

17. Surplus hours of darkness and the wooden strip under the track.
18. Regal coach.
19. Selecting and distributing with animals that are suitable for riding.
20. Post sack equipment.
21. Capital of Denmark subway.
22. Machine driven frame for airing clothes, with advertisement of forthcoming film.
23. Singular strip and object used as evidence.
24. Sovereign with uncle from 'Fools and Horses', arch.
25. Coastline pleasure trips.

How to enter completion.

Write the numbers and your answers on a piece of paper, complete with your name, all in capital letters and give it to the editor on a Tuesday club night.

Entries must be received by Tuesday January 21st and the winner will be announced at the club's AGM on Tuesday 28th January 2014.

Only MKMRS paid up members can enter. If there are more than one winner, the names of the winners will be put in a hat and the outright winner will be drawn out.



This sign was seen at the Ecclesbourne Valley Railway, and has been published in several well known publications. What is good enough for them is good enough for us!



“QUARTERLY NEWS”

No 175

WINTER 2013

This issue includes an insert featuring the “Ecclesbourne Valley Railway”



'Iris' which used to run on the Bedford to Bletchley line, seen at the Ecclesbourne Valley Railway, during our club outing in August. Photograph Dennis Lovett.


Milton Keynes Model Railway Society is associated with:
The Chiltern Model Railway Association, The Model Railway Club,
and The World War 11 Study Group.

THE MILTON KEYNES MODEL RAILWAY SOCIETY

Founded in 1969

President:- Les Wood Vice-President:- Eric Bowman
Chairman:- Dennis Lovett Secretary/Membership/Vice Chairman:- Chris Hughes
Treasurer:- Bob Taylor Exhibition Manager:- Terry Silver
CMRA Rep:- TBA Webmaster:- Ian Bartlett Editor/Archives:- John Forman
Librarian:- Derek Hart Auditor:- Peter Holden
Committee:- Chris Lester Tony Winn Colin Joyce Bill Ball

Editorial



Incredibly, it is almost the end of another year, the first twelve months in our new premises, and what a year it has been, with great strides being made in the clubhouse, a very successful exhibition and a lovely day out at The Ecclesbourne Valley Railway. And the work continues with the boards for a new replacement '00' gauge layout now finished, and the new '0' gauge layout boards also completed, with the track laying having commenced. There are only two of the six tracks on the tinplate layout, 'Barnes Junction', to be completed, and then phase 2 can commence. The 'Newport Nobby' layout is having a complete overhaul, ready for our exhibition, with 'Norgate' and 'Milton Quays' always being up-dated. Preparations for our exhibition are well under way, including the club's new information stand complete with a small 'N' gauge layout, named 'Little Barton'.

By the time you read this, we will have had the 'filming' night and also the 'press open' day, to show everyone how we are progressing in our new home. We can still look forward to the 'Trains and Mince Pies' evening, on Tuesday 17th December, 2013, and the AGM on Tuesday 28th January 2014

John Forman

The Club wishes all its members and their families, a very Merry Christmas and a Happy and Prosperous New Year.

Railway Quiz

Each of the following 25 questions is a cryptic clue for the name of a famous railway location or a well-known railway feature, past and present. There will be a prize for the winning entry, see how to enter on page 26.

When you are fed up with eating, drinking and watching the television, over the festive period, why not just relax for a while, and exercise your brain!

Example: Ship and trailing part of wedding dress. **Answer:** Boat Train.

1. Transparent liquid in animal food vessels.
2. Applaud them where many tracks meet.
3. Television broadcasting station and underpass.
4. Were there three others, prior to this river crossing structure?
5. A sport played with a ball, indicator on rocket framework.
6. A ship's or aircraft's company with something that is not broken.
7. A number of trees with serrated leaves.
8. Moving pole with a room for clerical business.
9. Wide standard measure.
10. Everlasting direction.
11. System of signalling by human or mechanical arms gesturing.
12. Cargo, merchandise and goods etc on large ships.
13. Inspection automobiles.
14. Hush-hush proprietor truck.
15. City on river Mersey, up above, horizontal bar and route.
16. Arranging and assembling in holding area.

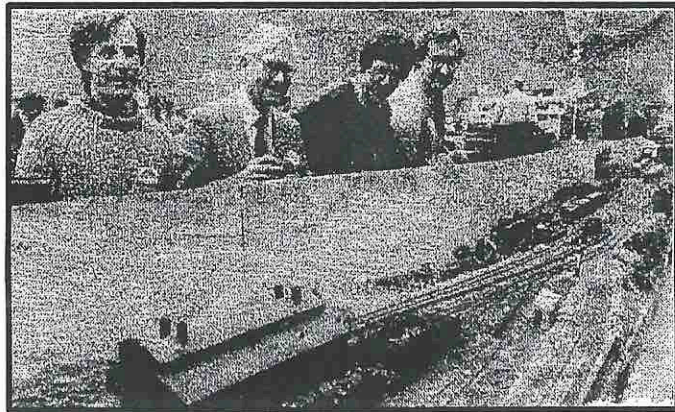
We made our way through the Derbyshire countryside and up the Ecclesbourne Valley, passing old station sites and, of course the site of 'Shottle' station where rebuilding work is really showing some progress. This is where our old signal from Bletchley Park will be put back into railway use, so it was great to see how well work was progressing.

I chatted to the fireman and he told me that the line still belonged to Network Rail and was leased from them which explained why so much of the signage seemed to be, to modern railway standards. The final stone train departed from Wirksworth in December 1989 and, for ten years after that, the line wasn't maintained and gradually became overgrown. In 2011, the passenger trains ran again and the condition of the line today further proves how rapid progress has been.

As we arrived at Wirksworth, I spotted one or two familiar faces on the platform. I thanked the crew and climbed down from the engine and then headed off to ride on the DMU up the short branch line to Ravenstor. Sitting in the DMU really brought home what a massive change diesel and electric traction was for the railways. Having grown up in the post steam era, I really hadn't appreciated that before.

I really enjoyed my cab ride and I am very grateful for having been selected. One final thought occurred to me afterwards: how little you can actually see from the cab of the engine. The driver and fireman both spent a lot of time leaning out of the engine to check what was ahead as the view from within the engine really is minimal. I wonder if steam era rail passengers knew quite how little their crew could actually see!

