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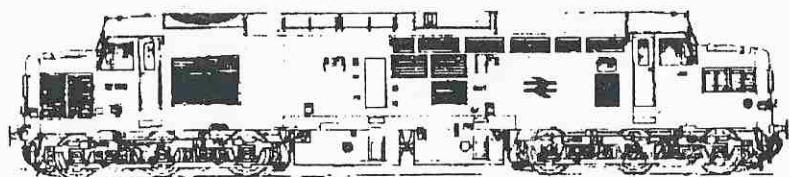
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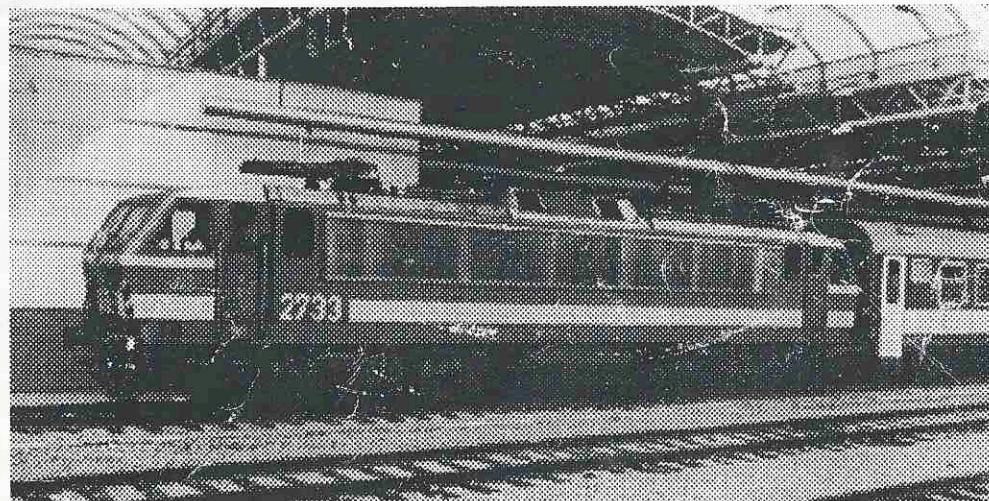
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MKMRS NEWS

No. 67

OCTOBER 1997



Belgian National Railways locomotive No, 2733 stands at Brussels Midi
Photograph: Dave Lean

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tank. Only the Prairie and the 94xx would see out the 1950s. These were retooled in 1961 with improved mechanisms. The 94xx undertook further improvement in 1973 before being withdrawn as the last Farish OO locomotive in 1979.

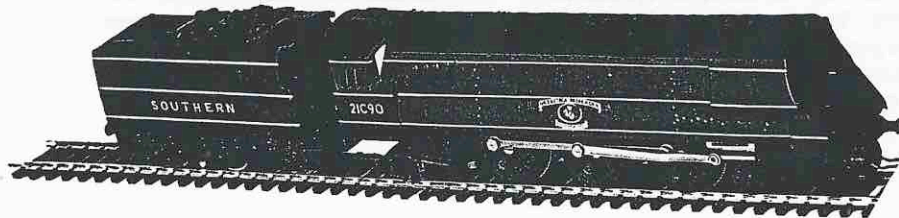
In 1950, Farish introduced a range of plastic bodied bogie coaches. These included an excellent pullman coach, which also appeared briefly in Wagon Lits coaches. These early vehicles suffer, like all plastic bodied vehicles of the same vintage, from distortion due to the type of plastic used during the 1950s. The pullmans were upgraded in 1961 and again in 1973, the latter versions now being highly sought after.

Likewise, wagons went from heavy diecast to plastic bodies on diecast underframes in 1961 and to all plastic for the relaunch of the range in 1973. The coaches and wagons from the 1973 relaunch survived until 1981, when the range was discontinued in favour of the N gauge range. During the 1970s both the OO and N ranges appeared under the Grafar label before reverting back to the full name at the end of the decade.

Farish began producing N gauge rolling stock and trackwork in 1970. The first locomotives to appear were a GER Class J69 and a GWR 94xx. A ready to run wagon could be purchased for some 29p, whilst a van set you back 32p! Demand for these products soon passed all expectations and the Farish factory had to work flat out to meet orders. Since then a large range has been developed with new models being constantly added. Only the J69 has been disappeared from the range of locomotives since it begun, although the N gauge unrebuilt Bullied pacific locomotive moulds have since been damaged and the model is not likely to be reintroduced.

