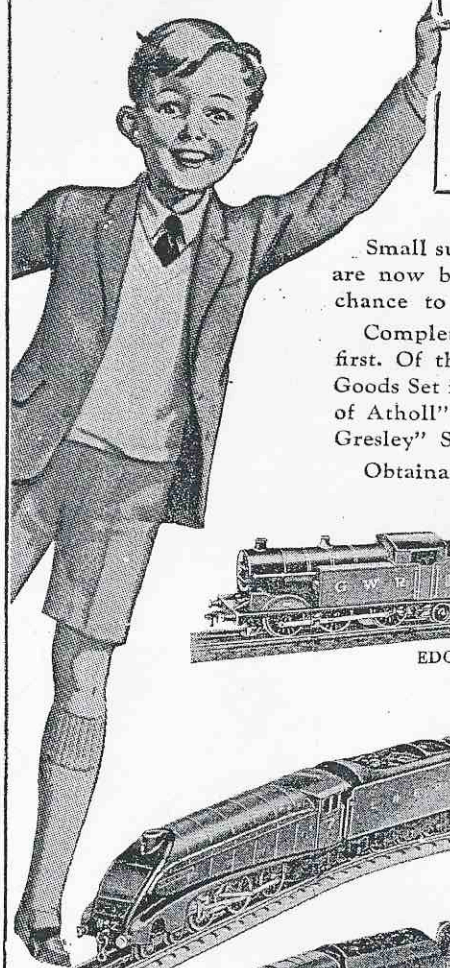


# HORNBY DUBLO

## ELECTRIC TRAINS

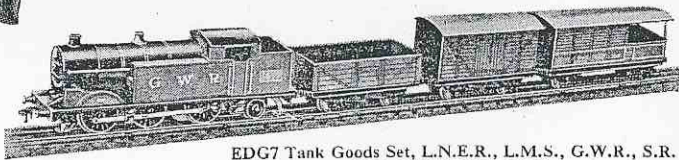
are here again!



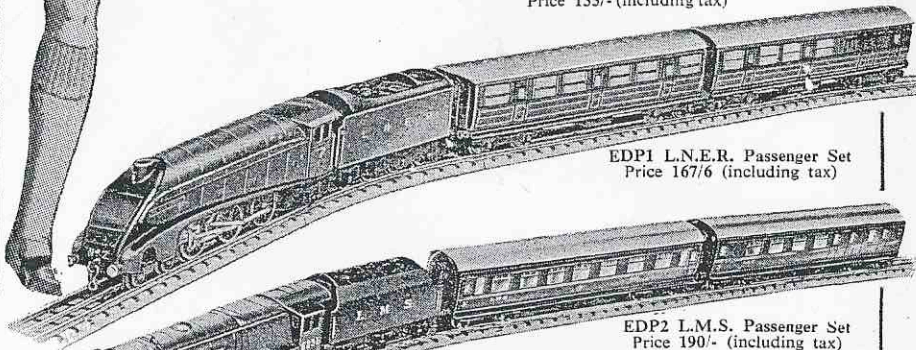
Small supplies of these long-awaited trains are now becoming available. Here is your chance to get the Perfect Table Railway.

Complete sets ONLY will be available at first. Of the sets illustrated below the Tank Goods Set is now ready. The L.M.S. "Duchess of Atholl" Set and the L.N.E.R. "Sir Nigel Gresley" Set will follow.

Obtainable only from Meccano Dealers.



EDG7 Tank Goods Set, L.N.E.R., L.M.S., G.W.R., S.R.  
Price 135/- (including tax)



EDP1 L.N.E.R. Passenger Set  
Price 167/6 (including tax)



EDP2 L.M.S. Passenger Set  
Price 190/- (including tax)

*Home supplies will be very limited  
because Export must have preference.*

MADE IN ENGLAND BY MECCANO LIMITED

# MKMRS NEWS

No. 135 MARCH / APRIL 2005



Model Rail Glasgow 2005 – Photo: Chris Dixon

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

### Freightliner Class 57

Freightliner, another of Britain's freight railway companies, had a number of Class 47 locomotives rebuilt with American engines from General Motors. The fitting of these required some body alterations to the Class 47 bodies, notably on the roof. The rebuilt locomotives were designated Class 57 on completion of the work at Brush, Loughborough. The first locomotive to be delivered was finished in the distinctive green and yellow Freightliner livery when it entered traffic in July 1999. It became No. 57001 and was named 'Freightliner Pioneer'.

