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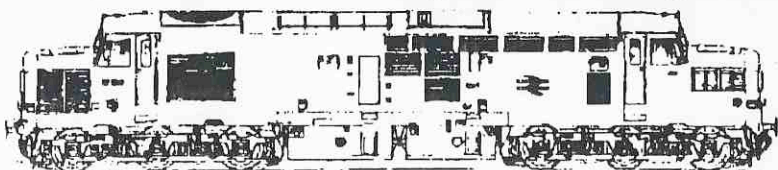
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MKMRS NEWS

No. 70

JANUARY 1998



Hon. Member and loco building specialist Jim Armstrong at work at our last exhibition. Photo: Chris Lester

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

In 1935 two OO systems were being developed by both Trix and Marklin. Whilst the Trix system became well known in Britain due to its allegiance with Bassett-Lowke, the Marklin system (which was later classified as HO : 1/87 scale) was superior. War again took its toll and the small range of British models never reappeared. Indeed it was not until 1967 when Marklin produced a Warship Class 42 diesel that they tried again - and failed to capture the numbers of British modellers to make it worthwhile. By then OO had become entrenched despite its inaccurate scale/gauge ratio and the efforts of Lima (HO), Rivarossi and Flieschmann would follow a similar fate.

Marklin reintroduced some O gauge products after the war but concentrated in the 1950's on developing its HO range, remaining loyal to its stud contact system to the present day. In recent years it has developed a range of 2 rail Gauge 1 products and in 1972 introduced Z gauge to the world.

The acquisition of Trix in January 1997 gave the company a large N gauge range for the first time and it will be interesting to see how the two ranges develop in the future.

Today the name of Marklin is known the world over and has come a long way since the day it caused a sensation back at the 1891 Toy Fair.

MILTON KEYNES MODEL RAILWAY SOCIETY FOUNDED 1969

MKMRS is a member of - The Chiltern Model Railway Association
- The Model Railway Club
- The World War II Railway Study Group

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	Editor Designate:	John Dibben

Happy New Year !

The first major event of the new year is the AGM on Tuesday 28th January. This is your chance to be informed of the club's performance over the past year and future developments. We have many projects under construction and plans for the future. There are the formalities to be dealt with concerning the everyday running of the club and of course it's finances! This will be conducted by our own "Three Wise Men", the Chairman, Secretary and Treasurer, after which it is **your** opportunity to have **your** say. For this reason the AGM is important, not just a formality and there are always certain members who can be relied upon to keep the proceedings reasonably informal with their witty comments!

After a cuppa', the results of the club competition will be announced by the judge who will be deliberating and cogitating in the main exhibition room while the serious business is conducted next door.

As can be seen above, the MKMRS is now a member of The World War II Railway Study Group. More information on this subject can be found on a notice board in the lobby and a newsletter which has been placed in the library. Our Chairman will no doubt give us further information at the AGM.

"Models in miniature" was the title in "The Citizen" newspaper on the 27th November when it afforded one of the largest model railway exhibitions in the country under a hundred words and a picture of our own Ken James. Still, it gave the MKMRS a mention and the large amount of people that attended the exhibition which we should not complain about in our much under-reported hobby.



John Dibben
Editor Designate

Club Notes

Swapmeet Dates

Campus are as follows;

The swapmeet dates for 1998, to be held at Woughton

February	8th
April	26th
June	21st
September	20th
November	22nd

Opening times are 1100 - 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

HMRS Programme

The Historical Model Railway Society has recently announced their Winter Programme. Meetings will be held on alternate months between Bedford and at our own clubrooms. MKMRS members are invited free of charge. The Bletchley meetings which commence at 7.30pm. are as follows;

25th February 1998 "The American scene" - Mike Vincent

29th April 1998 "Traffic on the G.C. London Extension" - S. Banks.

Christmas and New Year

The clubroom will be open every Tuesday over the Christmas period. There will not be a Bletchley Park open weekend over the same period.

Museum Notes

Chris Hughes is drawing up a roster for 1998 which will appear shortly.

Dates for the new year are as follows;

January 10

January 24

January 11

January 25

A Merry Christmas and a Happy New Year to all our members.

Dennis Lovett, Chairman.

FAMOUS NAMES -

No. 3 Marklin and Lutz

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

The name of Marklin is perhaps the most famous of the current manufacturers and the only one from the early days of model railways to still have a factory. Most of the manufacturers which developed in the years after 1850 were based in Nuremberg. One of the few exceptions was Marklin which continues to manufacture from its base in Goppingen, where incidentally, it also has a large museum and retail complex.

The company was formed in 1859 by Theodore Marklin and began by making childrens cookers, pots and pans, dolls houses and children's furniture. After his death in 1866, the company was run by his wife and for this reason concentrated on toys for girls. In 1888 Eugen and Karl Marklin (Theodor's sons) took over the company and began to adjust the balance towards boys toys. It was not long before the company looked to expand. In 1891 they acquired the Lutz company who had begun manufacturing quality tinplate toys in 1846.

