

# MILTON KEYNES MODEL RAILWAY SOCIETY

23rd FEB 2002



## CLUB OPEN DAY

OPEN FROM 10.30AM TO 5.00PM

12+ LAYOUTS IN GAUGES 'N' TO 'G'

PLUS TRADE SUPPORT

REFRESHMENTS AVAILABLE

FREE CAR PARKING

VINTAGE BUS SERVICE WILL OPERATE  
BETWEEN BLETCHLEY TRAIN STATION  
AND THE SHOW

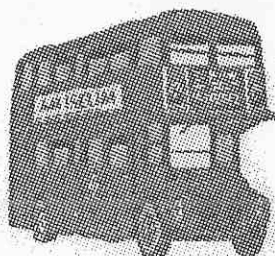
THE CHURCH CENTRE

WATER EATON

BLETCHLEY

PRINTING DESIGN SPONSORED  
BY:

**KRS MODEL RAILWAYS**  
email: [jmathie.krs@virgin.net](mailto:jmathie.krs@virgin.net)

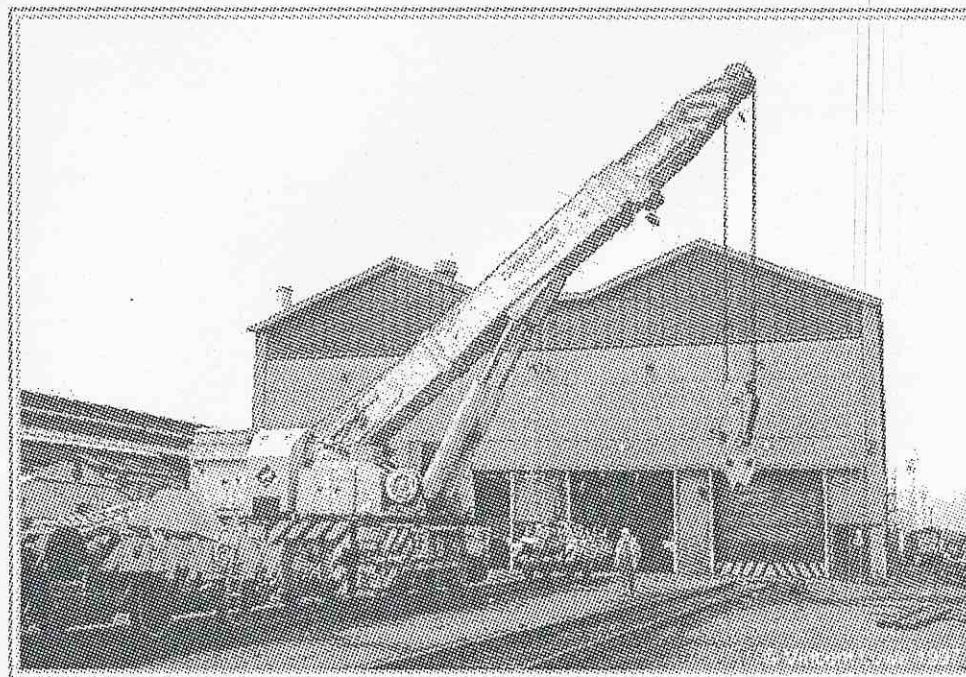


ADULTS: £2.00  
CHILDREN: £1.00 (under 16)  
OAP's: £1.00



No. 116

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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

items ceased in 1981. This enabled the company to concentrate solely on the growing N gauge market.

For details of how N gauge trains are made and more about the site at Holton Heath near Wareham, I recommend the section in the Model Rail No.2 video, available from the publishers of Model Rail magazine.

### **The Launch of the Graham Farish N Gauge range**

There was little to indicate in 1970, that Farish would be entering the N gauge market place. Farish have always work in considerable secrecy, which has kept the model press, trade and their customers waiting in eager anticipation for the annual announcements, which now takes place at the Warley MRC exhibition. Back in 1970, the principal activity at Holton Heath was the manufacturing of track.

The editorial in the January 1970 Model Railway Constructor does indicate that a number of new developments were being planned by the manufacturers and that a number of surprises could be expected. It does, however, give no indication of developments so obviously then underway in Dorset.

As we have already seen, the time was right for manufacturers to commit themselves towards the expanding N gauge market. After the comparative failure of TT gauge on a commercial basis (only Tri-ang went onto produce ready to run commercial models), it would appear that manufacturers were somewhat cautious of the new scale/gauge at first. The main suppliers were, therefore, Continental manufacturers who utilised existing chassis on which to fit British bodies, sometimes with disastrous results. Anyone doubting this statement, should obtain the BR Standard 80xxx 2-6-

4T locomotive produced under the Wrenn / Lima banner!

