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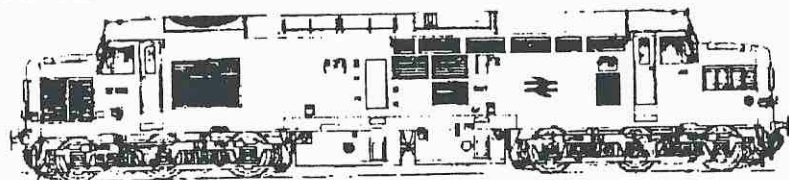
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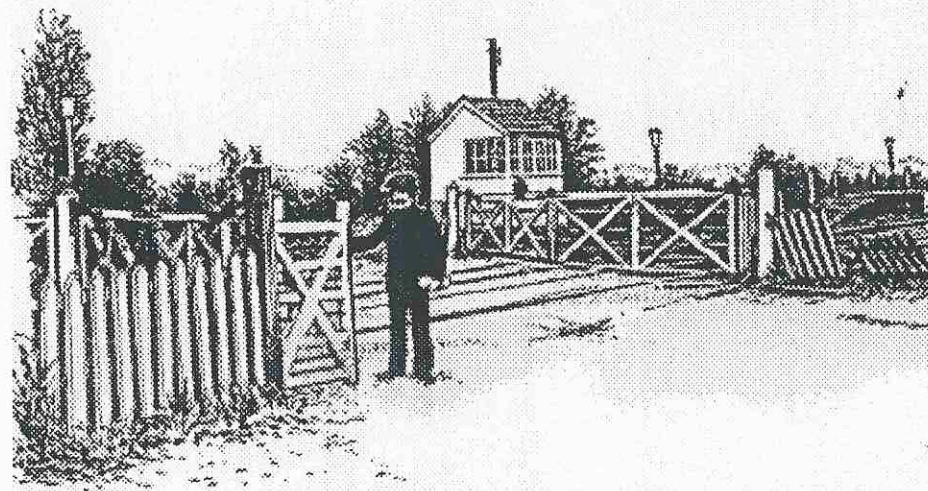
ERIC



MKMRS NEWS

No. 65

AUGUST 1997



Bow Brickhill level crossing in earlier times
Picture: Courtesy G.E. Models, Sheringham

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

The engine, with its original single chimney had previously had a dummy run over the route, in which failed to meet the schedule or to maintain boiler pressure. This was not to be the case on the official test, a double chimney and blastpipe having been fitted in the interim period between the two runs.

Unprecedented outputs of power were produced on that day and these have never been surpassed by any other British steam locomotive.

The peak in performance was reached on the climb from Motherwell to Beattock summit where nearly 2,500 horsepower was recorded at the drawbar, indicating that the locomotive was producing over 3,300 horsepower.

Boiler pressure was maintained at near maximum all through both runs. The crews were changed at approximately two hour intervals to allow the fireman to recover after firing at a rate of 1.5 tons per hour.

The test proved that the only limit to the power output of these machines was the ability of the fireman to keep supplying the huge fireboxes with coal!!

All the locomotives were then given double chimneys on their next heavy overhaul.

The improvement to draughting caused its own problems with the softer exhaust obscuring the drivers vision. All engines were fitted with smoke deflectors to combat this problem.

This is the form that everyone associates with. The locomotives were known as "Princess Coronation" (official), "Duchess Class" (trainspotters) and "Big Lizzies" (traincrews).

The final two locomotives were slightly different to all the others in having a redesigned trailing truck and roller bearings throughout. The cab sheets were finished higher to improve maintenance access.

No. 6256 was named "Sir William Stanier FRS", Stanier being the first locomotive engineer since Stephenson to be elected a member of The Royal Society.

These locomotives were a fine tribute to the man who produced, amongst other things, the ultimate British steam express locomotive.

The LMS locomotive stock had been completely revitalised during his tenure and many would continue to operate until the final days of steam on British Railways.

MILTON KEYNES MODEL RAILWAY SOCIETY

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MKMRS is a member of the Chiltern Model Railway Association and the Model Railway Club.

The changing railway

In recent years, the railway industry has undergone some radical change. Privatisation has been accomplished and the bright new liveries of the new generation of railway operators is now attracting the attention of many of our manufacturers.

