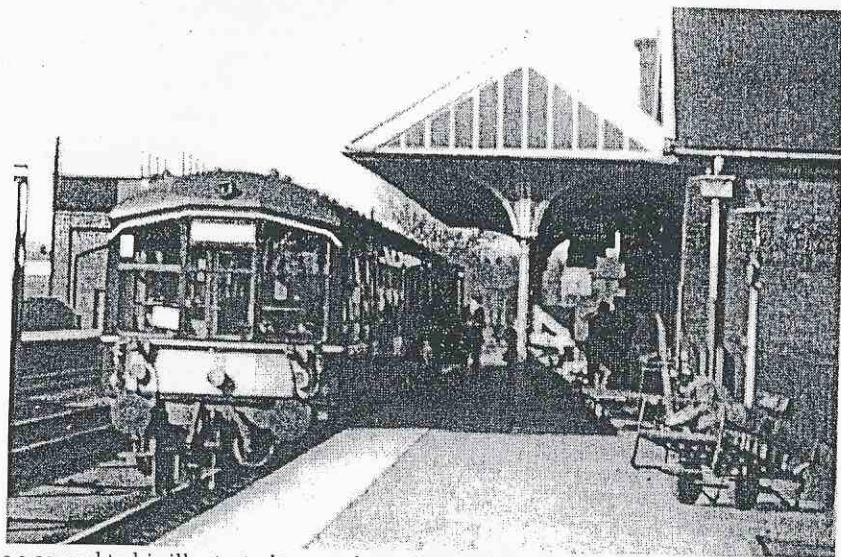


# The Oxford to Cambridge Railway

Forty Years On 1960 - 2000

by Bill Simpson



As a sequel to his illustrated two volume history of the 'Oxbridge' line published in the early eighties Bill Simpson has produced this volume to continue the story from 1960, the Beeching years, up until the present day and the pending East - West route. Events in those forty years have been as variable as the time preceding with closures and re-openings with diesel locomotives on different trains. If you have the former volumes you are certain to want this addition which will be a limited print run available from Lamplight Publications in the near future. It will have 144 pages containing 200 illustrations between a full colour cover of laminate card. Price £12.95 plus £1.50 postage and packing. Simply return this leaflet to the address below, cheque will not be cashed until order is completed.

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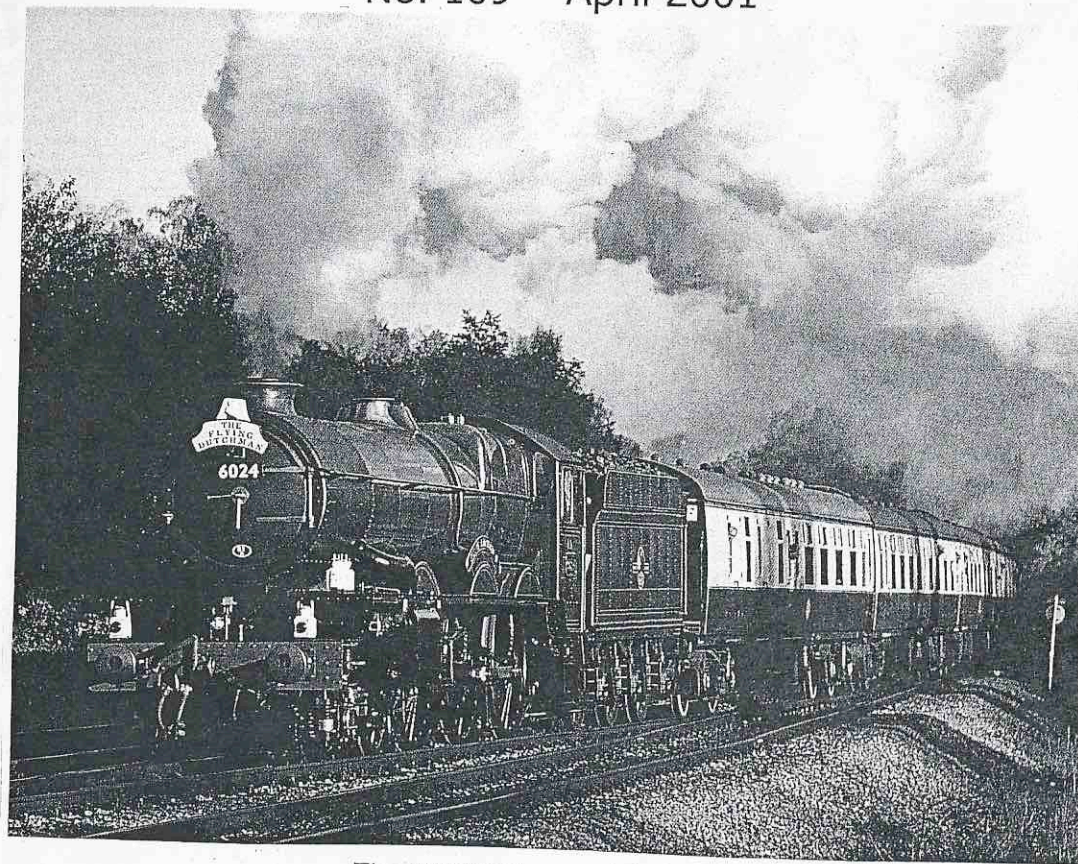
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No. 109 April 2001



