

MKMRS
SWEATSHIRTS & POLO SHIRTS
2002 NEW PRICES

Sweatshirts (Maroon with MKMRS logo)	£15
Polo shirts (Maroon with MKMRS logo)	£16
Polo Sweats (Maroon with MKMRS logo)	£18

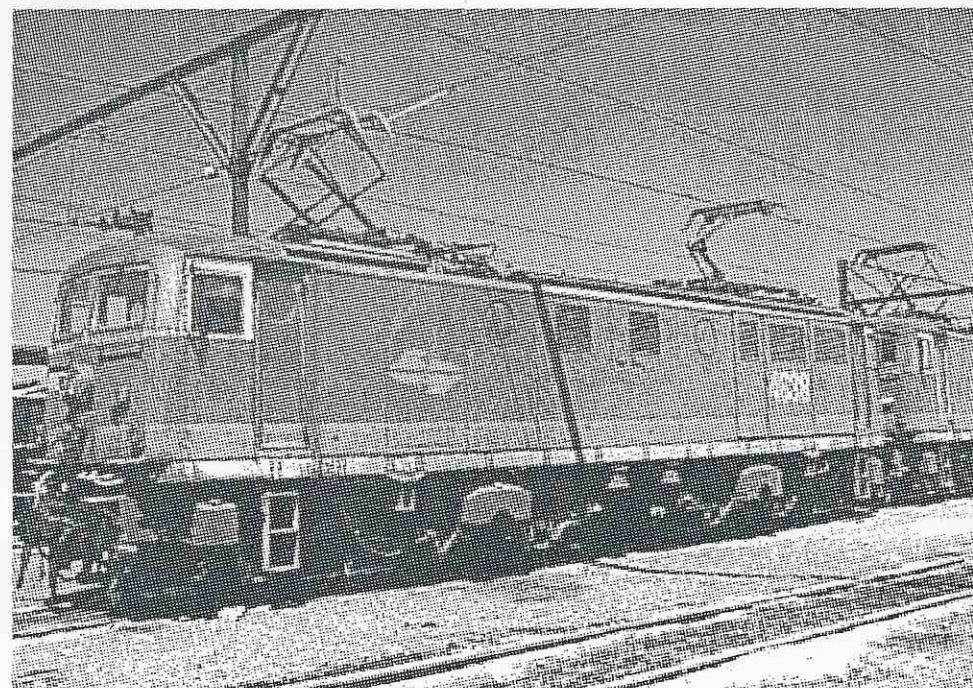
*Both can be personalised with your name for
£3 extra.

Please see Gordon Shrimpton



No. 120

September / October 2002



Not quite the BR aimless arrows - modern image African style

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

8100 in BR lined green. The price was £11.16 as forecast at the Toy Fair.

In the same issue the 4 wheel coaches were reviewed. These were available in fully lined liveries of the GWR, LMS, LNER and SR companies. They retailed at £1.31 for the composite coach and £1.35 for the brake end.

Another new locomotive appeared in time to be reviewed in the July 1977 Model Railway Constructor. This was a freelance general purpose 0-6-0 Tank locomotive and appeared in LMS maroon, LNER apple green, SR olive green and BR black. It cost £9.36 in the shops.

Reviews of the 81xx, General Purpose Tank Locomotive and 4 wheel coaches also appeared in the June 1977 Railway Modeller.

The most significant event of 1977 was not, however, something new but a return to the old name. The N gauge range had been launched under the Grafar banner with its distinctive blue and yellow packaging and the opportunity was taken to rebrand the products and to return to the Graham Farish name. The advert on the rear of the December 1977 Model Railway Constructor explained why; ".....Later keeping up with the times we shortened our name to Grafar. It seemed like a good idea. Except that you kept going into your model shops and persistently asking for Graham Farish. So you win".

We shall see what impact re-branding will have in our next instalment.

