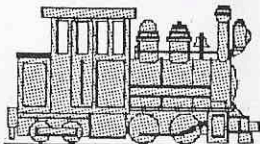


KRS (Model Railways)  
Casting Services  
14 Brickhill Road  
Heath & Reach  
Leighton Buzzard Beds  
LU7 0BA



☎ 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)

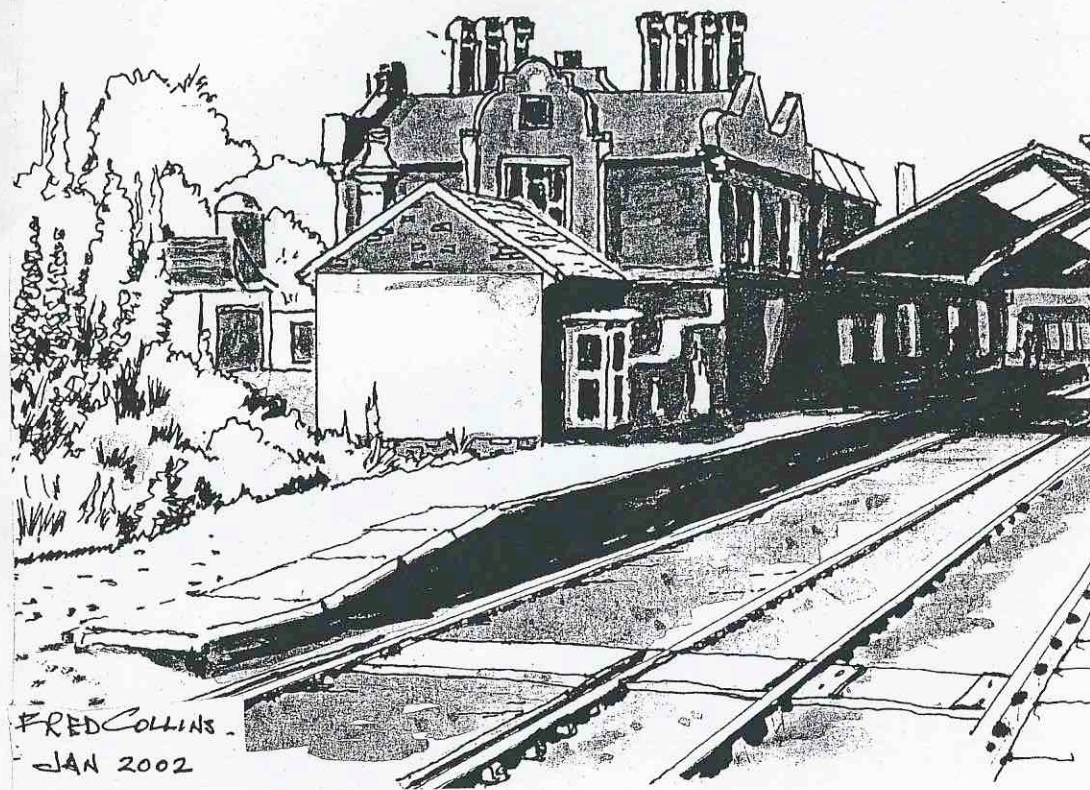
If you have any ideas on how to increase or improve our range, please do not  
hesitate to talk to us.

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. 128

Jan/Feb 2004



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

around 1985 under the leadership of Chris Green (who in June 1986 introduced Network SouthEast to the enthusiast, and the model manufacturers). Appearing as No. 47708 "Waverley" the model sold for £42.50.

The ScotRail livery was also applied to the Mark 1 BG coach, Mark 2 BSO and FO coaches and Mark 3 TSO vehicles. These cost £5.50 each.

### **BR wagons**

The July 1987 Railway Modeller reviewed the 5 plank, 7 plank, mineral, covered hopper, single ventilated van and the SR brake van, all of which had been released in BR liveries.

### **The Flying Scotsman pulls in**

Ironically, two N gauge models of the Flying Scotsman were under development at the same time. Minitrix, Farish's main competitor was also working on its version. Graham Farish announced the arrival of it's version in an advertisement in the Railway Modeller headlined "The Flying Scotsman, putting the steam back into Christmas". Available in London & North Eastern Railway Apple Green carrying the Scotsman's earlier number of 4472, it was also available in lined BR green as 60103, the number it carried when sold to Alan Pegler in 1963.

