



The Bedford to Bletchley
Rail Users' Association

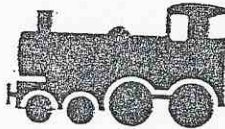
Memorial Hall +
The Institute

WOBURN SANDS

RAIL DAY



Saturday 13th October from 10.30am – 4.30pm



Working
Model Railways

Displays

All-day
FILM SHOWS

Refreshments



Admission £1.50 adult
£1 Juniors/Senior Citizens



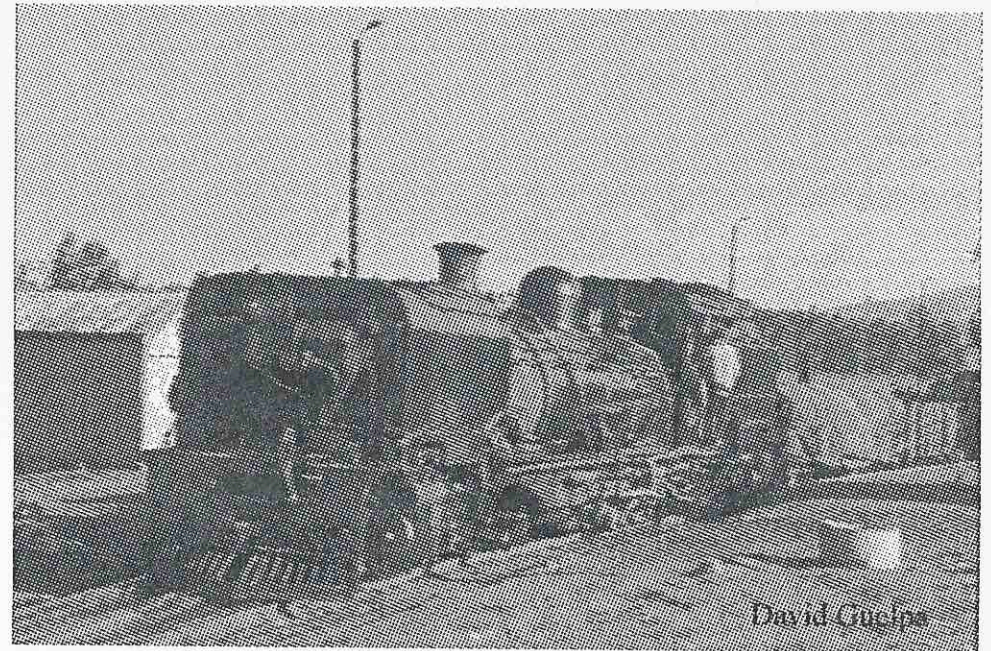
Vintage bus connection from/to railway station



NEWS

No. 114

September / October 2001



David Guelpa

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

Graham Farish, The N Gauge Story - Part 1

By Dennis Lovett

Background to British N gauge modelling

Graham Farish first entered the N gauge scene thirty years ago, during the last few months of 1970. From such humble beginnings, the company has developed its range and it is currently the only mass producer of a complete range of British outline locomotives, coaches, wagons, buildings and track. The market for N gauge in Britain is small and equates to some 15% of the total British model railway market turnover. Continental manufacturers, including Lima (for Wrenn), Rivarossi (for Peco) and Minitrix produced initial items for the British market in the mid-1960s.

The development of N gauge

To put the Graham Farish, N gauge range into context, it is important to be aware of other developments prior to the launch of the Graham Farish range in 1970. Whilst it is not the intention to go into a detailed synopsis of each key stage, they can be summarised as follows, and each presents opportunities for others to record these in more detail.

The introduction of the Lone Star range of 000 models pushalong models in the 1950s and motorised items in 1960.

The introduction of the Arnold range in Germany in 1962.

The adoption of N scale rather than 000 around 1963. N was chosen as the track gauge is Nine millimetres and the spelling of 9 begins with N in most European languages.

