

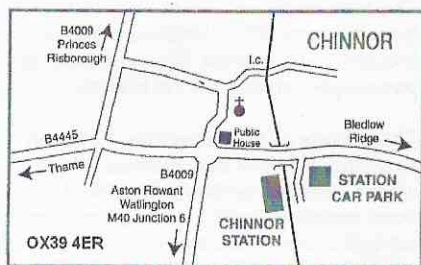
1994. Thus the legal of the C&PRR status was assured and passenger services recommence.

A new platform suitable for two coaches was completed in May 1994 and the restoration of operational passenger and goods stock was also completed that year. 1994 was an historic year with the freehold of the branch purchased by the Association in August for £125,000, and the first public service since 1957 ran on 20th August with round trips to Wainhill Halt. In April 1995 the passenger carrying line was extended some 2 miles to Horsenden Lane. A further extension to Thame Junction opened at the start of the 1996 season, where a run round loop has been constructed.

In the past few years the railway has gone from strength to strength. It has built an award winning replica of Chinnor station and now the railway is focussed on extending its services back to the junction station at Princes Risborough. The station at Watlington survives in private ownership but unfortunately the

**The last BR train leaves Chinnor in December 1989**

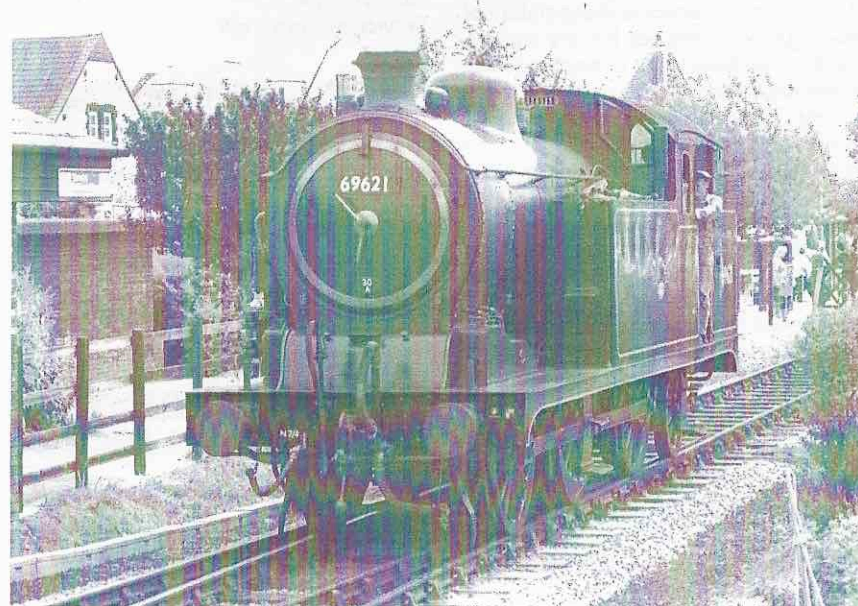
building of the M40 motorway has severed the trackbed and to get there would require extensive civil engineering work to tunnel underneath it.



## NEWS

No. 142

SUMMER 2006



**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**

**PLENTY GOING ON**

Apologies for the delay in producing this issue of MKMRS News. Due to pressure of work it is necessary, at least in the short term for us, to publish 4 times a year, starting with this the Summer edition.

Work proceeds on a number of projects. Bletchley continues to develop under the auspices of our N gauge members and the sad loss of Fred Fox (see elsewhere in this issue) has naturally had an effect.

Work has started recently on a new outdoor OO layout which is independent of the larger scale project. For the time being it will be necessary to restrict access to the public during the construction stages. The handrails have been removed temporarily and will be reinstalled to provide better cover for the layouts, signalling levers and also the live steam track. Inside the DCC layout is now taking shape and the EM gauge layout continues to receive those finishing touches.

We are still frustrated by the lack of activity on our storage shed at the back. Once the roof is removed, then we will be in a position to maximise club room use to the benefit of us all.

There is still much to do and it is good to see considerable activity taking place on all fronts.

Keep up the good work!



Dennis Lovett  
Chairman

**Club Notice Board**

**FRED FOX**

We were all saddened to hear of the death of Fred Fox on 20th May. Fred joined us in 2000 and had been a major member of our N gauge team building the Bletchley layout.

Fred had been brought up in the North East and spent much of his formative years unofficially on the footplate with his father driver. Fred was 67 and had been an active member of the Bletchley team until a couple of weeks before his death.

Fred will be very much missed and the club was well represented at the funeral service at Crown Hill.

**2006 Woughton Swapmeets**

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

**10th September 2006  
10th December 2006**

Admission is £1 Adults, 80p 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**



The last train from Watlington was due to leave at 9:00 pm, however it was nearly 10 minutes late leaving with a number of local dignitaries present. As had become the custom, the train left to the sound of detonators exploding on its last journey. The train finally arrived at Princes Risborough some 25 minutes late and so brought to an end the 85 year history of passenger carrying on the branch.

