

“The Chatham Show ‘95”

**CHATHAM & DISTRICT
MODEL RAILWAY CLUB**

MODEL RAILWAY EXHIBITION

10TH AND 11TH JUNE

10.00-17.30 HRS BOTH DAYS

CHATHAM HISTORIC DOCKYARD

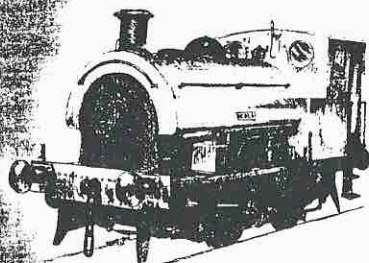
DOCK ROAD, CHATHAM, KENT

**Probably the best
Model Railway Show
in the south-east...**

Once again, the 'CHATHAM SHOW' will have at least 24 of the best model railway layouts to be seen, and the best small supplier and trade support you'll find anywhere!

**...don't just take our word for it
- come and see for yourself!**

CAR: Signposted from Junction 3, M2. Just *Follow the Anchor!*
RAIL: South Eastern TOC from Victoria/Charing Cross to Chatham
BUS: An EXHIBITION BUS SERVICE will link CHATHAM RAIL STATION and the HISTORIC DOCKYARD MAIN GATE.
Single Fare: 50p.



1995 ADMISSION PRICES

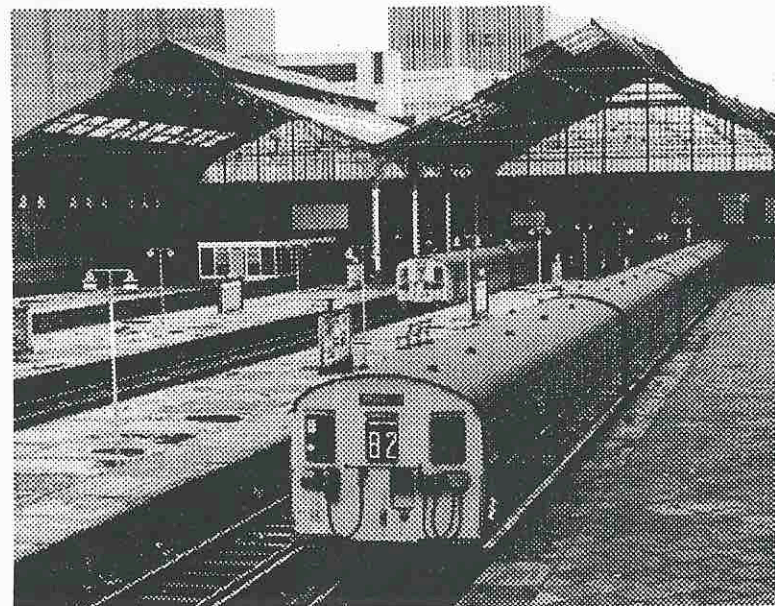
Adult - £3.50 OAP/Student - £3.00
Child (5-16 yrs) - £2.00 Family - £8.50
(A Family is 2 Adults + 2 Children OR 1 Adult + 3 Children)



MKMRS NEWS

No. 39

JUNE 1995



Broad Street before closure in 1985

Published by Dennis Lovett, Chairman, Milton Keynes Model Railway Society

Telephone 01908 376750

for headlight and possibly coach heating. It is quite pleasing to see the plume of smoke up there; would look nice on the boiler of a king at Paddington!

One morning, Alvan took me to a yard, where you could park and watch the proceedings. A train of covered auto cars was being shunted; I thought it would never reach the end until some box cars and 2 diesel locos eventually appeared. In another place we saw a freight standing, awaiting orders, and the loco was brand new! He was delighted; "She's only just out of the shops" and indeed there was only road dust on the bogie frames, as she hummed and muttered to herself.

From then on there were no more trains until the Williams Flyer, the 8.30 (no silly metric or 0 in front of numbers in America), bound for Grand Canyon station, 63 miles across the desert. The previous evening we had seen the train arrive; the noise of the solemn crossing warning "Whoo, whooo, whooo", sounding outside the town as the train crept nearer; the blinding headlight and the bell going "Ting, ting, ting, tang"; she rumbled towards the roadway and the engineer blew another blast; it nearly deafens you, although so low in the musical scale.

