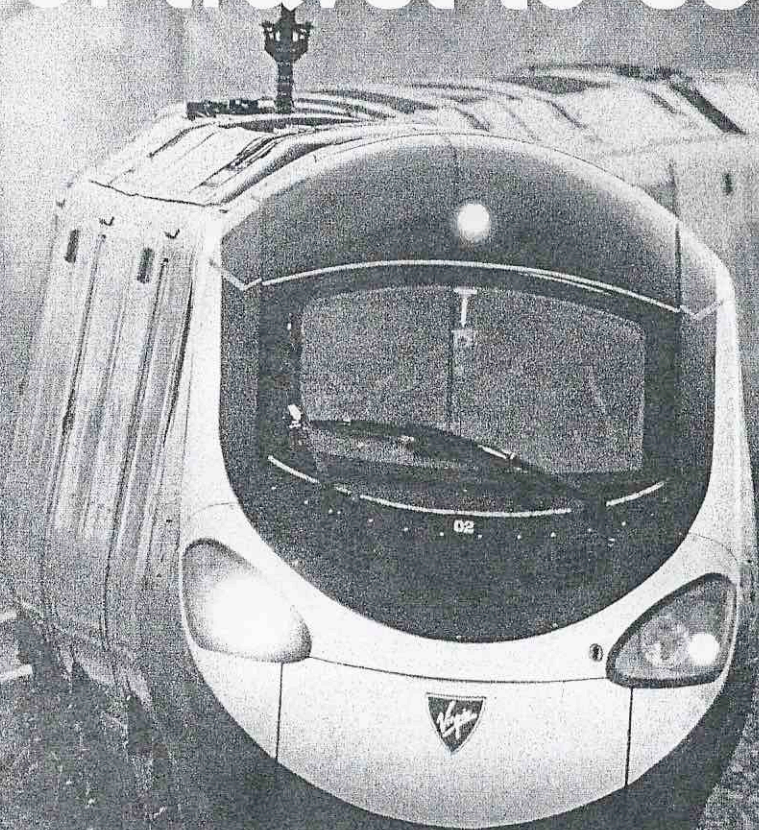


The shape
of travel to come



Takes off on the West Coast Main Line soon

Pendolino

The most advanced passenger train

Virgin

MKMRS NEWS

No. 134 JANUARY / FEBRUARY 2005



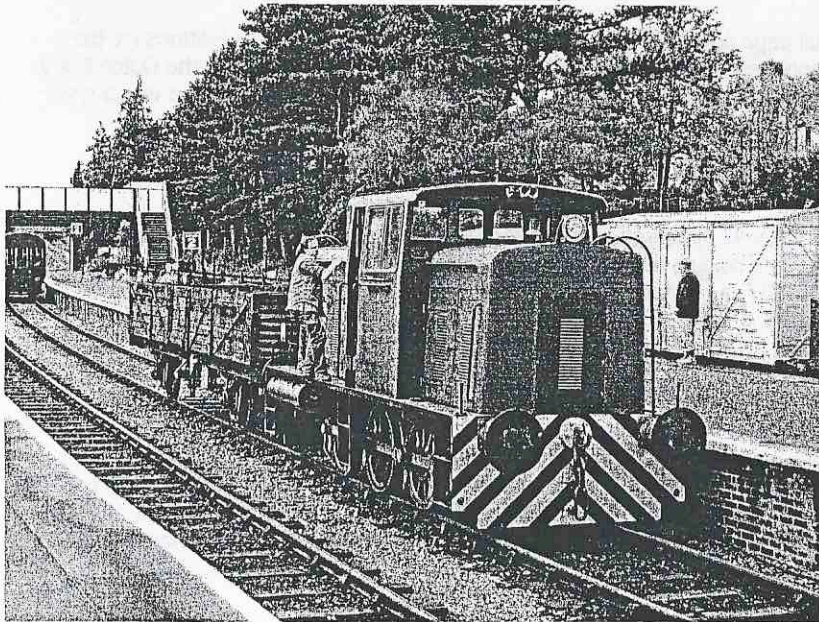
Milton Keynes Model Railway Society is associated with:
The Chiltern Model Railway Association, The Model
Railway Club, The World War 11 Study Group