### **The 1988 Toy & Hobby Fair**

Held at Earls Court, the reporter commented that "unusually Graham Farish had released their new locomotive (The Flying Scotsman) well before the show, although it was lovely to see their incredible range of N scale trains working to perfection on the demonstration layout". The reporter commented on seeing one of the A3 Class locomotives running with smoke deflectors ( these were often referred to as German type as they were almost identical to those carried by DB locomotives such as the 01 Class pacifics and Class 52 2-10-0s!). These were due for release during the year. The reviewer had hoped to see LNER coaches and wrote " - this is absolutely unofficial - we don't think that they can be far away!". Isn't hindsight wonderful. For Minitrix would produce the Gresley coaches to go behind the locomotive - not Farish! (see Railway Modeller June 1989 for reviews of the Gresley coaches from Minitrix).

*To be continued*

## **MILTON KEYNES MODEL RAILWAY SOCIETY FOUNDED 1969**

### **"35 years in the business"**

Back in 1969 I joined the fledgling Milton Keynes Model Railways Society. Conceived at the annual Bletchley Arts & Crafts Festival held in Wilton Hall, within a couple of hundred yards of our present facilities, it had been born in the meeting room underneath the Fire Station in Sherwood Drive.

Only last week I was asked what makes a successful club. Taken aback at first, I answered stability, patience, money, leadership and luck! That's why 35 years after Jim Wood stood before the enthusiastic future membership to declare the society in business we are still going strong.

There have been lean times. There have been hard times. There has been frustration (the mention of a certain roof is evidence of this). Balanced against this has been the friends that have been made, the achievements at exhibitions, appearances in magazines and above all that 91,000 people have marched through our front doors since we began collecting information on regular opening at the Park..

We have always benefited from good financial house-keeping. Indeed we have only had two treasurers. The late Gordon Etherington was our first, completing 25 years and he kept us all in order. Every penny was guarded and at one exhibition your Chairman and Secretary went around the hall dispensing the necessary expenses to the visiting layouts. On reaching the last we found a shortfall of £2. Not prepared to suffer the wrath that was sure to follow, we set about splitting the difference and contributing the shortfall from our own pockets. Some weeks later we were summoned to an emergency meeting because the exhibition accounts had thrown up a £2 surplus that could not be explained! We never did have the heart to tell him.

In a world where the model press announced the demise of similar clubs almost every month, we have also been lucky. 10 years ago we were facing doom and despondency about our then premises in Fenny Stratford. The rent was about to double and someone else was keen to take over our leased premises at a commercial rent. At the same time Bletchley Park was starting to emerge. We were given an opportunity to be part of it. Our landlords were grateful paying us back every penny we had spent on improving the facilities including the rebuilding of a burnt out workshop. They even promised us a bonus if we vacated in a month. We did it - now if those two things are not lucky - then they must be divine intervention.

This club has benefited from good leadership over the years. Two excellent Chairmen went before me - they did all the hardwork. We have had only a four secretaries and two treasurers. So stability is the keyword.

But above all we have kept in business because the members have been happy. We have had to change. We provide excellent facilities for trains of all shapes, sizes and nationalities. Some have course wheels and others have very fine ones. All are welcome here and the more the merrier.

October marks the 35<sup>th</sup> Anniversary - it's a cause for celebration and brief opportunity to reflect before we move forward - here's to the next 35 years.



Dennis Lovett  
Chairman

## Club Notice Board

### 2004 Woughton Swapmeets

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

7 March  
9 May  
12 September  
12 December

Admission is £1 Adults, 70p concessions, children under 18 free

### 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

## 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

### The N Gauge Story - Part Eleven

By Dennis Lovett

### The 1987 Toy & Hobby Fair

The April 1987 issue of the Railway Modeller carried details of the Graham Farish contribution to the Toy Fair reports. Held at Earls Court, the big news was the imminent release of a Class 33 Bo-Bo diesel electric locomotive, then in common use on the Southern Region of British Rail. The only other item to warrant a mention was the release of the Class 47 in ScotRail livery with matching Mk 2 and Mk 3 coaches. A new catalogue was also available.

