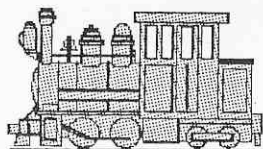


MKMRS  
SWEATSHIRTS & POLO SHIRTS  
2002 NEW PRICES

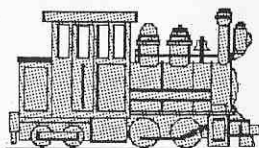
Sweatshirts (Maroon with MKMRS logo)	£15
Polo shirts (Maroon with MKMRS logo)	£16
Polo Sweats (Maroon with MKMRS logo)	£18

\*Both can be personalised with your name for  
£3 extra.

Please see Gordon Shrimpton



KRS (Model Railways)  
Casting Services  
14 Brickhill Road  
Heath & Reach  
Leighton Buzzard Beds  
LU7 0BA



☎ 01525 237873 (Home)  
☎ 07721 329252 (Mobile)

E: MAIL J MATHIE. KRS@VIRGIN.NET

KRS are a manufacturer of white metal kits in 2mm 4mm 7mm.  
We offer a building and painting service for any of the kits within the KRS range,  
including any of the plastic kits, which we supply.  
KRS can also build 7mm loco and wagon kits to order.

We now carry the full range of Stonecast items from Ten commandments of  
Scotland, can obtain any Parkside, Slaters or Peco items in any gauge, also  
Ultrascale products (wheels, gears & worm drives)

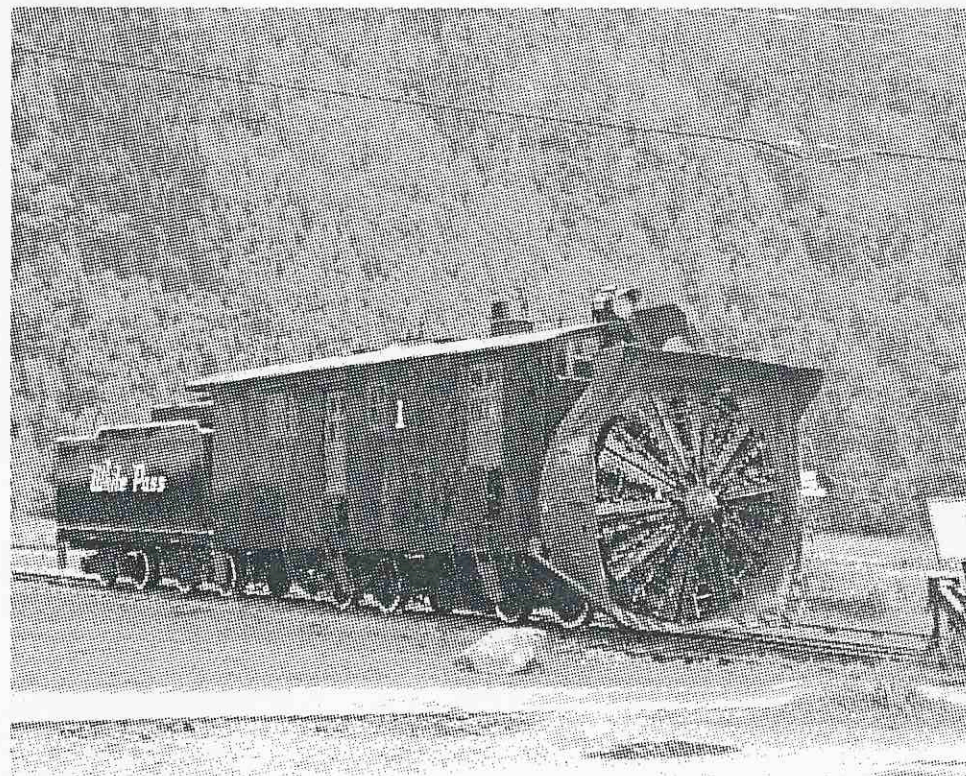
If you have any ideas on how to increase or improve our range, please do not  
hesitate to talk to us.

Now available is the illustrated "N" Gauge catalogue  
containing photos of all our kits including all the latest items  
cost is £2.00 from the stand or £2.50 post paid.



No. 121

November / December 2002



If British Rail had one of these, would there be a wrong kind of snow?

