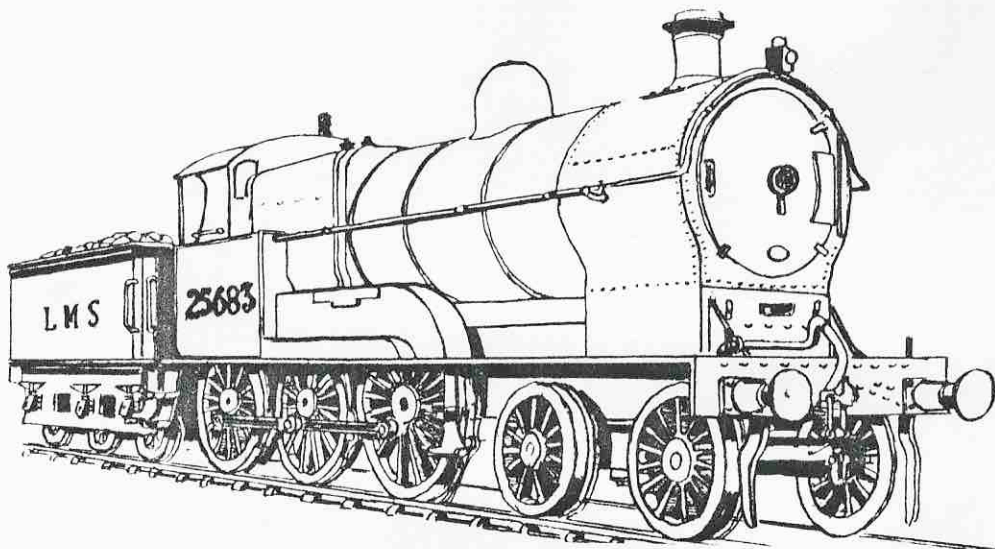




Eleventh Model Railway Exhibition



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

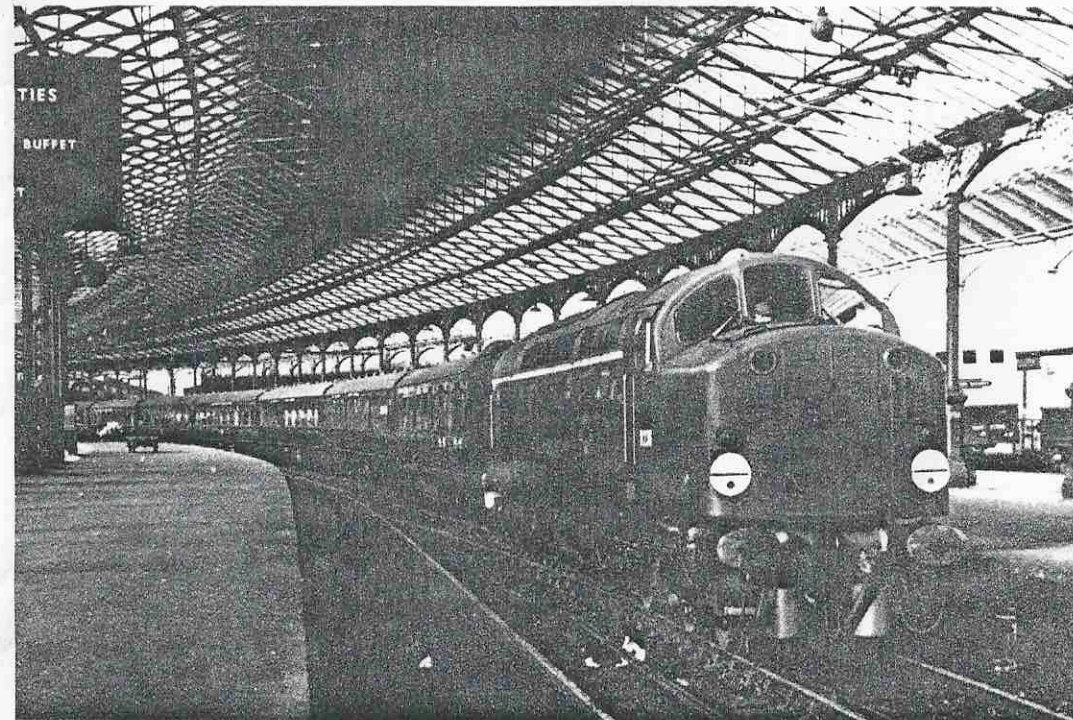
Day membership £2, Family £5, Children & Senior Citizens £1.

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



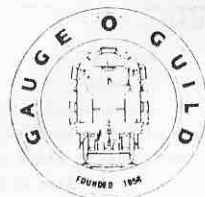
No.18

September 1993



A Class 40 at the old Euston station, circa 1963.

