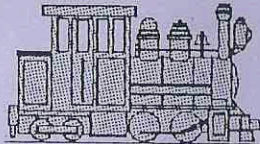


KRS (Model Railways)  
Casting Services  
14 Brickhill Road  
Heath & Reach  
Leighton Buzzard Beds  
LU7 0BA



☎ 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)

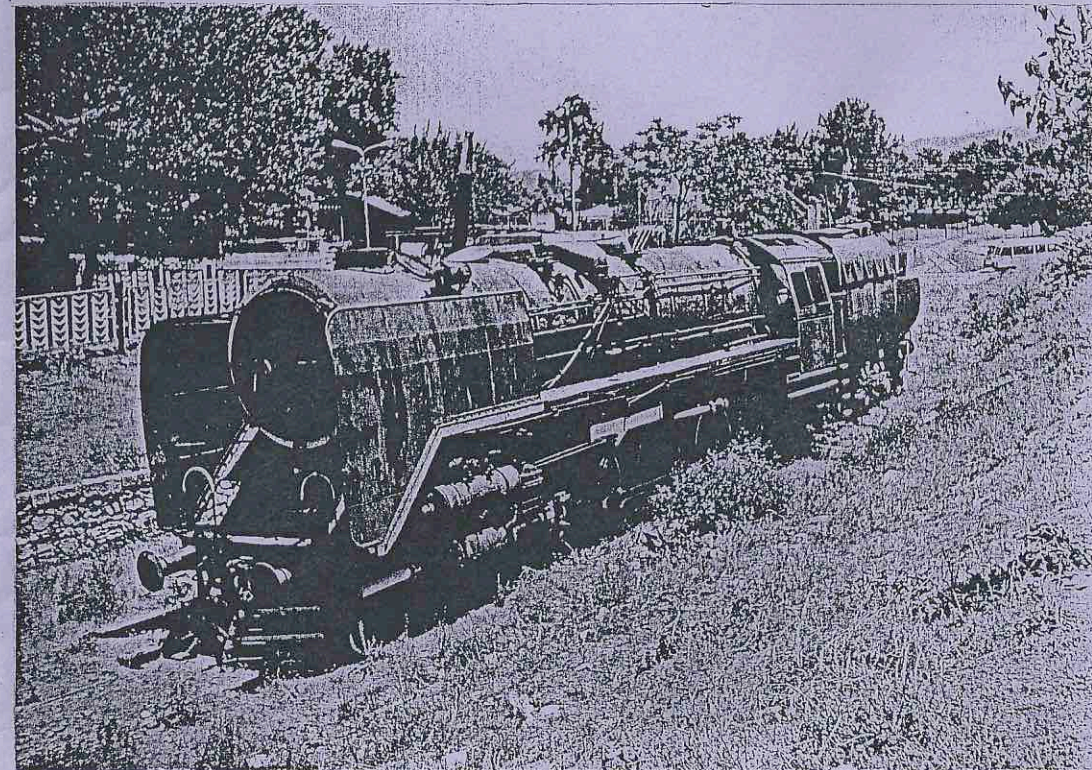
If you have any ideas on how to increase or improve our range, please do not  
hesitate to talk to us.

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. 123

March / April 2003



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

number of buildings to be produced from the components supplied. The kits were marketed at Scenecraft.

The first appeared in the trainsets available for the 1980 Christmas sales and these were subsequently introduced as individual items early in 1981. The initial models included: country town station (£1.84), factory (£2.41), Tudor Hotel (£1.84), rural cottages (£1.77) and the terraced houses (£1.95).

Further models were announced at the Toy Fair. These were: Engine Shed (£2.41), timber signal box (£2.71), goods shed (£2.41), L shaped bungalow (£1.95), platform canopy (2 for £1.35), church with tower (£1.95) and a small petrol station (£1.01).

At the time of their introduction, it should be remembered that apart from the limited range of Peco plastic kits and others produced for the European market, there was little on the market. Although they continued in production up to the transfer to Bachmann, since they were introduced, a large number of suitable kits have appeared on the market such as those by Knightwing and Ratio.