FROM THE ARCHIVES



This picture shows left to right Keith Reynolds, John Symons, Roger Blackburn and Neal 'Nuclear' Richardson, operating a layout. Can anyone name this layout?

CHAIRMAN'S REPORT

Over and out John has reminded me that this is the last contribution I shall be making to the MKMRS News as your Chairman.

It was January 1988 that I was elected to the post from the floor. I had taken a year off from the committee after being one of the two organisers of the Cannon Street Exhibition. Having previously held various positions including Secretary and Exhibition Manager I was enjoying the rest, when Les Wood was elevated to Vice Chairman of the Gauge O Guild (subsequently Chairman and President too) and indicated that he could not do both jobs. Someone thought it was a good idea to elect a 34 year old with no previous experience (perhaps I was the only one who turned up on the night!) for a couple of years. I could not have been too bad or I would never have survived 25 opportunities to be sacked by the members. It was my intention to stand down last year but agreed to stay on another year to enable the club to recover following the Bletchley Park eviction. With stability restored and the club functioning well – now is the time to step down.

I shall not be going anywhere – simply this time around when the President takes over and I return to sit alongside you – this year I will stay there and become just another club member. I may even get some modelling done! I was just 15 when I became a founder member of the club back in 1969. I was then a train set owner and not a railway modeller – some would say little has changed there! I have over the years made many friends and many of them are no longer around to see just how far we have come since our formation.

I was recently asked what I was proudest of. It has to be the emergence of a very strong tinplate group. I well remember opening the door of the junk room at Bletchley Park and saying to Brian Barnes and the late Stan Pennington – “here is your tinplate room”. Whilst I was busy trying to model serious O gauge, it was Brian and Stan who were having all the fun of running theirs. Needless to say that helping them at one Olney exhibition, I got hooked and just had to have one or two to run myself! It is good to see the growth of members in that area and to see some really historical models being exercised on a regular basis. Any regrets – yes. The way we were booted out of Bletchley Park and seeing our 18 years of efforts going up in smoke and that one or two felt unable to support the new venture.

Finally my thanks to all members both past and present for their support over the years – I could not have survived so long without it. Sadly many of those who elected me will not be around to see me step down.

I trust you will give my successor the same support and encouragement over the coming years.

Dennis.

CLUB NOTICEBOARD

Club Sweatshirts and Polo Shirts – club sweatshirts and polo shirts are available – speak to the Secretary, Chris Hughes.

Welcome Aboard – The club would like to welcome John and Jamie Symonds as new members. We hope you will both have a long and enjoyable stay at the club.

MKMRS Website – This is to remind you that we have a website on www.mkMrs.org.uk and the webmaster is always looking to feature member's new layouts on line, so just contact Ian Bartlett.

Archives - Any member who has any old material, relating to the club, please do not throw it away until you check with the editor, as it may be needed for the club's archives.

Photographs - If any club layout, or club members layout, is due to appear at an exhibition, please let the editor know so plans can be made to have photographs taken at that event. I will make every effort to attend, but if this is impossible, I will make alternative arrangements.

Newsletter – If for whatever reason, you are unable to get to a club night when the 'Newsletter' is due, inform the editor, and he will either keep a newsletter for you or post one to you, depending on the length of time you are unavailable. *The newsletter is issued on the first Tuesday in March, June, September and December.*

Club Ties – The club now has a stock of club ties available – please speak to Chris Hughes.

Christmas Trains and Mince Pies - The 'Trains and Mince Pies' Christmas party will be on Tuesday 17th December 2013.

AGM – The annual general meeting will take place on Tuesday 28th January 2014. 8pm.

Club Exhibition - The Club's Annual Exhibition will take place on 15th February 2014. *See page 18. If you are in a position to help out by being a steward etc., please contact Terry Silver.*

I have received the following letter from Colin Joyce which I have willingly published below.

Hi Everyone,

I would like to thank all the members for all their good wishes during my recent illness. Thanks for the cards, the people who have phoned and visited me and also for the tremendous welcome I received from you all, when I visited the club for the first time after my stroke. Thanks guys, I appreciated it all and it really lifted my spirits. Regards, Colin.

'hat' to be selected for one of the cab rides kindly offered by EVR for our visit. My journey was to be the final one of the day travelling the length of the line from Duffield to Wirksworth and the engine was to be Lancashire & Yorkshire No. 1300 which had recently been repainted to appear as BR 3F No. 52322.

After a trip down the line as a passenger (during which time I was able to reassure my wife that I wouldn't actually be touching the engine's controls...), we arrived at Duffield and I walked to the rear of the train which was to become the front once the engine had run round. I looked on as the engine was brought up to the train and coupled to it facing forward. One of the EVR staff had told me to walk down the platform ramp on to the trackside and introduce myself to the crew. Having done so, I climbed onto the engine and was shown a reasonably 'out of the way' spot to sit just to the right-hand side of the firebox. I could really feel the heat of the fire and was glad I'd worn a sturdy pair of jeans.



Ian, looking very small against the engine, waiting to be invited up to the locomotive.

We pulled out of Duffield and began following the route back to Wirksworth. Two things really struck me as we moved along:

- 1) The ride was much bumpier than I expected; clearly all the design work went into the efficiency and power of the engine with the comfort of the crew being very much a secondary concern!
- 2) The heat of the fire was intense. Every time the fireman opened the firebox doors (quite frequently as we were travelling up a gradient), it felt as if my legs were going to be singed. Again, I was grateful for the jeans I had on.

MEMBERS ACTIVITIES AT ECCLESBOURNE VALLEY RAILWAY

Photographs by Dave Court, Ian Bartlett and John Forman



There were four lucky members, who were drawn out, to ride on the footplate of 52322. Nick Dean, (left) at the end of his stint on the footplate and Bob Taylor (right) waiting for his turn. Michael Conyers and Ian Bartlett were the other two members.

Nick Dean's story: my experience on a steam locomotive showed me how things worked and how it feels. The roar of the fire was quite intense, the constant observation on the controls and looking where we were going. You can imagine what it was like in those days of steam, the cab very exposed to the elements with the cold winds, smoke and debris. Fortunately my involvement was a good one on a sunny summer's day when it was not cold and the smoke was blowing the other way, so no cinder dust in the eye. I would have liked to have tried my hand at shovelling the coal, but I could not because of health and safety, so I just sat there and enjoyed the ride. Great Day!

