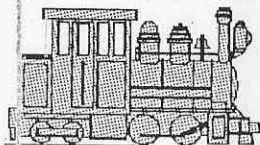


KRS (Model Railways)
Casting Services
14 Brickhill Road
Heath & Reach
Leighton Buzzard Beds
LU7 0BA



☎ 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.

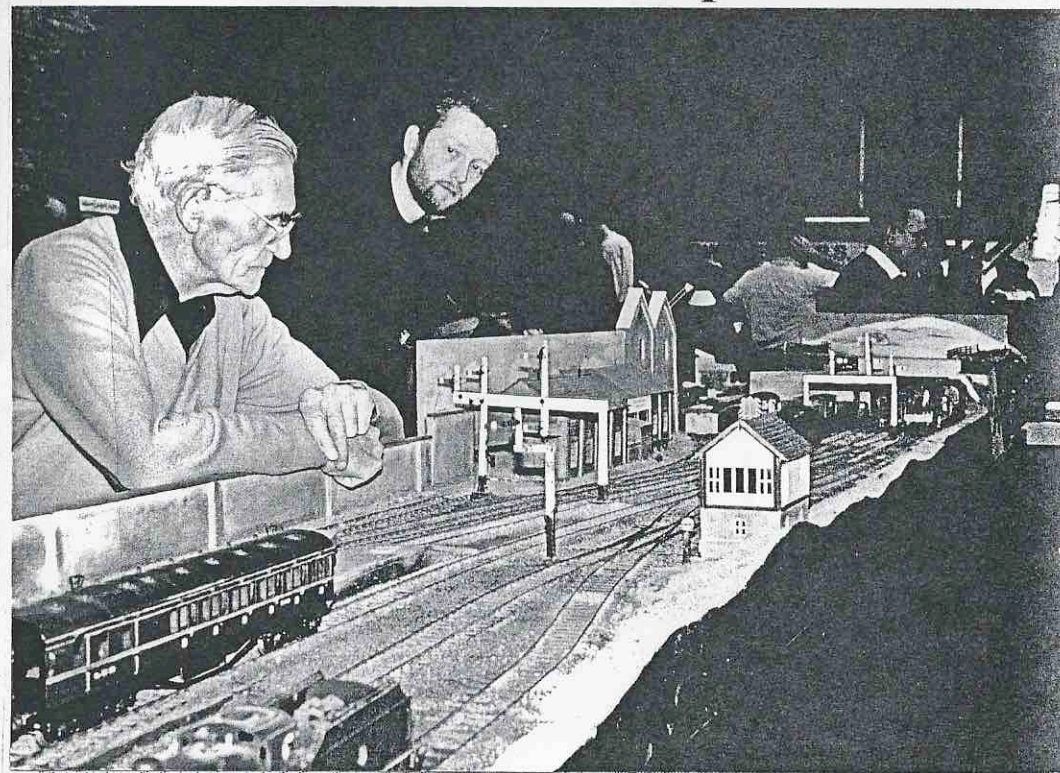
Now available is the illustrated "N" Gauge catalogue
containing photos of all our kits including all the latest items
cost is £2.00 from the stand or £2.50 post paid.



NEWS

No. 126

Sep/Oct 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

used on the London Midland and Scottish Regions prior to the electrification of the Weaver Junction – Glasgow section of the West Coast Main Line.

Also announced was the forthcoming release of a freightliner wagon, which held either 3 x 20' containers or 2 x 30' containers and a modern 100 ton tank wagon. These were the first modern image wagons to be manufactured by the company.

Modern Image wagons

These were reviewed in the Feb 1984 Model Railway Constructor. Available at a cost of £11.95 for a set of three which appeared in the liveries of Esso, BP and Texaco.

The freightliner wagons were released with three x 20' containers (Dart / DCL/ Freightliner) or 2 x 30' containers. Each wagon cost £2.95.

