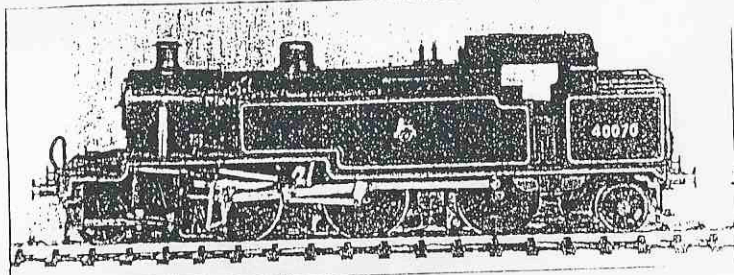
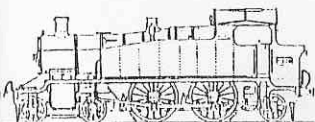


OLNEY MODEL RAILWAY EXHIBITION



Working Layouts

THE OLNEY CENTRE, HIGH ST.,
OLNEY, NORTH BUCKS/
SOUTH NORTHANTS BORDER.



Video Display

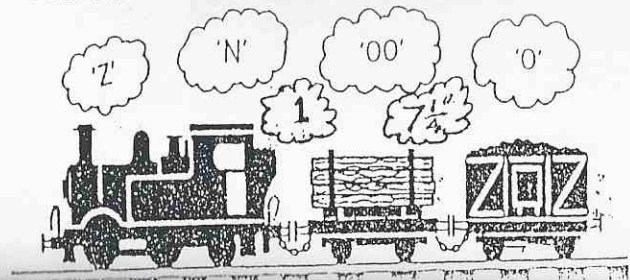
SUNDAY,
NOVEMBER 2nd.
1997.



Refreshments

11.00 am - 5.00 pm.

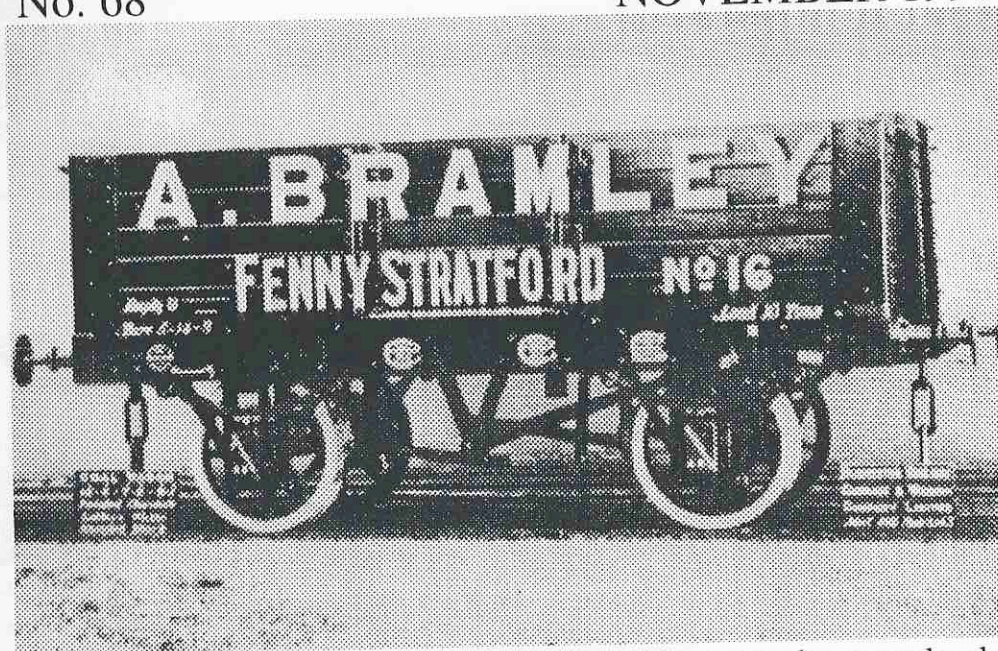
Adults £1.50, Children & Senior Citizens 75p
2 x 2 Family ticket £4.00 including programme.
Contact Bob Hill.01604-811130.



