

1997 Club outing to the North Norfolk Railway, Sheringham Sunday 6th July

Departing Bletchley Park at 0800 (cars can be left in club room car park).
Departure from Sheringham at 1715. Approximate journey time 3 hours in each
direction.

The North Norfolk Railway runs for some five miles from the coast at
Sheringham to the town of Holt. Opened originally as part of the Midland & Great
Northern Railway, the first section from Sheringham to Weybourne re-opened in
July, 1975.

In addition to the railway, the town centre at Sheringham and its beach are just
a few minutes walk from the station. Catering facilities are available at
Sheringham or Weybourne.

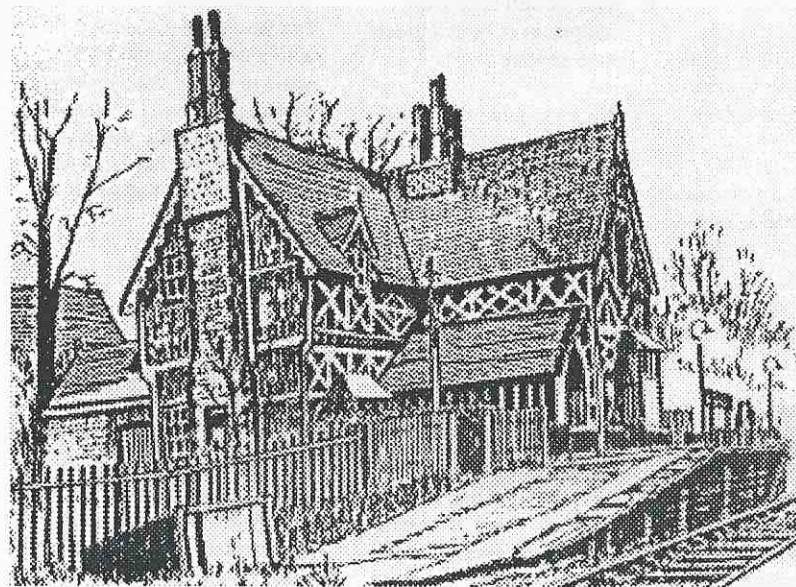
See booking form for further details



MKMRS NEWS

No. 61

APRIL 1997



Fenny Stratford Station

Picture: Courtesy G.E. Models, Sheringham

Published by Dennis Lovett, Chairman, Milton Keynes Model
Railway Society.
Telephone 01908 376750

MILTON KEYNES MODEL RAILWAY SOCIETY Founded 1969

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 Vice Presidents Les Wood
 Gordon Etherington
 Chairman Dennis Lovett
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MKMRS is a member of the Chiltern Model Railway Association and the Model Railway Club.

The Art of Communication

Every April for the past 5 years, I have used the above heading for my column. Producing 60 editions over 5 years is pretty ambitious, but I believe that producing a monthly newsheet or magazine has been one of our major successes in recent years.

I am never sure for how much longer I can go on producing such a publication. It gets harder each year, but I will endeavour to continue with the present format for as long as I can.

The size of the magazine (number of pages) has had to be reduced. I do, however, attempt to cover all the main issues and use material submitted by members as quickly as possible after submission.

There have been many changes since the first issue of MKMRS NEWS was published. For a time, it became a departmental training programme and the colour front covers came courtesy of the need to run off a 100 copies

after the machine received one of its regular services. Sadly, this facility is no longer available to me, but at least we still have good equipment on which to produce artwork.

It is important for organisations such as ours to communicate. Not everyone can make the club room every week and it was all too easy for members to miss out on one activity or another. Members can have no excuses now for not knowing what is going on at Bletchley Park or elsewhere.

The production of this journal also keeps us in touch with some of our country members and I know that they appreciate hearing from us. The late Doug Moorcroft often rang me to thank us for sending the magazine to him.

It is also interesting to know that MKMRS NEWS has become an important historical archive, in that it allows us to refer back to events and activities over the past 5

years. Early editions of MKMRS NEWS delved into the archives to present more recent members with the historical background to our formation and subsequent activities. I hope that in the years to follow, that someone will sit down and write up the story of the 1990s. When they do so, they will have a much easier job than I had some years ago!

MKMRS NEWS will continue, I hope, at least for the next 12 months. We may have to review publication dates etc. and I make no promises beyond that.

With this issue we start our sixth volume. I hope that each issue will continue to serve the purpose for which it is intended - to inform and record - club activities and such like. I hope that it will continue for many years to come - perhaps someone else would like to become its Editor!!

