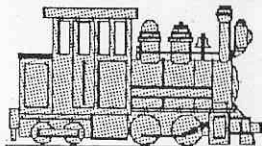


KRS (Model Railways)  
Casting Services  
14 Brickhill Road  
Heath & Reach  
Leighton Buzzard Beds  
LU7 0BA



☎ 01525 237873 (Home)  
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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. 127

Nov/Dec 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

## The 1986 British Toy & Hobby Fair

At the 1986 British Toy & Hobby Fair the reporter in the April 1986 Railway Modeller led with the new Class 40 locomotive being the star of the stand. The locomotive despite its lengthy wheelbase, was designed to traverse 9" radius curves, quite an achievement! The loco was due to appear in both green and blue liveries.

Five new private owner wagons were announced. These appeared in the liveries of Alloa, Ebbw Vale, Harrods, General Refractories and Courtaulds.

### Little People too

The October 1986 Railway Modeller carried a full page advert announcing the introduction of 15 sets of people (and animals) into the Graham Farish range. These were produced to compliment the Scenecraft range of buildings

### Stanier's 8f 2-8-0

Under the headline "Class 5, Duchess and new 8f. All designed by Sir William Stanier – now built by Graham Farish", the new LMS 8f locomotive was announced in the November 1986 issue of the Railway Modeller.

### The Class 40 arrives

The December 1986 Railway Modeller advertised the arrival of the Class 40 diesel locomotive.

### Austerity / LNER Class J94 0-6-0 Tank

The war time produced shunting locomotive was the next locomotive to be produced by Graham Farish and was reviewed in the February issue of the Railway Modeller. Many of these locomotives saw service with the War Department and after the war many entered service with the London & North Eastern Railway becoming the J94 Class. Others went into use with industrial users where they were used for shunting in collieries, steel works etc. The locomotive was released initially in National Coal Board blue (No. 61). The model utilised the Class 08 diesel shunter chassis and cost £16.25.

The model was subject to the Model Railway Constructor's Test Bench in the January 1987 issue. According to the notes in the magazine, No 61 was built by Hunslet in 1954 and was allocated to South Hetton Colliery. The model had a die-cast body and the tester concluded that, "All in all, this is an attractive and convincing model with good performance, which should endear it to N gauge followers".

*To be continued*

## MILTON KEYNES MODEL RAILWAY SOCIETY FOUNDED 1969

### "A roof over our heads"

After some 12 months of prolonged negotiation - we were faced with a dilemma. The purchase of tins of roofing material (thanks to Steve Dennison and his contacts) forced the issue with The Bletchley Park Trust. Basically they did not have the money to pay the contractors and we were faced with either holes in the roof or holes in our finances.

The club officers had to make a decision to fund the work, with the hope of eventual reimbursement of the cost of paying the contractor from The Bletchley Park Trust. Having pontificated over the decision – probably one of the hardest we have had to make in our 35 years existence, we felt a sense of justification when just after the work was completed we entered one of the wettest spells for many a month.

Having undertaken a great deal of work earlier this year in decorating the club rooms and enhancing our displays – we were relieved that the newly treated roof stood up to its challenge.

Now another problem has emerged, fortunately one that does not cost us anything and one that can be easily rectified. We entered the club rooms one Friday night to find it with lighting but no power to the sockets – result a cold club room and projects not being able to do any work. Too many heaters had blown the power supply into the building. So please assist us in the meantime by limiting the heating left on as background heat until Phil has had a chance to sort it.

Such frustrations often require us to remember that this is still a hobby. We are not running a business here – although at times it does feel like it and playing trains gets pushed to the background. Hopefully once all the building issues have been resolved, we will have time to enjoy ourselves again.

May I take this opportunity to wish you and your families a very happy Christmas and a great new year. With all the new releases from Warley now appearing, I am sure that Santa will be very busy over the next few weeks.

Dennis Lovett  
Chairman

# Club Notice Board

## 2003 Woughton Swapmeets

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

**14 December**

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

## **AGM - 27 January**

The Annual General Meeting will take place at 2000 (8pm) in the club room on Tuesday 27 January 2004. The club competition will take place on the same evening (see separate details). Nominations are invited for

## 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*

8 January 2004      The North London Railway - Dennis Lovett

## CONGRATULATIONS X 2

Apologies to Tracey Broyd and Martin Shenton for forgetting to report the wedding some months back. Pictures of Mark in best man mode and Ken in a suit were promised to the editor but unfortunately failed to reach me.

