

BLETCHLEY RAILWAYANA

21 St. Mary's Avenue
Bletchley, Milton Keynes
MK3 5DT

Telephone
(0908) 648299



Model Railways,
Railway Books, Ephemera and Relics
BOUGHT AND SOLD
Part Exchange Welcomed

MODELS

New and secondhand models in all popular scales.
O gauge a speciality.

Ready to run items by Bachmann, Dapol, Fleischmann, Graham Farish, Hornby etc.

Kits by Connoisseur, Oakville, Pocket Money, MTK, Slaters.

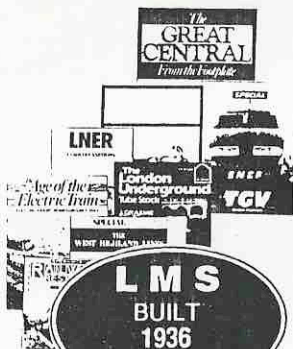
Structures by Kirtley Models, scenic items by Woodland Scenics etc.

WANTED

Commercially made trains in all gauges; clockwork, steam, and electric by Hornby (Dublo & O), Bassett-Lowke, Bing, Marklin, Trix etc. Also early brass, tinplate, wood or cast iron trains, stations and accessories. Also required more recent models by Airfix, Lima, Mainline etc. American and Continental also required.

BOOKS

A good selection of new and secondhand books and magazines. Books ordered if not in stock.



**LMS
BUILT
1936
CREWE**

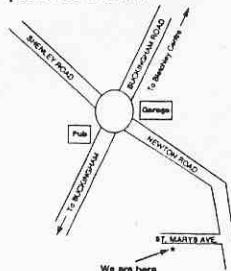
Locomotive name and number plates, lineside and station signs, signalling, instruments, handlamps, station lamps, station furniture, railway silverware, glass and china, uniforms, buttons, badges, clocks,

PAINTINGS

Commissioned railway paintings. Original oil paintings, drawings, pastels, watercolours, prints and acrylics. Picture gallery. Picture framing service.

PRINTS

Photographic prints and collector postcards in stock.



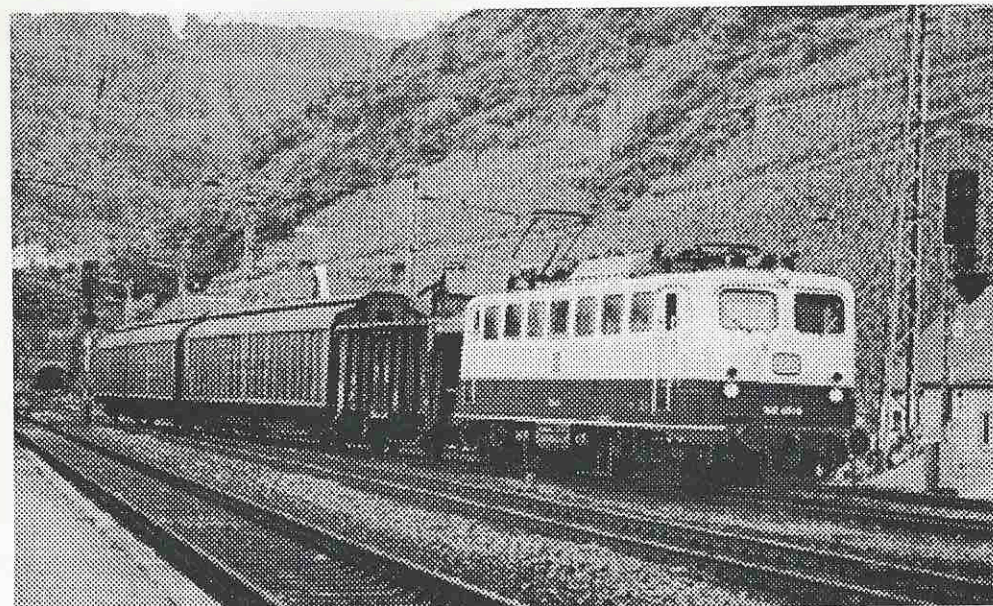
Open 6 days (closed all day Wed.)
10.00-17.30 (13.00 Sun)
Free Parking outside shop