In addition to the above, the Model Railway Constructor reported that the Mark 3 coaches and the Mark 1 BG coach were being released in Executive livery.

### The Class 33 arrives

The Class 33 locomotives were often known as the Birmingham Railway & Carriage Works Type 3 (BRCW for short) and were traditionally associated with the Southern Region, although they did venture further afield in the late 1980s. The model was released in green livery as D6572 and blue as 33012 and was reviewed in the June 1987 Railway Modeller. The model was on sale for £33.95.

This model, along with the ScotRail Class 47 (see below), were reviewed in the June 1987 edition of the Model Railway Constructor, the last ever issue of this magazine.

### North of the Border

Below the review of the Class 33 was that of the release of the popular Class 47 locomotive in ScotRail livery. This was adopted by the Scottish Region of British Rail

28th FEB 2004



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*

5 February 2004	From the SRA to steam on the Met - David Sexton
4 March	The Welsh Highland Railway - Colin Hill / Peter Brookbanks
1 April	Large format slides - Brian Stephenson
6 May	150 years of the Royal Train - Chris Hillyard (Alstom Wolverton)
2 September	Colour Rail in person - Ron White
7 October	Before the red plague - John Chalcraft
4 November	GNR/LNWR Joint Line - Robin Cullup
2 December	Xmas Members Evening

Janet Vincent

It is with regret that we have to report the death of Janet Vincent, the wife of our recent competition judge and good friend of MKMRS, Mike. Janet was well known in model railway circles, particularly in the Gauge O Guild, with whom we have worked closely with over the years. A former public relations professional, Janet served on the Guild's committees and was a Vice President when she died at the early age of 47.

We were well represented at the funeral and a donation has been passed on. We extend our sympathies to Mike, son Peter and daughter Amelia in their loss.

Chris Garner

We were also saddened to learn of the death of Chris Garner, who was active in the club until a few years ago. Chris was one of the leading lights in the building of Mandlebury Central and its successor Fenny Stratford, and served on the committee for a number of years. Chris was just 39 when he died and he had been unwell for sometime. Chris recovered from a brain tumour at the age of 10 and was a regular visitor to the Churchill Hospital in Oxford for check ups. Sadly his last visit was to be his last and died there.

The club were also represented at the funeral and again a donation has been passed on.

**CLUB OPEN DAY**

OPEN FROM 10.30AM TO 5.00PM

12+ LAYOUTS IN GAUGES 'Z' TO 'G'

PLUS TRADE SUPPORT

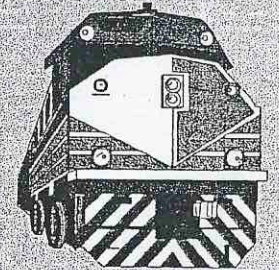
REFRESHMENTS AVAILABLE

FREE CAR PARKING

BUS SERVICE Nos: 5 & 14, from the bus station

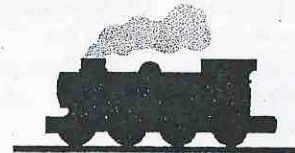
THE CHURCH CENTRE

WATER EATON, BLETCHLEY

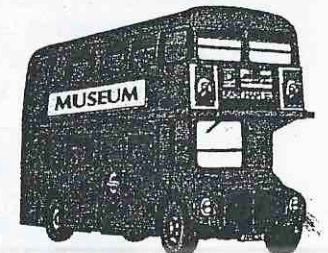


**PRINTING DESIGN SPONSORED BY:**

**KRS MODEL RAILWAYS.**  
Email: [jmathie.krs@virgin.net](mailto:jmathie.krs@virgin.net)



**ADULTS :** £2.50  
**CHILDREN :** £1.00 (under 16)  
**OAP's :** £1.00  
**FAMILY :** £6.00 (2+2)



## The Gainsborough Model Railway

### The East Coast Main Line from Kings Cross to Leeds Central

(In Miniature – Founded 1946)

Florence Terrace, Gainsborough, Lines DN21 2JB.