Neals in Bletchley were large Farish dealers and stocked both the OO range and the N gauge range from its introduction. In 1980, Neals commissioned a run of OO 5 plank wagons in the livery of A. Sharpe of Bletchley. Sharpe was a local coal merchant who operated a few private owner wagons and today this is a much sought after model. These were extensively advertised at the time in the Railway Modeller and several are known to be in the ownership of MKMRS members, many having seen considerable use on the Verney Junction layout during its many exhibition appearances in the 1980s.

Farish over the years has had a number of commercial interests and diversified into boat building (real ones not models) at one time. Today the factory near Poole, is fully committed to producing the N gauge range, where it has established itself amongst the world leaders and the leading British manufacturer. Farish is proud that every component is made in house, all except the N gauge couplings, which because of patent and copyright laws have to be purchased several million at a time from Arnold in Germany.



MILTON KEYNES MODEL RAILWAY SOCIETY

FOUNDED 1969

MKMRS is a member of the Chiltern Model Railway Association and The Model Railway Club

President	Jim Wood	Vice Presidents	Les Wood, Gordon Etherington
Chairman	Dennis Lovett	Vice Chairman	Fred Collins
Secretary	Chris Hughes	Treasurer	Eric Bowman
Committee:	Geoff Bell, Bruce Garwood, Gordon Shrimpton, Colin Jamieson		
Librarians:	Ray Cousins, Richard Cousins, Mark Wilson		
Assistant Editor	John Dibben		

A Change of Direction

After a few weeks away, it is time to return the job of producing the club magazine. An enforced change of direction resulted in the last few issues appearing in advance of the proposed publication date. This is all very well in the real world of publishing where monthly model magazines appear weeks before the monthly date on the cover and a visit to the bookstall can leave you confused as to what issue you want. It is not unknown for a magazine to be purchased only for the purchaser to find that he has bought it before!

Our own publication has been forced downmarket for a while. With the professional range of equipment no longer available for lunch break use, this edition is being produced on the domestic PC, with Simon hovering around waiting for dad to stop playing with what had previously been an alien piece of machinery!

66 issues of this magazine have been produced in as many months and your Editor confesses to being "tired and emotional" and in need of assistance. John Dibben has kindly "volunteered" to assist from this issue and much of the material in this issue has been compiled by John. This has enabled your Chairman to get on with doing what Chairman are supposed to, although after 10 years in the post, he has yet to work out exactly what he should be doing. One thing is for certain that he does less modelling than he used to and far more talking than he ought!

From now on, the magazine will be issued at the start of the month it says on the cover, not 6 weeks in advance. It will endeavour to contain news and items which are topical. Advance warning of events will be given where possible and members who are unable to get to the club room during the month will receive their copy in the post. 66 issues ago, I wrote that the magazine is being produced on a trial basis in an effort to improve communication. It continues on trial but there is no need to debate the improved communication - it has improved beyond all hopes in the past 5. 5 years and long may it continue to do so.

Dennis Lovett
Chairman

Club Notes

Swapmeet Dates The final Swapmeet of 1997 will take place at Woughton Campus on Sunday November 23rd between 1100 and 1500. Admission is 70p Adult and 30p for children and Senior Citizens.

Stacey Hill Museum John Hatton represented MKMRS at the first open event at the new look Stacey Hill Museum following the disastorous fire there on New Years Day. Brian Barnes and Stan Pennington had been due to attend with their tinplate layout but unfortunately Brian suffered from a serious eye injury just a few days before and they were, therefore, unable to attend. We wish Brian a speedy recovery following his eye operation.

Get Well Soon Vice President Gordon Etherington had to return home from the Gauge O Guild, Guildex at Telford feeling unwell. Gordon is currently in Milton Keynes General Hospital and we wish him a speedy recovery.

Gauge O Guild The Gauge O Guild Spring Convention will be held on Saturday 14th March 1998. Please book the date in your diary. The assistance of all members will be greatly appreciated.

N Gauge Exhibition The N Gauge Society will be holding their 30th Anniversary Exhibition at Bletchley Leisure Centre on November 22nd/23rd. Further details from Ken James.