The introduction of the original pushalong Minitrix range in Germany in 1959, which was subsequently developed into an electric system. Minitrix was introduced in Britain in 1965 but it was not until 1967 that a Class 27 locomotive was launched for the British market. A range of Mark 1 coaches followed, which were originally marketed under the Peco trademark.

The introduction of Lima N gauge models (including British outline) for G & R Wrenn (at that time a subsidiary company of Tri-ang). Some of these models were to the continental scale of 1:160th, rather than the 1:148th scale established by the N Gauge Society.

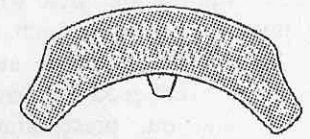
The introduction of the Peco LMS / BR (LMR) Jubilee Class 4-6-0 locomotive produced for Peco by Rivarossi (Italy) in late 1969 (reviewed in the Model Railway Constructor: January 1970). Announced at the 1968 Toy Fair, this locomotive set new standards for British N gauge models. 1970 also saw the introduction of the Peco range of r-t-r wagons in authentic liveries.

The establishment of the N Gauge Society in 1967, did much to raise the profile of British N gauge modelling. Having established a scale of 1:148, it gave manufacturers a set of standards to work to and encouraged the development of new ranges and products.

It was with the growth of N gauge products and the establishing of a clear British N gauge market that resulted in Graham Farish entering the field.

MILTON KEYNES MODEL RAILWAY SOCIETY
FOUNDED 1969

Keeping Up With It All



This is the first issue of the News in the improved format and we shall be producing six issues a year, which will be published at the end of the first month in the two monthly cycle. This issue may be a little late, bearing in mind the need to change the formats and to introduce new material.

The club rooms continue to see great change. The old store room in which our O gauge layout has had to be stored for a number of years is now in the process of being emptied. The old O gauge layout has been donated to a number of members, whilst other items have been recovered for use on members layouts. It is a little sad that we could not accommodate such a layout and the decisions taken by the O gauge group to dispose of it have at least ensured that a large part of it will see use elsewhere.

Work continues to tidy up our premises and the programme of continued improvement has seen some changes over the past few months. Our tinsplate team now benefit from having a viewing window and the shelves of large scale trains have generated some favourable reaction from visitors. Over the past few months the Hornby Dublo and Trix Twin layouts have been given secure screening - making security less of a problem this summer.

Whilst the EM gauge MILTON QUAYS continues to impress - the scenery is now taking shape, work has recently started on the new N gauge project - Bletchley. With

considerable funding supplied by the donation of books from the collection of the late John Hughes, thanks to Janet Hughes - we have been able to progress the project with out impacting on club funds. Mike is now busy building the boards and pretty impressive they look too.

The Wilton - Sherwood test tracks have been rewired by Tony, with assistance from Gordon and are now performing better than ever before. The tinsplate room has seen much activity over recent weeks with the replacement of Hornby tinsplate track by Bassett-Lowke components - with considerable improvement in the running qualities. What a lovely sound emerging from that room when the trains are in full cry - everyone remarks how nostalgic it all is.

Over the summer our outdoor test tracks have continued to entertain the visitors whilst further work has been carried out on the O gauge baseboards. The control centre now benefits from having a door and windows, whilst Track has been built ready for laying. Next year we hope to add more boards for the smaller gauges, so that even more trains run in future years.

Two members have recently acquired 5" gauge locomotives and these will be on static display. Perhaps one day we will have a few yards of track to try them on - but this is very much in the future.

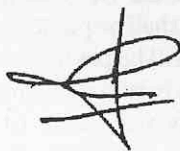
Our policy is one of continual improve-

ment. There is no such thing as a finished model railway and there will be no such thing as a finished museum. Indeed I visited two in Wales recently and whilst they were both very good - we have far more on show and our presentation skills are improving so that we can stand with the best of them. Both museums were full time affairs with full time staff. We sometimes have to remember that we do this for relaxation!!

So keep up the good work. Once the clearing up has been done we have some more

decorating to do before the summer. Our toilet facilities have been improved but badly need decorating. The kitchen area is next on the list for improvement.