Ian Bartlett's version is as follows: Although it was way back in August that the MKMRS club outing to the Ecclesbourne Valley Railway (EVR) took place, I am sure that for many members who went along, the trip is still fresh in their mind. It was an excellent day out and our hosts at the EVR couldn't have been more helpful in making the day a success. Special thanks are due to Chris Hughes for arranging the trip for us.

In the two weeks before the trip I was away on holiday and did not attend the club. So it was a great, and pleasant, surprise for me to find that my name had been one of the four pulled out of the

REMEMBERING

At this time of the year, we should remember the following members, who have contributed so much to the club's progress.

Jim Armstrong	George Barrett	Bob Bodsworth
Richard Careless	John Coles	Fred Collins
Reg Cook	Gordon Eckersley	Gordon Etherington
Ivor Evans	Fred Fox	Chris Garner
Ian Gilroy	Cliff Grime	John Hatton
Robert (Bob) Hatton	Frank Hewer	Ken James
Ernie Johnson	John Mann	Mac McGee
Doug Moorcroft	David Moore	Stan Pennington
Don Pigott	Eric Preston	Keith Reynolds-Robinson
Ken Sharpe	Gordon Shrimpton	John Symons
John Tennent	Ken Wiggins	Tom Wilson
Jim Wood		

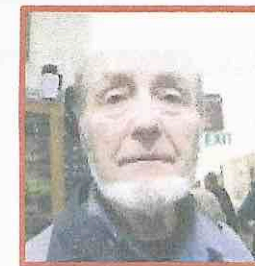
The Members who have passed away since the last list was published are:



Eric Preston



Bob Bodsworth



Ken Wiggins



Ken James

LOCAL & MAJOR EXHIBITIONS AND SWAPMEETS ETC
DURING THE WINTER 2013/2014.

All entries are correct at the time of going to print, the editor and the club cannot be held responsible for any last minute changes to this information or any cancellations. Any event that lasts for more than one day will be listed with the number in brackets.

December 2013 Sun 22nd Huntingdon S/M, Wood Green A.C., London Rd, **GODMANCHESTER.**

Sun 29th Spalding S/M, Springfield Ex Centre, Camelgate, **SPALDING.** PE12 6ET

January 2014 Tues 7th Rugby Evening S/M at the Benn Hall, Newbolt Street, **RUGBY.**

Sat 11th Chiltern MRA Ex at the Alban Arena, **ST ALBANS.** (2 days)

February Sat 8th East Beds Ex at Stratton School, Eagle Farm Rd, **BIGGLESWADE.**
 Doncaster Ex at Doncaster Race Course, **DONCASTER.** (2 days)

Sun 9th NEC S/M, Hall 18, 600 stalls, **BIRMINGHAM, B40 1NT.**
 Spalding S/M, Springfield Ex Centre, Camelgate, **SPALDING.** PE12 6ET

Sat 15th **MILTON KEYNES MRS EXHIBITION.** (See page 18)
 Watford Ex Parmiters School, High Elms Lane, **WATFORD.** (2 days)

Fri 21st Brighton Model Ex, Brighton Cent, Kings Road, **BRIGHTON.** (3 days)

Sun 23rd Huntingdon S/M, Wood Green A.C., London Rd, **GODMANCHESTER.**

March Sat 1st March MRC Ex at Westwood Com Sch, Maple Grove, **MARCH (Camsb).**
 Abingdon Ex, White Horse Centre, Audlett Drive, **ABINGDON.**

Sat 8th East Anglian MRE at **HUNTINGDON RACECOURSE,** PE28 4NL (2 days).

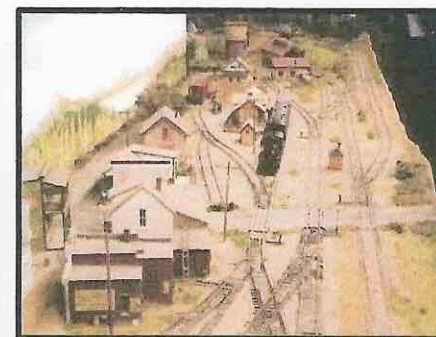
MODEL TRAINS AND TOY AUCTIONS

February 8th **BURY ST. EDMUNDS** Lacy, Scott and Knight, 10, Risbygate Street.

March 8th **RUGBY** Vectis Auctions at the Benn Hall, Newbold Road, **CV21 2LN.**

May 10th **RUGBY** Vectis Auctions at the Benn Hall, Newbold Road, **CV21 2LN.**

May 17th **BURY ST. EDMUNDS** Lacy, Scott and Knight, 10, Risbygate Street.



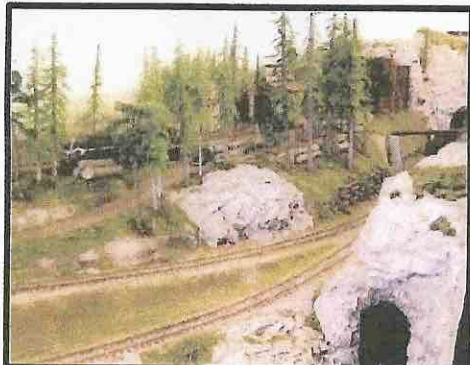
Quote seen in the latest BBRUA Newsletter

Friends of Bletchley Station – The Milton Keynes Model Railway Society is in the early stages of adopting platform 6 at Bletchley Station. Watch this space!

PHOTOGRAPHS FROM THE CLUB'S VISIT TO HIGH WYCOMBE MRS

by Bruce Hankins

Several MKMRS members visited the High Wycombe MRS and Bruce Hankins has very kindly allowed us to publish his photographs of the visit.



MEMBERS PHOTOGRAPHS FROM THEIR RECENT OUTINGS



This picture shows a steam train arriving at Wincombe station, on the Gloucestershire and Warwickshire Preservation Railway sent in by Paul Wakley.