October QGM A short QGM will be held in the club room on Tuesday 28th October commencing at 8pm.

HMRS Programme The Historical Model Railway Society have recently announced their Winter Programme. Meetings will be held on alternative months between Bedford and at our own club rooms. MKMRS members are invited to attend free of charge - details from Eric Bowman. Your Editor has been to several and they have proved most interesting. The meetings are held on Wednesday evenings commencing at 7.30pm.

The next Bletchley meeting will be an all ticket event and will be held in the Library in the Mansion at Bletchley Park. The speaker will be our own Peter Jarvis who will speak on "The Festiniog Railway and Rebuilding The West Highland Railway".

Lidlington Railday The Bedford to Bletchley Rail Users Association are holding a RailDay at Lidlington Village Hall on Saturday 18th October between 1030 and 1630. Leaflets giving further details are available in the club room.

FAMOUS NAMES - No. 1 GRAHAM FARISH

This is the first in what will hopefully become a series about famous manufacturers of both past and present. Dennis Lovett takes up the story.

The name of Graham Farish is well known as the main supplier of British N Gauge model railway locomotives and rolling stock. With Lima no longer manufacturing N gauge for the British market and Minitrix, following the Trix takeover by Marklin earlier this year, not currently producing their British range, it could be claimed that Farish are the only **current** manufacturer.

This year the company celebrates 50 years as a model railway manufacturer, for it was back in 1947 that the company began manufacturing Formoway track in OO scale. A range of wagons and coaches soon followed and in 1949 the company introduced the very first mass produced 2 rail locomotives. The story, however, begins much earlier in 1919.

Graham Farish started the company to produce radio components, which it did in great quantities from its base in Bromley, Kent. At one time the company employed Donald Morphy and Charles Richards in senior management positions before the pair departed to set up their own domestic appliance business Morphy-Richards. During the 2nd World War the company produced components for land mines and snap vacuum closures. The company moved to its present base at Holton Heath (between Poole and Wareham) in the Summer of 1964.

With spare capacity following completion of the war work, Graham Farish decided to use his company's electrical skills to produce equipment for model railways. After the war, existing manufacturers were only just beginning to re-establish themselves and demand always outstripped supply.

The first locomotive, a Black 5, appeared in 1949 in sets, although it was available the following year on its own. Rolling stock was diecast as was the body of the locomotive. Others followed in the early 1950s and included the West Country / Battle of Britain in 1951 and a King Class 4-6-0 released later the same year. A kit for a GWR prairie was produced also in 1951, although the ready to run version did not appear until the following year. During 1952, Farish introduced an HO scale 4-6-4 Hudson locomotive in New York Central livery, aimed specifically at the American market. It was not, however, a great success and all these models are now becoming highly collected. They have very primitive mechanisms and very few survivors are in a position that will enable them to operate successfully. A 3 rail Q Class 0-6-0 Southern Region loco appeared in 1953 under the Formo label. The final locomotive to appear was a GWR 94xx 0-6-0 pannier

Hornby-Dublo announced their latest model "Bristol Castle", a truly superb model for its time and still highly regarded today. This locomotive later produced by Wrenn is a legend in the model railway world and commanded much attention when introduced.

* * * * *

"TT is here" announced Peco in a booklet on sale and indeed it was. New products were appearing constantly. Its space saving properties could not be over-emphasised. This was an ideal gauge for many with only 6' x 4' available but was superceded by N gauge. A variety of TT gauge items can be seen in a showcase in the clubroom.

* * * * *

Tri-ang "TT" produced a "Castle" to complement the "Jinty" which was the first locomotive produced.

Tri-ang "OO"'s Transcontinental Series was added to by a Diesel Switcher.

Tri-ang "OC"'s British outline series produced the Dock Authority Shunter. This is the Reliant Robin of the railway world. Cheap and cheerful but loved by many and seems to have been around forever.

Tri-ang were in a playful mood at this time and produced the Rocket Launching Wagon. This is how it was described in the press at the time. "An amusing gimmick which will be the delight of many a young space-minded enthusiast. The inter-baseboard ballistic missile has a rubber warhead and an effective range of some ten feet, but as it does not reach escape velocity it is quite unsuited for launching Sputniks".