The MKMRS is associated with:  
The Chiltern Model Railway Association - The Model Railway Club  
The World War II Railway Study Group

Working within the Bletchley Park Museum

and a brand new chassis. It was reported that initially the new model would be available in BR blue, BR green, LMS Black and SR black. A price of £10.50 was announced with models on stockists shelves within a month.

The report continued that as from 1 February, all rolling stock leaving the factory had been fitted with new metal rimmed wheels. Replacement wheels for fitting to existing stock was available from March in packets of 4 axles at a cost of 45p.

New rolling stock for release during the year included, three new private owner twin vent vans in the fictitious liveries of Anglo Sportsman Chewing Gum, Gibbs SR toothpaste and John West pink salmon. These were available at £1.15p each.



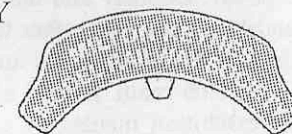
A new twist to the grounded van body for a yard office!

Two new bogie wagons were also announced. These were a GWR loco coal wagon and a NE brick wagon. At the same show 4 x new 5 plank and 4 x new 7 plank wagons were announced for the OO range.

#### N Gauge for the Space Age

The rear cover of the April Model Railway Constructor used the "Boulby" Layout of Tim Watson. Tim went on to become a prolific 2mm modeller and is currently Chairman of the Model Railway Club near Kings Cross, London. The Model Railway Club have produced two major layouts, Chiltern Green and Copenhagen Fields which have subsequently been used by Graham Farish to illustrate the range of Farish N gauge products in catalogues and adverts. The use of several layouts has been a feature of catalogues and magazine advertising ever since and will be outlined in more detail as the series progresses.

## MILTON KEYNES MODEL RAILWAY SOCIETY FOUNDED 1969



### "The Ghost of Christmas Past"

Back in the "good old days", Christmas provided (with the exception of birthday's) one of the few opportunities to add to your layout. Perhaps the man with the red coat and white beard would kindly deliver a new locomotive, a coach or a wagon, which would be well looked after. Many received their first introduction into the hobby with the Christmas train set and the number of new items released by the main manufacturers was at best limited. Model Railways items was expensive and many would be secured through contributions to the Christmas club at the local toyshop.

During the recent filming for the Tri-ang video (part 2) I was reminded of how my own introduction to model railways came about. At the age of 5, a nice red box was delivered down the chimney, which included a Princess Elizabeth in black and two custard, & cream coaches complete with the circle of track and the customary battery controller. My birthday the following year brought me the transformer/controller so necessary to avoid buying batteries and also control the trains more effectively.

It was some years later that I discovered that the set had originated at Axfords in Aylesbury Street, Fenny Stratford and had been purchased through the Christmas club. Axfords were newsagents, stationers, confectioners and a toy shop where Tri-ang ruled the roost, although I remember buying Britains farm animals and soldiers from

there. The shop at the corner of Church Street stopped selling toys and models in the 70s, although I can remember buying wagons their after starting work for less than a pound from a little known company called G & R Wrenn.

The products stocked of course by the local shop, very much determined brand loyalty. In those days Hornby-Dublo and Trix were three rail based and there was not the ability to mix and match like there is today. It was a long time before I heard of Hornby-Dublo and by the time I did, the company was going out of business. I can remember boxed HD locos being sold on Bletchley market for around £1, which was several weeks pocket money. By the time I had my pound, the stock had been sold. It was only in the late 60s when my schoolfriends started selling off items that I started to buy Hornby-Dublo, although at the time I did not know what to do with it. Likewise Trix was not something which was experienced until John Hatton started exhibiting his collection at one of our shows in the 1970s.

My own interest in old trains has grown over the years. I get more fun out of running vintage O gauge or battered Tri-ang than I ever had from lugging a finescale O gauge layouts around the country either ones I owned or ones from the club.

The Model Railroader used to carry the slogan "Model Railroads are fun". Many take

the hobby seriously and that is very commendable. I can remember the days when you dare not bring a Tri-ang locomotive into the club room. Indeed when I was the club exhibition manager I can remember booking what we now call "vintage layouts" for one of our shows and almost being sacked on the spot! I had similar arguments when I did the same job for the Gauge O Guild and eventually won the argument. Guess which layout had rows 6 deep around it with everyone getting nostalgic.

