

## Forthcoming events

**Saturday 4th August**  
Sandown Park Swapmeet

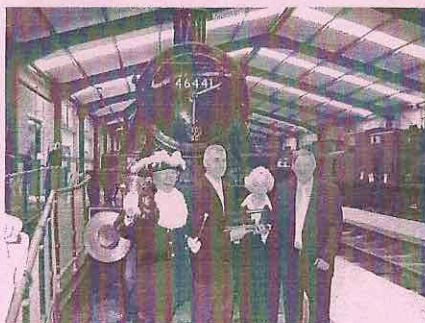
**Saturday 18 August**  
Renhold (nr Bedford) model railway exhibition  
Oxford swapmeet

**Sunday 26 August**  
Huntingdon swapmeet

**Saturday 1st September**  
Gauge O Guild 'Guildex' Telford  
Rugby Vintage Exhibition

**Sunday 2nd September**  
Gauge O Guild 'Guildex' Telford

## Ivatt 2MT 'Mickey Mouse' launched in Preston

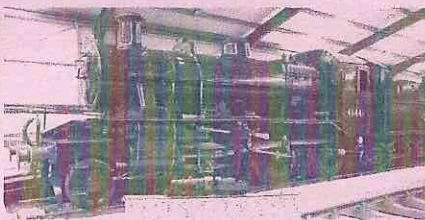


Bachmann launched its Ivatt 2MT 2-6-0 Class locomotive at the Ribble Steam Railway at Preston Docks on 12 July.

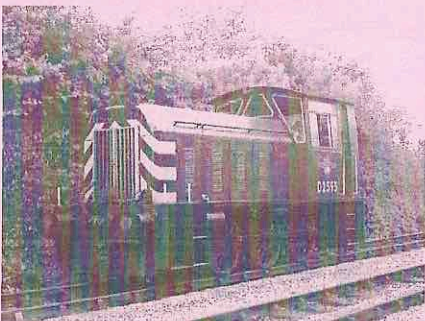
During a ceremony held in front of No. 46441, models of the first production locomotives from the factory were presented by Graham Hubbard, Managing Director, Bachmann Europe Plc, to Mrs Betty Beet the owner of 46441 and The Ribble Steam Railway who hosted the event.

The invited guests were then given a tour of the excellent facilities at Preston and also took a trip on the line through Preston docks hauled by a Class 05 diesel shunter.

128 Ivatt 2MT Class 2-6-0 locomotives were built between December 1946 and September 1952. Entering service with the London, Midland & Scottish Railway, construction continued under British Railways after Nationalisation in 1948. Light axle loadings allowed them to be used on branch line passenger and freight duties and their almost enclosed cabs made them ideal for working tender first when no turning facilities existed. The Class could be found at work on all but the Southern Region of British Railways. The introduction of diesel multiple units and branch line closures resulted in the class being withdrawn between 1961 and 1967, a year before the end of steam on British Railways. Seven locomotives have survived to work on heritage railways.



Below: The special train was hauled by this Class 05



# NEWS

No. 145

SUMMER 2007



**The Zillertalbahnhof at Jenbach in Austria**

**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**



## MILTON KEYNES MODEL RAILWAY SOCIETY FOUNDED 1969

### Those Summer days !?!

This issue is being prepared shortly before I depart on my Summer Holidays. The whole tribe (wife, sons with 1 x wife and 1 x girl-friend, in laws and grand daughter) are heading off to Scotland. This is something that we have done for the past few years but this time everyone is going at the same time! Train watching could be at minimum this year.

There will be many who can fondly remember the excitement of climbing aboard a train and heading off somewhere during the holidays. Depending on a number of factors it would be to the country or to the seaside and the journey was an integral part of the whole experience.

I first travelled to Scotland at the age of 6 weeks and have been back virtually every year since. When I first made that journey it took so long—perhaps it was our childhood lack of patience—for I am sure we all have tales of having to convince our own children that they couldn't possibly see the sea, as we had only just passed Woburn Sands!

Nowadays, you can get on a train or a plane and be there and back in a day. On a plane it costs more for a cup of airport tea than the ticket and takes less time than the old train journey from Carlisle to Riccarton Junction!

For many of us, those childhood memories have led to a lifetime of railway modelling. Those who went to Devon, remember the excitement of the sea wall at Dawlish. For me it was the sight of the Eildon Hills in the Scottish borders. At that point my mother with start to cry ('greet' in Scottish!) she was going home. On the return she would do the same as long as those hills remained in view and then everything would be just fine as she was going home to Bletchley. We

kids just did not understand it at the time and considered it mildly amusing!

The trains we travelled then are often those that shape our railway modelling interests. I shall be waiting for the Heljan Class 17 diesel to appear with eagerness. One day I might get round to building a permanent layout based on the Waverley route, the scenic potential is endless!

I am sure that in years to come, HSTs and Pendolino's will be remembered with equal affection by today's young travellers as those of my reckless youth!

