MILTON KEYNES MODEL RAILWAY SOCIETY

Quarterly Newsletter

Issue 191 **Summer 2017**

CHAIRMAN'S NEWS

This time I am going start with a topic that has nothing whatsoever to do with railways, but one that could benefit members financially. It is something a friend of mine recently pointed out to me which I thought you should be made aware of - apologies if you already know, but I expect several of you will not know about the 'Married Allowance' tax break introduced in April 2015. This permits someone to transfer 10% of their personal tax allowance to their spouse or partner as long as they earn less than that partner.

It is most likely to benefit those of us who have retired but so long as your spouse earns less than £11,500 and you earn less than £45,000, you can have £1,150 of their personal allowance added to your own. This will reduce your tax liability by up to £230 for the current tax year and can also be backdated to the 2015/6 tax year. Full details can be found on the HMRC website, **https://www.gov.uk** where you can apply and also calculate how much tax rebate you will receive. It says it will take up to two months to adjust your tax code but that they will send you a cheque for the refund in each of the previous tax years. If you do not have access to the internet, advice can be obtained by telephone on **0300 200 3300.** Apparently Sundays 0900-1700 are the least busy times on their telephones.

I hope that will be of interest - anything we can get back from the Taxman means more to spend on our hobby.

This month's photo was taken on a visit last year to the Augsberg Railway Museum and shows a Class 38 4-6-0 tender locomotive. This locomotive is actually an ex-Romanian one, built in 1935 to the same design as the ex-Prussian State Railways P8 passenger locomotives of which 3,956 examples were built by various German manufacturers between 1906 and 1923. Developing 1180 horsepower they had a maximum speed of 100km/h, and were widely distributed around Europe during the First World War, after which many remained where they ended up as reparations for war damaged engines. There are still 15 examples of the Class in existence in Germany, several of which are in operating condition. Most are in the usual European black livery with red wheels but there are at least three turned out in the resplendent Prussian livery of dark olive green with brown frames and wheels and no smoke deflectors. Several black ones carry smoke deflectors, either the typical German style as the one in the picture or larger flat sided ones similar to a Southern Schools. The oldest preserved P8, built in 1910, and the only one with a Belpaire firebox is based at Chemnitz Hilbersdorf museum. There are also non-working examples in Poland.

Chris Hughes
Chairman

MILTON QUAYS AT ROMFORD EXHIBITION 22 & 23.4.17
By Chris Lester

Milton Quays had one of its rare outings to be exhibited recently to the Ilford & West Essex MRC's exhibition in Romford over the weekend of 22nd &23rd April. I say rare as I think exhibition managers have a certain (understandable) reluctance to invite large layouts with their inherent extra cost. We normally like to travel with seven operators to ease set-up and to allow us a few breaks in what can be intensive operation. This proved to be the case as we were only offered traveling expenses but no accommodation. It was decided to attend on this basis setting up on Saturday morning and traveling back again for Sunday opening staying at home overnight.

The van was collected eventually on the Friday despite the hirers originally having no record of me at my home address after all I've not lived there long, just the odd 30 years or so! We'd arranged for the layout to be loaded in the evening, which was accomplished with only a little head scratching about where everything will fit in the back. Photos were taken so we could repeat the procedure Sunday night!



Some of the operating team having set-up. Mike Broughs grandson Allen was a welcome addition.

An early start saw us arrive accessing the school at 8am for set up. The exhibition opened at 10.00 so a somewhat frantic couple of hours ensued the layout up. We ran a little over time unfortunately so probably got trains running sometime after 10.15. Fortunately for us though there weren't too many people entering the hall before that and to be honest it really didn't get very busy at all weekend. We run the

layout to a sequence of 52 moves with all the stock having rotated through and ending up back at the start. Amazingly we completed virtually two complete sequences on the Saturday by the time 5 o'clock arrived with all the stock where it should be!

Everything was not all perfect though; we completely forgot to put out the quayside cranes lovingly modeled by Robin Rowles!

They are scratch-built copies of the cranes at Bristol docks and are one of the things we get asked most about along with the infilled quayside track work done by Bernard Worden all those years ago. We were also frustrated by an intermittent short circuit requiring wrong line running on occasion, but nothing worse reared its head.