The station building at Williams has paired classical columns and a brick paved platform at ground level. The train was 5 x 85' pullmans of about 1930 vintage, painted in the dull green colour (color - on my USA machine! - Ed.) favoured by some Continental railways. The train also had a water cart and the loco No. 17 a small 2-8-2 with small wheels. We had a look at No.20 nearby, which had the figures "1900 gall oil, 8700 gall water". There was some entertainment going on at the side of the station, yippeeing and the sound of shots, with men in cowboy garb riding horses. These all got on the train and appeared later. I noticed the seat numbers in gilt below the roof, there were 92 seats in pairs of course (how the wider loading gauge helps!) and they have a tram car type mechanism for reversing the seat backs, so all seats face forward. You can open the

window to the level of your elbow and a spring blind; the window opens only about 10", and there is no draught, unlike the hopper variety found over here.

The 2-8-2 rolled across the desert, and entertainers appeared, a violinist and a banjo player. Together they sounded really good; later they played for a sing-song and the passengers joined in, a splendid atmosphere for a day out. The journey took 1 3/4 hours. On the way back we watched a play and were then held up amid shouts of "get your hands up", whilst men with black hankies over their faces brandished large revolvers. The Marshall was not long in coming to arrest them!!

The last railway I saw was when the Phoenix - Chicago flight was banking to land at the airport; we were over a huge freight yard, with long trains, most of them with double stacked containers. Pity I couldn't get to my camera.

The sound of the loco bell was for me the magic of America with its good mannered people, its exhilarating dry climate and the cleanliness everywhere. Return? yes please.

* Thanks John, the Editor would like to hear from those embarking on railway journeys which can fill the odd corner in future issues.

Reminder

**QGM in the club room
on Tuesday 25th July**

8pm start

MILTON KEYNES MODEL RAILWAY SOCIETY Founded 1969

President	Jim Wood	Committee	Geoff Bell
Vice Presidents	Les Wood Gordon Etherington		Chris Garner Chris Lester Colin Jamieson
Chairman	Dennis Lovett	Librarian	Mark Wilson
Vice Chairman	Fred Collins		
Secretary	Chris Hughes	CMRA Rep.	Chris Lester
Treasurer	Eric Bowman		

Proving ourselves

The weekend of the VE Day celebrations saw our first official opening at Bletchley Park. We certainly learned a good few lessons and it proved once and for all, that our current building is not suitable for public access.

What we have discovered is that any future permanent exhibition will have to be part of the main exhibition complex, to allow a proper flow of people through. All layouts will need to be:

- * well placed behind barriers, to keep the public at a reasonable distance!
- * have sufficient space for operators to reach all parts of the layout
- * be continuous run. The public want to see trains running and the more the merrier.

It is also obvious to those of us who struggled into work on the Tuesday morning, after 3 days of operations at the Park, that we have got to greatly simplify operations, so that if necessary, all layouts can be run by one or two people, during open times.

A visit to our friends in the boat club showed the way forward. They were busy installing displays in home built display cabinets. Add glass and adequate lighting and the number of staff they required was minimal in the museum section. Contrast this with the large numbers

of MKMRS members busy on layouts and I think you get some idea of how we are going to have to change our ideas.

Bletchley Park is open 26 weekends of the year at present. It is also likely that we shall need to be open at other times, something which we would struggle to do.

The way forward would appear that we need a purpose built exhibition section with layouts behind glass, just like Pendon. A secure operators door would enable trains, operators (when required) and public to keep at a safe distance.

When trains are not running, the layouts could be viewed as static exhibits (no different to the boats, the toy museum, computers or anything else!). This would allow us to fulfill all our commitments and still remain sane at the end of it all.

All we require is a suitable room (it will have to be large so we can fit the O gauge and other layouts in), a lot of timber, some good lighting, some form of alarm and a member who owns a glass company!

We proved ourselves that weekend. Now we have to start the process of securing what is necessary to achieve long term objectives.