Working within The Bletchley Park Museum

Bletchley Park Roster

12 Feb	Bruce Garwood, Ted Mellor
13 Feb	Bruce Garwood, Ken Sharpe
19 Feb	Ken Wiggins, Fred Fox
20 Feb	Chris Hughes, David De'Ath
26 Feb	Eric Bowman, Eric Preston
27 Feb	Bill and Pete Ball
5 Mar	Ian Gilroy, Derek Hart
6 Mar	Geoff Blackwell, Chris Wardale

Shunting an engineers train at Winchcombe on the Gloucester & Warwickshire Railway last July



MILTON KEYNES MODEL RAILWAY SOCIETY FOUNDED 1969

We've never had it so good

A British Prime Minister once told assembled guests that "You have never had it so good". He was of course referring to the political and economic climate at the time. Although a general election may or may not be in the offing in the next few months, I would like to apply the "We've never had it so good" to the world of model railways.

Back in the 1960s when I was starting to take an interest in model railways we were grateful if the likes of Triang-Hornby brought out more than one model every year. Now we have Bachmann, Dapol, Heljan and Hornby fighting for our cheque books virtually every month of the year.

But are we any better off and are we grateful. Reading some of the emails and so called impartial reviews on the internet, I sometimes wonder.

Take the famous Deltic diesel locomotive. One Hornby Dublo model from the 1960s and the other by Bachmann introduced last year. There is a gap of 44 years between them and for the record the older one cost me £10 more than the newer example!

On checking the reviews I found one of the models praised – the other lambasted. For the record the lambasted one is the Bachmann version, which looks far more a Deltic to me than the earlier example.

Ultimately, the sales of a model determine if it is successful or not but such negativity does little to enhance the reputation of our hobby. Many would be customers would refuse to buy such a model on the basis of such a negative review. I was told by Graham Hubbard of Bachmann that the reviews of most of the recent diesel releases had not stopped people buying them. At a recent Warley show I overheard a customer say to him "Mr Hubbard, if this Class 37 of yours is so bad, how come every dealer I visit has sold out of them". Quite – it does make you wonder.

Today's self-appointed experts had never known the days of Triang Class 31s with 4 wheel bogies and an attempt to simulate the centre wheels that were missing so that the locomotive could go round corners. They certainly have never had to live with a half length Deltic that could not even pass for a Baby Deltic. If you think the Lima one was better, well I am told that too is well short of the correct length of the Bachmann one.

Dennis Lovett
Chairman

Club Notice Board

2005 Woughton Swapmeets

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

27 February

8 May

11 September

11 December

Admission is £1 Adults, 70p concessions, children under 18 free

MKMRS NEWS – Don't Forget

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

Contributions always welcome

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

Rebuilt Bulleid Pacifics

As part of the 50th Anniversary of model railway celebrations by Graham Farish, the company released a rebuilt Bulleid Pacific. Some of Bulleid's streamlined Pacifics which dated from Southern Railway days of 1941, were rebuilt by the Southern Region after 1956. The November 1997 Railway Modeller in its review of the new locomotive reports "the new model is quite typical of the latest generation of Farish products, with its die-cast body and additional plastic details". Two versions were produced initially, Merchant Navy Class 35028 'Clan Line', a good choice as this locomotive is preserved, and Battle of Britain Class 34089 '602 Squadron'. The models cost £82.50 on release.

EWS Class 47

The Class 47 locomotive was released as No. 47744 in EWS red & gold livery. The livery had by now been finalised with the three animal head logo (English lion, Scottish Stag and Welsh dragon) on one of the cab ends each side. The ampersand between the W and S had also disappeared. This model was another Special Edition (silver label) release.

Dutch Class 33

A full page advert in the June 1998 Railway Modeller "Special Editions for the Connoisseur" saw the Class 33 released as No. 33025 'Sultan' in the Dutch livery (grey / yellow) of the British Rail Engineers' Department. This again was a silver labelled Special Edition release.

Porterbrook purple

The Class 47 appeared with yet another colour scheme, this time in the purple and white colours of Train Leasing Company, Porterbrook. This was released as No. 47817, a Limited Edition model (red label) of which just 500 pieces were released.