For the model, Graham Farish also had to make changes to enable the model to be reproduced, notably in the roof area. The model was released as silver labelled Special Edition as No. 57001 and cost £79.95.

### Another Gresley Pacific

With the Minitrix A4 Class 4-6-2 locomotive no longer available and unlikely ever to be reintroduced, Graham Farish was able to fill the gap in the market place to provide what is always a very popular purchase for railway modellers. Graham Farish announced the arrival of the A4 in the May 1999 Railway Modeller which reviewed Gresley's famous locomotive. Two versions were available immediately, No. 4498 'Sir Nigel Gresley' in preserved LNER condition (blue) and No. 60025 'Falcon' in British Railways lined green. Both were available for £87.70.

### Great Western: Ancient and modern

The September 1999 Railway Modeller reviewed the release of the High Speed Train (HST) in the initial livery of Great Western Trains (GWT) - the current livery is the third to be carried since the franchise was awarded. This was the original post-privatisation livery used by the company between 1996-9, when the company was, acquired by First Group, to become First Great Western. The reviewer points out that this livery is already historic and that it was being phased out in favour of the new owner's own corporate scheme. The power cars were accompanied by a Trailer First (TF) coach and were available as a set comprising No. 43185 'Great Western' as the powered vehicle and No. 43031 as the non-powered driving car, costing £86.50. Additional vehicles to make the correct formation were available at £11.95 each.

In the same issue, the Castle Class 4-6-0 of the original Great Western Railway was released in late British Railways green livery as No. 5014 'Goodrich Castle'. This model retailed at £68.25.

To be continued

## BLETCHLEY PARK ROSTER – 2005

Please arrange swaps if you cannot attend

### 2005 Roster

### National Shows

Saturday	19-Mar Chris Lester	Robin Rowles	Nottingham
Sunday	20-Mar Fred Collins	Phil Wood	Nottingham
Saturday	26-Mar Ken Ranns	Martin Shenton	York
Sunday	27-Mar Matt Rainer	Mark Lambourne	York
Saturday	02-Apr Brian Barnes	Stan Pennington	Alexandra Palace
Sunday	03-Apr	Neil Dewar	Alexandra Palace
Saturday	09-Apr Stephen Walker	Alan Thompson	
Sunday	10-Apr Anthony Careless	Michael Careless	
Saturday	16-Apr Ken Wiggins	Fred Fox	
Sunday	17-Apr Dennis Lovett	Ted Mellor	
Saturday	23-Apr Eric Bowman	Eric Preston	Derby
Sunday	24-Apr		Derby
Saturday	30-Apr Tony Winn	Tim Davey	Bristol
Sunday	01-May Derek Hart	Chris Baker	Bristol
Saturday	07-May Bill Ball	Pete Ball	
Sunday	08-May Chris Hughes	Daniel De'ath	
Saturday	14-May Bruce Garwood		
Sunday	15-May Bruce Garwood	Matt Rainer	
Saturday	21-May Ian Gilroy		
Sunday	22-May Geoff Blackwell	Ken Sharpe	
Saturday	28-May John Hatton		
Sunday	29-May Fred Collins	Phil Wood	
Saturday	04-Jun Stephen Walker	Alan Thompson	
Sunday	05-Jun Anthony Careless	Michael Careless	
Saturday	11-Jun Chris Lester	Robin Rowles	Chatham
Sunday	12-Jun Les Wood		Chatham
Saturday	18-Jun Ken Wiggins	Fred Fox	
Sunday	19-Jun Brian Barnes	Stan Pennington	
Saturday	25-Jun Ken Ranns		
Sunday	26-Jun		
Saturday	02-Jul Eric Bowman	Eric Preston	
Sunday	03-Jul Dennis Lovett		
Saturday	09-Jul Matt Rainer	Ted Mellor	
Sunday	10-Jul Fred Collins	Phil Wood	
Saturday	16-Jul Tony Winn	Tim Davey	
Sunday	17-Jul Bill Ball	Pete Ball	
Saturday	23-Jul Derek Hart	Chris Baker	
Sunday	24-Jul Chris Hughes	Daniel De'ath	
Saturday	30-Jul Bruce Garwood		
Sunday	31-Jul Bruce Garwood		
Saturday	06-Aug John Hatton		
Sunday	07-Aug Geoff Blackwell	Ken Sharpe	
Saturday	13-Aug Chris Lester	Robin Rowles	
Sunday	14-Aug Les Wood		