The Class 50

The Class 50 was subjected to serious scrutiny when appeared on the Model Railway Constructors Test Bench in July 1984. The review model was No. 50024 Vanguard in the large logo BR blue livery. After being thoroughly analyzed the reviewer came to the following conclusions: "we have no doubt that Graham Farish have produced a real winner here. The combination of neat detailing, good quality finish and impressive performance makes this model the best proprietary N gauge British outline model locomotive we have examined."

The Railway Modeller reviewed the other large logo BR blue locomotive No. 50003 Temeraire. This model retailed at £34.95 on introduction.

Executive Liveried HST

Graham Farish released the HST in the Executive livery then being adopted by the InterCity sector of BR and was first applied to an HST set in 1983 (NB this was the forerunner of the InterCity swallow livery). The reviewer takes time to explain that the original HST had two motor bogies with one in each power car. The latest model had just the one motor bogie, all that was necessary with the improved 5 pole motor.

Deltic introduced

The October 1984 Railway Modeller reviewed a previously unannounced locomotive, the popular Deltic Class 55 locomotive. The prototype locomotives which hauled express passenger trains up and down the East Coast Main Line for 20 years, were withdrawn by British Rail in 1981. By the end they had a large following, and a number were preserved for use on heritage lines.

To be continued.....

MILTON KEYNES MODEL RAILWAY SOCIETY FOUNDED 1969

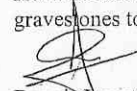
"The continental approach"

Visiting Austria during the July heatwave made me realise just how different the continentals do things. In Britain trains were reduced in speed to cope with the heat, whilst in Austria they just got on with it. Austrian Railways (ÖBB) seem to cope with both the freezing cold winters and remarkably hot summers - no doubt the rails are stressed accordingly to cope with it. I also noticed that their staff walk across the tracks without a yellow vest in sight. Shunters too hang on to the side of running locos, coaches or wagons around stations and yards.

What was different was the way that they retail model railways. Two of the main suppliers Kleinbahn and Kleinmodellbahn both have their own retail shops in Innsbruck, Salzburg and Vienna. Imagine Bachmann or Hornby having their own shops in UK! Also Salzburg boasted two other very good model shops one a specialist model railway retailer (Marklin main agent amongst others) and another which sold a number of products from smaller ready to run companies, but specialised in Roco which is based in the city.

The continentals seem to take the hobby much more seriously and this is reflected in the way that model shops can be found in the main shopping centres. No such luck in Milton Keynes - where our largest shopping complexes fail to produce one train retailer. Only Stony Stratford can offer us a train at all.

The railways on the continent do not attract the same level of media paranoia as they do over here. Perhaps I should get a transfer abroad for a much easier life. Recently whilst the news was on, I heard the presenter say that news was coming in that there had been a train crash in the region. It appears that one of the open coaches on the slow moving miniature railway at Wicksteed Park, Kettering had derailed when carrying visitors. The way it was announced I was expecting the phone to ring, the waterproofs, hard hat and bardic lamp were nearly in the back of the car in anticipation. Whilst a train had derailed it was a pretty low key affair but was attracting as much attention as all the other major crashes. On the continent, these things hardly get reported but then they do not have a Health & Safety Executive like ours. Who else would instruct councils to topple over gravestones to stop them falling on the people buried underneath them!


Dennis Lovett
Chairman

Club Notice Board

2003 Woughton Swapmeets

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

14 December

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

QGM - 28 October

The Quarterly General Meeting will take place at 2000 (8pm) in the club room on Tuesday 28 October. This brief meeting provides an opportunity for members to be updated about various issues including the roof.

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](tel:01908562195)*

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

*Both can be personalised with your name for £3 extra. Please see Gordon Shrimpton

destruction of the locomotive and three coaches. The spare locomotive was this venture was 46023.

Three locomotives have survived. 46035 'Ixion' (formerly D172 / 97403) owned by pop impresario Pete Waterman was the first heritage diesel to be certified for working over the national network. Preserved or heritage diesel and electric traction was not permitted to run on the British Rail network prior to privatisation.

Models

The Class 45 was the first British locomotive to be manufactured for Mainline Railways in 1977 and produced by Bachmann in Hong Kong. It has not been available for a number of years, although it did re-appear briefly under the Replica label, before the setting up of Bachmann (Europe). A model of the later Peak locomotive (Class 46) was introduced by Bachmann in 1993 but is no longer available. New models from Bachmann are expected very shortly and will cover all three classes. The first to appear will be the Class 44.