#### Class 37 soon becomes the second main line loco

The October 1981 Railway Modeller contained a review of the second Co-Co diesel to emerge from the Farish factory, mainly the English Electric Type 3, better known today as the Class 37. Utilising the Class 47 chassis, it therefore had incorrect bogie sideframes, the model was welcomed as it doubled the number of main line locomotives available. The model retailed at £26.94. It was available in green livery as D6736 and in blue as 37 035.

## MILTON KEYNES MODEL RAILWAY SOCIETY FOUNDED 1969

### "Frustration"

First of all please accept my apologies for the presentation of this edition of MKMRS NEWS. In order to pull back the production to coincide with what its says on the cover, I have reverted to a quick fix solution for this issue and hope that normal service will be restored as soon as possible. I appreciate that it can be frustrating for members not to be kept informed and I trust that we can get back on track sooner rather than later.

It is also very frustrating at the moment trying to get the necessary permission to fix the leaking roof. I for one do not want to visit the park after every major downpour, fearful of what we might find and how much water we will be met with on opening the door. Having resolved at our AGM to get on and "Do it Ourselves" rather than wait for others, we still await permission to get on and do it. Such frustrations I hope will be resolved in the next few weeks, it is certainly not caused by any lack of activity by the Vice-Chairman, the committee or indeed the members and we have already raised a considerable sum towards the roof fund, with the weekly tea time collections.

Equally frustrating is the fire exit cut in from the Verney Room to the main club room in great haste and now over a year later we await the appropriate fire doors. As most of the winter we have lost heat between the rooms through this hole, which appears to be more unsafe than the brick wall it replaced, I trust that it will be resolved by next winter. Chocolate teapots come to mind with the present arrangement and again Bruce is on the case trying to persuade our landlords to complete the job.

Also we need to start work on erecting the signal, which will provide a wonderful educational tool for the school visits and during open days. Unfortunately this is also causing frustration at present.

I am often reminded that Rome was built in a day. I can see why!

Dennis Lovett  
Chairman

*The E.M. Gauge Society presents...*

# EXPOM 2003

## PROGRAMME

A unique combination of layouts, demonstrations, lectures and most of the specialist manufacturers supporting EM and 4mm modelling.

**SATURDAY 10th MAY 2003**  
10.30am - 6pm

**SUNDAY 11th MAY 2003**  
10.30am - 5pm

**THE LEISURE CENTRE  
PRINCES WAY - BLETCHLEY  
MILTON KEYNES**

**How to find us:**

**By Car:**  
M1 Junction 14 if travelling from the North or Junction 13 from the South. Follow the A51 to the old 65 round which gives direct access to the town.

**By Train:**  
The Centre is a short walk from BLETCHLEY (not Milton Keynes) station.

**Further details of the Society:**  
David Barber - Membership Secretary  
24 Stanningfield Road  
Great Whitcham  
Bury St. Edmunds  
Suffolk IP30 0UT

**EMGS MEMBER**  
Admission  
E6  
E4

(\*) There is a single price 'Weekend' ticket for you and your partner. Accompanied children are admitted free. For more information and a specialist show we intend to put on, please contact the Society. We are a registered charity and we are a proud member of the British Model Railways Association. We are also a member of the British Model Railway Society. We are also a member of the British Model Railway Society. We are also a member of the British Model Railway Society.

# Club Notice Board

## 2003 Woughton Swapmeets

The Swapmeet will take place between 1100 – 1500 at Woughton Campus on:

11 May  
14 September  
14 December

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

## Buxfield

Mark Agnew and the Buxfield team attended the Gauge O Guild Spring Convention at Reading on 15 March.

## Mandlebury Central

That well known layout that became very popular on both the exhibition circuit and at Bletchley Park before we sold it on to start the funding of the Bletchley project has emerged from its home at Alston station in Cumbria to appear at Trainwest 2003 being held in Chippenham from 18-20. It is now owned by Bentley MRG in Wiltshire.

## E M Gauge Society return to Bletchley

ExpoEM will be held at Bletchley Leisure Centre on Saturday 10<sup>th</sup> and Sunday 11<sup>th</sup> May from 1030 – 1800 Saturday and 1030 – 1700 Sunday. Admission is £6 Adult or £4 for EMGS members.