MKMRS NEWS

No. 68

NOVEMBER 1997



A private owner wagon from Fenny Stratford. Albert Bramley was a local councillor who had coal staites at the station

Published by Dennis Lovett, Chairman,
Milton Keynes Model Railway Society.
Telephone 01908 376750

Canada. After the second world war the company opened additional factories in South Wales and Northern Ireland (the latter producing the famous Spot-on 1/42nd scale model cars). Other companies included Minic and later Minimodels (the makers of Scalextric). It was in this period of post war growth that Tri-ang entered the world of model railways and Rovex Plastics Ltd became a wholly owned subsidiary. By the 1950s the company had toy making production facilities in Australia, Canada, South Africa and New Zealand. During the 1960s factories were established in France and Germany.

The new owners quickly set out to develop the system. The large Tri-ang sales force had little difficulty in attracting dealers to place orders. By 1952 the non-reversible track sections were redesigned and plans made for introducing points and crossings. In order to introduce goods stock into the range, Tri-ang purchased the small range of wagons produced under the Trackmaster name by Pyramid Toys. These were the very first plastic wagons and had been much in demand since their introduction in 1949 in trainsets alongside a metal bodied clockwork N2 Class 0-6-2T, almost identical to the one produced by Hornby Dublo. During 1951, Pyramid were having difficulty in obtaining raw materials due to the Suez crisis and stopped production. Tri-ang bought the moulds at the end of 1951 and adapted the wagons to take the new style Tension lock coupling, the forerunner of the present type. These became the first goods wagons to join the range in 1952 along with the N2 which enjoyed only a very short production run.

The range rapidly expanded. A Jinty Class 3F 0-6-0T followed in 1952. The transcontinental range followed in 1954 and many of these would be produced from duplicate moulds in Australia and elsewhere. In 1954 the company moved into a newly purpose built factory at Margate, the Richmond plant being retained for production of other toys.

From 1957 until 1964 the company produced a TT range (3mm to the foot). Initially this was successful but sales dropped off following the development of N gauge by other companies. A large 101/4" train set for outdoor use was launched under the Minic name, whose model car system was also produced to operate alongside the railways. In 1959 the company bought the French company which manufactured VB trains in Paris. Production moved to Calais in 1961 and in 1964, following the acquisition of Meccano, the French Hornby range (AcHo) superseded them at Calais, the latter being vastly superior models which are much sought after by French modellers today. In 1964 the company acquired Meccano and Hornby Dublo. These ranges will be covered at a later stage. From 1965 the railway system became known as Triang-Hornby, the former HD models being taken over by another Tri-ang company G & R Wrenn. In 1966 Tri-ang introduced a range of O gauge battery powered models, many of which were soon converted to provide much needed ready to run stock for supporters of the larger scale. These moulds were later sent to Russia and were distributed in Britain for a short time under the Novo label.

The company eventually became part of the Dunbee-Combex-Marx Group, a large American toy manufacturing company. It was this company that decided to pull out of Britain that led to the split up of the various companies in 1971.

The Tri-ang range was always clearly defined as a toy system. Over the years millions of models have been made, the Princess itself appearing in several versions before being withdrawn in 1974. They may have started as toys but thousands of modellers have enjoyed the challenge of improving them over the past 47 years.

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.		
Museum Curator:	John Hatton	Assistant Editor	John Dibben

Prime Time Trains

One of today's modern communications systems is satellite television. At the present time many do not have access to one, but like the growth of the video recorder in the previous decade, it is likely that most homes will have one in the early days of the next century. Global t.v. coverage has enabled many of us to watch events in other parts of the world and it has been interesting to view how other countries consider their railways more worthy of programming than we do over here.

Each Saturday teatime at around 1745, one of the German Channels (SudWest of Frankfurt) gives a prime time slot (it is an hour later in Germany) to the programme "Eisenbahn Romantik". Although I do not understand most of the language (with the exception of a few railway terms such as Bahnhof!) the pictures of DB Class 52 2-10-0s and 01 pacifics speak for themselves. Recent programmes have included features on the Swiss 150 Anniversary and many narrow gauge steam operated lines in Germany, Austria and Switzerland.