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



GUILDEX '93

on: **SATURDAY 4th SEPTEMBER 1993**
10.00 am to 5.00 pm

SUNDAY 5th SEPTEMBER 1993
10.00 am to 5.00 pm

at: **TELFORD EXHIBITION CENTRE**
TELFORD, SHROPSHIRE

(follow signs to Exhibition Centre)

See: **AT LEAST 15 7mm SCALE LAYOUTS**
—**DEMONSTRATIONS BY EXPERIENCED MODELLERS**
—**SPECIALIST TRADERS**
—**PLUS MUCH MORE**

Admission: **£2.50**, GOG members,
£5.00, non GOG members and family

More for the 7mm modeller!!

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

Exhibition Managers Meet in Bletchley

Chris Hughes represented the club at the recent Chiltern Model Railway Association Exhibition Managers Conference, which was held recently at the adjacent Masonic Hall. Eric Bowman in his capacity as CMRA rep of the hosting club and myself as a speaker on advertising/public relations issues, also attended. Over 40 clubs were represented and the day provided us with the opportunity to find out what was going on in other clubs and the future role of exhibitions.

Over half of the clubs, when asked, agreed that they COULD survive without the need for an exhibition. We were not one of them. Whilst we could survive for a couple of years without the income such an exhibition can provide, we certainly could not survive in our present premises and enjoying the facilities that we do, without some other form of income apart from subscriptions in the longer term. Many of the visitors were able to view our facilities during the lunch break and were impressed by what they saw. It had to be explained that we had them by initial good fortune and expanded over the years by collective hardwork. We therefore have a determined effort to retain them, and until someone comes up with a better idea, then that means exhibitions every two years.

Expectations surrounding exhibitions have increased considerably over the years, certainly south of Preston. They can no longer be viewed as the easy way to a fast buck, and the exhibition managers at the conference confirmed this. We no longer have the same market share that we used to have, model railways are much lower down boys lists than they were in the 50s, 60s and 70s. What market is left is further divided by the fact there are now so many exhibitions and not all of them are run by model railway clubs. Other organisations, manufacturers, magazines etc. are all attempting to cash in on this diminishing market.

The three of us all learn't something, including that all washing up water must be at least 76.6 degrees - and that is hot! We also confirmed that when it comes to exhibitions we know quite a bit, but we shall never ever know it all! We have a good exhibition, we have done 10 already over a period of 20 years. Whilst we may have long term difficulties in staging exhibitions, in THE SHORT TERM, we have one coming up and is up to each and everyone of us to support our Exhibition Manager and prove that we can still do it!

All we need to worry about right now is making sure that when the doors close on Sunday 31 October that the exhibitors and traders are happy, that the visitors have enjoyed another good show and that there is a smile on the Treasurers face. If we achieve all three then we have little to worry about. See you there!

Dennis Lovett
Chairman

Club Notices

MKMRS NEWS

Due to anticipated production problems, this issue has had to be prepared earlier than it normally would and printed before the copiers disappear. I have therefore had to reduce the number of pages from twelve to eight. I trust you will understand the position and that it will not be too long before we are back to normal.

Get Well Soon

Our Vice Chairman John Symons and member Frank Hewer have both been unwell of late. John has now returned from Hospital in Cornwall and Frank has undergone a lengthy operation at Stoke Mandeville. We wish them both a speedy recovery.

Bletchley Railwayana

Gordon Eckersley's shop opened on Thursday 22 July at the former Rails establishment at 21 St. Marys Avenue. Gordon was later in opening than he had anticipated due to holdups during negotiations and during the legal stage. Anyone with house buying experience will know what it felt like!

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.

Steam in Towcester

Steve Dennison is arranging another steam up for Sunday Sept ¹²th. MKMRS members are invited to attend. Full details appear elsewhere in this issue.

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. A special briefing will take place on the night of the October QGM on Tuesday 26 October, 8pm in the club room. Please do your best to attend.

N Gauge Debut

The new N gauge layout Mandlbury Central will be making its debut at the Stacey Hill Museum on Sunday 15 August. Brian & Stan will also be there with their joint tinline layout. This event allows us the opportunity to move the layout under exhibition conditions before it makes its full exhibition debut at our own exhibition on 30/31 October. Work commenced on the project at the end of 1991 and the team are to be congratulated on getting it built and running so quickly.

Guilddex 93

The Gauge O Guild Convention is being held on 4/5 September at Telford Exhibition Centre.