After a round trip home over night we were ready to go for the hoards certain to be arriving on Sunday. These however did not materialise and in general seemed another quiet day for visitors. With a slightly more relaxed day ahead, helped with the addition of another club member, cranes were erected, wheels were cleaned, stock was swapped and bacon rolls were eaten first thing. Another bonus, twigged during the last day of course, the mystery of the short circuit was solved. The warmth of the hall had caused an isolation gap in the track to close up. A few rapid strokes of a file on the track ends would hopefully stop the fault occurring again.

The exhibition wound down from it's less than frenetic pace and the pack up began in earnest. The aforementioned photo came in handy for loading the van again and the somewhat weary group headed for home and unloading at the club. The end of another busy weekend!

A couple a views from a viewpoint not often seen at the clubroom these days

So what was the overall view of the weekend as a whole? Everyone was a little surprised that the public attendance seemed quite low but presumably the host club was happy. School hire can be economical to keep overheads down. I think the opinion of the operators was that setting up on the day of the exhibition probably cuts it too fine, the preference would be to set up on the Friday evening but traveling this time precluded this. Given the travelling involved, an overnight stay would have helped too. Having a bit more practice at running the sequence might help everything run a bit more smoothly too. As usual following an exhibition we think there are always a few improvements to be made to the layout after all they are never *really* finished are they?

Thanks are due to Eric Bowman and Robin Eccles for their photos and other members of the group for their help over the weekend.

Member Updates

Please join us in welcoming the following new members to the club. If you see them in the clubroom please introduce yourself.

Gary Noakes

Tim Byrne

Part Three: - My Tinplate Layout by John Forman
Section (B) – Closed Wagons

When running model rolling stock, it is useful to know something about the real thing and the various procedures and protocol, that has to be carried out to enable them to perform correctly and safely.

When running closed wagons, such as box vans and tankers, the observer will usually assume these trucks contain some kind of load. To encourage this line of thought and to fuel their imagination, you can place suitable items on the goods platforms, with wagons waiting to be loaded. You can even leave a van door open with miniature porters standing nearly, to give the impression loading is in progress. There is an extensive range of suitable items available from various suppliers such as barrels, boxes, parcels, bales, sacks, baskets and coils of wire, to mention just a few. You can also obtain ready assembled stacks of each specific article, or a mixed pile of goods, and if you wish, a quantity covered or partly covered with a tarpaulin. In addition to these there are crates for your fish vans and milk churns for your 'milk' traffic. You can also place model livestock, in your cattle dock, ready to be loaded into your cattle trucks and horse boxes.

Horse Box and Cattle Wagon

Of course, rolling stock could also be empty returning to their depots or home station. If a person viewing knows railway protocol, in some cases they will be aware of whether they are full or empty. A violent start to a loaded cattle wagon and you might have a compensation claim from the farmer. The best place to marshal loaded cattle wagons, was at

the head of the train where the snatching was minimised. This was also a convenient place for shunting at the rear. This rule also applies to pigs, horses and sheep. If you see cattle wagons at the rear of the train, they are probably empties, or may have been converted into ale wagons when the livestock business began to decline between the wars. They were also well hosed down and sent to Cornwall to transport the broccoli harvest.
The other great liquid traffic was in milk, first carried on the Liverpool & Manchester Railway in 1832. Later in the century, among the most familiar items on a country platform would be a few churns. It was essential that milk should be delivered fresh, and, as with other perishable items, the railways responded with a proper urgency. Milk traffic on a large scale began around 1865, and the first country depot was opened at Semley station (LSWR) in Dorset in 1871. Here and at similar installations the collected milk could be chilled and poured into churns and loaded onto ventilated vans for rapid haulage to London – hence the name of Express Dairies Company. Initially passenger trains transported milk but separate milk trains began to run in the 1890's. Stainless steel tank wagons were introduced in 1927.

Milk Tanker and Milk Traffic Van

Fresh fish was dealt with in a similar way. Fish vans from as far north as Wick would be got to London overnight. The principal whitefish harbours, Aberdeen, Fleetwood, Grimsby and Lowestoft, sent complete fish trains to London and Manchester, and they received priority over passengers expresses. The driver of a train following behind had to take extra care to avoid the slipping of the driving wheels on rails well greased by fish oil and scales. There were also special meat vans as well.

Perishables sometime had to be kept warm. Banana vans were the only goods vehicles with provision for train heating, to preserve their cargo in frosty weather. When a banana ship was due at Garston Dock, Liverpool, ten trains of these vans would be held in readiness.

