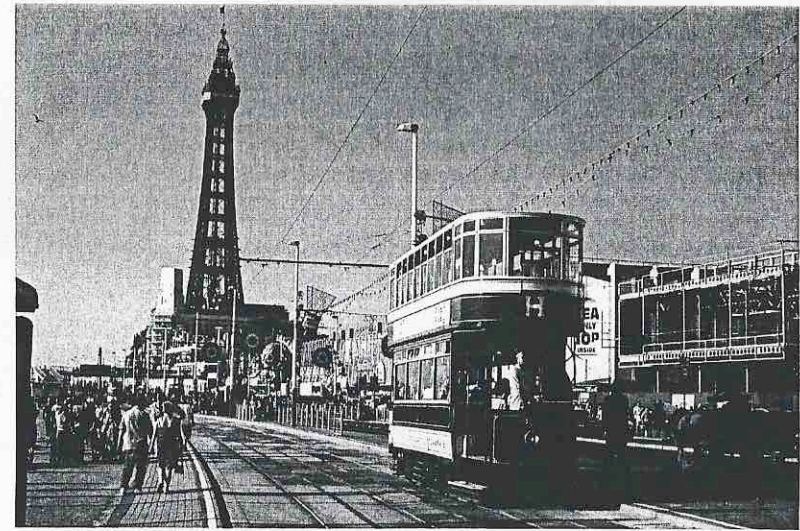




MKMRS NEWS

No. 137 JULY/ AUGUST 2005



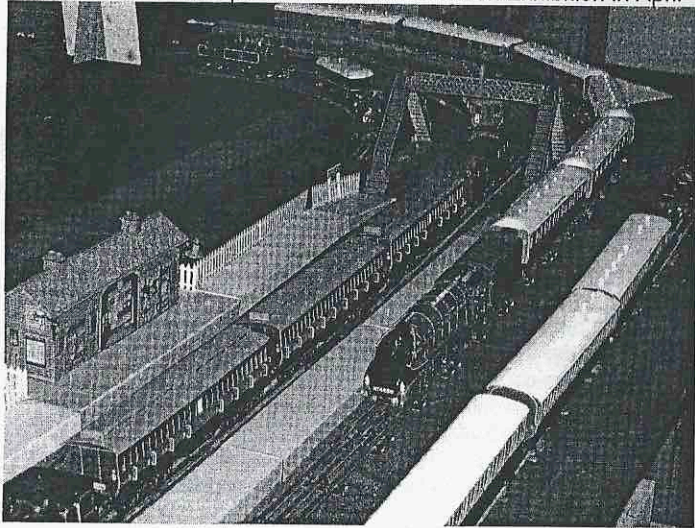
Summer Season in Blackpool

**Milton Keynes Model Railway Society is associated with:
The Chiltern Model Railway Association, The Model
Railway Club, The World War 11 Study Group**

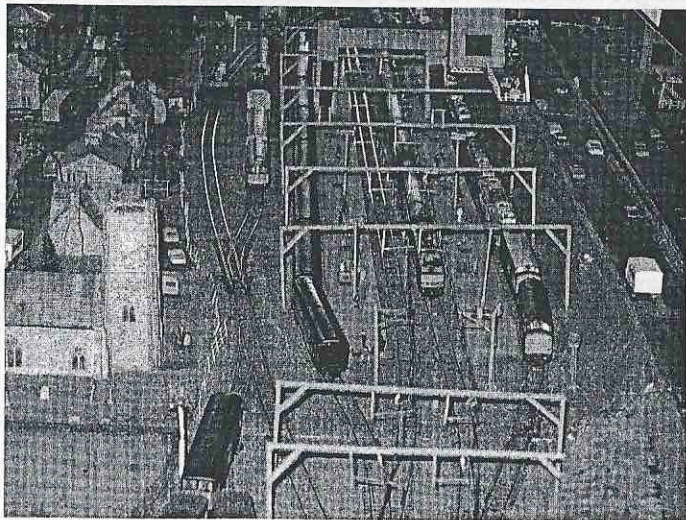
Working within The Bletchley Park Museum

LAVENDON EXHIBITION

MKMRS was well represented at the Lavendon Exhibition in April



Tinplate for Brian Barnes and John Forman and New Chrisdale exhibited by Bruce Garwood and John Hatton



MILTON KEYNES MODEL RAILWAY SOCIETY FOUNDED 1969

Home sweet Home

Ken, John and I were delighted to be invited to the official opening by Pete Waterman of the Warley Model Railway Club's new club rooms.

Warley have worked hard over many years to accumulate a good amount on the balance sheet to fund the majority of buying a large factory unit in the Birmingham area, the rest is on mortgage from a local building society. Such factory units can be found empty quite easily, paying for them, however, is not easy. It would cost a six figure sum for a badly vandalised one around here – so I think you can work out the cost of a really good one. The profits from the highly successful

National Model Railway Exhibition have been put to the benefits not just of club members but also to the wider model railway community. The venue can, just like hours, be used by affiliated organisations and we learn't that two other West Midlands clubs were being made homeless by redevelopment and would be closing to join with the Warley club in the coming months.

