

# EAST MIDLANDS

## MODEL RAILWAY EXHIBITION



DAY MEMBERSHIP: Adults: £2.20  
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- \* Demonstrations of Modelling Techniques by well-known personalities!
- \* Specialist Manufacturers and Suppliers!

ORGANISED BY NOTTINGHAM (BULWELL) MODEL RAILWAY SOCIETY



No. 11

FEBRUARY 1993



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## MILTON KEYNES MODEL RAILWAY SOCIETY

The club was formed in 1969 and is an Associate Member of The Model Railway Club and a Member of The Chiltern Model Railway Association.

<b>President:</b>	Jim Wood	<b>Secretary:</b>	Chris Hughes	<b>Committee:</b>	Geoff Bell
<b>Vice President:</b>	Les Wood	<b>Treasurer:</b>	Gordon Etherington		Fred Collins
<b>Chairman:</b>	Dennis Lovett	<b>CMRA Rep:</b>	Eric Bowman		Phil Gilbert
<b>Vice Chairman:</b>	John Symons	<b>Librarian:</b>	Mark Wilson		Colin Catley

### The importance of Annual General Meetings

This issue, although dated February, is due to appear well before the Annual General Meeting on 26 January. AGM's are important to organisations and ours is no exception.

everyones and we have endeavoured over the past twelve months to meet the wishes and needs of our members over the past year.

It is the one night of the year, when we take an in depth look at ourselves. It gives us the chance to reflect on the past twelve months and to look forward to the next and to outline proposals and ambitions. Above all it gives every member the right to express their views and to vote for the people who they would like to steer the way forward. It is your opportunity to find out what has been going on, although I would hope with publication of News on a regular basis, that communication will not be the problem that it has been on odd occasions in the past.

We have also endeavoured to ensure that members have had the opportunity to express themselves at QGM's and at other times on a more personal basis. Democracy is important in a model railway club and our ever increasing range of activities, I hope, has reflected this.

I hope you will take the opportunity to attend the AGM and take an active part in the proceedings. Club officers need feedback and AGM night is guaranteed to tell them if they are on the right track or not. If the answer is negative then you have the opportunity to change it.

The Annual General Meeting also gives an insight into how the club is run and the hard work that goes on behind the scenes. It is not however, the Officers or the committees club but

I look forward to seeing you there.

Dennis Lovett  
Chairman

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Sunday	May 2nd	10am - 7pm
Monday	May 3rd	10am - 5pm

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## NOTICE OF ANNUAL GENERAL MEETING

In accordance with the requirements of the club rules, I am giving in excess of the 21 days notice needed, to notify you that the Annual General Meeting will be held on

**Tuesday 26 January 1993** commencing at 8pm.

The nomination form for club officers and committee positions was circulated with the January issue of this magazine. Further copies are available from myself and should be completed and returned to me by the start of the meeting on the 26 January.

Chris Hughes  
Secretary

10 November 1992

### COMPETITION RULES

As usual the club modelling competition will be run in conjunction with the Annual General Meeting, so finish off your projects in good time.

The classes will be as follows:

- 4mm or less Scratchbuilt locomotive
- 7mm or more Scratchbuilt locomotive
- 2mm Kit/modified R.T.R. locomotive
- 4mm or less Kit/modified R.T.R. locomotive
- 7mm or more Kit/modified R.T.R. locomotive
- 4mm or less Scratchbuilt rolling stock
- 7mm or more Scratchbuilt rolling stock
- 4mm or less Kit/modified R.T.R. rolling stock
- 7mm or more Kit/modified R.T.R. rolling stock
- Scenic item (to any scale)

The rules of the competition state  
**no entry shall have been entered in a previous club competition.**

Competition entry forms are available from me.

**Please bring your model after 7.30pm. Judging starts at 8pm prompt!**

Chris Hughes  
Secretary



A duplicated newsheet "MKMRS NEWS" appeared with a listing of forthcoming events. This was a very low tech. publication and did not last long, mainly due to the Secretary having to move jobs in the Summer of 1979!