Graham Farish

The N Gauge Story – Part Ten

By Dennis Lovett

The 1984 British Toy & Hobby Fair

Graham Farish were again present at Earls Court, this time with a large dumb-bell shaped layout on which two very long trains were at work.

At the Toy Fair, Farish announced that the three pole motor in use since the introduction of the first locomotive in 1971 was to be phased out and replaced by a new 5 pole motor. The benefits were considerable, particularly the smoother performance at low speed. The reviewer comments that all locomotives fitted with the new 5 pole motor will carry clear indications on the box (this was in fact a yellow sticker with the words "5 POLE MOTOR SPECIFICATION" in capital letters white type, blue outline). This continued to appear on boxes for a good number of years (until the mid-1990s?). It is worth noting that locomotives available on the secondhand market, those fitted with the original 3 pole motors tend to sell for less than those with 5 pole ones. The availability of replacement chassis has led to many of the older locomotives used by N gauge modellers having their chassis replaced.

The release of the BR Class 50 diesel electric Co-Co locomotive was announced at the show. These were available with the new 5 pole motor and the locomotives were then in mainline passenger service on both the Southern and Western Regions. They had been

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 17 SEPTEMBER

Saturday 27 September	Steve Walker / Ken Wiggins
Sunday 28 September	Eric Preston / Vacancy
Saturday 4 October	Robin Rowles / Alan Thompson
Sunday 5 October	Bill & Pete Ball
Saturday 11 October	Tim Davey / Ted Mellor
Sunday 12 October	John Darby / Bernard Worden
Saturday 18 October	Ian Smith / Ian Gilroy
Sunday 19 October	Ken Sharpe / Paul Wakeley
Saturday 25 October	Ken Ranns / Bernard Cass
Sunday 26 October	Vacant
Saturday 1 November	Gordon Shrimpton / Geoff Bell
Sunday 2 November	Chris Hughes
Saturday 8 November	Steve Walker / Mark Lambourne
Sunday 9 November	Mick Clements / Brian Barnes / Stan Pennington
Saturday 15 November	Tim Davey / Tony Winn
Sunday 16 November	Les Wood / Gareth Homersley
Saturday 22 November	Fred Collins / Ken Wiggins
Sunday 23 November	Dennis Lovett

UNROSTERED PEOPLE ARE WELCOME AT ANY TIME

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

An Appreciation - Reg Cook

Reg Cook, was a fairly late recruit to MKMRS, joining after he retired from the Open University - where he worked alongside the late Ernie Johnson. The son of a train driver Reg was brought up in Far Bletchley and became an electrician. The club benefited greatly from his skills and Reg teamed up with Bernard Worden to provide a formidable DIY team.

Reg was working within the club just a few weeks before his death - the diagnosis of his illness was only known shortly before he passed away at Willen Hospice. In the few weeks of his illness, Bernard continued to visit and to keep Reg informed of club activities.



The club was well represented at the funeral and a donation was sent by Eric on our behalf to Willen Hospice. Reg passed away on 25 May aged 76 (apologies from the Chairman for not reporting this earlier)

MKMRS NEWS - Don't Forget

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

Reaching new Peaks - the story behind Classes 44, 45 and 46

Dennis Lovett takes a look at the diesels that dominated the Midland Main Line for over two decades

Class 44

Under the 1955 Modernisation Plan, British Railways ordered a number of pilot scheme locomotives from various manufacturers in to evaluate them before possible large scale

production. The order for the ten Class 44 locomotives was placed with British Railways' own workshops in Derby in December 1955.

Design work took some two and a half years, with construction of the prototype locomotive taking a further year. In April 1959, the first locomotive (D1) was handed over and began trials on the London Midland Region.

The tenth locomotive was completed in February 1960 and joined its sisters on principal express services to and from London Euston. All were allocated to Camden depot, one mile north of Euston.