Dennis Lovett
 Chairman

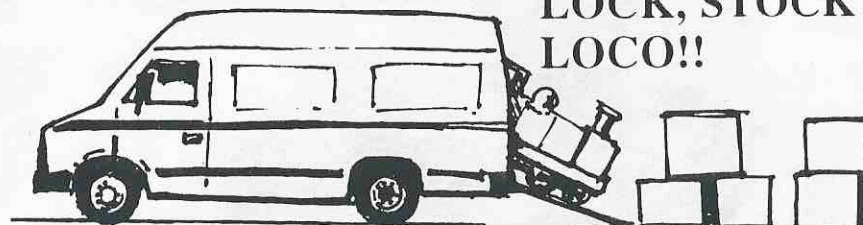


BLETCHLEY
 RAILWAYANA

21 St Mary's Avenue
 Bletchley,
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 Telephone 01908 648299

Proprietor: Gordon Eckersley

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Our aim is to offer new and existing customers:



* Friendly service * Kit building *



* O & G Scale specialists *

* Repairs and maintenance * Quality Secondhand items *

* Part exchange welcome *

* New ready to run for leading manufacturers *

* Watch This Space for BR MK1 in 'O' Gauge Coaches *

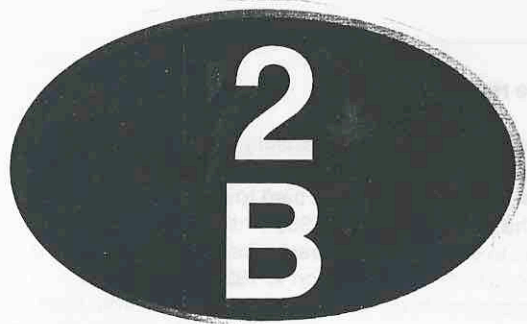
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Bletchley Depot Allocations 1945



The following locomotives are shown in official records as having been allocated to Bletchley Depot in November 1945. The depot was then designated 2B in the LMS system. Bletchley included several sub-sheds at this time including Leighton Buzzard. It is perhaps better known for its later 1E shedcode which it carried until closure in July 1965.

Stanier 4MT Class 2-6-4T

2442
2444
2452
2458
2552
2566
2582
2591
2600
2604

xMR 2F 0-6-0

3347

xLNW 1P 2-4-2T

6604
6683
6699

LMS 3F 0-6-0T (Jinty)

7288
7298
7452
7571

xLNW 1F 0-6-2T

7742
7763
7773
7830

xLNW 0-8-0

8894
8913
8925
8931
8935
8952
9005
9007
9056
9064
9076

9100
9127
9138
9173
9175
9179
9193
9201
9208
9213
9332
9350
9403
9406
9409
9416
9427

xL&Y 2F 0-6-0

12086
12105
12107
12322

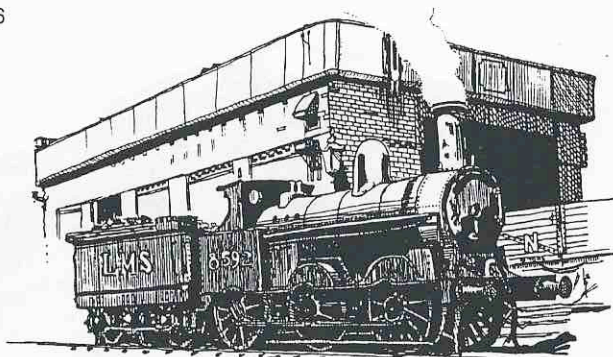
xLNW Prince of Wales 3P 4-6-0

25673
25683
25694
25752
25791
25804
25818
25827
25845

xLNW Cauliflower 2F 0-6-0

28350
28550
28555
28601

Total allocation XXXX locomotives



A Cauliflower stands at Bletchley coaling stage in 1938.
Picture courtesy G.E. Models, Sheringham

Club notes

Swapmeet dates

A swapmeet will take place at Woughton Campus on the following date during 1997;

April 13th
June 29th
September 21st
November 23rd

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

Gauge O Guild - Spring Convention

Thanks to all those who volunteered to assist at the Gauge O Guild Spring Convention on 8th March.

We must have made a great job of it as the Guild have announced their intention to repeat the event next March!!!!

Dennis Lovett, Chairman/Exhibition Manager

HMRS - April meeting

The HMRS will be at our club rooms on Wednesday 30th April at 1930 hrs when the subject will be "The Channel Tunnel" by well published expert Barrie Hughes. MKMRS members are invited to attend these meetings. Further details from Eric Bowman.

Bletchley Park duties

A new roster will appear in the next issue. Please consult the roster board in the club room for the next few weeks.

Bletchley Park photo passes

These are now available once more. If you are not in the possession of one of the blue ID passes with a photograph please provide the Chairman with two passport size photographs.

I appreciate that some of you have done this previously and they were lost outside of our control. Please resubmit them as production is now done on site and they are normally back within a few days.

Dr Daly's Repair shops up and running

Austin Daly, well known for his ability to repair trains at Bletchley Railwayana has set up a repair facility. Details on 01908 376389.

N Gauge Society heads for Bletchley

The N Gauge Society is holding its 30th Anniversary at Bletchley Leisure Centre on 22/23 November, 1997. Details Ken James.