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



## BOOKS FOR SALE

The Society has generously been given a number of books by the widow of John Hughes, who worked for the railway and lived in Bletchley. These books are for sale: the proceeds will be dedicated to the Bletchley Project. If you are interested in any of the books listed here please see me at the Club or ring me. Space constraints prevent me showing the complete list so there will be a further instalment next month. The books on that list will cover the SR, the LNER and "General" which do not fall easily into a recognised company.

### LMS & CONSTITUENTS

Illustrated History of LMS Locomotives Vol 1  
 Illustrated History of LMS Locomotives Vol 3  
 Illustrated History of LMS Locomotives Vol 4  
 Illustrated History of LMS Locomotives Vol 5  
 Locomotive Liveries of the LMS

Illustrated History of LNWR Coaches  
 LMS Coaches: an Illustrated History  
 The LMS Coach 1923 - 1957  
 The LMS Wagon  
 Midland Wagons Vol 1  
 Midland Wagons Vol 2

The Power of the Duchesses  
 The Power of the Black Fives  
 LM Steam in Action 2  
 LM Steam Locomotives Vol 1  
 LM Steam Locomotives Vol 2  
 LMSR Locomotives 1923 - 48 Vol 1  
 LMSR Locomotives 1923 - 48 Vol 2  
 LMSR Locomotives 1923 - 48 Vol 3  
 Engines of the LMS  
 The Stanier 4-6-0s of the LMS  
 The Stanier Black Fives  
 Royal Scots of the LMS  
 London Midland Pacifics  
 Fowler Locomotives  
 Stanier Locomotives  
 Ivatt & Riddles Locomotives

LMS Days  
 LMS Album  
 LMS Album No 2  
 LMS Album No 3

LM Steam in the North West  
 LM Steam around Carlisle  
 LM Steam Skipton to Carlisle  
 LM Steam on the ex-L&Y  
 LM Steam in North Wales

North Western Album

The Aspinall Era

The Midland Railway  
 The Midland Railway in Pictures  
 Midland Album  
 The History of 1708  
 The Cromford & High Peak Railway

LM Steam North of the Border  
 Legends of the GSWR  
 Scottish Main Line Steam  
 Main Lines Across the Border  
 Highland Railway Album  
 The Caledonian Dunalastairs  
 Scottish Steam in the 1920s  
 Scottish Railways in the Heyday of Steam  
 Scottish Steam Miscellany  
 The History of the Highland Railway (1938)  
 The Highland Railway (H A Vallance)  
 The Highland Railway (O S Nock)  
 The Highland Railway, etc 1855-1955  
 Forty Years of Caledonian Locomotives  
 Caledonian Railway Centenary 1847-1947  
 The Caledonian Railway  
 The Callander & Oban Railway  
 The Little Railways of S.W. Scotland  
 The Story of 828 (Caledonian Railway engine)  
 The McIntosh Locomotives of the Caledonian Rly  
 Scottish Steam Album  
 Twilight of Scottish Steam

Living with London Midland Locomotives  
 Locomotives at the Grouping: LMS  
 Locomotives of British Railways: LM Group  
 What Happened to Steam: LMS 2-6-0s  
 LM Main Line Cameraman

### GWR & CONSTITUENTS

Steam Railway: Birmingham to Wolverhampton  
 Pictorial Record of Great Western Coaches Vol 2  
 Echoes of the Great Western  
 Portraits of Great Western 4-6-0s  
 Historical Survey of GWR Engine Sheds 1947

## MILTON KEYNES MODEL RAILWAY SOCIETY FOUNDED 1969

### A lesson for us all

On a number of occasions over the past few years, I have found myself involved in trying to dismantle layouts or dispose of locomotives and rolling stock from the collection of a member or individual local railway modeller, who had died.