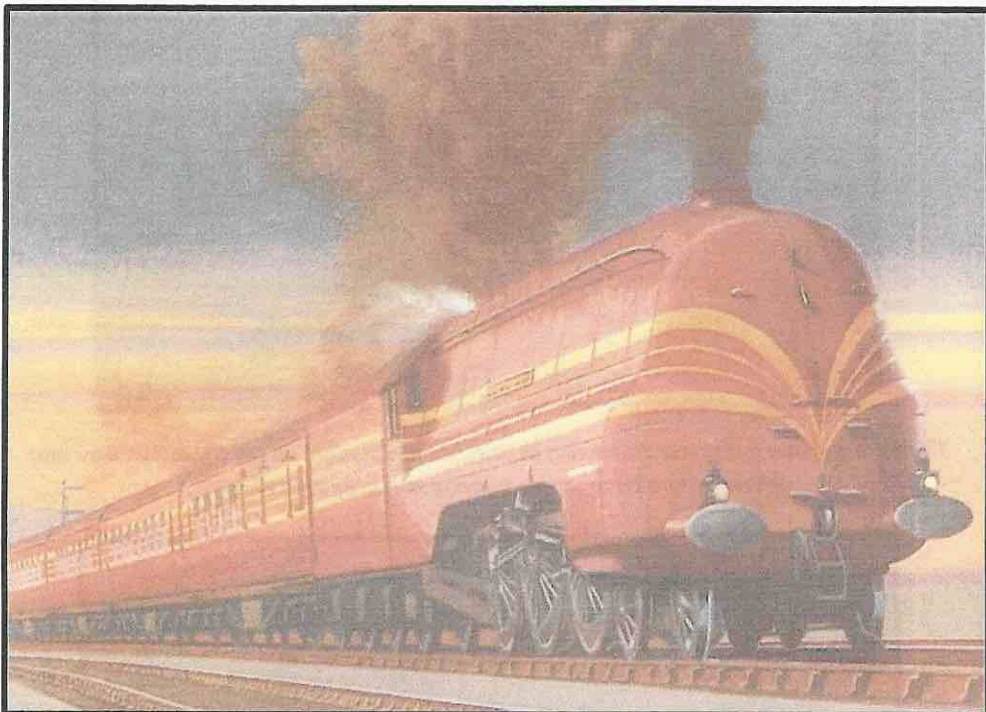


This picture shows the 1909 Hythe Pier Tramway, electrified after WW1, and is still running. The loco is the original, but over time the coaches have been updated. Alan Henshall sent this photograph in, after using a ferry from Red Funnel terminal to the Hythe Pier.

A HISTORY OF BRITISH RAILWAYS

No 16

LMS CORONATION CLASS

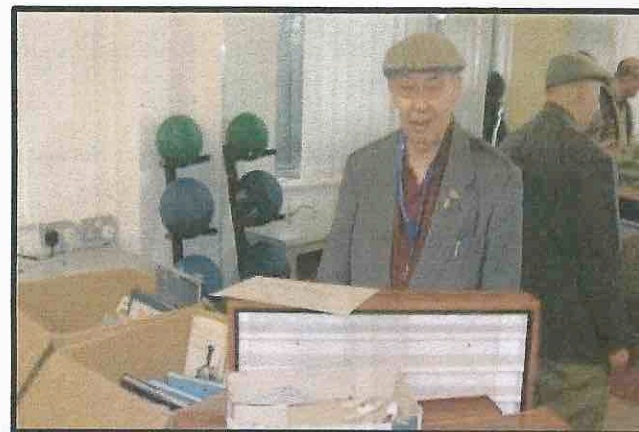


Built to celebrate the Coronation in 1937, the new London Midland & Scottish express caused a sensation. It soon took the record from the London & North Eastern Railway at 114 mph, storming into platform 3 at Crewe with flames at its brakes.

With Coleman – designed streamlined castings, 4 cylinders and 6ft. 9in wheels this Stanier 4 – 6 – 2 was 73ft. 9in long and weighed 161.6 tons in working order. Unlike the LNER A4 it did not have a corridor tender but a water scoop and coal pusher were fitted. Called Duchesses when un-streamlined, 3,350 bph could haul 20 coaches in hilly country. Early Coronations were blue with silver lines and the lamps had tiny wings attached. All 38 engines were built at Crewe.

In 1939 a Coronation train went to the World's Fair in New York but was trapped there by the war and served as an officers' mess on a training camp!

Page 7



Derek seen manning the 'bring & buy stall' at the club's exhibition in 2011. -

I was invited to attend a club night at the MKMRS at Bletchley Park and I joined the club there and then, and I have been a member for over 10 years. I have always tried to be an active member of the society, including being the librarian, when I sorted out the books at Bletchley Park. I have a 6 x 4 '00' gauge layout at home which I keep under the stairs, so I can also run trains at home.

I have always been interested in anything mechanical and I have been a member of the St Albans Miniature Engineering Society since 1958.



Derek is seen here on the St Albans MES display stand, at a St Albans exhibition.

In the next issue: Meet Ian Bartlett.

Page 24



MEET THE MEMBERS

DEREK HART

Hi! I am Derek Hart. I was born in 1936 in St Albans, Hertfordshire and went to school locally. On Saturdays and school holidays, when not helping out at home, I would go to the railway bridge by the park overlooking St Albans station, to watch the comings and goings of the trains on the St Pancras to Bedford line.

When I left school, I started work at the age of fourteen, as an electricians mate, working in a local firm in St Albans, and after a while I was transferred into the workshop repairing electrical appliances etc.

In 1955 – 57 I was called up for my two years National Service, going to Egypt and Germany and on my demob, I resumed to work with my former employment. In 1960, I was made redundant, no redundancy pay in those days, only the last weeks money and any holiday money due. Later I worked for a Watford firm who had a contract to carryout work at the De-Havilland factory at Hatfield. After that I was able to be taken on as a wireman at Elliot Automations at Boreham Wood where they were producing the '803' computer and they went onto produce over 300. I left in 1969 and went to Plessey Telecomm installing new telephone equipment and took voluntary redundancy when they had to downsize the workforce in 1976.

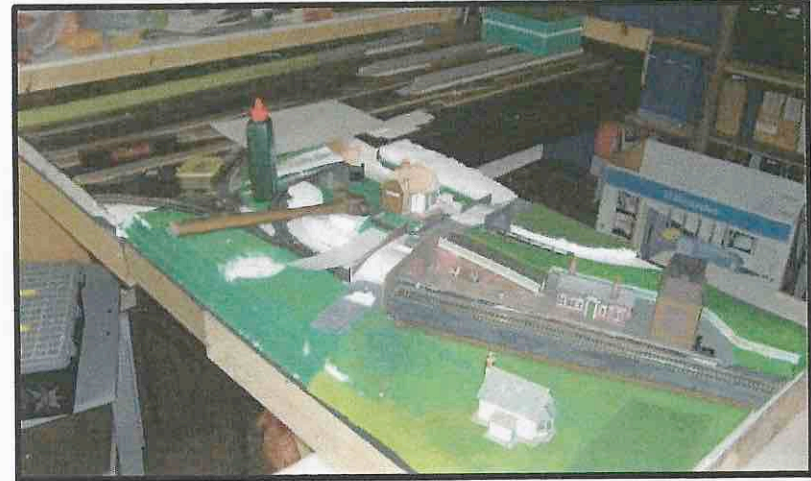
I eventually found a position as a prototype wireman at Marconi Avionics and I moved to Milton Keynes in 1980. I was again made redundant when the company downsized in 1994. I then worked as a temp working for an agency until I retired at 65 in 2001.



