

D L M R

PRESENTS

TOWCESTER

**TOY, TRAIN & MODEL
COLLECTORS FAIR**

Sunday 29th April 2001

10:00 am to 3:00 pm

Towcester Town Hall
Watling Street

Towcester
Northants

(Town Centre Location, off main A5 and A43 Roads)
(M1 junction 15a)

ADMISSION :-

Adults 60p

Concessions 30p

**FAMILY
ENTRY
£1.50**

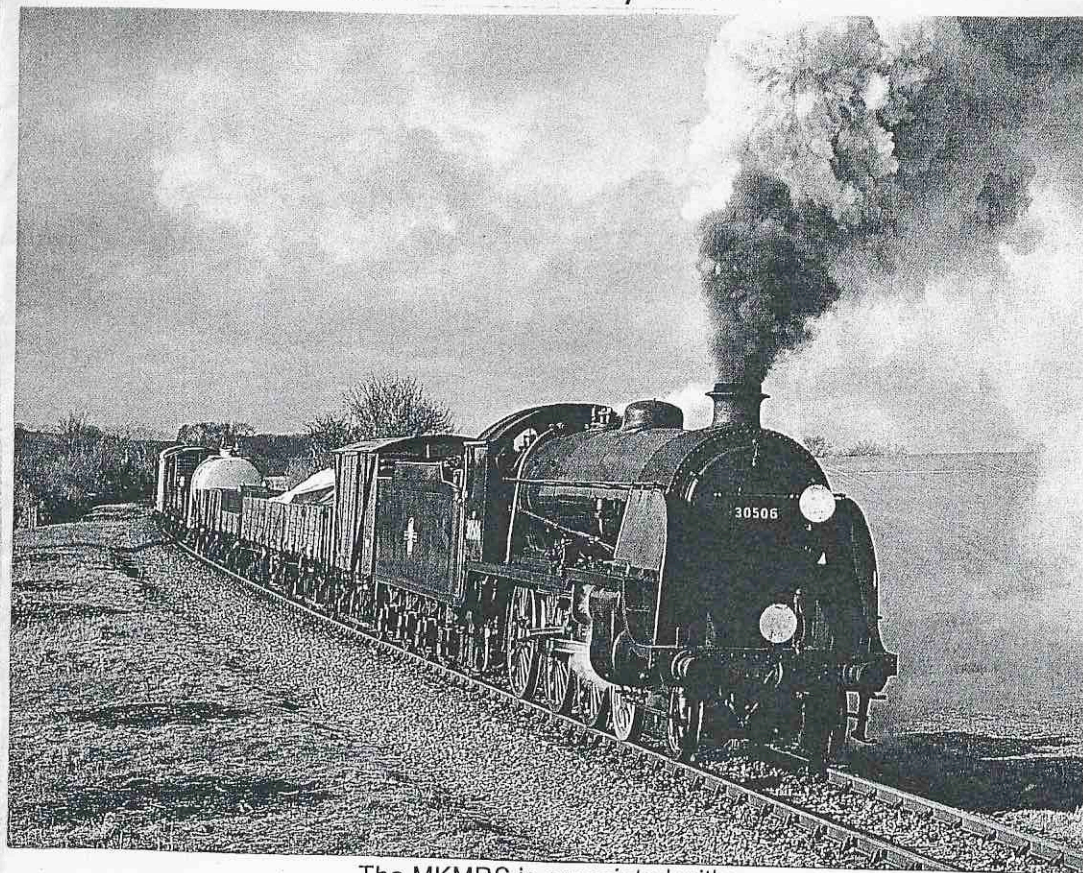
- * Easy Parking
- * Refreshments
- * Good Selection of all types of Collectables

Enquiries & Table Bookings, David Luesby (Evenings)

(01376) 510663



No 107 February 2001



The MKMRS is associated with:
The Chiltern Model Railway Association - The Model Railway Club
The World War II Railway Study Group

Working within the Bletchley Park Museum

MKMRS
SWEATSHIRTS & POLO SHIRTS
- AT LAST YEARS PRICES

Sweatshirts (Maroon with MKMRS logo) £14.50
Polo shirts (Maroon with MKMRS logo) £12.50

*Both can be personalised with your name for
£3 extra.

Please see Gordon Shrimpton

STOP PRESS

Gauge O Guild Spring convention at Reading

Three club members layouts will be appearing at the Gauge O Guild Spring Convention at The Rivermead, Leisure Centre at Reading. These are : Mark Agnew's modern image layout - Buxfield; Brian Barnes and friends with Tinline Renaissance and our member from Suffolk, Colin French with his Wolverton Works Shunting layout.

EM Gauge at Watford

Our club EM Gauge Southern layout will leave the club room for the first time to visit an exhibition hall. Although far from complete, sufficient progress has now been made for MILTON QUAYS to attend the EM Gauge Society convention at Watford on 24 February.

