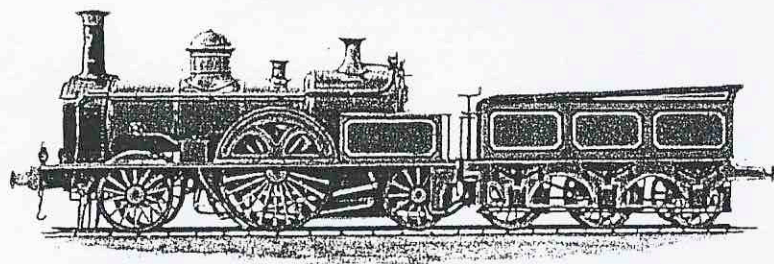




**2006
MODEL RAILWAY EXHIBITION**



**25th February 2006
10:30 am – 5:00 pm**

**Over 20 working layouts, trade stands,
demonstrations**

**Wyvern First School,
Aylesbury Street, Wolverton
Milton Keynes MK12 5HU**

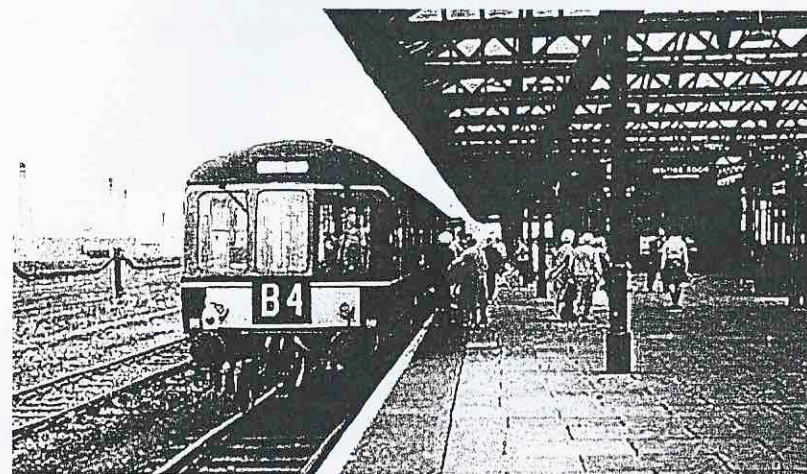
**Admission: Adults £3
Children and Senior Citizens £1.50
Family tickets (2+2) £6**

www.mkMrs.com



MKMRS NEWS

No. 140 JANUARY/FEBRUARY 2006



Passengers alight at Leicester Central from a train from Rugby Central to Nottingham Victoria before closure of this section of the Great Central in 1969.

**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

Remaining stock was sent to Bachmann at Barwell after the official closure date and some items that could not be completed in time were also sent up to Barwell. This included the MEA and HEA wagons.

By the Bachmann opening day in July 2001, remaining items were in short supply and with the transfer of tooling to China, the new owners ensured that no item has been reintroduced until it has been upgraded and the chassis modified. British N gauge modellers have not always appreciated this.

A new beginning

Despite the change of ownership and transfer of production to China, the Farish company initially had its research and development team working alongside the toolmakers at Holton Heath. This work is now done in China.

The industrial units now house a variety of small businesses and Peter Graham Farish still looks after the family's interests, even cutting the grass in the summer months!

The name of Farish lives on and under Bachmann looks likely to do so for many years to come.

This concludes our look at the history of one of Britain's oldest model railway companies.



MILTON KEYNES MODEL RAILWAY SOCIETY

FOUNDED 1969

EXHIBITION TIME

After considerable effort by Gareth and a number of club members we embark on our first fully fledged exhibition for eleven years. New members will not be aware of the days of our Leisure Centre exhibitions which we held from its opening in 1973 every two years. By 1995 it was no longer affordable and we reluctantly gave up after incurring our first and only loss.

Four years ago we held our first open day or mini exhibition, followed by our second two years ago. The Church hall that we used at Water Eaton allowed us to establish ourselves once again and it was thought that we should look for something slightly larger.

This led Gareth to the School in Church Street, Wolverton where hopefully we should record another success. Unfortunately the date clashes with the major Scottish Exhibition Model Rail Scotland at which I will be with my new employers promoting the Bachmann range. I missed the last one too, that time because I was working on the Virgin Trains stand. I clearly cannot be in two places at once, so I look forward to hearing all about it when I get back. I shall of course make phone calls to establish how it's going on the day.