Dennis Lovett, Chairman

Club Notices

Swapmeet dates

A swapmeet will take place at Woughton Campus on the following dates during 1995;

**September 10th
December 17th**

Opening times are 1100 - 1500. Admission is 60p, child/senior citizens 30p.

Thanks

To all those who assisted with the VE weekend celebrations at Bletchley Park. We had an impressive turnout. Thanks also to those unable to attend the actual weekend, but put in a lot of effort beforehand.

The premises committee did an excellent job in getting the place ready. Bernard, Fred, Phil and John H. did us proud.

Thanks also to Brian and Stan for putting on an excellent operating display of tinplate, John Hatton for his Trix, the N gauge "Mandlebury team" for a weekend of faultless running and the O gauge boys for getting the Chairmans layout up and running after 2 years of inactive storage in his garage!

I have heard nothing but praise.

Verney Junction

Chris Hughes is looking for volunteers to help with the refurbishment of Verney junction back to exhibition standard. The electrics and trackwork have already been tackled, but the scenic work looks a little worn. Volunteers please report to Chris for further information.

Fenny Stratford

Work is progressing on the new N gauge layout, the baseboards for which have now taken up residence in the same room as Mandlebury.

Volunteers to assist please speak to Chris Garner.

O Gauge

Despite the loss of the large canteen which allowed the whole layout to be erected, work is progressing on individual boards.

As well as working on Tuesdays, the team can be found hard at work most Friday evenings. Geoff Bell will be keen to talk to any prospective team members.

Live Steam Open Day

G Scale

Sunday 16th July

1200 -1700

**All members and their
families welcome**

Steve Dennison,
10 Swinneyford Road,
Towcester,
Northants
NN12 6HD

01327 352036

looked sturdy.

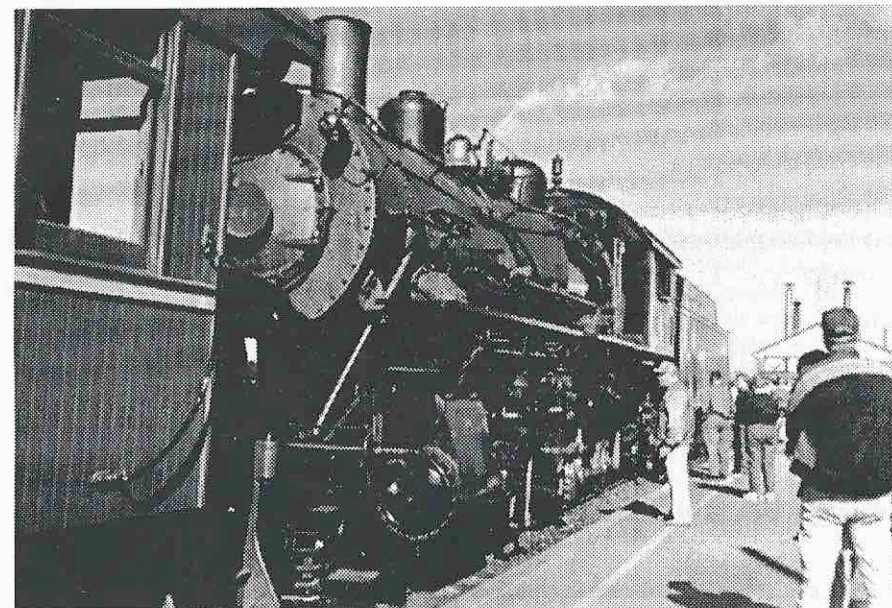
A coloured lady booking clerk sold me a ticket, after murmuring "are you Senior?". I wasn't entitled to the reduced rate because of the lack of a "social red card" but she sold me a return ticket, 104 miles each way, for \$12 (8 quid!). My destination was Harrisburg, the Pennsylvania State Capital, where loco mad friend Alvan, would pick me up and drive me the 8 miles across the Susquehanna River to Camp hill, a suburb. It was my first meeting with him and his family, although we had corresponded for some three years, introduced by a member of a friends family which I'd known in the West Riding since about 1935, model railways being the theme, you see the value of our hobby.