The prototype at Verney Junction was built on embankments, which the model was not! Chris Hughes had undertaken a detailed site survey. Dennis Lovett who had conducted one back in 1978 handed over the 35mm negatives he had taken then. Les Wood agreed to undertake research into the former bridges which had been removed from the branchlines.

On the 24 March, London Central attended the Abingdon MRC Exhibition, winning a certificate for being the best layout in the exhibition. On 27 March Peter Jarvis gave an illustrated talk on Chinese Railways, whilst on the 31st March our club rooms hosted the LNER Study Group meeting. On the same day Colin French represented us at the Norwich Exhibition.



At the April Committee meeting it was announced that the Gauge O Guild AGM and Convention originally scheduled for Slough in September, would be expanding and moving to Bletchley Leisure Centre. Gordon Eckersley was looking after MKMRS interests and we were requested to provide catering and stewarding. This was the first of several such visits by the GOG to Bletchley. The club took part in the CMRA Convention at Hatfield on 7 April.

The club dinner was organised by Fred Collins and took place on 5 May at The Fountain, Loughton, and was again a most successful event. The old O Gauge layout (Ayot St Lawrence), attended the Banbury Exhibition on 19 May.

At the June Committee meeting it was agreed to organise the club outing on 8 September to the Romney, Hythe & Dymchurch and to the Kent & East Sussex, located nearby, using the recently opened M25 and the Dartford Tunnel. The second edition of "The Link" (No.29 in total) appeared in June and problems were experienced with the club photocopier (generously donated by a company, who were getting rid of it for a new one!) and despite expensive replacement lamps being obtained, the magazine was poorly printed, much to the frustration of Editor, Mike Thomas. Items included an article on signalling by Austin Daly, Electrics by George Barratt and a layout article on the Manifold Valley layout of Allan Dare. The magazine continued to carry a good coverage of club news and activities.



In the beginning (Part 16)

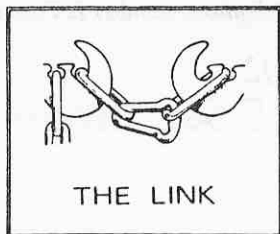
At the 1984 AGM, the Chairman (Les Wood), noted that Hornby had stated that the model railway trade was again picking up and hoped for better things. 1983 had been a successful year for the club and layouts had been shown at 22 exhibition venues. Les thanked John Mann for his hard work as Editor over the years and wished Editor Designate Mike Thomas, every success. The Chairman remarked that it was good to see the club rooms in use on Friday evenings by the Alverton group and encouraged other members to make use of the facilities on other nights. The Exhibition Manager (Dennis Lovett) gave a report on the 1983 Exhibition and also informed the meeting that he was in correspondence with the Editor of the Model Railway Constructor who had published a rather critical Editorial on club run exhibitions. A letter was eventually published, putting the MKMRS point of view. The President (Jim Wood) dissolved the 1983 Committee and thanked all members for their contributions in ensuring that our Exhibition had been of a high standard and well received by all he spoke to. Due to work commitments, Gordon Shrimpton did not seek re-election, Austin Daly taking his place standing down as Secretary. Dennis Lovett returned as Secretary, their being no need for an Exhibition Manager during 1984!

The 1984 Club competition resulted in Austin Daly winning the scratchbuilt locomotive class and Allan Dare winning the kitbuilt section. Les Wood won the scratchbuilt rolling stock class and Eric Bowman and Allan Dare shared the kitbuilt prizes. Scratchbuilt scenic was won by Dave Fearn, with Roger Blackburn placed close behind.

In February, London Central attended the Castle Hedingham Exhibition in Essex. We were to run into problems with insurance over this exhibition when Colin French had some stock damaged and the club were found in breach of the insurance requirements laid down by the Chiltern Model Railway Association. We have not been back! Mike Vincent visited us at the end of the month to show us some 8mm films of steam on British Railways during the 1960s. The newsletter appeared in February under its new Editor, Mike Thomas. Now called "The Link" it carried the number 28, which was subsequently found to be incorrect as no 27 had not appeared.

The magazine included a report on the 1983 club outing and an article by John Symons on what makes a model railway club. Les Woods book "Bridges for Modellers" was reviewed and a comprehensive news section was included. Club ties were advertised for £3.50 each. The club library was featured and the aims and activities explained.

At the March committee meeting it was reported that Holne Chase was back in full club control and was in use by some of our junior members. It was agreed to commence work on correcting the scenic inadequacies of the Verney Junction layout. /contd.on next page.