Warley started with a shell – the first thing they had to do was to get specialists in to remove asbestos and have had to fit it out themselves. They have done a fabulous job and the opening was the culmination of many aspirations over many years.

There are very few clubs who own their own homes. The Model Railway Club own Keen House just a few yards from Kings Cross station. Having been there a few times over the years, it is nowhere near as good as the Warley facility. Likewise, Manchester Model Railway Society own an old church which they converted many years ago when redundant churches could be bought cheaply.

When it comes to all the other clubs in the country we must be fairly high up the list of those who don't own their own accommodation. We have excellent facilities and we have worked very hard to ensure that they are constantly improved. Thanks to Bill and Geoff who have recently carried out improvements to the front door – the first thing our visitors notice. We hope to have new carpet soon for our main entrance room – again thanks to a friendly exhibition contractor for supplying it.

We will never be in a position to do a Warley. However, if any member ever wins the lottery, I know of suitable factory unit they could invest in.



Dennis Lovett
Chairman

Club Notice Board

2005 Woughton Swapmeets

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

11 September
11 December

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

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**

Club Sweatshirts and Polo Shirts

Ken Ranns will be happy to take your orders for club sweatshirts and polo shirts.

Diary Date

The Bedford Bletchley Rail Users Association will be holding a rail day (including models) at Water Eaton Church Centre, Bletchley on Saturday 29 October.

The 56xx Class 0-6-2T

The history of this Great Western Railway locomotive designed for heavy freight haulage

The 56xx Class 0-6-2 tank locomotives were built by the Great Western Railway (GWR), soon after its formation, at its own workshops in Swindon. The 200 locomotives, which formed the Class, were constructed between 1924 and 1928.

The Grouping of the Railways under the 1922 Transport Act took effect from 1st January 1923. Under the Grouping arrangements, the Great Western Railway absorbed most of the companies that served the highly industrialised areas of South Wales. With many coal mines, steel works and heavy engineering providing plenty of freight traffic, the various pre-Grouping companies such as the Taff Vale had developed heavy freight locomotives to haul this vital traffic. Many of these locomotives were tank locomotives, which had the 0-6-2 wheel arrangement.

Although not initially keen to continue the tradition of using tank locomotives on these trains, the GWR opted for the 0-6-2 tank itself. Designated 56xx Class, No. 5600 emerged from Swindon in 1924. Over the next four years, a total of 200 locomotives were constructed. These were numbered 5600 – 5699 and 6600 – 6699.

Employed mainly on heavy freight work they were also utilised away from South Wales at other industrial centres principally around London, Bristol and Wolverhampton. They could, however, be found on passenger duties from time to time, notably on the Valley lines around Cardiff. Whilst they were true mixed traffic types, although most who remember them in traffic, recall them as freight locomotives.

Initially painted in Great Western Railway unlined green, they passed into British Railways ownership in 1948, where they were eventually painted in unlined black. Later some appeared in both lined green and lined black.

All were withdrawn in 1966 and being located mainly in South Wales, a number were sent to Barry scrap yard where fortunately, nine of the class survived to be rescued by preservationists for use on heritage lines.

BLETCHLEY PARK ROSTER – 2005

Please arrange swaps if you cannot attend

2005 Roster

| | | | |
|----------|-------------------------|------------------|----------------|
| Saturday | 23-Jul Derek Hart | Chris Baker | National Shows |
| Sunday | 24-Jul Chris Hughes | Daniel De'ath | |
| Saturday | 30-Jul Bruce Garwood | | |
| Sunday | 31-Jul Bruce Garwood | | |
| Saturday | 06-Aug John Hatton | | |
| Sunday | 07-Aug Geoff Blackwell | Ken Sharpe | |
| Saturday | 13-Aug Chris Lester | Robin Rowles | |
| Sunday | 14-Aug Les Wood | | |
| Saturday | 20-Aug Stephen Walker | Alan Thompson | |
| Sunday | 21-Aug Anthony Careless | Michael Careless | |
| Saturday | 27-Aug Ken Ranns | Matt Rainer | |
| Sunday | 28-Aug Fred Collins | Phil Wood | |
| Saturday | 03-Sep Eric Bowman | Eric Preston | |
| Sunday | 04-Sep Brian Barnes | | |
| Saturday | 10-Sep Ken Wiggins | Fred Fox | |
| Sunday | 11-Sep Les Wood | | |
| Saturday | 17-Sep | Ted Mellor | |
| Sunday | 18-Sep Dennis Lovett | | |
| Saturday | 24-Sep Tony Winn | Tim Davey | |
| Sunday | 25-Sep | | |
| Saturday | 01-Oct Bill Ball | Pete Ball | |
| Sunday | 02-Oct Geoff Blackwell | Ken Sharpe | |
| Saturday | 08-Oct Derek Hart | Chris Baker | |
| Sunday | 09-Oct Chris Hughes | Daniel De'ath | |
| Saturday | 15-Oct John Hatton | | |
| Sunday | 16-Oct Anthony Careless | Michael Careless | |
| Saturday | 22-Oct Chris Lester | Robin Rowles | |
| Sunday | 23-Oct | | |
| Saturday | 29-Oct Ken Ranns | | |
| Sunday | 30-Oct Brian Barnes | | |
| Saturday | 05-Nov Bruce Garwood | Ted Mellor | |
| Sunday | 06-Nov Bruce Garwood | | |
| Saturday | 12-Nov Eric Bowman | Eric Preston | |
| Sunday | 13-Nov Les Wood | | |
| Saturday | 19-Nov Stephen Walker | Alan Thompson | |
| Sunday | 20-Nov Fred Collins | Phil Wood | |
| Saturday | 26-Nov Ken Wiggins | Fred Fox | |
| Sunday | 27-Nov Anthony Careless | Michael Careless | |
| Saturday | 03-Dec Tony Winn | Tim Davey | Warley |
| Sunday | 04-Dec Geoff Blackwell | Ken Sharpe | Warley |
| Saturday | 10-Dec Derek Hart | Chris Baker | |
| Sunday | 11-Dec Dennis Lovett | | |
| Saturday | 17-Dec John Hatton | Chris Lester | |
| Sunday | 18-Dec Chris Hughes | Daniel De'ath | |
| Saturday | 24-Dec closed | | |
| Sunday | 25-Dec closed | | |