This is no ordinary model railway, but a truly remarkable product of the model makers art. The building of the present railway commenced in 1953, and has now become one of the largest '0' gauge model railways of its kind in the country. Based on the East Coast Main Line from London Kings Cross to Leeds Central, the railway covers 2500 square feet, has over 1200 feet of main line track and needs ten operators.

See authentic replicas of famous locomotives such as 'Flying Scotsman', 'Papyrus' and 'Mallard', just three of the numerous locomotives used on this model to haul crack expresses. 'The West Riding Ltd' and 'The Yorkshire Pullman' are two of many express trains depicted on the railway, along with many more mundane services, express freights, local freights, as well as local passenger services.

The period modelled is from the late 1940's to the end of British rail steam, with acknowledgement of the diesel era. It is in the operation of the railway that they have concentrated their efforts. Operating their railway is more complex than many a real preserved line, and conceivably requires operating skills to any real railway, in that the operator not only controls the point work and signals, but also is the driver of the numerous trains.

The cornerstone of the operation of the railway is the timetable, which is produced using the time-honoured graph paper, in the same manner as was used by British Rail before the introduction of computers. The safe and effective running of the trains is ensured, as it was (and still is) on the L.N.E.R. and B.R. by division of the track into ten block sections. Each part controlled by a signalman (operator) using authentic B.R. system bell codes to request and give authorisation into and out of each block section according to the timetable, as on the real railway. Some sections are controlled by colour light signals, others by semaphore signals, either original G.N. lattice somersault, or latter upper quadrant types. Some seven to twelve minutes are taken for trains to pass between the two termini.



The jewel in the crown is their model of Kings Cross – a magnificent achievement in view of the fine detail incorporated in the model. The passenger station can accommodate ten trains, the trackwork here closely resembles the original, and incorporates some very complicated point work.

There are over 115 locomotives, 100 coaches, 200 wagons and vans, 150 pieces of point work, half mile of trackwork, 9 stations, 3 goods yards and 5 locomotive depots with turntables.

Anyone with the remotest interest in real or model railways, would find this layout fascinating, especially modellers of any gauge, but for '0' gauge collectors or modellers, the exhibition is a must.

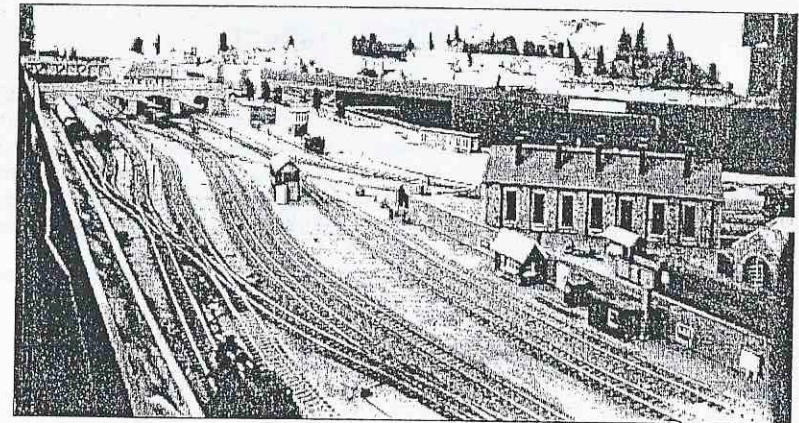
This railway will be open during 2004 on the following dates.

Saturday April 10<sup>th</sup>, Sunday April 11<sup>th</sup>, Monday April 12<sup>th</sup>, Saturday June 19<sup>th</sup>, Sunday June 20<sup>th</sup>, Sunday July 18<sup>th</sup>, Saturday August 28<sup>th</sup>, Sunday August 29<sup>th</sup>, Monday August 30<sup>th</sup>, Sunday October 17<sup>th</sup>, Sunday December 12<sup>th</sup> and Monday December 27<sup>th</sup>.

Open from 1.30pm to 6.00pm (Mondays from 10.30am)

Admission: Adults £2-50 Children and Seniors £1-50 Family (2+2) £6-00.

John Forman



Above: The down line approach to 'Hadley Wood'