

THE MODEL RAILWAY CLUB
presents
THE INTERNATIONAL
MODEL RAILWAY
EXHIBITION
IMREX 94

MONDAY, 4TH APRIL -
FRIDAY, 8TH APRIL 1994

ROYAL HORTICULTURAL SOCIETY'S HALLS
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NOTE NEW DATES - OPENS EASTER MONDAY



No.23

February 1994



Abandoned in Fife (1992)

Photo Dennis Lovett

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QUIZ CORNER by SAGITTARIUSBEGINNINGS AND ENDINGS

The New Year is always an occasion for philosophical reminiscence, either into a pint of Guinness (or whatever else is your favourite tipple) or as a "Do you remember when we did?" Its a time for looking back over past months and making resolutions for the forthcoming ones (I will finish that K's Black 5 kit which I started in 198?, honest!!). Its the end of one period of time and the start of another. This quiz is also like that; it deals with firsts and lasts.

1. What and when was the last Great Western Railway designed locomotive to be built at Swindon?
2. Where and when was the first station escalator installed (not on an underground railway)?
3. Where and when was the last slip coach working in Great Britain?
4. Which railway built the first royal railway carriage, and when?
5. Which British branch line was the last to be worked by steam engines?
6. Which British main line was the first to operate on 25kV, and when?
7. Which Great Western "Castle" class locomotive was the last one to be built, and when?
8. On which railway in Europe, and in what year, were the first restaurant cars to use electric cooking facilities put into service?
9. What was the last main line to be built into London and when was it opened to passenger traffic?
10. What was the first 4-6-0 passenger locomotive in Great Britain?

Answers next month

MILTON KEYNES MODEL RAILWAY SOCIETY

The club was formed in 1969 and is an Associate Member of The Model Railway Club and a Member of The Chiltern Model Railway Association.

President: Jim Wood	Secretary: Chris Hughes	Committee: Geoff Bell
Vice President: Les Wood	Treasurer: Gordon Etherington	Fred Collins
Chairman: Dennis Lovett	CMRA Rep: Eric Bowman	Colin Catley
	Librarian: Mark Wilson	Chris Garner


The O Gauge Challenge

There has been some comment of late within the club room about the lack of progress on the O gauge layout. The project is complex and no completion date has been set. It will only happen if more members make themselves available to Geoff Bell to build it.

Some of the criticism has been placed at the feet of the committee. The committee can only provide resources, it is up to the members to use or not use them. Railway modelling is a hobby and this needs to be taken into account. We are not in a position to make anyone do anything! We can only suggest and encourage.

The old layout has recently gone into storage at Holne Chase after ten years extensive use on the exhibition circuit. It has travelled thousands of miles and has suffered as a result. The generous donation of much the new project by a member has enabled us to contemplate building a replacement. Progress has been slow, much of the N gauge project having been designed, built and exhibited in the same period of around two years. The EM layout is now taking shape alongside it which has no doubt compounded the problem and added fuel to the fire that nothing is happening in O gauge.!

I cannot wave a magic wand and give you an instant O gauge layout, no more than I could in N or EM. Those who model in O gauge must decide and soon, what to do and then do it. Geoff will be holding a meeting to canvass those known to model in the scale before the AGM. The problems must be resolved and harmony returned to the club room. Unless we do so, there is every likelihood that the most modelled scale in MKMRS will be the only one which will not be exhibiting a layout!


Dennis Lovett
Chairman

PS Since this note was typed, Geoff and Colin have been burning the midnight oil. Please support them as they work on the project.

Club Notices

ANNUAL GENERAL MEETING

May I remind members of the AGM on 25 January. It is important we get a good turnout and I look forward to seeing you there.
Dennis Lovett, Chairman

Club Competition

Jeff Mathie has kindly agree to present a trophy for a new section for 2mm or less rolling stock. See note on page 3.

MKMRS NEWS

I shall be changing jobs yet again, moving to another railway company! This move is as a result of the impending run down of the InterCity organisation as a prelude reorganisation and privatisation. Due to the need to get this issue out before the complexities of the Christmas holidays emerge, several regular features have not appeared and the magazine has made use of some articles from stock. I am not sure how this will affect future issues of this magazine but please bear with us during the turmoil. (Editor)

ERIC PRESTON

Eric has recently had an operation at Milton Keynes General Hospital and we wish him a speedy recovery.