Lutz produced a range of clockwork driven horse drawn carriages, boats, fairground rides and trains. A range of steam powered models was also produced. The toy train range included a number of clockwork locomotives which ran on sectional track. These were mainly produced in what we know as gauges 3,2 and 1. At the time of the Lutz acquisition, no other manufacturer produced anything that resembled a complete model railway system. Having improved the Lutz range and adapted it for mass production, Marklin went to the 1891 Leipzig Toy Fair not only with curved and straight track sections, a point, crossover, a station and tinplate accessories. Needless to say the buyers loved it and the world of model railways would never look back.

It was not long before Marklin was taking note of a new smaller gauge being developed by other German companies and it was not long before Zero or O gauge went into production. By 1892 Carette had produced a two rail electric tram running on a circular track which was powered by batteries, although it was not very reliable. Marklin again took notice and by 1898 had a steam locomotive powered by electricity which picked up from a third rail using AC current. Although over the years the third rail made way for stud contact the principal remains the same for the highly successful HO range to this day!

After 1891 Marklin was producing a range of trains specifically for the American market and in 1902 the first British trains were available exclusively through Gamages. By 1906 Marklin was also producing a limited range for Bassett-Lowke.

The 1st World War had an effect on Marklin's activities. Export orders to both Britain and the USA suffered with stores being wary of stocking anything of German origin. Recovery did eventually take place and by the 1930's the O gauge range had reached its peak with the LNER "Cock of the North", examples of which today change hands at auction for very large sums indeed.



St Albans '98 Model Railway Exhibition

10th & 11th January

Alban Arena, St Peters Street

10 to 5.30 both days

Families (2+4) £7

Concessions £2

Children £1

Adults £3



Tickets available from
the box office, 01727 844488, from 10th December

About 20 quality layouts plus trade stands and demonstrations

Refreshments and bar. AA signposted.

Free vintage bus service from the City Station,
operated by the 712 Preservation Group.

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153 Hatfield Road, St Albans. For all your
insurance requirements. 'phone 01727 833241



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BRITISH RAIL REGRETS

British Rail regrets
having to regret.
British Rail regrets
it cannot spell.
British Rail regrets
the chalk ran out.
British Rail regrets
that due to staff shortage
there will be no one
to offer regrets.
British Rail regrets
but will not be sending
flowers or tributes.
British Rail regret
the early arrival
of your train.
This was due to industrious
action.
British Rail regrets
that because of a work-to-rule
by our tape machine
this is a real person.
British Rail regrets
the cheese shortage
in your sandwich.
This is due to
a points failure.
The steward got
three out of ten.
British Rail regrets.

Tears flow from beneath
the locked doors of the
staffrooms.
Red-eyed ticket collectors
offer comfort
to stranded passengers.
Angry drivers threaten
to come out in sympathy
with the public.
British Rail regrets.
That's why its' members
are permanently dressed in black.
That's why porters stand around
as if in a state of shock.
That's why Passenger
Information
is off the hook.
British Rail regrets
that due to the shortage of regrets
there will be a train.

Tom Wilson

It is with regret that I have to inform members of the death of one of our honorary members Tom "Tug" Wilson.

A stalwart of many years of both the Model Railway Club and The Gauge O Guild, holding high office in both organisations.

Tom lived in West London and worked in an iron foundry. This gave Tom the ability to be heard well above the crowd, a useful asset which allowed him to address stewards at MRC exhibitions in Central Hall without a microphone!

Tom was also known as Mark's dad. Through Mark, Tom retained his interest in our activities after retiring to Gillingham in Dorset. An area to which several other Gauge O Guild members had also retired.

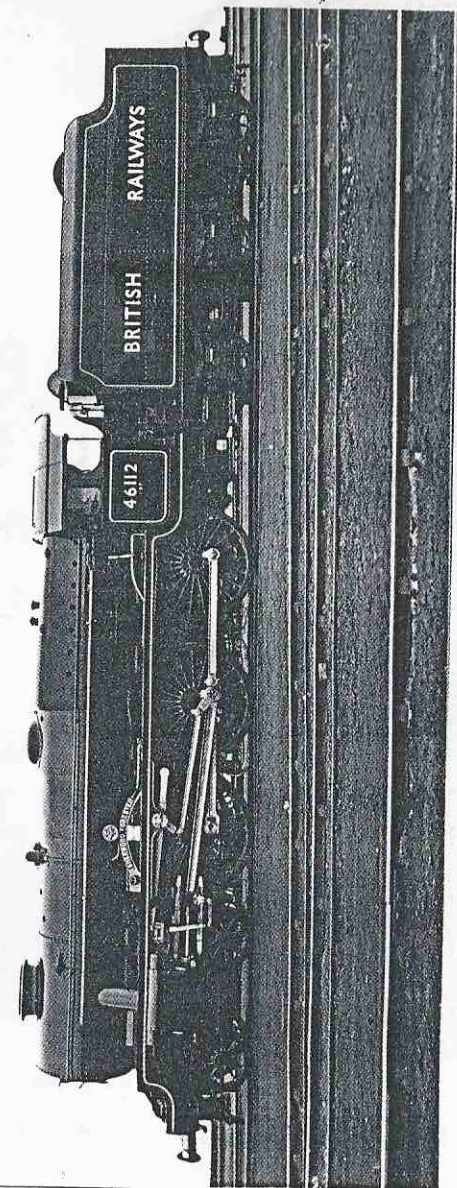
Tom was an excellent modeller and had a large layout in his garden. He built a number of LNER and GNR locomotives, including Mark's V2 which has performed admirably on our club layouts.

