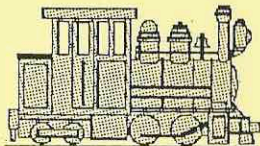


KRS (Model Railways)
Casting Services
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KRS are a manufacturer of white metal kits in 2mm 4mm 7mm.
We offer a building and painting service for any of the kits within the KRS range,
including any of the plastic kits, which we supply.
KRS can also build 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
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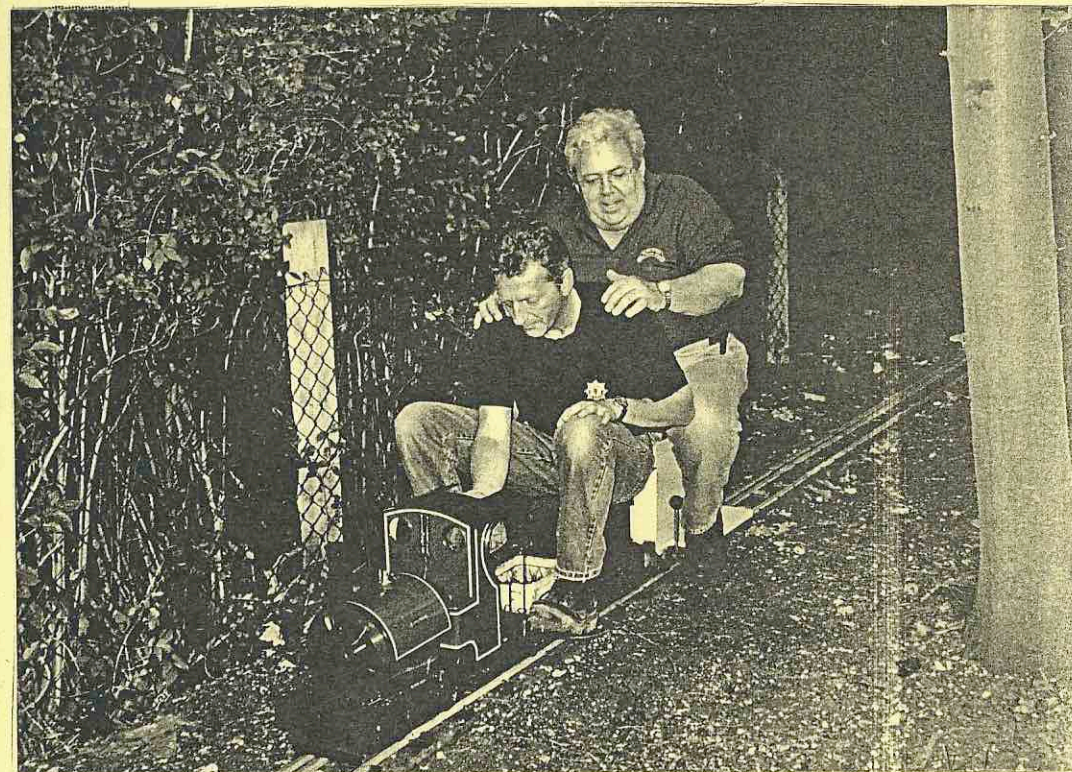
If you have any ideas on how to increase or improve our range, please do not
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Now available is the illustrated "N" Gauge catalogue
containing photos of all our kits including all the latest items
cost is £2.00 from the stand or £2.50 post paid.

MILTON KEYNES
MODEL RAILWAY SOCIETY
NEWS

No. 130

May/June 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

The 1991 Toy & Hobby Fair

Held at Earls Court, London the reporter from the Railway Modeller in its April 1991 edition wrote "undoubted star of the show was the Standard Class 4 2-6-4T, a brand new and beautifully detailed model of that attractive prototype". According to the reporter, several pre-production models were on the display tracks.

Other new items revealed at the Toy Fair included a Royal Mail Train (Class 47, NEX and NSX coaching stock), Class 37 in Railfreight coal sector livery, Class 33s in Railfreight Distribution and Railfreight Construction liveries. Eleven private owner wagons were also illustrated, some of which were reissues.

