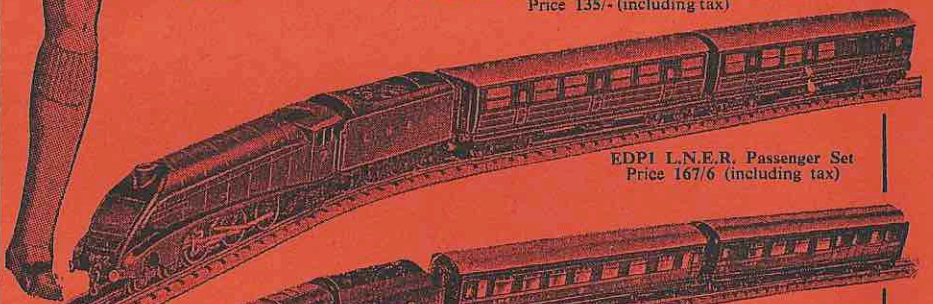


HORNBY  
**DUBLO**  
 ELECTRIC TRAINS  
 are here again!

Small supplies of these long-awaited trains are now becoming available. Here is your chance to get the Perfect Table Railway.  
 Complete sets **ONLY** will be available at first. Of the sets illustrated below the Tank Goods Set is now ready. The L.M.S. "Duchess of Atholl" Set and the L.N.E.R. "Sir Nigel Gresley" Set will follow.  
 Obtainable only from Meccano Dealers.



EDG7 Tank Goods Set, L.N.E.R., L.M.S., G.W.R., S.R.  
 Price 135/- (including tax)



EDP1 L.N.E.R. Passenger Set  
 Price 167/6 (including tax)



EDP2 L.M.S. Passenger Set  
 Price 190/- (including tax)

*Home supplies will be very limited because Export must have preference.*

**MADE IN ENGLAND BY MECCANO LIMITED**

MILTON KEYNES  
 MODEL RAILWAY SOCIETY  
**NEWS**

**No. 131**

**July/August 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

**BLETCHLEY PARK ROSTER 2004****special event**

01-Aug Fred Fox	Geoff Blackwell	wireless waves around bletchley
07-Aug Ken Wiggins	Ian Gilroy	
08-Aug Dennis Lovett		
14-Aug Robin Rowles	Derek Hart	
15-Aug Ken Sharpe	Bernard Worden	
21-Aug Tony Winn	Alan Thompson	opening of HMS Petard exhibition
22-Aug Martin Shenton	Mark Lambourne	opening of HMS Petard exhibition
28-Aug Tim Davey	Eric Preston	BANK HOL
29-Aug Ian Smith		BANK HOL
30-Aug		BANK HOL
04-Sep Brian Stan & Mick		churchill weekend
05-Sep Fred Collins	Phil Wood	churchill weekend
11-Sep Ken Wiggins	Tony & Michael Careless	
12-Sep Chris Hughes		
18-Sep Eric Bowman	Ted Mellor	enigma festival weekend
19-Sep Bruce Garwood	Wilf Miller	enigma festival weekend
25-Sep Ken Ranns	Ian Gilroy	
26-Sep Bill Ball	Pete Ball	
02-Oct Chris Lester	Stephen Walker	
03-Oct Fred Fox	Geoff Blackwell	
09-Oct Ken James	Alan Thompson	
10-Oct Dennis Lovett		
16-Oct Tony Winn	Eric Preston	
17-Oct Ken Sharpe	Bernard Worden	
23-Oct Robin Rowles	Derek Hart	
24-Oct Martin Shenton	Paul Wakeley	
30-Oct John Hatton	Wilf Miller	
31-Oct Ian Smith	Mark Lambourne	
06-Nov Brian Stan & Mick		
07-Nov Les Wood	Gareth Homersley	
13-Nov Tim Davey	Ken Wiggins	
14-Nov Fred Collins	Phil Wood	remembrance day parade
20-Nov Ken Ranns	Alan Thompson	
21-Nov Bruce Garwood	Tony & Michael Careless	
27-Nov Eric Bowman	Ted Mellor	
28-Nov Chris Hughes		
04-Dec Tony Winn	Ian Gilroy	
05-Dec Bill Ball	Pete Ball	
11-Dec Chris Lester	Stephen Walker	victorian christmas event
12-Dec Fred Fox	Geoff Blackwell	victorian christmas event
18-Dec Ken James	Derek Hart	
19-Dec Dennis Lovett	Bernard Worden	
25-Dec CLOSED	CLOSED	
26-Dec CLOSED	CLOSED	

## MILTON KEYNES MODEL RAILWAY SOCIETY FOUNDED 1969

### “The changing face of Bletchley”

The end of September will see the biggest changes on the West Coast Main Line in nearly 40 years. Back in 1965 when the modernisation and electrification was completed through Bletchley – it was still a steam railway. True the old station, now being reproduced in N gauge had been swept away and the large motive power depot closed in July 1965 to be turned into a large car park. A new depot on the site of the old Cambridge sidings had already sprung up to deal with the new generation diesel and electric locomotives.

