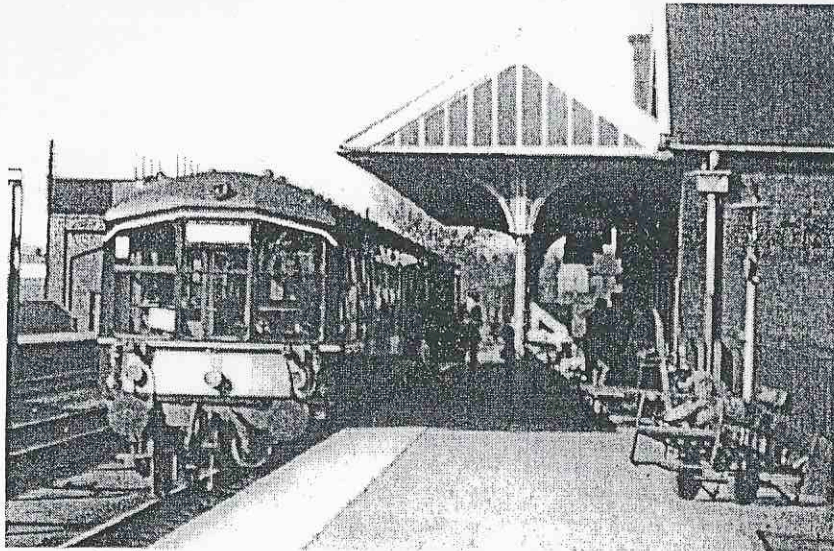


# The Oxford to Cambridge Railway

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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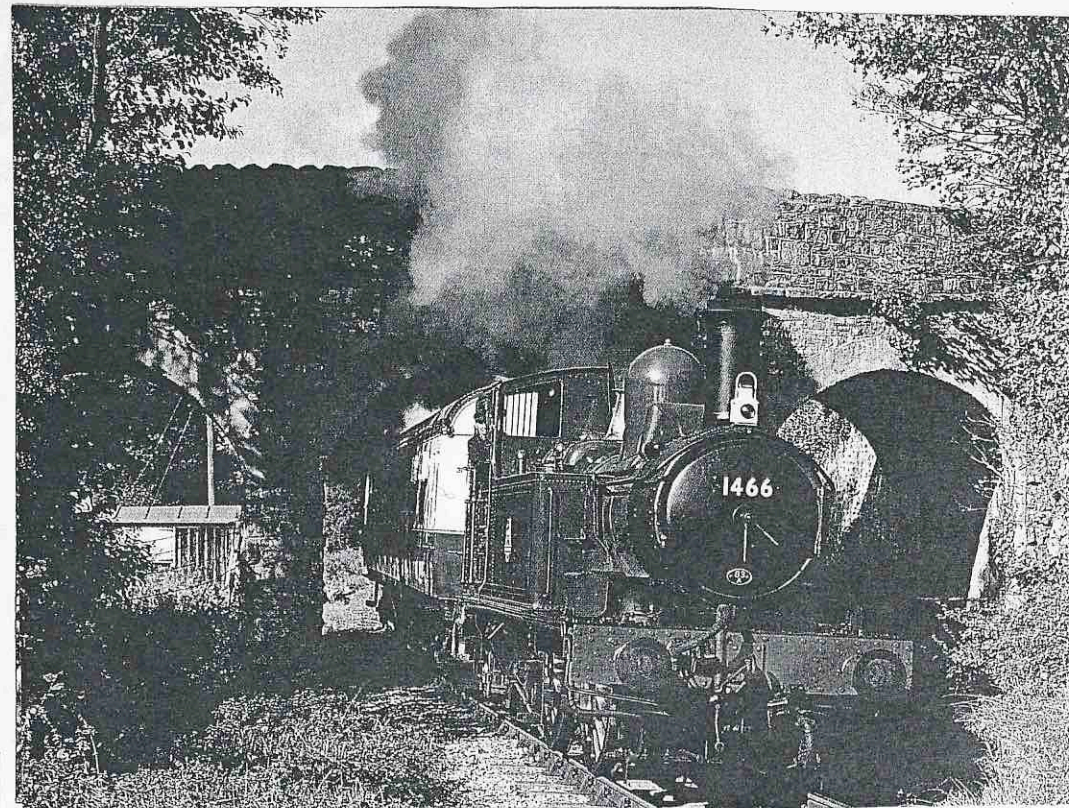


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Also some stocks still remain of:  
'A History of the Stratford-upon-Avon & Midland Junction Railway h/b £24.95.  
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The Banbury to Verney Junction Branch £8.95 plus £1.20 p&p



No. 110 May 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



## The 56xx Class 0-6-2T

### A look at 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 1<sup>st</sup> 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 such as London, Bristol and Wolverhampton. They could, however, be found on passenger duties from time to time, notably on the Valley lines around Cardiff. They were true mixed traffic types, although most who remember them in traffic, will recall them on freight workings.