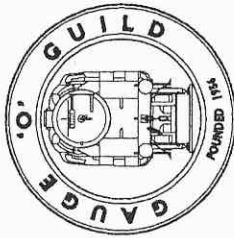
Known to many of us as "Tug", Tom will be sadly missed by his fellow modellers. He leaves a great legacy through his modelling and many of us richer for his companionship.

Our Treasurer, Eric Bowman, has posted a letter and a donation to the nominated charity, "The British Heart Foundation". The funeral service took place on Tuesday 23rd December.

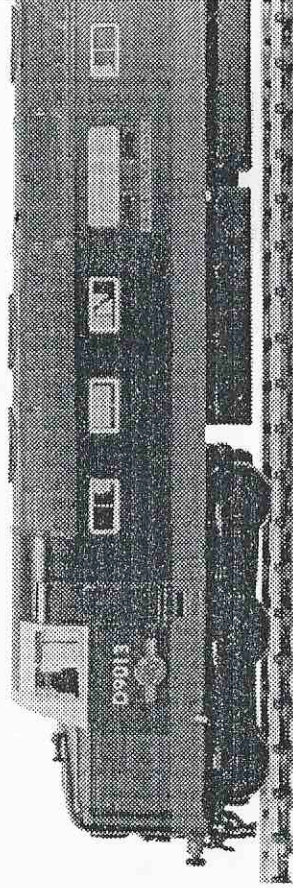
Our condolences go to Mark and his family at their sad loss.

Dennis Lovett
Chairman





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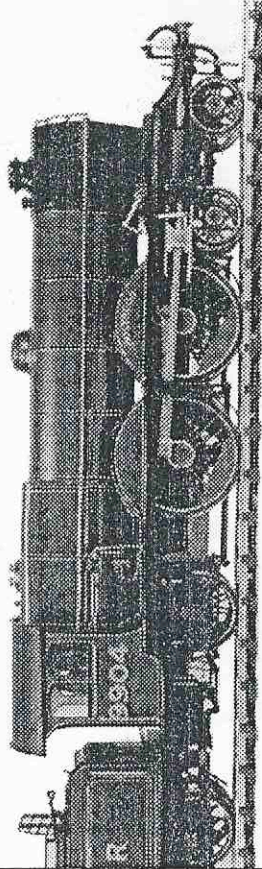


The 1998 Spring Convention

Bletchley Leisure Centre

Saturday 14th March 1998. 10.00am - 5.00pm

Layouts - Displays - Demonstrations - Full Trade Support - Guild Stands



Guild members - £2.50
Non members - £5.00

All tickets are family tickets (2+2)

Guild Membership Information from:
Peter Lerew, Membership Secretary
The Old School, Flatts Lane
Wombledon, Yorks, YO6 5RU

"Meals and wheels"

The "N Gauge Society" held its 30th Anniversary Exhibition at the Bletchley Leisure Centre on the weekend of the 22nd/23rd November. It was a resounding success with the exhibition area packed with people from Saturday morning to Sunday evening. There were many excellent layouts on display, using N gauge's unique ability to provide full-length trains on extensive stretches of main-line track in a relatively small area. The full-length "Eurostar" on a 4-track main-line was a good example. Midford was a very attractive model, featuring a model of the "Titfield Thunderbolt" with its museum engine, old coach body, and G.W.R. "Toad" brake van.

Our "Catering Department", again, "did us proud". The President's wife, (presumably our "First Lady"), Joy Wood, Les and his wife Joy, Dennis, Fred, Chris and Sue Hughes, John Hatton with Richard Skeggs and Sue Hatton and Gordon Shrimpton kept the exhibitors fed and watered throughout. Considerable income was generated for the club due to the hard work of the volunteers. Fred would particularly like to thank the non-members for their efforts. The "N Gauge Society" were delighted with the service and many compliments were received regarding the "hot meals" and light refreshments provided. -J.D.