SPECIAL EVENTS

25 Jan AGM/Competition
22 Feb Illustrated talk by Les Wood.

JANUARY EXHIBITIONS

8 Marlow
8/9 Kidlington
15/16 CMRA Exhibition, St. Albans

CMRA EXHIBITION

Eric Bowman is looking for volunteers to assist with stewarding at the CMRA Exhibition at St. Albans on 15/16 January. If you would like free admission in return for some stewarding duties please see Eric as soon as possible.

1994 SWAPMEET DATES

The following MK Swapmeets will take place during 1994 at Woughton Campus;
February 13 - May 22 - September 18 - December 11.
Opening times are 1100 to 1500. Admission 60p. Child/Senior Citizens 30p.

Profile

Chris Lester

Chris was born in Reading spent his early years there before moving to Bow Brickhill. He started in the hobby when an uncle gave him a trainset on a board which was mainly Hornby Dublo 2 rail and came complete with a Castle, 2-6-4T, Diesel Shunter and a Triang Lord of the Isles.

He started photographing trains and number taking about the age of 13 at Reading station and was interested in the diesel hydraulics, then in their final years. He built a layout with his father in the loft of their home. His father was not a modeller but enjoyed making the baseboards and generally helping out. A Trix A2 Pacific arrived one Christmas and was put to good use.

Chris moved into the area when his fathers job was moved to Bletchley Park. He built a small layout in the extension but lost interest in the hobby at the age of 16 when other interests took over.

Chris built a Ratio signal box one Christmas and found his interest reawakened. He wished to progress but OO was not considered fine enough as he wanted to build a scale layout and not a trainset. He joined the EM Gauge Society and was surprised to find that their AGM and Convention was held within walking distance! Having volunteered to steward he was talking to Roger Webster on the Ratio stand who introduced him to his local helper, Chris Hughes! He soon found himself in the club room and has not looked back since.

Has been involved in the EM Gauge project since it left the drawing board and is now working hard to ensure it progresses and is currently coordinating the team building it.

Chris is building a small EM layout at home, which is a WR branch line terminus. Following a holiday in the USA he has been spotted with some HO American items recently which he is enthusiastic about. He has a few ideas for when the EM layout is eventually finished!

Anyone who would like to assist with the EM Gauge project is welcome to join in.

Another victim next month

produced Triang history book it is interesting to find that Triang were themselves under threat from Playcraft. To combat this threat, Hornby Dublo introduced a simple 0-4-0T for use in a junior trainset. A diesel was introduced in 1964 utilising the 08 shunter moulds.

The final locomotive was a BR Class 81 electric locomotive, but only a few were manufactured, hence the stupid prices asked at swapmeets etc. Meccano were now in serious financial trouble and shock waves were felt as it was announced that Hornby was to be taken over by its bitterest rivals, Triang.

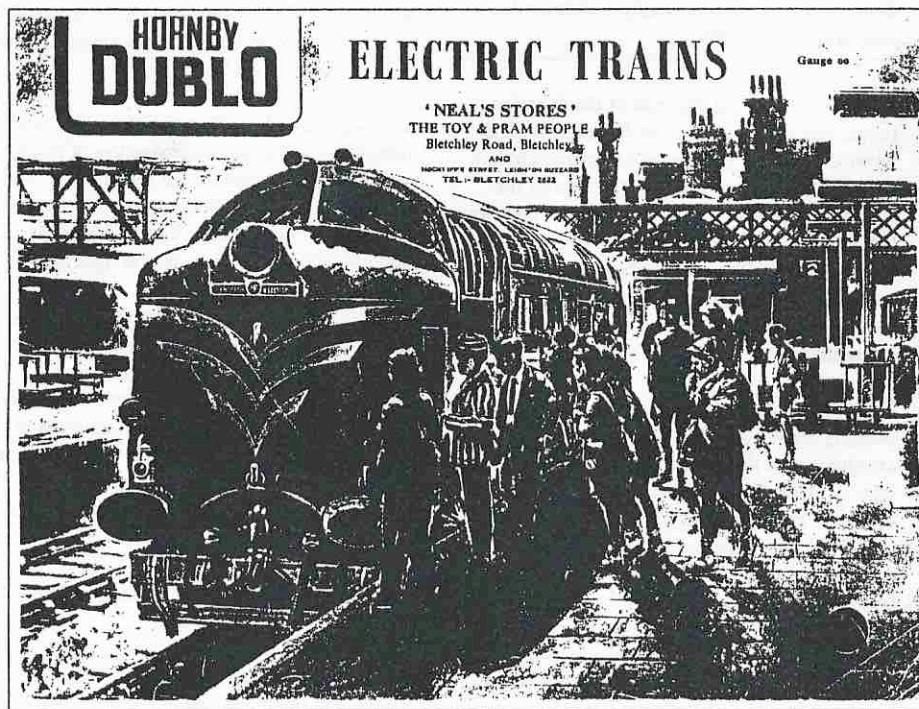
Hornby Dublo stock was outed at low prices by the Triang reps and I well remember them being sold at cheap prices on the old Bletchley market in the mid 1960s. I deeply regret that