The various halts at Lewknor, Kingston Crossing, Wainhill and Bledlow Bridge were closed immediately, but the stations remained open for goods and parcel traffic, until 2nd January, 1961 after which the section from Chinnor to Watlington was closed completely and the track lifted. The section from Chinnor to Princes Risborough was retained to serve the cement works and the wood yard in the village. The wood yard ceased to use freight by the beginning of 1961 and in the early 1970s the station building at Chinnor was demolished and the platform broken up. In 1989 British

Rail declared the hopper wagons used to carry the cement works fuel obsolete. Set against the cost of new wagons and unloading system and given the effectiveness of having coal delivered by road, the service was declared non operational.

On 20th December, 1989, a class 47 diesel (No. 47258) together with 35 hopper wagons made the final journey into Chinnor cement works, with the locomotive sporting a headboard with the legend "Last BR Train on the Watlington Branch". Maintenance of the branch from Chinnor to the junction with the Thame branch near Princes Risborough was given to the Chinnor and Princes Risborough Railway Association from January, 1990.

The Chinnor and Princes Railway was granted a Transport and Works Order under section 6 of the Transport and Works Act 1992 on 4th July 1994, the order coming into force on 26th July



## The Princes Risborough & Chinnor Railway

A look at a heritage line on the Buckinghamshire / Oxfordshire border



The last train from  
Watlington 1957

Originally known as the Watlington and Princes Risborough Railway Company, the railway was largely promoted by local land owners following the failure of the planned extension of the Wallingford branch through to Watlington. Construction of the branch was authorised by an Act of Parliament dated 26th July, 1869.

This authorised the construction of the branch as a Light Railway, commencing from the Great Western Railway Station at Princes Risborough and running for a distance of 8 miles 66 chains to a terminus at Pyrton just outside Watlington.

The Branch was opened on 15th August, 1872 and had two intermediate stations at Chinnor and Aston Rowant. After opening, the company immediately ran into difficulties and for a period of time

the company directors ran the line at their own expense. Finally after being offered the branch on more than one occasion the Great Western Railway acquired it on 1st July, 1883 for the sum of £23,000, which was less than half the cost of its construction. Under the ownership of the Great Western Railway, track on the branch was re-laid, the original being in very poor condition laid directly on the chalk. Rail level halts were opened at Bledlow Bridge, Kingston Crossing and Lewknor Bridge in 1906 and Wainhill Crossing in 1925. After the Second World War the passenger traffic on the branch started to fall and by the mid 1950s had fallen to such a level that on 1st July, 1957 the line was closed to passenger traffic.

### Club Sweatshirts and Polo Shirts

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

### Club Exhibition

The next club exhibition will take place in Wolverton on Saturday 24th February 2007. Further details in next issue.

### Bletchley Park Roster

#### **Saturday 19 August**

Brian Barnes / Mick Clements

#### **Sunday 20 August**

Gareth Homersley / Bernard Worden

#### **Saturday 26 August**

Chris Lester / Kenn Ranns

#### **Sunday 27 August**

John Forman / David Ramsey

#### **Saturday 2nd September**

Peter Jones / Chris Baker

#### **Sunday 3rd September**

Bill and Peter Ball

#### **Saturday 9 September**

Ted Mellor / Mac Mcgee

#### **Sunday 10 September**

John Harrison / Neil Dewar

#### **Saturday 16th September**

Roy Duckers / Vacancy\*

#### **Sunday 17th September**

Fred Collins / Phil Wood

#### **Saturday 23rd September**

Chris Wardale / Alan Thompson

#### **Sunday 24th September**

Mark Lambourne / Roy Sterry

#### **Saturday 30th September**

Vacancy\*/ Vacancy\*

#### **Sunday 1st October**

Les Duncan / Vacancy\*

*\*If you are able to assist on these days please let Chris Hughes know. Thanks*

### Happy retirement Ian

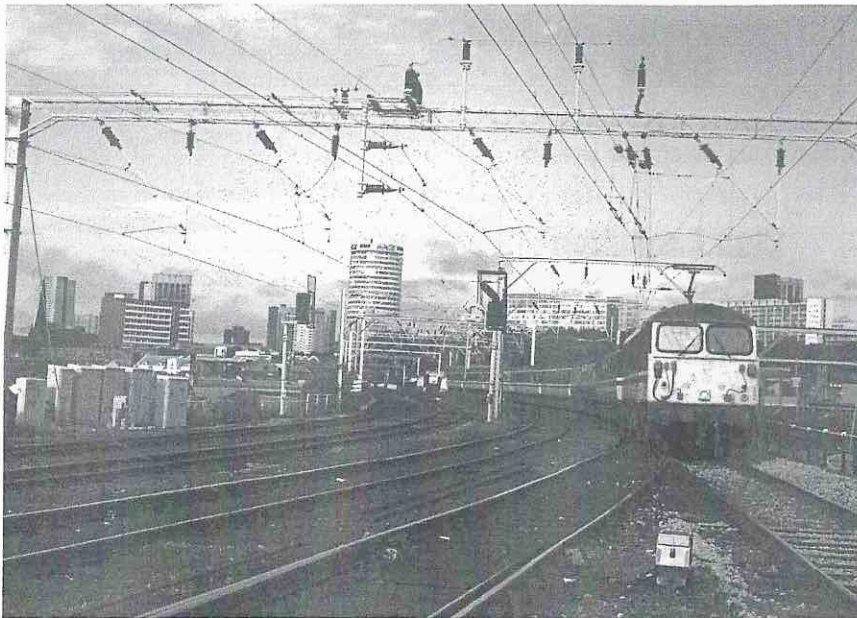
One of our honorary members, the Rev. Ian Pusey has recently left the area and moved to Exmouth in Devon. Ian was at one time Rector of St. Mary's, Bletchley and is one of the leading S Gauge modelers in the country.