Milton Keynes MRS Exhibition (Part 3)

by Chris Hughes (Exhibition Manager)

Since the last edition of MKMRS News work has progressed on finalising arrangements for our own exhibition on 30/31 October. Publicity material will be available shortly and assistance in distributing leaflets and posters is appreciated. Please contact either Dennis or myself, supplies can be collected from the club room.

Additional stands are as follows:

- Trade Bletchley Railwayana
 Leighton Buzzard Narrow Gauge Railway
 Festiniog Railway Society
- Society Gauge O Guild
 Railway Correspondence & Travel Society
 Historical Model Railway Society
- Demo's Bill Ibbot (S Gauge loco Construction)
 Jim Armstrong (4mm loco construction)
 Colin Huckle, Pendon Museum (loco construction by resistance soldering)
- Other Milton Keynes Model Society will be operating their live steam track and displaying a selection of models

Any alterations or amendments will be outlined in the next issue.

QUIZ CORNER by SAGITTARIUS

ALPHABETTI SPAGHETTI

Name the railways for which these are the initials.

- | | |
|-----------|----------|
| 1. H&BR | 7. M&CR |
| 2. GN&SR | 8. SMJR |
| 3. BWHAR | 9. L&BR |
| 4. BP&GVR | 10. NSR |
| 5. WC&PR | 11. TVR |
| 6. OAGBR | 12. MDHB |

Answers next month

Profile

Gordon Eckersley of Bletchley Railwayana

Gordon Eckersley was born in Chelsea, London, which as an avid Tottenham supporter hurts him a little! A move to Westbourne Park, Paddington followed and he spent the rest of his childhood there. He first encountered railways when working aged 11 on a horse & cart, filling coal sacks for pocket money in "Earley" the coal merchants yard adjacent to the GWR at Westbourne Park. Each Easter he assisted in getting the horses ready for the annual show, when a great deal of effort was put into presenting the horses in top show condition.

He intended to join the Western Region on leaving school with his mate and joining up at Old Oak Common on the first rung towards being an engine driver. The family moved to Kentish Town just before he left school, so it was to Kentish Town depot and the London Midland Region that employed him in 1953. Starting as a cleaner, he became a fireman in 1954 working in the "disposal and preparation" link at Kentish Town depot. In 1958 he was "booked" a mainline fireman but decided to leave the railways with impending dieselization. During his footplate days he maintained a record of every loco he fired and has since built up a comprehensive collection of photographs of the locomotives concerned. After a spell at Vauxhall Motors coachbuilding, he pursued a career as a salesman for a TV rental company. He progressed to Regional Sales Manager before being made redundant in 1985 and has been on the buses for the past 4 years, taking up bus driving as a last resort!

Gordon began railway modelling in 1957 to supplement his railway interests. His first models were Hornby Dublo and he progressed later to TT. He joined Luton Model Railway Club in 1960, when he lived in the town after leaving BR. He joined the Gauge O Guild in 1967 and built a CCW 4f kit which he still has. He was the joint proprietor of a model railway stall on Milton Keynes Market for a period in the early 1980s, although his other retailing activities prevented him standing behind it! Gordon served as Secretary of the organising committee of the centenary celebrations for the anniversary of the London Extension of The Midland Railway in 1968. He also served as Trade Liaison Officer of the Gauge O Guild from 1984 until 1986.

Gordon first planned to open a model shop in Wolverton before taking to the buses. After difficulties finding premises, he was gazumped by a local builder in a solicitors office, as bids went up in £5,000 installments. When bidding reached £75,000 he pulled out and let the builder pay the price, which on current values was probably £50,000 more than it would be now. The price was not the only problem, as the property came complete with elderly resident who was looking for £10,000 pocket money for eviction! This episode, plus the opening of Rails, caused Gordon to abandon his plans and put them on the 'backburner'.

Gordon joined MKMRs after a spell as Chairman of Southern League football club, Milton Keynes City (when we had a football club in the city - Ed!) and was involved for a time in local speedway. Gordon is best known to members for his exploits on club outings, when he took the wheel of our excursion vehicle. The acquisition of Milton Keynes Citybus by Cambus earlier this year unfortunately put paid to our little jaunts as mentioned previously in MKMRS News.

The sudden demise of Rails, heralded Gordon the opportunity to dust down his earlier plans. After a lot of blood, sweat and tears, not to mention the odd exocet in the direction of solicitors and property owners, Gordon finds himself back in the retail business. I only hope his efforts will be appreciated by local railway modellers. Gordon has been working on the History of The Midland Railway for the past two years and this will hopefully be published in due course. He also retains his link with the footplate, son Dave is a Bletchley train driver.

Another victim next month.

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.

*12
This will be held on Sunday 12 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) 52036

*12
12 September 1993*

