

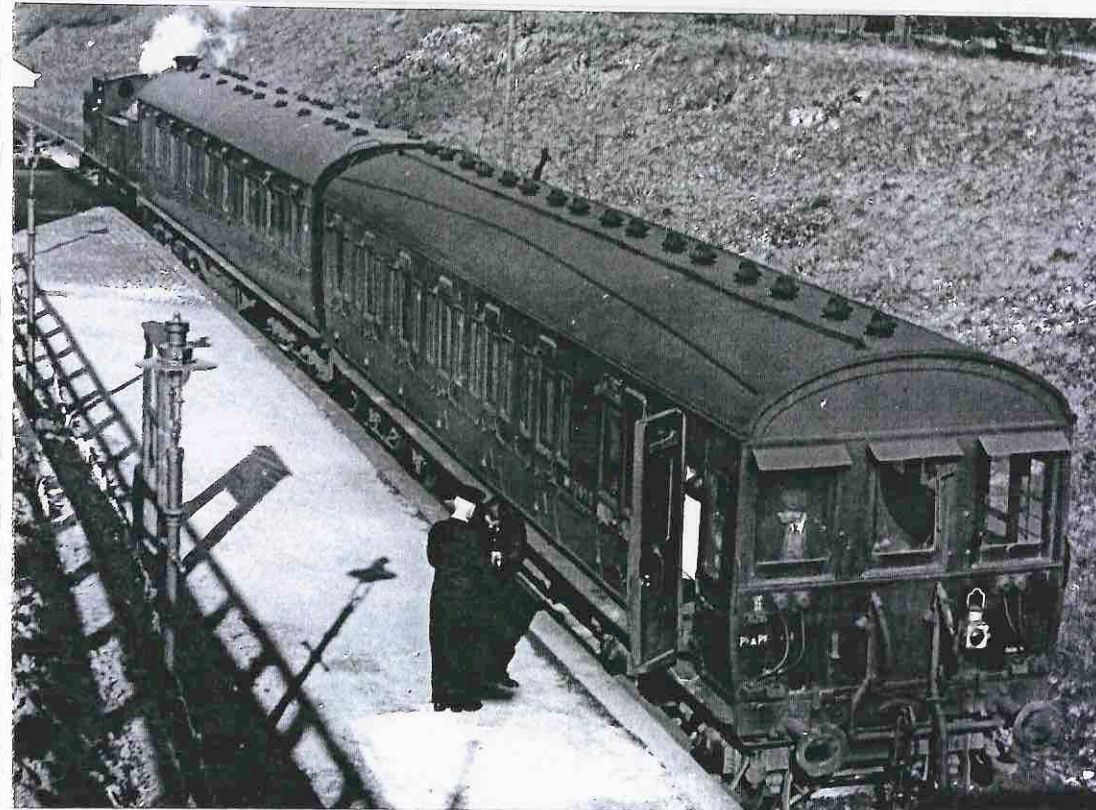


Above - A former SR mogul awaits its fate at Woodhams, Barry Island in 1976. Photo: Dennis Lovett

MILTON KEYNES
MODEL RAILWAY SOCIETY
NEWS

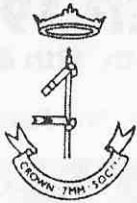
No. 13

APRIL 1993



Front cover - An auto train at New Bradwell, Newport Pagnell Branch. Photo: Gordon Etherington

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Crown 7mm Society

Presents
 In conjunction with the
 Gauge One Development Society
**The Fifth 'O' Gauge
 Model Railway Convention**

Saturday 5th June 1993

10.00 am to 5pm
 at the
 Bletchley Leisure Centre
 Princes Way, Bletchley, Milton Keynes

Featuring: Bring & Buy Stall
 A number of 'O' Gauge layouts and Gauge 1 layouts
 Trade Stands, Test Track for Gauge 1
 Modelling Demonstrations in both scales

Refreshments - Licensed Bar - Free Parking

MILTON KEYNES MODEL RAILWAY SOCIETY

The club was formed in 1969 and is an Associate Member of The Model Railway Club and a Member of The Chiltern Model Railway Association.

President:	Jim Wood	Secretary:	Chris Hughes	Committee:	Geoff Bell
Vice President:	Les Wood	Treasurer:	Gordon Etherington		Fred Collins
Chairman:	Dennis Lovett	CMRA Rep:	Eric Bowman		Colin Catley
Vice Chairman:	John Symons	Librarian:	Mark Wilson		Chris Garner

Improving Communications

The first issue of MKMRS News was published a year ago (April 1992) as a simple affair aimed at improving communication. I know from what has been said to me personally and more recently at the AGM, that it is more popular than any of us ever envisaged.