my pocket money would not allow me to buy a good stock of them!

It was feared that Hornby would disappear for ever. G & R Wrenn a model railway manufacturer and member of the Triang group, Lines Bros. were allowed to manufacture some of the range eventually. Wrenn reintroduced production in 1966 and this continued until 1992.

Dapol have now acquired Wrenn and we all wait to see what will happen to the range of models which started all those years ago.

The front of a Hornby Dublo catalogue, complete with Neals, Bletchley stamp.



Notice of Annual General Meeting

In accordance with the requirements of the club rules, I am giving in excess of the 21 days notice needed, to notify you that the Annual General Meeting of Milton Keynes Model Railway Society will take place on **Tuesday 25 January 1994** commencing at 8pm.

The nomination form for club officers and committee positions is now available, copies will also be available in the club room and should be completed before the AGM commences and handed to myself before the start of the meeting.

Chris Hughes
Secretary
October 15th 1993

Competition Rules

As usual the club modelling competition will be run in conjunction with the Annual General Meeting, so finish of your projects in good time.

The classes of competition will be as follows;

- 4mm or less Scratchbuilt locomotive (For G Barratt Memorial Trophy)
- 7mm or more Scratchbuilt locomotive (For T. Wilson Trophy)
- 2mm or less kit/modified R.T.R. locomotive (For P & D Marsh Trophy)
 - 4mm or less kit/modified R.T.R. locomotive
 - 7mm or more kit/modified R.T.R. locomotive
- 2mm or less kit/scratchbuilt rolling stock (For Jeff Mathie Trophy)
- 4mm or less Scratchbuilt rolling stock
- 7mm or more Scratchbuilt rolling stock (For The Moorcroft Shield)
- Scenic items (to any scale) (For Rail Trophy)

The rules of the competition state that;

1. No entry shall have been entered in a previous club competition
2. The person entering shall be a paid up member of the club at the time of entry.

C. Hughes, Secretary.

The Hornby Dublo story

by Dennis Lovett

In 1938, Meccano makers of Hornby Trains commenced production of a range of OO models. This smaller size allowed table top operation and followed on from the clockwork range of German manufacturer Bing. The Bing system was introduced in 1922 but had been planned as early as 1914 and no doubt would have appeared much earlier had not much of Europe been engaged in fighting each other! The Bing system was supported in Britain by W.J. Bassett-Lowke of Northampton but was lacking in many ways. When Bing closed in the 1930's, Karl Bub of Nuremberg produced an almost identical range of models.

By 1935 Bassett-Lowke was importing Trix trains from yet another German manufacturer - Trix. Initially trains were of German style prototypes but Bing still had an interest. By 1936 British type trains were in production and being made in Northampton.

By now alarm bells must have been ringing in Binns Road, Liverpool because in 1938 Meccano's train range Hornby, entered the OO market. The scale was cleverly incorporated into the title to differentiate it from the larger O scale range. Initially Hornby Dublo trains were powered by clockwork (abandoned after the 2nd World War) and 3 rail electrification. The first two locomotives were an A4 pacific and a N2 0-6-2T, the latter appearing in GWR, SR and LMS liveries in addition to the correct LNER livery. The A4 cost 29/6d (£1.48 today!) which was considerably less than a Trix pacific at £4! Trix had responded to the Hornby Dublo threat by introducing a range of prototypical locomotives in the same year!