B-B-Q

Book the 5th May in your diary for our B-B-Q at Bletchley Park. Further details will appear in due course. In the meantime please see Jeff Mathie or Gordon Shrimpton.

MILTON KEYNES MODEL RAILWAY SOCIETY FOUNDED 1969

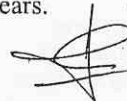
Another year on the footplate

Following the Annual General Meeting, I was again elected your Chairman and trust that we shall continue to move forward as a club. It was quite frightening to look back and report at the AGM on what had been achieved during the past 12 months. A staggering amount of work had been carried out and with the better weather approaching, we shall soon be looking to carry on where we left off last year.

Our outdoor layout has progressed at a rapid rate over the past few years and not surprisingly most of our outdoor activities take place between Easter and October. With the old greenhouse now being transformed into a new operations centre, we shall hopefully be in a position where winter operation in future, from the comfort of the control room, can be contemplated.

Meanwhile, our indoor displays are developing again. The screens being erected by Bernard and Reg, will enable Ken's Hornby Dublo and Johns Trix Twin displays to be exhibited and as these ranges are now attracting keen interest from collectors, in a much safer environment. I shall certainly be more relaxed, when our displays are safely behind screens, which have been screwed, riveted and bolted to avoid unwelcome attention from the odd dishonest visitor who attends an open weekend. We lost one N gauge locomotive last year - ironically over the same weekend that the enigma machine - disappeared. The only difference being that the engine did not attract the attention of Jeremy Paxman on Newsnight!

There is much to be done and I am confident that we shall continue with the same enthusiasm that has seen our facilities enhanced over the past few years.



Dennis Lovett
Chairman

Club Notice Board

2001 Woughton Swapmeets

The Swapmeet will take place between 1100 – 1500 at Woughton Campus on:

13 May
16 October
4 December

Admission is £1 Adults, 80p concessions, children under 18 free

Historical Model Railway Society

The following meetings are open to MKMRS members free of charge (tea / coffee available at small fee). Meetings commence at 1930 and further details are available from Eric Bowman. Meetings below are in the MKMRS clubrooms.

28 February Reconstruction of Euston Station - Prior to electrification

25 April Bullied Locomotives of the Southern Railway

The HMRS also meets in **Bedford** (details available from Eric Bowman). The following subjects will be covered:

28 March Slides by Chris Youett (including new material on the Southern and London & North Eastern

30 May A modelling clinic (no appointment necessary!!)

NORTH NORFOLK RAILWAY ANNUAL EXHIBITION

The club has been invited to provide layouts again for the North Norfolk Railway exhibition to be held in the new carriage shed at Weybourne near Sheringham. Our Norfolk member Gordon Eckersley of GE Models is once again organising this event.

Anyone wishing to exhibit a layout at this event which is being held on Saturday 23 and Sunday 24 June should contact the Chairman a.s.a.p.

Bletchley Park Roster

Please note: If you are unable to cover any particular date – please arrange a swoop on the roster in the club room – Chris Hughes

UNROSTERED PEOPLE ARE WELCOME AT ANY TIME – THANKS

Saturday 17 February: Eric Bowman / Eric Preston
Sunday 18 February: Les Wood / Geoff Blackwell

Saturday 3 March: Brian Barnes / Stan Pennington / Mick Clements
Sunday 4 March: Chris Hughes / Nick Hughes

Saturday 17 March: Gordon Shrimpton / Ken Sharpe
Sunday 18 March: Bruce Garwood / Martin Shenton

Saturday 31 March: Chris Lester / Stephen Walker
Sunday 1 April: Dennis Lovett / Ted Mellor

Saturday 14 April: Eric Bowman / Paul Wakeley
Sunday 15 April: Fred Collins / Ken James
Monday 16 April: Easter Les Wood / Roger Blackburn / Ian Leigh

Saturday 28 April: Geoff Bell / Ray Cousins / Richard Cousins
Sunday 29 April: Chris Hughes / Nick Hughes

Saturday 12 May: Gordon Shrimpton / Geoff Blackwell
Sunday 13 May: Bruce Garwood / Ken Wiggins

Please note that John Hatton / John Tennant and Ken Ranns are not rostered as they attend most weekends.

NORTHAMPTON INTERNATIONAL MODEL RAILWAY EXHIBITION SATURDAY 3rd MARCH 2001

Moulton Secondary School, Pound Lane 20+ layouts
Adults £2 – Free car parking

By 1990, however, the company was struggling and eventually declared Bankrupt. Herpa Miniaturmodellē, the GERMAN manufacturer of plastic building kits, model road vehicles and miniature aircraft put forward a rescue package, taking over the company name and inheriting the tooling from which models were made. Herpa began life producing a range of accessories to support the model railway industry in Bavaria. When Herpa was taken over by RIWA, a manufacturer of photographic accessories in 1965, production moved to the Nuremberg area. Unfortunately the take-over of Liliput by Herpa, resulted in the closure of the Vienna factory in Kalvarienberggasse 22 and transfer of production to a new Herpa plant in Elsfield in Thuringia. The Baden plant continued to produce trains at this stage.