MKMRS NEWS

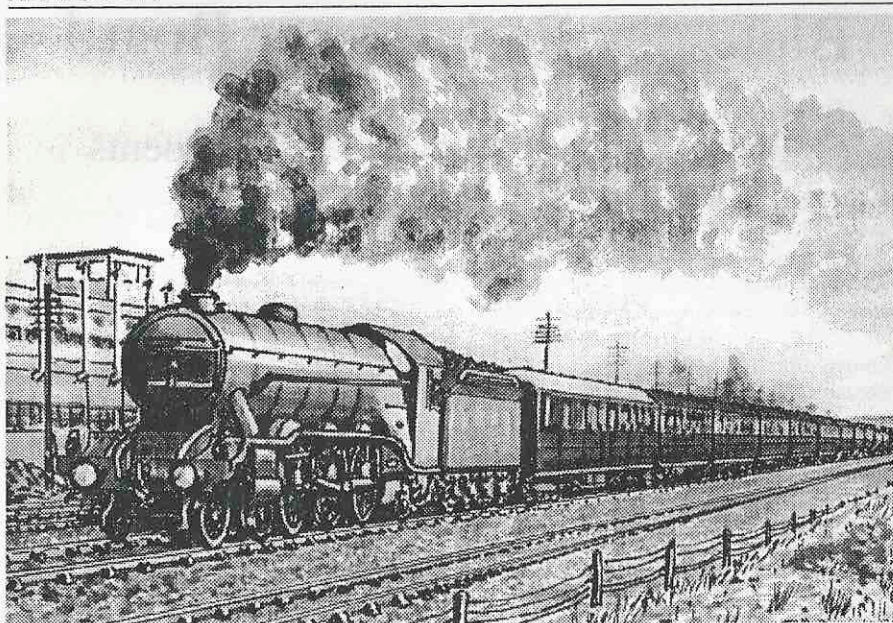
No. 53

AUGUST 1996



DTS 140451 arrives at Cochem (Mosel) with a short freight bound for Koblenz. Photograph: David Lean

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



The British Pacific Locomotives

No 3: The GN Gresley Pacifics by Fred Collins

Cylinders: 3 x 20"
 Boiler Pressure: 180 p.s.i.
 Length over buffers: 70' 5"
 Weight incl. tender: 148.75 tons

A1 No. 4470 was introduced in 1922 under the auspices of the Great Northern Railway. It's first appearance caused some surprise as the rumours in the railway press suggested a 2-6-2 was being proposed.

The engine went into service with no obvious faults and was followed over the next 3 years by 51 others of the class.

The Gresley conjugated valve gear was used, the middle cylinder operating from the gear on the outside cylinders by a series of levers. The gear worked well enough at the lower range of speeds but tended to lose its accuracy at high speed or under heavy load. It also needed high quality maintenance, which fortunately was readily available in the heyday of steam in the 1920s-30s.

During 1925, a series of trials was arranged with one of the pacifics, by now designated A1 Class and a GWR "Castle Class" locomotive. Runs were made on both LNER and GWR routes with equal loads for both engines. The trials were to compare timekeeping, coal consumption and power output. The "Castle" was superior in all departments over the much bigger A1 locomotive. An immediate start was made by the LNER to make use of the lessons learnt from the trials and some experimenting took place with valve setting, but it was some years before the necessary improvements were made to valve setting, increased boiler pressure and streamlining the internal steam passages. When completed, these made the pacifics, the free running and powerful locomotives they turned out to be. Coal consumption, however, was to be a problem virtually to the end of their days.

Another pacific next month

MILTON KEYNES MODEL RAILWAY SOCIETY

Founded 1969

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

All Aboard the Holiday Express

Not so long ago, August saw dozens of trains leaving from the great terminus stations at Paddington and Waterloo on Summer Saturdays for the West Country resorts. For many it was the highlight of the year, the chance to leave the city smoke and head off for the fresh air of the seaside in Devon or Cornwall. Lasting impressions of such journeys have inspired plenty of modellers to recapture those days - hence the popularity of many GWR layouts based on the coast!