Another Electric Locomotive

The October 1998 Railway Modeller reviewed the Class 87 B0-Bo electric locomotive, the prototype being built in 1973/74 for the extension of the West Coast Main Line electrification from Weaver Junction (where the Liverpool line branches off) to Motherwell. Released in InterCity swallow livery as No. 87001 'Royal Scot' and in BR blue as thyristor controlled No. 87101 'Stephenson', both models retailed at £74.21.

To be continued

Special Edition Diesels

Two special edition models were reviewed in the September 1997 Railway Modeller. The Class 37 was released as No. 37055 "Rail Celebrity" in Mainline Freight blue, Mainline being one of the companies set up from the former Railfreight organisation prior to privatisation. The second was the Class 56 released in the livery of the newly privatised English, Welsh & Scottish Railway, the freight operation owned by USA Railroad Wisconsin Central (and now part of Canadian National). The was the first time that the red and gold EWS colours appeared on a Farish locomotive and the colours reflected those used by the parent company in the USA. No. 56057 "British Fuels" appeared in the early version of the livery with the ampersand appearing between the W and S e.g. E W & S. Both models sold for £73.50 and as silver labelled Special Editions were limited to only one production run (actual numbers produced not known) and remained on sale only while stocks lasted, which in reality was usually for a couple of years.

And two more

The following issue of the Railway Modeller (October 1997) reviewed two more examples of silver labelled Special Edition releases. The Class 56 was once again involved appearing in another pre-privatisation livery of Loadhaul, another company set up following the three way split of the Railfreight business. Appearing as No.56055, in the distinctive black and orange Loadhaul colours, this livery was short-lived and all three companies, along with RES (Rail Express Systems) were sold to English, Welsh & Scottish Railway.

The Class 31 appeared in the grey and yellow livery of the engineering departments prior to privatisation and often referred to as the "Engineers' Dutch livery". The 31 appeared as No.31552. Both models sold for £95, again until stocks were exhausted.

Magnum layouts

A new range of Magnum layouts was previewed in the November 97 issue of the Railway Modeller, prior to release at the Warley MRC Exhibition. Joining the standard 5' x 2' 6" layout was a larger layout 7' x 2' 6" and a range of shelf units 10' x 1' suitable for end to end layouts on a shelf.

In the beginning – the development of model railways – Part 1

The history of model railways or to be more accurate, model locomotives, predates the prototype by some 7 years. We know from history that Richard Trevithick, whose Pen-y-darren locomotive of 1804 allowed us to celebrate the bi-centenary of railways last year, built a model of his 'Catch-me-who-can' locomotive in 1797.

Trevithick was not alone in the use of miniatures. Timothy Hackworth built a model of 'Sans Pareil' before building the real thing in 1826. Likewise the Stephensons built a model of the 'Rocket' before building the prototype which went on to win the Rainhill Trials in 1829.

As railways spread across Britain and the rest of the world, these icons of the industrial revolution were soon attracting the attention of toy makers. Some of the earliest were produced in Germany, shortly after the arrival of the first trains in that country. These took the form of flats, static models that were cast in lead in the same manner as early model soldiers. These complemented the existing ranges of figures, trees and simple buildings.

Early floor trains were made in wood, the toy makers in Erzegebirge (Germany) producing many of the early examples, hand crafted with working wheels. These toy trains were of the push-along variety and were played with on the floor, hence the generic description that has been used for this type ever since. By 1835 French manufacturers such as Rossignol and Favre were making these in metal, often going beyond the locomotive itself to include the tender and carriages. Later examples were clockwork driven but still ran along the floor rather than on rails. In the USA, heavy cast iron or tinplate locomotives were favoured, but rarely were a tender, carriages or wagons included. Wooden floor trains were cut to shape and then covered in lithographed paper sheets containing windows, doors and other details. Leading advocates of this technique were Bliss and Milton Bradley, who are still leading toy manufacturers today.

Live steam locomotives (often referred to as 'Piddlers' or 'Dribblers' due to the amount of water they left in their trail) were developed initially as scientific toys in both Britain and France from the 1840s onwards. Stevens Model Dockyard (22 Aldgate, London) was established in 1843 and continued to produce them until the mid 1920s. Instrument makers such as H J Wood (Oxford Street, London) and Newton (3 Fleet Street, London) made upmarket versions for those who could afford them.