The Amtrak train was of vintage stock, which rode quite well. The Conductor (used to be called Guard in the UK) called out loudly the names of approaching stops, and the exit door was manually worked; he superintended the passenger's going off and on, the other doors being locked. When I found I had left my flight bag, he raised an arm - "Take your time

Sir, no rush" and he got it for me. Imagine that at Watford Junction!

Noticeable was the number of freight lines going off into works opr disappearing into the hinterland, some electrified. It was of course dark by the time I and the others climbed the steps up into Harrisburg, now a terminal, though freight still goes through. It's surprising on going out of the station to see tall buildings all around. My friend arrived, complete with wife: I tried to get in the car on the wrong side: he grinned and drawled - "You always get in on the kerb side - Jawn".

Pennsylvania is a state of forests, outside the town areas. I was taken with a friend of his, a retired driver, to the Strasbourg Railway (pictured below). Now a private railway they are even carrying freight to a local factory. The steam loco was a Canadian National 4-6-0, beautifully clean, and unique in having Baker's Valve Gear, so rare in the later steam scene. I didn't ride it, as we were at the wrong end of the line, but in came in, bell sounding, quite a sweet sound. All American steam locos have a steam worked generator on top of the boiler





One Mann's travels - John Mann reports from the USA

I had hesitated at first of undertaking a visit covering many thousands of miles: a week in Pennsylvania, followed by two weeks in Arizona, but suddenly decided to take a chance and put up with the jet lag. Yorks Travel, Bletchley, fixed me up with the appropriate route tickets and with the world - wide insurance, came to around £550.

I left Bletchley on Tuesday March 14th via Euston, Northern line and Piccadilly Line to arrive at Heathrow around 0900, great fun with a bulky flight bag and a large suitcase! I suppose stress tones up the system. Heathrow is an exhilarating place; there being around 1.5 miles of corridor between tube station and Gate 22, the next to last one; fortunately the suitcase had a pair of wheels. Customs inspection wasn't much; just put anything metal x pockets into a couple of bowls and a person with a poker attached to a lead, waves it around your form and off you go, after collecting all the loose stuff from the bowls.

The airliner seats are quite good, and the staff competent. After the thing has climbed to about 40,000 feet (7.5 miles) you're above the cloud and it stays that way. Landing in Philadelphia International, I had filled in my green card proclaiming "Visa Waiver", and the important part is the lower tear off part which you need to get home again! I just thought it was an acknowledgement but unless you have it for your return journey, you could be in for a longer stay than you planned!

Philadelphia 30th Street Station is the main Amtrak one, is reached by a journey on a fairly new suburban line and it costs \$7 single (about a fiver!) for a journey of around 5 miles. 30th Street was built about 1926, in a solid architectural style with huge suspended lamps and solid brass handrails and screen components. I was interested in the structure of some brass grilles, they were made of 5/16th brass bar, with countersunk screws in drilled and tapped holes, well polished they

Broad Street - London's third busiest station!

In 1890, Broad Street was so busy that two footbridge staircases were constructed from street level at each side of the concourse. In 1891, an eighth platform was added as by now, the station was at its busiest, with over 3 million passengers per annum. The underground had yet to penetrate its heartlands and the effects of tramways and omnibuses were not yet being felt. In 1898, seventy one trains arrived and departed from the terminus between the hours of 0900 - 1000; Broad Street was the third busiest of London's termini, handling almost 800 train arrivals/departures per day, only Liverpool Street and Victoria exceeded this.