Today, sadly, youngsters caught up in the excitement of going on holiday will be likely only to capture a glimpse of a train from their holiday traffic jams. The fresh air once marketed in those riveting old posters has started to disappear under the emissions from countless car exhausts, whilst the radio bleats out yet more road blockages and traffic jams to avoid.

What would resorts like Hunstanton, Padstow and Ilfracombe give to have their railway back? In a decade, the accountants withdrew their trains and welcomed the flexibility of our own personal transport. Pity the cost of car parks, policing and traffic congestion had not appeared as part of the equation then.

Then came the age of cheap package holidays and air travel. The chance to jet off to the sun was all the rage. Now we are told about the

effects of skin cancer, whilst the airlines fight for paths in a sky which is close to capacity.

The train is still an important player, but not like it used to be. Many of the resorts have been stripped off their lifelines. The effect on some of them was horrendous - the residents of Ventnor are still campaigning to rejoin the network 30 years after it was taken away from them!

Most of us will come across trains in some form during our holidays. Those using the Channel Tunnel will travel on them, albeit from the comfort of their own vehicle. There will be railways to look at, if even in miniature form, and steam railways to be found.

Holidays give us the chance to find out about railways outside our home area. There will be opportunities to discover them, even if they have long since been converted into a seaside car park.

I hope that your holiday will give you new ideas and provide your editor with some much needed copy!

Dennis Lovett,
Chairman

Club Notices

Swapmeet dates

A swapmeet will take place at Woughton Campus on the following dates during 1996;

13th October
8th December

Opening times are 1100 - 1500. Admission is 70p, child/senior citizens 30p

Gauge O Guild - Spring Convention 8th March 1997

The Gauge O Guild will be returning to Bletchley Leisure Centre after a gap of a couple of years for their Spring Convention - next March.

We have almost a years notice to round up volunteers for stewarding etc. We have also been asked to provide catering and to assist with the setting up on the Friday evening (7th March 1997).

Please book these dates in your diary a.s.a.p
Please note this is a **one day show** (mainly trade with some supporting layouts).

Gordon Etherington, Vice President

QGM

The next QGM is scheduled for Tuesday July 30th at 8pm in the club room.

The Bletchley Park duty roster now appears on Page 3. Your support is greatly appreciated. John Hatton will explain the procedures and how to operate layouts.

The Scale Show - 19th October

The S Scale Model Railway Society has invited MKMRS to provide 12 (or more) stewards at its 50th Anniversary event. The S Scale Society is a small organisation of talented scratchbuilders who work at 3/16 inch to 1 Foot. Our Honourary Member Ian Pusey, is also Chairman of the S Scale Society and it is important that we support Ian at this event, who after all has done us proud on many occasions in the past. The 2mm Association are also providing exhibits and they too are a specialist group, who scratchbuild many of their models.

This looks to be an excellent show and the organisers have promised not only free entry to those volunteering to Steward but lunch as well from the Leisure Centre caterers.

Volunteers please put your name on the list by the signing in book. Tim Davey has already volunteered and I look forward to supplying Ian with a long list in due course.

Dennis Lovett, Chairman

Congratulations

To Les Wood on his recent early retirement from the railway industry after 41 years service in civil engineering. Also to Les and Joy on their recent engagement.

Woburn Sands Show

Colin Jamieson is looking for volunteers to assist with this one day event at Woburn Sands on 21st September.