A recent visitor to the park said to me "what is nice about this place is you have a mixture of vintage and excellent finescale modelling - most clubs would not allow it". I replied that "as far as I was concerned if it

runs on rails, its welcome here - it is important to show the development of the hobby in all its aspects".

I trust that many future MKMRS members will start off this Christmas with trains down their chimneys. Be they cheap battery powered toys or one of the latest offerings from Messrs Bachmann or Hornby then it doesn't really matter.

Before I draw up my own list for Santa, all that is left to do is to wish you and your families all the best for Christmas and the New Year.

**Dennis Lovett**  
Chairman

## MKMRS NEWS - Don't Forget

The next issue of MKMRS NEWS will be published at the end of January and will cover January / February.

Contributions always welcome.

## MKMRS

### NOTICE OF ANNUAL GENERAL MEETING

In accordance with club rules, I hereby give advance notification of the 2003 Annual General Meeting of the Milton Keynes Model Railway Society, which will be held as follows:

Tuesday 28th January 2003

Commencing at 20,00 Hours

The clubroom, Bletchley Park

Chris Hughes, Secretary  
2nd december 2002

plastic. The reviewer was impressed by the performance and concluded by stating that "this is bound to prove a popular model and a very much needed shot-in-the arm- for N gauge enthusiasts". The Black 5 was also reviewed in the June Railway Modeller where the reviewer reported that "it handled 70 wagons on the level without problem".

The wagons announced at the Toy Fair were reviewed in the following month's Model Railway Constructor (May 1978). Two 20 ton brake vans were available but these appeared to share a common body moulding. The SR version was based on a former London, Brighton & South Coast Railway (LBSCR) prototype and the reviewer made a number of minor suggestions for improving a fairly accurate model, including the moving of the chimney into a more central position. The LMS van did not escape quite so lightly and the main criticism was the lack of the central look-out ductet which was a feature of LMS brake vans. Another problem was the fitting of doors when the LMS vans were only fitted with a moveable metal bar which was fixed across the entrance when the guard was present. Both vans retailed at £1.35.

The North Eastern Railway 37' bogie van was reviewed in the same issue. Introduced in 1906 this model faithfully captured the prototype and was finished in bauxite livery. This model was available at the same price as the brake vans (£1.35).

Reviews of all three wagons appeared in the September 1978 Railway Modeller.

### BR Black 5 Follows

The November Model Railway Constructor reviewed the British Railways fully lined liveried version of the Black 5 locomotive.

This retailed at the same price as the LMS version (£21.75).

The October issue of the Railway Modeller carried details of the BR liveried Black 5 and also that the Black 5 and Prairie chassis were now available separately to assist kit and scratch builders. The same issue carried an advert from D & M for a LMS rebuilt Royal Scot 4-6-0 locomotive body kit which was a straight fit on to the new Farish Black 5 chassis. It seems the kit manufacturers were pretty quick of the mark.

### Buildings Too

The January 1979 Model Railway Constructor reviewed a station halt, the first in what was to develop into a large range of building kits. The station halt, was of all plastic construction and included a platform shelter, a 115mm long straight platform section and two end ramps. The station halt retailed at £2.45 and additional straight platform sections were available individually for 40p each. The March edition of Model Railways suggests that the shelter was based on London & South Western Railway practise, possibly from a prototype close to the factory.

A Great Western Railway prototype signal box was reviewed at the same time. This model was produced using a number of different coloured plastics and cost £2.20.

### The 1979 Toy Fair

The March Model Railway Constructor explained that Farish's secret for keeping new items under wraps until the show had continued and that the impending release of a Class 08 diesel shunter did not disappoint the reporters sent to provide copy. The new locomotive encompassed a die-cast body

## Graham Farish, The N Gauge Story - Part 6

By Dennis Lovett

### Masterpieces in Miniature

1978 started well for Graham Farish with the announcement of a new catalogue brochure. The front cover featured a painting of a LMS Black 5 locomotive hauling a freight train through the snow. The painting was commissioned by Graham Farish and was the work of the well known railway artist Eric Bottomley. The advert announcing the availability of the new brochure appeared in the February 1978 Model Railway Constructor and explained that the brochure could be collected free of charge from Farish dealers or direct from the company on receipt of a stamped addressed envelope to the value of 10p. The range was now branded "Masterpieces in Miniature".