TO BE CONTINUED

SEE BUXFIELD

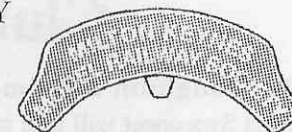
At the Warley National Model Railway Exhibition

National Exhibition Centre

Saturday 30 November - Sunday 1st December

For further details -
see model railway press

MILTON KEYNES MODEL RAILWAY SOCIETY
FOUNDED 1969



"Struggles"

Getting this magazine out on time is becoming one of the biggest struggles of the club year. There are no excuses, an increasing work-load and increasing hours result in your Chairman usually returning home late in the evening with little enthusiasm for starting up the word processor. I hope to catch up in the not too distant future and at some stage, the dates on the front of the magazine may more accurately reflect the contents inside. Please bear with me for the time being - but if someone wants to take over then rest assured I shall not be offended. Steve manages to take the most basic of text from my PC and turn into a most respectable magazine, so the rest it is not over difficult but does require some time and effort from the Editor.

It would also appear that according to the front of the local paper recently that the Bletchley Park Trust also have a struggle on their hands and may have to sell part of the site to survive. Fortunately this does not affect our own area but the committee will continue to monitor the position.

We have yet to resolve the struggle with the roof financing. Again we will discuss the

necessary action before we all have to resort to wearing wellingtons on club nights!

The recent fire door creation has again caused us to struggle with juggling layouts around the main club room and we will undertake the necessary movements when Buxfield visits the Warley show at the end of November. This will result in Buxfield and the EM gauge layout changing places, with the new Bletchley N gauge project continuing to hold centre stage during the construction period.

On training courses all the above would be classed as opportunities rather than threats. I am sure that all will be resolved in a positive way and look forward to reporting more positive stories in the next issue. Now if it is to appear on time, it will be necessary for me to start work - yes you've guessed it - as soon as I have finished this one!!

Dennis Lovett
Chairman

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.

Club Notice Board

2002 Woughton Swapmeets

The last Swapmeet will take place between 1100 - 1500 at Woughton Campus on:
15th December

Admission is £1 Adults, 50p concessions, children under 18 free

Recent Outings

John Hatton and our Tinplate team of Brian Barnes and Stan Pennington recently flew the flag for us at the Stacey Hill Open Day. Several members that weekend were involved in the N Gauge Society show at Bletchley Leisure Centre, others at the Gauge O Guild event at Telford.

Les Wood took his layout under construction to the Bressingham exhibition in Suffolk to support our good friend Colin French. More layouts are booked for next year.

Buxfield recently went to Wootten-Under-Edge for the MIGO show and ran for the first time with the new longer turntables and the extension boards. The finished layout will be very impressive if future development rumours are true!

And Future Ones

Buxfield will be at the Warley National Model Railway Exhibition at the National Exhibition Centre, Birmingham on Saturday 30 November and Sunday 1st December. Your Chairman will be representing a certain train operating company during the weekend, although the models on display this year will be much smaller than the Pendolino he took last year!

Film Stars

The Tri-ang layout recently featured in the Tri-ang video being made by Axiom Communications to support the published 2nd Volume by Pat Hammond on the history of Rovex. Ken and the Chairman were on parade during the all day shoot. Thanks to Bruce John and Ken for doing all the hard work and getting the layout ready for its big day. So impressed were the producers that they returned to the club rooms on Sunday 13 October to feature some of the other attractions in the club rooms, so that they can put the footage already captured into context.

Railway Correspondence & Travel Society

The RCTS meets on the first Thursday of the month at the C.I.U. Working Mens Club, London Road, Stony Stratford at 1930 hours. Our long-standing friend Bob Ballard is the Chairman. Further details from Bob Ballard on 01908 562195

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

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

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

1976 MRC with a new chassis and motor fitted. The packaging too had been changed to a bubble pack on a card backing, which the reviewer comments upon, saying that this was disappointing compared to the previous box. It was announced that the new motor would also appear in other models in due course. The 94xx now retailed at £7.98; it was £5 19/- 9d when introduced in 1971 (see Part 2 of this series). A similar report appeared in the August 1976 Railway Modeller in which the reviewer undertook some vigorous testing. The report explains that the locomotive had no problem hauling 10 bogie coaches round 12" curves but some difficulties were experienced with wheel drag when it was coupled to 58 goods wagons!!

