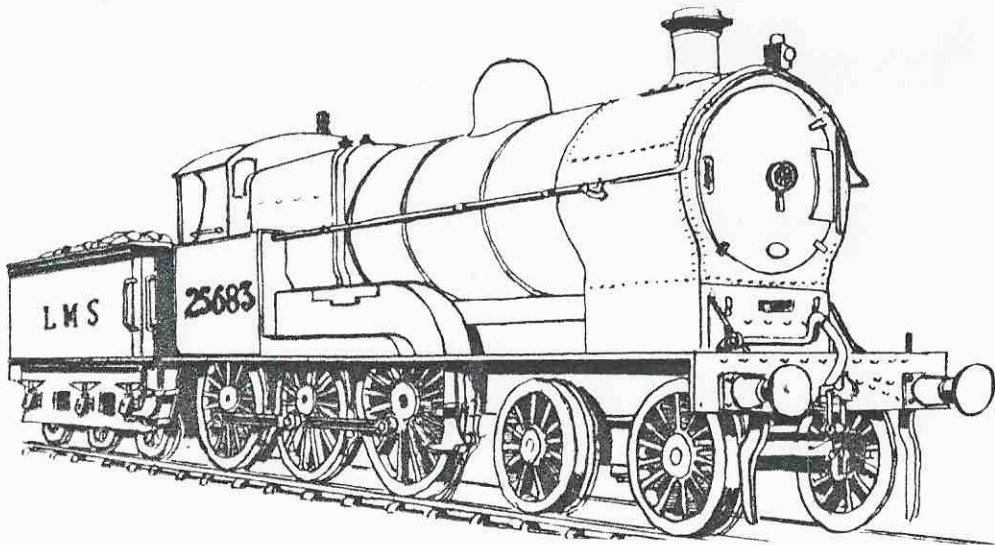




Eleventh Model Railway Exhibition



The Leisure Centre, Bletchley

Saturday 30 October 1993

10.30 - 6pm

Sunday 31 October 1993

10.30 - 5pm

- 20+ working layouts in all the popular scales.
- Well supported by trade and other stands.
- Live steam rides. Refreshments

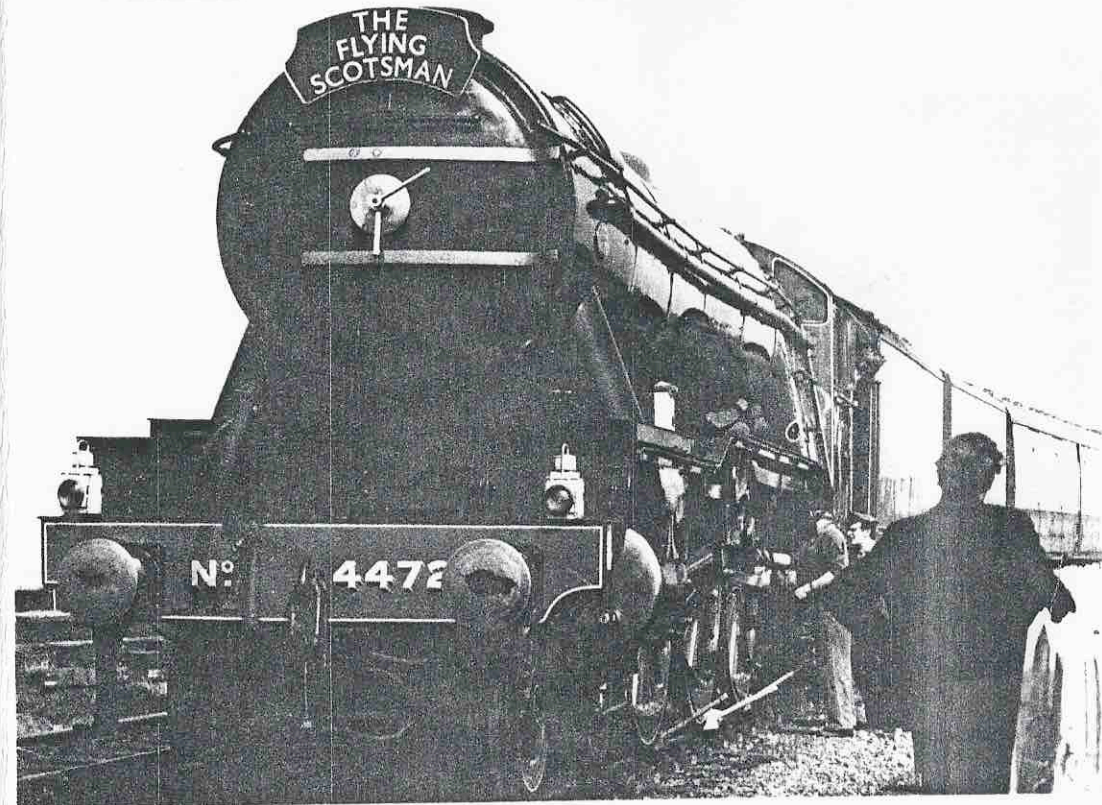
Day membership £2, Family £5, Children & Senior Citizens £1.

