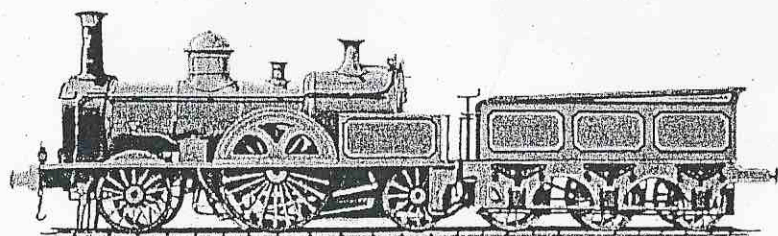




**2006  
MODEL RAILWAY EXHIBITION**



**25th February 2006  
10:30 am – 5:00 pm**

**Over 20 working layouts, trade stands,  
demonstrations**

**Wyvern First School,  
Aylesbury Street, Wolverton  
Milton Keynes MK12 5HU**

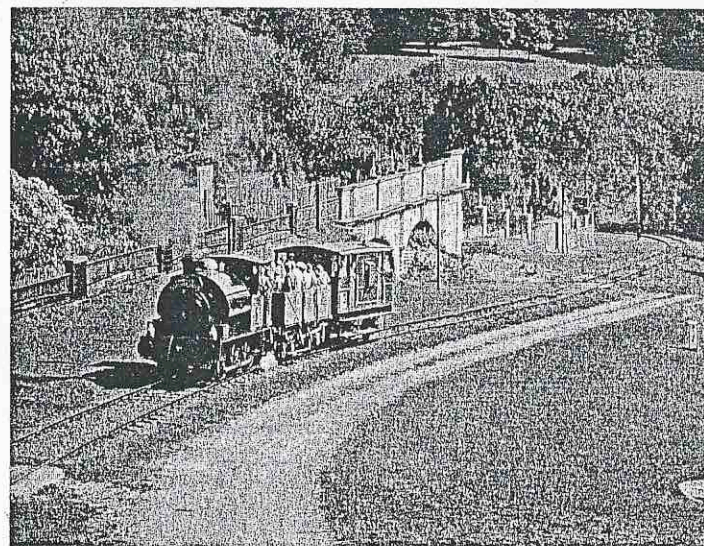
**Admission: Adults £3  
Children and Senior Citizens £1.50  
Family tickets (2+2) £6**

[www.mkMrs.com](http://www.mkMrs.com)



**MKMRS NEWS**

**No. 138 SEPTEMBER/OCTOBER 2005**



The ultimate garden railway – 4ft 8.5" gauge

**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**

Voyager and Class 221 Super Voyager fleet and when high tides and storms threaten the coastal stretch in Devon around Dawlish and Teignmouth, a locomotive is despatched in advance to the West Country in case it is needed. The 220 / 221 fleet has its regenerative braking equipment fitted on the roof (a Health & Safety requirement factored into the trains in order for them to gain a safety case to operate). Being electrical the equipment can cope with rain water but when sea water cascades on to it from a great height during stormy weather, problems can occur and the salt causes electrical connections to short circuit and shut down. This happens only rarely but can cause major disruption leading to route closure. This is the only section of line in Britain where such problems exist, something recognised by the old Great Western Railway many years ago when it started building a diversionary route, which was unfortunately thwarted by the outbreak of the Second World War.

#### **First Great Western**

Having thoroughly evaluated the prototype locomotive 57601, First Great Western ordered 4 Class 57/6 locomotives (57602-5) through Porterbrook Train Leasing, which were delivered during 2004. These are the same as Class 57/3 locomotives but only have conventional couplings. During September and October 2004, the four locomotives were officially named after Totnes, Restormel, Pendennis and Tintagel castles. These names were also carried by members of the famous Great Western Railway "Castle" Class 4-6-0 steam locomotives, a number of which are now preserved including "Pendennis Castle" at the Didcot Railway Centre. These locomotives are mainly used on the sleeper services to and from London Paddington.

#### **West Coast Railway Company**

No longer required by First Great Western No. 57601 was returned to Porterbrook during 2004 and was subsequently sold to West Coast Railway Company, Carnforth who are involved in both the charter train business and short term hire to the main train operating companies when required. This locomotive was soon repainted from Porterbrook purple into the maroon colours of its new owner in order to match its coaching stock.