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.

## MILTON KEYNES MODEL RAILWAY SOCIETY FOUNDED 1969

### The Preservation Business

Elsewhere in this issue you will read of our efforts to preserve John Tennant's Coronation Scot train which is now on display in the Verney Room, courtesy of the Executor. It's very presence is there to provide inspiration for those who are contributing towards its preservation.

For the first time we face the challenge of trying to preserve part of our model railway heritage. In my professional duties I have been involved with the naming of a big red engine to coincide with the 50<sup>th</sup> anniversary of the operation of the Talyllyn Railway on 14 May 1951. For the naming Talyllyn No.1 was placed alongside its larger relative for a particularly unique photo opportunity which will soon be illustrated in the railway magazines.

During the event, I was presented with a video tape which showed the enormity of the task that these early preservationists faced. There was no formula to follow and everything was a bit hit and miss. The track taken over by the society (remember that this line never closed) leaves a lot to be desired and the images taken of today's neat and tidy operation could not be more contrasting.

The tape will soon be placed in our library and is well worth a look. From the Talyllyn's earliest days, hundreds of what we now call heritage railways (preserved is no longer relevant and private has other uses, now that we no longer have a nationalised British Rail) have been developed across the world.

We are a bit like the Talyllyn in one respect. We are raising money to preserve something that we would miss if it was to be sold outside the club and would probably regret not having preserved at sometime in the future. We are also having to make it up as we go along, for none of us have heard of any other club doing anything like this before.

The Talyllyn has come a long way since enthusiasts met back in 1950 with the idea of saving the line and little idea of how to do it. The same could be said of MKMRS who have never been backwards in coming forward.

I will leave it to Eric to explain how we entered the preservation business.



Dennis Lovett  
Chairman

# Club Notice Board

## 2001 Woughton Swapmeets

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

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 held in the following subject 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.

## 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:

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)

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

### B-B-Q

Thanks to Jeff Mathie and team for organising the event on 5 May. The weather was kind but the wind caught up with us and the 30+ who attended had to seek refuge in the club room from time to time. The outdoor layout was very busy that evening.

## Craven Twin Sets (Kentish Town to Barking)

The fourth in a new series of articles by Dave Meaden

Cravens of Sheffield built 405 units, the last 100 power cars supplied by Cravens for this order, differed from earlier examples in having a single Rolls-Royce engine and hydraulic transmission.

It was said that these units were unsuitable. Being a driver on these units, I found that they were excellent on the line between Kentish Town and Barking. When used on the St. Pancras – Bedford line, however, they were more prone to mechanical breakdowns, e.g. Carden shaft breakages causing one fatality, proving that these units should only have been used on short trips. The Kentish Town – Barking line was ideal, they had a 4 speed gear box and should not have been coupled to the automatic units. I believe that this is where the problems came from. The Cravens units were "BLUE SQUARE" and should only have been coupled to units with identical codings.

During my time at Cricklewood (14A), I never had any breakdowns in the seven years that I drove them. Units in this fleet were all withdrawn between 1968-69.

The Rolls-Royce engines were painted yellow and were serviced on overhaul by Rolls-Royce's own engineers at their plant in Derby.



Last Days of Steam around London  
 The Last Years of British Steam: First Series  
 More Steam Up  
 Reflections on a Railway Career  
 William Stanier  
 The Last Locomotive Engineer: Riddles  
 Locomotive Adventure Vol 1  
 Locomotive Adventure Vol 2  
 Locomotive Panorama Vol 1  
 Locomotive Panorama Vol 2  
 Chronicles of Steam  
 My Life with Locomotives  
 The Barry List: 5<sup>th</sup> Edition

Railway Carriages 1839 – 1939  
 Historic Railway Disasters  
 Service Suspended  
 Railway Progress 1909 – 1959 Vol 1

#### MODELLING

Cardboard Rolling Stock & How to Build It  
 Historic Wagon Drawings

**Eric Bowman 01525-373513**

### SALVE ATQUE VALE

Recruitment seems to be slowing down a little. This month we welcome Gareth Homersley to the Club. Gareth is an N gauge modeller who hopes to build a modern image layout based on Milton Keynes or somewhere in the vicinity.