Part of its success can be attributed to the way in which MKMRS News was presented. Thanks to the installation of expensive professional equipment at my place of employment, my colleagues and I adopted MKMRS News as a harmless staff training package (harmless in so much that if it was messed up - no careers would be at risk!). Both I and my two colleagues cut our teeth on the equipment and experimented with MKMRS News without undue risk. Having mastered the technology, the department was able to produce virtually anything at very short notice, so it was a good exercise for us all.

I have now left for another railway company, and now have the opportunity to bring them up to scratch and into the 1990's. I no longer have access to high tech Desk Top Publishing equipment or colour equipment, but one day I hope that can be remedied.

MKMRS News will still continue to be produced and will have to revert back to more conventional production means. Technicolour covers may also become a thing of the past once existing stocks have been used up. I trust you will bear with me during these changes and that you will still be able to enjoy the results of our labours.

I said twelve months ago that MKMRS News was being introduced as an experiment. The experiment will continue for another twelve months at least. My only concern is how did we do without it??

Dennis Lovett
 Chairman

Club Notices

Gauge O Guild Convention, 27 March

The Gauge O Guild are using Bletchley Leisure Centre on Saturday 27 March for their Spring Convention. MKMRS have been asked to provide both stewards and catering and you will find in the middle of this magazine, a sheet asking for your availability on that date. We would also welcome assistance from Wives, Girlfriends and daughters in the catering department and Fred Collins will be delighted to supply any information. Geoff Bell will be co-ordinating your replies. We need a good turnout for this event and I hope as many of you as possible will help us with duties. We shall also be manning the cloakroom and combined magazine sales stand.

Club Diary

30 March - Mike Hedderley has travelled around the world photographing steam trains and has an excellent collection of pictures from Poland, Russia etc. This should be a good evening. Starts at 8pm in the club room.

27 April - QGM. There will be a short QGM in the club room commencing at 8pm. This will be followed by some of the Gauge O Guild slide/tape programmes. Despite being run by the Guild, the programmes are not just confined to O Gauge but cover many other scales.

4mm on the Rails

We reported last month on Geoff King providing a wide range of 7mm kits in partnership with Rails, 21 St. Marys Avenue, Bletchley. This arrangement has been expanded recently and now includes 4mm locomotive kits and associated items at very competitive prices.

MK Swapmeet

The next Milton Keynes Swapmeet will be held on Sunday May 16 at the Woughton Centre, Rainbow Drive (off Chaffron Way, H7) from 1100 until 1530.

ExpoEm

ExpoEm is being held at Bletchley Leisure Centre over the weekend of May 15/16. There is no official MKMRS involvement, but the show is usually worth a visit.

Exhibition Diary

27 March	Abingdon
10-13 April	York
10-14 April	MRC Exhibition, London
24-25 April	SNCF Society, Derby

YORK

EASTER 1993

April 10th, 11th, 12th & 13th
at

The Main Stand, The Racecourse

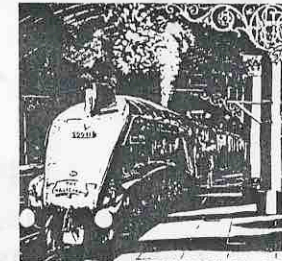
BIGGER THAN EVER!

At least 33 layouts including:
'Ditchling Green', 'Marlstow', 'Maidstone Road',
'Lower Loxley' & 'Ashford in the Water'

34 Trade Stands (Most well known)

8 Specialist Societies

ON TWO FLOORS



A MODELLER'S SHOW OF THE HIGHEST QUALITY!

Organised by amateur enthusiasts for an enthusiastic public

Open 10.00 a.m. to 7.00 p.m. (Tues 6.00 p.m.) Sun opening 12.00 noon to 5.00 p.m.

LAST ADMISSION 45 MINUTES BEFORE CLOSE

Car Parking for 800 cars

Bus Service from Railway Station

NO INCREASE IN ADMISSION PRICES THIS YEAR!

