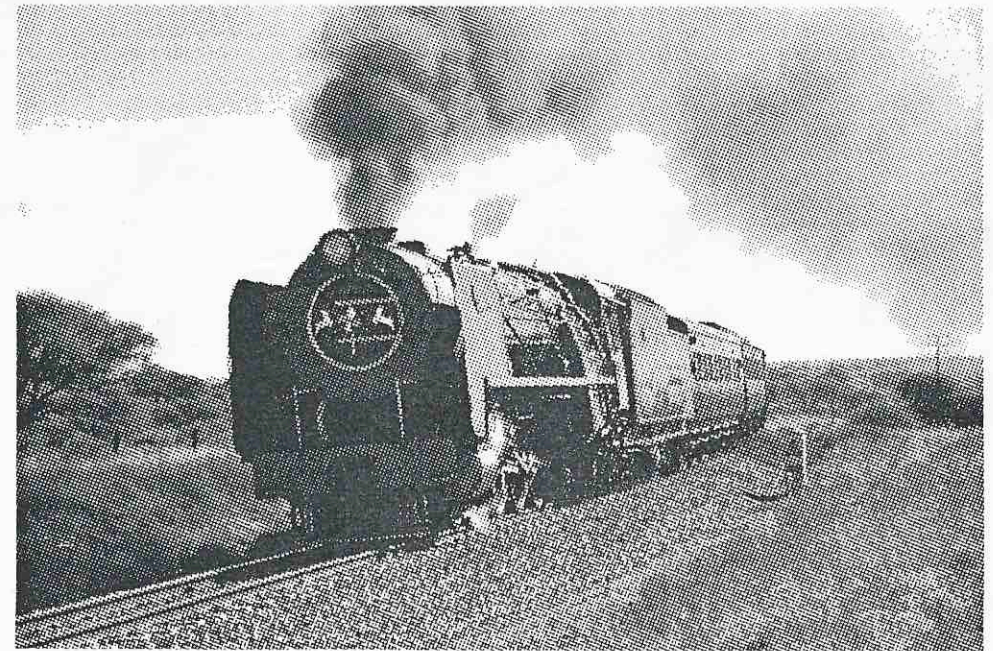


MILTON KEYNES
MODEL RAILWAY SOCIETY
NEWS

No. 117

March / April 2002



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

favourable with the reviewer including a number of minor suggestions to improve the basic model further. The selling price of £5.99 compared well with other locomotives then available. The then, available, Minitrix locos were more expensive with the two diesels (Warship Class 42 and BRCW Class 27) costing £7.43 each, whilst the Britannia was £9. The Peco (Rivarossi) Jubilee was in a similar price bracket to the Britannia. Only the Wrenn / Lima models were cheaper than the Graham Farish locomotive.

In October 1971, both the Model Railway Constructor and the Railway Modeller reviewed the GWR "Toad" brake van. Initially available in grey, the reviews mentioned that brown and red oxide painted versions would follow.

The same magazines, however, carried details of imminent new models, the ex Great Eastern Railway Holden designed tank locomotive (LNER Class J69 0-6-0T), together with three versions of a 4 wheel coach. Ironically, the first Farish coaches produced for the OO range were the short-lived diecast 4 wheel coaches back in 1949, to accompany the Black 5. Both the J69 and the 4 wheel coaches were advertised for October release.

The "Paint Your Wagon" Competition (see TCS News June 2000) results appeared in the November 1971, Model Railway Constructor. The judging team of Bob Essery, Ken Morgan and magazine Editor, S.W. Stevens-Stratton eventually decided on the following winners, several of the winning entries were later to be produced by Farish commercially.

The winners were;

- 1- Wood & Co (Kings Cross) 7 Plank
Painted by M. Bell, London
£50 cheque
- 2- Parker & Probert (Birmingham)
7 Plank
Painted by G. Douglas (Edinburgh)
£30 cheque
- 3- Butterley * 7 Plank
Painted by R. Fern (Derby)
£10 cheque

*The one described in TCS News June 2000

Several consolation prizes were offered and all prizewinners received one of the new coaches as an additional prize.