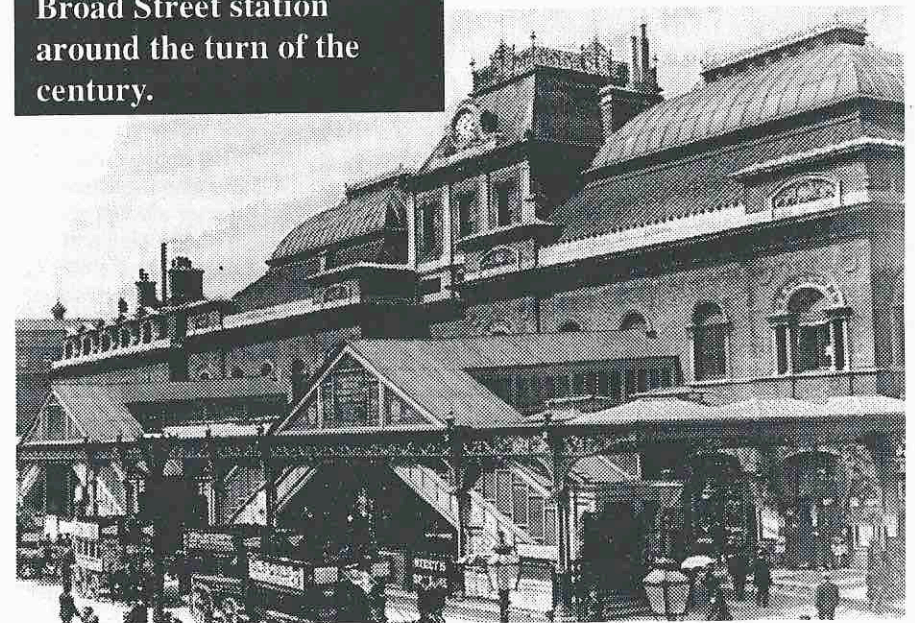
Broad Street provided coal and water facilities for locomotives working in to and out of the station and were located at various locations on the station approaches, accessed from the platforms by negotiating various crossovers and junctions.

In 1912, interchange was further improved at Broad Street, when the Central London Railway opened its underground line from White City to Broad Street/Liverpool Street with an entrance opened at ground level in front of the station, whilst a Central London Railway booking office was located on the concourse at Broad Street.

1913 saw the building of a ninth platform on the western (L & NWR) side. Some improvements were made at this time to the station concourse and footbridges.

The outbreak of the First World War would ensure however, that Broad Street would never regain its prewar importance or levels of service.

Broad Street station around the turn of the century.



The arrival of the Great Northern Railway

In 1872, the GNR gained Parliamentary approval for the construction of a new line, 1 mile 32 chains in length, from Finsbury Park to join the NLR at Canonbury. This line was intended for both goods and passenger traffic, although provision of the latter, was dependent on the GNR obtaining approval from both the NLR and L & NWR to run services into Broad Street. The line opened for goods traffic on 14th December, 1874 and gave the GNR access to the docks at Poplar, where it built its own warehouses, and to a new goods depot at Royal Mint Street, near to the Tower of London. The GNR also opened a goods and coal depot at Hackney Wick on 1st, March 1878.

By January 1875, commuters on the suburban lines into Kings Cross were becoming frustrated, to put it mildly. Services were held up frequently on the approaches to Kings Cross, often behind long coal trains waiting access into the many goods yards on the approaches to London. A 'crisis' meeting was held that month at the GNR Hotel adjacent to the station at Kings Cross. This was chaired by Samuel Waddy, a Queens Council Barrister and MP, who later became a well known Judge. As a result, pressure was put on the GNR to sort out its problems and to pursue the use of the recently opened Finsbury Park - Canonbury line to gain access to Broad Street for some of its services, to relieve the congestion at Kings Cross.

The GNR immediately opened negotiations with both the NLR and its bigger partner, the L & NWR. Whilst the NLR was keen to reach agreement, the L & NWR was against the idea and refused permission. This resulted in a compromise deal being worked out, which allowed the NLR to operate trains to/from Broad Street to GNR destinations, using NLR locomotives and rolling stock. This

arrangement was agreed to by the L & NWR.