**A Virgin Class 57 stands at Crewe awaiting its next trip to Holyhead**

## **MILTON KEYNES MODEL RAILWAY SOCIETY FOUNDED 1969**

### **Exhibition Season**

October traditionally marks the start of the winter exhibition season, although it is no longer exceptional to find exhibitions taking place throughout the summer. Not so long ago it was a bit like football and cricket, models in the winter and real trains in the summer. Now they just seem to flow into one another and as I write this England are on the verge of winning the ashes, whilst the football team has just suffered a humiliating defeat in Northern Ireland.

In February will be hosting our own exhibition, the first official one for many years, in a school at Wolverton. Economics, not to mention a £500 loss, ended the Leisure Centre activity in 1995. We put on one of the best club run shows in the country back then and our new venture under Exhibition Manager Gareth Homersley looks like putting us back on the exhibition circuit again and I am sure everyone will give the support that it deserves.

In the meantime, The Bedford-Bletchley Rail Users Association will be hosting its 25<sup>th</sup> Anniversary Exhibition at Water Eaton Church Centre, which has been the home of our last two mini exhibitions. This organisation has done a great deal to keep the flag flying for our local branchline. It was good to see for myself recently the new signalling centre at Ridgmont, which is now open 24 hours a day and 7 days a week. This railway line, with massive expansion set for the twenty years will be transformed into an important urban railway and will soon see 60 mph a running. Plans to link it to Oxford and Aylesbury continue under the development debate which has transformed BBRUA from being an organisation fighting to save its railway into a promotional one. Please give them your support on 29 October, where we will have three members layouts in operation.

I know that members will also be supporting exhibitions with their own or club layouts which in turn promote our own existence here at Bletchley Park. Your efforts are appreciated by many people – many of whom will learn of MKMRS for the very first time.

Dennis Lovett  
Chairman

## Club Notice Board

### 2005 Woughton Swapmeets

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

**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**

- |                          |  |
|--------------------------|--|
| October 6 <sup>th</sup>  | "From Euston House to The Royal Train"<br>Norman Pattenden                 |
| November 3 <sup>rd</sup> | "Narrow Gauge Railways of Britain and Europe"<br>Slide show by Roger Elkin |
| December 1 <sup>st</sup> | Members Christmas Meeting  |

### Club Sweatshirts and Polo Shirts

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

### Diary Dates

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

Milton Keynes Model Railway Exhibition – Wyvern First School, Aylesbury Street, Wolverton on **Saturday 25 February**.

No. 57601, a larger engine unit (645-F3B12) had to be specified to drive the ancillary equipment, much of it high powered catering equipment, air conditioning and the complex on board computer systems. This is often referred to as 'hotel' power using up to 500 hp from the engine at 2750 hp.

With confidence that the uprated engine could provide the necessary power, Virgin through Porterbrook ordered 12 locomotives initially. These were numbered in the series 57301 – 12 and were delivered between June 2002 and September 2003. A further 4 locomotives were ordered in August 2003 and the last delivered in December 2004. All 16 locomotives are named after the cult puppet television series "Thunderbirds". Created by Gerry and Sylvia Anderson, the show had 32 episodes produced between 1965 and 1967 and is now entertaining the third generation. In addition to the series, there were a large number of spin off merchandising deals including the production of vehicles and spacecraft from the series by companies such as diecast vehicle and aircraft manufacturer Corgi. Needless to say the rights to the series and the characters are heavily protected. Virgin Trains had to negotiate for several months with the license holders Carlton International Media Limited to name the 16 locomotives and the first one "Scot Tracey" was named after the pilot of "Thunderbird 1" by Gerry Anderson himself in a ceremony at Euston Station, London on 17 June 2002.

The Virgin operated locomotives have been used extensively on dragging Pendolinos over non electrified routes, when trains are diverted due to engineering work during the West Coast Main Line modernisation programme. Routes covered have included Nuneaton – Birmingham due to temporary closure of the line through Coventry and Birmingham International. Likewise the Manchester – Bolton – Preston line has seen them in action when engineering work has taken place on the main line between Crewe and Preston via Wigan. Weekend closure of the Weaver Junction – Runcorn – Liverpool Lime Street has seen similar employment on services from Warrington to Liverpool again via non-electrified routes.