Bletchley Leisure Centre is 10 minutes walk from Bletchley Station (Euston-Northampton line) and has an adjacent multi-storey car park (free).



No. 17

August 1993



The Flying Scotsman stands on Bletchley Flyover
Photo: Gordon Etherington.

Published by Dennis Lovett, Chairman, Milton Keynes Model Railway Society
c/o 4 Browning Crescent, Bletchley, Milton Keynes MK3 5AU.
Telephone: 0908 376750.

QUIZ CORNER from SAGITTARIUS

SEADOGS

There are 39 names of sea-faring men in this word search - all were commemorated on LMS "Jubilee" class locomotives. Good luck!

X S P B E A T T Y E S L K O K G N E L S O N N A B
 I Q E Z N I S Z E S H G I S P E G R E P T S E V P
 L Y Z S E K L R N G U D Y Y W G R A S H O V E L L
 N O O B E D H I D Y S E O A Z U K E T N E I L C Y
 P R A E O O R Z R W L S H O C U L E E Q C J T U E
 I R I T L Y R T C L O K O O H D H M A D D E N A Y
 D M I W G X F R O B I S H E R C A T S U L L A F E
 I A D N S W I N S R A L E I G H A S K N F L O H S
 U C G M C K I H N O T E O A G Q M N S C A I E T Q
 A Y J N O E L Y C O D R I N G T O N I A O C D I F
 R S R F C J R O S K I R I A T R K D Q N K O Y E A
 W A X O H S A U P E H F O B C H S T U R D E E K A
 D N Q F R I F C P J F A F E Q D I Z R K V E W X R
 U D L U A D L A C E Z N R S C O L L I N G W O O D
 L W C I N E O Z F T R S A D K O N H S A F M H O H
 S I V R E J K O X L O T Y R W H I T T P I U M A Z
 R C M P A O D H H A R D Y K T A E D I I S A M R A
 V H M E N R Y F Y M L E H M C W L S R E H K H G T
 L X A W A G V T X C K M B L A K E A Y R E X G A X
 E Y H W B S A B I T R I E N Z E I D A N R O R M A
 P X O E K E M P E N F E L T A D L B J U B I A N C
 P H W N U I T P H U T O R X V R P I G S S Y M E W
 E F Y C O R N W A L L I S G Y D C F Q U P E S L K
 K T L R A E K S C S H A E V E R N O N Y B A N G O

- | | | |
|-------------|---------------------|---------------|
| Anson | Frobisher | Madden |
| Barham | Hardy | Napier |
| Beatty | Hawke | Nelson |
| Blake | Hawkins | Prince Rupert |
| Boscawen | Hood | Raleigh |
| Cochrane | Howard of Effingham | Rodney |
| Codrington | Howe | Rooke |
| Collingwood | Jellicoe | Sandwich |
| Cornwallis | Jervis | Shovell |
| DeRobeck | Keith | Sturdee |
| Drake | Kempenfelt | Tyrwhitt |
| Duncan | Keppel | Vernon |
| Fisher | Keyes | Wemyss |

Answers from last month

- | | | |
|----------------------------|--------------------|-------------------|
| 1. Thames-Clyde Express | 2. Flying Scotsman | 3. Irish Mail |
| 4. Merchant Venturer | 5. Devon Belle | 6. Pines Express |
| 7. Manchester Pullman | 8. Golden Arrow | 9. Lakes Express |
| 10. Atlantic Coast Express | 11. Welsh Dragon | 12. Master Cutler |

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.