Reviewed in the November 1976 Model Railway Constructor were new 9.5" radius Liveway left and right hand points. These were aimed specifically at train set users rather than finescale modellers. These retailed at £1.35 each.

OO LNER mainline and suburban coaches were also reviewed in the November 1976 Model Railway Constructor and in the next issue, the N gauge versions were highlighted. The reviewer commented that these were reduced down versions of the larger models. The LNER teak livery found particular favour and the two coach types were also available in BR crimson and cream, which many of us refer to as "blood and custard" livery. The N gauge suburban coaches retailed at £1.73, whilst the mainline versions cost 6p more (£1.79). These were also reviewed in the October 1976 Railway Modeller.

1977 - A Step Forward Whilst Returning to the Old Name

The GWR Hall Class 4-6-0 locomotive (originally reviewed October 1973) was the next locomotive to benefit from an improved chassis and was reviewed in the January 1977 Model Railway Constructor. The reviewer not unnaturally commented on the benefits of the new chassis and on the improved performance over the previously available version. The locomotive also appeared in the January 1977 Railway Modeller.

The 1977 Toy Fair moved from Brighton to the National Exhibition Centre at Birmingham. The review in the March 1976 Model Railway Constructor commented on the move and the growth in the importance of the event as it now attracted a number of overseas exhibitors, particularly from France. Grafar were exhibiting and took the opportunity to announce a new GWR 81xx 2-6-2 Tank locomotive. This was due out in March (the Toy Fair taking place in January) at an expected retail price of £11.16. The bogie coaches were also released in full GWR lined livery. The 4 wheel coaches were also reintroduced in the colours of the Big Four companies (GWR, LMS, LNER and SR). The new chassis units from the locomotives were also released separately to allow older models to be upgraded or for modellers to use with a kit or scratchbuilt body.

The 81xx duly appeared for review in the June 1977 Model Railway Constructor. The reviewer checked the model supplied against the Roche drawing and found it accurate against all the main dimensions. The model performed well on test and was available as 8106 in GWR livery and as

Graham Farish, The N Gauge Story - Part 5

By Dennis Lovett

1975 - A Year of Consolidation

The Toy Fair Report in the March 1975 Model Railway Constructor reports that there is "nothing startling new as the firm is concentrating on keeping up supplies of their existing range, but there have been some additions for rolling stock". The reporter goes on to outline the new N gauge bogie sulphate wagon and the release of three further private owner wagons in the liveries of Ocean (open), Fremlins (Maidstone) and a horsebox, again in private owner livery. The review does, however, contain some clues as to why the factory was working so hard by indicating that "in OO, the 94xx pannier tank can hardly keep up with the demand". A brief outline of Grafar programme was outlined in the Toy Fair Report which appeared in the March 1975 Railway Modeller.

The three private owner wagons were themselves reviewed in the June Model Railway Constructor. The open wagon appeared in Ocean livery and the van in Fremlins (Maidstone) colours. The horsebox appeared in the colours of Sir George Widgeon of Doncaster. The cost of the 3 wagons was £1.89.

New N gauge Liveway points appeared in time to be reviewed in the September issue of Model Railway Constructor. Costing £1.85 each, the points were packaged within a plastic bubble on a card backing. Both left and right hand turnouts were available along with a Y point. The use of live frogs removed many of the problems with the early N gauge model locomotives, which were prone to stalling on plastic frogs at that time. They did, however, require the

use of isolating switches if more than one locomotive was being used on a layout.

