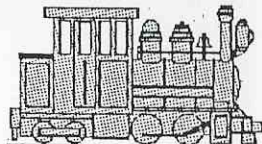


KRS (Model Railways)  
Casting Services  
14 Brickhill Road  
Heath & Reach  
Leighton Buzzard Beds  
LU7 0BA



☎ 01525 237873 (Home)  
☎ 07721 329252 (Mobile)

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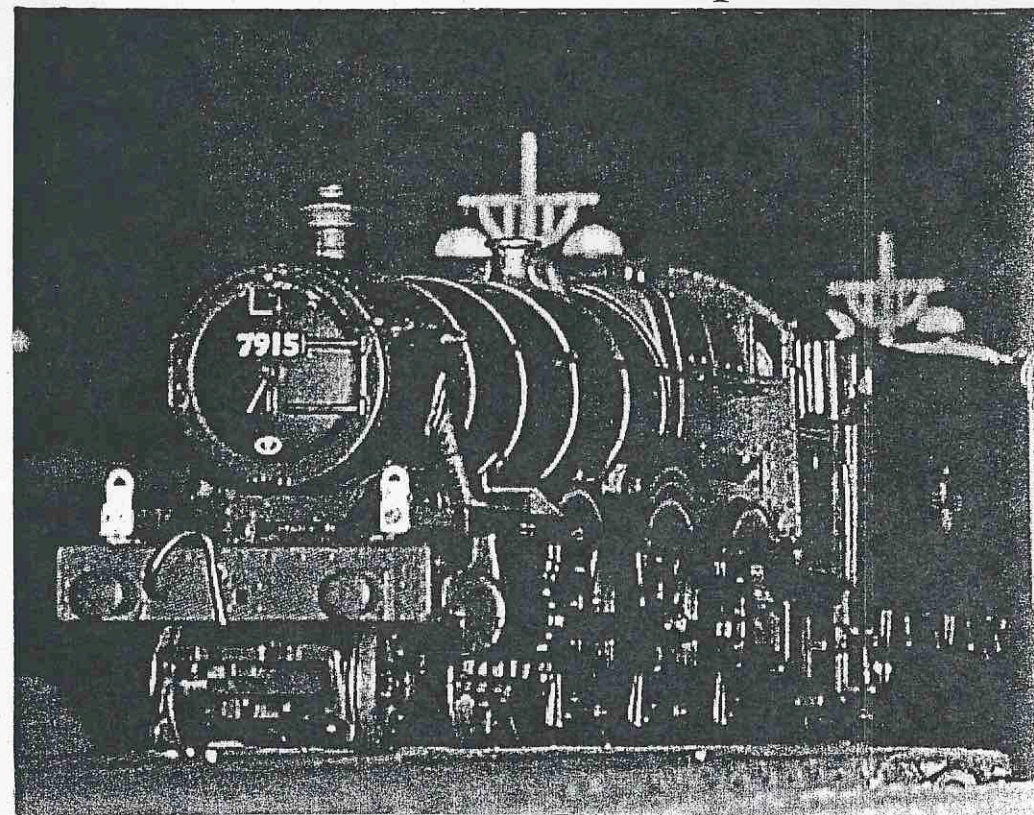
If you have any ideas on how to increase or improve our range, please do not  
hesitate to talk to us.