Saturday	20-Aug Stephen Walker	Alan Thompson	
Sunday	21-Aug Anthony Careless	Michael Careless	
Saturday	27-Aug Ken Ranns	Matt Rainer	
Sunday	28-Aug Fred Collins	Phil Wood	
Saturday	03-Sep Eric Bowman	Eric Preston	
Sunday	04-Sep Brian Barnes	Stan Pennington	
Saturday	10-Sep Ken Wiggins	Fred Fox	
Sunday	11-Sep Les Wood		
Saturday	17-Sep	Ted Mellor	
Sunday	18-Sep Dennis Lovett		
Saturday	24-Sep Tony Winn	Tim Davey	
Sunday	25-Sep		
Saturday	01-Oct Bill Ball	Pete Ball	
Sunday	02-Oct Geoff Blackwell	Ken Sharpe	
Saturday	08-Oct Derek Hart	Chris Baker	
Sunday	09-Oct Chris Hughes	Daniel De'ath	
Saturday	15-Oct John Hatton		
Sunday	16-Oct Anthony Careless	Michael Careless	
Saturday	22-Oct Chris Lester	Robin Rowles	
Sunday	23-Oct		
Saturday	29-Oct Ken Ranns		
Sunday	30-Oct Brian Barnes	Stan Pennington	
Saturday	05-Nov Bruce Garwood	Ted Mellor	
Sunday	06-Nov Bruce Garwood		
Saturday	12-Nov Eric Bowman	Eric Preston	
Sunday	13-Nov Les Wood		
Saturday	19-Nov Stephen Walker	Alan Thompson	
Sunday	20-Nov Fred Collins	Phil Wood	
Saturday	26-Nov Ken Wiggins	Fred Fox	
Sunday	27-Nov Anthony Careless	Michael Careless	
Saturday	03-Dec Tony Winn	Tim Davey	Warley
Sunday	04-Dec Geoff Blackwell	Ken Sharpe	Warley
Saturday	10-Dec Derek Hart	Chris Baker	
Sunday	11-Dec Dennis Lovett		
Saturday	17-Dec John Hatton	Chris Lester	
Sunday	18-Dec Chris Hughes	Daniel De'ath	
Saturday	24-Dec closed		
Sunday	25-Dec closed		

## The N Gauge Story – Part Eighteen

### By Dennis Lovett

#### EWS Class 08

A Special Edition (silver label) Class 08 in EWS livery was released as 08 921. Reviewed in the November 1998 Railway Modeller, this model cost £38.50 on release.

#### More EWS

The EWS red and gold colours were applied to Class 31 No. 31466 and Class 33 No. 33030 in time for the 1998 Warley Model Railway Club Exhibition. Farish by now had decided that the Warley National Model Railway Exhibition was the best vehicle for launching its new product ranges. A review of the new models appeared in the January 1999 Railway Modeller and included the release of a long-wheelbase sliding door van in EWS colours and a PCA cement wagon in grey.

#### Made in Britain

The transfer of Hornby production from Margate to China, resulted in Times journalist Frazer Nelson reporting incorrectly that "Hornby was the last train maker in Great Britain".