Herpa sold Liliput to Bachmann Industries Europe Ltd in 1992. This resulted in the closure of the Baden factory and the transfer of production to Bachmann's parent company, Kader Industries Ltd in Hong Kong (now China). Day to day responsibility for the operation in Europe was established under Graham Hubbard, Managing Director of Bachmann Industries Europe Limited, whose current portfolio covers British, European and American models in an ever expanding number of scales and gauges.

Amongst the tools shipped to Hong Kong were those for the former Trix / Liliput British LNER A4 pacific locomotive and the BRT 35-ton bulk grain wagon. These were subsequently heavily modified and upgraded before becoming part of the British Bachmann OO gauge range. The locomotive chassis was completely retooled to Bachmann standards before being allowed into the shops. Not all the former British Trix / Liliput factory moulds passed to Bachmann, the others had been acquired by Dapol back in 1988.

Bachmann sensibly needed to retain a base in Europe from which to distribute its products and to research new models for future production. Barwell in Leicestershire, which performs this function for the British OO range, was already well established and the decision was taken to concentrate these activities for the European HO range in Germany during 1993. A newly established sales office was set up in Nuremberg, at the heart of the German toy and model railway manufacturing industry, a number of other model railway manufacturers having a long association with the city. A new warehousing facility was established at Furth in Germany. Bachmann's policy of researching, designing and developing new models for the British OO range at Barwell was successfully recreated at Furth to cater for the HO European market and the German Class 62 4-6-4T locomotive was the first new model to emerge under Bachmann ownership.

Bachmann's influence on Liliput has been considerable and in 1998, it was necessary to transfer warehousing from Furth to larger premises at Altdorf. In addition to despatching orders to Liliput dealers throughout Europe, the British and American ranges are also distributed to specialist stockists in mainland Europe.

The Lengthman

The first in a new series of articles by Dave Meaden

In 1993, I retired from the railway through ill health, seven years before the normal retirement age for train drivers. I had served with British Rail for 43 years working on steam, diesel and electric traction working mainly between St. Pancras – Bedford, Kentish Town – Barking, Euston – Birmingham and Bletchley – Bedford.

There is a lot of discussion currently following the Hatfield crash regarding broken rails. In all my years on the railway, I only knew of one such incident, which was reported and then quickly repaired by the permanent way staff.

For it was the role of the lengthman to walk the track each day between two points, which were regarded as his length. It was the lengthman's job to ensure that the length of line was safe for trains to operate over it. Up until more modern times, track was laid in 60 ft lengths and joined to the next by a plate with four bolts, two each side of the running rail, these being commonly referred to as fishplates. Each sleeper carried a chair for each rail and this again, was held in place by four bolts, two each side of the running rails. The track was kept in position by large wooden blocks called keys, which gripped the inside of the chair to the running rail. The keys had to be knocked into position by the permanent way gang using a long handled hammer, one of the tools the lengthman carried on his daily inspection, so that he could replace any offending blocks which may have started to move out of position. He also carried a tool for tightening the bolts and each took pride in the length of track they ruled. Some companies even had competitions for the prize length, the award of which was seen as a great honour. Just before Spring each year, the fishplates, nuts and bolts were removed and cleaned, oiled and set, because during the hot weather the lengthman knew that the rails would expand and then contract, placing considerable strain on the track itself.

With the coming of the long welded rail, new chairs and 'Pandrol' clips, the lengthman was no longer wanted or else in short supply on the routes which had not been modernised. The long welded rail was joined by welding one section to the next by melting the ends of the rail on the spot, by means of an oven made out of bricks. This was a specialist job and if a crack appeared on an existing long welded rail, the line would have to be temporarily closed until a repair could be carried out, using the portable oven.

One of the reasons why rails crack is down to "wet spots". These are caused by deep foundations put down to give the trackbed stability – or so they thought! When it came to the drainage they had some brilliant ideas – digging out approximately one metre of ballast and clay, replacing it with a layer of sand, then plastic sheeting, sometimes fibreglass matting and finally ballast. Sometimes they might put a layer of sand and ballast on top of the matting. Wet spots are caused by the movement of the sleepers, on top of the ballast, which caused a pumping action, and in wet weather the rain water had

nowhere to escape to, as the plastic or fibreglass matting was holding in puddles beneath the top trackbed. The pumping action in turn ground the ballast underneath the sleepers into a liquid cement, which when set went rock hard. This could affect two sleepers, thus putting a strain on the running rail.