ADMISSION: £3.00; Children, Senior Citizens, & UB40 holders: £1.50

FULL REFRESHMENT SERVICE AVAILABLE WITH LICENSED BAR

ModelRAIL93



BRITAIN'S ONLY ALL MODERN MODEL RAILWAY EXHIBITION

ModelRAIL 93 -
the show you cannot
afford to miss

The Alban Arena
St. Albans, Herts

Saturday and Sunday
May 22 and 23 1993

The Model Railway Club

 will be presenting the 

68TH INTERNATIONAL

**MODEL
RAILWAY
EXHIBITION**

IMREX 93

AT EASTER 1993
Saturday 10th April —
Wednesday 14th April 1993

at

The Royal Horticultural Society's Halls
Vincent Square, London SW1

Note the dates now

Admission	Advance	Advance bookings with SAE from:
Adult	£4.75	Hobby Publicity Ltd. (Dept AB)
Child/OAP	£2.50	Keen House, 4 Calshot Street
Family	£13.00	London N1 9DA

QUIZ CORNER from SAGITTARIUS

LNER MEMORIES

Z Y Y F J N V Z L Y S D L S S D P Q
X A N D Y H T E B R P U O P P R E A
C E B A D P A E T R B I N S I A T Z
V R L A H E R B V A H K U D O B E X
B A L C A Z A R B G Q E D A N I R S
N R R E K A C D W N I R F N K R P W
M E A S M W G U F E R O R T O R O E
L U B E E G A Z E L L E M P P D U D
K O Y D E N K E D G U C A L R O N C
J G C Y T T A X B O N G O I F R D V
H J A I R O U L C V C U G J E M T F
G F S U G H G U N A Y W O M E N E R
F K T C D E M M T H L E U S B O X F
D N L G W S T L A U R L L T G T T V
S O E T E E A E F C P Y B P S H W B
A T N K R G B Y N G J K S O V S M G
Q W E Y O R W C N U Q R Y U Y A O T
W N A H E O E A Y F H E P E L Y R Y
E E J S D R R S F G S E A M I C I H
R D K N E H N T A L M U R M D U B N
T D L C E F C L I V E R P O O L I M
Y A I T R D N E L F E D J S K E M J

There are 22 Eastern Region steam engine names hidden in this box. Can you find them all?

60098 Spion Kop	61037 Jairou
60099 Call Boy	61040 Roedeer
60136 Alcazar	61624 Lumley Castle
60518 Tehran	61648 Arsenal
61003 Gazelle	61664 Liverpool
61005 Bongo	62438 Peter Poundtext
61014 Oribi	62483 Glen Garry
61015 Duiker	62680 Lucy Ashton
61018 Gnu	65216 Byng
61028 Umseke	65222 Somme
61030 Nyala	65233 Plumer

Profile - John Mann

John Mann became a MKMRS founder member along with son Chris. A career railwayman, he moved to Bletchley in 1968 from Verney Junction station.

Born in Batley, Yorkshire, John like most of his generation, began in the hobby with Hornby O Gauge. Problems were soon encountered however, when Father forbade any extension of the oval + siding system. A family friend also modelled in O gauge and had a layout on a baseboard, the first proper "private" layout he encountered. It had been built for his child - a daughter! His friend eventually moved to a house where the layout was able to take over a large cellar. This man introduced John to the works of the Rev. Edward Beal, whose books he devoured. No real models were built until John married and even then no layout could be built, thanks to John living in railway accommodation and regularly moving jobs.

John is very modest about the part he played in the forming of the EM Gauge Society, which celebrates its 40th Anniversary in a couple of years. He wrote a letter to the Railway Modeller asking what had happened to EM gauge and the Society was formed as a result. John became its first Secretary.

Around the same time, John ventured into TT gauge, which had begun to be supported commercially. He was dissatisfied however with the scale/gauge relationship, which led to him undertaking some work with a correct track gauge of 13.5mm (TM). EM wood sleepers were used and track was made. A J50 was built utilising the Triang TT chassis.

John's next move was to British HO scale which came about following John meeting the well known HO modeller, J.K. (Jack) Nelson. Jack was a scenic specialist well known for series of LNWR dioramas which found a home after his death at the Conwy Railway Museum at Betws-y-Coed, North Wales. After seeing the GN N1 that John had built, Jack asked him to undertake some work for him and a LNWR Jumbo was built. This model was professionally painted before being installed on one of the dioramas (it is still there - Ed!). Jack Nelson was obviously pleased because a Cauliflower Goods and a Prince of Wales followed. Contact was lost when John moved to a new job in the West Midlands.

In the Summer of 1960, John moved to Verney Junction. Whilst there he built an HO gauge terminus layout, but this was soon abandoned due to lack of commercial support and a return to EM was undertaken. His first loco (a J1 0-6-0 Express Goods) was started but never finished. John still has it and promises that it will be built one day!