Bletchley Project (Gordon Shrimpton)

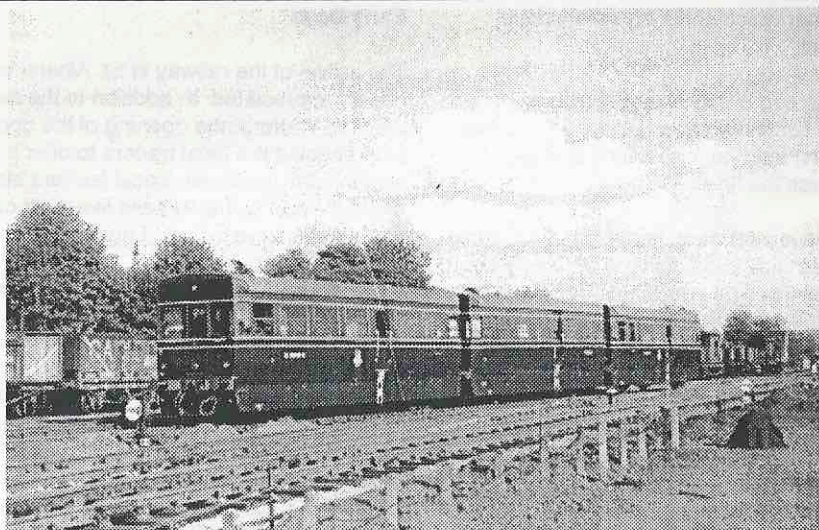
Thanks to those who have supplied material so far. Please keep up the good work. wed have a lot of gaps to fill!!!

Bletchley Park Roster Board

By the Chief Roster Clerk

1996 Open Days and staff arrangements

January 13th: JH, Fred Collins, Ernie Johnson	July 13th: JH, Don Pigott, Eric Preston
January 14th: JH, Ray/Richard Cousins, John Tennant	July 14th: JH, Roger Blackburn
January 27th: JH, Richard Cousins	July 27th: Colin Jamieson & Peter Moore
January 28th: JH, John Tennant	July 28th: Tony Cordwell
February 10th: Bruce Garwood, Ken James	August 10th: JH, Tony Cordwell
February 11th: JH, Chris & Nick Hughes	August 11th: Dennis Lovett, Les Wood
February 24th: JH, Dennis Lovett, John Tennant	August 24th: Chris Lester
February 25th: Chris Garner, Ken James	August 25th: TBA
March 9th: JH, Geoff Bell	August 26th: TBA
March 10th: JH, Dennis Lovett	September 7th: JH, Ernie Johnson
March 23rd: Tim Davey, Ken James	September 8th: JH, Bernard Worden
March 24th: Chris Hughes	September 21st: Woburn Sands Event (not opening)
April 6th: JH, Ernie Johnson	September 22nd: Dennis Lovett, Les Wood
April 7th: JH, Bernard Worden	October 5th: JH, Tony Winn
April 20th: Eric Bowman, Gordon Shrimpton	October 6th: Ray & Richard Cousins
April 21st: Richard & Ray Cousins	October 19th: TBA (S Scale/2mm Association, BLC)
May 4th: John Tennant, Chris Hughes	October 20th: JH, Gordon Shrimpton
May 5th: John Tennant, Roger Blackburn	November 2nd: Geoff Bell, Colin Jamieson
May 6th: John Tennant, Chris Lester	November 3rd: JH, Fred Collins
May 18th: Bruce Garwood & Ken Wiggins	November 16th: Ken James
May 19th: JH, Fred Collins, John Tennant	November 17th: Chris Hughes
June 1st: JH, Tony Winn	November 30th: Ken James
June 2nd: JH, Dennis Lovett	December 1st: Don Pigott, Eric Preston
June 8th: JH, Mark Wilson	December 14th: Chris Lester, Phil Gilbert
June 9th: JH, Bruce Garwood, Ken Wiggins, John Tennant	December 15th: Chris Garner, Ken Wiggins
June 15th: Gordon Shrimpton, Les Wood	JH = John Hatton (Museum co-ordinator).
June 16th: Chris Hughes, John Tennant	If you are unable to work the day allocated please arrange a "swap" with another
June 29th: Richard & Ray Cousins	
June 30th: JH, Chris Garner, John Tennant	



An early Diesel Multiple Unit at Watford Junction in 1955

Photograph: H. C. Casserley

The arrival of the Great Northern Railway

The Great Northern Railway reached Abbey Station in 1866 with its line from Hatfield.