By the end of 1971, no doubt with the Christmas market very much in mind, Farish introduced four train sets. These featured either the GER Holden loco or GWR 94xx and were as follows;

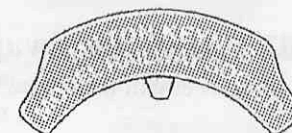
Goods Set comprising GER Holden Loco, 4 wagons, oval of track and battery controller. Price £7.95

Passenger Set comprising GER Holden Loco, 3 x 4 wheel coaches, oval of track and battery controller. Price £8.50

Goods Set comprising GWR 94xx Loco, 4 wagons, oval of track and battery controller. Price £8.95

Passenger Set comprising GWR 94xx Loco, 3 x 4 wheel coaches, oval of track and battery controller. Price £9.50

MILTON KEYNES MODEL RAILWAY SOCIETY
FOUNDED 1969



"Open Day a resounding success"

Although the majority of club layouts are now a secure fixture in our Bletchley Park premises, a small group of members myself included, calculated that individual members could provide sufficient layouts to present a mini exhibition of high quality exhibits in all gauges with the exception of z. Whilst this was not an "official" club event I was pleased to receive the support of the committee in presenting the idea and of course to the many members who offered layouts and support on the day.

A team was assembled to plan the event and with thanks to Jenny Lovett, we were able to hire the facilities at Water Eaton Church Centre. This provided an excellent venue, given the amount of space available (plus a catering facility) at a moderate cost. Not having been involved in planning an exhibition before, the experience of Chris Hughes, who had laid out previous exhibitions at the Leisure Centre, was valuable and appreciated. With the on-going assistance of Gordon Shrimpton, Jeff Mathie, John Hatton and Steve Dennison, planning, publicity and printing went "full steam ahead" as they say! Fred Collins agreed to manage the catering and was ably kept under control by some of our lady helpers! Thanks to all who assisted in this way.

Thanks to Mark Agnew for providing the transport and moving all the exhibits in one load. The packing of the lorry was a real work of art. Thanks to the team who loaded and then emptied the vehicle both for setting up and then at the end of the day.

Impressions are that the event was a complete success and given the weather well supported by the public - some used the free vintage bus service to the station and others went from the exhibition to the station and back simply to enjoy the ride! After expenses we managed to secure a positive result with a good donation being made to club funds and a donation made to church funds. My thanks to all those who contributed to this successful event - in whatever role.

Do we repeat the event? My own view is that we should contemplate doing it again sometime in the future and I would welcome any views from the members in this regard.

Bruce Garwood
Vice Chairman

Club Notice Board

2002 Woughton Swapmeets

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

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:

Bedford Meetings:

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. Further details from Bob Ballard on 01908 562195

4th April - "My work with Voyagers", by Ian Smith, Bombardier's Fleet Director, Central Rivers Depot, near Burton-on-Trent.

2nd May - "Steaming into Bedfordshire" the slides of David Eatwell

5th September - "The Work of The Railway Heritage Trust" by Jim Cornell, Executive Director

3rd October - "Channel Tunnel Rail Link" by Bernard Gambrill, Head of Public Affairs, Union Railways

7th November - "LMS Calvacade" the slides of Hugh Ballantyne

5th December - "Branch Christmas Evening" - the members entertain

Gauge 0 Guild Auction

Thanks to all those who assisted with The Gauge 0 Guild Auction held in the ballroom at Bletchley Park on Saturday 16th February.

The opportunity to visit our facilities was much commented on and the improvements made over the year were more than noted. Indeed we can really boast of giving them the red carpet treatment courtesy of Mark, Steve and their team who laid the Warley carpet in time for return visitors to see the improvements made during that day!

Graham Farish, The N Gauge Story - Part 3

By Dennis Lovett

1971 - The year of expansion

By early 1971, a fish van been added to the range, along with a new publication, described as an N gauge handbook and catalogue. Both were advertised in the January 1971 magazines.