The sheer volume of equipment that Les Wood has to dispose of from the estate of our much missed late member John Tennant, brought this home to a number of us. The vast problems that will one day arise, from someone having to dispose of the contents of our own loft, garage or spare bedroom, needs careful consideration long before this position arises.

One way to assist is to list items now, to create a database which will assist those at some future time, who have this task to undertake. This is particularly necessary where the items are not clearly identified with a manufacturers name. Proving the loco in your collection was built by Stanley Beeson may prove a little difficult without the necessary paper work!

We have had a somewhat depressing couple of years disposing of the collections of several people recently such as John Tennant and non club member, but well known local O gauge modeller, John Hughes. Although both are no longer around to enjoy their own collections, I am sure that they would have welcomed the opportunity to see their models passing on to new owners, in exchange for the necessary coins of the realm.

Over the past few years there have also been the sad stories of models, books and photographs being thrown into skips. Indeed John Hatton and I were telephoned by the son of a deceased member to say that the skip had been ordered and would be delivered in an hour. We could come and get what we wanted for the club before the skip was filled. John and I made several journeys to the club room and I can assure you that no model railway items went in to the skip, we sold most of them to the membership, at much reduced prices and passed the money to his son!

This article is not designed to depress anyone but make sure that your loved ones know what to do with your collection when the time comes. As a non profit making operation all items sold through the club result in the money raised being passed back to the estate - and we always get better prices for them, than the family would achieve by selling in bulk to the trade. I hope it is a very long time before we have to do it again!

Dennis Lovett  
 Chairman



Eric Bowman 01525-373513



## John Tennant

An appreciation by Fred Collins (Vice-Chairman, MKMRS).

I first met John when he moved next door to me nearly 40 years ago. He arrived with his wife Pat and his three children, Jeanette, Sheena and Ian. John drew up in a Humber Snipe, our older members will recall that in those days a Humber Snipe was the equivalent of a Mercedes today! I was very impressed.

We made a pot of tea to welcome our new neighbours, John spent the whole time complaining about the removal men who had left before him but had not yet arrived. It became a standing joke that he was moaning when I first met him and that he had been moaning ever since. John had a wry sense of humour and played along with the joke. Over the years I knew John as a true and valued friend. He was absolutely straight and honest. There were no two sides to John, what you saw was what you got. He did his best to live up to (or was it down to?) of the dour humourless Scotsman. Those who really knew him, knew a different kind of John. He was generous with his time and always ready to help if assistance was needed.

We started a model railway section in the newly formed West Bletchley Community Centre at the suggestion of Dr Peter Jarvis who was then on the management committee. We built a small layout with the children's help on the strength of a token grant from the centre, but paid for mostly out of our own pockets. I believe that John was at his happiest working with those youngsters (Mark Agnew, was incidentally one of them).

When you could get John to talk he would relate countless tales of life on the footplate, some dramatic and nearly all humorous. I think his favourite was the breakfast saga recalled below.

John spent a number of years firing the Garratts on the Toton to Cricklewood coal trains, when working out of Kentish Town depot. Apparently on one trip they were held at signals and the Driver suggested that this was the appropriate time to cook the breakfast. This meant placing the contents of the fry up on the shovel and frying it in the firebox. While this was going on, the signal came off and the Driver gave the engine an almost full regulator to get the heavy train on the move. Unfortunately the Garratts had a habit of synchronising the two parts of the engine, thereby doubling the blast up the chimneys. This had the obvious effect on the breakfast, almost taking the shovel with it and distributing in to surrounding countryside! John's comment to the Driver was something on the following lines "if you want your (blank) breakfast - it has just gone up the (blank) chimney.

John had always been a modeller and had accumulated a large amount of stock in various scales, including some magnificent O gauge models. He was capable of stocking a whole exhibition layout on his own (and often did!).

