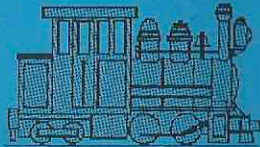


KRS (Model Railways)  
Casting Services  
14 Brickhill Road  
Heath & Reach  
Leighton Buzzard  
BedsLU7 0BA



☎ 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. Also carries a good range of scenic items along with numerous plastic kits and die cast models in 2mm 4mm 7mm. A variety of Cork sheet in different grades, bark and chamfered strips. Plus a small range of tools, glues and electrical switches.

Also has a good stock of 7mm RTR (kit built) Locos and wagons along with a selection of scratch built wagons. Offers 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 photo's of all our kits including all the latest items cost is £2.00 from the stand or £2.50 post paid.



No. 122

January / February 2003



Even Modern Locos Sometimes Need Preserving!

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

motives, although the visually similar looking Jubilee Class 4-6-0s did of course carry this livery. No doubt Hornby collectors will recall a similar application of this livery to the OO model! Despite this the model did look extremely attractive and retailed at the higher price of £29.20.

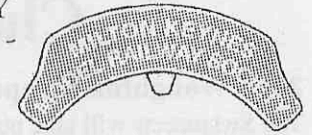
The same issue reviewed improved LMS main line coaches released at the same time. The 1st/3rd Composite and 1st/3rd Brake End vehicles benefited from much finer lining. These sold for £2.96 each. The reviewer concludes that "Graham Farish seem to have dropped the 'U' shaped part of their N gauge coupling and we had no trouble with coupling these coaches with each other or other models". In reality, Graham Farish no longer produced their own version of the standard N gauge coupling and instead bought them in from Arnold, the German N gauge manufacturer who had initially fitted it. I remember Peter Graham-Farish telling me on a factory visit,

that these were the only items bought in, all other items were manufactured on the premises. Farish bought from Arnold by the million!

### Continental Too

The famous Wagon Lit Pullman coach and a Dining Car appeared in the December 1980 issue of the Model Railway Constructor. In the days before Eurostar, trains to and from the continent commenced at London Victoria for the journey to Paris. The Wagon Lit company built a number of vehicle types including sleeping cars to the British loading gauge and these were worked on to the SNCF via the Dover train ferry. The Farish models were repaints of the British Pullman coaches which made visually attractive models that were also produced in the 1950s as part of the former OO range. The N gauge versions sold for £3.87 each.

MILTON KEYNES MODEL RAILWAY SOCIETY  
FOUNDED 1969



## "A New Resolution"

Every January people set themselves targets where they promise to change their ways. I had hoped to catch up with the news and actually get the thing out earlier than it has been appearing. I am sure you will all have realised by now how badly I have failed.

However, as a club I hope we shall fair better. Your committee in the lead up to the AGM has set some key objectives for the year. Quite simply they are for all of us to do our best-to:

Keep the club room tidy - tremendous effort has been put in the past few weeks by a lot of people to clear out the junk and to make the club room far better than anytime previously. Thanks to all those who toiled with the paint brushes to ensure that we start 2003 spick and span

We need to improve professionalism in the way we present our exhibits and again a lot has been achieved in recent weeks. This is not achieved overnight - it has been a long hard struggle to get where we are today but we must continue to have vision if we are to improve our presentation to our visitors

We must as a club work together. A recent visitor from another club told me that he was impressed on how many scales/gauges were represented and that tinsplate was seen alongside other projects such as Bletchley or Milton Quays.

We are not a one-scale club and no scale or gauge is more important than any other is and we set out to fund each in turn as our funds permit.

Quite simply this can be described as "All trains are equal - none are more equal than others"

We should endeavour to welcome our visitors - they are our potential members. Have a chat - make them feel welcome and they are likely to return to join us

We have financial management in place. Our projects have budgets to work to and it is up to all of us to ensure that we do not overspend or place the strain on our financial resources

We will deliver a Strategic Plan during the next year to take us beyond our one for the next 12 months. This will look at our future needs and requirements and highlight a plan, which we can all work to. Feed your ideas into the committee.

The Strategic Plan - The First Year  
Again the committee have given this thought and the immediate requirements are to:

Fix the roof  
Erect our signal displays  
Further improve our garden area and complete layout

We shall work on a long-term plan and this will evolve over the next year.