It looks like we shall be reopening to the public at Bletchley Park early in April. There remains much to be done and thanks to the team that recently laid the carpet tiles in the lobby to replace the well worn red carpet. Before we reopen we are aiming to have a big tidy up and to make better use of our facilities the DCC room will be moved to the current workshop with other moves taking place to reduce wasted space in the store next to the toilet and the current DCC room. We are also hopeful that the roof on our brick built store room will have been removed, leaving the way forward for a new roof to be fitted in the next few weeks.

Life is never dull at MKMRS. Here's to a successful exhibition in Wolverton (and Glasgow!).

A handwritten signature in black ink, appearing to read 'Dennis Lovett', written over a horizontal line.

Dennis Lovett
Chairman

Club Notice Board

2005 Woughton Swapmeets

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

26 February 2006

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**

Club Sweatshirts and Polo Shirts

Ken Ranns will be happy to take your orders for club sweatshirts and polo shirts.

HISTORICAL MODEL RAILWAY SOCIETY

The following meetings will be held on Wednesdays. Bletchley meetings are held at the Mansion, Bletchley Park and Bedford ones at the Addison Centre, Bedford. They start at 7.30 pm with a refreshment break.

February 22	Bletchley	GWR/WR in South Wales and West Midlands by Chris Youett
March 29	Bedford	Southern Traffic by Brian Webb
April 26	Bletchley	Welsh Highland Extension by Peter Jarvis

The N Gauge Story – Part Twenty Two By Dennis Lovett

A life size Graham Farish locomotive

On 23rd August 2000, Virgin Trains Class 47 locomotive No. 47747 pulled into Poole station to be named Graham Farish. All the Graham-Farish family and many of the company's employees were present to see Peter Graham-Farish and Graham Hubbard of Bachmann name the locomotive in the presence of Virgin Trains Chief Executive Chris Green and the media. All the model railway magazines were invited to attend the event and British Railway Modelling, ModelRail and the Railway Modeller all reported the event in their October issues (check MR and BRM dates). A replica nameplate was presented, but unlike the one presented to Peter Graham-Farish at Warley the previous year, this one had a grey background to the nameplate, following a tweaking of the corporate identity.

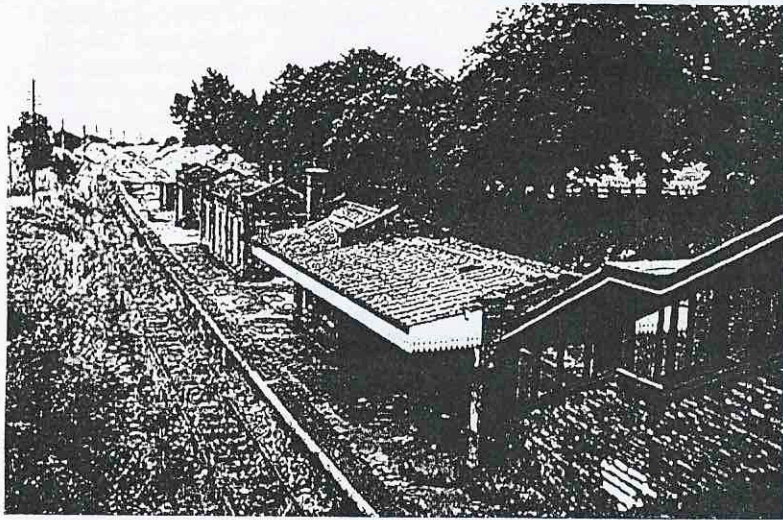
Following lunch in a local restaurant overlooking Poole Harbour, Chris Green presented an OO Class 47 locomotive to Peter and Graham. He had to confess that it was a Dave Lowery repaint of a standard Lima locomotive installed in a glass case. In return Chris was presented with a Graham Farish Class 47 in two tone green as No. 1943 (the year of Chris's birth) complete with Chris Green nameplate.

The assembled guests then visited the factory in a Virgin liveried coach borrowed from one of the rail link routes, for a tour of the production lines. A new version of the Virgin liveried Class 47 was on the line, No. 47747 but complete with a red nameplate, just like the one hanging in the factory. For the second time in my railway career, a model manufacturer had got it wrong and yet again it was my fault! This model was released – complete with wrong colour nameplate as a special edition (silver label) model immediately after the ceremony and all the guests received a model on leaving the factory to remind them of their visit.