Fish Van and Banana Van

Special running conditions were observed to ensure that being jerked about in transit did not bruise the fruit. In terms of tonnage, the biggest perishable item was potatoes, and King's Cross and St. Pancras goods stations both had large potato markets attached. Seasonal vegetables, fruit and flowers were rushed to London from growing districts and from Weymouth, the port of the Channel Islands. Even more exotically, the Great Northern ran special trains in 1913 to convey up to 100,000 Sudanese quails at a time from Manchester Docks to London. The North Eastern pioneered the use of special vans for carrying pigeons. The 'pigeon special' would arrive at some remote station where, at the appointed moment, the staff would release the birds from their racks of cages to race back to their home lofts.

Perishable in a difference sense were daily newspapers. The railway had made national distribution and mass circulation possible, and newspaper trains were among the fastest services. In fact, in most ways, newspaper and postal trains resembled passenger rather than freight trains in the speed of their operations and both items were very often carried in vans attached to passenger trains.

Salt was another commodity in special vans, from the production zones, in Cheshire and Driotwich. These would be distinguished by having

peaked, rather than rounded roofs. A similar type of wagon was also used to carry cement.

Salt Wagon and Cement Wagon

There were many companies who owned their own vans carrying the manufacturer's name, and these were known as Private Owner wagons which of course carried their products.

Seccotine Glue Van and Cadbury's Chocolate Van.

As far as tankers are concerned, it has to be left to the imagination of the viewing public, as to whether they are loaded or returning empty. Steam locomotives produced sparks and cinders. These are not strictly compatible with petrol and other inflammable substances, so normal practice was to marshal at least one barrier wagon not conveying explosives or inflammable goods between the petrol tankers and the engine. These were usually empty open wagons but I have occasionally seen box vans being used. It was common to do so at the other end of train, but as the guard was not likely to set the train on fire, it was merely

a courtesy and not essential. There is a large selection of model tankers in most gauges for your fuel trains.

Petrol train with open wagon between the Engine and the Petrol Tankers.

Perhaps the most exciting special vans for the traffic-watcher were gunpowder vans, carrying explosive material to and from the factories and they were fitted with extra springs and pads, and shunted with unusual care.

Next Time - Part 3:- Wagons and wagon loads – Section C – Open wagons.

Model railways from the beginning: Part 1 - 1804 to 1914
By Dennis Lovett

The models we have today are far removed from those that were available to our predecessors. Over the next few issues we will take a 200 year journey through the development of model railways from the earliest attempts through to the present day

The model railway industry today is a global business, but this should not come as any great surprise as it has been for more than 100 years; although, for the purposes of this series, it is necessary only to cover areas which affected our own domestic market. Britain, as the inventors of railways, were soon exporting know-how, staff and equipment overseas to develop systems in all four corners of the World. As systems developed in each country, toys and models were developed in the traditional toy making areas to replicate the latest technology. The opening of the first railway in Germany from Furth to Nuremberg in December 1835 was particularly significant as Nuremberg was both a clock-making and toy-manufacturing centre, although much of the latter was produced by home workers in what was then a cottage industry. The first locomotive to run in Germany, 'Der Adler', was actually built in Britain by Robert Stephenson & Co. It has become probably one of the most modelled locomotives of all time!

The first railway modellers

It is believed that the early pioneering designers of railway locomotives tested their theories by first building a model. Richard Trevithick certainly built models of his 1801 road carriage, which he demonstrated to family and friends in his kitchen. One of these models has been preserved at the Science Museum. When he was given the opportunity to look at a means of haulage on the system of the Pen-y-darren Ironworks, he no doubt employed similar techniques. His statue in Camborne, Cornwall, shows him holding a model of the World's first railway locomotive.

Model and prototype

The Pen-y-darren locomotive of 1804 was designed by Trevithick and is regarded as the first true railway locomotive to run on rails, albeit fairly primitive cast iron ones.

This replica of Trevithick's first locomotive was built to coincide with the 200th Anniversary of railways and was photographed at the National Railway Museum's Railfest event in June 2004. Photo by Dennis Lovett

Trevithick's second locomotive was built at Gateshead on Tyneside and it was here that he met many of the early railway engineers including Timothy Hackworth, William Hedley and George Stephenson. While George Stephenson was credited as being the "Father of the Railways" he was in reality responsible for taking forward the concept and making it work. Initially the colliery owners were reluctant to relay their primitive wooden or iron waggonways to adopt the new technology and continued to use horse power. It was the war against Napoleon that forced their hand. Horse feed became very expensive and the fuel they had in abundance, coal, was free to them. Conversion to railways became an economic necessity and from carrying coal to river, canal or sea port, they went on to transform transport with the opening of the Stockton & Darlington Railway in 1825 and the Liverpool & Manchester in 1830.