In the meantime, hot news is that Mr & Mrs Shenton now have a daughter and that Father Christmas was last seen hovering over the LGB factory in an effort to secure a suitable gift for the new arrival!

coach was released in BR blue/grey, Blue NEWSPAPERS livery, as well as maroon, SR green and WR chocolate & cream.

The DMU motor bogie for the Class 101 was replaced with a new chassis utilising the 5 pole motor.

## **The Western Class 52**

The September 1985 Railway Modeller reviewed another cult locomotive, the Western Class 52 diesel – hydraulic locomotive. Utilising the 5 pole Co-Co chassis, the Western was released in three versions. These were: D1002 Western Explorer in green, D1070 Western Gauntlet in blue and D1062 Western Courier in maroon. The model was available from dealers for £40.50. A full page advert for the locomotives appeared in the October 1985 Railway Modeller.

## **Full Brake coaches**

The BR Mark 1 full brake coaches (designated BG's) were shorter at 57' long than the other Mark 1 coaches which were 65' long. They were available in maroon, green (Southern Region), crimson & cream and blue & grey to match other passenger carrying vehicles. Blue versions were also lettered for parcels and newspaper traffic and Farish produced these also. Each coach cost £5.20.

## **Mark 2 coaches**

Mark 2 coaches were produced in the then current blue & grey livery, then commonplace on BR coaching stock. Reviewed in the November 1985 Railway Modeller, two versions were available for a First Open and Second Open. (Note: Brake end Mark 2 coaches were not produced until the Virgin Trains vehicles were launched in 1999!). Both coaches were available at a cost of £5.20.

## **DMU Chassis**

The chassis for the Class 101 DMU was released separately to aid scratchbuilders (and kit manufacturers). It was reviewed in the November 1985 Railway Modeller and cost £27.95.

## **A Great Western Railcar**

The final model to be produced in 1985 was the AEC Railcar built at Swindon by the Great Western Railway between 1940 – 1942. Ideal for branch line working, the model was released in both GWR chocolate & cream and BR crimson & cream liveries. Reviewed in the December 1985 Railway Modeller, it retailed at £32.50 on release.

A further ten locomotives (20306 - 20315) were rebuilt by Wabtec, Doncaster during 1997/8. These received an additional fuel tank and marker lights.

In 1999, DRS purchased the 6 Hunslet-Barclay locomotives and five were quickly returned to service, although 20905 was used for spares as it has a defective power unit. DRS also purchased other locomotives for spares and possible future use. These are, however, unlikely to re-enter traffic following the purchase of examples of Classes 33, 37 and 47. Also, the company has recently placed orders with General Motors for Class 66 locomotives.

In September 1999, 3 DRS locomotives (20901/2/3) operated the "Train for Life" carrying aid and supplies from Britain to Kosovo. Operating over lines in France, Germany and the Czech Republic on a two week journey, these later returned home to their normal duties with DRS.

DRS remains the last main line operator to retain the Class 20s in traffic. Forty five years after the prototype took to the rails, these diesel pioneers continue to operate every day from the company's depot at Carlisle Kingmoor.

With a large number already preserved and others likely to follow, the 'roaring twenties' look set to run for many years to come.

#### Models

Hornby Dublo produced the first OO ready to run model in 1959, shortly after the prototypes entered service. After the company was taken over by Tri-ang in 1964, the model was re-released by G & R Wrenn which continued to produce it until the company's closure in 1992.

Lima introduced its OO model in 1984, but it is no longer available.

Graham Farish produced its N gauge model in 1982 which has recently been reintroduced by Bachmann into the Graham Farish range

### The N Gauge Story – Part Eleven

By Dennis Lovett

### 1985 British Toy & Hobby Fair

Graham Farish were present at Earls Court and took the opportunity to show the recently introduced Class 55 Deltic locomotive. Announced at the show was the pending release of Mark 2 coaches in the form of a Mk 2d FO and Mk2E TSO. The Mk1 BG full brake

#### 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

## 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

### A NEW ROSTER FOR 2004 WILL BE COMPILED BY CHRIS DURING JANUARY 2004

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 January and will cover January / February  
Contributions always welcome

### The 'Roaring Twenties'

Dennis Lovett traces the history of one of Britain's longest serving diesel locomotives

Following publication of the British Railways 1955 Modernisation Plan, the British Railways Board began formulating policy for the switch from steam to diesel and electric traction.

Orders were placed with a number of manufacturers for locomotives designated Type 1 to Type 5 and after evaluation of either a prototype or small initial build, further orders would be placed with the successful company. English Electric duly submitted their plans for a Type 1 locomotive (1,000 brake horse power) and an order for 20 locomotives was placed in 1956. Design of this locomotive was based on those already supplied to operators in New Zealand and Tasmania. The British locomotives were later designated Class 20 under the British Rail TOPS renumbering scheme.

