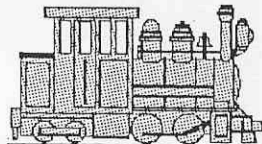


KRS (Model Railways)
Casting Services
14 Brickhill Road
Heath & Reach
Leighton Buzzard Beds
LU7 0BA



☎ 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)

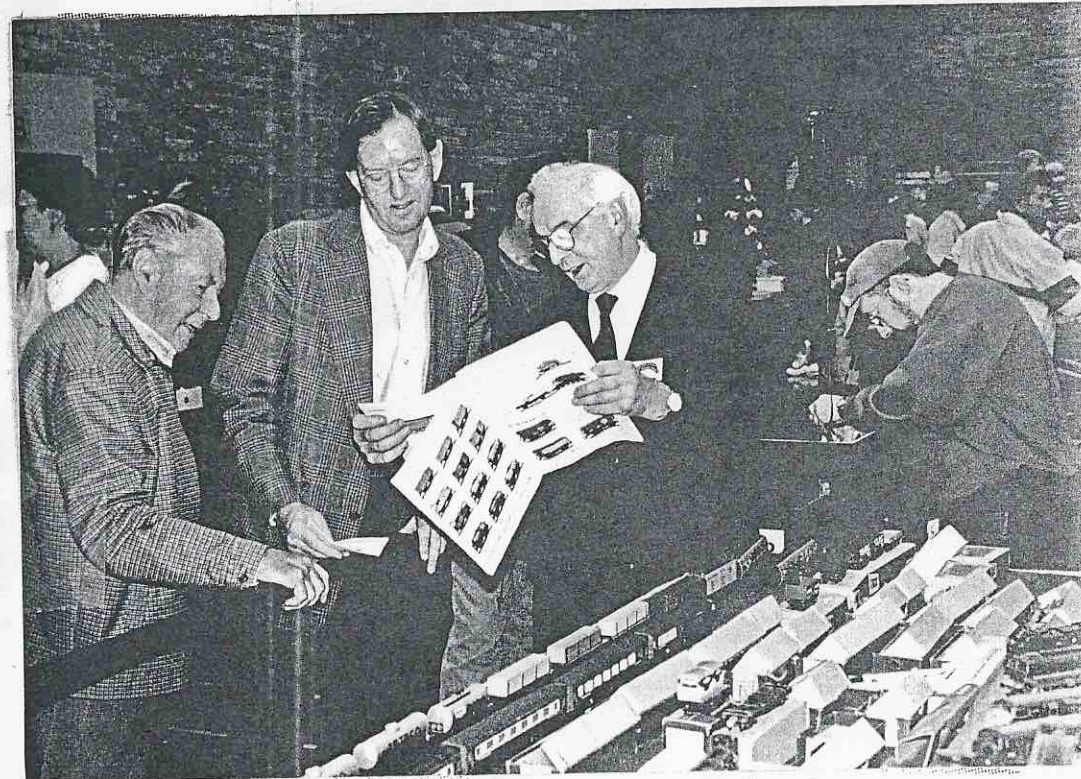
If you have any ideas on how to increase or improve our range, please do not
hesitate to talk to us.

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.

MILTON KEYNES
MODEL RAILWAY SOCIETY
NEWS

No. 125

July/August 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

Class 20 locomotive

This was released towards the end of 1982 and was reviewed in the January 1983 Railway Modeller, on sale in the shops before Christmas. The Class 20 or English Electric Type 1 locomotive was available in either the early green livery or the later blue. The review model handled 30 wagons on the test track without problems. The locomotive was fitted with a die-cast metal body and cost £24.30 from dealers.

The 1983 British Toy & Hobby Fair

Again held at Earls Court, Graham Farish once again flew the flag for British N gauge. The report in the March 1983 issue of the Model Railway Constructor was compiled by Managing Editor, S.W. Stephens-Stratten who had recently relinquished the Editorial Chair to Chris Leigh (the current Editor of ModelRail). Steve, as he was generally known began his report as follows "Where would N gauge be without Graham Farish? Almost a non-entity as far as British outline modellers are concerned!"

The Graham Farish stand included a layout on which 4 trains ran continuously, two of them hauling 12 coach trains.

The big news was the pending release of a LMS Princess Coronation Class 4-6-2, more commonly, if incorrectly, known as Duchesses! Four liveries were announced which were:

- 6242 City of Glasgow in LMS black
- 46244 King George VI in BR green
- 46229 Duchess of Hamilton in BR maroon
- 46221 Queen Elizabeth in BR blue

The Scenecraft range of building kits saw the addition of two rows of shops. The first row comprised three shops known as the Upper High Street which included a newsagent, supermarket and shoe shop. The Lower High Street comprised a bakers, men's outfitters and estate agents. Both rows of shops sold for £2.95 each.