When the rails on long welded rail sections of track had been welded together, they had to be de-stressed, because the heating of the rails caused them to expand. If de-stressing was not carried out correctly, then during very hot weather the rails would buckle.

One hot day, whilst working a passenger train from Euston, I witnessed for myself the potential hazards of buckled rails. I was approaching Berkhamsted on the "Up Slow", the line has a left hand bend before entering the station which is on a right hand bend. As I was stopping at the station, I applied the brakes to stop and as a result I was doing no more than 25 mph and found the line in front of me had buckled. The line speed through Berkhamsted on the "Up Slow" was 75 mph, reducing to 70 mph through the station itself. By the time I reached the buckle was doing only 10 mph and the train and I managed to stay on the track. Needless to say, if I had not been stopping and had been approaching the station at line speed, the outcome of this tale may have been somewhat different.

Back in the days of the lengthman, each knew his own stretch like the back of his hand. On one stretch of line between Sharnbrook and Bedford, the lengthman put the bigger ballast stones in a line at the edge of the ballast. He could tell immediately if the stones were out of place which indicated a loose bolt or sleeper or vibration as the train wheels went over the track at that spot.

Perhaps all the talk of the return of the lengthman would be justified, for in the old days the lengthman would have spotted the problems at Hatfield long before the train came to rest, with such tragic circumstances.

The Liliput Story

By Dennis Lovett

Liliput since 1992 has been an integral part of Bachmann Industries, flying the flag for the group in Europe and well known to followers of European railways in Britain. Like many companies in the model railway world, Liliput has a distinguished history and its products have been developed over the past 50 years, winning many trophies for its research and quality engineering. We are, therefore, taking the opportunity to outline the history of Liliput and introduce you to a range of exciting HO European models, which sit neatly alongside the British OO range with which we are all familiar.

Walter Bucherl formed Liliput in 1947 in the 4th District of Vienna in Austria with a workforce of six working from a small workshop. The following year, the company trading as Liliput produced its first toy trains, albeit made in wood and tin. Two years

later in 1950, the first HO models in plastic were manufactured, from which today's models have evolved. The company, not surprisingly, initially produced models of Austrian and German prototypes.

The name Liliput was first brought to the attention of British railway modellers back in 1958 by Ernst Rozsa, an Austrian who had emigrated to Britain with his parents, nine years earlier. Ernst set up Miniature Construction Ltd in London and acted as British importers for the Liliput range. Miniature Construction introduced under the Liliput banner, an excellent model of the Class 81 (AL1) electric locomotive built for the electrification of the West Coast Main Line in 1960, assembling components supplied from Vienna. This was a 4mm scale OO gauge model produced to meet the needs of the British market. Production continued until Ernst joined Trix, one of the leading model railway producer's back in 1962 and he later became Managing Director, greatly improving the products that Trix offered at that time. Trix by 1962 were, however, lagging behind both Triang, Hornby - Dublo and the much cheaper Playcraft range, produced in France by Jouef. Ernst later used his contacts at Liliput to produce the tooling for a range of locomotives and wagons, which raised the profile of Trix. The former Liliput produced Class 81 locomotive tooling was purchased by Trix in 1964 and became the first 4mm scale Trix locomotive to be introduced (the others being in a compromise 3.8mm scale, roughly halfway between European HO and British OO). Amongst the models tooled and the components produced in the Liliput factory were a LNER A4 Class pacific locomotive and a BRT 35 ton bulk grain wagon, the significance of which will be outlined later.

Despite the efforts of Ernst and the excellence of Liliput's involvement in the British Trix range, the Trix model railway items were withdrawn in 1972. By 1974, Ernst was free to mount a rescue operation for the model railway side of the business and set up Liliput UK to recommence production, again working with his contacts in the Vienna factory. The setting up of a production facility alongside a permanent exhibition and retail premises at Bala was the result. Known as the KIVOLI centre to reflect the principal products then imported Kibri, Vollmer and Liliput, today only the retail side remains trading as Bala Model Railways.

Meanwhile back in Austria, in order to meet demand, Liliput expanded by setting up a number of other workshops around Vienna. By 1962, the workforce had expanded to 60 and all production was concentrated in one building in Vienna's 17th District.

In 1966, a new modern factory was opened at Kalvarienberggasse 22, also in Vienna's 17th District. Capacity again became a problem and in 1977, Liliput opened an additional production facility at Baden near Vienna. By now, Liliput was well established in Europe as a supplier of fine quality models, which received many, accolades and often "model of the year" trophies to go with them. The Rheingold coaches, introduced in 1971 set new standards in the production of model coaching stock, following the introduction of the first scale length coaches from any European manufacturer just a year previously.