It is never boring being a member of MKMRS !!!



Dennis Lovett
Chairman

Club Notice Board

Club Exhibition 2002:

Could members planning to exhibit layouts at this event please let Jeff Mathie have a layout plan and a few lines of text for the exhibition guide as soon as possible.

North Norfolk Railway

News from Gordon Eckersley in Norfolk, the railway has managed to raise the funds required and now own Sheringham station thus securing their future and preventing any re-development of the site.

2001 Woughton Swapmeets

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

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 19:30 and further details are available from Eric Bowman. Meetings below are held in The following subject will be covered:

| | |
|------------------------|---|
| Wednesday 26 September | Swindon Works 1923-48 (Slide Presentation) |
| Wednesday 28 November | Slide presentation by Colour-Rail (Ron White) |
| Wednesday 27 February | Railways around Shrewsbury (Alan Rhodes) |
| Wednesday 24 April | St Pancras Division of the Midland Main Line in the 1950s |

After the war the plans for the route from Porthmadoc were dusted off and the original route from Dinas Junction to South Snowdon reopened to all traffic in 1922. A year later the line from Porthmadoc to South Snowdon was finally open, the through route creating the Welsh Highland Railway.

By 1924 the new route was experiencing financial problems and the line closed for the winter, its main traffic being summer tourists taking in the superb Snowdon scenery. By 1927 the company was in the hands of the receiver, indeed it should have closed down completely in 1933. In June 1934 the Festiniog came to the rescue and created the Festiniog - Welsh Highland Railway, but the story remained the same and the last trains ran in 1937, the last passenger trains finishing with the 1936 summer season. The rails were removed in 1941 to aid the war effort.

That might have remained the end of it. Except that the success of other preservation schemes rekindled an interest in the abandoned route. With the company still officially in the hands of the receivers the Welsh Highland (1964) Ltd were restricted to developing the Portmadoc end, on the site of the old BR exchange sidings, not being allowed on to the trackbed of the old WHR. Years of negotiation were compounded by the death of the receiver and were not resolved until the Festiniog was able to put its own plans forward. After a lot of discussion, the two preservation schemes are now working together.

Whilst negotiations continued, the new Welsh Highland moved into the tourist

town of Caernarfon, famous for its castle and the Investiture of the Prince of Wales in 1969. The purchase of track and equipment from South Africa had enabled them to use the abandoned trackbed of the former standard gauge railway. For some reasons the local councillors have allowed the Welsh Highland to be kept to a bleak area of the town, using the abandoned tunnel for a road, which no one seems to use. Caernarfon itself has become a little run down and a good site for the railway would surely have created more visitors to the towns restaurants, shops and hotels. Perhaps this will be resolved at some stage in the future. The new company was permitted to build as far as Dinas on the old BR formation whilst the lawyers untangled access to the old WHR formation.

With the issues now resolved and funding from the Lottery in place, progress on the route south of Dinas to Waenfawr and beyond is now proceeding at a considerable pace. Dinas still retains some of its old buildings, which had been used since the closure by the local authority. It is once again a railway location and the sight and sound of Beyer-Garratt locomotives is highly recommended.

Tracklaying was taking place on the section to Bettws Garmon (some 4.5 miles from Dinas Junction). The route beyond there was being fenced and civil engineers were reinstating bridges. Meanwhile, the original preservationists are no longer restricted to the constraints of the site and are progressing out on to the old formation themselves. When the two join up, there will no doubt be considerable rejoicing in the Welsh hills.

The Goddess of Spring

Part 7 of a series by Dave Meaden

One morning a block of stone was unloaded from a wagon and placed in Kew Goods Yard, it was to be sculptured into the "Goddess of Spring"

Scaffolding was built around it and it was protected by plastic sheeting. It took over a year to carve.

When the sculptor was at work, a couple of the enginemmen were invited to have a go with the mallet and chisel, under strict supervision of course. His model was a smaller one approx. 2 ft high with large

breasts and over time this caused much amusement, particularly amongst the long married members of staff who commented most on it.