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. 129

Mar/Apr 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

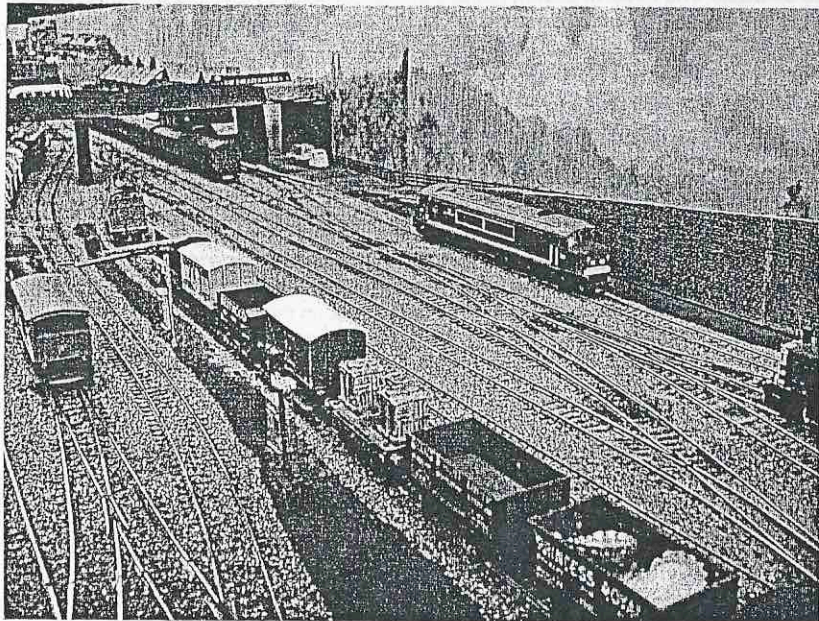
Ten locomotives passed into preservation. These can be found on the East Lancashire Railway, Great Central Railway, Keighley & Worth Valley Railway, Llangollen Railway, Midland Railway Centre, Severn Valley Railway and Spa Valley Railway.

## Models

The first ready to run 'Jinty' was introduced by Tri-ang as early as 1953. Over half a million models were produced and by the mid-1970s when it was part of the Hornby range, the tooling was badly worn and the model withdrawn. It was in its day a valuable addition to the limited number of ready to run locomotives available. It was, however, an extremely crude model by today's standards. A new improved model appeared in 1978 but this was withdrawn from the range in 1991 and has not been available since.

Graham Farish introduced an N gauge version in 1996. Bachmann reintroduced it into the range with a new chassis and other improvements during 2003.

The new Bachmann 'Jinty' is eagerly awaited by many



A scene from Gortonwood captured by the camera of Matt Rayner

## MILTON KEYNES MODEL RAILWAY SOCIETY FOUNDED 1969

### "Open Day is a great success"

Your Chairman found himself missing out on another MKMRS success story due to a clash of dates between our own open day and another model railway exhibition in the Scottish Exhibition Centre.

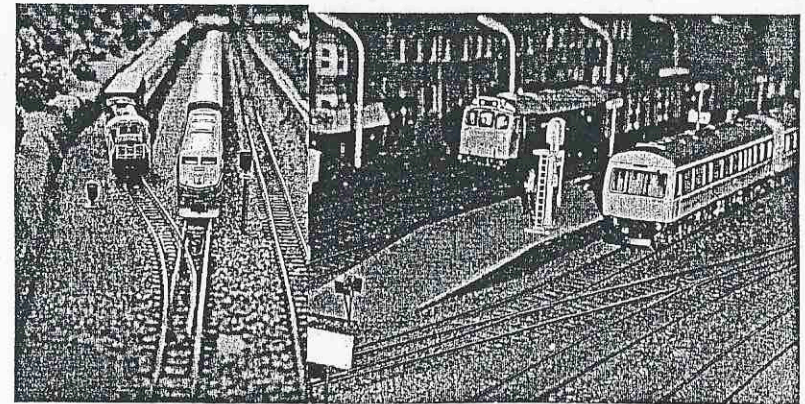
The good news was that over 400 people attended our bi-annual event at Water Eaton Church Centre. With all but one layout from within our own resources (and the exception was a friend of the clubs) then thanks to donations in the form of transport, printing, newspaper advertising etc. we were able to put on a high quality show without major expenditure.

Whilst some remember our old exhibitions at the Leisure Centre with great affection, others have less affectionate feelings for them. They were hard work and the last one that we did in 1995 cost a fortune to put on (some £6,000) and cost us a loss of £500.

The Open Day has now established itself in its own right and we look forward to a similar gathering in 2006. I hope to be there, I will try to get the Glasgow date changed to make sure I can be!

