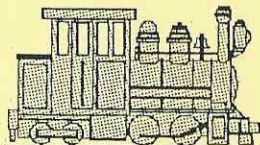


KRS (Model Railways)  
Casting Services  
14 Brickhill Road  
Heath & Reach  
Leighton Buzzard Beds  
LU7 0BA



☎ 01525 237873 (Home)  
☎ 07721 329252 (Mobile)

E: MAIL J MATHIE. KRS@VIRGIN.NET

KRS are a manufacturer of white metal kits in 2mm 4mm 7mm.  
We offer a building and painting service for any of the kits within the KRS range,  
including any of the plastic kits, which we supply.  
KRS can also build 7mm loco and wagon kits to order.

We now carry the full range of Stonecast items from Ten commandments of  
Scotland, can obtain any Parkside, Slaters or Peco items in any gauge, also  
Ultrascale products (wheels, gears & worm drives)

If you have any ideas on how to increase or improve our range, please do not  
hesitate to talk to us.

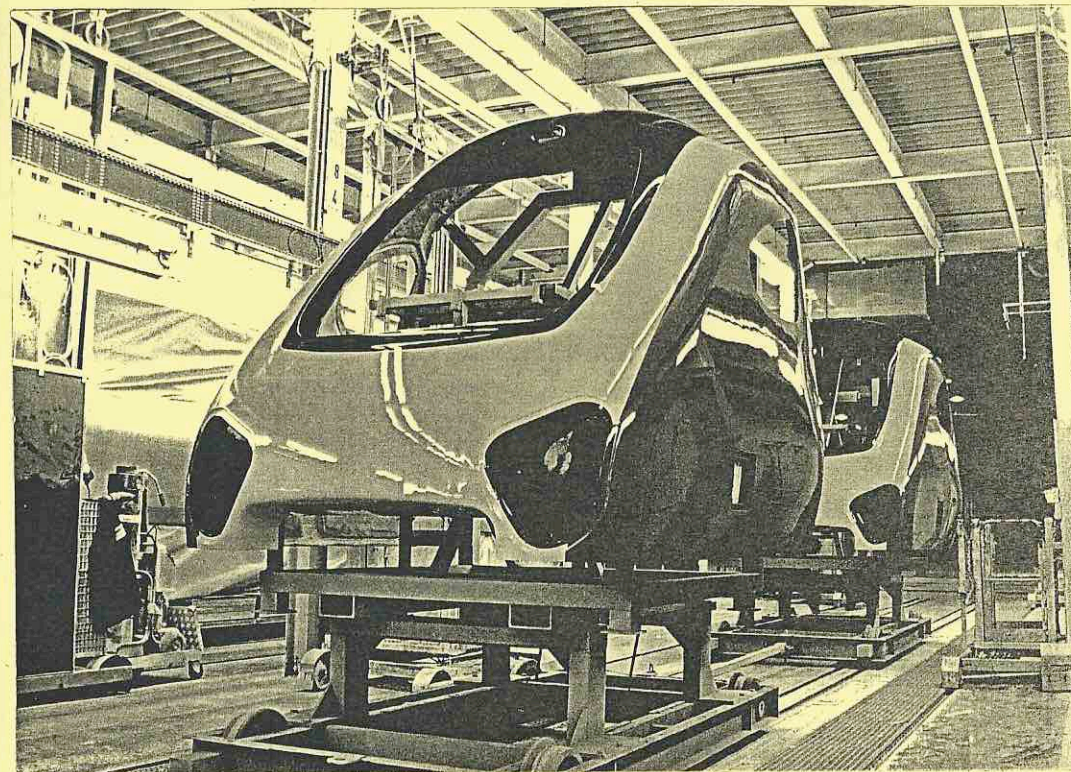
Now available is the illustrated "N" Gauge catalogue  
containing photos of all our kits including all the latest items  
cost is £2.00 from the stand or £2.50 post paid.



NEWS

No. 124

May / June 2003



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



The company entered the model railway market in 1949 and Thomas continued to take an interest in the company which was then run by his two sons Peter and Gordon. Thomas led the company into N gauge, pioneering the manufacturing processes and the marketing of the products.

Cyril Freezer, then Editor of Model Railways, wrote in the January 1982 edition that "it was perhaps a little unfortunate for the hobby that T Graham-Farish, in the mid 1950's, discovered a fertiliser concern in difficulties, and took up Plantoids, which swept across the market. He made these a commercial success, but developments in the model railway field virtually ceased, and although the range continued to be available, it lost his personal attention and so languished.