The arrival of the Midland Railway

The opening of the Midland Railway's main line from Bedford to St. Pancras on 1st October, 1868 was to have a major effect on the Watford - St Albans line. It provided a direct link with London and the Midlands and its arrival resulted in a significant loss of traffic from the Watford - St. Albans line.

The Midland Railway had its own station and is today known as City station. The services to/from City station are now operated by Thameslink.

During the construction of the Midland line a connection was built for contractors traffic to access the work sites. This line was just over a mile in length and left the

Watford line near Park Street and joined the Midland site at Napsbury. Despite its obvious potential this connection was abandoned with the opening of the Midland Railway line through St. Albans. Most of the remaining earthworks disappeared with the development of Radlett airfield.

Train services

From the opening of the Watford - St. Albans line, passengers were provided with some 6 trains per day in each direction. By the end of the century this had increased to around 12.

To be continued

The Watford - St Albans Line

(Part 2) by Dennis Lovett

The building of the line involved some mammoth engineering tasks the most notable of which, locally, was the building of the Watford Tunnels. These were necessary because the owner, The Earl of Clarendon, of The Grove Estate (off Hempstead Road) would not allow the railway to pass through his land for fear of ruining the view from his mansion. Ironically, The Grove was acquired by the London Midland & Scottish Railway in 1939, for use as its wartime headquarters!

those days consisted of only two tracks and stations were fairly modest affairs.

Watford's first station

The station at Watford opened on 20th July, 1837, the first day of services between Euston and Boxmoor. This station was located north of the current Watford Junction station, near to the bridge carrying the St. Albans Road over the railway line.

Opening of the line

After some trial runs for Directors, the line through Watford was opened on the 20th July, 1837. Trains ran initially between Euston and Boxmoor (now known as Hemel Hempstead). Services were extended to Tring on 16th October, 1837 and to a temporary terminus at Denbigh Hall (near Bletchley) on 9th April, 1838.

The London & Birmingham Railway - A change of ownership

In 1846, the London & Birmingham Railway joined forces with the Grand Junction Railway and the Manchester & Birmingham Railway to create the London & North Western Railway (L&NWR).

The through service between London and Birmingham finally ran on the 17th September, 1838 and was celebrated in grand style.

The Railway Mania - failed schemes

During the 1840's, railway construction really took off and all over the country businessmen and towns were attempting to join the rapidly expanding railway network. Whilst a large number of these schemes were built, many were not.

It should be remembered that the line in



Watford North Station photographed in 1946.

Photograph: H. C. Casserley

Watford Junction to St. Albans Abbey

Apart from the Canal Company waggonway mentioned earlier, the first proper railway proposal came from the Eastern Counties Railway which linked the city with Hatfield and Hertford. This was not built either.

In 1846, the Great Northern Railway, who was at that time in the process of building its own line from Peterborough to London Kings Cross (opened 1850), submitted its own plans for a line from Hatfield to Dunstable via St. Albans. It was another scheme to fail. A revised plan was submitted to Parliament the following year and received the Royal Assent but never progressed beyond that stage. The Great Northern Railway did eventually reach the city with a line from Hatfield (see the section on the Great Northern Railway's Hatfield - St. Albans line).

The same year also saw the newly formed L&NWR submit plans to Parliament for a line from Watford to Dunstable via St. Albans. Despite receiving the Royal As-

sent on the 9th July, 1847, this scheme could not be financed and the powers granted to build the line expired.

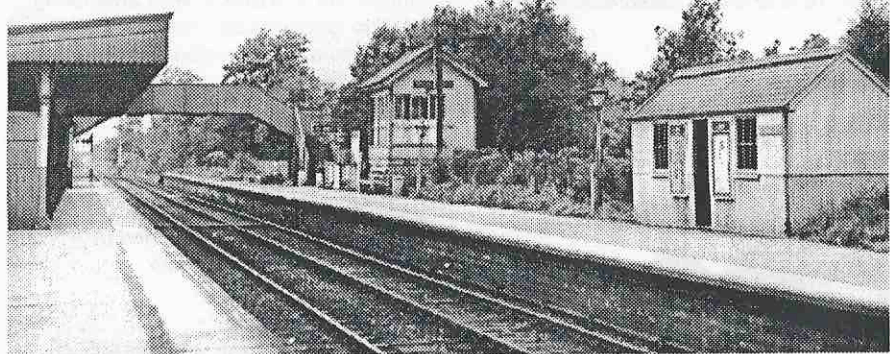
A railway to St. Albans at last!