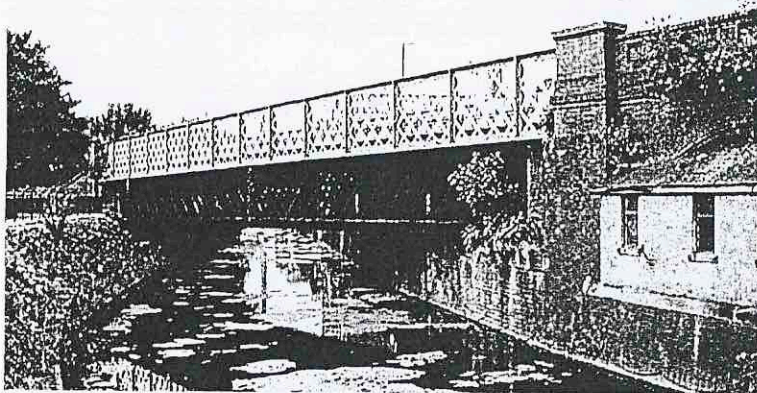
The end of production at Poole

The Farish factory officially closed on the 24th December 2000. In the final weeks the trays of locomotive bodies were cleared, placed on chassis and boxed for distribution. Where necessary, chassis were made up to enable the surplus bodies to be cleared. At that time it was factory practice to keep locomotive bodies separate from completed chassis and to make up the locomotives as orders were received from dealers. This enabled the slower selling items to continue in the catalogue for many years.

suburban services from Marylebone. They were withdrawn by 1992. Several cars are preserved so it is possible that part of one of the final GC trains may survive.



Belgrave & Birstall before it was demolished in 1976. It has been replaced by Leicester North on the preserved railway. Below parts of the route still survive in Leicester, this is now part of Great Central Way.

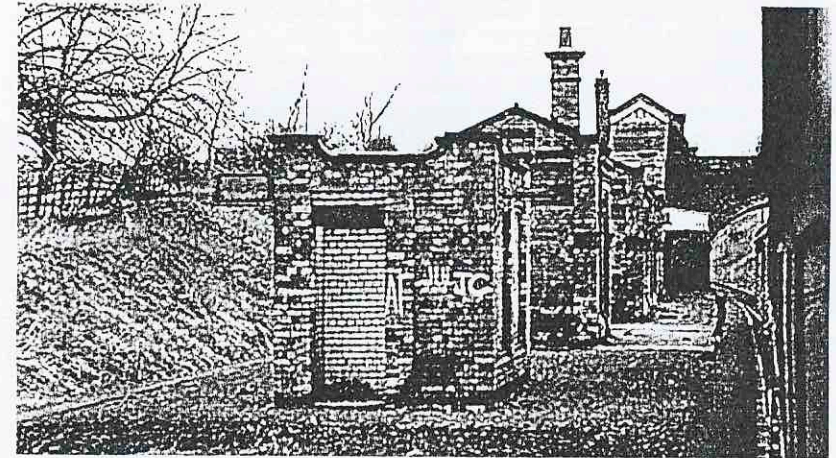


An autumn weekend forty years ago – the last day of the Great Central Stephen Ellingham

The 1960s were a period of great change with the Beatles, the space race and England's success in the World Cup. It was a decade which saw significant reductions in the railway network with the subsequent losses of jobs and travel opportunities. Amongst the railway routes that were closed was the Great Central main line which once linked Nottingham, Leicester, Rugby and Aylesbury with London's Marylebone station. These notes, derived from a variety of published sources, list the last trains to run on the final day of services over this route.

The last day of operation of the Great Central's London Extension as a main line was on Saturday September 3rd 1966.

A little glamour for the final day was provided by the Locomotive Club of Great Britain's "The Great Central Rail Tour" from London Waterloo. It was hauled to Nottingham Victoria by Merchant Navy 4-6-2 35030 "Elder Dempster Lines". The train continued north behind a pair of B1 4-6-0s, 61173 and 61131. The tour ended at Sheffield Victoria. The return route was the same as the outward journey except that, instead of ending at Waterloo the train terminated at Marylebone, having travelled via High Wycombe.



Passing through the then closed Belgrave and Birstall station.

Meanwhile....