Chris Avis attended the Luton Exhibition on 24 March with his N gauge layout. On the 27 March member Edward Neal came along and gave us an evening of railway films. Mike Knowles attended the East Beds Model Railway Exhibition at Biggleswade and at the QGM on April 24, the evening finished off with a bring and buy sale, with 10% of the proceeds being credited to the clubs coffers.

The 1979 Club outing was held on May 6 and MKMRS journeyed to Bressingham in Norfolk. This railway centre with its garden centre attached (or is it the other way round?) proved a popular venue and we were joined by our former Vice Chairman Colin French and his family who crossed the county border from Suffolk. Several large plant pots were noticed being secretly being placed on the bus and the ladies took good advantage of the available railway money in their other halves pockets. Perhaps that why we have never been back!

John Symons and Dennis Lovett attended the Exhibition Managers Conference at Birmingham on May 12th.

At the committee meeting held on 10 May, Gordon Etherington reported that some made up models of Kilmaster locomotive kits had been generously donated the club. They were placed in the club showcase (they are still there - Ed.).

The first club trophy (a silver salver) was generously donated by our Hon. Member Tom Wilson (Mark's dad) and was ready for presentation at the competition later in the year.

The Editor of Model Railways, Cyril Freezer, visited us on May 29. Cyril gave us his thoughts on the hobby and an insight into railway publishing. He is better known as the Editor of Railway Modeller and author of many books.

Members of Milton Keynes Model Society visited us at the end of June. They brought some very interesting live steam models with them and gave us an insight into building locomotives in live steam. This was the return match from our previous visit to them at Wolverton.

Concern was expressed at the July committee meeting that Verney Junction would not be ready in time for own exhibition. A late run enabled us to exhibit it at our shown, but problems with the electricians and the inability for us to run trains over the whole layout are perhaps better left unrecorded. Needless to say only proven and tested layouts have made it into the exhibition since!!

*Continued next month*

## Milton Keynes Swapmeet

14 February 1993

1100 am - 1530

Woughton Centre

Rainbow Drive

Ladenhall

Milton Keynes

60p admission, half price for Children,  
Senior Citizens



## In the beginning (Part 9)

A joint meeting was held with the Cornish Group of the Gauge O Guild during August 1978 at the Penzance house of John Symons. Several MKMRS members made the journey west.

The joint "Boats & Trains & Planes" Exhibition was held on 30 September at the Drill Hall, Wolverton. The exhibition was staged in conjunction with our colleagues in Milton Keynes Model Society. Prior to the event, MKMS arranged for a display of models to be shown in the shop window of the South of England Building Society in Bletchley and considerable publicity resulted. On the day, 265 children, 440 adults and 112 families attended, giving a total attendance of over 1,000. Exhibits were restricted to purely local members layouts and the admission price was very modest. It was recorded as a great public relations exercise although not our greatest financial success! 10 new members resulted and included the Chairman of Oxford MRC who was considering moving to the area at the time!

At the October committee meeting, it was recorded that the upstairs portion of the club room was about to become vacant. It had been used by the local Conservative Association for several years as a store. The club moved quickly to secure the extra space and at the December meeting, it was recorded that negotiations had been completed. As a result it would be necessary to increase members subscriptions at the AGM in January to £5!

The club dinner took place on 2 December at the Masonic Hall. Jim Wood organised and arranged the catering. A disco followed.

Several members visited the Milton Keynes Model Society in December at their Wolverton venue and gave short individual talks on various aspects of railway modelling.

Founder member George Read, a retired railwayman and our unpaid caretaker at Holne Chase, sadly passed away at the end of the year. Several members and club officers attended the service at Northampton.

At the AGM held on 30 January 1979, the Chairman Les Wood outlined the busy previous twelve months. The club had organised over 100 events during the year (including club nights) and good use was being made of the new club room. Vice Chairman Colin French, who had moved to Suffolk during 1978, stood down and John Symons was appointed Vice Chairman. He had been Secretary since the clubs formation. Dennis Lovett was appointed Secretary to fill the vacancy. Colin French was appointed an Honorary Member in recognition of his service to the club. The President welcomed the increased use of the clubs facilities and for having the foresight to acquire upstairs (little did Jim realise that further expansion would be necessary in the annexe, ten or so years later - Ed.). Jim felt sure that these would be a great asset in our future years.