Both Dapol and Graham Farish were quick to point out to Frazer the inaccuracy of his reporting. Both companies responded in the February 1999 Railway Modeller to reassure readers that both ranges were still being made in Britain. Farish went one further when Peter Graham-Farish wrote "It is for this reason, that we claim to be the last of the original, complete train makers".

#### Intertrans 148 takes to the road

A new subsidiary company of Graham Farish, Intertrans 148 was formed to produce a range of 1:148 scale modern road vehicles to compliment N gauge layouts. Two first two models were released at £19.95 each and were reviewed in the February 1999 Railway Modeller. Two models were released utilising MAN F2000 tractor units appearing in the colours of P & O (blue) and James Irlam (red). These models soon began appearing on modern image N gauge layouts at exhibitions.

## Club Notice Board

### 2005 Woughton Swapmeets

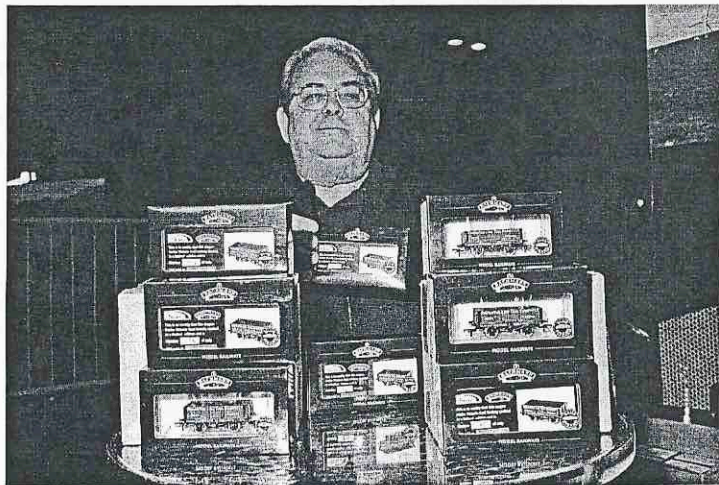
The Swapmeet will take place between 1100 – 1500 at Woughton Campus on:

**8 May**  
**11 September**  
**11 December**

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

### 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](tel:01908562195)*



Spotted at the recent Glasgow Show – a well known wagon salesman

## In the beginning – the development of model railways – Part 2

By the 1850s William Brittain's, better known for model soldiers than for trains produced the 'Rotary Railway Express' which consisted of a lead cast 2-2-2 locomotive, tender and 2 coaches. These ran on a ring of rails, powered by a clockwork motor concealed in a building and attached to the locomotive by a rod.

Tinplate clockwork trains in the USA were first produced in 1856 in Forestville, Connecticut, the centre of the clockmaking industry.

Issamayer (Germany) was the first company to introduce the concept of sectional track. By the 1880s these were being mass produced on a smaller scale than had previously been possible (this would later be designated 0 scale).

In 1896, Lucas and Davies was commissioned to build a model railway system in a 90' x 60' room which consisted of a double oval with sidings with a track gauge of 6". The rails were specially rolled and sat in cast chairs fixed to wooden sleepers and ballasted with limestone chips. It was a complete system with stations, signal boxes, sidings and included scenery. A steam powered 4-4-0 locomotive of LNWR origin with 4 coaches and goods vehicles was built for it. The press reported this as the £10,000 toy, it was the forerunner of today's scale layouts.

It was in Goppingen, the home of Marklin that scale model railways were developed. The company had been established in 1859, principally to produce replica toy stoves and kitchen equipment, dolls house furniture and other toys for girls. This was understandable, as Theodor Marklin's widow had run the company since his death in 1866. In 1888 her two sons, both in their twenties, took over and the company was set to expand. Lutz, which made a range of quality boys toys, including ships and locomotives running on tinplate rails, was in financial trouble and in 1891 Marklin acquired the company.

Having improved the Lutz system and made it suitable for mass production, it attended the Leipzig Toy Fair in 1891 with three systems. The smallest was Gauge 1, today recognised as being the largest model railway scale, followed by Gauge 2 and finally Gauge 3 with a 75mm spacing between the rails. Gauge 0 (or O as it has now become) was to follow later when technological advances made it possible to reduce the sizes still further. In addition to the rails, locomotives and rolling stock, a range of buildings and accessories was developed. Marklin caused a sensation at the show and soon.