## Bletchley Park Roster

Please note: If you are unable to cover any particular date - please arrange a swoop on the roster in the club room - Chris Hughes

**UNROSTERED PEOPLE ARE WELCOME AT ANY TIME - THANKS**

Saturday 14 April: Eric Bowman / Paul Wakeley  
Sunday 15 April: Fred Collins / Ken James  
Monday 16 April: Easter Les Wood / Roger Blackburn / Ian Leigh

Saturday 28 April: Geoff Bell / Ray Cousins / Richard Cousins  
Sunday 29 April: Chris Hughes / Nick Hughes

Saturday 12 May: Gordon Shrimpton / Geoff Blackwell  
Sunday 13 May: Bruce Garwood / Ken Wiggins

### B-B-Q

Book the 5<sup>th</sup> May in your diary for our B-B-Q at Bletchley Park. Further details will appear in due course. In the meantime please see Jeff Mathie or Gordon Shrimpton.

### **FOR SALE - £15 each**

#### **O Gauge Kit built Wagons**

From the estate of the late John Hughes, a large number of O gauge wagons made from kits by Slaters, ABS, Peco etc. All are built and painted to a high standard. Excellent value - we are currently taking weekly deliveries.

Only a few remaining - Please see the Chairman

the appointed start time, something which would have displeased the senior LMR management at that time.

### Was the management involved – ??

47 years later, the 1032 train from Swansea was formed of a 125 mph HST (High Speed Train) set. Although fitted with AWS due to a problem it was not working and was isolated on the day in the question. When the AWS fails, the BR rulebook required the isolation of the equipment but the train could only enter service if another competent person (ie another Driver or Traction Inspector) was in the cab to assist the Driver. In British Rail days these rules were strictly applied (although I must add, this did not always go down well with the management!).

Was pressure put on the Driver at this time, as the spotlight was clearly on the privatised Great Western Trains, to work the train because the Managing Director of GWT and a number of other influential politicians and business people were returning from an event in South Wales? One can only speculate that the risk was taken so as not to anger the MD sitting in the First Class coach behind the Driver. The MD was incidently not seriously injured in the resulting crash.

### A local incident

One incident I recall was when I was the Driver of a passenger train in the 1980s. It started at Milton Keynes as a 4 coach train. Walking from the front to the back for my return to Euston, I noticed in one of the coaches that the main lights were not working and that only the emergency lighting was in use. According to the regulations I was allowed to run from A to B and have the fault put right at B, which happened to be Euston on this occasion. The maintenance department was informed of the fault and the next working of the unit after arriving at Euston. On arrival at Euston I coupled up to another 4 car set to make up a train of 8 coaches for the return working which formed a rush hour train. After undertaking the various checks relating to the safety and braking of the train, the coach with the lighting fault was in total darkness, as by now the emergency lights had failed as well. Needless to say, I had not seen a fitter in attendance. The guard gave the signal to depart and I did not do so. The station foreman arrived to see what the problem was and when he was told, the station inspector was summoned. I was informed that Mr So & So was on the train, so I informed him back that under the rules & regulations, that until the coach was emptied of passengers and the doors locked out of use, this particular train was not going anywhere, despite Mr So & So being on board. Because the station staff were not obviously aware of the correct procedures an announcement was heard which said "The 1724 train for Milton Keynes has been cancelled due to unforeseen circumstances".

This was one case where the Driver was put under pressure and held his ground. Unfortunately pressure in getting the company's employees to work and important passengers back from an event, resulted in two very avoidable accidents.

Johns presence will be sorely missed at Bletchley Park, where he was always keen to more than his fare share of duty.

MKMRS members will miss him – and so will I.

## Club Notice Board

### 2001 Woughton Swapmeets

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

13 May  
16 October  
4 December

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

### Historical Model Railway Society

The following meetings are open to MKMRS members free of charge (tea / coffee available at small fee). Meetings commence at 1930 and further details are available from Eric Bowman. Meetings below are in the MKMRS clubrooms.

25 April Bullied Locomotives of the Southern Railway

The HMRS also meets in **Bedford** (details available from Eric Bowman). The following subjects will be covered:

30 May A modelling clinic (no appointment necessary!!)

### NORTH NORFOLK RAILWAY ANNUAL EXHIBITION

The club has been invited to provide layouts again for the North Norfolk Railway exhibition to be held in the new carriage shed at Weybourne near Sheringham. Our Norfolk member Gordon Eckersley of GE Models is once again organising this event.

The event is being held on Saturday 23 and Sunday 24 June



## *SALVE ATQUE VALE*

This month we welcome Fred Fox to the club. Fred is an N gauge modeller and is already assisting with our N gauge projects.