### A N gauge Black 5

The reason for a Black 5 inspired picture became apparent the following month when the Toy Fair Report in the March Model Railway Constructor announced the impending arrival of a N gauge Stanier Class 5 4-6-0, which became commonly known as the Black 5. Numbered as 5041, the new model would soon be on retailers shelves at a cost of £21.75. The choice of this locomotive was no doubt assisted by the popularity of the first Black 5 locomotive which had heralded the company's entry into the OO ready to run locomotive market back in 1949.

Announced at the same time were a NE 25 ton bogie van and two new brake vans for the SR and LMS. All three were priced at £1.35.

Also seen at the Toy Fair was new packaging consisting of a square tube, plastic baseplate on which the item sat and two plastic end bungs. The new packaging applied to both the N and OO ranges and was adopted following the re-branding from Grafar to Graham Farish, that was briefly mentioned in Part Four of this series.

The Railway Modeller reported that the Graham Farish stand at the Toy Fair was "extremely smart and eye-catching stand finished in brown, gold and black". The reported also mentioned that metal wheels were now being fitted to locomotive bogies and tenders.

### Limited Edition Print

The painting used on the front cover of the new catalogue was available as a large print specially printed on a satin finish paper which gave a pleasing painting texture. This was available on a strictly limited edition basis with each print being numbered. The print was sold direct from the factory only at a price of £4.50. The advert placed in the Model Railway Constructor in March 1978 explained how to obtain a copy of the picture and also announced the arrival of the Black 5 locomotive in the shops.

### New Models Reviewed

The April Model Railway Constructor carried the review of the Black 5 which heralded its arrival as "an occasion to put the flags out". The loco body was die-cast whilst the tender body was produced in

## Club Notice Board

### 2002 Woughton Swapmeets

The last Swapmeet will take place between 1100 - 1500 at Woughton Campus on: 15th December

Admission is £1 Adults, 50p concessions, children under 18 free

### Recent Outings

Buxfield was at the Warley National Model Railway Exhibition at the National Exhibition Centre, Birmingham on Saturday 30 November and Sunday 1st December. The layout ran well and the new Virgin Voyager lent to us for the show was a great attraction! Mark would like to thank the crew who helped so ably all weekend. Your Chairman was also there in his Virgin identity with help from Ken Ranns and John Hatton to control the hoards of people viewing the new Virgin display layout!

### Railway Correspondence & Travel Society

The RCTS meets on the first Thursday of the month at the C.I.U. Working Mens Club, London Road, Stony Stratford at 1930 hours. Our long-standing friend Bob Ballard is the Chairman. Further details from Bob Ballard on 01908 562195

5th December - "Branch Christmas Evening" - the members entertain

### Bletchley Park Roster

*Please note: If you are unable to cover any particular date - please arrange a swoop on the roster in the club room - Chris Hughes*

**UNROSTERED PEOPLE ARE WELCOME AT ANY TIME**

*Duties commence at 1300 until 1700 (unless a special weekend which requires 1030 start)*

*Please note that Bletchley Park Trust have advised us that the Park will not open to the public during December and January but will reopen in February.*

**A blank roster sheet for 2003 will soon appear on the notice board. Will all members please indicate dates when they could be available for open day duties.**

# Class 220 Virgin Voyagers

## Background to the new Bachmann model

In December 1998, Virgin Trains placed an order with Bombardier Transportation for 78 new trains of which 34 non tilt Voyagers and 44 tilting Super Voyagers. The order was worth £1.06bn and included not just the purchase of the trains, but the maintenance of them until the end of the current CrossCountry franchise in 2012. This article will concentrate on the Voyager Class 220 units due for release shortly from Bachmann. The Class 221 Super Voyagers are also being developed by Bachmann.

The trains are truly international. Bombardier is a Canadian company with factories in Canada, USA and Mexico. In recent years they have acquired manufacturers across Europe, including the purchase last year of Adtranz, who operated the former BREL works at Derby, amongst others. They were designed at Bombardier's Brugge factory in Belgium, who also built the body shells. The Bombardier works in Crespin, France built the bogies. Final assembly in many cases has been carried out at Wakefield, where Bombardier purchased the former Procor wagon works as an initial British base and commenced work converting it into a home for building passenger cars. Wakefield had originated as Charles Roberts & Company, who built many wagons at Wakefield. Some of these wagons are available in model form in the Bachmann range, providing a link between past activities and the current Voyager programme.