The semi-fast services that linked Nottingham with London had, for several years been formed of four-coach sets of maroon-painted mark one coaches hauled by 'Black Five' 4-6-0 locomotives. For the last day the Black Fives were still in charge but the trains were lengthened with extra vehicles to cater for the additional passengers who were expected. The first southbound train on the last day was the eight-coach 08:15am Nottingham Victoria to Marylebone. It was worked by 44872 which failed at Aylesbury and was removed from the train. The locomotive carried the head code "1A85" chalked onto the door of its smoke box. Sulzer Type 2 D5089 took the service on to Marylebone, arriving about an hour late. The return 2:38pm from Marylebone was worked by Sulzer Type 2 D5000. The 08:38am semi-fast from Marylebone to Nottingham Victoria, and the return at 12:25pm, was worked by an eight-coach DMU. The northbound service ran under head code "1D33" while the southbound, sometimes was "1B95" and at others was "1C95". Diesel working of this service was a regular feature that gave the impression that there was a plan for the dieselisation and modernisation of the whole route. Brush Type 4 D1572 worked the eleven-coach Bournemouth to York service. This was the only regular diagram on the line to be handled by diesel locomotives. The train ran with head code '1N83'. In the southbound direction the return working would have carried the head code "1O42". The service had only recently been handed over to the Brush locomotives – previously English Electric Type 3s were in charge. Black Five 45292 hauled the 11:15am parcels service from Nottingham Victoria to Marylebone. Someone had chalked "The Last Day – Great Central" onto the smoke box door. 45267 worked the 2:20pm local service from Rugby Central to Nottingham Victoria. 45292 returned north on the 4:38pm from Marylebone. Staff at Colwick shed had specially cleaned 44825 in the expectation that it would work the last scheduled northbound service from London. However the locomotive failed and the duty passed to 44984 which worked the 5:15pm Nottingham Victoria to Marylebone. A wreath was carried on the front of its smoke box and the train was strengthened to eight coaches. The same locomotive hauled the last main line departure from the Great Central's London terminus, the 10:45pm Marylebone to Manchester.

The last southbound train from Nottingham Victoria was the Sheffield to Swindon mail that left at 1:20 on the morning of Sunday September 4th behind Black Five 44858. The steam locomotive took the train only as far as Leicester Central. From there the train was hauled by a Western Region diesel. The Black Five's last duty that morning was to take the London night mail which it worked from Leicester Central to Woodford. It then worked light engine to Banbury.

Shortly afterwards the track was lifted between Rugby Central and Calvert. A local commuter service of two- and three-car diesel units worked between Nottingham Victoria and Rugby Central. The city centre site of Nottingham Victoria was required for retail development so the station was closed in July 1967 and the abandoned station at Nottingham Arkwright Street was reopened to

act as the truncated line's northern terminus. The reprieve was short and this final section closed in May 1969.

Two sections of the Great Central's main line have survived into the era of 'preserved' lines. The first is between Leicester North and Loughborough Central. The second is between Loughborough and Ruddington on the southern outskirts of Nottingham. These two railways are separated by the Midland Main Line but were once joined by a bridge. That bridge was removed many years ago but perhaps one day the two lines will be reunited. It is rumoured that the Ruddington line might be upgraded next year as a temporary terminus for Midland Mainline during planned track maintenance works in 2008. The route between Calvert and Rugby has suffered no large-scale development and has from time-to-time, been proposed for reopening.

The locomotives

	Built	Notes
35030	BR Eastleigh, April 1949	"Elder Dempster Lines" Rebuilt at Eastleigh in April 1958. Withdrawn 9 th July 1967.
44825	LMS Derby, 1944	Withdrawn October 1967
44858	LMS Crewe, 1944	Withdrawn December 1967
44872	LMS Crewe, 1945	Withdrawn September 1967
44984	LMS Horwich, 1946	Withdrawn November 1966
45267	Armstrong Whitworth, 1936	Withdrawn October 1967
45292	Armstrong Whitworth, 1936	Withdrawn November 1967
61131	North British (Queens Park) 1947	Withdrawn December 1966
61173	Vulcan Foundry 1947	Withdrawn January 1967
D5000	BR Derby, 1958	24 005 withdrawn January 1976 from Longsight. Scrapped April 1977 at Swindon works.
D5089	BR Crewe, 1960	24 089 withdrawn January 1976 from Crewe. Scrapped July 1977 at Swindon works.
D1572	BR Crewe, 1964	47 018 withdrawn July 1991 from Tinsley. Scrapped March 1994 at Coopers Metals in Sheffield.
Class 115 DMU	BR Derby, 1960	Vehicle numbers seem not to have been published. In their later years these sets were based at Bletchley but still worked