A film show organised by Terry Scott was due to take place on February 16th. Due to a heavy snowfall, the event had to be cancelled and members notified by telephone. The Secretary turned out to make sure no one turned up and had to abandon his car and walk the rest of the way. The event was reorganised and held in March.

## Exhibition Diary

23 Jan	- Erith
6/7 Feb	- Ongar
13 Feb	- Princes Risborough
13 Feb	- Hillingdon/SNCF
27/28 Feb	- Twickenham, Richmond
6 Mar	- Chesham
13/14 Mar	- St Neots
13/14 Mar	- Epsom & Ewell
20 Mar	- Slough

## ExpoEm

ExpoEm is again being held at Bletchley Leisure Centre. It will be held on the weekend of 15/16 May.

## HMRS

The Historical Model Railway Society will be meeting at our club room on Wednesday 24 February commencing at 7.30pm. The speaker will be a well known modeller who will talk on "4mm finescale modelling". MKMRS club members are welcome to attend.



## Club Diary

26 January - AGM & Club Competition.

23 February - Illustrated talk "St. Pancras to Bedford through the years". - Gordon Eckersley.

30 March - Illustrated talk "World Steam" by Mike Hedderley.

## Switches & Sockets

Would all members please ensure that all electrical appliances are switched off after use. This particularly applies to heaters and extension leads!

## Gauge O Guild Spring Convention

The Gauge O Guild is holding its Spring Convention at Bletchley Leisure Centre on Saturday 27 March.

## Club Keys - Notice

It is a condition of holding a club room key that a signature of acceptance is given. In order to update the records, would all Keyholders please attend the AGM on 26 January **with their keys** in order that signatures can be recorded against each key number.

Chris Hughes  
Secretary



## Profile Gordon Etherington (Treasurer, MKMRS)

Gordon Etherington is unique amongst MKMRS Officers in that having served as Treasurer on the steering committee, set up at the clubs formation, he is still serving in that role and has kept us on the right side of the balance sheet ever since. In our early days, MKMRS transactions were in small amounts (and £sd to boot!). Nowadays, they are far more complex and the amounts involved, particularly in exhibition years are staggering!

Gordon was born in Clapham, South London and the Etherington family home backed onto the former South Eastern Railway tracks from Victoria, but Gordon took little notice of the frequent passing trains. He does, however, remember the Royal Train passing, with Princess Marina on board on her way to marry the Duke of Kent. Gordon's mother came from Newton Abbot and his grandparents lived there. Gordon was christened in Newton Abbot at the age of 6 weeks and he visited the town at least twice a year from then on. During his schooldays, he spent long school holidays there and the train journey was always welcomed. Whilst at Newton Abbot he spent many hours overlooking the station where GWR trains could be observed and watching locomotive movements to and from the large depot. Hence Gordon's allegiance to matters GWR and Newton Abbot in particular.

Gordon's first model railway items were presented at Christmas 1927. He received an O gauge Basset-Lowke Duke of York 4-4-0 No. 1927. This remained in use along with other O gauge items until around 1950 when the lot was packed away. Whilst modelling was put on the backburner, interest in the prototype

continued.

The Etherington family moved to Wolverton in 1936. On an early journey to Wolverton during the moving period, Gordon can remember seeing Royal Scot Class locomotive No. 6110 "Grenadier Guardsman" at Euston. It was some twelve months before Gordon took an active interest in the LMS scene and later began to visit various parts of the country. These visits included Oxford, Banbury, Bedford and Cambridge. On one occasion at Oxford, Gordon remembers a succession of troop trains calling at the station. Ladies dispensed many cups of tea from the platforms. It was only later that he realised he had witnessed part of the Dunkirk evacuation!