The editorial in the January Model Railway Constructor again reviews both the events of the past year and offers clues as to what the new year would hold. The Editor described the release of the N gauge range by Graham Farish as "Probably one of the "milestones" of 1970 has been the entry of Graham Farish into the N gauge market, with the promise of many more "goodies" to come". He continues later in the piece "Talking of general trends, as apart from trade items, it would appear that more people are taking N gauge seriously and some very fine layouts have been produced - proving that it is perfectly feasible in this smaller scale".

It was the advertisement in the Model Railway Constructor, however, which provided the most exciting development by announcing, the forthcoming release of the very first N gauge locomotive from the company, a GWR 94xx 0-6-0 Pannier Tank. The model was due at the end of January / early February. It must be remembered that the hot metal printing processes then in use to produce the magazines required much longer timescales than they do today, and that the advertisement was probably placed some 12 weeks before publication.

The February 1971 issue of the Model Railway Constructor, sees the 94xx advertised with a £5 19/- 9d price tag. As this was the month in which we all became decimalised, it appeared with a starred footnote reading "Sorry £5.99np". For younger readers the np stood for new pence. It comes as some relief to the author that from this point on, he no longer has to try and convert old money into the present currency!

The "Paint your Wagon" competition referred to in the June 2000 edition of this magazine was announced in the same issue. Entry required the purchase of at least one Farish N gauge wagon, and the rules stated that the judges would be looking for examples of painted wagons and that more marks would be awarded for say a private owner wagon than a simple lettering job onto a factory finished wagon. Entries were required to be at the Model Railway Constructor offices by 10 May.

By May 1971, the GWR "Toad" brake van was being advertised at a cost of 64p. Another addition was the introduction of a pair of single-track stone tunnel mouths at 29p a pair,

An extensive review of the GWR 94xx 0-6-0T locomotive appeared in the July 1971 issue of the Model Railway Constructor. It is described in the review as "the first steam outline model that is British made, although it has a Continental (West German) motor". The review was

On the Narrow Gauge

Part 4: The Lynton & Barnstaple Railway

Work began on The Lynton & Barnstaple Railway on 17 September 1895 when Lady Newnes cut the first sod on the site of Lynton Station in North Devon. Construction took three years, one year longer than anticipated and the company was in financial difficulties from the start, but somehow avoided bankruptcy. Constructed to a gauge of 1 ft 11.50 inches, the line was 19.25 miles long and stretched from Barnstaple Town station on the London & South Western Railway to Lynton, located above the seaside resort of Lynmouth. The two are connected by a funicular railway.

The first train ran on 14 March 1898 and the length of the line demanded locomotives and rolling stock built almost to main line standards. This area in North Devon is quite challenging for such a line and required extensive cuttings and embankments. Two major viaducts were built the largest at Chelfham was 70ft high.

Manning Wardle supplied 2-6-2 Tank locomotives, Yeo, Exe and Taw, named after local rivers. In 1923 the Southern Railway purchased the line and immediately instigated a programme of works to ensure that the line and its rolling stock were fit for purpose. A Baldwin 2-4-2T was purchased in 1900 and was named Lyn. A further Manning Wardle 2-6-2T was purchased by the Southern in 1925 and named Lew. Despite the efforts to improve the rolling stock and the addition of steam heating, the line did not attract the much needed additional passengers and closure became inevitable. In 1935, the line enjoyed its best

traffic figures for many years - but this was not enough to save it.

On 29 September 1935, the 1955 departure from Lynton became the last train to run on the line. The track was lifted in 1936 and the locomotives and rolling stock sold at auction. Lew was sold to a railway in Brazil and despite extensive searches, the remains of it have not been found.

The day after the railway was closed the Station Master from Woody Bay station laid a wreath on the buffer stops which carried the inscription "To the Lynton & Barnstaple Railway in Loving Memory - Perchance it is not dead, but sleepeth".