In 1954 [should be 1964] the Bromley factory was compulsorily purchased, and new premises were obtained near Poole. This led to a successful venture into small boats, but soon the firm returned to model railways"

Cyril continued "Although retired for some years, T. Graham-Farish maintained an interest in the business ably continued by his sons. He died peacefully, in his sleep, at the age of 79, on October 16<sup>th</sup>, leaving as his monument a thriving business which, unlike so many today in Britain, is expanding production under the direction of his sons. No man could ask more".

### A High Speed Train for 1982

The February issue of the Model Railway Constructor reviewed a new model from Graham Farish, a previously unannounced High Speed Train or HST. Produced in blue/grey livery the HST pack comprised of two motorised power cars and a TF (Trailer First) First Class Mark 3 coach. This pack retailed at £39.95.

To supplement the pack, additional coaches were available for TF (Trailer First), TS (Trailer Second) and TRUB (Trailer unclassified with Buffet). The TRUB retailed at £4.75 whilst the 1<sup>st</sup> or 2<sup>nd</sup> Class coaches were slightly cheaper at £3.95.

### The 1982 British Toy & Hobby Fair

The annual event held at Earls Court, saw Graham Farish once more in attendance and they took the opportunity to announce further new models. Amongst those announced were a Class 101 Diesel Multiple Unit (Metro Cammell). Further additions to the Scenecraft building kit range were for a single track tunnel, double track tunnel, single track bridge and a double track bridge.

Farish also announced that they would be producing Mark 3 sleeping coaches, following the announcement by British Rail, that they were about to start producing the prototype vehicles to replace the ageing Mark 1 sleeping cars.

*To be continued.....*

## MILTON KEYNES MODEL RAILWAY SOCIETY FOUNDED 1969

### "Fifty years ago"

1953 was a somewhat special year. In the run up to the FA Cup Final we were reminded that 1953 was the year in which Everest was conquered, the Coronation of the Queen took place, Stanley Matthews won his FA Cup winners medal - the only honour to elude him up to the point and one Dennis Anthony Lovett emerged into the world.

What prompted this nostalgic pang was the chance finding of a copy of the Bletchley & Urban District Council's town guide for the same year. In these days where model shops selling model railway items can be counted on a couple of fingers within 20 miles of this once famous railway town, this what I found.

**Harrington's Handicrafts** -3 Victoria Road - Dinky Toys and Hornby Trains  
**Axford's** - Aylesbury Street - Tri-ang Toys (more importantly Tri-ang Railways!)  
**Rustons Chemists** - 31 Bletchley Road - Agent for Hornby, Meccano etc.  
**F J Janes (W M Vigor)** - 41 Aylesbury Street - Meccano, Hornby etc.

4 dealers within less than a mile and the population was less than 3,000. These were just the advertisers! The biggest dealer of them all, Neals were listed amongst the members of the local Business Directory section but did not advertise. Older residents of the area will know that Neals had large shops in Bletchley, Leighton Buzzard and Milton Keynes at one time and sold most of the model railway items.

Back in the early days of the club I remember visiting another Queensway establishment at that time, Sports & Games. The shop always had a big window full of Airfix kits and Dinky Toys. At the time I was more interested in football kit than trains and remember seeing red boxes on the top shelf which I now know to have contained Hornby O Gauge. One day that had gone - I must ask Stan if he got to them.

What surprises me most is that three of these advertisers are Hornby (Meccano) dealers. I had been led to believe that Hornby only had one dealer per town and in many cases these were not toy shops but often bike shops, chemists or other retail establishments. Hornby dealerships were closely guarded and I remember Ted Neal telling me that it took them ages to get the dealership (in the 1960s they sold Tri-ang, Hornby (O and Dublo) and Trix) because there were other dealers in the town. Now assuming that Fenny Stratford and Bletchley are treated as two towns (and that there were green fields in those days - just about near where the Leisure Centre now stands) - then there were two Hornby dealers in Fenny Stratford.

On my way to School in the early 1960s I remember Harrington's (which he sold to the owner of Milton Keynes DIY around 1970) having the colourful Kitmaster boxes on display, along with those of Keilcraft boats and aeroplanes, artists materials, dolls houses and a whole range of other bits and pieces - but I fail to remember Dinky, Meccano or Hornby.