- | | | |
|-----------------------------------|--------------------------------------|------------------------------|
| President: Jim Wood | Secretary: Chris Hughes | Committee: Geoff Bell |
| Vice President: Les Wood | Treasurer: Gordon Etherington | Fred Collins |
| Chairman: Dennis Lovett | CMRA Rep: Eric Bowman | Colin Catley |
| Vice Chairman: John Symons | Librarian: Mark Wilson | Chris Garner |

The state of our hobby?

Much has been written in recent weeks in the national model railway magazines about the state of our hobby. Model railways are a declining market. A visit to any large toy or department store will show you far less on display today, than a few years ago. Youngsters are no longer attracted to trains in the same way that we were. All this seems very gloomy, and one magazine was worried about the future of model railway clubs. Most clubs have a membership which is ageing, indeed we have very few members under the age of 35. The model railway magazines have suffered from a declining market as well, so they obviously have a vested interest to sort it out. The Railway Modeller at one time in the 70's was printing 100,000 copies. Today its readership has declined to 61,000. Model Railways latest circulation figures are just over 8,000 and the recent emergence of new magazines must be giving the owners of our two oldest publications a worrying time.

The national media has taken upon itself to crucify our national transports assets to the point where everyone believes them to be totally useless. Trains are a dirty word, our railway industry has virtually been closed down and we have few champions of our cause. Railways abroad suffer from leaf fall and "the wrong sort of snow", yet during that particular nasty campaign, the papers would not accept that the Paris suburban system had been closed down for three days and that SNCF was in a bigger mess than BR. The French media did not even bother to report it! Recent articles in the heavy press have been devoted to attacking trainspotters as being some form of insane lunatic. Trainspotters are another traditional entry into modelling and Rail, one of the leading magazines, has an active modern image modelling section. Yet the newspapers do nothing to attack the thousands of individuals who sit by rivers and canals, dangling maggots on the end of a fishing line, or those who charge around the countryside, knocking hell out of a little white ball with a stick! No wonder youngsters are turned away from railways.

In Europe railway modelling is a fast growing hobby. The state of our hobby has always been closely associated with the prototype. In France and Germany etc., the railway system is a subject of great pride. The model manufacturers react quickly to developments and model follows prototype into service very quickly.

If our hobby, our manufacturers and our clubs are to survive, then the British and the media, need to rediscover their love affair with the train. Perhaps the privatised, multicoloured railways of the future will change it!



Dennis Lovett
Chairman

Club Notices

July QGM

Members are reminded that the QGM will take place on Tuesday 27 July at 8pm in the club room. The agenda will include an item on future requirements for special evenings, visiting speakers etc. Further details can be found in the Chairman's editorial in the July edition of MKMRS News.

Gauge O Guild Convention, March 1993.

Over 30 members were involved in assisting with the Gauge O Guild Convention at the end of March. As a result the club has received a very generous donation from the Gauge O Guild. Details will be given at the July QGM.

EM Gauge Society Exhibition, May 1993

Bletchley Leisure Centre again hosted the EM Gauge Society exhibition during May. I know several members attended and some excellent modelling was on display.

Milton Keynes Swapmeet

The next Swapmeet at Woughton Campus is scheduled for Sunday September 12th. The swapmeet is open from 1100 until 1530. Admission is 60p Adult and 30p Child/OAP.

Crown 7 Thanks

Thanks to all those who assisted with stewarding and catering at the Crown 7 / Gauge One Development Association exhibition at Bletchley Leisure Centre on 5 June. Although attendance was not as good as the event merited, our efforts were again much appreciated by Doug Moorcroft, the exhibition manager. Thanks to Geoff and Chris Bell for organising the stewarding and Fred for again acting as catering manager. Thanks also to Margaret, Jenny and Sue for sweating it out in the kitchen and John for washing up.

Steam in Towcester

Steve Dennison is arranging another steam up for Sunday Sept 5th. MKMRS members are invited to attend. Full details appear elsewhere in this issue.