Dennis Lovett  
Chairman

Left: Black Bear and below, Melford. Both were seen at our 2004 Open Day. Photos: Matt Rayner



# Club Notice Board

## 2004 Woughton Swapmeets

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

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 May and will cover  
May / June

Contributions always welcome

## 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*

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

## 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 'Jinties', however, were not confined to shunting or working short distance freight trains. They could also be found on passenger workings. In the late 1920s, they were introduced on services operated from the North London Railway terminus at Broad Street on commuter services over the former Great Northern system. These ran over the link line between Canonbury on the North London Line and Finsbury Park on the main line out of Kings Cross. Even in the 1920s these trains were formed of 4 wheel coaches and 0-4-4T locomotives built by the NLR between 1865 and 1907. It was decided to utilise some of the new 'Jinty' locomotives as replacements for the ancient Adams designed tanks and these were delivered to Devons Road Depot at Bow for these workings. Ironically they continued to haul the 4 wheel coaches up to the cessation of services on 4<sup>th</sup> October 1940 due to the Second World War. These trains restarted again after the conflict and the 'Jinties' took over until Nationalisation in 1948 saw the introduction of other locomotives. The schedules required some spirited performances over the heavily used Great Northern route and the 'Jinties' could not have found more demanding work anywhere on the network.

7 locomotives built by Bagnalls were delivered in 1929 to the Somerset & Dorset Railway. The LMS and the Southern Railway jointly owned this line which linked Bath in Somerset with Poole in Dorset, running through the Mendip Hills. Up until 1930, the locomotives carried that line's distinctive Prussian Blue livery, before being absorbed into LMS stock and repainted into standard unlined black livery.

During the Second World War eight locomotives saw service with the War Department, three of them did not return home. During 1943 two locomotives were sent to the Northern Counties Committee, the LMS operation in Northern Ireland. These became Y Class locomotives numbers 18 and 19. These had to be re-gauged to 5' 3" gauge the standard gauge throughout Ireland.

For modellers with steep inclines on their layouts, the 'Jinties' provide ideal banking assistance. They were used on the famous Lickey Bank in Worcestershire and also to assist heavy passenger trains ascending Camden Bank on the exit from London Euston. When their trains were to be assisted over a hill or incline, locomotives would halt at a signal and await the banking locomotive. This would not couple up but would push against the buffers to assist the train up and over the incline, before drawing to a halt and awaiting the signals to return to the bottom to assist the next train. On the Lickey, up to three 'Jinties' were used to assist the heaviest trains. Today's electric train operation out of Euston makes banking an irrelevance whilst Pendolino's simply fail to acknowledge that this incline once brought inadequately banked trains to a complete stand!

During both LMS and British Railways days the class was painted in unlined black. They were renumbered in 1934 into the 7260 – 7681 series. These numbers were prefixed by 4 after the formation of British Railways in 1948.

The introduction of diesel shunters in the 1950s saw the gradual withdrawal of 'Jinties'. The last of the class was withdrawn in 1967.

## Jinty 3F 0-6-0T

Dennis Lovett traces the history of this class and reveals they did much more than shunting

The widespread use of 0-6-0 tank locomotives for shunting and trip working was common across most of the railway companies by the time of 'The Grouping' in 1923. The big four companies (Great Western, London Midland & Scottish, London & North Eastern and Southern) all found themselves with a real mixture, some of which were more successful than others.

Whilst the first 3F 0-6-0T (or 'Jinty' to most of us) was first introduced by Sir Henry Fowler in 1924, its origins can be traced back to 1874, when the first of Johnson's designs emerged from the Derby workshops of the Midland Railway. Many of these went on to be built by contractors. By 1899, two hundred had been built for use around the Midland Railway system. In 1899 a further batch of sixty locomotives was ordered from Vulcan Foundry. Built to an enlarged design, these were constructed with condensing gear for working over the widened lines in London, most of which ran in tunnels. During 1919, many of this batch were fitted with Belpair boilers during visits to works and these formed the basis for construction of the 'Jinties'.