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

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

To go with the new loco, the 4 wheel coaches were released in Caledonian colours of dark plum and white and very attractive they looked too. These models were available from stockists at £2.18 each.

## The 1981 British Toy & Hobby Fair

Held at Earls Court, the event was reported in the March 1981 Model Railway Constructor. The reported noted a number of absences that year, the most notable being Hornby who had hired an exhibition train from British Rail and toured the country with it. For the duration of the Toy Fair, retailers were invited to attend the train, which was in the covered sidings at Kensington Olympia station nearby.

Graham Farish was again at the Fair and again managed to keep its new products secret until the opening of the show. The big announcement was the arrival of the first main line diesel to emerge from the Holton Heath factory in the shape of a Brush Type 4 (now better known as a Class 47). The model was to be available immediately in both BR green and the later blue liveries.

New Mark 1 coaches were announced for introduction and the reported noted that these would be available in a number of livery variations, although no other details were given.

The building kits released with the train sets for Christmas were to be supplemented with additional kits (see section below). Trees would also be available at a cost of 40p each.

## The Class 47 joins the roster

The Class 47 duly appeared in time to be reviewed in the May Model Railway Constructor. This was the first front line diesel locomotive to emerge from the factory and it was available in the earlier two-tone green livery. The green locomotive appeared as D1662 Isambard Kingdom Brunel. The blue version emerged as the unnamed 47455 which was reviewed in the June Model Railway Constructor.

The reviewer seemed impressed with the overall performance of the loco but did comment on the motor on the model sent for review becoming rather hot after a few minutes on the test track. The model retailed at £24.50. The reviewer commented that the model was very accurate although the overall length was the equivalent of 4" (a third of a millimetre) shorter than the prototype. I doubt if that has bothered anyone since, as the model has been an extremely good seller over the years and is still in production today.

## The building kits

Graham Farish developed a very clever system of producing kits for buildings. These consisted of a number of blocks, some of which were triangular in shape to represent pitched roofs, over which pre-printed self adhesive overlays were stuck. This enabled a

under BR a 4 prefix was added to London Midland Region locomotives and the class was renumbered 42700 – 42944.

The first of the class was withdrawn in July 1961 and the last in January 1967. Three have survived into preservation. No. 2700 is part of the National Collection owned by the National Railway Museum and is currently on loan to Barrow Hill Engine Shed. Two others were rescued from the famous Barry scrapyard and were restored back into traffic. No. 42765 is currently on the East Lancashire Railway and 42859 is being restored at a private site on Humberside.

### Models

Lima introduced the first OO ready to run model in 1980. It has not been available for many years. In N gauge Graham Farish introduced a model of the Crab in 1992 which was produced until the take-over by Bachmann. This model has yet to reappear in the Farish range, although it is intended to reintroduce it in future with an improved chassis.

### Graham Farish

#### The N Gauge Story – Part Seven

By Dennis Lovett

#### New Train Sets

The January 1981 copies of the model railway magazines carried advertising for four new train sets, released onto the market in time for Christmas 1980. The sets were as follows:

- BR freight set utilising the Class 08 diesel shunter. Retail price £46.18
- GWR passenger set utilising the GWR 94xx 0-6-0. Retail price £49.33
- Caledonian Passenger Set (see below for components). Retail price £51.98
- LMS freight set utilising the General Purpose 0-6-0 locomotive. Retail price £47.09

The sets were supplied with track manufactured by Roco and included a number of building kits, including the country town station, 2 x platform ramps, 2 x platform straight sections, factory, Tudor hotel, rural cottages and terraced houses.

#### Caledonian Colours

The February issue of the Model Railway Constructor carried reviews of the Compound locomotive (see also part 6) which had been released in LMS and S&DJR colours the previous year. The Compound in its Caledonian guise looked attractive in the Caledonian's distinctive blue livery, although the prototype never appeared in it. Appearing as No. 375 it sold for £20.78 on release.