After marriage to Helen, Gordon moved to Bletchley in 1952. He did not get involved with model railways again until visiting Newton Abbot in 1968. A young cousin who had a large Hornby Dublo 3 rail layout, announced it was for sale. Gordon bought it as a good basis on which to enter OO modelling. Everything that could be converted to 2 rail was and other items part exchanged or sold. His first kit was a K's 57xx 0-6-0 Pannier Tank. The OO stock soon expanded and grew to over 100 locomotives and a layout based on GWR/LMS joint operation in the Bristol area resulted, although Gordon does admit to having been sidetracked into LNER pacifics etc!. There was also a good stock of kits waiting to be built when Gordon joined the Gauge O Guild and the move back into 7mm proved irresistible. The rest they say is history!

supplemented by those owned by Gordon Eckersley and Les Wood. My own locomotive fleet was fairly small in the early days of the layout but for the record was as follows;

xLNER	K3	2-6-0 No. 61953	(1)
xLNER	D16	4-4-0 No. 62538	(2)
xLNWR	D	0-8-0 No. 48898	(3)
xLMS	3f	0-6-0 No. 43399	(4)
xLMS	4f	0-6-0 No. 44072	(5)
xLMS	3f	0-6-0T No. 47521	(6)
BR(SR)	33	BoBoNo. D6523	(7)

- (1) Built by Les Wood. Mainly scratchbuilt but using some CCW components.
- (2) Rebuilt by Les Wood from partially constructed Mallard kit.
- (3) Purchased second hand/Scratchbuilt)
- (4) Converted by Dennis Lovett/Les Wood from Lima. Scale chassis.
- (5) Converted by Dennis Lovett from Lima. Scale chassis.
- (6) BREL (York) kit. Built by Les Wood.
- (7) Converted by Dennis Lovett from Lima using Post War Prototypes detailing kit. Lima motor bogie retained.

The first freight wagons were secondhand Lima, Triang and Novo mineral wagons. All were repainted and in some cases rewheeled. Slaters and Peco kits followed and since then a variety of kits have been built and some secondhand wagons acquired.

Lima coaches were stripped down, sawn in half (!) and widened to the correct width. New roofs and Triang Big Big B4 bogies from badly painted secondhand coaches (bought for £2 each) were used, whilst their bodies were scrapped. Flushglaze windows were fitted after spraying. Les Wood did the lining.

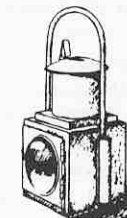
All locomotives and rolling stock were at first fitted with screw link or 3 link couplings.

These were to be honest a disappointment and the different manufacturers all had differing buffer heights, a common problem in 4mm also. I therefore looked at various automatic couplings and settled for close coupled Kaydees, which I had also used in my OO days. These with careful fitting have brought trouble free operation and to be honest very few people even notice them. I know that some 7mm modellers pour scorn on such fittings but you either have trains that look good and buffer lock, derail and drive you mad when coupling/uncoupling or you have troublefree operation and non prototypical couplings. You pay your money (Kaydees are only half the price of screw link!) and make your choice!

### Conclusion

I doubt if I will ever be mad enough to attempt to model a station as per prototype again! Building a local prototype that everyone knows is not for those of nervous dispositions and thanks to the team, I believe that we got it about right. Our club got two Bletchley shows out of it and the layout proved to be a useful exercise. I have at long last got it out of my system!

Finally it is my job to thank the team for their efforts and for assisting in various exhibitions. The layout was retired after appearing at the 1991 Alfreton Gauge O Guild Convention, where we turned up to support Les as he handed over the GOG Chairmans seat.





## FENNY STRATFORD

Part 3 - by Dennis Lovett

### Scenery

The hills were constructed from old newspapers and mod-roc. When fully dry (a period of several weeks was allowed), the whole lot was covered with green paint and flock powder.

The loading bank for the timber yard was made by cutting balsa strips, sticking them on to the bank formed from 2" x 1" etc. with wood glue and then using wood dye to give them the heavy creosoted look of the prototype.