I am enclosing adverts from these four retailers to show that I have not been on the cooking sherry and invite other members to provide details of other local retailers who sold trains. I seem to remember the newsagent's in St Mary's Avenue selling Tri-ang TT in the early 1970s.

So residents of Stony Stratford, Woverton, Buckingham, Woburn Sands and elsewhere please contribute your own items. We will endeavour to find supporting advertisements to assist in the research.

So much for nostalgia - some of it is still fairly recent. Anyone remember Taylor & McKenna's ?



Dennis Lovett  
Chairman

## Club Notice Board

### 2003 Woughton Swapmeets

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

14 September

14 December

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

### Sandy

Made in Margate (Tri-ang) and the EM gauge layout Milton Quays are representing the club at the annual exhibition of The Train Collector's Society on 5/6 July.

examples, the electrical equipment supplied by Brush, being redeployed for the first 20 Brush Type 4 locomotives (these are today better known as Class 47).

On delivery the Class were allocated to either Derby or Gateshead (North Eastern Region), where they were used mainly on Cross Country services to and from the West of England.

The design was almost identical to the final batch of Class 45 locomotives but there were minor differences to the bodyside grilles and also the battery box.

### Graham Farish

### The N Gauge Story - Part Eight

By Dennis Lovett

#### Thomas Graham Farish

The founder of the Graham Farish company, Thomas Graham Farish died in his sleep at his Dorset home on Saturday 10 October 1981, in his 80<sup>th</sup> year. His obituary appeared in the December 1981 Model Railway Constructor which outlined further information on the company.

Thomas Graham Farish began building radio sets at the age of 19, almost before regular broadcasting had begun. By the age of 22, he had built his own factory and was employing 400 people in Bromley, Kent, making crystal sets and radio components. In 1921, he gave the first public demonstration of radio in the City of London and at the end of the 1920s, the factory was manufacturing 35,000 components a day.

Among the employees were a Mr Morphy and a Mr Richards who later went on to start up their own company manufacturing domestic appliances. When companies began making complete radio sets, Thomas began manufacturing electric fires, using new revolutionary techniques.

The 2<sup>nd</sup> World War interrupted normal activities and the company switched to war work producing 20,000 land mines a week as well as producing over 800 million snap closures, which were used to seal jars for the preserving of fruit etc. After the war the company went on to produce Plantoid tablets, a fertilizer in the form of a pill and at its peak, production topped 12 million a day.

The company moved to Dorset in 1964 and amongst the activities at Holton Heath was the production of Romany Boats. These were full size vessels and at the 1968 New York Boat Show, on its first visit, the company secured orders worth \$750,000.



When British Rail evaluated its motive power requirements in the mid 1970s, the Class was one of those scheduled for early withdrawal. The first withdrawal took place in 1976 and the last in 1980. Two locomotives were preserved for use on Heritage Railways. D4 'Great Gable' is currently at Nottingham Heritage Centre and D8 'Penyghent' is on the Peak Railway.

As the first ten were all named after mountain peaks, the name has been generically applied to all Class 44, 45 and 46 locomotives by rail enthusiasts.

### Class 45

First introduced in 1960, the Class 45 locomotives were a development of the original ten locomotives (later Class 44) that were introduced a year earlier.

The first batch (originally numbered D11-D49) was built at Derby in 1960/1.

The second group (originally numbered D50-D137) was constructed at Crewe between 1960 and 1963. After the adoption of the TOPS numbering system in 1971, locomotives originally numbered in the series D50 - D137 became Class 45. Those with steam heat boilers were designated Class 45/0 (carrying numbers 45001-45077) and those with electric train heating became Class 45/1 (carrying numbers 45101-50).

The Peaks replaced steam traction on principal trains to and from London St. Pancras during the early 1960s, working trains over the Midland Main Line, on the Settle - Carlisle route and also on the Waverley route between Carlisle, Hawick, Galashiels and Edinburgh. The latter line taking its name from the Waverley novels of Sir Walter Scott who lived near Melrose on this line. At one time St. Pancras had both day and overnight trains to both Glasgow and Edinburgh and the Peaks regularly worked the St. Pancras - Edinburgh sleeper train which travelled over both the Settle & Carlisle and the Waverley route, until the latter line closed in January 1969.