The newly formed London, Midland & Scottish Railway Company (LMS) looked initially to Derby to fulfil its motive power requirements, rather than the former London North Western works at Crewe. Henry Fowler, its Chief Mechanical Engineer in 1924, was himself a former Midland Railway man, although George Hughes of the Lancashire & Yorkshire Railway was senior and saw through the initial transition before opting for retirement. The LMS operated some 19,000 track miles, employed some 250,000 staff and went on to become the world's largest privately owned company prior to the Second World War.

Four hundred and twenty two 'Jinties' were constructed between 1924 and 1931. The first batch of twenty were constructed by Vulcan Foundry, whilst the North British Locomotive Company in Glasgow constructed the next fifteen. Further batches were built in 1924/5 by Hunslet, North British (1926), Vulcan Foundry (1926), Hunslet (1926/7), Bagnall (1926/7) Vulcan Foundry (1927/8), Beardmore (1928), Hunslet (1927/9), Bagnall (1928) and Beardmore (1928/9). The final batch of 15 locomotives was constructed in the LMS workshops at Horwich, Lancashire during 1931. Although built to a standard design, there were nonetheless minor variations between the batches.

The 'Jinties' were very versatile locomotives and were ideal for shunting large stations and yards. They were equally at home in exchange sidings or on trip workings conveying goods wagons from larger stations and yards to others in the area for delivery or loading. Often this would require shunting operations at the station or industrial complex concerned.

## The N Gauge Story – Part Twelve

By Dennis Lovett

### Railfreight 47 and wagons

The March 1988 Railway Modeller reviewed the latest Class 47 variant, No. 47231 "The Sillcock Express" which appeared in Railfreight Speedlink livery. It was available for £45.95 from dealers.

New modern image wagons were also reviewed alongside the loco. These included an OBA open wagon in BR bauxite or Railfreight orange/grey, costing £2.80. The VBA closed van was available in the same liveries for £3.10. The other new release was a 4 wheel wagon carrying a 20' container in OCL colours, which was also priced at £3.10.

Extensive reviews of the OBA and VBA wagons appeared in the July 1989 issue of Model Railways. The article also included photographs and background notes of the prototype wagons.

### A3 Prince Palatine joins the roster

The LNER Class A3 locomotive No. 60052 "Prince Palatine" was released in its final British Railways form appearing with the German smoke deflectors, double blast pipe and double chimney. Reviewed in the September 1988 issue of Model Railways, it was priced at £51.95.

### 1989 Toy & Hobby Fair

Farish once again exhibited at The 1989 Toy & Hobby Fair held at Earls Court, London between 28 January and 1<sup>st</sup> February. According to the April 1989 Railway Modeller, no brand new models were announced at the event, the reporter did, however, note the Class 47 and Mark 2 coaches running in the red, blue and grey livery of Network SouthEast. Also reported was the commissioning of a non powered 0-6-0T for a special promotion for Shredded Wheat, the British breakfast cereal.

A new catalogue was available immediately.

### The Shredded Wheat promotion

I was somewhat surprised, but nonetheless very relieved, to find during my researches, a review of the non powered locomotive produced in conjunction with the breakfast cereal Shredded Wheat. The review duly appeared in the June 1989 issue of the Railway

Modeller, which must be the one and only time that a promotional gift from a cereal packet has been reviewed in the model railway press.

Although freelance, the locomotive had a distinct Derby influence, according to the reviewer. He continued "a stretched Jinty was the verdict of everybody to whom we showed the model".

Designed to be non powered, the locomotive was fitted with a non standard coupling, although the reviewer thought it would be possible to change the long pin coupling for a standard N gauge type without too much trouble. The review contained some advice on how to get the locomotive to run better, by trimming the coupling rod pins a little, to stop the coupling rods binding. The locomotive could be pushed around a layout but many were used for display or on layouts to sit around the shed as static models. The locomotive was in black livery and carried branding "The Shredded Wheat Co".

The model was available only through the Shredded Wheat promotional packs for which tokens were collected and sent in for a model. The 4 wheel coaches previously mentioned in this column appeared in yellow livery with Shredded Wheat branding.