John joined the club and became Editor of the Club Magazine. Under his Editorship 26 editions were published between 1970 and 1982. John in his Editors role, also served on the MKMRS Committee. A diversion into N gauge followed and John was active on the Winslow project which is now being chronicled elsewhere in this magazine (see In the beginning - Ed.). However John remains faithful to EM and has started constructing a new layout in his loft based on LNER practise.

John is a regular contributor to MKMRS News and likes to keep in touch with club activities. As the founding father of the EM Gauge Society, he is delighted that our own EM project is taking shape.

Pullman Puzzle

By John Mann

For some years I've had in my loft a Hornby Pullman First (00 gauge), which was so grotesque that I looked on it as mere junk! The height responded to something like Russian loading gauge, the roof bulged upwards and it looked altogether too long.

Sometimes on a Sunday afternoon, we all go mad and start attacking some item of stock which has been for too long at the back of the mind and work begins. It seemed the only way to reduce the height was to attack the underframe, which is the type of job we could all do without. The plastic is extremely hard, but eventually I managed to reduce its height to reasonable proportions and the buffers are now only .5mm higher than the rest of the stock. The vehicle weight is about right and the coach trundles around the track with the solidity of the prototype. I nicknamed it "Jumbo".

So impressed was I with the outcome that the other week I visited Beatties, Bletchley branch to purchase a Brake End to match. Behind the glass I found one, £13.25, which seemed a lot. A bit later after spending some minutes contemplating the expense and the fact that a lot of the asking price was about to be hacked into the waste bin, I asked the Manager about the proposed updating of Hornby prices, which he told me is done once a year. Hornby it appears have done their bit for the computer industry and he expected updated lists within days. I decided not to buy, but still fancied buying the thing! I could have always ordered mail order, and I found Cheltenham Models offering the coach for £11.99 + £1 postage. I could have ordered it but the chances are I would have been out the day the postman called and he'd leave me a card asking me to collect it from Dawson Road.

The following week, I wandered round the Thursday market at Milton Keynes, and found a gent with a stall full of secondhand rolling stock. He had a Pullman but no brakes and has someone had painted(!) the roof it was all mine for £4.

Arriving home I looked at my acquisition, it was nothing like "Jumbo". It was shorter, had a correct roof profile and was the correct height, all round a better model. The Editor during a visit confirmed that this vehicle was from the much earlier Triang series. Carrying the name "Mary", I checked up on it in "Pullman" by J. Morrell. Whilst several "Mary's" appeared there was always a surname. At the end of the book however I found that "Lorna 2" had been bought by the Keighley & Worth Valley and renamed "Mary" after the wife of their late President, Bishop Treacy of Wakefield. So it will do for me!

After fitting EM wheelsets, the coach was joined with "Jumbo" and the pair run perfectly. It must be one of the rare occasions when a latter day Hornby product has been bettered by an earlier Triang offering.

Routes

The chief railway centre of the area is Innsbruck. Mainline routes come from and go to Germany in the north along the Inn valley, Switzerland and France in the west over the Arlberg Pass, Italy in the south through the Brenner Pass and the rest of Austria in east through Salzburg, (see map). There is also a minor route, built between 1908 and 1912, which climbs off to the north-west over the Karwendel Mountains through Seefeld and Garmisch-Partenkirchen to Munich.

Motive Power

Austria has had a locomotive construction industry for almost as long as there have been railways and, naturally, it has been subject to the usual economic forces which have affected that industry throughout the world. The Austrians were pioneers in the use of electricity on railways and gradually replaced steam traction from the early years of this century.

Nowadays all the mainlines and most of the secondary ones are electrified but there are still some which rely upon diesel power.

Electric locomotives are used for express trains, local trains, goods trains, trip working and shunting.

To be continued.



Class 1063 resting from shunting duties in the station at Kitzbühel. 8 October 1992.



SPRING CONVENTION BLETCHLEY

on: **SATURDAY 27th MARCH, 1993**
10.00 am to 5.00 pm

at: **BLETCHLEY LEISURE CENTRE**
BLETCHLEY

(FOLLOW LEISURE CENTRE SIGNPOSTS)

See: **LAYOUTS**
SPECIALIST TRADERS
BRING AND BUY STALL
REFRESHMENTS

More for the 7mm modeller!!

In the beginning (part 11)

26 February 1980 saw Colin Stacey give an illustrated talk at the club room.

At the February committee meeting, Tony Hill was appointed Project Leader for the N gauge "Winslow" layout. Les Wood had acquired plans of the prototype and the layout 20' x 2' was to be built on the dumb bell principle. Gordon Shrimpton was appointed layout co-ordinator for the Verney Junction OO layout.