When Marklin introduced the concept of scale model railway systems in the 1890s, the Nuremberg companies of Bing, Bub, Carrette and Fleischmann were not far behind them. Nuremberg was fast gaining a reputation as the main European toy centre and a dozen major companies were in existence by the 1890s. Printing technology and the use of tab and slot assembly greatly improved productivity and enabled prices to be reduced. Before the introduction of lithographic printing on tin, all models had to be laboriously hand painted.

W.J.Bassett-Lowke attended the Paris Exhibition in 1900 and was very impressed with the model trains being demonstrated. He had started his own company a year earlier to supply model engineers with equipment and materials. With an engineering background, his family built and maintained steam driven machinery, principally employed in the footwear industry in his home town of Northampton and the surrounding area. Bassett-Lowke immediately made contact with Bing and agreed to import its products into Britain. In return the company would anglicise the models and the first locomotive was based on the LNWR 'Black Prince', prepared to the designs of Henry Greenly, a leading locomotive designer and engineer of model and miniature railways.

Along with Gamages, a leading London store and other smaller importers, Bassett-Lowke imported its products from the main German manufacturers Bing, Carrette and Marklin before the First World War.

After hostilities ceased, it was clear that the importing of German made toys was unacceptable, although some products continued to be imported without the Made in Germany transfers and with greater emphasis on the importer's name. Back in 1901, a Liverpool man Frank Hornby had developed the famous Meccano construction toys. By the start of the First World War, he too was contemplating the introduction of a model railway system in O gauge. With an understandable reluctance to purchase German toys, Hornby seized his opportunity and introduced simple bolt together locomotive and rolling stock in 1920. Within a few months demand dictated adoption of slot and tab construction and this remained until the system was discontinued in 1964.

From such humble beginnings – the world of model railways has become big business. It is significant that with Hornby's purchase of Arnold, Electrotren, Jouef, Lima and Rivarossi in recent months, the tide has turned. A British company is now firmly established as the leading manufacturer of model railways globally. With manufacturing transferred to China, the name of Hornby will once again become truly International.

Although Binns Road is no longer the epicentre of Hornby, I am sure that Sir Frank would be mighty proud of the products that today bear his name.

## MILTON KEYNES MODEL RAILWAY SOCIETY FOUNDED 1969

### Happy Anniversary x 2

This year mark two very significant local railway anniversary's. It is 25 years since the Bedford – Bletchley Rail Users Group (BBRUG) was formed to save the often threatened line that once formed the centre section of the famous 'Varsity Line' which once linked the two university cities of Oxford and Cambridge. The much lamented whole route closed on 31 December 1967 and the middle section only survived because of the inability of local bus operator United Counties to get its act in gear. Fortunately they never did and the railway has recently been the subject of a £35 million modernisation scheme. We wish BBRUA every success in its planned celebrations during the year.

The other anniversary is likely to pass without any major celebration. On 5 July 1965 a Stanier 8f No. 48610 stood on Bletchley shed with the staff lined up in front of it and on the running plate. The significance of all this was that this was the very last steam locomotive to be prepared at Bletchley steam shed and is it left to work a train, a major piece of Bletchley's railway history went with it. I wonder how many commuters who park their cars in the station car park are aware of the industrial archeology buried beneath their feet and tyres! As the last locomotive steamed away, the new depot on the site of the old Cambridge sidings, now high above Tesco's took over. It was now home to the new breed of electric trains and offered a much more clinical environment than the old soot encrusted one. The sad thing is that the SRA have decided that Bletchley is not suitable for the next breed of rolling stock maintenance and the depot is to close down sometime next year and will be replaced by a multi-million pound facility at Northampton.

Hopefully a new use will be found for the depot and that the line to Bedford will once again get joined up to Oxford and eventually Cambridge. Both will be a cause for great celebration!

Dennis Lovett  
Chairman