## 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*

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

### Bletchley Park Roster

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

Saturday 19 April	Ken Sharpe, Ken James
Sunday 20 April	Vacant
Monday 21 April	Ian Smith
Saturday 26 April	Martin Shenton, Tracey Broyd
Sunday 27 April	Dennis Lovett
Saturday 3 May	Robin Rowles
Sunday 4 May	Chris Hughes
Saturday 10 May	Vacant
Sunday 11 May	Geoff Blackwell
Saturday 17 May	Eric Bowman, Eric Preston
Sunday 18 May	Bernard Worden
Saturday 24 May	Bruce Garwood
Sunday 25 May	Dennis Lovett

UNROSTERED PEOPLE ARE WELCOME AT ANY TIME

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

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

## **MKMRS NEWS – Don't Forget**

The next issue of MKMRS NEWS will be published at the end of May and will cover  
May/June  
Contributions always welcome

### **The Hughes Crab Class 2-6-0**

**Dennis Lovett takes a look at these Mixed Traffic locomotives, which emerged soon after the creation of the London Midland & Scottish Railway.**

The 2-6-0 wheel arrangement (referred to in Britain as a "Mogul") was developed in the United States of America. The early railroad tracks were somewhat basic and a front bogie was fitted to provide stability on early locomotives, which were basically 0-6-0 locomotives with 6 driving wheels.

The Great Eastern Railway was the first in Britain to adopt this wheel arrangement. Adams designed a class of 15 locomotives, which were built in 1878. These were not a great success. When the Midland Railway required additional locomotives it found the British factories had full order books. This resulted in the American company Baldwins providing 2-6-0s in 1899. The Great Northern and Great Central railways also bought from America. Homebuilt 2-6-0s followed on the Great Western and Glasgow & South Western railways.

In 1923 the London, Midland & Scottish Railway (LMS) was formed under the 1922 Railways Act. This is known as the Grouping in which a number of companies in a defined geographical area were grouped together to form one large company. Four such companies were formed and these are known collectively as "The Big 4" (LMS, SR,

GWR and LNER). The LMS included the London & North Western, Midland and Caledonian, the LNWR having absorbed the North London and Lancashire & Yorkshire the previous year.

The newly formed company found itself in a very difficult position regarding its locomotive fleet. Large powerful engines were very much in the minority. The Midland Railway for example was in the habit of double heading most of its main line passenger and freight trains.

The senior Chief Mechanical Engineers were called together under the leadership of George Hughes, the senior man who was close to retirement. He had been the Chief Mechanical Engineer of the Lancashire & Yorkshire Railway at Horwich

One of Hughes's first tasks was to resolve the urgent requirement for a fast freight / mixed traffic locomotive. With the other CME's from the former companies called to a meeting, they failed to reach agreement. The Caledonian Railway had at the time of the Grouping been working on a 2-6-0 locomotive, but the locomotive had been built to make good use of the Caledonian's generous loading gauge. It would not have been able to work over the entire LMS system and had therefore not been adopted. Hughes instructed J. R. Billington, the Chief Draughtsman, to modify the Caledonian plans as necessary. Billington took the opportunity to increase the boiler pressure and angle the cylinders to give the Class its distinctive looks.

Although Hughes is credited with the design, construction did not take place until after he had retired, and his successor Sir Henry Fowler made further modifications before delivery commenced in 1926. By the time the Class was introduced, all LMS locomotive design had been concentrated on Derby.

When they emerged they soon earned the nickname "Crabs". The high sloping outside cylinders and Walschaerts valve gear reminded enthusiasts of the movement of a crab along the seashore and the name stuck.

A total of 245 locomotives was built in four batches, Horwich and Crewe building two batches each. Delivery commenced with No. 13000 from Horwich in 1926 (later LMS 2700 and BR 42700) and ended with 13244 at Crewe in 1930.

Whilst initially designed for fast freight operations, they soon made their mark on passenger workings, particularly excursion traffic. They were employed throughout the LMS system and were equally at home on coal trains to and from the Ayrshire coalfields or passenger trains over the Somerset & Dorset to Bournemouth.

The first hundred locomotives appeared in LMS crimson lake livery (pre 1928) and the remainder in lined black. They were originally numbered from 13000 to 13244, but under the 1934 renumbering scheme became 2700 – 2944. From 1934 they began to appear in unlined black until Nationalisation in 1948. In British Railways days they carried lined black livery and both types of British Railways emblems were used over the years. Also