1976 - Airfix and Mainline Steal the Headlines for OO

The ventilated van appeared as a set of three in private owner's liveries for Terrys, Zorfolo and Knorr. These were identical to the OO versions reviewed in the June 75 Model Railway Constructor (which I suspect were fictitious). The set of three retailed at £1.94 and were reviewed in the February 1976 Model Railway Constructor.

The 1976 Toy Fair (reported in the March 1976 Model Railway Constructor) saw the unveiling of the Airfix and Mainline ranges, which not surprisingly took the lions share of the editorial coverage. Ironically, many of the Mainline models featured in the coverage eventually passed to Bachmann, the new owners of Graham Farish. The reporter outlined that the Graham Farish stand featured a number of new items. The OO suburban coaches would follow in N gauge, with a Southern Region version already received by the reviewer, who praised its fine lining and lettering. Other new items included three new private owner open wagons in the liveries of Earl of Rosslyn's Collieries (Dysart), Staveley and Ormiston Coal Company. Like the vans described earlier the set of three cost £1.94. A forthcoming item was a new Liveway point for sharp radius curves.

The 94xx locomotive had been the first of the N gauge locomotives to be introduced. A further review appeared in the August

Bletchley Park Roster

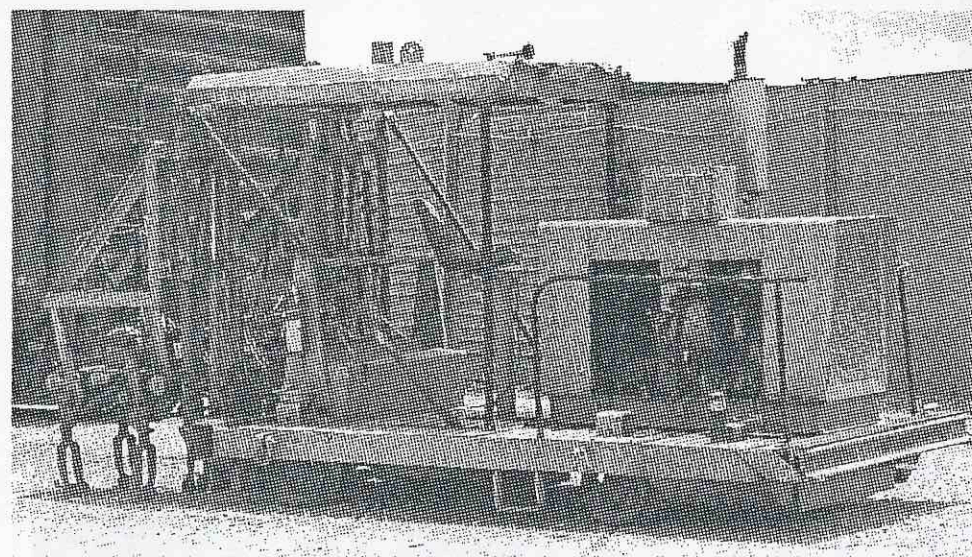
Please note: If you are unable to cover any particular date - please arrange a swoop on the roster in the club room - Chris Hughes