Amongst the objects on display at the National Railway Museum in York are two known models of self moving engines made by Richard Trevithick, together for the first time since the 1930s, as well as the mystery 'Sans Pareil' model acquired by the Museum with the help of a major Lottery Grant in 2006. The 'Sans Pareil' model was previously believed to have been made either by Trevithick or his associates in the early 1800s, or by Timothy Hackworth prior to his unsuccessful entry in

the famous Rainhill trials of 1829. However, recent research by the Museum's Curator of Rail Vehicles, Jim Rees, has concluded that the model engine, although not old enough to be by Trevithick, may indeed be by Hackworth, or by an as-yet unknown maker working in between the times of the two railway pioneers.

It was not long before the new railway companies were commissioning models for their board rooms, or equipment manufacturers were using them to promote their products to prospective customers.

Wooden Toys

As railways began to spread across Britain and Europe, the first toys/models were made in wood. These would have been produced locally and would have been a mere representation of the prototype rather than a scale model.

A number of centres existed in Germany that produced wooden toys. One centre, Hallbach specialised in the production of wooden arks and the associated figures and animals. These are popular with toy collectors. Not unnaturally, toys follow trends and the arrival of railways gave them a new opportunity.

Wooden trains were popular in Victorian nurseries and replica toys from that period can still be found on sale today. They were often hauled along the floor pulled by a string.

'Flats' from soldier manufacturers

Early toy soldiers were moulded flat using slate moulds into which an alloy of molten lead and tin was poured. These early soldiers are known to model soldier collectors as 'flats'. In an effort to expand their appeal, trains and stations were cast but such two-dimensional items were suitable only for static display. These are sought-after today and not just by collectors of model railways, but by those whose main interest is in model soldiers. Flat soldiers are still manufactured to this day.

Model soldier manufacturers, such as William Britain's, later produced three-dimensional passenger and railway staff figures for companies such as Bassett-Lowke - thus continuing the link between model soldiers and railways.

Cast floor toys

Unpowered locomotives and rolling stock were soon being made in cast iron. In 1860 William Britain produced a cast train which ran round a circle of track being connected to a clockwork motor by a spindle, thus powering it around the track. It was a significant step forward in the use of powered models that would be common place by the early days of the 20th Century.

Tinplate floor toys

Production of tinplate toys began in Germany when the Hess company (established 1826) was the first to produce floor trains. The first items were not the colourful printed ones with which many of us are familiar, but were covered in printed paper to provide the finished detail. Solder was used for construction. Issmayer and Gunthermann were soon producing similar trains and developed the tinplate printing process which is still used on biscuit tins and other items. In order to meet market demands, it became clear that the soldering process was slowing down production. A system using slots and tabs was developed to speed-up the process, this system continues in use to this day on tinplate models produced by today's manufacturers such as Ace, Bassett-Lowke and Darstaed which continue to serve tinplate enthusiasts.

Steam models – Dribblers and Piddlers

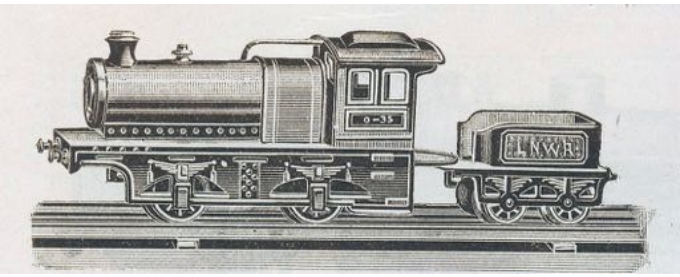
Just as the real locomotives were powered by steam, so were the early models. Steam had been used by manufacturers of ships and stationary steam engines. Such toys today would carry danger warnings but in Victorian Britain such concerns were restricted to damage caused to the parlour by water leakage, setting fire to the room or by boiler explosions due to lack of water in the boiler.

In Britain, these toys were deemed to be educational, teaching the rudiments of science. Many of the early models were produced by scientific instrument makers or specialist model manufacturers whose foundations were connected to shipping.