Club Outing

Members should find a copy of the booking form inserted in this issue of MKMRS NEWS. Our Hon. member for Norfolk, Gordon Eckersley has volunteered to return to Bletchley Park on **Sunday 6th July** so that he can drive one of the coaches from the Park to the **North Norfolk Railway at Sheringham**. Gordon, for those who were not aware retained his PSV throughout his Bletchley Railwayana days and regularly drove the coaches parked at the bottom by Sherwood Drive. Thanks to Gordon's generosity, we are able to offer very good rates. There will be an opportunity for you to visit Gordon's new emporium on Sheringham station during the day, so start shaking those piggy banks!

Lavendon Exhibition

Mandlebury will be exhibited at Lavendon on the 19th/20th April. Lavendon is near Olney.

The line to Croxley Green

By Dennis Lovett

The building of a new line to serve the developing community of Croxley Green with its adjacent paper mills, was authorised in 1907 as part of the London & North Western Railway's modernisation and electrification programme.

This line utilised the Rickmansworth branch as far as a new junction (Croxley Green Junction) which was established on a site near to the present Watford Stadium station (near the football ground).

The new line, just over a mile in length from the junction to the terminus at Croxley Green, also served an intermediate station at Hagden Lane. This station was renamed Watford West shortly after the line opened on 15th June 1912.

A triangular junction was also built allowing trains from both Croxley Green and Rickmansworth to run direct to London. It opened for traffic on 10th February 1913. The spur towards Bushey was removed in 1966 and trains from the Croxley Line can only travel towards Watford High Street station.

Initially services on the Croxley Green branch were operated by steam locomotives. Most services were worked by a steam railcar between Watford Junction and the terminus.

In 1913, the recently opened station at Croxley Green caught fire in suspicious circumstances and had to be rebuilt.

Electrification

In readiness for the electrification of the lines in the Watford area, a new depot was constructed close to Croxley Green Junction. It was known as Croxley Green De-

pot until it closed in 1985.

The branch line itself was available for electric traction from 30th October 1922.

Services

From the introduction of the electric trains in 1922, the branch saw 25 trains per day in each direction to/from Watford Junction. The line was also used by a few direct trains to/from Broad Street and Euston, these trains making use of the triangular junction previously referred to.

There were few variations in services until after the Second World War. The line saw little traffic outside of the peak periods and in 1947 mid-day services were withdrawn.

The withdrawal of late night and Sunday trains followed in 1959.

Closure threatened

The line was listed in the famous "Beeching Report" for closure on its publication in 1963.

It was not until 1966, however, that formal application to close the line was made. The Minister of Transport refused consent, so the line remained open, although the Minister did permit the withdrawal of through trains to London and the closure of the connecting line between Croxley Green Junction and Bushey.

A new station

A new station, Watford Stadium, opened on 4th December, 1982, to serve Watford Football Club at nearby Vicarage Road. The station was constructed with financial assistance from the Football Trust and was opened by Lord Aberdare its Chairman and Elton John, the Chairman of Watford F.C. The station is used only on match days by visiting supporters.

Service reductions.

Services on the line were gradually restructured to operate only in the peak periods. Network SouthEast tried to reverse the trend in October 1988 when it reverted to the 25 trains in each direction introduced upon electrification in 1922. The experiment failed to attract the custom needed to maintain it, so the timetable was reduced to 15 trains from Croxley Green and 16 from Watford Junction.

Further traffic reductions were necessary and in 1993 the service was restructured to just one early morning train per day in each direction.

The Colne Valley Transit

In 1988, plans were announced for the branch (and also the line from Watford Junction to St. Albans) to be incorporated in a rapid transit (tram) link known as Colne Valley Transit. The scheme was not adopted.

The Croxley Link

The Metropolitan Line of London Underground runs parallel with the Croxley

Green branch before terminating at Watford Metropolitan Station (known locally as the "Met"). This station was not the intended terminus, that was originally planned to be in the High Street as part of the town centre. The scheme was never finalised, despite the acquisition of a town centre site and as a result, the Metropolitan station has remained some distance from both the town centre and also the main station at Watford Junction. The two lines run in close proximity and there have been moves to construct a link line from the Croxley Green branch to join the "Met" line near Croxley station. This would enable "Met" line trains to access Watford High Street station and Watford Junction allowing closure of both the existing Watford Metropolitan (LUL) and Croxley Green (NLR) stations. These plans are still being considered.

Temporary Closure

In order for a road to be constructed close to Croxley Green station, Hertfordshire County Council agreed with Railtrack for the temporary closure of the line to enable construction to take place. The train service was replaced with a temporary bus service from 25th March, 1996. The line remains closed at the time of writing (January 1997).

A train stands at the terminus at Croxley Green in June 1952, after arrival from Watford. The camera is pointing towards Watford. Photograph H.C.Casserley