During my enforced extended summer holidays, I found a lunchtime programme on the same channel reporting on the Frankfurt Model Railway Exhibition. This show was so different to a British event with most of the main manufacturers having massive stands to display their products on, along with large operating layouts similar to those operated by Fleischmann at the old Eufimo events at Central Hall, Westminster. The Model Railway Club from London were operating their O gauge Hobbies layout which looked superb and operated well. It certainly captured the support of the visitors as it looked so different to the European layouts with their buildings constructed from the many excellent kits available. It was also interesting to hear Tim Watson responding in English to the questions which had German sub-titles for the local viewers! All the major manufacturers from Fleischmann to LGB were present. The MDs of both Marklin and Trix were interviewed and they outlined how both ranges would fare following the takeover of Trix by Marklin last January. Despite the takeover, however, both had their own stands although they were next to each other!

I live in hope that our own t.v. stations will surf the satellite one Saturday and bring back railway roundabout with some modelling coverage included. It might just raise the credibility of our hobby!



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.

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 22nd/23rd. Further details from Ken James.

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 on November 26th. The speaker will be our own Peter Jarvis who will speak on "The Festiniog Railway and Rebuilding The West Highland Railway".

ROSTER UNTIL CHRISTMAS -

PLEASE ARRANGE SWAPS AMONGST YOURSELVES IF DATES NOT CONVENIENT. VOLUNTEERS WELCOME EVEN IF YOUR NAME DOESN'T APPEAR - JUST TURN UP!

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

FAMOUS NAMES -

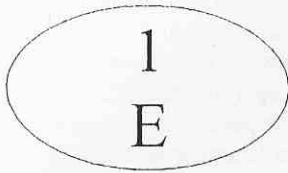
No. 2 Rovex/Trackmaster/Tri-ang

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

The name of Tri-ang disappeared from model railways back in 1971 when the Tri-ang empire was split up and the model division of Rovex came under the banner of Hornby Hobbies, the makers of today's Hornby Railways. Despite what many think, the name of Tri-ang is, however, still in existence and can be found as part of the toy making company of Superjouet producing ride on trikes, vehicles and outdoor toys such as slides.

The story starts not with Hornby Railways or indeed Tri-ang but with the small Richmond company of Rovex Plastics Ltd. The company had been formed in 1946 in Chelsea by Alexander Vanetzi to produce a range of plastic toys for Marks & Spencers. A number of clockwork road vehicles were produced along with teaset and telephones. Vanetzi was approached by M & S in 1948 to design a cheap inexpensive trainset which could be operated using battery power. At that time Hornby Dublo and Trix were the main suppliers and both were expensive and beyond the pockets of many! Such a venture required more room and the company moved to Richmond. Timescales were tight and it was decided to produce a LMS Princess Royal Class locomotive with two short coaches. The track was designed in house and was two-rail. As we saw last month, two rail was also being developed by Graham Farish at Bromley. In 1950 the first train sets, using motors supplied by Zenith, were supplied to the M & S store in Kingston-Upon-Thames just in time for Christmas. Needless to say the first sets made were soon sold out. After the initial run, the opportunity was taken to improve the chassis of the locomotive improving reliability. Rovex were too small to deal with the demand that the new sets generated and did not have the capital to make the necessary improvements. Similar problems were being experienced at Zenith and they were taken over by Rovex. In October 1951, Lines Brothers the owners of the Tri-ang name took over the company. Tri-ang had been looking for a suitable company to purchase in order to add toy trains to their growing empire and after testing the Rovex produced sets from Marks & Spencers went out and bought the company.

In order to develop the story it is necessary to delve into the history of the Tri-ang. The Lines brothers commenced producing toys in their own right after the first world war. Prior to this they had worked in the family firm of G & J Lines which produced prams and other toys and is well known for its splendid rocking horses. This company was a joint operation between their uncle George and father Joseph. The new company of Lines Bros purchased a wood working business near the Surrey Canal, off the Old Kent Road, before expanding into a nearby factory. The company adopted a triangular logo to show that the company was owned by three brothers (Arthur, Walter and William). A new purpose built factory was soon built at Merton. By the 1930s the company had taken over a bicycle company in Birmingham, International Model Aircraft Company (the makers of the famous FROG kits). Pedigree (prams, dolls and soft toys) and Hamleys, the well known Regent Street store. It also took over the family firm and in 1932 acquired Thistle Toys of



BLETCHLEY'S WORST RAILWAY ACCIDENT

IN October 1939, on Friday 13th, Bletchley Station was the scene of the worst railway accident in the station's history. It was a dark, wet night, during the "blackout". The overnight Euston to Inverness express was standing in platform 3, now Platform 1. A Class "D" tender locomotive had attached a van to the rear of the train. Then the 7.50pm Euston to Stranraer express loomed out of the darkness and hit the stationary shunting engine, which was facing towards Euston, at speed.