Derek helping to clear up at Bletchley Park, probably looking for unwanted wood for the bonfire.

AROUND THE CLUBHOUSE

The 'Newport Nobby' layout

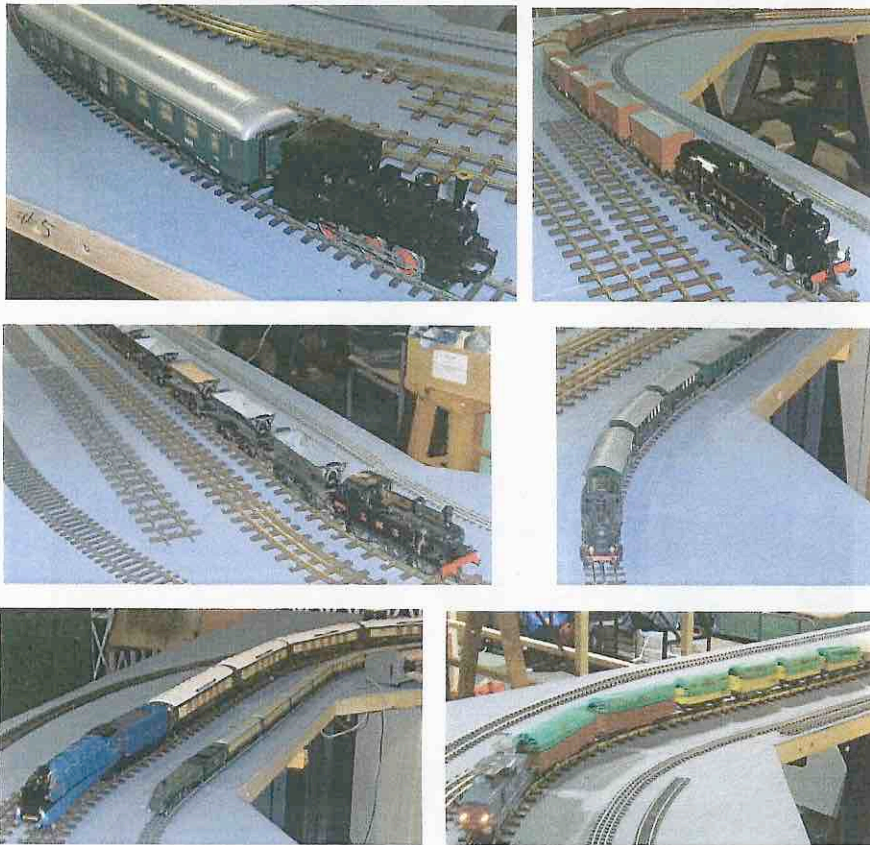


Work being carried out on the 'Newport Nobby' layout, ready for the exhibition, by Terry Silver and Wayne Webb, maybe Bernard Worden is giving advice.

'Barnes Junction' Layout – Plenty of Variety.



The sign has now been erected by Roger Mills



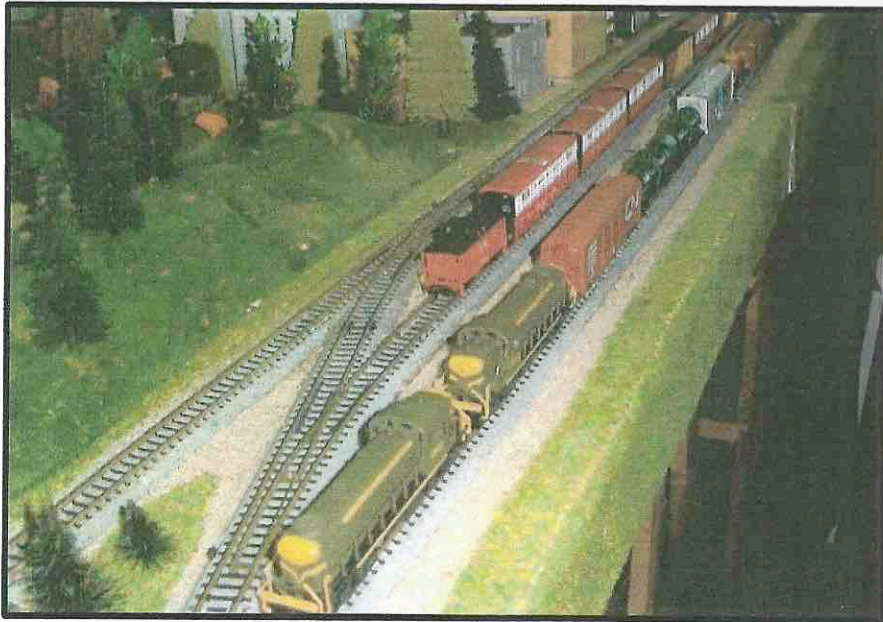
*From top to bottom:
left; Mick Clemence's '0' German loco, Right: John Forman's '0' Ace 2-6-4 tank loco with a box van train,
left: Brian's Barnes '0' Jinty and vintage Bing tipper trucks, right: Ian Wood's '00' Marklin train,
left: Two Mallards, John Forman's '0' and Roger Mill's '00', and Roger Mill's French train of covered wagons.*



*Brian Barnes and Bill Marsden's layout at the Stacey Hill Museum, on 8th September 2013.
Brian's ETS B24 locomotive races by with a rake of Hornby Riviera blue coaches.*



John Harrison, Paul Wakley, Wayne Webb and Bob Taylor with the club's 'Norgate' 'N' gauge layout at the Peterborough Exhibition.



Bill and Peter Ball's 'William's Curve' American 'N' gauge layout, at the Silver Fox Exhibition.