3 Rail O Gauge

Brian Barnes, one of our vintage train team, has now completed a test track for 3 rail O gauge (+ clockwork etc.) and invites any member who wishes to test out an old train they may have languishing in the attic to contact him to try it out. Brian lives in Stony Stratford and can be contacted on 561483.

MKMRS EXHIBITION

Just a reminder that our own exhibition is taking place on 30/31 October at Bletchley Leisure Centre. Please put the date in your diary.

GARDEN STEAM UP!

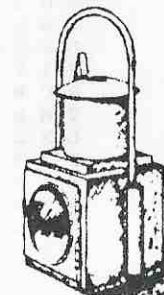
Steve Dennison is holding a special open afternoon on his recently constructed G Scale garden railway line. This is open only to MKMRS members.

This will be held on Sunday 5 September from 1300 to 1630.

Three steam locomotives (+ electric) are expected to be in operation.

Steve and Peggy live at 10 Swinneyford Road, Towcester.

Telephone number is Towcester (0327) 752036



5 September 1993

SCALE MODELLING 93

at the

International Exhibition Centre
Donington Park, Castle Donington, Nr. Derby

on Sat 13th & Sun 14th Nov 1993

Profile

John Hatton

John was born in Kilburn near High Road station on the Euston-Watford DC line. He moved to Edmonton when only 18 months old and the Liverpool Street - Enfield Town line.

Interested in railways from an early age, John regularly travelled on the GWR to Newport, South Wales, his mothers home town. This journey was made four or five times a year. Four five years from his early teens, John was a semi professional musician (he was a singer and compere) with a dance band. This enabled him to travel widely, they were playing 7 nights a week and on Sunday lunchtimes, so they must have been good! John's love of music, which can often be heard emerging from the workshop, stems from this time.

As a lad, John visited model railway exhibitions and although keen to take part in the hobby, finances did not permit active participation until much later. As an apprentice butcher he frequently visited the Southgate Model Shop (now Beatties) to look at the models. Later when working in Camden Town, a local sweet shop owned by Mr Gold, a Jewish gentleman, had for sale a secondhand Trix Twin Railway, complete with two trains. John still has it and it now forms part of his impressive Trix Twin collection which will be on show at our our October exhibition.

After marrying his late wife Barbara, he moved to Battersea. John travelled by train daily to the butchers shop in which he now worked in Surbiton. He collected more Trix Twin and later modelled in 2 rail OO (Triang) and TT3 (Triang). John later built a layout using Wrenn fibre base track and had both two and three rail versions on the same layout, allowing him to run both Trix and Triang trains together.

He moved to Bletchley in 1966 and visited our first few exhibitions before joining us in the late 1970s. He was a member of West Bletchley Model Railway Club for a short period along with Fred Collins and John Tennant. He became interested in our first N gauge project and worked alongside Fred on the layout. When the club no longer had a use for it, John purchased it for use at home.

John has travelled on many of the famous expresses over the years and has long harboured the thought of building a large continuous run layout on which to run famous trains. He has however, been active on the workshop restoration and making tea. He is also well known for his appearances behind the sink at our exhibitions. This year he will be running trains! Johns Trix Twin layout has been extensively refurbished since earlier appearances at our 1985 Exhibition and Wolverton Works.

Visitors to our 1993 exhibition will be fascinated by the sight and sound of Johns carefully restored vintage trains, as they clatter at great speed around tight curves. Your Editor recently had a most enjoyable evening playing trains in the time honoured way. As for the future, John pointed to the garden. My arrival on the doorstep has disrupted the building of O gauge wagons. This will provide a summer alternative to Johns much cared for vintage Trix.

Milton Keynes MRS Exhibition (part 2)

By Chris Hughes (Exhibition Manager)

Work is continuing with the exhibition and I am now in a position to list the names of traders who have so far agreed to exhibit at our show. Any alterations or additions will appear in our next issue.