Also included in the Scenecraft range were The Swan Inn (£2.50), a Post Office or bank building (£2.50), a Victorian style warehouse with loading bay (£2.80) and a set of water columns and small huts (£2.20).

Enter the Class 25 – quietly

The Class 25 Bo-Bo diesel was released in time to gain a mention with photographs in the October issue of Model Railways. Unusually, the model was not reviewed in either the Model Railway Constructor or the Railway Modeller. Available in green or blue, the model retailed at £26.95.

To be continued.....

MILTON KEYNES MODEL RAILWAY SOCIETY FOUNDED 1969

"Groundforce"

Those familiar with the efforts of Charlie Dymock and chums transforming derelict bomb sites into wonderful gardens with water features etc. will probably be surprised to note that Charlie has been nowhere near Bletchley Park.

During a couple of weeks, the outdoor area has been transformed by a team of "volunteers" who installed the signal (no mean feat) and then set about the rest of the site with a vengeance.

Derelict areas have been cleared, the big dog kennel removed to the bonfire area, old signal arms positioned and carefully repainted and the first length of miniature railway track to take both 3.5" and 5" gauge track has been laid to give a little hint of what might happen one day.

A large number of volunteers were persuaded to take part and the results are stunning. I know that the outdoor team are now looking at further opportunities to improve the garden area. A water feature is also being planned.

On Sunday 13 July, the outdoor area was well used by those who enjoyed the shade of the trees alongside the activity on the tracks. Indeed at times it resembled a picnic site as the park was very busy for the Polish celebrations.

After the appalling weather of the last couple of seasons, it is really great to see the trains working once more in glorious sunshine. The outdoor season is short, although there is talk of snow ploughs being built for those adventurous people who want to run outside in December or January!

Janet Hughes also visited on the 12th July and was really impressed by the signal which we removed from her back garden. We intend to invite Janet and family along to pull the first lever when the work is completed and to unveil a small plaque in John's memory.

I trust the weather will be kind to all those embarking on their annual holidays.



Dennis Lovett
Chairman

Club Notice Board

2003 Woughton Swapmeets

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

14 September
14 December

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

Sandy

Made in Margate (Tri-ang) and the EM gauge layout Milton Quays represented the club at the annual exhibition of The Train Collector's Society on 5/6 July. Over 1,500 people attended the show which exhibited a large number of collectors layouts plus some scale layouts for the public to enjoy.

Not surprisingly the Lego layout with lots of activity won the best layout voted for the public but Milton Quays looking very impressive came joint second. The EM team have done an excellent job in recent weeks and the exhibition gave the team the opportunity to complete the basic scenery. The white cliffs of Milton Quays were much commented on by those who visited.

It was good to see a large number of MKMRS members visiting. The next show is being held on 3rd/4th July 2004, so make a date in your diary.

QGM - 29 July

The Quarterly General Meeting will take place at 2000 (8pm) in the club room on Tuesday 29 July. This brief meeting provides an opportunity for members to be updated about various issues including the roof.

Graham Farish The N Gauge Story – Part Nine

By Dennis Lovett

The Diesel Multiple Unit

The DMU arrived on the scene in time to be reviewed in the July Model Railway Constructor. Initially this was available as a two-car pack, with only vehicle motorised by utilising the motor bogie from the HST. The first sets were available in the early lined green livery and the then current blue/grey livery.

A further Class 47

Graham Farish announced in the same issue that the Class 47 diesel locomotive was to be available as No. 47583 "County of Hertfordshire" in BR large logo blue livery. This involved the double arrow logo being positioned down the whole depth of the body side.

Scenecraft additions

The bridges, tunnels and brick arches were reviewed in the August 1982 Model Railway Constructor. The tunnels and bridges were available for either single or double track spans and utilised the traditional Scenecraft techniques of plastic blocks and pre-printed self-adhesive overlays.

The brick arches comprised components to built three arches which could be finished at open arches, closed arches or units for industrial/commercial use – or if the purchaser so desired variations on all three.

An additional DMU

The December Model Railway Constructor reviewed the latest version of the Class 101 DMU in the blue livery used by British Rail in the 1970s. A two car version retailed at £23.95 whilst a three car unit, using the centre car cost £27.95.