**Dennis Lovett**  
Chairman

### 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

# Club Notice Board

## 2003 Woughton Swapmeets

The Swapmeets will take place between 1100 - 1500 at Woughton Campus on:

2 March

11 May

14 September

14 December

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

## Ffestiniog Railway Society

### Milton Keynes Branch

This local group meet at The Rectory Cottages (just round the corner from the clubroom between Wilton Avenue and the triangle to St Mary's Church). For further details please see Peter Jarvis or telephone him on 01908 372347.

Wed 26 February: Chris Youett on The Midland & Great Northern Joint Railway 1935-1965

Wed 23 April: Andy Savage on The Greatest Little Railway in the World

Wed 28 May: Richard Crane on Rebuilding the Bedford-Bletchley Line

## 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

6 February Railway Photography 1967-2003 by John Chapman

6 March 1960s cine film (includes Great Central) by David Webb

3 April Chiltern Railways the future by Adrian Shooter

1 May Virgin update by Dennis Lovett

4 September Railway Scene in 2003 by Bob Sweet

2 October Travelling around during the last 12 months - Hugh Gould, RCTS President

6 November A real high in the low countries - Steve Ollive

4 December Christmas evening

## Wendy Collins

It was regret that we failed to record in the last issue, the sad passing of Wendy. Wendy was very supportive of both Fred in his various roles (Vice Chairman until the last AGM) and worked in procuring our catering requirements (and assisting in the kitchen) during our various exhibitions.

A good number of club members attended the funeral and Fred is now back in harness, supported by his many friends both within and outside MKMRS.

## A Blue Merchant Navy

The streamlined Bullied Merchant Navy first entered the range in 1974, although the reviewer in the June 1980 Model Railway Constructor mentioned that the model was first reviewed some four years ago! The reviewer also mentioned that the latest version in the experimental blue livery applied to a number of Pacific locomotives following Nationalisation in 1948, seemed more powerful than the original and commented that modifications had been carried out to the motor. They had.

The blue Merchant Navy appeared as No. 35001 Channel Packet and was available from stockists at £22.32.

## The Somerset & Dorset Returns to Poole

The Somerset & Dorset Joint Railway was owned by the Midland and London & South Western Railway companies, later to become the LMS and Southern Railway. Until the 1930s, the company retained its distinctive Prussian Blue livery long after other pre-Grouping liveries had been consigned to the history books. The company used a number of locomotives from the former Midland Railway including the Compound, which had been introduced that year. As the S & D served surprising that the Farish factory chose to replicate the S & D's No.67 locomotive in N gauge. The model was reviewed in the August 1980 issue of Model Railway Constructor and was available from dealers for £20.78.

To compliment the locomotive, the four wheel coaches appeared in S & D Prussian Blue with yellow lining. The reviewer comments that "these are the first pre-group stock of any kind which have been made which serve a number of stations in Dorset

including Poole". The coaches, although freelance in design, (both all 3rd and 3rd Class Brake End coaches were produced) were according to the reviewer "not unlike the six-wheel 31ft stock that was used on that line". The coaches were available at £2.18 each.

## Open and Closed Hoppers

Also reviewed in the August 1980 issue of the Model Railway Constructor were new open and closed 20 ton hopper wagons. Using a common body moulding these vehicles were available as closed hoppers in the following liveries:

Blue Circle Cement (yellow body, yellow roof)

Tunnel Bulk Cement (grey body, grey roof)

Cerebos Salt (red body, red roof)

ARC [Amalgamated Roadstone Company] (pale yellow body, pale yellow roof)

The same vehicle was available minus the roof as an open version with load. These were produced in the colours of:

NBC, Merthyr (grey body, black coal load)

Tarmac, Derby (fawn body, light grey stone load)

Sheepbridge Iron & Coal Co. (light brown body, black coal load)

Iron Ore BISC (dark grey body, bauxite iron ore load)

All eight wagons retailed at £1.37 each.

## A Red Black 5

The September 1980 edition of the Model Railway Constructor reviewed a new version of the Black 5 locomotive originally introduced in 1978. No. 4806 was released in fully lined LMS crimson lake livery, which to the best of my knowledge was never applied to any of the prototype loco-

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

By Dennis Lovett

### Just Like Big Brother ...

The second decade of Graham Farish N gauge production got off to a slow start but quickly picked up. Under the heading "Just Like Big Brother", the Class 08 diesel shunter was illustrated as a small inset alongside a photograph of the prototype and first appeared in the January 1980 magazines, available in the newsagents just before Christmas 1979.

### The 1980 Toy Fair

Graham Farish attended the 1980 Toy Fair at Earls Court, London. The big news was the release of a former Midland Railway (later LMS) Compound 4-4-0 locomotive. The streamlined Merchant Navy locomotive was to be produced in BR blue livery as No. 35001 Channel Packet.