The Model Railway News announced the arrival of the first of the Farish items by featuring a company profile on Graham Farish in its December 1970 edition. It had previewed the first wagons the previous month, although the actual product review was not until the December issue.

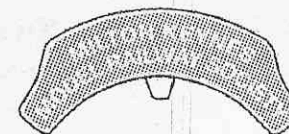
The first wagons were manufactured in self coloured plastic without any form of lettering. A sheet of rub on dry transfers was produced from the start, which for 7/6d (around 37p today) gave sufficient transfers for 32 wagons! Letraset produced these for Farish.

The initial range of wagons included: 5 plank open, 7 plank open, Twin ventilated van, Single ventilated van. Farish announced that a new model would be released every 10 days and the Horsebox and mineral wagon were soon in production. The vans retailed at 6/4d (approx. 32p) and open wagons at 5/11d (approx. 30p). A ready to run chassis, common to all types then currently available was priced at 4/11d (approx. 25p).

The same magazine reviews the new flexible track and liveway points released at the same time as the wagons. The liveway points allowed all tracks to be live and avoided the stalling of locomotives on plastic frogs. The use of liveway points to require the fitting of section switches if more than one locomotive was in use.

With Farish now joining an ever expanding number of manufacturers of N gauge products, it supported its dealers with extensive advertising, including full names and addresses of stockists, listed by county (or in the case of Scotland and Wales by country), inviting modellers to see for themselves the exciting new range.

MILTON KEYNES MODEL RAILWAY SOCIETY  
FOUNDED 1969



## **"Back to Making an Exhibition of Ourselves"**

Some years have passed since the last of our bi-annual exhibitions took place at Bletchley Leisure Centre. Rising costs, together with the considerable amount of time that organising such a major event were mainly contained, although at our last show in 1995 we recorded a substantial loss. Not that we had done anything different to all the other shows held at the Leisure Centre, a diminishing market and rising costs could no longer justify such an event. Coinciding as it did with the move to Bletchley Park and permanent exhibition of our work, the time was right to call it a day.

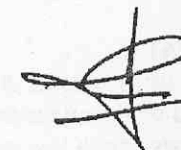
A small group of members wanted to try again, although on a more modest scale, providing a suitable venue could be found. Water Eaton Church Centre is one of the many new churches which has multi-purpose areas, able to be used for other activities rather than just on Sundays.

So having found the location, negotiated a fee which more than pleased both parties, the team co-ordinated by Bruce had no problem filling the available space. The show takes place on Saturday 23 February and I am sure that we will all play our role and support the exhibition team.

All the layouts are in-house and we are also providing the refreshments. The church has a good kitchen and serving area, so we shall be self-sufficient for the first time. The show has been advertised in the model railway press and I am sure that we shall all have an enjoyable day out.

Thanks to all those who have organised the event. It once again gives us the opportunity to fly the flag for model railways in the area and hopefully attract some more potential recruits to Bletchley Park.

Dennis Lovett  
Chairman



# Club Notice Board

## 2002 Woughton Swapmeets

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

- 3rd March
- 12th May
- 15th September
- 15th December

Admission is £1 Adults, 50p 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 held in The following subject will be covered:

### Bletchley Park Meetings:

- Wednesday 27 February Railways around Shrewsbury (Alan Rhodes)
- Wednesday 24 April St Pancras Division of the Midland Main Line in the 1950s

### Bedford Meetings:

- 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
- The 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. Further details from Bob Ballard on 01908 562195

### SALVE ATQUE VALE

John Savage joined us in October 2001. We extend a warm welcome to him. John lives in Northampton and works on the railway for an S & T contractor (GTRM). John has wide ranging interests - from live steam to modern image.

## Recent Outings

### Doncaster

A number of layouts including Trix Twin, Triang (Madein Margate), Brian Barnes (Timplat Renaissance), Bruce Garwood (N gauge) and Mark Agnew's Buxfield attended the British Railway Modelling Festival of Modelling at Doncaster Racecourse during the weekend of the 9th/10th February. This has only been possible because Bletchley Park is closed during this period.

the first passenger service for over 32 years. The service run each season helped to build up resources and eventually rebuilding began of the line beyond Castle and the picturesque section to Sylfaen was ceremonially re-opened in 1972.

Ahead now lay the challenge of the 2.75 miles (4.4km) of derelict track between Sylfaen and Welshpool-steeply graded and with no proper terminus remaining near Welshpool. Fund raising began in 1977 as work started on clearing a way through almost impenetrable vegetation. In the years which followed, the formation was brought up to standard, vast quantities of new ballast laid and almost 6000 hardwood sleepers were imported from Australia and

used for tracklaying.