The N Gauge Story – Part Twenty By Dennis Lovett

Virgin HST and Class 47

The January 2000 Railway Modeller contained reviews of the Virgin liveried HST released at Warley and the Class 47. The HST pack comprised motorised power car No. 43084 'County of Derbyshire', non-motorised power car and a TS (standard class) coach. The set sold for £89.95. The TS (standard class), TF (first class) TGS (standard class) and TRSB (buffet) Mark 3 coaches to complete the set were available separately at £12.50. These could of course be used for loco-hauled trains on the West Coast Main Line.

The Class 47 was released as No. 47814 'Totnes Castle' in Virgin livery and sold for £73.95.

Reintroduction of an old favourite

The Streamlined Bulleid Pacific (see Warley report above) was released in time to be reviewed in the February 2000 Railway Modeller. These were available initially as Merchant Navy in Southern Railway colours as No. 21C4 'Cunard White Star Line' and in British Railways guise as Battle of Britain No. 34065 'Hurricane'. Both models sold at £79.95.



More Virgin coaches

The Mark 2 coaches were quickly released in the red and grey livery of Virgin Trains and were reviewed in the February 2000 Railway Modeller. These were modelled on the Mark 2f versions in service on the Euston-Wolverhampton services. These comprised a First Class buffet, Standard Open and First Open. Each sold for £12.50.

More Intertrans artics

Two more lorries were released in the 1:148th scale Intertrans series. Reviewed in the February Railway Modeller they again utilised the MAN F2000 tractor unit. These appeared in the livery of 'Brady Distribution' and 'GroContinental'. Both sold for £19.95.

More Virgin releases

The Class 90 locomotive was released in Virgin livery as No. 90013 'The Law Society', whilst the Class 87 appeared as No. 87009 'City of Birmingham'. Both sold for £76.50.

For the first time ever in the Graham Farish range, a Mark 2 BSO (Brake Second Open) appeared in the range. This completed the Mark 2 rake and like the other Mark 2 coaches in these colours it retailed at £12.50. All were reviewed in the May 2000 Railway Modeller.

ModelRail Video

ModelRail began producing videos to support their magazine. In Video 2 released in early 2000, it included a visit to the production lines at the Farish factory in Holton Heath. It had been filmed in the autumn amidst great secrecy, the lines being full of the yet to be announced Virgin liveried stock. If you ever wondered how model trains (and Farish N gauge ones in particular) are manufactured then this video comes highly recommended. It is now a piece of history and is still available from the ModelRail office in Peterborough.

Purple Deltic and City of Liverpool

In April 2000, two further limited edition locomotives were released to dealers. The April 2000 trade list announced the production of a Deltic Class 55 in the very distinctive purple livery of Porterbrook Leasing (9016 'Gordon Highlander') and the Princess Coronation 4-6-2 as 46247 'City of Liverpool' in BR maroon. Production of both locomotives was limited to 500 pieces.

Production apologies

The April 2000 trade list apologises for some production delays due to the demand for the Virgin liveried products. In the news section the company reported "Frankly the huge volume of demand pre-Christmas generated by the successful launch at the Warley Show of a whole range of Virgin Trains, as well as many new traditional lines - completely overwhelmed us. Yes it WAS that successful!

Where are the Kings?

Graham Farish apologised to retailers in April 2000 for the late delivery of the King Class 4-6-0 locomotives which were undergoing some technical refinements to the tooling. These were initially due to be released to dealers in December 1999. At the time the 2000 trade list was issued, they were reported as being in production prior to commencement of deliveries some three weeks later.

New Wagon liveries

The modern PCA Wagon was released in the colours of ICI Mond Division (white) and Castle Cement (grey). Both cost £6.50 and were reviewed in the May 2000 Railway Modeller.

The more traditional 7 plank open wagon was reviewed in the same issue when it appeared in the blue livery of Dinnington Main (colliery).

To be continued