When it was completed a lorry came and picked it up. I would love to know 50 years later where it ended up, who it was commissioned by and where it is now. I imagine that after all this time the Goddess would now be weathered and perhaps time has eroded the most prominent parts of the statue!

On the Narrow Gauge

No:1 - THE WELSH HIGHLAND RAILWAY

The Welsh Highland Railway is currently being reinstated and will result in a useful route between Caernarfon and Porthmadoc, with much of the journey being within the Snowdonia National Park.

The original line was constructed in sections. The first line was built from Dinas Junction on the Standard Gauge line from Caernarfon south to Afonwen (on the Cambrian line to Pwllheli). Originally known as the North Wales Narrow Gauge Railways, the line was built to the gauge of 1ft 11.5 inches. Incorporated in 1872, it opened as far as a temporary station at Quellyn Lake on 21st May 1877. An extension to South Snowdon followed in 1881.

The companies plans were ambitious and envisaged a number of narrow gauge lines in the area and a two and a quarter mile branch from Tryfan Junction, just two miles south of Dinas Junction to Bryngwyn was built.

Plans to connect with the line at South Snowdon were entrusted to the Portmadoc, Bedgellert & South Snowdon Railway and although earthworks were undertaken, these plans were abandoned due to the outbreak of the First World War. On the already open stretch, however, the Bryngwyn branch was closed to passengers in 1913 and in 1916 the main line itself was for goods only.

The Bedford meetings are as follows

| | |
|----------------------|---|
| Wednesday 31 October | Restoration Work at Quanton Road by Eric Miller |
| Wednesday 30 January | Railway films by David Barker |
| Wednesday 27 March | Loctite glues |
| Wednesday 15 May | The Midland Main Line by Bob Essery and Bob Moore |

Further details available from Eric Bowman.

Railway Correspondence & Travel Society

The RCTS meets on the first Thursday of the month at the C.I.U. Working Mens Club in Stony Stratford at 1930 hours. Our long standing friend Bob Ballard is the Chairman.

| | |
|------------|--|
| 4 October | Rails Across America by John Day, Ipswich branch secretary |
| 1 November | Freightliner 2001 by Bob Goundry, Director Strategy, Freightliners Ltd |
| 6 December | Members Christmas Evening |

Further details from Bob Ballard on 01908 562195

Recent Outings

John Hatton and Bruce Garwood represented us with their N gauge layouts at the Milton Keynes Museum of Rural Life recently when they held their transport day at Wolverton. On the same weekend Mark Agnew and team took Buxfield to the Gauge O Guild Convention at Telford.

The Bedford - Bletchley Rail Users Association Railday

This event is being held at the Woburn Sands Memorial Hall on Saturday 13 October. Fenny Stratford is attending. Volunteers required - please see Bruce Garwood.

Library News

Following last month's report, Fred Collins has agreed to take over the library. Please bear with us as we try to clear the backlog of recently donated magazines.

The Bedford - Bletchley Rail Users Association Presents: Britian's Railways

Well known railway photographer Colin Garratt, who has photographed trains in over 50 countries will be at The Berrill Theatre, The Open University on Friday 16th November. Tickets available on the door at £4 or in advance for £3 from Richard Crane, 23 Hatfield Crescent, Bedford, MK41 9RA.

Highly recommended for a good night of nostalgia and entertainment.

Coronation Fund:

Over £900 has been raised so far.

Thank you for your contributions - please keep up the good work.

Buxfield at Telford

I would like to pass on my thanks to all those people who helped at the Telford O Gauge Guild exhibition, Ken Ranns, Martin Shenton, Steve Dennison, Matt Rainer with special thanks to Geoff and Chris Bell and all others who just turned up and helped out over the weekend.

Mark Agnew

Bletchley Park Roster

Please Note: if you are unable to cover any particular date, please arrange a swap on the roster in the club room - Chris Hughes.

Unrostered people are welcome at any time, thanks.