The Standard Class Tank takes a bow

The Standard Class 4 tank locomotive was reviewed in the July 1991 Railway Modeller. Two versions were produced in British Railways lined black livery, No. 80064 carrying the early BR logo and No. 80779 having the later version. The reviewer could only find a minor fault on the model, the lack of glazing in the cab side windows. A particularly useful addition to the motive power roster for suburban and branchline workings. Each version cost £48.56 on introduction.

Mark 4 DVT completes the East Coast train sets

Earlier in this article, I outlined that only the DVT (Driver Van Trailer) was missing from the Mark 4 coach sets which accompanied the Class 91 locomotive. This omission was quickly rectified with the release of the DVT which was reviewed in the December 1991 Railway Modeller. Finished in InterCity colours to match the rest of the train, the DVT sold for £12.95.

To be continued

MILTON KEYNES MODEL RAILWAY SOCIETY FOUNDED 1969

"200 years of railways"

For two hundred years locomotives have pulled trains across the British landscape. Humble beginnings in South Wales saw Richard Trevithicks 'Pen y darren' haul its first train of primitive trucks in 1804. Since then we have seen our railways transformed by Stephenson and countless others since. Others it could be argued have done their level best to get rid of them ever since.

I write this on the day that the latest generation of train is due to be moved along the East Coast Main Line to form the central exhibit in the modern traction section at Railfest, York. Once there it will welcome the latest locomotive to join the NRM collection in the shape of 4472 'Flying Scotsman', which has been secured for the nation following a massive £2.5m appeal to save it from being sold abroad.

Our railways are never out of the newspaper and I trust that Railfest will allow many to rediscover just how important they are to the nation. Those of us about to endure a 9 day blockade on the WCML and the resultant 250 bus replacements will need little convincing. No other mode of transport can transport people from Central London to Central Milton Keynes in little over 40 minutes. Yet we get so screwed up about it everyone is looking for complaint forms if the train arrives later than it should - yet everytime I run the gauntlet of the Milton Keynes rush hour I have to allow half an hour to do a journey that takes 5 minutes at other times of the day and night - yet no one complains.

Our recent trip to South Africa saw the railways performing their primary function. I saw nothing in the papers or on the television that even mentioned them - let alone laid into them as if they were responsible for all the worlds gloom and despondency. I was also reminded just how lucky we are as railway modellers - the only trains on sale in South Africa are American ones - since the demise of Lima, nothing - apart from a few resin kits or DJH locomotive kits can be obtained. Yet the British complain about the slightest little inaccuracy on the latest Bachmann diesel. To me, the Deltic is a superb rendition of what it is supposed to be - yet it has been slagged off in some quarters as being the worst diesel on the market. Even the Chairman of the Deltic Preservation Society failed to understand why and he was standing in front of the real thing when answering questions about the model he was holding.

If anyone wants to see a really bad model of a Deltic - see Ken's Hornby Dublo version. We should be thankful that our hobby has continued to grow and that we are better off than our fellow modellers in South Africa. They do, however, have the pleasure of

Spoornet handing them the keys on some routes and letting them play with their steam locomotives on the national network. I suppose that sums up why modelling there has declined. Why model in HO when you can buy a 4-8-2 at 12" to the foot - and at price lower than some people pay for their models!

Keep up the good work

Dennis Lovett
Chairman

Subscriptions

We have managed to hold the subscription levels for the past five years. However, as our financial needs have grown, the Annual General Meeting held in January, decided that subscriptions should be increased to meet this demand. Therefore the new annual subscription rates, effective for this year, are:-

Full Members aged under 65	£35
Full members aged 65 and over	£25
Associate Members	£20

Many of you have already paid your subscription. Unfortunately I am not able to see all of you when I come to the club. I am quite happy to receive your payments through the post or you can leave them in safe keeping at the club rooms where they will be passed on to me.

Eric Bowman
Treasurer

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 April Railway Modeller also reviews the application of the InterCity livery to the Mark 2 (two types) and Mark 3 Coaches (four types). The reviewer comments that the coaches had been completely retooled, previous coaches having inserts in the window areas. The new tooling enabled the livery to be tampon printed on to the clear coach sides, thus providing excellent flush glazing opportunities. The new Mark 2s retailed at £7.50, whilst the Mark 3s cost £7.95 each.