Also announced at the show were two new wagon types consisting of a rectangular tank wagon and a salt, sand or lime wagon complete with pitched hinged lid to keep the wagon contents dry. Each would be released in a number of liveries.

The 0-6-0 diesel shunter was also released to aid scratch and kit builders and retailed at £9.60.

The track range was supplemented by the release of Super Liveway right and left hand points at 18" radius. The reporter noted that these points were fitted with a new remote control mechanism designed to work with the Ratio lever frame system. Ratio was at that time near neighbours of Graham Farish and was located at Sturminster Newton, Dorset.

### New Products Reviewed

The May 1980 Model Railway Constructor reviewed the Compound locomotive which was available in LMS black as No. 1118. The locomotive body was die-cast metal, whilst the tender body was produced in plastic. The reviewer welcomed the introduction of the first 4-4-0 into the range and outlined that the locomotive would lend itself to conversion into similar prototypes. The Compound was also released in LMS Crimson Lake as No. 1111 and in BR lined black as No. 40938.

The same issue reviewed the new wagon types. The salt, sand and lime wagons, with their pitched hinged roofs were available in the liveries of:

Dunlow Lime, Buxton (brown body, grey roof)

South Wales Lime and Portland Cement Ltd, Penarth (white body, black strapping and black roof)

NE (abbreviation for LNER) sand wagon - return to Ipswich (blue body, dark grey roof)

Saxa Salt (yellow body, dark grey roof).

The wagons retailed at £1.24 each.

The rectangular tank wagons, also costing £1.24 each were also reviewed in the same issue. These were all painted in black and appeared with the following markings:

Burden Tar Company, Bolton

Shell BP Fuel Oil

R.S. Clare & Co, Liverpool

Esso

### 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)*

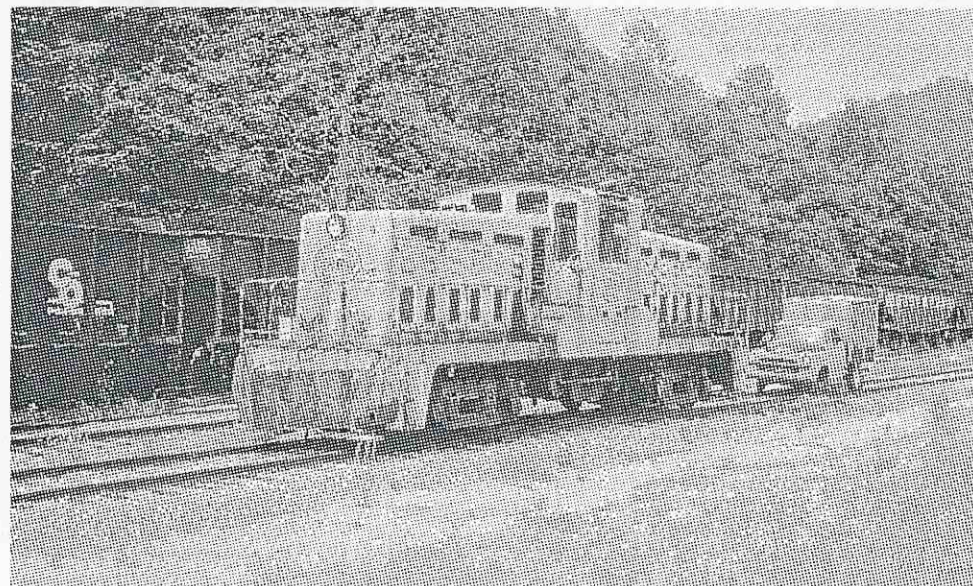
Chris Hughes is at present compiling this year's roster, please see him to put your names down for dates you each can do.

*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.*

### MKMRS NEWS - Don't Forget

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

Contributions always welcome.



The Little and Large of USA Short Line Shunters!

# The Class 55 Deltic

Dennis Lovett

Publication of the 1955 Modernisation Plan resulted in British Railways (BR) committing to move away from steam to diesel and electric traction, although steam locomotives continued to be built until 1960. With the first main line diesel locomotive entering traffic in 1947 with the London, Midland & Scottish Railway (LMS), valuable experience had been gained and locomotive manufacturers were keen to demonstrate their products to BR.

## The Prototype Locomotive

One company, English Electric, raised the money from private sources to build a powerful diesel-electric prototype locomotive for operation on key express trains. The result was Deltic, which took its name from the Napier Deltic engines, which powered it. Two engines were fitted to each locomotive providing a total of 3,300 hp, making these the most powerful diesel locomotives to see service with BR. The Napier Deltic engines were modified versions of marine engines used in Royal Navy vessels from 1947.