We bid farewell to Austin Daly and Ian Harrison, who have both moved away from the area. We wish them well in their new surroundings.

### SUBSCRIPTIONS 2001

Could I remind all members that subscriptions for 2001 are now due. Most of you have paid but there are still some outstanding.

The annual rates are

full under age 65	£30.00
full age 65 and over	£20.00
associate	£17.00

*Eric Bowman*  
**Treasurer**  
**30 April 2001**

### CORONATION SCOT 2001

Following John Tennent's recent death, all his model railway equipment became part of his estate in accordance with English law. Briefly, this means that an executor has been named by the deceased person in his/her will to administer the estate. The executor now passes on, or sells, the person's possessions and divides the cash assets in accordance with the wishes of the deceased person.

Among John's possessions is an 0 gauge model of the "Coronation Scot" train, the locomotive (6224 "Princess Alexandra") and nine coaches. Since, in real life, this train ran on the LMS West Coast mainline through Bletchley and had links with Wolverton Carriage Works, it was suggested that the Society might wish to buy the train. The price is £2000.

The Committee considered the matter but concluded that it was not appropriate to commit the Society to such a large, unbudgeted item of expenditure. However, the Committee did not rule out altogether the possibility of purchasing the model and deferred a final decision until the members had been consulted at the April Quarterly General Meeting.

The matter was raised. After some discussion, the Meeting decided that a special effort should be made to raise the money in order to buy the model. We were told that it was not necessary to provide the money immediately: it could be raised over the next 12 months. It was decided that those members who wished to contribute to the purchase of the model could do so at £1.00 a week over that period. Some members indicated that they were willing to donate more than that suggested figure. Therefore, as a Society, we have decided to try to raise £2000 over the next year in order to buy this model for the Society to display and run as a part of the local history of the Milton Keynes area.

So far (7 May 2001), we have raised £266.00. Anyone who wishes to contribute to the "Coronation Scot 2001 Fund" can make their contributions to either Tony Winn or myself: cheques should be made payable to "MKMRS".

The model is currently on display in the showcase in "The Verney Room" (!!).

#### BRIEF HISTORY OF THE ORIGINAL "CORONATION SCOT"

It is a matter of record that the constituent elements of the LMS did not get off to a good start following the Grouping in 1923. Although the Chief Mechanical Engineer came from the former Lancashire and Yorkshire Railway, he was unable to influence greatly locomotive matters very much before retirement in 1926. The only locomotives which were produced under his name were the class 5 Horwich Mogul 2-6-0, "Crabs". The front line express locomotives were the LNWR "Claughtons", "Prince of Wales" and "George V" classes, the L&Y class 5 4-6-0s and Midland Compounds. All these were dated designs and would not meet the anticipated traffic needs of the new LMSR.

The only new express passenger locomotive designed between January 1923 and December 1931 was the "Royal Scot" class, which took over the heaviest trains on the West Coast mainline between London (Euston) and Glasgow. By 1930, the LMS was, indeed, in an "ell of a mess" for modern locomotives capable of running the services satisfactorily.



The LMS Board sought a replacement CME for Sir Henry Fowler outside the organisation. Their choice fell on (Sir) William Stanier, who was then working for the GWR. He started work for the LMS on 1 January 1932. His influence was quickly felt in the LMS – a new class 5 2-6-0 with a taper boiler was produced, “Claughtons” were rebuilt either with larger boilers and new valve gear or into “Patriots”, the “Royal Scots” received new piston rings and a policy of replacing outdated engines with modern units was instituted. In June 1933 the first LMS “Pacific” emerged from Crewe Works, later to be named “The Princess Royal”. A second one (“Princess Elizabeth”) came in November. There then followed a period of testing before a further ten were built in 1935.

However, both train weight and competition were increasing. Stanier was hoping to reduce the time taken to travel between London and Glasgow. Gresley on the LNER (and others abroad) were looking to streamlining to enable steam locomotives to go faster. Stanier followed the Gresley lead and, in June 1937, the “Improved Princesses” came into service. Five engines came from Crewe, numbered 6220 to 6224, built under the 1936 building programme as “Princess Royal” class locomotives. But they were not “Princess Royals”! They were bigger, heavier, streamlined and painted blue with silver stripes. They were designed to haul a special train from London to Glasgow faster than the LMS had done so before. And they did just that. A further ten were built in 1938, five with and five without streamlining, all painted LMS crimson lake. Five more streamlined engines were built in 1939, followed by five more in 1940. Surprisingly, four more streamlined engines appeared in 1943 (the middle of a global war) and four more in 1944, but by now it was acknowledged that streamlining was not necessary. The last five from the 1939 building programme (twenty had been authorised in July 1938) appeared between 1946 and 1948. None of these was streamlined: in fact streamlining was being removed from the earlier locomotives.