The staff to went through a major transition. Hammers were replaced by screw drivers and drivers had to learn new traction whilst the fireman became a second man. The old mechanical signal boxes gave way to a modern PSB and as I write this the old mechanical boxes between Bletchley and Bedford are going the same way.

Whilst the West Coast Main Line has been modernised elsewhere – the old Bletchley will remain a bit longer. The depot itself, which stands prominently above Tesco's and B & Q is under threat of closure – the SRA preferring to transfer the work to Northampton where a new depot will have to be built, although timing will be interesting as nothing has yet been started!

The moving of the crossovers – in place to allow trains to transfer from the Oxford line to the Cambridge line have yet to be moved. Apparently that will take a further 4 years despite most of the new crossings above Bettina / Baccara and Frensham now being in place. The power signal box itself due to be removed will stay isolated with Rugby controlling everything to the south and also north of Wolverton.

The trains too are changing. Virgin's Pendolinos will be supplemented by a new build of multiple units to be shared between Silverlink and Central Trains. Silverlink will no longer go beyond Northampton and Virgin will no longer carry commuter traffic between Milton Keynes and London. Such political manoeuvres will certainly make for interesting reading when the railway historians get their teeth into the subject in a few years time.

All these changes show the importance of what we are trying to do as a club. Recapturing the memories of local stations such as Bletchley and Verney Junction are important to us. They will enable future visitors to see what to many of us was an everyday scene. The

signal box at Fenny Stratford was destroyed in minutes, the signals felled as they stood by the flames from a torch bear witness to what you see today may be gone tomorrow.



Dennis Lovett  
Chairman

## 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

## Club Notice Board

### Get well soon

We are sorry to report that Gordon Shrimpton has been unwell recently and is currently awaiting a visit to hospital. We wish him a speedy recovery

### 2004 B B Q - 10<sup>th</sup> July

Apologies that due to a clash of dates with an event organised by Bletchley Park and a change in opening hours over the weekend of 10<sup>th</sup> July it was necessary to cancel this event at short notice. We hope to rearrange it.

### 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

The Class 158 "Super Sprinter" diesel multiple units were manufactured by BREL for Regional Railways for use mainly on cross country routes. Farish introduced a two car unit, which was reviewed in the September 1992 Railway Modeller. Costing £64.95 the reviewer noticed that there was space in the box for a centre car and wrote that "although we are not privy to future plans at Holton Heath..... there are quite a few three car units running around, not to mention the Network SouthEast Class 159s which will soon be whizzing down to Exeter". As I mentioned in Part 1 of this series, the reviewer was very close to an exclusive story here, for Network SouthEast had already provided the plans to the factory, I know I delivered them!!

### **A Crab from Horwich**

Release of the LMS Hughes/Fowler Horwich Crab 2-6-0, was warmly welcomed by the reviewer in the December 1992 edition of the Railway Modeller. The locomotive was nicknamed the Crab because the positioning of the cylinders and the movement of the valve gear, resulted in the locomotive moving in a crab like fashion along the track. Appearing as No. 42806 in British Railways lined black livery carrying the early crest, it retailed for £63.95 on release. Whilst the reviewer praises the accuracy of the locomotive and its die-cast body, the tender did not escape the reviewers attention for being a fraction over length.

### **Physic Editor**

As described above, the Editor of the Railway Modeller was soon aware that his predictions made in the September 1992 issue were now coming true. Farish announced that the Class 159 unit for Network SouthEast would be issued and this news was carried by the magazine in the March 1993 issue under the headline "RM Editors psychic?". The same issue also announced the release of the Crab chassis to aid kit and scratchbuilders.

### **LMS Crab released**

The Crab Class 2-6-0 appeared in LMS lined black as No. 2715. The model was reviewed in the April issue of the Railway Modeller which, reported that the model was available from stockists for £63.95

*To be continued*

## The N Gauge Story – Part Fourteen

By Dennis Lovett

### New liveries for existing models

The March 1992 Railway Modeller covered the release of new liveried versions of the Class 47 and Class 08 diesel shunter. The Class 47 appeared in the InterCity “swallow” livery as No. 47834 Fire Fly. On the prototype the nameplates appeared either side of a crest, one for each word. This followed the style adopted by Sir Daniel Gooch on his Broad Gauge 2-2-2 locomotive some one hundred years previously. The Class 47 retailed at £52.22.

The popular Class 08 0-6-0 diesel shunter appeared in two new liveries. The first appeared as celebrity shunter No. 08500 from York Wagon Repair Depot which was better known for its bright red colour scheme and the fact that it carried a number 1 and the name Thomas! The other 08 appeared in Railfreight grey as 08834. Both models sold for £30.15.