The 1990 Toy & Hobby Fair

The Railway Modeller reported that "this attractive [Graham Farish] stand always includes working demonstration tracks which show off the massive range of N gauge locomotives and rolling stock". The reporter continues that the "star of the show was the beautiful Class 91 locomotive.

Ironically, the report below was the first to cover the appearance of Bachmann at its inaugural Toy Fair, following the companies entry into the British ready to run OO market. Ten years later, Bachmann took over the Farish range.

Mark 4 coaches

To compliment the Class 91 locomotives, Farish introduced 3 versions of the Mark 4 coaches, which like the locomotive had been built for the East Coast Main Line. A complete train could now be assembled, although the DVT (Driver Van Trailer) was outstanding. The coaches were reviewed in the October 1990 edition of the Railway Modeller and sold for £7.95 each.

New liveries for the 37s and HST

The Class 37 appeared as 37887 in the livery of Railfreight Petroleum, whilst 37906 was released in the Railfreight Metals and Automotive colour scheme. Both sold for £52.00 each and were reviewed in the October edition of the Railway Modeller.

The HST set (High Speed Train) appeared in the latest InterCity "swallow" livery. The Mark 3 coaches to extend the set had already been released (see above). The HST set consisting of 2 power cars and 1 intermediate coach retailed at £61.99.

Power to the People

A new range of power units and controllers were released in time to be reviewed in the December 1990 Railway Modeller under the "Powerbox" branding. These were manufactured exclusively for Graham Farish by AGW Ltd. Designed specifically for the operation of N gauge trains, they could also be used, with one exception, for operating OO also. Six different units were provided and these sold between £24.50 and £40.50.

The former Great Central lines also used the class extensively. They worked express and local passenger services in and out of London Marylebone. They were also used on the Annesley - Woodford Halse fast coal trains which were known as "windcutters", a reference to the speed that was attained on a railway that was well engineered and less busy than other parts of the LNER network.

Wartime demand saw more extensive use of the Class over additional parts of the LNER system. Woodford Halse received an allocation to assist with the increased traffic from the GWR at Banbury destined for the North East (and vice-versa).

In 1945, Thompson rebuilt K3 No.206 into a two cylinder locomotive. After entering Doncaster Works in February 1945, much of the original locomotive was replaced including frames, driving wheels, cylinders and the boiler. Although performance improved, the cost of rebuilding could not be justified.

By nationalisation in 1948, when British Railways was formed, the Class could be found all over the former LNER system. For example, 38 locomotives were allocated to former Great Eastern sheds in East Anglia, including March, Lowestoft and Norwich.

By the end of the 1950s, diesel locomotives were being introduced in large numbers. The first K3 was withdrawn in February 1959 and by December 1962, all were gone. Some of the locomotives allocated to Woodford Halse were moved to the London Midland Region with transfer of control of the former Great Central line from the Eastern Region.

Models

The Bachmann model will be the first ready to run OO example since Hamblings produced one in 1938. It has not been available for many years. Wills produced a kit in 1961 which passed to South Eastern Finecast in 1988. The kit was completely retooled in 2001. Anchoridge produced a limited edition kit in 1983, produced for them by Proscale.

The N Gauge Story – Part Thirteen By Dennis Lovett

The first electric locomotive arrives

The Class 91 electric locomotives were built for the East Coast Main Line electrification at the end of the 1980s, the prototype locomotives taking to the tracks in 1988. The Class 91 became the first electric prototype to be manufactured by Farish and was reviewed in the April 1990 Railway Modeller. It was produced in the latest InterCity "swallow" livery and retailed at £52.90. The locomotives are currently in service on the East Coast Main Line with Great North Eastern Railway (GNER).

Club Notice Board

2004 B B Q - 10th July

An evening BBQ is planned for the evening of the 10th July. For further details please see Jeff Mathie. A list is on the notice board in the club room.

2004 Woughton Swapmeets

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

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 July and will cover
July / August
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*

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

Gresley's K3 2-6-0s

Dennis Lovett traces the history of this LNER locomotive designed for mixed traffic main line use

Nigel Gresley (later Sir), when Chief Mechanical Engineer of the Great Northern Railway, designed his first 2-6-0 two cylinder locomotive in August 1912. This H1 Class locomotive went on to become the London & North Eastern Railway (LNER) K1 Class. Further developments saw the two cylinder H2 Class (later LNER K2 Class) emerge from Doncaster Works in April 1914, whilst the first three cylinder locomotive in the shape of a 2-8-0 (later LNER O2 Class) appeared in 1918.