Stevens Model Dockyard was established in London in 1843 and prided itself on being a specialist supplier to those interested in amateur mechanics and scientific research. Products were made in their own

workshops, predominately in brass. By 1860 the company was a major supplier of steam-powered locomotives and they were still in production as the First World War broke out in 1914. The company finally ceased making them around 1926.

A number of other companies were also following suit. London-based Wood & Co and Newton & Co were just two of several companies catering for this market, which was far removed from the concept of simply playing trains. In Glasgow, The Clyde Model Dockyard had been established in 1789 to manufacture ship models for the Admiralty. It became one of the major retailers and was located in Argyle Street underneath Glasgow Central station, surviving until the early 1980s.



This live steam locomotive typical of the period and was manufactured by Clyde Model Dockyard in Glasgow. Photo supplied by Pat Hammond

The great German manufacturers and their influence on Britain.

The arrival of the railway in Nuremberg in 1835 did not go unnoticed in this toy making area of Bavaria. A number of companies soon began producing model replicas which would develop into complete systems. Needless to say, many of these are highly collectable today and attract high prices in auction houses and through specialist retailers, including those operating in the antique sector.

As the industry moved in the 1870s from being cottage to factory based, a large number of companies sprung up in Nuremberg. These included Karl Bub, Issmayer, Plank, Schonner, Gunthermann, Falk & Doll and Distler. Lehmann (established in Brandenburg in 1881) and Marklin were both outside the Nuremberg area. Ironically, the current Lehmann company (LGB) is based in Nuremberg. Not all of these manufacturers would have a major influence on the British model railway scene but some of the companies outlined below most certainly did. Most would also go on to supply model aeroplanes and cars ensuring that they kept in touch with customer expectation and demand for new technological advances.

Gerbruder Bing

Founded by brothers Adolf and Ignaz Bing in 1863, Bing first made trains in 1866 and at one time had more than 5,000 employees. By 1902 Bing was manufacturing for Bassett-Lowke and British models to the designs of Henry Greenly are regarded as fine examples of their work. The company ceased trading in 1933.

Bing Gauge 2 model of the GNR 0-6-2T. Photo supplied by Pat Hammond

Carette

George Carette was a Frenchman who moved to Nuremberg in 1886, attracted by the availability of a skilled workforce. Carette supplied models to Bassett-Lowke from 1909 and continued to do so until the outbreak of World War 1, which resulted in George Carette returning to his native France where he continued to live for the rest of his life.

Marklin

Goppingen, some 125 miles south west of Nuremburg, also developed into one of the largest toy and model railway manufacturing centres in Europe. Goppingen is the home of Marklin which was formed in 1859. Initially it produced toy cooking stoves and associated pots and pans, together with dolls house furniture. They later went on to produce a whole range of toys, including ships and stationary steam engines.

A Gauge 1 Marklin model of Stephenson's 'Rocket' produced around 1905. Photo supplied by Pat Hammond

At the Leipzig Fair in 1891, Marklin exhibited a clockwork train set to which extra track and accessories could be added. It was the first such outing of what we would recognise today as a complete model railway system. It was a path that many others would follow.

In 1903, Marklin supplied their first model locomotive to Bassett-Lowke and this was the start of an arrangement which they continued until 1937. Marklin are still a major supplier of model railway items in Europe today.

Establishing scales and standards

Bassett-Lowke was supported in his ventures by Henry Greenly. At one time employed by the Metropolitan Railway as a draughtsman at Neasden Works, Greenly left the company in 1901 to become Assistant Editor of the *Model Engineer* magazine. Greenly later became a major designer of miniature railways and locomotives including the Ravenglass & Eskdale Railway and The Romney, Hythe & Dymnchurch Railway. Working freelance, he also ran his own engineering model company in Hounslow and, later in 1909, became editor of the first model railway magazine.

By the 1890s, Marklin was producing trains in three sizes. These we recognise as being close to Gauge 3 (which was the largest scale then in use), Gauge 2 and Gauge 1 (which was then the smallest size considered for manufacturing). As techniques improved, a new scale, 0 (more commonly known as O gauge), was introduced by Marklin around 1900.

It was Greenly who established the scales and gauges that we still use today. Greenly was involved with the Bassett-Lowke company, until the outbreak of war in 1939 forced them both to concentrate on other more pressing matters.