At Raven Square, on the outskirts of Welshpool, land was obtained, a stream diverted and massive earthworks thrown up to accommodate the new station. On 18 July 1981, services to Welshpool were restored, fifty years after they were withdrawn by the GWR. The final extension cost over £71,000 in addition to generous grants from the Manpower Services Commission for a supplementary labour force- and a proper station building was still to come. With the line rebuilt, maintenance continues dependent on the efforts of devoted volunteers who also service the rolling stock and operate all the services - a remarkable achievement.

## Graham Farish, The N Gauge Story - Part 2

By Dennis Lovett

### Graham Farish - a Brief History

This section is designed to give only a brief snapshot of the Graham Farish company; It was founded by Graham Farish in 1919 in Bromley, Kent. It quickly developed into a major supplier of components for the radio industry and at one time boasted a Mr Morphy and a Mr Richards amongst its senior managers, who later went on to form Morphy - Richards.

During the Second World War, the company was involved in producing components for military use and also in the production of snap closures for jam jars, to enable fruit etc. to be preserved, absolutely necessary when there was a shortage of food and rationing was in force.

Looking for additional work for its machines after the conflict, the company entered the model railway field, which was just beginning to find its feet. At the same time as Rovex was independently developing its 2 rail system for Marks & Spencers

(later to become Tri-ang Railways), Farish also opted for 2 rail operation, although its locomotives and much of its stock was diecast metal. Farish did, however, beat Rovex into the shops by a good 12 months! A LMS Black 5 4-6-0 locomotive was launched in 1949 and apart from a brief excursion to cater for the 3 rail market in 1953 with a Southern Railway Q Class 0-6-0 locomotive, it developed its range over the years.

In 1964, the company moved from Bromley to a former armaments factory in Dorset. Alongside the model railway business, a number of other companies' co-existed including one, which made full size motor boats.

By 1970, only two OO locomotives were in production and these were stocked by a number of specialist dealers. A new range of plastic coaches and wagons was developed from 1973 and continued alongside the N gauge range until production of OO

## On the Narrow Gauge

### Part 3: The Welshpool & Llanfair Railway

Schemes for building a railway to link Llanfair Caereinion with the lowlands were proposed from 1845 onwards but the impetus was finally given with the passing of the Light Railway Act in 1896. This allowed rural railways to be built with the minimum of expense and with fewer obligations. Following a meeting in Welshpool, the Light Railway Commissioners held a meeting in 1897 to consider rival schemes. A light Railway Order was obtained on 8 September 1899, allowing construction of a 2ft 6" gauge, 9 mile light railway to Llanfair Caereinion. Part of the Light Railway Order was that the line being operated by an existing company, which the Cambrian Railway agreed to do for 99 years, subject to receiving 40% of the revenue. Construction began at Welshpool on 30th May 1901. The work eventually cost £56,900 including £42,000 from public funds.

The official opening for passengers on 4th April 1903 was accompanied by great rejoicing and in the years that followed, local people packed the trains each market day. Operation was in the hands of the Cambrian Railway but even though the line proved most valuable to the local community, it was difficult to work profitably. However, the First World War did bring a significant increase in timber traffic.

In the railway grouping of 1923, ownership passed to the Great Western who then introduced a competing bus service in 1925 and on 7th February 1931 the line was closed to all passenger traffic. Meanwhile, goods traffic included coal, builder's materials, cattle food, fertiliser, flour and other supplies that were taken to Llanfair while

in return timber was conveyed to Welshpool. Sheep and cattle were carried in both directions.

During the Second World War when petrol was scarce, the carriage of livestock reached record levels. But after the war, traffic declined and talk began of closing the line soon after it became part of the nationalised British Railways in 1948. The last goods train finally ran on 2nd November 1956.

After closure a preservation society was formed, although at first it made little progress. The locomotives and stock were stored in the open at Welshpool yard, with increasing deterioration setting in. Fortunately this situation was soon resolved.

Though such 'privatisation' was hitherto unheard of, enthusiasts banded together and formed an organisation, which, in 1960, became the Welshpool & Llanfair Light Railway Preservation Company Ltd, a body with no shareholders. Negotiations were protracted but eventually the new company was able to lease (and later buy) the Light Railway, excluding the section through Welshpool's streets, which the Welshpool Council refused to allow, thus relinquishing any long term prospects for reinstating a junction with the main line through the town. The last train over the town section ran on 17th August 1963 and the loss of this section enforced the choice of Llanfair Caereinion as the base for the restoration project.

On 6th April 1963, the section of the railway between Llanfair Caereinion and Castle Caereinion was formally re-opened to passenger traffic by the Earl of Powis -

## Upcoming Events

### Gauge 0 Guild Auction

The Gauge 0 Guild Auction is booked for the ballroom at Bletchley Park on Saturday 16th February and we will be on hand to provide refreshments, assist the organisers and open our facilities for the visitors. Volunteers please see John Hatton or Dennis Lovett.