That year (1918) Harold Holcroft wrote in "The Engineer" that Gresley's three cylinder designs could be further improved and in January 1919, Gresley met Holcroft and a revised design for the third cylinder resulted.

Such evaluation favoured a three cylinder 2-6-0 where improved performance would enable the class to be used on both passenger and fast freight trains over the main line. To an order placed in June 1919, the first of ten H4 Class locomotives (later LNER K3 Class) appeared in March 1920 and by August 1921 all ten locomotives had been completed. These were numbered in the Great Northern Railway series 1000 - 1009 and utilised the revised Gresley / Holcroft design. These carried Great Northern Railway (GNR) lined green livery and a GNR windowless cab. The Class ran with GNR Type B tenders.

After the Grouping in 1923, the Great Northern Railway became part of the London & North Eastern Railway. Gresley became Chief Mechanical Engineer of the newly formed company.

In October 1923, Gresley decided to build another 25 locomotives and the order was placed with the former North Eastern Railway (NER) works in Darlington. A further 25 were ordered from the same source the following month (November 1923). Darlington took the opportunity to incorporate an NER-style cab with two windows on each side, whilst the tender was replaced with an early form of the LNER Group Standard tender with flared sides. The designers also ensured that the locomotive complied with the smaller loading gauge as previously the GNR-built locomotives had been restricted to working the London (Kings Cross) - Peterborough - Doncaster corridor. All 50 locomotives emerged between August 1924 and April 1925.

In November 1924 a further 10 locomotives were ordered from Darlington and these were duly delivered between August and December 1925, bringing the strength of the class up to 70.

Another batch of 20 locomotives was procured in August 1927 from Doncaster works. These were a development of the earlier locomotives and had improved valve gear. Often referred to as the 1300 series, these locomotives had larger cabs and revised window

design. After complaints from footplate staff, the cabs were modified again to provide better protection from the weather. This batch was delivered between April and December 1929.

Darlington received an order in December 1928 for a further 9 locomotives. These entered traffic between July and August. These locomotives also appeared with the revised cab as fitted to the earlier Doncaster built 1300 series.

Twenty locomotives were ordered from Armstrong Whitworth in May 1930, deliveries taking place between March and June 1931.

In February 1934 orders were placed with Armstrong Whitworth for 10 locomotives and with Robert Stephenson for a further 10. The Stephenson locomotives had ironically been ordered as part of the 1935 investment programme and 5 of them were received early between July and September 1934. These had to be stored until January 1935 when they could be entered into traffic, with the other 5 joining them in the same month.

Final orders were placed with the North British Locomotive Company in January 1935 for 20 locomotives. Two months later, Darlington was given an order for a further 4 examples and for another 20 in September of that year. The final order was placed with Armstrong Whitworth in December for 10 locomotives.

Needless to say, there were considerable differences between the various batches and readers will need to work closely from photographs if attempting to modify a Bachmann locomotive to represent a personal favourite.

The emergence of the V2 Class 2-6-2 locomotives in 1936, resulted in the end of K3 building. The K3's, with 193 examples in traffic, were spread across the LNER network from Kings Cross to Glasgow and Edinburgh. The first locomotives were allocated to Kings Cross (London), Peterborough (New England) and Doncaster. They were employed on fast fish trains from Grimsby and Cleethorpes to the capital. K3's were soon introduced on fast freight trains between Kings Cross and Manchester Deansgate, where speed was an important factor in competing with both the Midland and West Coast main lines, which were more direct.

By 1932, there was a need to speed up the many coal trains running between Peterborough and Ferme Park (Homsey, North London). Hauling 56 ten ton wagons, the K3's reduced the journey time to half of that previously taken.

Doncaster-based locomotives were frequently allocated to passenger services between the town and Lincoln or Peterborough. On occasions they worked express passenger trains on the East Coast main line and were often used for excursions or football specials.

A number were based at Carlisle Canal for working over the torturous Waverley Route between Edinburgh and Carlisle via Galashiels and Hawick.