Next month: Railway and Model Railway News - Autumn 1962.
Eletchley's Worst Railway Accident.

John Dibben.

**ROSTER UNTIL CHRISTMAS -
PLEASE ARRANGE SWAPS AMONGST YOURSELVES IF DATES NOT CONVENIENT
VOLUNTEERS WELCOME EVEN IF YOUR NAME DOESNT APPEAR- JUST TURN UP!**

Saturday	4	October	Paul Hooper	Father in law	
Sunday	5	October	Bernard Worden	Bruce Garwood	
Saturday	18	October	Tim Davey	Tony Winn	
Sunday	19	October	Gordon Shrimpton	Phil Wood	
Saturday	1	November	Ray Cousins	Richard Cousins	
Sunday	2	November	Colin Jamieson	Geoff Bell	
Saturday	15	November	Ken James	Eric Bowman	
Sunday	16	November	Chris Hughes	Nick Hughes	
Saturday	29	November	Chris Lester	Phil Gilbert	
Sunday	30	November	Gordon Shrimpton	Chris Hughes	Nick Hughes
Saturday	13	December	Ken James	Dennis Lovett	
Sunday	14	December	Brian Barnes	Stan Pennington	Mick

By John Dibben

This item is a collection of articles which I would like to introduce in order as follows:

"Memory Lane" When talking to other club members in the clubroom I sometimes feel pleasantly young but with a twinge of envy of those who can remember steam in all its glory. However, sometimes I feel positively "pre-historic" as my heyday or fondest memories centre on the "sixties" and "seventies" before some members were born. Members heydays are very diverse. Nevertheless, one period that keeps cropping up is the late "fifties" and early "sixties". This is reflected in the model railway press and layouts at exhibitions.

I felt that this period of enormous change could best be covered by presenting the news from the current season of 1957, 1962 and 1967 on a three-monthly basis. For example, this month Autumn 1957 and in the following months Autumn 1962 and 1967 then Winter 1957, 1962 and 1967 etc.

This will cover the period when steam was still supreme, the transitional period and the all diesel and electric period, keeping everyone happy some of the time.

The Editor suggested that new model railway products introduced in this period could be included. This will be done on the same basis as above.

"1E" As part of the Bletchley Park Museum the club has plans to build a model of Bletchley Station. Many members who have only lived in the area for a relatively short time may find this series of articles, which commences next month, of interest. It will include local events, locations, industries and long since abandoned branch lines which would help build a better picture of the area as it was during and since the war up until the "sixties".

I have had some suggestions for other regular items in order to make the Newsletter more interactive but would welcome more. For example appeals for information or assistance when building layouts.

I am eagerly looking forward to Fred Collins next series of articles entitled "Pacifics of the G.W.R.".

Finally, if anyone is wondering about the title of this item, the "Sherringham Shopkeeper" can provide the answer.

**** MUSEUM NEWS EXTRA ****

In the past month the bad weather over the Summer Bank Holiday meant a lower than normal amount of visitors and the events a fortnight later had a similar affect, the clubroom only open on the Sunday. However, on behalf of John Hatton, I would like to thank John T, Bruce, Gordon S, Ernie, Ken J, Ken with the Metro, Bernard, Marvin and Les for all or part day/days. I even spent a few hours there myself. Free tea and a cake, a chance to play trains, definitely should not be missed. Apologies to anyone I have missed, this will be corrected next month. - J.D.

"MEMORY LANE"

**** RAILWAY NEWS - AUTUMN 1957 ****

- HEADLINES -

The winter timetable commenced on October 13th. Main points include the gradual spread of DMU services in South Wales, East Anglia and particularly the Hull area with Cravens and Metro-Cammell units based at Springhead depot.

Two new named trains;
The "Lancastrian" 7.55 Euston to Manchester London Road and 4.0pm return.
The "Palatine" 7.55 St.Pancras to Manchester Central and 2.25 return.

Another new named train was the "Fair Maid", formerly the "Morning Talisman" Kings Cross to Perth. A nine-coach train, 309 tons, consisting of 2 Brake Seconds, 3 Seconds, 2 Firsts, a Restaurant/Kitchen Car and a Restaurant Car.