Using Computer Aided Design (CAD) to develop initially the concepts and later the detail design drawings, these trains have been built to the highest possible engineering standards. From the onset, Bombardier took the project seriously and avoided many of the pitfalls that other new train builds had encountered in the post-privatisation railways in Britain. The CAD drawings were made available to Merl Evans at Bachmann during an early visit of the railway press to Brugge. Merl when researching projects

often has difficulty extracting information, with the Bombardier drawings the opposite was true - Merl simply had the same material as the prototype train builders on the factory floor and to remove information to make it useable by the Bachmann engineers in China!

Virgin have become renowned over the years for their high profile publicity launches and on 6 December 2000, a large number of journalists and guests found themselves celebrating St Nicholas Day in Brugge. The event saw Sir Richard Branson and Stagecoach's Brian Souter receive an early Christmas present in the form of the first Voyager unit which was named Maiden Voyager. Bombardier had successfully tested the train over the previous two months on SNCB (Belgian National Railways) and took the whole assembly on a high speed run from Brugge to Ostend and back. Bachmann's Merl Evans was again present to witness the proceedings and even managed to get photographed showing Sir Richard the scale drawings of the Bachmann model.

Such was the success of the train that it quickly cleared all the hurdles to secure a Railtrack safety case and was able to enter service just a few months later on 21 May 2001 between Birmingham and Reading via Oxford. They were soon extended to other routes as more trains were delivered at the rate of one per week. The last of the 34 trains was handed over to Virgin Trains by Bombardier at a ceremony at Wakefield on 13 December 2001 and after final testing and acceptance entered service early in February.

The Voyagers (Class 220) comprise 4 vehicles, each with a 750hp Cummins QSK1 diesel engine. More cars can be added as demand requires it. A 4 car unit, therefore, has 3000 hp of power, which compares very favourably with an express diesel locomotive, although the per-

formance is enhanced by the power being spread down the length of the train and not just in the front! This enhances reliability and gives greater operating flexibility, as should a fault occur, individual engines can be shut down and the train still get home at line speed! In today's modern railway, where every minute of delay carries financial penalties, this is a very desirable attribute and is already contributing to the upturn in performance statistics that has beleaguered CrossCountry over the past few years. The days of CrossCountry having well worn locomotives and rolling stock cascaded from other routes is now a thing of the past.

Each of the 34 units has been named and proudly carries a distinctive red painted cast nameplate, manufactured to the same high standards by Newton Replicas as those from the days of steam. Inside the train there is everything that the passenger could wish for, although of necessity these will not be replicated on the Bachmann version. The Club Class (formerly First Class) vehicle has its own catering facili-

ties. For Standard Class passengers there is a self service shop from which magazines, books, drinks and snacks can be purchased. There are headphone sockets offering a range of on-board entertainment, laptop and mobile phone charging facilities through a three pin socket. Electronic seat reservations and information systems compliment this state of the art train. There are bike racks in the luggage area to cater for up to 4 bicycles per journey. Each 4 car unit encompasses 26 Club class and 162 Standard Class seats.

The trains can already be seen at work on the extensive CrossCountry network which, stretches from Aberdeen to Penzance and from the South Coast to Glasgow and Edinburgh.

The new Bachmann model will no doubt prove an instant hit with modellers across Britain and it can even be used by those who model Belgian Railways, on which Maiden Voyager was extensively operated before coming to Britain.

### Club Competitions

As usual, the club modelling competitions will be held in conjunction with the AGM so now is the time to be putting the finishing touches to your models, or in some cases, time to buy the kits!

#### Classes are as follows:

<b>7mm &amp; Above:</b>	<b>4mm or Less</b>
Scratchbuilt Locomotive	Scratchbuilt Locomotive
Kitbuilt or Modified RTR Loco	Kitbuilt or Modified RTR Loco
Scratchbuilt Rolling Stock	Scratchbuilt Rolling Stock
Kitbuilt or Modified RTR Stock	Kitbuilt or Modified RTR Stock
<b>2mm &amp; Less</b>	<b>Any Scale</b>
Kitbuilt or Modified RTR Loco	Scenic Items
	Edible Items

#### Rules:

- 1 - No entry shall have been previously entered in a club competition.
- 2 - The entry shall be made by a fully paid up member at the time of the entry.
- 3 - The competition will be judged during the meeting and the prizes awarded afterwards.