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

Roster until end of year - there are still a few gaps available.

| | | | | |
|----------|--------|------------------|------------------|--------------|
| Saturday | 06-Oct | Ian Smith | Tim Davey | |
| Sunday | 07-Oct | Chris Hughes | Mick Clements | |
| Saturday | 13-Oct | Geoff Bell | Les Wood | Craig Shaw |
| Sunday | 14-Oct | Dennis Lovett | Paul Wakley | |
| Saturday | 20-Oct | Gordon Shrimpton | Fred Fox | WARLEY |
| Sunday | 21-Oct | Ian Smith | Paul Wakley | WARLEY |
| Saturday | 27-Oct | Ian Smith | Mike Maidment | |
| Sunday | 28-Oct | Bernard Worden | Ken Wiggins | |
| Saturday | 03-Nov | Bruce Garwood | Gareth Homersley | |
| Sunday | 04-Nov | | Geoff Blackwell | |
| Saturday | 10-Nov | Chris Lester | Ken Sharpe | |
| Sunday | 11-Nov | Chris Hughes | | |
| Saturday | 17-Nov | Ken James | Fred Fox | |
| Sunday | 18-Nov | | Roy Cobb | |
| Saturday | 24-Nov | Eric Bowman | Eric Preston | Robin Rowles |
| Sunday | 25-Nov | Stan Pennington | Fred Collins | Brian Barnes |
| Saturday | 01-Dec | Les Wood | Craig Shaw | |
| Sunday | 02-Dec | Tracey Broyd | Martin Shenton | |
| Saturday | 08-Dec | Geoff Bell | Tim Davey | |
| Sunday | 09-Dec | Dennis Lovett | Les Wood | Craig Shaw |

The museum closes 9 December until February 2002

Exact reopening dates to be advised when known.

The 80xxx Standard Class 2-6-4 tanks

A look at this useful mixed traffic tank locomotive.

In the early 1950s, British Railways introduced a number of standard designed locomotives for use on all regions of its extensive network. The British Railways 80xxx Standard Class 2-6-4 Tank was one such example. It was designed for mixed traffic work and saw service on all regions with the exception of the Western Region, which had inherited a large fleet of tank locomotives from the Great Western Railway in 1948.

The BR 80xxx Class Standard tanks were a development of the Fairburn 2-6-4 tank locomotives introduced by the London, Midland & Scottish Railway. The standard tanks were built in British Railways own workshops and Brighton, Derby and Doncaster. The standard range of locomotives utilised a number of component parts found on other standard types. The boiler used on the 80xxx was identical to that found on the Standard 75xxx Class 4, 4-6-0's a model of which has been in the Bachmann range for many years.

The introduction of the 2-6-4 tank allowed the withdrawal of many older tank locomotive types on the Southern and London Midland regions. Initially the locomotives were put to work on suburban services around Glasgow and London, hauling commuter trains. They were also used on empty carriage workings between terminal stations such as Waterloo and the carriage sidings at Clapham Junction. Towards the end

of steam they also saw widespread service on cross country and branch lines such as Swanage.

One hundred and fifty five 80xxx locomotives were built (Numbers 80000 - 80154) to the design of Robert Riddles, then Chief Mechanical Engineer of the British Railways Board.

As far as steam locomotives go they were very short-lived, many being scrapped prematurely as the modernisation of British Railways progressed. The last of the Class was withdrawn in 1968 and some 14 examples have survived to work on heritage lines, and on occasions across the Railtrack network.

The Class were always painted in lined British Railways black livery. Both the early and later crests were used whilst in service.

Although Hornby Dublo introduced a model in 1955, which was later reintroduced by G & R Wrenn, it has not been available for some years and falls well short of the standard of models expected by today's model railway purchasers. Bachmann have a model in preparation which is close to delivery.

N gauge modellers have a Graham Farish model of the Class. First introduced in 1991, the model is currently being upgraded by Bachmann for reintroduction into the Farish range at a later date.

MKMRS NEWS - Don't Forget

The next issue of MKMRS NEWS will be published at the end of November and will cover November / December

Contributions always welcome.