### G-Scale Society AGM

The G-Scale Society is holding their annual convention and AGM at Bletchley Leisure Centre on Sunday 21st April. The Society would like to recruit help with stewarding both for setting up on Saturday evening from 6pm to 9pm and on the day. Volunteers please see Steve Dennison.

### Coronation Fund:

Over £1200 has been raised so far. Thank you for your contributions - please keep up the good work. We are now over half-way there. For further details please see Eric Bowman.

## 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 for 2002

Please see Chris Hughes to fill in your days.

The museum is closed until March 2002, exact reopening dates to be advised when known.

## MKMRS NEWS - Don't Forget

The next issue of MKMRS NEWS will be published at the end of March and will cover March / April.

Contributions always welcome.

## The LNER Class A1 4-6-2

### Dennis Lovett Takes a Look at this Famous Eastern Region Express Passenger Locomotive

In 1944, Edward Thompson who had succeeded Sir Nigel Gresley as Chief Mechanical Engineer of The London & North Eastern Railway (LNER) in 1941, rebuilt Gresley's first pacific No. 4470 Great Northern into the prototype A1 Class 4-6-2. To avoid confusion it is necessary to explain that Gresley himself had designed the first A1 Class pacifics, but many of these had been rebuilt into A3 Class Pacific's, the most famous locomotive being "Flying Scotsman". The remaining Gresley A1's were designated A10 on a temporary basis until the last was rebuilt to A3 Class in 4-6-2.

No 4470 had emerged in 1922 from Doncaster Works for the Great Northern Railway, which, in 1923 became one of the companies that, formed the LNER. Edward Thompson commenced the design work on the new locomotives during 1944. With the war in Europe coming towards its conclusion, Great Northern emerged from Doncaster in its new form in September 1945. After Edward Thompson retired in 1946, it was left to his successor Arthur Peppercorn to move the project forward, which he did by returning to the drawing board and fashioning his own design for the new class of pacific locomotives.

Whilst the new locomotives were ordered by the LNER, it was not until after Nationalisation of Britain's railways in January 1948, that the first of the 49 locomotives emerged. Construction was split

between the LNER workshops at Doncaster and Darlington and the order was completed during 1949. No's 60114-29 were built at Doncaster, 60130-52 at Darlington, with the final batch 60153-62 built at Doncaster. Although many were delivered in full LNER green livery, they carried not the familiar LNER lettering but the words BRITISH RAILWAYS in full. The new organisation had not yet had time to design logo's or indeed a colour scheme, but by 1953 all had been repainted into BR Brunswick Green with the lion totem replacing the full wording.

The Class were used extensively on the East Coast Main Line alongside Peppercorn's A2 Class and the more famous Gresley A3's and A4's. The A4 streamlined locomotive was introduced by Bachmann in 1994 and can be used alongside the new Bachmann A1 Class locomotive.

The A1's were the last in a long line of distinguished steam locomotives designed to haul the most prestigious express trains on the East Coast Main Line from Kings Cross to Aberdeen. The A1's were allocated to all the main East Coast depots including Haymarket (Edinburgh), Gateshead and York.

The introduction of the powerful Deltic diesel locomotives onto East Coast services in 1961 resulted in the decline of the former LNER pacifics. This led to some of the

A1 Class being utilised on the West Coast Main Line between Glasgow and Carlisle and also over the Settle-Carlisle route hauling trains between Leeds and Carlisle.

The last of the A1's were withdrawn in 1966, less than 20 years after introduction. An attempt was made to save the last of the Class 60145 Saint Mungo. It was withdrawn in June 1966 and three months later it succumbed to the cutters torch.

Many regretted that the preservationists had failed to save such a fine locomotive, but thirty or so years ago, preservation was very much in its infancy and many locomotives passed into the history books. In 1990, a group of likeminded people had the vision to see an A1 back on the rails and set about organising themselves into the A1 Steam Locomotive Trust to build a new A1 to fill the void. The Trust decided that the

locomotive would not be a replica but a brand new locomotive - in effect the 50th A1 to be built.

Work commenced in 1994 having raised sufficient funds for work to commence after they had established an engineering base in part of the old Darlington works. The locomotive being built will carry the number 60163, the last BR engine being 60162 Saint Johnstoun. As the project was launched just before the Gulf War in 1991, it was decided to name the locomotive "Tornado" after the RAF fighter plane which played a major role in that conflict.

At the time of writing, some 50% of the components have been manufactured and assembled. Negotiations for the construction of an all welded boiler are currently in progress with suitable contractors.

#### 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