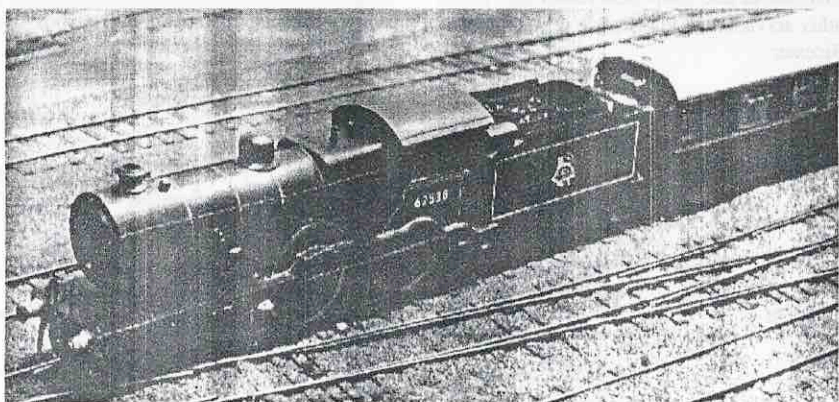
### Buildings

All buildings were constructed by using graphic art techniques. The drawings were photocopied to the correct scale (several copies of each elevation) and were then

spraymounted (adhesive glue spray used by graphic artists and available from good art shops) on to good quality mounting board. The shapes were then cut out with a sharp scalpel and steel rule. For layers forward and back (windows) etc. the process was repeated giving three or so layers. Timber planking was then cut from thin card and stuck on. The whole lot is held together with Evostick and painted over. The station building is a most complex structure and whilst the basic building outline was built by the author, Fred Collins who knows about buildings rescued me, put it right and finished it off!

### Rolling Stock

For exhibitions, good use was made of rolling stock available from other members of the team. John Tennant owns an excellent collection of LMS locomotives and these were



Gordon was approached by Les Wood shortly before the Bletchley Arts & Crafts Exhibition at Wilton Hall in 1969. Les and John were busy trying to contact as many modellers as possible through local shops and newsagents - Gordon was one of them. Gordon's career was spent in banking with Barclays and this was a good qualification for Treasurer of the steering committee. He has served in that capacity since!

When not counting money, book keeping or being kept busy by wife Helen and daughter Jane, Gordon can be found at work on the layout or building stock. Recent projects completed include a Springside Manor. A Springside Hall and a Slaters 28xx are next on the production line.

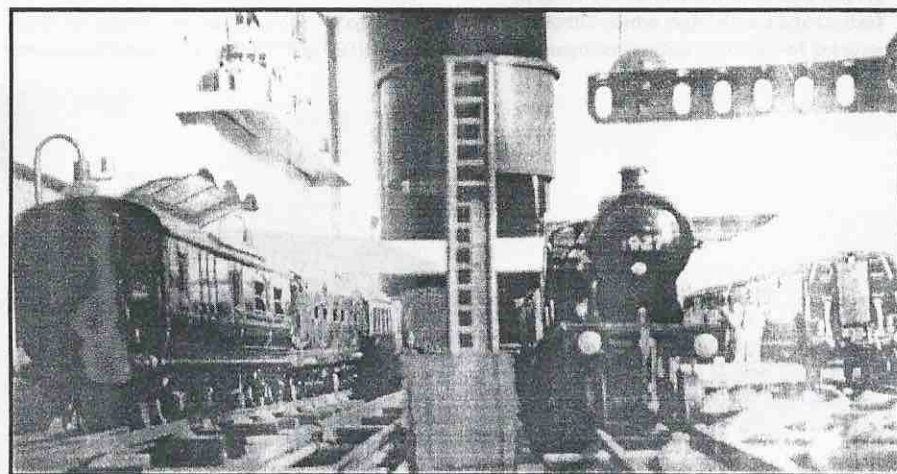
Gordon was asked at one of the early Gauge O Guild Conventions at Bletchley to assist the GOG Treasurer during the event.

This was later extended to other events and he now finds himself Treasurer of the GOG Events sub-committee and a member of the Membership & Finance committee.

Gordon still has a strong interest in the prototype although he confesses to not being as interested in the modern scene as he should. He much prefers the preserved scene and is a member of the Great Western Society. He was a member of the RCTS in the 1940's and a member of the Dart Valley Railway in its early years.