UNROSTERED PEOPLE ARE WELCOME AT ANY TIME

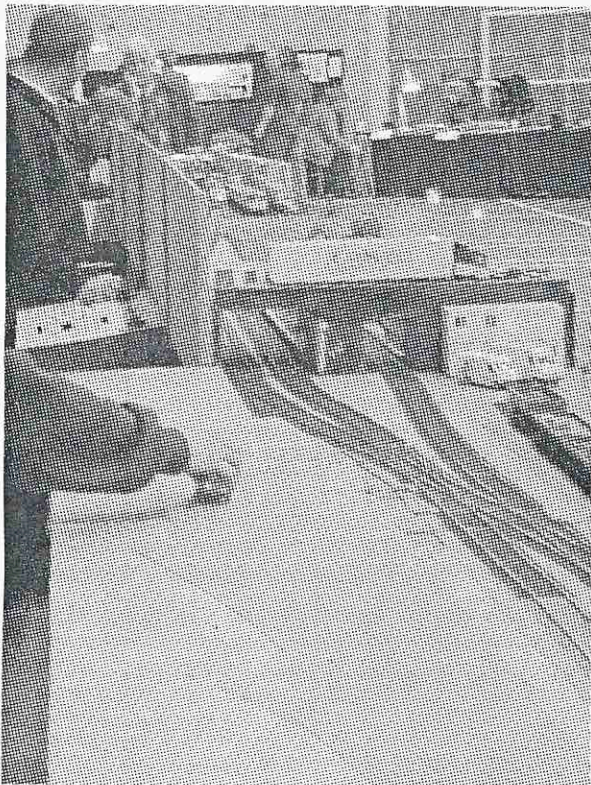
Duties commence at 1300 until 1700 (unless a special weekend which requires 1030 start)

Saturday 2 November	Gordon Shrimpton, Mike Maidment
Sunday 3 November	Les Wood, Eric Preston
Saturday 9 November	Ken Sharpe, Robert Smith
Sunday 10 November	Ken Ranns, Matt Rainer
Saturday 16 Nov	Ian Smith, Robin Rowles
Sunday 17 November	Ken James, Mick Clements
Saturday 23 Nov	Mark Agnew, (Vacant)
Sunday 24 Nov	Chris Hughes (Vacant)
Saturday 30 Nov	Tim Davey, Brian Barnes, Stan Pennington
Sunday 1 Dec	Martin Shenton, Tracy Broyd

Please note that Bletchley Park Trust have advised us that the Park will not open to the public during December and January but will reopen in February.



Not only Welsh narrow gauge lines built oddities - this is an early track machine from a small North American line.



Buxfield's new extension in trial use at Wootten-Under Edge.

A small (very) prize to the first person who can guess who is just as happy playing with toy cars as well as trains (the Buxfield team are excluded from entering)!



One of these in 0 gauge should soon be gracing the rails of Buxfield

On the Narrow Gauge No: 6 - THE BALA LAKE

The Bala Lake Railway is built on the trackbed of the former standard gauge Great Western Railway line between Bala and Dolgellau, this later formed part of a through route from Ruabon via Llangollen to Barmouth. Opened in 1868 it provided a useful cross-country link until closure returned it to nature after closure of 15 January 1965. Four miles of the route ran alongside the picturesque Bala lake.

In 1971 plans were made to reopen part of the route as a narrow gauge railway. Led by local engineer George Barnes who saw the potential to use the abandoned trackbed for a narrow gauge railway for local and tourist use. George planned to commence operations from the former GWR station at Llanuwchllyn to the site of the former Bala Junction station, on the outskirts of Bala itself (it is a ten minute walk to the town centre).

The station at Llanuwchllyn still retained its platforms, station buildings, goods shed and GWR signal box after closure which was a good base from which to start, their rural location no doubt assisting in their preservation. The canopy was no longer in position and

Laid to a gauge of 1ft 11.5 inches. 1.25 miles of line had been completed in order to convey the first passengers in August 1972, when just over 4,000 enjoyed the ride. The following year the line was extended and by 1976 it had reached Bala Junction (now renamed Lyn Tegid), 4.5 miles away. There are three halts which serve popular parts of the lake, the largest of which is Llangower which serves a popular lakeside picnic spot and has car parking provision.

Steam first appeared in 1975 with the arrival of a Hunslet 0-4-0 saddle tank Maid Marian, which still works on the line alongside Holy War. Both locomotives came from the Dinorwic slate quarries at Llanberis. The line also has three diesels, one of which is a Bo-Bo locomotive "Meirionnyd" which was delivered new to the line in 1973 by Severn Lamb.

The line continues to play a vital role transporting tourists and local residents to and from Bala.