Construction commenced at English Electric's Vulcan Foundry at Newton-le-Willows between September 1957 and March 1958. All twenty were allocated to Devons Road (Bow) depot in East London for working freight trains to and from the London Docks over the North London line. Devons Road began life as a steam depot in 1884 and was converted into Britain's first diesel locomotive depot during 1958. Locomotives were numbered in the series D8000 - D8019.

Robert Stephenson & Hawthorns of Darlington (also part of English Electric) built a further batch of 15 locomotives (D8020 - D8034) between October 1959 and March 1960. At the same time (September - December 1959), Vulcan Foundry was building a further 15 locomotives (D8035 - D8049).

Between March 1961 and July 1962, Robert Stephenson & Hawthorns built a further 77 locomotives (D8051 - D8127). Construction was scheduled to end at that point as other Type 1 locomotives had been ordered from Clayton (later Class 17). These had a centre cab and saw service mainly in the north of England and Scotland. As these fell disappointingly short of expectation, they had a very short working life and the decision was taken to build a further 100 English Electric locomotives. Robert Stephenson & Hawthorns supplied D8128 in January 1966 but with the factory about to close, the other 99 locomotives (D8129 - D8199 and D8300 - D8327) emerged from Vulcan Foundry between February 1966 and February 1968. In total, 228 locomotives saw service with British Railways.

Readers may be confused as to why BR did not use the D8200 - D8299 numbering sequence after D8199, but these had already been allocated to the 44 Type 1 locomotives (later Class 15) built by British Thompson Houston / Clayton.

Following the end of steam traction on British Railways in August 1968, all diesel and electric locomotives were reclassified under the TOPS (Total Operations Processing System) programme when computers were introduced, the English Electric locomotives were designated Class 20. All locomotives were numbered in the series 20001 - 20228. From the mid 1960's the BR green livery applied since new was gradually replaced with the corporate blue livery.

#### Operations

Initially locomotives were used as single units on both secondary passenger and freight trains. Some locomotives used in Scotland were fitted with token exchange apparatus,

and early examples were fitted with discs to indicate train reporting information. The final 100 locomotives had the standard 4 digit headcode box fitted, although from the mid 1980s these were replaced with marker lights. Vacuum braking was sufficient to start with, but as air brakes became more widespread, dual braking was provided.

The long nose in front of the cab restricted views from the driving cab as on large steam locomotives. It became common practice to couple two locomotives nose to nose, allowing the locomotives to be driven from the alternative driving position with enhanced viewing for Drivers through the cab's rear windows.

As freight traffic declined so did the need to retain large numbers of Class 20s. Passenger work was mainly restricted to excursion trains such as the highly successful "Merrymaker" trips and Summer Saturday trains to resorts such as Skegness. This practice continued into the early 1990s, until the duties passed to new generations of diesel multiple units. The advent of leasing costs made stock for such marginal workings no longer viable following privatisation.

#### Withdrawal and changes of ownership

The withdrawal of Class 20s began to gain momentum in the mid 1980s. British Rail Telecommunications took over several which they based at Bescot for working on cable laying trains.

The Class was also the first to see service with privately owned operators on the national network. In 1989 the Kilmarnock based Hunslet - Barclay company purchased 6 examples for use on weed killing contracts across Britain. These were renumbered in the series 20901-6 and were named after female employees of the company.

4 locomotives (numbered 2001-4) were sold to French operator CFD Industrie for use on the privately owned freight line between Etang and Cravant - Bazarnes. The locomotives were allocated to the depot at Autun. In 1998 this line passed to VFLI (Voies Ferrees Locales et Industrielles), a division of French national rail operator SNCF. The Class 20s are no longer in use and there are plans to repatriate them for preservation. 28 locomotives have already been preserved for use on heritage railways on which they have proved highly successful. Some were hired by Victra Railfreight from Heritage Railways for use on construction trains on the recently opened Channel Tunnel Rail Link working from the Beechbrook Farm site in Kent. Some were also used on construction contracts for the tunnel itself.

The formation of DRS (Direct Rail Services, a division of British Nuclear Fuels) in 1995 saw the company purchase 5 Class 20 locomotives from British Rail. These were rebuilt by Brush at Loughborough with additional fuel tanks, new lighting systems and refurbished cabs. The vacuum braking system was removed, whilst new multiple working sockets were fitted to the nose ends only. Cab to cab multiple operation is not therefore possible.