Dennis Lovett  
Chairman

## Club Notice Board

### 2007 Woughton Swapmeets

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

**2nd September  
16th December**

Admission is £1 Adults, 80p concessions, children under 18 free

### Club Sweatshirts and Polo Shirts

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

### HMRS

Meetings of the local HMRS group are held at Bletchley Park.

Further details can be obtained from Eric Bowman our Treasurer. MKMRS members can attend.

Yorkshire locomotives were in Scotland from 1966 and the North East examples followed a year or so later. The first locomotive was withdrawn in October 1968 and by December 1971 all had been removed from the British Rail fleet.

On delivery, the class were painted green and had small yellow warning panels from the onset. About fifty per cent of the survived long enough to receive blue livery but none carried TOPS numbering.

All but one locomotive was eventually scrapped. Two locomotives (D8521 / D8598) were retained for use by the Railway Technical Centre (Research Department) in Derby but both were scrapped in the late 1970s. The remaining survivor D8568 saw service as an industrial locomotive on the former Harpenden – Hemel Hempstead branch with Hemelite. It later worked at Ribblesdale Cement Works, Clitheroe and was subsequently purchased for preservation.







## The Class 17 'Claytons'

### Dennis Lovett takes a look at these short lived locomotives

The Class 17 locomotives were built by Clayton Equipment and Beyer Peacock between 1962 and 1965, these locomotives were visually attractive but mechanically inept. This without doubt resulted in their early demise and all had been removed from the national network in under 10 years.

Mechanical problems were widespread and the Paxman power units suffered a number of faults. To try to remedy this two locomotives, D8586/7 were fitted with Rolls Royce D engines. To accommodate them the centre section of each bonnet was raised. On all others the bonnets were at the same height.

Although the Class are usually associated with Scotland, not all the Class worked there. Fifteen of them saw service in the North East and were allocated

to Gateshead and Thornaby depots. Eleven were initially allocated to Tinsley (Sheffield) and Staveley in Derbyshire. Carlisle also had an allocation and these worked on the Cumbrian Coast line around Workington and Whitehaven.

It was in Scotland that the Class found most work. Polmadie (Glasgow) examples worked lines to the south of the city particularly in the coal mining areas of Lanarkshire and Ayrshire. They could also be found on passenger workings. Haymarket (Edinburgh) examples worked in Fife and south to Carlisle over the Waverley route via Hawick.

Mechanically these were poor locomotives and often worked in multiple. Failures were numerous and this led to the transfer of the English based locomotives to Scotland. The Derbyshire and

## 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.

Forthcoming events are;

6th September

"West Country in the 60's" - slide show by the well known photographer and Society Member Peter Gray. This presentation should show the transition from steam to diesel power in this period plus the many closures which took place in this decade.

4th October

"Signalling UK & Beyond" - presentation by Society member John Foreman who is the Humberside Branch Chairman and has studied signalling for many years including working many of the Boxes he has known. Note change of speaker; previously advertised for March

1st November

"My Life & Times on the Railway" - illustrated talk by former top BR Freight Manager Julian Worth who has a wealth of stories to share with us.

6th December

Christmas Evening - festive fare along with members presentations.

**Further details from Bob Ballard on 01908 562195**

## 2008 MKMRS Exhibition

Our next club exhibition will be held on Saturday 23<sup>rd</sup> February 2008 at Court-side Sports Hall, Milton Keynes Collage (Bletchley Campus), Sherwood Drive, Bletchley. For further details please see Gareth.

## BLETCHLEY PARK ROSTER

Many thanks to all those who helped out following the last edition of this magazine. An updated roster is enclosed with this magazine.

Please contribute when and where you can.



## John becomes new Editor

My personal thanks to John Forman for stepping forward to take on the Editor's role of this magazine from the next issue.

I am sure John will do a superb job in communicating club activities and also in pulling a few arms up backs to find articles of interest in the forthcoming issue. John has many contacts in the hobby and will be happy to talk to you about any ideas you may have.



## The Achenseebahn



# Austrian Diary

## Dave Lean takes to the rails in Austria

30<sup>th</sup> May

We took the 0910 Pendolino from Milton Keynes Central to Birmingham International, then the new people mover that has replaced the MAGLEV to the check in for the 1210 flight to Salzburg with Thomsonfly. G-THOE took us out and above the clouds flying over Oostende, Brussels, Köln, Frankfurt, Stuttgart, the Bavarian Alps to Austria, coming into Salzburg along the River Saarlach and finally over Freilassing station. After passing through customs we joined a double deck coach to our hotel in the Tyrolean village of Neiderau, high up on the "Widschontal" arriving at 1820. The nearest town and most important railway station is Wörgl, which is approximately 5 miles away and 1000ft beneath us. Wörgl itself is approximately 1,700 ft above sea level.