This took the full force of the impact, ripping open the engine boiler and pushing it into and demolishing the buffet. The train engine was embedded in the tender of the leading engine of the Stranraer train. The tender of the shunting engine was pushed up and into the platform awning roof and there was a fear it might collapse. The van, which was being loaded, was crushed.

Miraculously, only four people lost their lives. The driver of the shunting engine, a porter and a postman in the van and an RAF Aircraftsman, in the buffet, on his way to Bicester. There were forty people injured but the crews of the express train and most of the passengers of the two trains escaped with only minor injuries.

Two young lady attendants in the buffet had a lucky escape, the counter being on the far side of the room, their injuries being caused by boiling water from the overturned tea urn. If the shunting engine had not taken the full force of the impact, the scale of the accident would have been unimaginable. The wreckage was cleared but the main lines remained closed until Sunday.

On January 12th 1940, the driver of the leading engine faced the charge of manslaughter at the Bucks Assizes. It transpired both he and the driver of the train engine had both missed the Bletchley No1 home signal and that they had been travelling 70mph when the speed limit was 60mph. However, the "blackout", with drivers being unable to pick out local landmarks and driving under wartime conditions was taken into account. In the afternoon the trial closed sensationally, the jury dismissed the charge without hearing the defence.

Tales from the Lineside

by John Dibben

After last month's item, I have been let out of the belfry, made assistant editor and taken up position at the lineside with my garden chair, thermos and ham sandwiches. I have also been computerised, courtesy of Maureen in Gordon's old shop, photocopying at reasonable prices.

This month's "Memory Lane" covers Autumn 1962. In Bletchley, housing estates were springing up all over the place e.g. the "Counties" and "Abbeys" estates. A walk down Whalley Drive ended abruptly at the back of Bletchley Park, with a derelict RAF camp on the left and you had to cross a soggy boggy field to reach the "Sixty Steps". Local "scallywags" would take a diversion across some fields to reach the "business end" of the engine shed. The farmer, though, seemed always to be on hand to chase us, I mean them, off!

Bletchley Park was home to GPO Telephones, with their dark green Morris vans, like their red "Royal Mail" counterparts but with ladders on the roof. They potted about largely unnoticed and are rarely modelled.

Bletchley had recently been adorned with the "flyover" and a new underbridge had been built which would allow double-deck buses to pass under it. Meanwhile I was playing "Conkers"!

**** MUSEUM NEWS EXTRA ****

The improvement in the weather over the past three open weekends has seen the number of visitors return to the normal for the time of year. The exception to this was Sunday October 7th, when the number of visitors had reached that of Saturday's by 2.30pm and went on to reach more than double that of the previous day.

On behalf of the chairman, I would like particularly to thank John H and John T (what would we do without them?) and Ken R, Gordon S, Ken J, and Ernie for attending on open days in this period. Dennis and I also appeared. Any member is encouraged to come any open day, if only for a few hours, particularly between 2.00pm and 5.00, as this is the busiest period. **It is appreciated**, particularly if it risks domestic strife!

MEMORY LANE

BRITISH RAILWAYS - AUTUMN 1962

The main news of Autumn 1962 was the construction of new locomotives and rolling stock. The last English-Electric Type 4, D399 had been delivered from the Vulcan Foundry, The final Sulzer Type 4's "Peaks" had been completed, D57 at Crewe and D193 at Derby. Also, the last "Warship" D865 had been delivered from Swindon. D869 was the highest numbered "Warship", but this was of the B.R./ Maybach type which had been delivered in 1961, D865 was of the N.B.L./ M.A.N. type. Finally, the last 350 hp diesel shunter was delivered, D4192. The first of these little "workhorses" was built in 1952, No. 13000 later renumbered D3000.

The main news was the unveiling of Brush Type 4, D1500, at Loughborough works in September 1962, with its two-tone green livery. It entered service at Finsbury Park depot and began trials to compare its performance against the "Deltics". With its 2,750 hp. Sulzer engine it was intended to be BR's all-purpose diesel. The first of 512 examples, it was later renumbered 47401.