As electrification of the West Coast Main Line progressed during the early 1960s, the Class was transferred to Toton depot near Nottingham to work mainly freight trains.

To enable multiple working, the Class was provided with connecting doors between cabs at each end, allowing the crew access between moving locomotives as necessary. This feature, however, proved unnecessary and over the years the nose end doors were either plated over or locked out of use.

Initially the Class were in Brunswick green livery relieved by a grey bodyside stripe carried just above the solebar, between the cab doors. With the advent of British Rail's corporate livery, locomotives began to appear in BR Monarch blue with full yellow nose ends from 1967. Under the TOPS renumbering programme initiated in 1971, the Class was designated Class 44, D1 becoming 44001 and so on.

When BR re-evaluated its motive power requirements under the National Traction Plan in the mid 1970s, the Class was one of those scheduled for early elimination. The first withdrawal took place in 1976 and the last in 1980. Two locomotives were preserved for use on Heritage Railways. D4 'Great Gable' is currently at Nottingham Heritage Centre and D8 'Penyghent' is on the Peak Railway.

As the first ten were all named after mountain peaks, the name has been generically applied to all Class 44, 45 and 46 locomotives by rail enthusiasts.

Class 45

First introduced in 1960, the Class 45 locomotives were a development of the original ten Class 44 locomotives that were introduced a year earlier.

The first batch (originally numbered D11-D49) was built at Derby in 1960/1.

The second order (originally numbered D50-D137) was constructed at Crewe between 1960 and 1963. After the adoption of the TOPS numbering system in 1971, locomotives originally numbered in the series D50 - D137 became Class 45. Those with steam heat boilers were designated Class 45/0 (numbered 45001-45077) and those with electric train heating became Class 45/1 (numbered 45101-50).

During the 1960's the Peaks replaced steam traction on principal trains to and from London St. Pancras over the Midland Main Line, on the Settle - Carlisle route and also on the Waverley route between Carlisle, Hawick, Galashiels and Edinburgh which took its name from the Waverley novels of Sir Walter Scott who lived near Melrose on this line. At one time St. Pancras had both day and overnight trains to both Glasgow and Edinburgh and the Peaks regularly worked the St.Pancras - Edinburgh sleeper train which travelled over the Settle & Carlisle and also the Waverley route, until its closure in January 1969.

During the early 1980s, the Peaks were displaced from front line passenger work on the Midland Main Line by the arrival of the High Speed Trains (HST's). The Class was then utilised on other workings including parcels and freight trains. Some were transferred onto cross-country routes such as Newcastle - Plymouth.

By 1988 only one locomotive remained in traffic (No. 45106) which had been repainted in green livery specifically for hauling enthusiasts' trains. A major defect resulted in the rapid withdrawal of the locomotive and extinction of its Class after a long and distinguished career. Eleven locomotives have been preserved for service on heritage railways and another (No.45112) is operated by traction provider Fragonset and is available for use on main line services.

Class 46

A final batch of 76 locomotives was ordered from British Railways' Derby Works during 1959. By the time the first locomotive emerged in 1961, the order had been reduced to 56 and the electrical equipment supplied by Brush, was used for the first 20 Brush Type 4 locomotives (today known as Class 47).

On delivery, the Class was allocated to Derby and Gateshead (North Eastern Region), for use mainly on Cross Country services to and from the West of England.

The design was almost identical to the final batch of Class 45 locomotives, but there were minor differences to the bodyside grilles and also the battery box.

On delivery, the first 28 locomotives went to Derby for use on the Midland Main Line with the remainder going to the North Eastern Region's Gateshead depot for use on services out of Newcastle.

The first locomotive was withdrawn in 1977 and by 1984 all had been withdrawn from front line service. Four locomotives, however, passed to the BR Research department at Derby for use on the Old Dalby test track and were numbered in the 97xxx series. No. 97403 was named 'Ixion' and was the only one which carried the Research Division's distinctive red and blue livery. After withdrawal, No. 46009 was used in a spectacular demonstration to prove the safety of nuclear flasks in a collision to the world's media. It was driven under remote control into a flask which remained intact despite the