Although retired, Gordon has plenty to keep him busy over the next few years. We look forward to seeing the results running on the new club layout.

Another victim next month



Gordon's old O gauge system at Wolverton.  
No. 1927 awaits departure



## OXFORD by Les Wood

Reprinted from Newsletter No 5, April 1971

To say that Oxford station was one of the most interesting in the country over the past 50 years, would not be an overstatement. Situated on the GW Didcot - Chester line, with the Oxford, Worcester & Wolverhampton line commencing some 1.5 miles north of the station at Wolvercot Junction. There were also branches to Princes Risborough (now curtailed at Morris Cowley), Fairford (closed) and the line to Bletchley (passenger to Bicester and freight only beyond to Bletchley). The station was usually very busy with the main and branch services together with interchanging passengers as well as those drawn from the city itself.

It is interesting to note the similarity of station layouts at the University cities of Oxford and Cambridge, which although constructed by different railway companies, had

long platforms with scissors crossovers to enable two trains to be dealt with at the same platform face simultaneously; although Oxford has two through platforms with bays at the North end only, Cambridge having one main platform with bays at each end.

Oxford was also noteworthy for having the only upper quadrant signals (Home and Distant) constructed by the GWR. These were located at Oxford North Junction, where the Bletchley line left the GWR lines.

Oxford was served by a spacious motive power depot on the west side of the line, just north of the station, and a large goods yard on the east side, south of the passenger station. There was a marshalling yard at Hinksey and associated depots at Morris Cowley (for car traffic) and Yarnton (for interchange over



Oxford's other station, the LMS station adjoined the GWR one.

the war time spur from Bletchley).

Up to the early 1950's, passenger traffic from the Bletchley line was dealt with at Rewley Road station, immediately adjacent to the GWR station on its eastern side, which was built by the LNWR. In earlier days this station had its own locomotive depot and turntable, but latterly these were closed and the GWR facilities used. The LNWR shed was situated north of the station but on the east side and the line is crossed underneath between both the GWR and LNWR sheds and station by the Rewley Abbey stream (or River Sheepwash). As Rewley Road station is at a lower level than the general entry to the station which was across a swing bridge, which is still in existence! Headroom of the GWR bridge is only about 5' 6" to towpath level (dangerous when riding a bike!). It was this GWR span bridge together with other bridges at Kidlington, Bletchington and Heyford which were rather weak and would have overstrained under large locos. Kings, Princess Coronations, V2's etc. were banned from this route until around 1958, when subject to severe restriction some larger locos were permitted. It remained however unusual to see a King even at Oxford and their only regular job was the 00.15 Paddington - Birkenhead and equivalent return trip, for all other services ran via High Wycombe and Bicester.

Scotsman were required to work a special through Oxford, they were permitted only on the Up platform, thus making reversal and wrong line working necessary in the Down direction.

From articles and photographs, I have seen, I have tried to build up a picture of Oxford in times before I was thought of! To mention a few includes a GWR 4-2-2 passing through on a Banbury - Paddington train at 70 mph, which was probably very uncomfortable for both crew and passengers who were no doubt in 4 or 6 wheelers. Also the working of a Sandringham or Class C1 LNER (xGNER) Atlantic on an evening Swindon - Sheffield train (dare I say one log shows a 'Sandy' with a similar load to that of the "Cheltenham Flyer" being inside the latter's schedule from Swindon to Stevenon when it was shut off for the Didcot West curve). Other LNER performers included the graceful 'Jersey Lillies' (GCR Atlantic) and the various 4-6-0s, whilst the Cambridge trains produced the B12 and D16's with a variety of ex LMS types appearing on Bletchley trains. The SR served the station with King Arthurs, Remembrances and occasionally Atlantics. This coupled with the GWR services of Castles, Halls, Granges and Bulldogs etc., must have made very interesting viewing and the pre-Nationalisation liveries would have been extremely colourful.

It is amusing to note that as late as 1963, when a Duchess (City of London) and Flying

Concluded next month