Isinglass Models	Drawings/4mm loco & rolling stock kits
Quainton Road Models	4mm/7mm etched kits
Ratio Plastic Models	Rolling stock/lineside kits 2mm/4mm/7mm
Geoff Gamble Books	Railway Books
Woodhead Models	2mm/4mm/7mm transfers
Jeff King	4mm/7mm kits
Railway Lines	Ready to run, kits etc.
MTK	Loco/rolling stock kits
Oakville)
Pocket Money Kits)7mm etc etched kits
Connoisseur Models)
Shire Lane Crafts	2mm architectural buildings
Westdale Coaches	7mm coach kits
Modellex	controllers/tools/Brum trams/Churchward
Richards	Spare parts for current and obsolete r-t-r
Red Dog Workworking	Baseboards etc
Southern Model Railway Co*	4mm (x Jouef British) r-t-r
B H Enterprises*	N gauge specialist

* confirmation of attendance still awaited

Preservation and other societies are still being confirmed and further information will appear next month.



Class 24 No. D5074 stands at Bletchley station in the early 1960's.

To Oxford by Train

By Dennis Lovett

The Oxon & Bucks Rail Action Committee is campaigning for the re-opening of the Bletchley - Oxford line. Its task will become more difficult now that the line from Bicester to Bletchley has been mothballed and on Bank Holiday Monday 31 May, the last train was seen crossing Bletchley flyover. The Oxford - Bletchley line was once part of the Oxford - Cambridge Varsity line. It opened in 1851 and closed to passenger traffic on December 31st 1967. Although the service was well used, the closure was bitterly fought and 'National Fraud' was a term that was commonly used at the time.

The section from Oxford to Bicester was reopened with support from Oxfordshire County Council in May 1987. The former intermediate station at Islip was reopened two years later following some aggressive local campaigning. Until recently the line had been used by special trains, the platform at Winslow having been refurbished by volunteers in 1985 specifically for this purpose. The former station building at Winslow was demolished recently, having been derelict for some years.

Various attempts have been made to secure the lines reopening. Anyone who has attempted to drive into Oxford will realise how badly it is needed. In 1974 consultants Freeman Fox carried out a reopening study. In 1979 a 1400 signature petition was raised in Winslow and the Town Council has actively supported. In 1983 the Railway Development Society took up the cause to be joined in 1986 by the London Regional Passenger Committee. OBRAC was formed in 1987 and Bucks County Council (not noted for its support of public transport) agreed to review the situation.

Following the reopening of the Oxford - Bicester section in 1987, Milton Keynes Borough Council sought estimates for the cost of reopening the whole line. In 1989 further reports were published. BR itself announced its own study for a Peterborough - Swindon service, using the route and operated a special test train on 12 April 1989.

In 1990, the feasibility study from all the councils along the route between Swindon and Peterborough was published. It estimated reinstatement at £3m. with a journey time of 2.5 hours. Such a service was likely to be profitable.

By the end of 1990, Regional Railways announced the project was on ice due to rolling stock shortages and other investment priorities.

Since then OBRAC has publicised the cause to great effect. The line has now seen the remaining freight traffic either lost to rail or rerouted via other routes. It has been a sorry saga, which has not been mirrored in other parts of the country, where similar lines have been reopened. Almost all of these have been with County Council backing. Had the Bletchley - Oxford line been in Leicestershire, it would have been reopened years ago! I only hope it will not be too late and that the town will again witness trains crossing its famous flyover!

September saw the club heading for the Severn Valley Railway on the outing. Those who wished to avoid the trains had the option of visiting the nearby West Midlands Safari Park! The old O gauge (Ayot) layout attended a Gauge O Guild running session at Lutterworth. Concern was expressed about club security when a members locomotive disappeared from the test tracks. It was later found in a dustpan.

The clubs 6th Exhibition took place on the 29/30 October and was the first to be held over two days. Layouts included London Central from Dennis Lovett and Austin Daly which had appeared to promote our show in the October 1983 Railway Modeller. Also exhibited was Barry Norman's well publicised layout, Wyndelsham Cove. Club layouts included China (Peter Jarvis), Alverton (O), Eltron Central (Dave Fleming), Stoke Goldington Light Railway (Chris Holmes), Woodford (Les Wood), American N (Chris Avis), Verney Junction (OO), Wednesbridge Trams (Don Pigott), Chatea D'Oex (Ernie Hancock) and Ouze Valley (Colin French). The number of club layouts caused severe problems in the stewarding and catering departments! Visiting layouts included Abingdon (GWR O), Cranshaw, Longformacus & Duns (009 ng), Laimhrig Quay (Scottish OO), Achaux Rive Gauche (SNCF, HO), Black Canyon (USA O), Large Scale Trams, Laxfield (Mid Suffolk Lt Rly, P4), Rye Harbour (SR, EM), Wicken (GER, S Scale), Harpenden (GNR, P4), Port Frazer (3mm, TT) and Kings Green (N). The Exhibition was also the first where we used common artwork for the leaflets, posters and guide. The guide was artworked at the SRHQ Publicity Department at Waterloo, during lunchbreaks by the Exhibition Manager and his colleagues!