A Great Western Castle

The Castle Class 4-6-0 locomotive of the Great Western Railway was released in time for Christmas 1982 with reviews appearing in the January issue of the Model Railway Constructor. Released in GWR green as 7029 Clun Castle or in BR green as 4082 Windsor Castle, it followed the established practise of having a die-cast metal body for the locomotive and a plastic tender body. The reviewer was particularly taken with the application of the GWR livery on the review model supplied. The model was available from stockists at £29.95

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*

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

MKMRS SWEATSHIRTS & POLO SHIRTS

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

B-B-Q

Saturday 19 July

7pm till late

See Geoff Mathie for further details

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

PLEASE NOTE THIS ROSTER WAS CORRECT AT 13 JULY

Saturday 19 July Sunday 20 July	Tony Winn, Ian Smith Martin & Tracey, Paul Wakeley
Saturday 26 July Sunday 27 July	Eric Bowman, Ted Mellor Gareth Homersley, VACANT*
Saturday 2 August Sunday 3 August	John Hatton, Fred Fox Fred Collins, Geoff Blackwell
Saturday 9 August Sunday 10 August	John Darby, Alan Thompson Bill and Pete Ball
Saturday 16 August Sunday 17 August	Robin Rowles, Stephen Walker Adam Burgoyne, VACANT*
Saturday 23 August Sunday 24 August Monday 25 August	Ken Ranns, Vacant* Ken Sharpe, Bernard Cass Eric Bowman, VACANT*
Saturday 30 August Sunday 31 August	Bruce Garwood, Wilf Miller VACANT*
Saturday 6 September Sunday 7 September	Ian Smith, VACANT* Chris Hughes

** VOLUNTEERS PLEASE SEE CHRIS HUGHES

UNROSTERED PEOPLE ARE WELCOME AT ANY TIME

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

MKMRS NEWS – Don't Forget

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

Mixed Traffic Power – the story behind the Class 37s

Dennis Lovett takes a look at the diesels which have recently been introduced by Bachmann in OO scale

The Class 37 locomotives first emerged from English Electric's Vulcan Foundry in Newton-le-Willows during 1960. Under the 1955 Modernisation Plan, no provision had been made for a diesel locomotive type between the 1250hp Type 2's and the 2000hp Type 4's. There was a need for a Type 3 locomotive to fill the gap and two types emerged, the Western Region Hymek diesel hydraulics and the diesel electric Co-Co locomotive from English Electric, which is today better known as the Class 37.

Some 309 locomotives were built by Vulcan Foundry and Robert Stephenson & Hawthorns at Darlington, the final locomotives being constructed in 1965. Designed for both passenger and freight use the Class 37s have a tractive effort of 55,500lb and produce 1750hp.

Initially locomotives saw use on the Eastern, Western and Scottish Regions and could be found hauling main line expresses between Liverpool Street - Norwich, Paddington - Plymouth and Kings Cross - Hull. They also saw service on heavy freight operations in the North East to and from the steel works in Consett and on similar duties in South Wales to and from Llanwern.

Following the withdrawal of steam in 1968, diesel and electric traction was renumbered from the D67XX series to enable the introduction of TOPS (Total Operations Processing System) numbering for operational computerised reporting purposes. The English Electric Type 3s therefore became the Class 37s and these were divided into six sub-classes. It is one of these that forms the basis of the first Bachmann model to be released, the Class 37/4.

The Class 37/4 sub-class originally consisted of 31 locomotives, of which 29 are still in service. These were formed during 1985/6 following a major refurbishment at BREL (British Rail Engineering Ltd) Crewe when they were fitted with electric train heating which allows them to be used on passenger services. When delivered the Class 37s was

fitted with steam heating equipment only, but the introduction of some of reappeared in EWS (English Welsh & Scottish Railways) maroon and gold, early versions were branded EW&S whilst later repaints carry the three heads logo without the ampersand EWS.

Today a number of the class retains liveries no longer relevant to the business that they work for. Regional Railways and Trainload freight are now no longer, whilst 37403 Ben Cruachan carries a version of BR green livery, having been repainted by BR for the 100th Anniversary of the opening of the West Highland Railway in 1994, when it also acquired its new name. Two locomotives 37401 / 37428 carry the maroon livery of Great Scottish & Western Railway for working The Royal Scotsman tour train, although both locomotives are owned and staffed by EWS. more modern electrically heated coaching stock had limited passenger workings to summer holiday trains and excursion traffic.

This enabled them to be used again on front line passenger services notably with Regional Railways and with InterCity on sleeping car services to and from Fort William and Inverness, taking over from electric traction in Scotland.

When delivered the Class carried BR (British Railways) green livery until it was replaced by BR (now British Rail) Corporate blue in the late 1960s and early 70s. With the establishing of business sub-sectors in BR days, the Class carried InterCity, Regional Railways and Trainload Freight colours. Since privatisation

Models

In 1966 Hornby (then Tri-ang Hornby) produced their OO version of the Class 37, whilst the Lima model appeared 20 years later in 1986. Whilst both were good models in their time they permitted only one version to be produced and fall well short of the standards that we expect from the model manufacturers today.

By clever use of tooling, Bachmann will be able to produce further sub-classes in future and incorporate a number of variations on the distinctive nose ends carried over the years.

That these locomotives remain in active service long after many first generation locomotives have been withdrawn, more than justifies the need for them in the first place. Some Class 37 locomotives have seen active service recently in Spain and France on engineering contract work for new lines and emerging operators such as DRS (Direct Rail Services) are rebuilding them to enable extended life so that they continue in service for many years to come.