Newsletter No. 22 was issued in March 1980. Articles included reflections on our 1979 Exhibition, a report on the Farmyard & Rabbitmarch layout by Peter Jarvis, an article on different glue types and a profile of the Rev. Edward Beal entitled "The man who created an industry".

The March speaker was Ian Rixon of the local group of the Festiniog Railway who addressed us on March 25.

April 1980 saw George Barratt appointed Chief Electrician of the Verney Junction layout. Work also started on renovating the upstairs club room, with Terry Scott in charge of activities. Chris Holmes represented the club at Stowmarket with his 0.16.5 narrow gauge layout on April 19. Les Wood and Gordon Etherington represented the club at the National Exhibition Managers Conference on April 26.

At the April QGM held on April 22, Les Wood (Chairman) outlined that part of the Verney Junction layout had been on display at Neals Toy Shop in Queensway, in conjunction with the launch of a local railway book from the pen of Arthur Grigg. He also reported that 5 members of the Society had operated the Model Railway Club O Gauge layout for one day during the Easter MRC Exhibition. The committee was looking at ways of improving communication and was also concerned at the poor turnout on evenings when a speaker was present (some things never change - Ed!). Les also announced the opening of the club on Friday evenings to allow work to be undertaken on layouts. Fred Clow was keen for the club to acquire a lathe and the Chairman felt it was beyond our resources for the time being. A vote was taken. 6 members were in favour, 9 were against and 5 abstained. We now have one!

At the May committee meeting it was reported that West Bletchley Model Railway Club had closed down, and Holne Chase was now available for use by MKMRS again.

The old O gauge, OO Buckingham Road and layouts from members Les Wood, John Dibben and Terry Scott all represented the club at Wellsmead School Fete on 17 May. After this event, Buckingham Road was moved to Holne Chase and put into store. It was subsequently sold for its baseboards.

A party of MKMRS members attended the Rainhill event which was held to celebrate the 150th Anniversary of the Liverpool & Manchester on 26 May.

To be continued.

ÖSTERREICHE BUNDESBahn IN WESTERN AUSTRIA

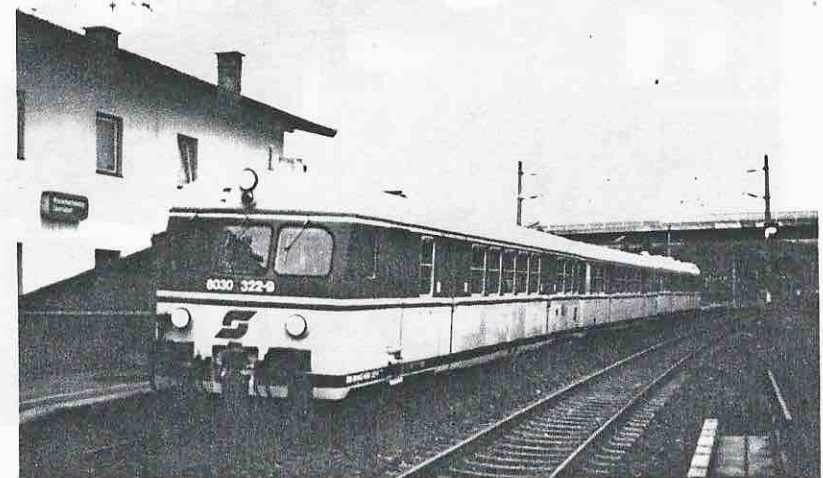
ERIC BOWMAN

Geography

Modern Austria is divided into nine districts. This article deals with the Federal Railway system in the two western districts, Vorarlberg and Tyrol, which form part of the ÖBB Innsbruck Division. These two districts are bounded in the north by Germany, in the west by Switzerland and in the south by Italy. The main geographical feature is the Alps, which run east-west along the country. This mountain range is divided by river valleys and passes which generally run north-south. The exception to this is the Upper Inn valley which runs east-west before turning north at Innsbruck.

History

Austria is the rump of a large empire which, in relation to modern western Austria, stretched far to the north, east and south. It covered modern Czechoslovakia, part of Poland, Hungary, Slovenia, Croatia, Bosnia-Herzegovina and north-east Italy and was split up after the First World War. So, during the 19th century, some railways were built for strategic reasons rather than trade. However, those mainlines built in the Tirol and Vorarlberg served both purposes because they had to follow the valleys and passes through the mountains. ÖBB celebrated 150 years of railways in Austria in 1987.



Class 4030.3 EMU at Wiesenschwang-Oberndorf on a Wörgl-Salzburg all stations service. 8 October 1992.