Early models were very large. The set of standards which Greenly adopted he published in an early edition *of Model Railways & Locomotives* in 1909.

These were:
Gauge 3 running on 63.75mm track (today 63.5mm or 2.5 inches). Scale 1/22.5
Gauge 2 running on 50.8mm track. Scale 1/28.25 or 1/29. Not used commercially today.
Gauge 1 running on 44.75mm track (today 45mm track). Scale 1/32
Gauge 0 running on 31.75mm track (today 32mm). Scale in UK 1/43

Although these have been slightly refined over the years, only Gauge 2 is no longer manufactured commercially. Gauge 0 almost went the same

way but hung on to see a resurgence of interest under the auspices of the Gauge O Guild. Likewise Gauge 1 and Gauge 3 have seen more trade support in recent times and have seen an increase in use. Bachmann, through its Brassworks range, were active in Gauge 0, 1 and 3 until recently.

In 1914, gauge 1 was the most dominant scale in use, although 0 gauge was beginning to challenge it. After the First World War, 0 gauge became as the market leader.

Electric Power

Nikola Testa developed the electric motor in 1888 and, in the USA in 1895, Westinghouse developing the first power plant to distribute electricity. The first model trains powered by electricity were produced by Plank in the 1880s and by Marklin not long after. It would be many years before domestic homes were powered by electricity, something that we tend to forget in these days of 'switch on, switch off' accessories.

Buying models before World War 1

Joseph Wenman Bassett-Lowke was responsible for the growth of model railway retailing as we know it. The son of a Northampton engineer, he established a model engineering supply business in his home town in 1899 when he was just 22 years old. This became a one-stop shop, allowing enthusiasts to obtain spares to repair items and components from which to build new ones. It was Bassett-Lowke who established contact with the German model railway manufacturers during a visit to the Paris Exhibition in 1900. He convinced them that there was a market for their products by producing British prototypes to the designs of Henry Greenly, although, in reality, it proved to be much smaller market than they would have liked.

In addition to sourcing items from Germany, Bassett-Lowke commissioned models from local Northampton companies such as Winteringham (founded in 1908) and E. W. Twining (who made buildings from wood). Winteringham was a subsidiary company of the main firm and became its main UK manufacturing plant. Bassett-Lowke was brilliant at marketing his products and was not afraid to support new ventures in an effort to expand sales. These will be covered in future issues.

Such products were only available to those who could afford them and sales were therefore restricted. The early steam locomotives required father's involvement and so their use as true toys is questionable.

Bassett-Lowke quickly established a mail order business and also opened his own shops in Holborn (London) in 1908 and later expanded into both Manchester and Edinburgh. The company also supplied other dealers and opened a business building miniature railway locomotives and supplying rolling stock and track to leisure attractions, seaside resorts and also to large country estates. In addition to model railways, Bassett-Lowke also supplied a wide range of other models including ships, industrial and architectural models. They continued to supply model railway items until the 1960s. Moving to Wellingborough for a short period, they moved back to Northampton in the 1980s when they began producing a small range of high quality traction engine kits. They were acquired by Corgi in 1996 and re-entered the O gauge model railway market in 1999. Bassett-Lowke was acquired by Hornby in 2008, when they purchased Corgi.

Bassett-Lowke was not the only supplier of model railway equipment. Gamages, a London company established in 1878, was also a major toy retailer and supplier by the early 1900s. Gamages also pursued the German connection and developed a range of their own which carried the Gamages logo on them. Many will remember the impressive toy department in their store and, in particular, the large Christmas model railway displays, which were a regular feature until the firm's eventual closure in 1972.

As the hobby developed, the model dockyards and other emporiums began to stock items for more local distribution.

The first model railway club

Formed in December 1910 in London it was known simply as "The Model Railway Club" as there were no others. Henry Greenley was elected as the first Chairman and those attending the initial meeting to form the club were entertained to tea in the premises of Bassett-Lowke in Holborn. It still operates today under the same name. In contrast to those early days, there are now some 700 affiliated model railway clubs operating across the UK including of course MKMRS!

The first model railway magazine

W. J. Bassett-Lowke and his friend and business associate Henry Greenly established the first model railway magazine *Model Railways & Locomotives* in 1909. While this and many other model railway magazines have come and gone, the *Railway Modeller*, first published in 1949, is the longest running title currently published.