The November meeting reported on the success of the exhibition both financially and otherwise. It was also requested that a sub committee be formed to look after our premises. A tea making rota was also to be introduced in order to share out the task fairly.

At the December meeting, it was reported that Verney Junction was to be withdrawn from the exhibition circuit for 1984 to allow modifications to take place. A new four track main line layout in OO was also proposed with Chris Hughes delegating to investigate further (layout was not built - Ed!). Four sub committees were formed to look after premises, membership, electrics and programme. A film show took place on 13 December. Three metal cupboards were offered to the club to form the basis of our library. The club room was used by Mike Vincent for the filming of one of the Gauge O Guilds tape/slide programmes on his Black Canyon layout. It was reported that Gordon Eckersley had been appointed local organiser for the Gauge O Guild.

The club entered 1984 as busy as ever.

To be continued.

MILTON KEYNES MODEL RAILWAY SOCIETY
6th
MODEL RAILWAY EXHIBITION

7415

THE LEISURE CENTRE, BLETCHLEY
 SATURDAY 29 OCTOBER '83
 10.30am - 6pm
 SUNDAY 30 OCTOBER '83
 10.30am - 5pm

Souvenir Programme
30p

LUCKY NUMBER 9.2.83

In the beginning (Part 15)

At the 1983 AGM, the Chairman, Les Wood, reported on a gloomy year for the trade. Our own joint exhibition with Milton Keynes Model Society at Middleton Hall, Central Milton Keynes had been disappointing. The Treasurer proposed an increase in subs from £7 to £8. Plans for the 1983 Exhibition were outlined. Our President, Jim Wood, referred to the clubs many achievements and also that despite the rise in subs, the cost of being a member was less than the cost of a daily newspaper. The elected committee was; Chairman - Les Wood, Vice Chairman - John Symons, Treasurer - Gordon Etherington, Secretary - Austin Daly, Committee - Fred Collins, Gordon Shrimpton, Geoff Bell and Terry Scott, CMRA Rep. - Chris Hughes, Editor - John Mann and Exhibition Manager - Dennis Lovett.

At the February committee meeting, John Symons reported that the track plan for the new O Gauge (Alverton) layout had been modified to include a branch line. Due to a lack of entries in the scratchbuilt locomotive class, it was decided to present the Tom Wilson salver to Bernard Cass who won the Kit built section. It was also decided to engrave the underside of the salver with the winners names.

During March, the committee meeting heard that eight baseboards had been constructed for the new O gauge layout. the name of the layout (Alverton) had yet to be decided. Terry Scott attended the East Beds exhibition and also organised a railway film show for the members.

The April QGM heard that it had been necessary to suspend some junior members for a period of one month, following some incorrect behaviour at a MKMRS event.

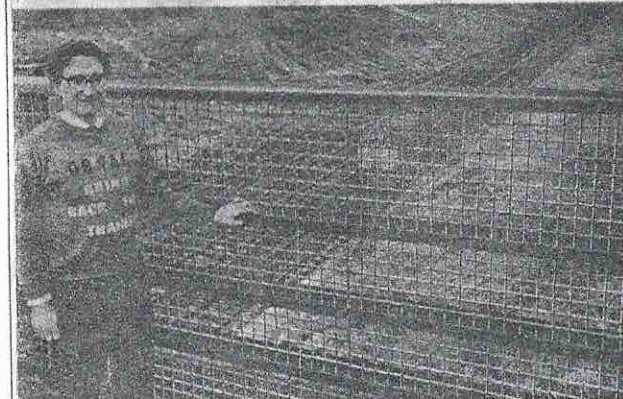
In May 1983, Mark Wilson was appointed to the new position of club librarian. The clubs collection of magazines was gradually expanding, and the time had come to appoint someone to manage this resource correctly. A successful club outing took place on the 29 May to Pendon and Didcot (Great Western Society).