31<sup>st</sup> May

A minor faux pas reading the bus timetable meant we missed the 0915 bus from Neiderau to Wörgl, the next one not being until 1215! The hotel kindly arranged a taxi for us to the station. Today we headed for the "Achenseebahn" from nearby Jenbach up to the Achensee (Lake Achen). This unique railway is 100% steam and 75% rack assisted, in approx 5 miles it climbs around 1,400 ft and has been in operation since 1889. It still has the original loco and coaches. The return fare is 28 Euros (about £20). To get from Wörgl to Jenbach we travelled on the "Maria Theresa", which runs from Munich to Rome and is formed of Italian rolling stock, hauled by an Austrian locomotive, with German conductors as far as Brenner / Brennero (the

Italian border).

On arrival at Jenbach, a steam locomotive from the ZillertalBahn was also preparing to depart, whilst we waited for our Achenseebahn train. The lake at almost 3,000 ft above sea level is the highest in Austria and has a full boat service to the main town of Pertisau, which is walkable along the shore line for approximately 2 miles. After refreshment we returned to the Achenseebahn and descended to Jenbach and along the Inn valley to Wörgl, returning on the Rome - Munich "Maria Theresa".

1<sup>st</sup> June

To make full use of my International Rail Ticket (FIP), today we went to Salzburg on a normal InterCity service hauled by a recently built dual voltage Class 1116 locomotive. In order for the OBB trains to get from the Tyrol to Salzburg and Vienna, they have for over 20 years traversed Germany without stopping, taking 1.5 hours from Wörgl to Salzburg rather than 3 hours via Kitzbachel, Zall Am See etc. The routing of trains along this "Korridorzug" route is Kufstein, Rosaheim avoiding line, Traunstein (for Pope Benedict's village), Freilassing to Salzburg. Salzburg since my last visit some 17 years ago has now got more touristy, mainly due to a certain film and now London stage show. We did some of the tourist trail visiting the old town, Mirabell Gardens and the Monchberg fortress via the Festungsbahn Funicular railway. The return journey The return journey was on another "Korridorzug" this time hauled by single voltage Class 1016.

2<sup>nd</sup> June

Today was a day off train travelling but still went into Wörgl to see a little bit of the nearest big town. Found a model shop which by afternoon had closed at lunchtime for the weekend! Just before joining our bus for Neiderau at the station, locomotive 1016 in experimental livery for the Railjet 08 service pulled in on a regional express from Setztal to Bregenz, a journey time of 7 hours!

These xx16 series locomotives were built by Siemens, the 10xx are 15kV only. The 11xx are 15kV and 25kV and have diagrams the length and breadth of Austria and Germany, with workings into Hungary. The 12xx series are treble voltage (2 x AC and 1 x DC) and come in a further three sub classes for working into Italy or the former Yugoslavia, depending on the signalling system fitted in the locomotive. These locomotives are also nicknames "do, ray, me" as when the driver takes power there is a musical sound similar to that scale.

3<sup>rd</sup> June

Another day off from the trains, but a coach trip to the world famous Krimml waterfalls, those at the very top being approx 4,500 ft above sea level and at the bottom around 3,000ft. These are the highest in Europe and the fifth highest in the World. A footpath follows the waterfall all the way, zig - zagging its way up the mountain side of the Hiche Tauren national park. I did check out train times to get up there but it would have been four hours travelling in each direction and with a bus connection between Hiche Tauren and Krimml as well. This was because a few years ago their was some bad flooding along this route and it washed around 70% of the narrow gauge railway away. Then their would have been a 2km walk from the defunct Krimml station to the waterfall itself.

4<sup>th</sup> June



Back on the trains today, we visited Innsbruck, the capital of the Tyrol. We caught a City Linie

service hauled by an 1144 series locomotive pulling a rake of Austrian built "Schleren" coaches with a Driving Trailer on the rear. Innsbruck appeared to be more of a relaxed city and easier to get around the touristy bits. There are three unique railways in Innsbruck, two of which form part of the city's tramway system. They are owned by the StubaitalBahn which goes in the direction of the Brenner pass to Fulpmes, the Lgils tram and the Hungerbergbahn. All three are worth a visit, unfortunately we did not have enough time for any of these, so I consoled myself with a model locomotive purchase of loco no. 1116 250 which was painted in a special livery in 2006 to celebrate the birthday of W. A. Mozart. Some of you may have seen this whizzing around Verney Junction on Club nights.



5<sup>th</sup> June

Yet another day off the trains, today we are further up the mountains, high above our valley at approx 5,000 ft. Not a nice place to be in a thunderstorm but thankfully an Almhouse provided shelter for all and sundry including the local paragliders! We reached the top in a cable car whose terminus looked like something out of 'Thunderbirds'. The evening was spent at another hotel with local Tyrolean music and dancers in local costume, each dance telling its own story.

6<sup>th</sup> June

A very early start to return home, leaving the hotel at 0600 to check in at Salzburg Airport for the 1000 flight to Birmingham, G- THOG providing the flight home.

*Our holiday was with Crystal, flying with Thomson. We stayed at the hotel Sonnschienen in Neiderau. We would like to back again some time.*

Do you have an article for publication in MKMRS NEWS. If so please see John Forman