In the early 1980s, the Peaks were displaced from front line passenger work on the Midland Main Line following the arrival of the High Speed Trains (HST's). This led to the Class being utilised on other workings including parcels and freight trains. Some were transferred onto cross-country routes such as Newcastle - Plymouth.

By 1988 only one locomotive remained in traffic (No. 45106) which had been repainted in green livery specifically for hauling enthusiasts trains. A major defect resulted in the rapid withdrawal of the locomotive and the end of a long and distinguished career with British Rail for the class. Thirteen locomotives have passed on to heritage railways.

### Class 46

A final batch of 76 locomotives was ordered from British Railways Derby Works during 1959. By the time the first locomotive emerged in 1961, the order had been reduced to 56

## FFESTINIOG RAILWAY SOCIETY MILTON KEYNES BRANCH

This local group meet at The Rectory Cottages (just round the corner from the clubroom between Wilton Avenue and the triangle to St Mary's Church). For further details please see Peter Jarvis or telephone him on 01908 372347.

Wed 28 May: Richard Crane on Rebuilding the Bedford-Bletchley Line

### 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*

- |             |  |
|-------------|--|
| 4 September | Railway Scene in 2003 by Bob Sweet                                       |
| 2 October   | Travelling around during the last 12 months - Hugh Gould, RCTS President |
| 6 November  | A real high in the low countries - Steve Ollive                          |
| 4 December  | Christmas evening  |

#### MKMRS SWEATSHIRTS & POLO SHIRTS

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

## Bletchley Park Roster

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

Saturday 24 May	Bruce Garwood
Sunday 25 May	Dennis Lovett
Monday 26 May	Vacant
Saturday 31 May	Stephen Walker / Mark Lambourne
Sunday 1 June	John Darby
Saturday 7 June	Ken James / Ian Gilroy
Sunday 8 June	Ian Smith / Bernard Cass
Saturday 14 June	Robin Rowles / Alan Thompson
Sunday 15 June	Ken Sharpe / Geoff Blackwell
Saturday 21 June	John Hatton / Wilf Miller
Sunday 22 June	Bill Ball / Pete Ball
Saturday 28 June	Ken Ranns
Sunday 29 June	Mick Clements / Brian Barnes / Stan Pennington
Saturday 5 July	Chris Lester / Eric Preston
Sunday 6 July	Adam Burgoyne / Bernard Worden
Saturday 12 July	Ken Wiggins / Ian Gilroy
Sunday 13 July	Chris Hughes
Saturday 19 July	Ian Smith / Tony Winn
Sunday 20 July	Martin Shenton / Tracey Broyd / Paul Walkely
Saturday 26 July	Eric Bowman / Ted Mellor
Sunday 27 July	Dennis Lovett / Gareth Homersley

### UNROSTERED PEOPLE ARE WELCOME AT ANY TIME

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

## MKMRS NEWS – Don't Forget

The next issue of MKMRS NEWS will be published at the end of July and will cover July/August  
Contributions always welcome

### Reaching new Peaks

– the story behind Classes 44, 45 and 46

Dennis Lovett takes a look at the diesels that dominated the Midland Main Line for over two decades

#### Class 44

As part of the 1955 Modernisation Plan, British Railways ordered a number of locomotives from various manufacturers in order to evaluate them prior to commencing large scale production. The order for ten examples of this locomotive was placed with British Railways own workshops in Derby in December 1955.

Design work took around 2.5 years with construction of the initial locomotive taking a further year. In April 1959, the first locomotive (D1) was handed over and began testing on the London Midland Region.

The tenth locomotive to emerge was completed in February 1960 and joined the rest of the fleet working principal express services to and from London Euston. All were allocated to Camden depot, one mile north of Euston.

With electrification of the West Coast Main Line progressing in the early 1960s, the class was transferred to Toton depot near Nottingham for working mainly freight trains.

To enable multiple working, the Class was provided with connecting doors between cabs at each end, allowing the crew to move between locomotives if they needed to. This feature, however, proved unnecessary and over the years was either plated over or locked out of use.

Initially the class carried green livery with a grey bodyside stripe carried just above the solebar, between the cab doors. With the advent of the BR corporate livery, locomotives began to appear in BR blue with yellow warning panels on the locomotive nose from 1967. Under the TOPS renumbering programme initiated in 1971, the Class were designated Class 44, D1 becoming 44001 and so on.