At the June meeting, it was suggested that discount vouchers be used as part of our local newspaper advertising campaign for the club exhibition. It was decided to give it a try, 25p off vouchers being incorporated into the artwork. It was reported that work on the scenery on the Verney Junction layout was progressing well and that the signal box had been relocated to its correct position.

During July, the old O gauge layout (Ayot St. Lawrence) attended exhibitions at Enfield (2/7/83) and Truro (16/7/83).

The August committee meeting reluctantly accepted the resignation of newsletter Editor John Mann, who had held the position since the clubs formation. The Chairman thanked John for his outstanding service which had seen 26 issues published. It was agreed that candidates for the vacancy would have to submit a dummy copy and outline thier ideas.

BR BACK-TRACK ON PLANNED RAIL LINK



Chris Wright; Campaign group will fight on for east west rail link.

AMBITIOUS plans to build a major new rail link through Milton Keynes have gone off the rails. Campaigner will battle on

British Rail has scrapped plans to run train services from Peterborough to Swindon, running through the city.

The scheme didn't meet the Government's stringent spending criteria during the recent budget-setting process.

But rail campaigners say they will continue to press for the "vital" east west link to open.

Chris Wright of OBRAC - the Oxon

By TOM RICHMOND

and Bucks Rail Action Committee said: "We are very disappointed as these new transport links through Milton Keynes are badly needed."

"Not only would it have helped Milton Keynes, but the whole region. Travelling either east or west from the city is very difficult on the congested roads."

The campaign group plans to publish a major report in the New Year calling on British Rail to reconsider its position.

But BR says it doesn't have enough rolling stock or finance available for the project, which would have used the route of the Bedford to Bletchley line and then the former Bletchley to Oxford railway line.

"We will keep the

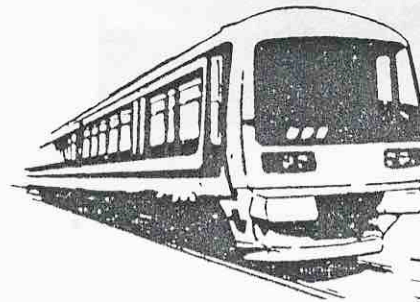
campaign going the route to open, added Mr Wright.

"However, it is difficult as nothing seems to be geared up for rail privatisation."

One option, Mr Wright, is for private operator to the service once has been privatised.

However, he says that is likely to many years to construction and the proved travel conditions "are needed now".

OBRAC



Bicester Town joins the Network

BICESTER - OXFORD

The direct, convenient way to the heart of Oxford. Avoids traffic congestion and parking problems.

MONDAYS TO SATURDAYS FROM 11 MAY 1987

Bicester Town	DEP	08.05	12.25	16.20	23.02
Oxford	ARR	08.30	12.51	16.48	23.28
Oxford	DEP	07.20	11.57	15.43	22.24
Bicester Town	ARR	07.45	12.22	16.08	22.55

v.o. - Saturdays only

The service is experimental for 12 months and is a joint venture by British Rail, Oxford County Council, Oxford City Council, Cherwell District Council and Bicester Town Council.

SPECIAL OFFER

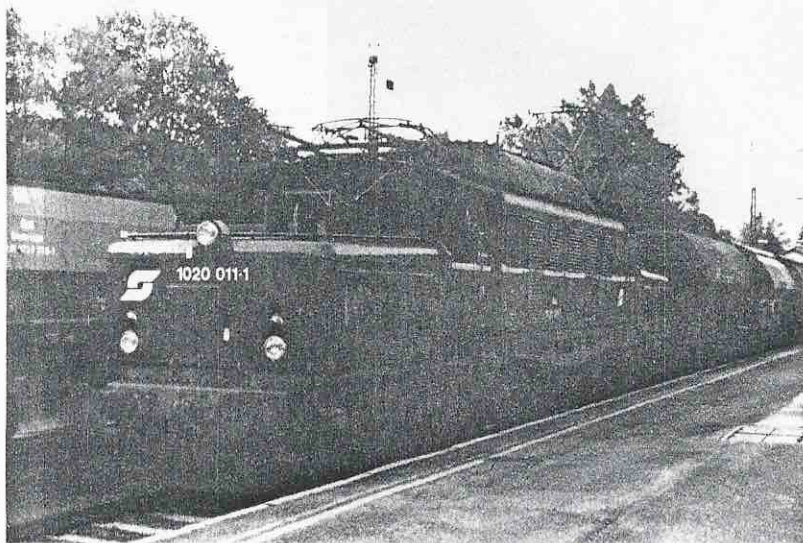
Network SouthEast

Austrian Rolling Stock (Part 3)