From left to right John Harrison's son, Paul Wakley, John Harrison, Bob Taylor and Wayne Webb manning the club's 'Norgate' 'N' gauge layout at the Leamington Spa 'N' gauge exhibition.

'Little Barton' Layout



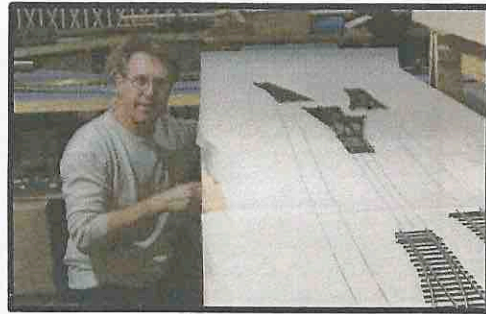
The Little Barton 'N' gauge layout which will be part of the MKMRS information stand.

'DCC' Layout



Tony Winn's 'Silver Jubilee' train, the engine is a modified Wrenn A4 locomotive, and the coaches were all made by Tony.

New Unnamed '0' Gauge Layout



The boards have now been completed and the plan has been laid out, with Nick Dean doing the final touches.

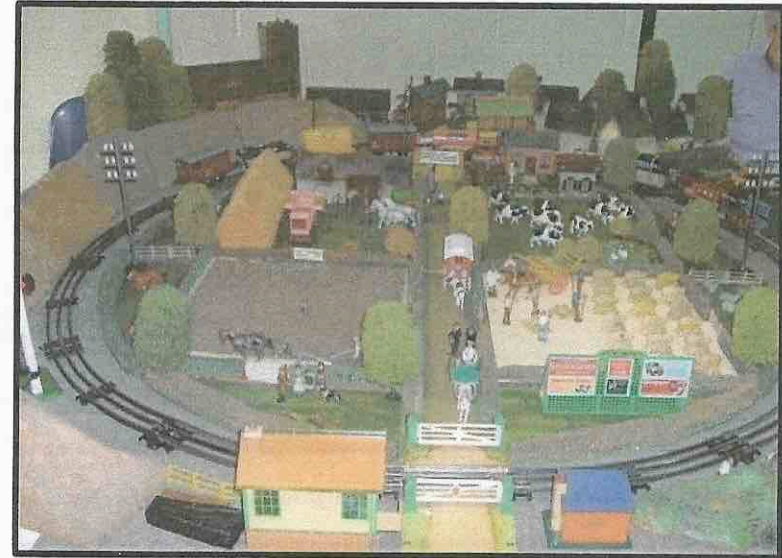
STEAM RUNNING THROUGH MILTON KEYNES



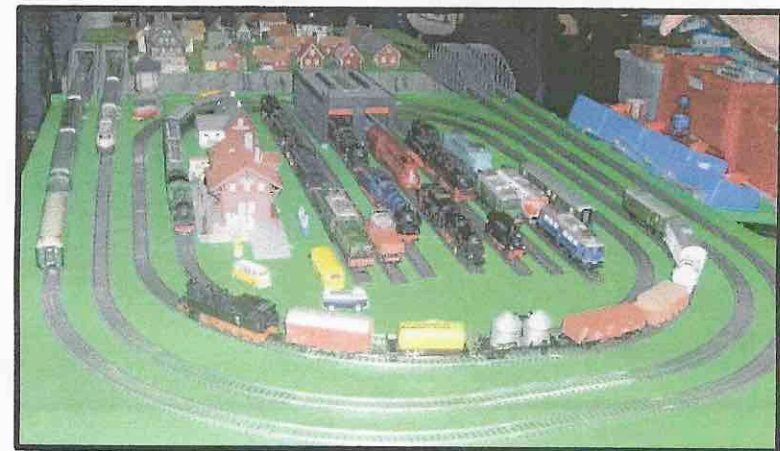
A4 'Union of South Africa' just north of Milton Keynes station. Photograph Alan Henshall.

CLUB AND MEMBERS LAYOUTS AROUND THE EXHIBITIONS

Photographs by John Forman, Bill Ball and Paul Wakley.

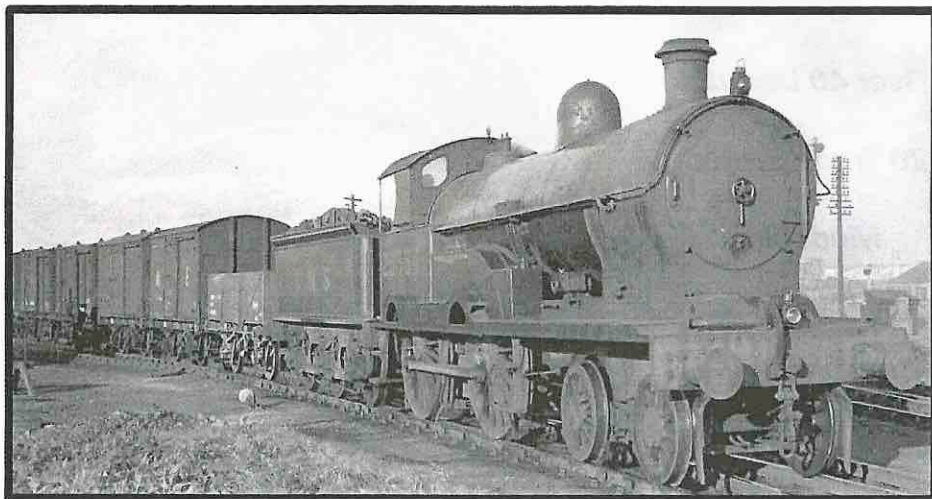


John Forman's 'Wildean' '0' layout, at the Silver Fox exhibition.



Roger White's Marklin '00' layout, at the Silver Fox exhibition.

THOSE WERE THE DAYS



A former LNWR 'George V' express 4-4-0, LMS 25334, on a Cambridge - Bletchley goods train in October 1937.

HMRS MEETINGS 2014

at the Whaddon Way Church Centre, Beaverbrook Court, Bletchley,
at 19.30 hrs

January	29th	The Hastings Line as a model project	Tony Manktelow
February	26th	Archive Films	David Barker
March	26th	London to Birmingham, Line Part 2	Ron Hart
April	30th	Freight Traffic from 1960	Brian Ringer

DID YOU KNOW?

After a battle through the snow on the South Wales Heads of the Valley line in 1922, the crew on an engine at Nantybwhc were looking forward to tucking into sizzling eggs and ham when one of them caught the blower handle, creating a sudden suction on the fire. The eggs and ham flew off the shovel and were flattened on the tube plate, eliciting some choice language.