Despite all the activity described earlier, the city of St. Albans was still without a rail link.

In 1853, the plan for part of the L&NWR 1846 scheme was resubmitted to Parliament for construction of the Watford to St. Albans section only. This scheme required the re-siting of Watford station so that a junction could be formed with the proposed line to St. Albans.

Construction work begins

Work began almost immediately in surveying the route and in acquiring the land for the line of route. Construction work itself began in early 1856. All was not plain sailing and the estimate received from the contractor had to be revised following bad



Bricket Wood station photographed in September 1946. This view clearly shows the "excursion platform" installed in 1913 to cope with the increase in traffic. This platform and the signal box have subsequently been removed. *Photograph: H.C. Casserley*

Watford Junction to St. Albans Abbey

Early Days

The arrival of the railway in St. Albans was greatly appreciated. In addition to the local trains to Watford, the opening of the goods yard enabled the local traders to offer a wider variety of wares. Local farmers also found the line useful to send livestock off to market in Watford and London.

From the opening of the service, Bricket Wood became an important destination for excursion traffic. The wooded areas were appreciated for their walks. It should be remembered that one of the only permitted pastimes on a Sunday in Victorian times was walking, often in the afternoon between church services.

Until 186___, the Watford line provided St. Albans with its only rail link. This route, like that from Bletchley to Bedford was to see its status reduced by the arrival of alternative routes from rival companies.

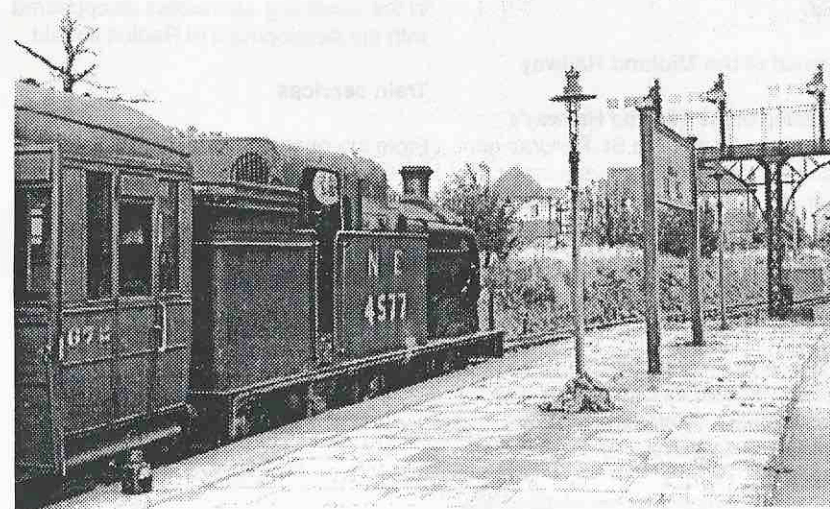
weather which seriously delayed the project.

By the end of 1857, most of the work had been completed and February 1858 saw the first train, an engineer's special, traverse the line.

Only two intermediate stations were provided initially, at Bricket Wood and Park Street. The line was single track throughout and no passing loops were provided.

Open for business

The opening of a new railway in Victorian times was often an excuse for a local public holiday. The opening of the St. Albans line was celebrated on 5th May, 1858. Led by a local band, a parade of construction workers (known as navvies) marched from Abbey station to the town. The invited guests, after the arrival of the first train, proceeded from the station to the Town Hall for a celebration meal.



A train for Hatfield stands in the bay platform at St. Albans Abbey in 1945. *Photograph: H. C. Casserley*