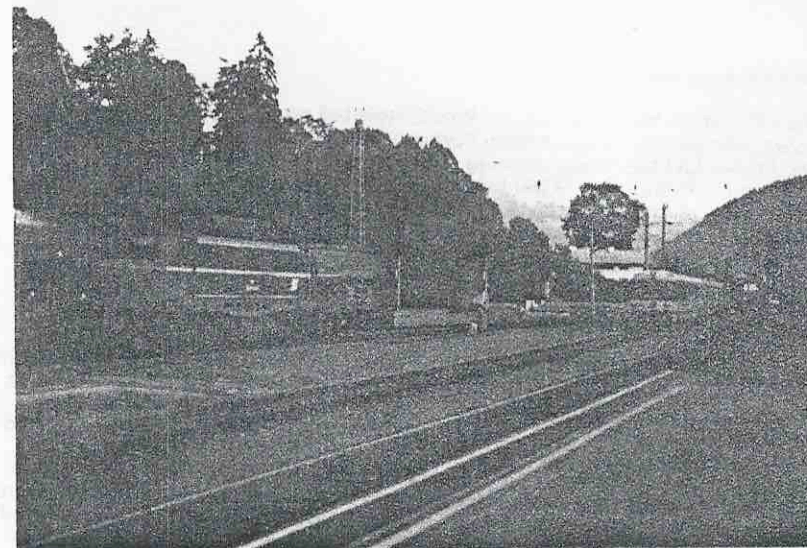
by Eric Bowman

Class 1020

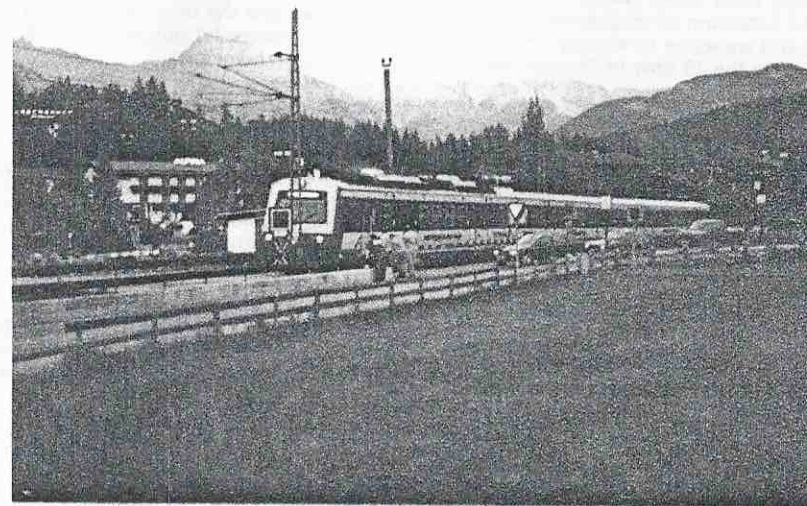
The 40 odd members of this class were inherited from Deutsche Reichsbahn after World War II, (class E94); other survivors are operating in former East Germany. They were originally built between 1940 and 1944 but have been rebuilt by ÖBB. The majority are shedded at Innsbruck and Bludenz, some half dozen are at Wörgl, the junction of the lines for Munich and Salzburg, with a further 10 at Villach (near Klagenfurt). They are used mainly on freight and banking duties, either as a pilot or at the rear of the train.



Class 1020 locomotive at Kitzbühel awaiting departure with a westbound coal train. 8 October 1992.



Class 4030 EMU arriving at Kitzbühel with a local service from Wörgl for Salzburg. Class 1020 waits at the rear of a coal train ready for banking duties. 8 October 1992.



Class 4020 EMU at Seefeld in Tirol on an Innsbruck-Mittenwald service. 24 September 1991.