3440 "City of Truro" was moved from Swindon to Laira piloting a "Castle" on a passenger train. It was used on an excursion from Plymouth to Penzance and return on September 15th. It returned to Swindon piloting "Hall" 6902 on a parcels train the next day.

The first Pilot Scheme main-line diesel locomotive, the English Electric Type 1, D8000 was at Toton on trails. The first examples were allocated to the all new purpose diesel-depot at Devons Road, Bow (1D) in North London. These 1,000 bhp. locomotives had one large drawback, the poor visibility the driver had when travelling forwards. This seemed to be realised very early in their lives as, when on trial through the Lune valley and over Shap, it was travelling "backwards". Undaunted, British Railways built up a fleet of 228, construction continued until 1968. Their lack of power led to them being used in multiple front to front, rarely seen singly. Later known as Class 20's they survived in large numbers into the 1980's.

The second Pilot Scheme locomotive D5500, a Brush Type 2, the first of 20 was delivered and underwent trial in the Chinley area. These locomotives differed from the later examples in that they were rated at 1,250 bhp. and had electrical-magnetic control. This meant they could only be operated in multiple with their own class and later D57XX, D61XX and D84XX classes. They were allocated to Stratford and Ipswich, later classified as Class 31/0 and withdrawn long before the later examples.

22 Diesel-electric multiple units commenced service between Portsmouth and Alton in the east and Salisbury and Andover in the west. Numbered 1101-1118/23-26 these 2-car units eventually became the 3 Hampshire or "3H" units by the addition of a centre car, 12 in 1959 and the rest in 1962. They used on the above routes and other routes in the area, including the Swanage branch, until recently.

The remaining Taff Vale Class A 0-6-2 tanks were withdrawn during August.

- LOCAL NEWS -

Bank Holiday Sunday produced "Jubilee" 45649 (14E) on the morning Bletchley to Marylebone parcels and an afternoon fitted van train back to Bletchley.

On September 18th Crewe compound 4-4-0 40925 brought the 10.00am Bletchley into Cambridge returning with the 2.5pm.

- ODD SPCTS -

The Yatton to Clevedon branch has seen 7250 Ex G.W.R. 2-8-2 tank and 46527 Ex L.M.S. 2-6-0 with excursions recently. In 1955 B.R. Standard Class 5 4-6-0 73039 appeared.

Stanier 2-6-2 tank 40150 was working the Georgemas Junction to Thurso in August.

The Dornoch branch was being worked by Ex W.R. 0-6-OPT 1646.

"GREAT SCOT"

The Camden crews working the Carlisle to Euston leg of the up "Caledonian" had been busy with some remarkable timings. On August 7th. 46229 "Duchess of Hamilton" completed Crewe to Euston at an average of 74.1 mph. for the 158 miles start to stop. On September 5th. 46244 "King George VI" reached Euston in 6hrs. 3mins. Notable timings recorded were;

Stafford - Tamworth	average	80.9	mph.
Tamworth - Rugby	"	80.2	"
Rugby - Roade	"	77.8	"
Roade - Bletchley	"	88	"

Bletchley - Tring 9½ minutes over the 15 miles, then the summit was topped in a blast of sound and fury at 96mph. On September 20th. 46239 "City of Chester" averaged 82mph. over the 119 miles from Colwich to Harrow with outstanding maximum speeds of 93½ mph. at Tamworth, 94½ mph. at Wolverton, 82 mph. at Tring summit and 92½ mph. at Harrow.

"HIGHLAND FLINGS"

67460, one of only two surviving 1911 Reid push-pull fitted class C15 4-4-2 tanks was still working the Craigendoran to Arrochar service. The only one of its class to be painted in lined black livery.

"K2" 2-6-0's were still making the occasional trip between Glasgow and Fort William, though only assisting Class 5 4-6-0's.

"SAVING OUR WALES"

The Ffestiniog Railway passenger figures were 54,000 in 1957, an increase of more than 15,000 over the 1956 figures. Tan-y-Bwlch was reached on Friday September 5th. by 0-4-0 "Prince" and two passenger vehicles.

"HIGH VOLTAGE"

An OVERHEAD A.C. electrification project from Waterloo to Southampton and Weymouth and Worting to Salisbury has been postponed. Diesel-electric traction was to be employed west of Salisbury. New diesel depots would have had to be built at Salisbury and Exmouth Junction.