Wolverton. Ian and his wife Ros, retired to Exmouth in Devon.

Ian and Ros were guests of honour at our 25th Anniversary dinner in 1994. Dennis and Stuart, his colleague from Locomotion went to dinner in the restaurant adjoining the Premier Inn in Thornbury which is used by many attending the Bristol Exhibition over the May bank holiday, Dennis found Ian sitting on the next table with Ros, they were in Bristol to catch up with their friends from The Model Railway Club* who were attending the show with the well-known Copenhagen Fields layout.

**Formed in 1910, the MRC was the first model railway club in the world and therefore does not carry any reference to its location, which is near Kings Cross, London. Wimbledon Model Railway Club is the second oldest having been formed in 1924.*

Our other Honorary Members

We have two other Honorary Members both of who have a long-standing association with MKMRS.

Colin Underwood has long been associated with the Historical Model Railway Society and Pendon Museum. Colin was behind the HMRS stand at many of our past exhibitions and was always a willing judge in the days when we held modelling competitions and has always been a good friend to the club.

Bruce Garwood, who some of you will remember from our days at Bletchley Park was the club vice-chairman when he retired to Southport around 2011. Bruce was a keen N gauge modeler and was involved in several club projects. On his move back North, Bruce became an Honorary Member. Although are no longer local, we remain in touch with them all through our newsletter and through exhibitions. Hopefully we will bump into Bruce and Colin in due course. We thank them all for their past service and for continuing to fly the flag for us when the opportunity arises.

Kit built models

By Paul Egerton

Years ago, well more than I care remind myself, I made quite a lot of models from mainly Ratio, Coopercraft and Parkside Dundas kits. Intending them to replicate the time-served loose coupled freight wagons seen right across the country, I steadily built up quite a collection.

Throwing away the plastic injection moulded wheels in favour of brass bearings and Romford Jackson wheelsets, I eventually found that they ran reasonably well with the addition of some weight adding to the body to hold the otherwise lightweight model to the track. Experimentation led me to gluing in either sand or coal to 5-plank wagons, but box vans were another thing entirely, so I turned to a lump of roofers lead which was glued more or less centrally within the well of the body before finally adding the roof. Recently finding some old unmade Airfix kits at the Northampton and District Model Railway Show, I have once again started on this rewarding side of our hobby as some of the regular attendees of our Friday modelling evenings will attest. The first Airfix kit is starting to take shape and at the time of writing, has become a rolling chassis with the wheelsets and bearings now in place.

My couplings are of the instant type with 3-link chains between each vehicle with metal buffers. Once the model is finished, painted and transfers added, it makes a great and realistic addition to a period scene so redolent of times gone past when most of the goods that moved across the country went by train.

If there are any other Club members who would like to make a similar model or press on towards more advanced white metal kits, then I'd love to chat on a Friday evening. Ready-to-run is great, but it lacks that personal touch that making your own brings.

Sandy Falant

By Andy Culham

Progress over the last few months has been slow, not only because, it being summer, the garden is taking up a lot of time, but also because I am working on the very labour intensive and time consuming "High Street " section.



Most of the buildings are Metcalfe card kits except for the Police Station which is actually a Greenwood Laser low relief station building, and the Fire Station which is a Kestrel Kit sliced through the middle, making it twice the

length and low relief.

All the buildings have been weathered using coloured chalks, and lit with Kytes Lights products.

The figures are a mixture of Noch, Pressier, Scenecraft and Woodland Scenics for the main characters with cheap repainted Chinese made "extras ". Two ladies with prams and the window cleaners are P& D Marsh.



Vehicles are a mixture of Oxford Die-cast, P&D Marsh, Replitek, n scale, snoci-73, and redandy767, all but the Oxford Die-cast having been hand painted by me.



I still have items like more phone boxes, bus stops and Zebra crossings to fit as well as more figures queuing at bus stops and crossing the road etc.

I am quite pleased with the way the film premiere cameo outside the cinema has turned out, there is also a fire engine behind the closed door of the fire station and the phone boxes are both lit and one of them



even has someone making a call. I have at least a couple of months of fiddly work to do yet, then I can start on the other half of the High Street!!!!

Member Updates

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



Hannah Seaward



Will Tregutha



Peter Thomas

Glenn Wadcock

Ian Atkinson



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 MKMRSNewsletter@courtmk.co.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 28th November 2023 with the Newsletter being published by the 1st December 2023.