Not all Class 57 Pendolino 'drags' are caused by engineering work. Indeed the four additional locomotives were required for use with Pendolinos on the daily London Euston – Holyhead trains. The line between Crewe and Holyhead is 'off the wires' so the Pendolino's run to Crewe under their own power where a Class 57 couples on to the train for the remainder of the journey to the Welsh port.

When delivered the Class 57 was fitted with conventional buffers and couplings. They have subsequently been fitted with Dellner couplings to enable smooth coupling and uncoupling to take place. To accommodate these, it was necessary to return each locomotive to Brush for major work to take place at each end of the locomotive. This enabled the Dellner couplings to recess when the locomotive was required to couple to conventional stock, the last of which was withdrawn from regular Virgin Trains use on 12 June 2005. Two trainsets remain on short-term hire as stand-by units and will remain so until the end of December this year (2005). Initially it was thought that a removable coupling bar would suffice but this proved to be heavy to handle and took far too long to fit between locomotive and Pendolino. Virgin Trains decided to seek a long term solution and worked closely with both Brush and Dellner to ensure that this could be achieved. A Class 57 locomotive can also couple to Virgin's CrossCountry Class 220

## Freightliner

Freightliner established as an independent company in 1996 was soon aware of the fleet's inadequacies. In 1997 it asked Brush, the manufacturer of the Class 47s to rebuild six locomotives. The locomotives were stripped and all redundant equipment removed including the vacuum brakes, no longer required on today's air braked railway. The power unit was also removed, the former Sulzer 12LDA28C engine no longer able to give the required performance. Reconditioned General Motors 645-12E3 engines were purchased from a specialist supplier in the United States and shipped to Brush for fitting. The emergence of General Motors locomotives since the mid 1980s on to British metals has seen performance enhanced considerably. The fitting of reconditioned engines is common practice amongst railroad operators in the USA and offers a cost-effective alternative to buying brand new. The result was virtually a brand new locomotive with an increase in life expectancy of around 20 years. With the performance characteristics of a Type 5 locomotive, the rebuilt locomotives were designated Class 57/0 and were numbered 57001 – 6. The first locomotive No. 57001 emerged from Brush on 21 July 1998. These were funded through Porterbrook (now part of Abbey National).

Impressed by the results, Freightliner ordered another six locomotives in a deal brokered by train leasing company, Porterbrook. These were delivered between Autumn 1999 and April 2000. Freightliner did plan to have 25 such locomotives in the fleet but it opted for purchasing new Class 66 locomotives from General Motors. All 12 Class 57/0 locomotives remain in service with Freightliner Intermodal Division.

## Porterbrook Train Leasing Company

Realising that time was running out for a number of Class 47/4 locomotives, Porterbrook funded in Autumn 1999, the rebuilding of a prototype passenger locomotive with Electric Train Supply (ETS), required for heating, air conditioning and powering ancillary equipment such as cookers and fridges in catering vehicles. This locomotive No. 57601 emerged in spring 2001 with modified front ends complying with group standards on lights and in the purple livery of its owners Porterbrook. This locomotive was fitted with an updated version of the General Motors 645-12E engine. The locomotive went into service with Great Western Trains, where it could be evaluated on the few remaining locomotive hauled trains such as the overnight London Paddington – Penzance sleeper. The sleeper is a maximum 380 ton with five sleeper coaches, 3 day coaches and 2 Motorail vans. The sleeper contains both Plymouth and Penzance portions and working over the Devon banks, gave the operators a thorough test opportunity.

## Virgin Trains

Virgin Trains meanwhile was looking for a number of locomotives to haul 9 car 460 ton Pendolino trains over non electrified lines on diversions caused by engineering works and to provide a compatible locomotive for rescue purposes, should the need arise. These latter duties have often been nicknamed 'Thunderbird' after the cult television series featuring The International Rescue Organisation. Aware of the power requirements being above the 2,500 hp provided by the prototype ETS fitted locomotive

## BLETCHLEY PARK ROSTER – 2005

Please arrange swaps if you cannot attend

### 2005 Roster

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		

### National Shows

## The N Gauge Story – Part Twenty One By Dennis Lovett

### Buried beneath new depot

When Virgin Trains was asked to contribute a relevant item for the time capsule being buried underneath the new Bombardier depot at Central Rivers near Burton-on-Trent it immediately contacted Graham Farish. Space inside the capsule was restricted and so Graham Farish was asked to prepare a non-powered HST vehicle and box it especially in a single box. With the other industry partners each placing a suitable item in the capsule, Chris Green, Chief Executive of Virgin Trains, placed the Farish model in the box. Chris then commented that he looked forward to the completion of the depot and the introduction of the new Voyager Trains, which would all, be based at Central

Rivers. Chris then commented that he wished he could bury the real trains, which were proving very unreliable at that time! The sealed capsule was then electronically lowered into the ground and sealed. The proceedings were well reported in the railway press at that time, which included the July 2000 Railway Modeller.