Reminder

Notice of Annual General Meeting

In accordance with the requirement of the club rules, I hereby give advance notice, on behalf of the Club Secretary, of the 1998 Annual General Meeting of the Milton Keynes Model Railway Society which will be held on; **Tuesday 27th January 1998, at the MKMRS Club Room, Bletchley Park, commencing at 8pm.**

Nomination forms for the appointment of club officers will be available from the Club Secretary in due course. These should be completed and returned to him before the start of the meeting on the date specified above.

Chris Hughes
Secretary
5th November 1997

The Club Competition will be held on the same evening.

British Railways - 50 years old!

by John Dibben

I was recently reminded by our Chairman that British Railways was formed on the 1st January 1948 and that this year would be its 50th anniversary. I felt this should not go unmentioned and so I decided to write a few words as a tribute to this much maligned institution.

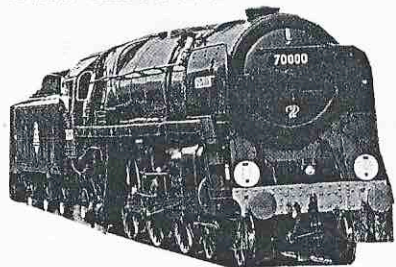
The merging of the GWR, LMSR, LNER and SR into the newly formed British Railways with the resulting loss of the familiar liveries, lettering and lining of the former companies. The war years had taken their toll and it was 10 years since the railways had experienced their former pride. Even so, it must have been deeply unpopular with railway enthusiasts at the time when it was in favour of the all-over black with "British Railways" in bold uninspiring letters on tender and tank sides. Coaching stock fared better with "carmine and cream" or "blood and custard", which has seen a recent revival in popularity. Only the "plum red" livery applied to suburban coaches could be said to be really awful!

The soaring price of coal and the decline in its quality, meant the recently introduced LMR diesel-electric express passenger locomotives 10000 and 10001 had become serious competition for steam locomotives. The search for alternative sources of fuel had already led to a number of steam locomotives being converted to oil-burning. In 1948 Cecil J. Allan, writing on the subject of the standardisation of locomotive classes, "Fortunately, it is impossible on economy grounds, to scrap relatively new locomotives".

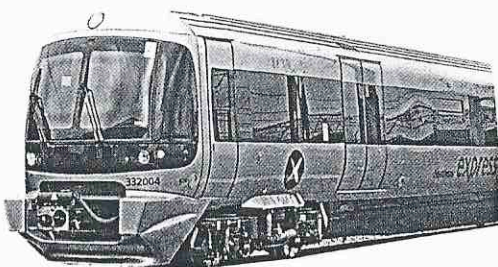
On the brighter side, a series of trials in May, June and July 1948, to compare similar locomotives from the former companies, led to some unusual sights around the country. No doubt, to the delight of railway enthusiasts who, with less ability to travel long distances than today, enjoyed the sight of "foreign" locomotives.

If you mention British Rail to people today, their first reaction is likely to be "leaves on the line", "the wrong kind of snow" or a reference to the infamous "BR. sandwich". It has been used by the media and the public alike as an "Aunt Sally". BR. was like many other services, no-one notices until things go wrong. The great British tradition of criticising instead of looking for ways to improve matters does not seem to affect many continental railways that are "valued" and well funded. The British Railways Board still exists in Euston House although it does not run any trains. The last being a Railfreight Distribution train on the 22nd November 1997.

The first



The last



New Year Quiz

by Capricorn

"TV TRIVIA"

What is the number of the locomotive which is used in the making of "Oh! Dr. Beeching?"

Is it;

a) 45621

b) 46512

c) 46521

What was the real name of the station where Mr. Perks (Bernard Cribbins) worked in the "Railway Children"? Was it;

a) Haworth

b) Oakworth

c) Ingrow (West)

What was the method of transport used by the police in the chase scene in "The Great St. Trinians Train Robbery"? Was it;

a) A diesel-electric multiple unit

b) E.R. J94 and coaches

c) P.W. trolley

"COLOURFUL NAMES"

All the locomotives below had a colour in their name. The name of the colour has been omitted. The colours are listed below. Just match the colour with the correct locomotive.

"King Arthur"	30755	"The _____ Knight"	Black
"M. Navy"	35004	"Cunard _____ Star"	Black
"M. Navy"	35013	"_____ Funnel"	Blue
"Jubilee"	45552	"_____ Jubilee"	Brown
"Royal Scot"	46101	"Royal Scots _____"	Golden
"Royal Scot"	46102	"_____ Watch"	Green
"A4"	60031	"_____ Plover"	Grey
"A4"	60043	"_____ Jack"	Red
"V2"	60800	"_____ Arrow"	Silver
"Britannia"	70008	"_____ Knight"	White

Answers next month