Tree Building for Beginners

A weekend course from absolute basics and a variety of methods so you find what suits you best. Interested? Send an email to Jacqui@railwaytrees.co.uk

30% discount off trees for MKMRS members. Email or at shows just produce your membership card.

Jacqui Perrat (MKMRS Member)

Ceynix Railway Trees

Trees with Personalitree



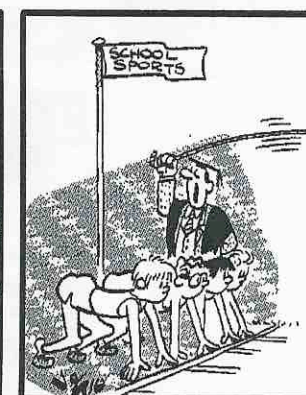
YOU HAVE TO SMILE



"Have you got a light?"



"We nearly forgot my birthday!"



"On your marks..."



The MKMRS Website

by Ian Bartlett, MKMRS Webmaster

Usually when I mention the MKMRS website I get one or two, broadly grouped, reactions:

1. a general comment such as 'I like the website' 'I don't like the website' 'I wish it did this, that or the other' 'could we have some more pictures' 'what about the layout' 'have you thought about adding videos' 'it's better than a lot of MRS websites' etc.

2. what is a website?

So I thought I'd give a brief explanation about the site and what I'm aiming to do with it.



Over the last fifteen years, websites have emerged to be the dominant form of communication for any organisation or business to interact with its customers or other intended audience. They are very attractive to both businesses/organisations and to customers as:

1. they are always open – 24 hours, seven days per week

Over 40 Layouts

20 Trade Stands

Modelling

Demonstrations

**Hugh variety of
scales and gauges**

**Refreshments by
award winning
Buskers of Wolverton**

**Free parking and
level access
throughout**

**Free buses from MK
Central and Bletchley
Stations**

**Something for
everyone and a great
family day out!**



**MODEL
RAILWAY
EXHIBITION**

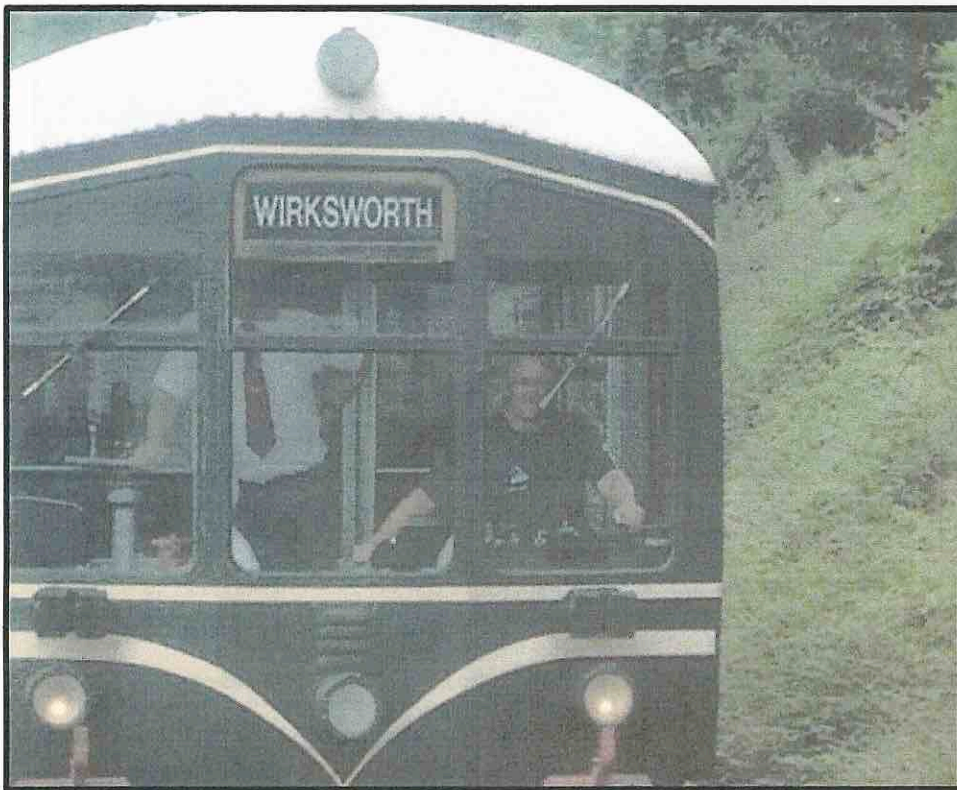


**Saturday 15th February 2014
Shenley Brook End School,
Milton Keynes MK5 7ZT**

There was a new service to be introduced between Rugby and Gatwick service using dual voltage class 319 units. Although the WCML had been gauge-cleared for Eurostars (which had retractable shoe-gear) somebody forgot that 319's didn't and there were doubts about the lines between Rugby and Bletchley.

Iris 1 is now retired and was very nicely restored at the Midland Railway Centre, Butterley, Derbyshire, to virtually original condition and was used occasionally in passenger services on the MRC.

In early 2008 it made a visit to the Churnet Valley Railway and then to its new home on the Ecclesbourne Valley Railway where it runs regular passenger diagrams most weekends.



Mark driving Iris, down the hill to Wirksworth. Photo Mark Pollett.

2. they can store and present almost limitless amounts of information

3. they are relatively cheap to run

4. they can reach almost everyone in the world – over the last year, the MKMRS site has been visited by people from 63 countries including India, China, the USA, Japan, Brazil and Australia.

These days, any business or organisation which doesn't have a website or doesn't put a reasonable amount of time and effort into maintaining its website is unlikely to survive. At the very least, it will not do as well as it could.

Every website has what is known as a Uniform Resource Locator (commonly known as a URL or, in less technical language, a web address). The MKMRS website address (URL) is

- www.mkmrs.org.uk

The main aims of the MKMRS website are to let people know about our existence, what we do, where we are located and to promote any events we might be holding. The most obvious event is our annual exhibition and the website has been invaluable in helping us to promote that. In the course of a year, we currently get about 9,200 visitors to our website. Each of those visitors views, on average, about three pages so we have a total of 27,000 page views. Not bad for a small club in Bletchley!