### **More Modern Wagons**

Four new liveried modern wagons were reviewed in the September 2000 Railway Modeller. The PCA (centre depressed tank wagon) appeared in the colours of Ketton Cement (yellow) and Lever Brothers (green). The PGA hopper was released in the colours of Tilbury Roadstone (red and white) and ECC Quarries (blue). All four sold for £6.50 each.

### **Sold to Bachmann Industries Europe Limited**

Rumours began circulating in the trade around the end of June that Graham Farish was being sold to Bachmann Industries Europe Limited, who were already well established in the British OO market. On 14<sup>th</sup> July 2000, Bachmann announced that they had completed negotiations and were indeed the new owners of Graham Farish. In order to ensure a smooth transition period, Peter Graham-Farish continued to oversee day to day production at the Holton Heath site, although Graham Hubbard, Managing Director of Bachmann Industries took over as Managing Director with immediate effect. Peter was nearing retirement age and the deal with Bachmann was the best solution to continuing the range in future. The property side of the Romany Works site, which was occupied by a number of small companies continued to be owned by the Graham-Farish family and was not part of the arrangements.

At the Bachmann trade open days held on Sunday 23<sup>rd</sup> and Monday 24<sup>th</sup> July, at the company's Leicestershire facilities, the Farish take-over was the main talking point. Bachmann confirmed that the Graham Farish name would remain in use, following the precedent set when Bachmann acquired Lilliput in 1992. Lilliput is the name used by Bachmann Industries Europe Limited for its range of European HO scale. The former Trix OO LNER A4 Gresley Pacific and the Bulk Grain Whisky Wagons acquired as part of that deal were later incorporated into the Bachmann range of British OO models.

It came as no surprise that Bachmann quickly announced that future production would take place in China and that tools would be transferred early in 2001, once production had been completed at Holton Heath at Christmas. During this time the large quantity of partially completed models in the stores, were completed and released either to the trade or boxed and sent to Bachmann's Leicestershire base for later distribution to dealers. The completion of these models would

provide sufficient models to meet demand, whilst the tools were shipped to China and evaluated for upgrading. The locomotive mechanisms were the first area to be looked at as these were required to be brought up to the high standard of the N gauge mechanisms used on the Bachmann N gauge models, sold for the American market. The research and development team headed by Greg Phillips was retained and continues to work on new products alongside the tool room staff and remain in the Poole area.

At the time of the take-over two new wagons were under development at Holton Heath. These were the HEA and MEA hopper wagons. Work continued on these and the HEA would emerge as the last of the original Graham Farish N gauge wagons to be produced at Poole.

The company stated that it had been looking at the British N gauge market for sometime and that the acquisition of Graham Farish was the ideal way to enter the market, increase the market share for N gauge and introduce improved models in future years. It was the intention of the company to introduce some of the models which had proved successful in the OO range and which were not available as part of the Farish range at the time of acquisition.

### **The King emerges**

The Great Western / BR Western Region King Class 4-6-0 locomotive was reviewed in the September 2000 issue by Andy Calvert. This model was eagerly awaited by N gauge modellers and was generally well received. There was, however, disappointment expressed at the chimney and with the steam pipes that were positioned over the front of the cylinders rather than centrally. The model was available in GWR green as King Edward 11 or in BR green as King John. Both versions had a recommended retail price of £68.25.

*To be continued*

### **Thunderbirds are go**

*Dennis Lovett takes a look at the Class 57 locomotives, rebuilt from Class 47s into new locomotives after nearly 40 years service.*

The Class 47 locomotives were one of Britain's railway success stories. Brush (Loughborough) designed them and with British Rail's Crewe Works manufactured 512 of them between them during the period 1963 and 1967. By the middle of the 1990's they were starting to show their age and many had been withdrawn from mainline service. Privatisation saw a number of them pass to passenger and freight operators and it was clear to them that major re-engineering or long-term replacement was the only solution.