The other new diesel launched at this time was the Clayton Type 1 900 hp. D8500. After the visibility problems encountered with the D80XX's, D82XX's and D84XX's, this highly distinctive design with its prominent centre cab was produced. The first examples were sent to Scotland at Polmadie depot, working mainly freight trains but were also seen on passenger duties. However, they suffered many major problems and although they were designated Class 17, they never carried their TOPS numbers and had all been withdrawn by the end of 1971.

The first 2,700 hp. "Western" D1000 "Western Enterprise", appeared in 1962 and by autumn several were in service. D1000-34 were built at Swindon and D1035-73 were built at Crewe. D1000 appeared in Desert Sand livery, D1001/5-14/1634/39-73 appeared in maroon livery, D1002-4/35-8 appeared in green livery and D1015 appeared in Golden Ochre livery. Also, D1000-8 did not have a yellow warning panel when they were delivered.

The "Clacton Electrics" entered service with the start of the winter timetables. These were formed as follows; 15 4-car sets comprising of a driving trailer open composite, driving trailer semi-open composite, motor brake open second and in 7 sets a trailer open second and the other 8 sets a griddle buffet composite. 8 2-car sets comprising of a driving motor brake second and a driving trailer open second. They operated from Liverpool St. to Clacton and Walton-on-Naze as 10-car sets, a 4-car set without a griddle terminating at Walton-on-Naze and a 4-car set with a griddle and a 2-car set terminating at Clacton. They were painted in maroon livery and were mounted on Commonwealth bogies.

Locally, the electrification of the West Coast main line caused some unusual workings. The "wires" had reached Atherstone and work in the London area resulted in overnight trains being diverted over the Oxford branch. The 7.00pm. Glasgow to Euston was diverted to via the Oxford branch, the Claydon spur and the G.C. main line to Marylebone, arriving at 5.35am. The 12.30am. from Liverpool took the same route and arrived at 6.35am. The 10.20pm. sleeping-car train from Glasgow was also diverted to Marylebone arriving at 7.55am. The 11.55 sleeping-car train from Manchester Piccadilly took the G.C. main line throughout arriving at 5.0am. The return train took the same route, leaving Marylebone at 12.30am. arriving at Manchester Piccadilly at 5.35am.

This made Annersley's "Britannia" Pacifics 70014/5/48/9 regular performers on the G.C. main line, until they were replaced by "Royal Scots" 46112/43/53/8. "Britannias" 70017/22/3/4 were transferred from Aston to Rugby and had been appearing on Bletchley to Euston locals. 4 2-car Derby "lightweight" Dmu's formed an excursion from Bletchley to Brighton on July 8th.

Wadebridge received G.W.R. 0-6-0 pannier dock tanks 1367/8/9, replacing Beattie 2-4-0 well tanks 30585/6/7 on the Wenford Bridge branch.

MODEL RAILWAY NEWS - AUTUMN 1962

Lone Star introduced its "OOO" gauge model electric railway, including a Class 24 and a "Baby Deltic", coaches, wagons and track. The latest item being an American-type diesel. "OOO" was close to N in scale but they not compatible. The locomotives had a central motor but instead of a worm and cogs an elastic band provided the power from motor to wheels. This gave a smooth drive but when it came to gradients, forget it!

Playcraft had introduced a train set, including a D6100 diesel locomotive and coaches entitled the "Euston" passenger train set? Coincidentally, Dennis had one of these D6100's running on the OO gauge layout the other week and it appeared to have a form of fly-wheel drive as the thing took a long while to stop!

Tri-ang had introduced a "Davy Crocket" locomotive, **with or without smoke!**

Zeuke, there's a name from the past, produced an 00n3 0-10-0 tank, coach and van.

BACK SEAT DRIVER!

To demonstrate the width of the rear parcel shelf on the new Morris 1100 saloon, B.M.C. constructed a simple OO circuit, around which a Tri-ang "Connie" plus a selection of wagons ran easily. "Who said you had no space for a railway? Even the 12-volt supply is laid on!". (*This is true, I've got the picture. Don't try this in a "hatchback". - J.D.*)