Ian was a good friend to MKMRS and was awarded honorary membership at our 25th Anniversary Dinner in 1994.

Before joining the church, Ian worked in the railway industry for Westinghouse Signals.

We wish Ian and his wife Ros a happy retirement down by the seaside.





**The Electric Scots —** Dennis Lovett takes a look at the Class 87 locomotives now reaching the end of their careers.

With the modernisation of the West Coast Main Line now reaching completion and the introduction last December of 125 mph 'Pendolino' services by Virgin Trains between London Euston and Glasgow Central, it is fitting that we put the clock back to look at the locomotives that preceded them on these flagship services.

25kV electrification was new to Britain (but not the rest of Europe) in the 1950s. Indeed British Railways had only just completed the electrification of the old Great Central line between Manchester and Sheffield using a different system (1,500 v DC). Work began after publication of the 'Modernisation of British Railways' document in 1955 and the first section between Manchester and Crewe opened in 1959. The Liverpool – Crewe line was next, with the Liverpool line joining and leaving the West Coast Main

Line at Weaver Junction, some 17 miles north of Crewe. By 1966 the wires had reached the newly constructed Euston station in London and a year later work was completed on the line between Rugby and Stafford via Coventry, Birmingham and Wolverhampton. Electrification of the suburban services south of Glasgow was also undertaken in the early 1960s.

Thoughts then turned to extending north of Crewe to reach the already electrified Glasgow suburban system at Motherwell. The line north of Crewe was particularly arduous which in steam days trains required banking over the steep gradients at Shap and Beattock summits. The line also twisted and turned through the Lake District and the Lowther Hills in the Scottish Borders. When steam was vanquished in August 1968, two Class 50 locomotives worked in

tandem, not a cost effective use of resources, although it did allow increased speed and shorter journey times.

Authorisation of the electrification scheme in 1970 required additional electric locomotives to supplement the earlier Classes 81-86 and the construction of 36 locomotives commenced in June 1972 at Crewe Works. Designated Class 87, these were a development of the earlier Class 86 locomotives and were geared to run at 110 mph. They also took the opportunity to avoid the problems encountered on earlier designs with the axle suspended motors failing due to poor suspension and ride quality. The designers created a new BP9 bogie which greatly reduced the wear on the track with its Flexicoil suspension and frame mounted traction motors. Prior to construction, three Class 86 locomotives were fitted with the new bogies for test purposes.

The Class 87 was delivered without vacuum brakes and was fitted with air brakes only. This initially restricted their use but as older vacuum braked stock was withdrawn this became less of a problem. They were originally fitted with GEC cross arm pantographs but these were later replaced with Brecknell Willis versions during the mid-1980s. The Class 87 was also fitted with two cab windscreens, whilst the Class 86 had three, greatly aiding enthusiasts to identify them as trains approached.

The final locomotive was originally allocated the number 87036. This was to differ considerably from the other 35 locomotives in the fleet and it was decided to create a sub-class as a result, becoming No. 87101. This was the first locomotive to be fitted with thyristor control and had different traction motors. As a result it weighed in at 78 tons, four tons below that of the rest of the fleet.

In 1977 No. 87001 was named 'Stephenson' in association with the Stephenson Locomotive Society. When British Rail took the decision to start naming locomotives again, the whole fleet was named, many being given famous names once carried by earlier steam locomotives. The name 'Stephenson' was subsequently transferred to No. 87101 and its distinctive silver nameplates were retained.

Although they initially carried British Rail blue livery, the setting up of the various sectors in the 1980s saw them pass to InterCity. Although at first they carried an interim mainline livery, they later carried the InterCity swallow livery.

Privatisation saw the West Coast express passenger services pass to Sir Richard Branson's Virgin Group in March 1997. Locomotives were then repainted into Virgin red when passing through the workshops. When orders were placed for 53 Italian designed tilting Pendolino's in 1998, the days of the electric locomotive on West Coast passenger trains were numbered.

With the introduction of Pendolino trains from 2002 and the introduction of 125mph services north of Crewe to Glasgow last December, the last Class 87s were placed into storage. The first locomotive was withdrawn in 2004. At the time of writing a few are retained for short term hire, although the long term role for these locomotives has yet to be decided, rumours abound that some of these may see further service in mainland Europe. No. 87101 has already been scrapped