A non-standard hook and pin coupling system was employed with one of each type being fitted on to the coaches.

## Network SouthEast takes a bow

Three years after it was launched on 10 June 1986 (the author was responsible for the Richmond element of the launch on the day!), the June 1989 issue of Model Railways, contained an extensive review of the Class 47 locomotive and Mark 2 coaches. These were released in the colourful red, blue and grey livery of Network SouthEast (note the capital E in the middle word and no space between them), the locomotive appearing as No. 47582 "County of Norfolk". This appeared in the original launch livery, which was still in use, although a revised livery with a darker blue and less brash cab ends was beginning to make an impact. This later livery would also appear on Farish models.

The reviewer in Model Railways praised the printing of the complex NSE livery on the Mark 2 coaches, he took the company to task for producing the TSO (Tourist Second Open) and FO (First Open) in the air conditioned variant of the Mark 2 coaches, particularly as NSE did not have any such coaches in its fleet. All the NSE vehicles were the earlier versions of the coaches and were without air conditioning. In order to provide a more prototypical coach it was necessary to provide air vents in the roof and remove the air conditioning equipment from below the coach.

The Model Railways reviewer, expressed surprise that as NSE operated large numbers of Mark 1 coaches on Thames and Northampton line services, that Farish had not opted for the Mark 1s rather than the chosen Mark 2s, then in use mainly on services between London Waterloo and Exeter. The Mark 1 option was never acted upon, although Lima took it up in O gauge – this time we made sure that the grey was the right colour!

## Merley House

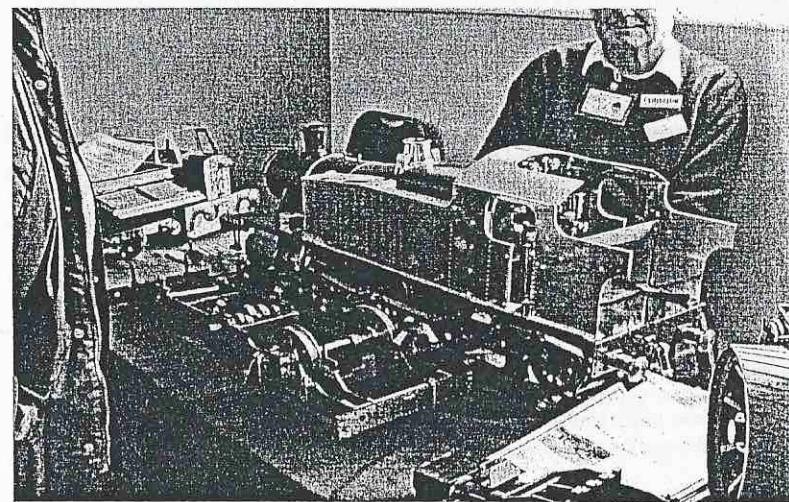
John Wylie, the author of "The professional approach to Model Railways" produced an N gauge layout, some 30' long, for the book and the subsequent video, which featured mainly Farish equipment. It was exhibited at the Merley House Model Museum, which also featured a collection of die-cast model cars from the collection of John Hammick.

Merley House is a restored Georgian mansion; situated just off the A31 Wimborne bypass and Farish supported the museum. The layout incidentally features in the 1990/2 catalogue.

The article in the May 1988 issue of Model Railways explained that "a Graham Farish General Purpose tank locomotive ran from a Saturday morning to a Monday evening, 55 hours in all, without stopping and pulling 16 wagons. Travelling at .75 miles per hour, it completed 41.25 real miles without stopping. The loco continued to run on a daily basis for a further 66 hours (another 49.50 real miles) before being withdrawn from service, well and truly establishing the reliability of these N gauge models".

The model museum closed around 1998 and is no longer part of the attractions at Merley House. Peter Graham-Farish has reported that a computer company now occupies the former museum site.

*To be continued*



Big Trains were also on show at our Water Eaton Open Day. Photo: Matt Rayner