Outshopped in 1955 in a distinctive light blue livery with yellow bands and silver grey underframes and bogies, the locomotive carried the name Deltic. It began trials on the London Midland Region operating express passenger services between London Euston and Liverpool Lime Street. After some minor problems were rectified, the prototype locomotive put in some impressive performances. It was later sent to the notoriously graded Settle & Carlisle line for further testing.

The Eastern Region of British Railways relied on large Pacific (4-6-2) locomotives

for operating its main line express trains. These included Sir Nigel Gresley's A4 Class (available in OO from Bachmann and in N gauge from Graham Farish) and Edward Thompson's A1 Class (also available in OO from Bachmann). With the Eastern Region looking for replacement traction, the prototype Deltic passed to them for evaluation on services between London Kings Cross and Newcastle / Edinburgh.

The prototype continued to run until 1963 when it was withdrawn from service and presented to The Science Museum in South Kensington, London where it was displayed for 30 years. In 1993, it was moved to The National Railway Museum in York, where it remains on show.

Kitmaster produced an OO gauge non-motorised plastic kit of the prototype Deltic in 1960. This model is now available from Dapol.

## The Production Locomotives

Before any order could be placed, however, it was necessary to modify the design from that of the prototype. Before entering production the length was increased by 21 inches and the weight reduced by 7 tons. The prototype trials had resulted in the locomotive being restricted on routes due to loading gauge issues and the opportunity was taken to modify the body sides to avoid these problems. The nose ends were also modified and the driving cab windows revised to improve visibility for the train crews.

The Eastern Region placed an order for 22 locomotives with English Electric who built them at Vulcan Foundry, Newton-le-

Willows, Lancashire. The first D9000, emerged in early 1961 and was delivered in BR green with a lime green band. It was sent to Leith Diesel Depot where it was used for driver training between Edinburgh and Berwick-upon-Tweed.

As more of the class was received they took over principal express train operation between London Kings Cross and Edinburgh. They were allocated to the main East Coast depots at Finsbury Park (London), Gateshead and Haymarket (Edinburgh). York received an allocation in 1979 when the class was relegated to cross country and semi-fast services.

The Deltics were numbered in the D9000 - D9021 series and were named after famous regiments or racehorses. They began to appear in BR blue livery in the mid 1960s and after withdrawal of steam traction in 1968, the D prefix was dropped from the numbers. The adoption of the computerised Total Operations Processing System (TOPS) resulted in new 5 digit numbers by class being adopted. Class 5 locomotives such as the Deltics appeared in the 5X series, the Deltics becoming Class 55. As the 0 digit was not used for the final digit, (D)9000 became 55022, the remaining locomotives took the corresponding number using its former designation (e.g. 9001 became 55001).

With time running out for the Deltics after 20 years of front line service, withdrawals began early in 1980. The last passenger working from Kings Cross took place on 31 December 1981 and two days later the class retired after working enthusiast farewell tours.

## The Preservation Era

Six of the class survived for preservation. Two of these, D9000 'Royal Scots Grey'

and D9016 'Gordon Highlander' are operated by Deltic 9000 Locomotives Limited. During 1998/9, D9000 was contracted to Virgin Trains for use on Summer Saturday services between Birmingham and Ramsgate. For a period D9016 found itself under Porterbrook ownership and carried the Train Leasing Company's own distinctive purple livery, it returned to Deltic 9000 Locomotives Limited in October 2002. The National Railway Museum own 55002 'The Kings Own Yorkshire Light Infantry' although the locomotive is entrusted to Deltic 9000 Locomotives Limited under a 10 year partnership deal.

The Deltic Preservation Society Limited are the owners of three locomotives. These are: D9000 'Alycidon', D9015 'Tulyar' and 55019 'Royal Highland Fusilier'.

## The Models

Hornby Dublo produced an OO model in 1961 which was a very poor model being much shorter than it should have been. Lima produced a OO model in 1977, which was much nearer to scale length than the Hornby Dublo model but still short. This was a good model in its day but it falls short of the standards now available and the Bachmann model will be the correct length and far superior than the earlier models.

N gauge modellers had the choice of an overscale model from Lima (introduced in the late 1970s \*\*), which was withdrawn from sale by the time Graham Farish launched their model in 1984. This model has yet to be reintroduced by Bachmann since it took over the Graham Farish range, but this should soon be rectified.