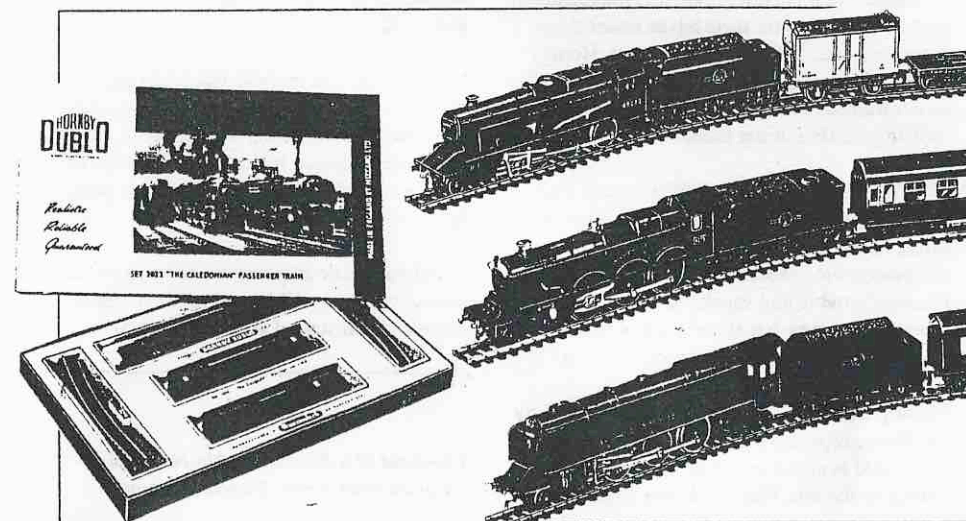
From the outset Hornby Dublo worked to much finer tolerances than their rivals. Meccano had over 20 years experience in manufacturing model trains and over 40 in the toy business, Meccano itself having been introduced back in 1901. This enabled the HD range to quickly establish itself as the market leader and an extensive range of accessories was quickly introduced in support. The locomotives cast in metal were fairly accurate models of the prototype and have been produced now for over 50 years (latterly by G & R Wrenn of Basildon) and have survived far longer than the company which developed them.

The Meccano marketing machine made much of them being "British made". This is quite understandable bearing in mind the anti-German feeling at that time and although Trix were manufacturing in Northampton, it was difficult to hide their German origins.

The war brought a temporary halt to the development of the range. When train manufacturing commenced after the hostilities, OO production



**HORNBY
DUBLO**



Some of the range of Hornby Dublo models produced in the 1960's.

was increased at the expense of the O gauge range, and the pre-war scale O gauge models never did reappear. Although O gauge tinplate train production continued right up until the end of the Meccano company in 1964, post war the range played a very second fiddle to Hornby Dublo. Potential Dublo owners had to wait until Christmas 1947 for the first train sets to reappear and individual components were not in the shops until later in 1948.

The 1939 catalogue had announced the impending arrival of the Duchess pacific and it eventually left the production line ten years later in 1949! That should "shut up" a few impatient customers for the Bachmann Ivatt 2-6-2T! The Duchess also appeared in Canadian Pacific livery complete with cowcatcher but that as they say is another story.

British Railways liveries did not appear until 1953 and in the following year the BR 2-6-4T was introduced. A WR Castle appeared in 1957 along with chocolate and cream BR coaches

which had made an energetic comeback on WR named trains. Many trains were named in this period to justify the livery.

The Super Detail (SD) range of wagons was introduced and made extensive use of plastic, no doubt with an eye on the threat being made by the Triang range. In the same year the first diesel appeared (Class 20) and it had a plastic body. The 8f 2-8-0 also saw the light of day.

In 1959 2 rail was announced and with it the first 2 rail loco the SR R1 0-6-0T. Other locos eventually appeared as 2 rail although they always carried different numbers to their 3 rail counterparts. 1960 saw the introduction of the Ringfield motor, further diesels (08 shunter, the Class 28 Co-Bo and appalling representation of a Class 55 Deltic!). The Super Detailed (SD) range of coaches also appeared.

1962 saw the introduction of the West Country and an electric multiple unit.

Hornby Dublo was by now being threatened by Triang and the much cheaper but HO scale French made Playcraft range. In the recently