New manufacturers

In 1912 Rex Stedman formed the Leeds Model Company. They were suppliers of both freelance and scale model designs aimed at the serious model railway enthusiast.

Bonds were established in Euston Road, London in 1887. Like Bassett-Lowke, they supplied components as well as the products of other manufacturers. They were producing commissioned models although they would not move into mainstream manufacturing after WW1.

Another company, Meccano would not make an impression on the British model railway business until after WW1. In 1900, a Liverpool clerk and amateur inventor produced a toy made from metal strips which were joined together using nuts and bolts to become the World's first construction toy.

Unable to interest manufacturers. he borrowed money from his employer (Elliott), who became his initial partner and the new company rented a room from him. It was a fine line between success and failure but demand soon outpaced supply. Marketed initially as "Mechanics Made Easy", it became Meccano in 1907. In 1908 Elliott stood down as partner and a new company formed – Meccano Ltd. By 1908 they were renting the entire premises and moved to bigger ones in 1910. However, a new factory was required and opened in Binns Road in 1914. Northampton was undoubtedly the unchallenged British model railway capital prior to WW1 but would soon give way to Liverpool after it. The founder of Meccano was someone whose name would become known by countless generations of railway modellers across the World. His name, of course, was – Frank Hornby.

The ever-evolving story

In 1909 the Caledonian Railway commissioned a tinplate floor train featuring a 4-6-0 Cardean locomotive in the company's famous blue livery. These were sold as promotional items and some exist today that have been motorised to run on conventional O gauge track.

For many, however, the models were beyond their reach. That would change forever after the First World War, as we shall find out in the next issue.

Bassett-Lowke produced this promotional push-a-long Gauge O model in 1909 which was made for them by Carette. Photo supplied by Pat Hammond

We acknowledge the assistance of David Ramsey, Roger Mills and Pat Hammond of the Train Collectors Society for checking this article. Thanks also to Brian Greenwood for information on the early models held at the National Railway Museum.

Forthcoming Events

Date	Event
11 June 2017	Corby & District Model Railway Society - Wilbarston Model Railway Exhibition Wilbarston Village Hall, Carlton Road, Wilbarston, Market Harborough, Leicestershire
16 June 2017	GCR Model Event at the Great Central Railway. Also open the 17th and 18th June. Check website GCRailway.co.uk for details.
18 June 2017	Britfest 2017 - Hosted by Gaugemaster Controls Ltd. Gaugemaster House, Ford Road, Arundel, West Sussex
20 June 2017	Committee Meeting
24 June 2017	Enfield Model Railway Exhibtion at St Paul's Centre, 102a Church Street,Enfield EN2 6AR
01 July 2017	Beaconsfield & District MRC - Beaconsfield Model Railway Exhibition The Beaconsfield School, Wattleton Road, Beaconsfield, Buckinghamshire
15 July 2017	Train Collectors Society - Toy Train & Model Railway Show Stantonbury Arts & Leisure Centre, Monks Way, Stantonbury Milton Keynes, Bedfordshire
18 July 2017	Committee Meeting
12 August 2017	Silverfox DCC Model Railway Club - Model Railway Exhibtion.Oakgrove School, Brickhill Street, Milton Keynes, Buckinghamshire
19 August 2017	Northampton & District Model Railway Club - Annual Exhibtion.Cogenhoe Village Hall, York Avenue, Cogenhoe, Northamptonshire
19 September 2017	Committee Meeting
17 October 2017	Committee Meeting
21 November 2017	Committee Meeting
19 December 2017	Committee Meeting

Ceynix - Scale Model Railway Trees

30% discount on all trees for MKMRS members, email or at shows just produce your membership card when you see me at an exhibition.

Contact Details

Phone Number	**020 8864 6596**
Email	**Jacqui@railwaytrees.co.uk**
Website	**www.railwaytrees.co.uk**

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- These can be write-ups on exhibitions you have attended, modeling titbits, or anything that you think other members would find interesting.
- If you would like to be included in our "Meet the Members" articles in a future Newsletter, please send in your notes for inclusion.
- The articles need to be sent in by email to Newsletter@MKMRS.org.uk they need to be the words that you want to appear, include any pictures that you want in the article. All can be sent to the above email address for inclusion.
- Hoping for lots of copy for the newsletter.

Deadline for articles for the Autumn Edition is the 24th August 2017 with the Newsletter being published by the 31st August 2017.