Of course, of those 9,200 people, the vast majority are based in the UK so it makes sense to tell them about our exhibition. Some of them may not be interested, but some of them will want to come and will make a note of the date and venue. That's why the home page (the main 'arrival' page on the site) carries a large banner promoting the exhibition. Clicking on the banner takes a visitor through to the more detailed exhibition page where we provide details of the layouts, traders, entry prices, location, how to get there etc.,

The other way the website helps to promote the exhibition is by providing information for those who have already found out that the show is running, perhaps from our posters or leaflets, or by seeing the listings in model railway magazines. By promoting our web site address on all these printed publications, we are telling people where they can go to find out the more detailed information. In the week ahead of the exhibition, I always see a big jump in visits to our website and those visits will be from people who have heard there is a show on, but want to find out more.

We will want to make use of our website to promote our links with Bletchley Station once we get the station adoption scheme up and running, although most of the information for that will be on

the Marston Vale Community Rail Partnership site.

We also want to let people know about what we do as a club, which layouts we have and when we meet. If someone is considering joining us, they can find out all about what we do and can submit an enquiry form to the Secretary to arrange a first visit to try out the club.

I have recently developed the Member's section of the site. If you look on the right hand side of every page, you will see a link to the Member's sections. Click this and you will be asked to type in a password which is 'br2012'. This section now contains details of all official meetings and the Minutes of Committee meetings. It also includes a member's suggestion form and the notes and notices announced on Tuesday nights at the club.

Another feature I have been running is the monthly 'Model Favourite' feature which is linked from the home page. The purpose of this is to provide visitors to the site with some regularly updated content to encourage them to come back again in the future. The feature basically includes a short interview with a member of the club talking about a model they have bought and are especially impressed with or that they have built and are pleased with how it has turned out. I take some pictures and ask the member to tell me about the model and present a short article which is published every month.

In future, I would like to develop the site by including more photographs and video content as well as upgrading the areas which provide details of club and members' own layouts. Also it would be great to provide more content for the members section, so any practical suggestions are very welcome. At some point in the not-too-distant future, I will also need to think about redesigning the site so it looks up-to-date and is compatible with modern website software. The main constraint is, of course, the time it takes to source, edit and update content on the site. Also, there is an element of dealing with the more technical side such as system updates and internet service provider administration, so if anyone out there knows a bit about website production and fancies giving me a hand, please let me know!

KEEP THE ARTICLES AND INFORMATION COMING IN

The next MKMRS 'Quarterly News' will be published on Tuesday 4th March to cover March, April and May 2014 for forthcoming events.

DRIVING AN OLD FRIEND

by Mark Pollett

On the club's recent visit to the EVR, I was fortunate enough to drive "Iris the Railcar" from Wicksworth up the steep incline to Ravenstor and back. Iris was once based at Bletchley, and some of my colleagues at work have fond memories of driving her before preservation.



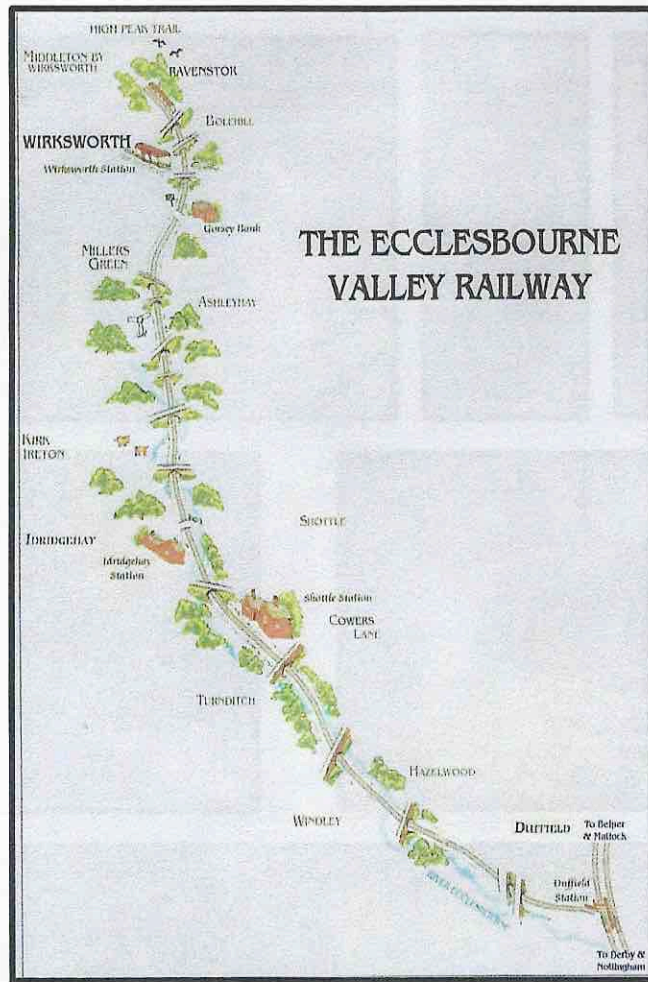
Mark, is seen here, driving 'Iris' up the steep hill to Ravenstor. Photo Mark Pollett.

Iris 1 was originally built as a two-car Derby Lightweight DMU in 1954 and was later converted into two single cars.

It was used by the R&DD for radio survey work and also general testing and was originally painted in the Division's red and blue livery and designated Test Coach Iris.

In its later years the unit was re-painted into BR green and carried both its original running number as well as its Departmental one. Luckily it was never painted in Serco's red and grey livery.

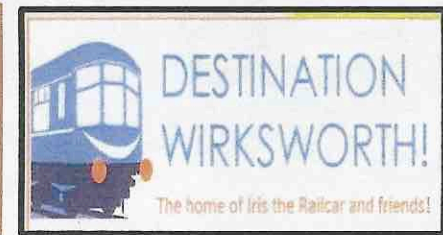
In 1997 Iris 1 was used to undertake a rush job related to 3rd rail shoe-gear clearance on the WCML.



Thanks to everybody at the EVR for such a wonderful day.

A SNAPSHOT OF THE CLUB OUTING TO THE

**Ecclesbourne
Valley
Railway**



Photographs by Dennis Lovett, John Forman and the EVR brochure.

Thirty eight club members, partners and friends visited the Ecclesbourne Valley Railway on 18th August 2013, as a thank you for MKMRS donating items to the preservation society when we left Bletchley Park. A good day was had by all, with the EVR bending over backwards to please us.