To be continued

The 45xx Class 2-6-2T

Dennis Lovett traces the history of this Great Western Railway locomotive designed for mixed traffic branch line use

In 1903 George Jackson Churchward produced the first of his 2-6-2 tank locomotives in the shape of No. 99 (later renumbered 3100).

From No. 99 emerged the first of the 44xx Class with 4ft 1.5 inch driving wheels (originally No. 115 - later 4400) which was built at Swindon in 1904. A further ten locomotives were built (4401-4410) at the Great Western Railway's Stafford Road Works in Wolverhampton in 1905/6.

In 1906 the first of the 45xx Class locomotives emerged from Wolverhampton. A total of 20 locomotives was constructed between 1906 and 1908 and initially these were numbered in the series 2161 - 2180. They were almost identical to the 44xx Class locomotives but had larger 4ft 7 inch driving wheels. These were the last locomotives to be built at Wolverhampton, which became a major works for overhauls, and survived up to the end of steam on the Western Region.

With all new build work concentrated on Swindon, a further batch of ten locomotives (2181 - 2190) was built there between 1909 and 1910. Renumbering of all locomotives into the 4500 - 4529 series took place in 1912 and, as a consequence, the locomotives are better known as the GWR 45xx Class.

Swindon built three further batches and these were: 4530-39 in 1913, 4540-54 between 1914 - 1915 and 4555 - 74 in 1924, the latter batch having larger coal bunkers fitted to increase their operating range. All these had the original flat top water side tanks rather than the sloping top variety of subsequent builds.

C.B. Collett replaced Churchward as Chief Mechanical Engineer in 1921. In 1927 a further 100 examples were ordered and Collett took the opportunity to introduce improvements, such as an increased water capacity of 1,300 gallons compared to 1,000 gallons of the earlier locomotives. The tanks sloping tops giving a more distinctive appearance when viewed side on. These were numbered 4575 - 4599 and 5500 - 5574 and are often referred to as the 4575 Class. Construction was undertaken over a two year period, the last locomotive emerging from Swindon in February 1929.

The 45xx Class proved ideal for working the many branch lines of the Great Western and most saw service in Cornwall, Devon, Somerset, South Wales, West Wales, Worcestershire and on the former Cambrian Railway lines around Machynlleth. The class was seen briefly in the London area when two locomotives were allocated to Southall shed in West London in the 1920s for

freight working on the Brentford branch. Others were used briefly on empty coaching stock workings until displaced by 57xx Pannier tanks.

The Class was really at home hauling B set two coach branch line passenger and also freight trains. From 1953 fifteen locomotives were fitted with push / pull equipment for working services in the Cardiff Valleys. A number allocated to Taunton had automatic staff changing apparatus for working the single track lines radiating from the Somerset junction including the Minehead branch, now preserved as the West Somerset Railway. This has no less than three preserved examples on its line from Minehead to Norton Fitzwarren Junction, near Taunton.

No. 4531 was the first of its Class to have been withdrawn in February 1950, and the others followed with widespread introduction of diesel multiple units and the closure of many branch lines. No 4564 was the last locomotive in service with British Railways and was sent to the scrap yard in September 1964. Fortunately many locomotives were sent to Woodham's scrap yard at Barry in South Wales, and fourteen have now been preserved. No. 4555 was secured by the Dart Valley Railway for use on the line from Totnes to Ashburton to which it went from Newton Abbot depot. It is now on the Paignton - Kingswear line.

Of the fourteen preserved locomotives, three are from the Churchward era, whilst eleven are from the Collett period with the sloping tanks.

Models

The only commercially produced model of the Class was the OO gauge model introduced by Lima in 1979. This has not been available for sometime. Bachmann introduced a OO model in 2003 and Dapol have announced a N gauge version for production during this year.

The N Gauge Story – Part Seventeen By Dennis Lovett

Warley 1996 Releases

Released at the 1996 Warley MRC Exhibition was an LMS 3F 0-6-0 Tank locomotive better known as the "Jinty". Two versions were released, No. 7277 in LMS black livery and No. 47394 in British Railways black. Some 415 prototype locomotives were built by the LMS between 1924 and 1931 and they survived almost to the end of steam. Like the pannier tank released two years previously, the cab was produced in plastic with the remainder of the body die-cast. The models were available at £59.95 each and were reviewed in the January 1997 Railway Modeller.