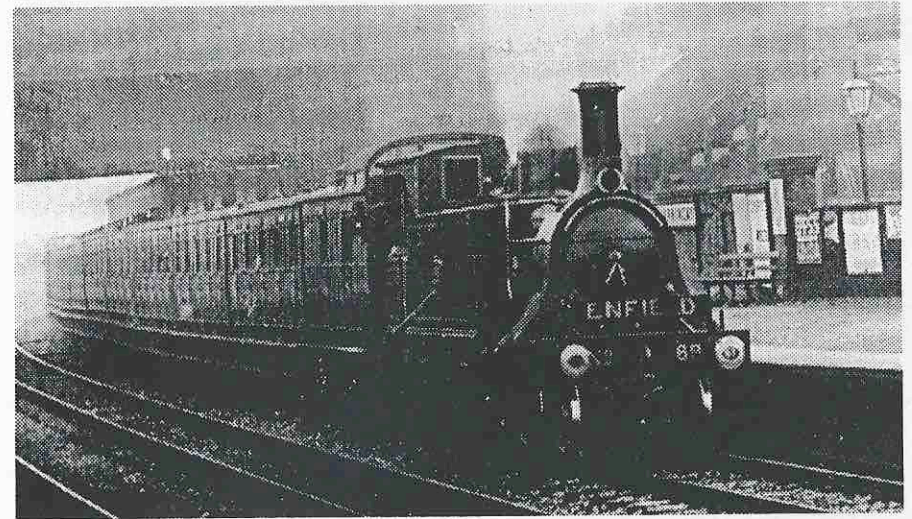
A trial service began on 18th January, 1875, with 12 Up/Down trains operating, 6 trains to/from Barnet (now New Barnet) and 6 to/from High Barnet. The experiment was successful and regular services began running on 1st February, 1875, with timetables and operating notices of the period referring to this as the "opening of the Finsbury Park - Canonbury line to passenger traffic". The new official timetable, of 1st February, saw the services increased in both directions to Barnet (from 6 to 9 trains), High Barnet (6 to 16 trains) and to Enfield (now Enfield Chase station), for the first time, (9 trains in each direction). These trains had quick turn rounds at the GNR stations, before working back to Broad Street.

Additional trains

May, 1875, saw the service further increased with 9 trains running to/from Alexandra Palace, then recovering from a major fire in June 1873 to become an important leisure attraction. A limited Sunday service began operating to Alexandra Palace on 5th June, 1875.

The NLR began running trains to Hatfield on 1st August, 1877. This service was, however, short lived and was withdrawn on 30th November. Another attempt was made to serve Hatfield during May and June 1879. At that time the 17 mile 60 chains to Hatfield may have proved too much for the NLR 4-4-0 tank locomotives and 4 wheel coaches then in use, having to put in fast timings to avoid delaying GNR express trains over this heavily used main line. The service ran again between July and October 1883.

Potters Bar, 12 mile 60 chains north of Kings Cross, received through services from 1st July, 1880. Initially, Potters Bar was served by just one Up/Down train per



An Enfield train formed of NLR locomotive and stock pauses at Haringay (GN).

day, leaving Broad Street at 4.25 pm (1625), returning from Potters Bar at 5.45 pm (1745). A second train was added in 1881, a third in 1886 and by 1888 the number had increased to four.

That year 62 trains served the Great Northern corridor. These worked in both directions and included:

- Enfield (19 trains)
- High Barnet (18)
- New Barnet (7)
- Finsbury Park (6)
- Alexandra Palace (5)
- Potters Bar (4)
- East Finchley (2)
- Wood Green (1)

The number of trains rose to 63, in each direction, in 1905 and reached a peak of 65 the following year.

Under threat from trams and underground

The tram systems caused traffic on the NLR to fall dramatically. Labour disputes, wage demands and the increasing cost of

coal, caused the Directors to look for economies. In addition to competition on the surface, electric underground railways were also eating into NLR receipts.

At its peak, circa 1900, the NLR was carrying some 45m passengers and 3.2m tons of freight. In 1908 and in 1911, the L & NWR Directors sanctioned the electrification of most of its London suburban system which, of course, now included the NLR. The revised scheme made greater use of the newly acquired terminus facilities at Broad Street, and also building a junction with the London Electric Railway (LER) at Queens Park, thus splitting the traffic three ways!

The system employed was 630v DC 3rd / 4th rail, electrical contact being made on the outside 3rd rail and returning via a centre 4th rail. Although no longer used by BR this system is still the standard on London's Underground and can be found on tracks where joint operating takes place (eg from Kilburn High Road to Harrow & Wealdstone and Gunnersbury to Richmond).

To be continued