We have also lost John Tennant in recent weeks. John died on 5<sup>th</sup> March. Please see the appreciation by Fred Collins elsewhere in this issue.

Eric Bowman, Treasurer

### RAILWAY CORRESPONDENCE & TRAVEL SOCIETY

The RCTS meets on the first Thursday of the month at the C.I.U. Working Mens Club in Stony Stratford at 1930 hours. Our long standing friend Bob Ballard is the Chairman.

A number of interesting speakers are scheduled for the next few months including:

- 3 May "Kingmoor to Kosovo" by Bob Sweet the photographer who travelled with the humanitarian aid train
- 6 September "1931-2000 I.C.I Hopper trains and works" by Brian Arnold (RCTS Altrincham)

*Further details from Bob Ballard on [01908 562195](tel:01908562195)*

### **Enginemen**

#### **The third in a new series of articles by Dave Meaden**

I spent 43 years working on the railway, starting as a van guard at Willesden Goods Depot in January 1951, before transferring to Willesden Motive Power Depot on 6<sup>th</sup> October 1952. Just 2 days later on the 8<sup>th</sup> October 1952, the 2015 from Perth to Euston hauled by No. 46242 "City of Glasgow" with Driver R.S. Jones and Fireman G. Turnock both from Crewe North MPD (5A) ran into the back of the 0731 local train from Tring to Euston. On board the local train locomotive No. 42389 was Driver A.W. Payne and Fireman A. Hine both of Watford MPD (1C), which was just starting off from Harrow & Wealdstone station.

The 0800 from London Euston to Perth was double headed that day and was hauled by No. 46202 "Princess Anne", with No. 45637 "Windward Islands" running inside. This train ran into the wreckage at Harrow & Wealdstone, in much the same way as the Freightliner Class 66 and its train of coal did recently on the ECML at Heck. On the

footplate of "Princess Anne" that day was Driver A. J. Perkins and Fireman G. Cowper, whilst on the Jubilee were Driver W. Darton and Fireman G. Dawler. All four footplatemen on the northbound train were from Liverpool Edge Hill MPD.

112 passengers and 3 traincrew lost their lives within a space of a few seconds. One of the Fireman was found lying across the nameplate of "Princess Anne". No. 46202 was recovered from the wreckage at 0200 on Sunday 12<sup>th</sup> October and taken to Willesden MPD.

As a new cleaner I stood in front of the locomotive at the depot on Monday 13<sup>th</sup> October. The wreck stood on no. 13 road in the old shed, minus its tender which was left at the site. It was utter destruction, the boiler, smokebox and most of the cab were completely destroyed. The motion each side, with the exception of the crossheads and guides was missing. The siderods were smashed. Ironically the nameplates were still in position on either side. Needless to say, those images remained with me throughout my railway career. At times during my working life, I was a thorn in the managements side when dealing with health & safety issues. After the Harrow crash an inquiry was held, but it will not be until 50 years later, when the papers are released, that the whole truth will come out. It is my belief that something on the footplate distracted the crew on "City of Glasgow". We shall have to wait and see.

Having studied train crashes throughout my career and the lessons to be learnt from them, it is somewhat disappointing that an identical situation arose at Southall in September 1999. This time it was the 1032 train from Swansea to London Paddington that ran through red signals and crashed into the rear of a freight train.

The main difference between the Harrow and Southall incidents was that at Southall the train was fitted with AWS (Automatic Warning System), which had originally been called ATC (Automatic Train Control) by the Great Western who pioneered the system. One of the findings of the Harrow crash was to fit AWS. Another system in use at that time was the Hudd System found on the LTS line between London Fenchurch Street and Shoburyness. At Harrow, Driver Jones did not have any such aids, only the assistance of his Fireman who could look out for signals when not attending to his own duties, which was particularly needed when running in inclement weather. At Harrow, the train was running through patchy fog, the Up Perth train was running late, did something happen on the footplate to distract them when approaching the distant signal for Harrow & Wealdstone?

#### **Was the management involved - 1?**

My theory was that management exerted pressure to ensure that the local train was given priority over the express. The 0731 from Tring had crossed at Harrow from the Up Slow to the Up fast just north of the station before stopping. Could it have had anything to do with the fact that the train was almost a staff special, taking railway staff to their offices in Euston House. A late arrival would have meant that staff would not be at their desks at