The “Coronation Scot” train was introduced in 1937 to mark the coronation of King George VI. It was a high speed, almost luxury service of limited weight between London and Glasgow. However, in contrast to the LNER, Stanier did not introduce new carriages. The carriages were normal LMS general service stock but, as befitted a prestige service, they were refurbished and repainted at Wolverton Carriage Works. Pressure ventilation was also installed. The train consist was corridor brake first, corridor first, vestibule first diner, kitchen car, two vestibule open thirds, another kitchen car, another vestibule open third and, finally, a corridor brake third.

The train ran in this form for about two years. It was cancelled and put into store on the outbreak of the Second World War in September 1939. After the War the railways were nationalised and there was no place for fast prestige trains in a Great Britain still subject to austerity where there was insufficient Government revenue to buy oil to run the steam locomotives which had been converted. The priority for the railway management was rebuilding the system which had suffered six years of wartime usage and neglect. The next adventure into a fast, fixed consist service would not occur for almost thirty years with the advent of the HST.

We now have an opportunity to acquire in model form a piece of history with links to the local area. Please help us achieve our target so that we can preserve this model for future generations.

*Eric Bowman*

## BOOKS FOR SALE

Here is the second instalment of the books which have been donated to the Society by Mrs Hughes. This list covers the SR, the LNER and general topics which do not easily fall into a railway group. Once again, if you are interested in any of these books, please see me at the Club or ring me. All proceeds will go to the Bletchley Project.

### LNER & CONSTITUENTS

LNER Steam (p/b)  
The LNER 2-8-2 & 2-6-2 Classes  
The LNER 4-6-0 Classes  
LNER 4-6-0s  
Locomotives of the LNER  
Locomotives at the Grouping: LNER  
The Streaks: Gresley A4s  
Profile of the A4s

The North Eastern Railway  
North Road Locomotive Works: Darlington

The West Highland Railway (p/b)  
The West Highland Railway  
The North British Railway

Bill Hoole: Engineman Extraordinary  
Nigel Gresley: Locomotive Engineer

### SR & CONSTITUENTS

The Great IoW Train Robbery  
Railways in the Wight  
Isle of Wight Album  
Southern Steam of the Isle of Wight

Locomotives at the Grouping: SR  
Locomotives of BR (Southern Group)  
BR Steam Locomotives (Southern Region)  
Southern Loco Survey: Early Maunsell  
Southern Loco Survey: Later Maunsell  
Arthurs, Nelsons & Schools of the SR  
Southern Steam (p/b)

Bulleid Steam Passenger Stock  
Pullman in Europe

Pictorial Record of Southern Signals

Southern Album  
Last Days of Steam: Surrey & Sussex  
Southern Steam on Shed

The Somerset & Dorset Railway (p/b)  
Rail Centres: Brighton

### GENERAL

Popular Carriage  
Locomotive Management  
Steam Locomotives of British Railways  
From Inverness to Crewe  
Steam on British Main Lines  
The Locomotive Exchanges  
New Light on the Locomotive Exchanges  
British Pacific Locomotives  
The Atlantic Era  
Transport Preserved  
Master Builders of Steam  
Decline of Steam  
Railway Heritage of Britain  
Railway Carriage Album  
Railways Restored 1980  
Story of British Railways (1945)  
British Railways Gazetteer  
Steam Up  
British Railways in Action  
Cavalcade 1975 (all 3 volumes)  
British Trains of Yesteryear  
Trains Annual 1957  
Trains Annual 1958  
Trains Illustrated Annual 1960  
Trains Illustrated Annual 1961  
Trains Illustrated Annual 1962  
Trains Annual 1963  
Railway Picture Gallery  
Mail Line Album  
Branch Line Album: Second Series  
Locomotives through the Lens 1923-1947  
Preserved Railway Coaches  
The Line That Jack Built (RHDR)  
Steam  
Steam Portfolio  
Last Steam Locomotives of British Railways  
Images of Steam  
British Railway Steam Locomotives (Nock Vol 2)  
Portrait of Steam  
Lure of Steam  
Eric Treacy: Railway Photographer  
Steam on the Shed  
Royal Trains  
Memories of Steam around Britain  
The Railway Race to the North  
British Locomotive Names of the 20<sup>th</sup> Century