### 1992 Toy & Hobby Fair

For the first time since the company started N gauge production, they did not attend the Toy & Hobby Fair at Earls Court. The April 1992 Railway Modeller recorded that “in the current economic climate, it was perhaps inevitable that this years Toy Fair was quieter than last year: from the modeller’s standpoint several familiar names were absent”. Graham Farish have not attended since and at the 2001 event, most of the model railway manufacturers including Bachmann, the new owners of Graham Farish, were no longer present. **Bachmann (including Graham Farish) did, however, return for the 2002 event and were also present earlier this year.**

### Parcels vehicles adopt new liveries

Three parcels vehicles utilising the 57’ general utility vans (GUVs) were reviewed in the July 1992 Railway Modeller. The first appeared in Post Office red as a NJX vehicle (No. 93263). The NJX vehicles had additional windows located between the two sets of doors and the printing process onto clear plastic sides, did not cause any great problems in adopting these. Carrying the then latest designer Rail Express Systems (RES) livery was No. 93999 representing the NQX vehicle. The final version was in BR blue as NKV No. 93356. All three vehicles sold for £8.20 each.

### ‘The Class 158 is introduced

## 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***

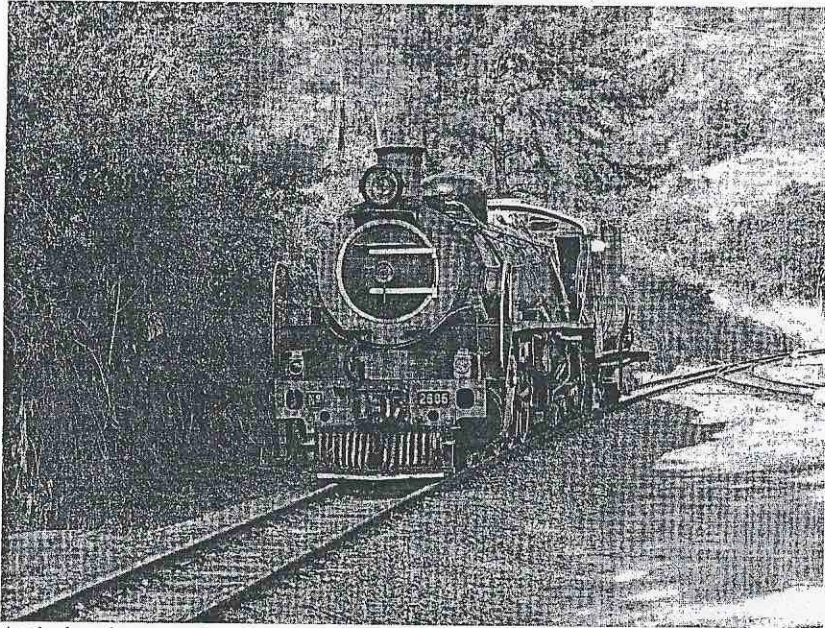
2 September	Colour Rail in person - Ron White
7 October	Before the red plague - John Chalcraft
4 November	GNR/LNWR Joint Line - Robin Cullup
2 December	Xmas Members Evening

### The Umgeni Steam Railway Dennis Lovett

The Spoornet (South African Railways) former mainline between Durban and Johannesburg is now used for freight and when needed as a diversionary route to the current mainline. The line was electrified until fairly recently, but the overhead catenary and masts have been removed in the past two years. Twice a month, however, it comes alive again to the sound of steam and passengers.

Located in what the marketeers have dubbed “the 1000 hills experience”, the Umgeni Steam Railway takes over the line between Kloof and Inchanga, where the preservationists are establishing themselves.

The journey starts at the former Kloof station, which now operates as a restaurant/pub called the Stokers Arms. Kloof is located some 30km west of Durban and is accessible from the N3 motorway. The trains operate on the first and last Sunday of the summer season. Further details can be obtained from Thousand Hills Tourism on [www.1000hills.kzn.org.za](http://www.1000hills.kzn.org.za)



As the location suggests, views from the train are stunning, and the locomotive has to work hard at times. Journey time is around an hour. Inchanga station becomes a real focal point in the community when the train runs. Local organisations provide refreshments, whilst a 90 minute stopover allows plenty of time to visit the craft stalls and photograph the locomotive.

The Umgeni Steam Railway has some 14 locomotives available and these are stored either at Pinetown or in the former SAR steam shed at Masons Mill. On the day of our visit, 19D Class 4-8-2 locomotive No. 2685 was on duty. This locomotive is one of a batch build by Borsig and delivered just before the outbreak of World War 2. Other 19Ds were built by Krupp, Skoda, Robert Stephenson & Hawthorn and the North British Locomotive Company.

At Kloof, 8B Class locomotive No. 1155 was on static display and used to entertain children as part of the playground equipment.

The modernisation of Spoornet was in evidence elsewhere in South Africa. This part of the national network has gone back in time. Living in a country where you almost need to pass exams to stand on a platform, it was somewhat alien to find ourselves boarding the train without a platform and being encouraged to wander across tracks to capture the train on film. Being handed the keys to operate steam trains over part of the national railway, albeit on a Sunday is something we can only dream of in the UK.

The photographs were all taken on Sunday 25th April 2004.