Many of the structures remained. The viaducts remained and the station buildings found new uses as homes, their distinctive Swiss chalet style making the conversions particularly easy.

For many years there were talks about revival and the owner of the station at Lynton ensured that some narrow gauge stock remained in the station area. Over the past few years the project has gained momentum and tracklaying has begun. The odd item of rolling stock has been rescued from farms and a replica steam locomotive is being constructed. With the revivalists now established at Woody Bay, this project is fast becoming reality.

I am sure that the Station Master at Woody Bay will be looking down on it all, safe in the knowledge that the Lynton & Barnstaple is at long last, waking from its slumbers.

The Gauge O 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.

Coronation Fund:

Over £1600 has been raised so far. Thank you for your contributions - please keep up the good work. We are now four fifths of the way there. For further details please see Eric Bowman. We are aiming to reach the target as near to the April QGM as possible. It is almost a year since Tony Winn suggested the project at the April 2001 QGM

The Bletchley Project

Members will have noticed that a good start has been made on this project with two of the six baseboards having been completed by Mike Maidment. Although progress has been slower than perhaps initially envisaged, I am sure you will agree that the quality of construction is outstanding. Once Mike is back to full health, and work shifts permitting, further progress will be made. In the meantime a considerable supply of track, points and motors has been amassed. We expect that on completion of the third board, to be in a position to commence track laying in what will be the station area - quite a daunting task given the complexity of the layout, at the time depicted in the model.

This is a long term project overall and during this year the main objective will be to complete the baseboard construction to be followed by the laying of the main lines with point connections. All this is of course dependent on the availability of Mike and his able assistant Roy Cobb to continue with the good work of completing the baseboards from the components that they have prepared.

If you have any questions on the project, please do not hesitate to contact myself, Jeff Mathie or the "carpentry team". A further report will appear in these pages in due course.

Bletchley Park Roster

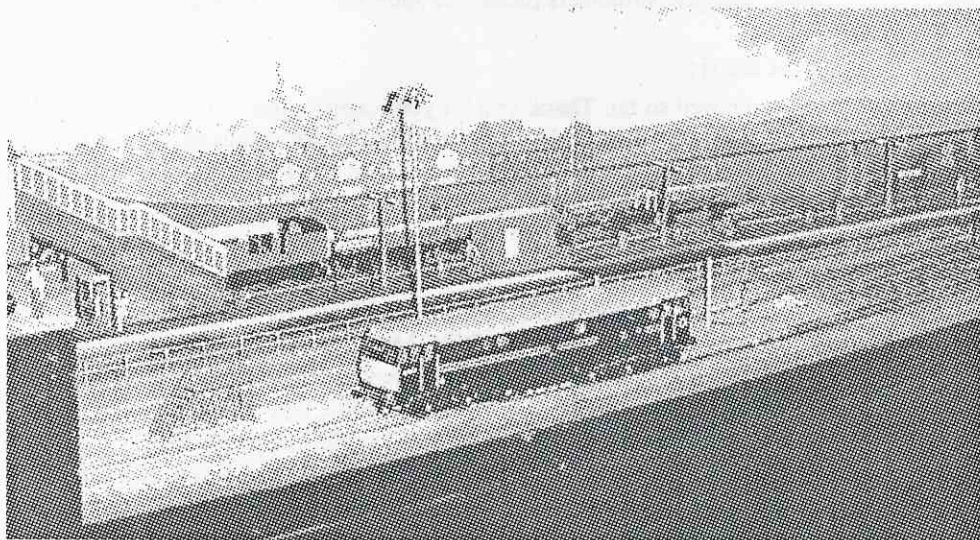
Please note: If you are unable to cover any particular date - please arrange a swoop on the roster in the club room - Chris Hughes

UNROSTERED PEOPLE ARE WELCOME AT ANY TIME

The 2002 Roster is posted in the clubroom

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

Buxfield at the Doncaster Show



Brian's Birthday Surprise

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.



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