British Rail has passed into history and no doubt future railway historians will be researching and publishing detailed accounts of what has recently happened. By the time the documents reach the public records office in 50 years time our railways will no doubt have passed several more milestones along the way.

The end of steam on BR heralded an increase in pre-nationalisation modelling, with manufacturers turning away from the BR livery of the 1960s to the pre-1948 scene. I suspect that there will be a growth in the old BR liveries with blue locomotives and blue and grey coaching stock, once so common - but now confined to the preserva-

tion scene taking its place amongst the old liveries of a bygone age.

The next generation of railway modellers will be brought up in the age of GNER, Virgin, Connex etc. These will be the liveries that the Hornby's and Farish's will be expected to deliver and it is now beginning to happen. Network SouthEast and InterCity are no more relevant today than the Caledonian or Midland of yesteryear, although those liveries will continue to appear in an historical context or until stocks run out on the dealers shelves.

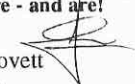
I wonder if there will be a major influx of modern image modellers into the ranks of the Historical Model Railway Society. Indeed, will they be appointing stewards to co-ordinate research into Network SouthEast, InterCity, Regional Railways or corporate British Rail blue?

The manufacturers must be rubbing their hands with glee

at the opportunities now available for producing yet more liveries out of their models. Lima likes livery variations and must be well pleased with the range of liveries over the past three years, although a large number of our new operators have yet to unveil their own artistic endeavours. Writing this the day after British Airways unveiled its own image change may result in some of the new companies opting for a more traditional design in order not to receive the attention of the less than receptive press types.

Change is going on every day on the railway. Some of us have seen it very closely and by the time you read this, my own railway career will have prematurely reached the buffer stops. I leave after nearly 20 years, proud to have served on the finest railway system in the world. Only time will enable us to fully appreciate just how good our railways really were - and are!

Dennis Lovett
 Chairman



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Club notes

Swapmeet dates

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

September 21st
November 23rd

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

Gauge O Guild - Spring Convention

The next Spring Convention will be held on Saturday 14th March 1998 at Bletchley Leisure Centre. Please book the date in your diary!

Bletchley Park duties

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 John Hatton with two passport size photographs.

We 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 is able to carry out both repairs and servicing for model locomotives in N,OO and O. Further details from Austin 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.

Future issues of MKMRS News

There may be some delays in producing some of the later magazines in this volume. I have always tried to get them out early and indeed this edition has been produced far earlier than usual in order for it to reach you.

If production is delayed, then I trust that you will understand the position. Future publications will be reviewed in due course.

If anyone would like to take over from the current editor from the start of the April 1998 issue, please see the Chairman. Anyone with access to a computer can produce a decent issue using one of the many programmes now available. Printing will have to be undertaken by a process yet to be established.


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The British Pacific Locomotives No 8: The LMS Non-Streamlined "Coronation" Pacifics by Fred Collins



Cylinders:	4 x 16. 50"
Boiler Pressure:	250 p.s.i.
Length over buffers:	73' 10.25"
Weight incl. tender:	163. 2 tons

In fact all the "Coronation" pacifics were more than capable of meeting any challenge that the LMS could give them.

After the first batch of ten streamlined engines were produced, the next five were made without streamline casing. This was not a permanent change as the next fourteen engines saw the return of the distinctive streamlined shape. The final nine were built without the casing and those built with the casing, eventually had it removed.

A trial run was arranged with one of the non-streamlined series with the obvious intention to test it to the limit. No. 6234 "Duchess of Abercorn" was the locomotive selected and was booked to run from Crewe to Glasgow and back with a 20 coach train with a train weighing 610 tons. This was an awesome load to take unaided over the climbs of Shap and Beattock in both directions.

Although the non-streamlined engines were equal in performance, the streamlining was retained as it gave good publicity in a period when it was fashionable.

Two hours was allowed at Glasgow to turn the locomotive. No special attention was given, as the aim was to see how it performed over a round trip of 487 miles.

date.

The electrification scheme included building a new line from Watford Junction to Croxley Green. This opened in 1912 to steam trains and to electric trains on the 30th October, 1922. (See Appendix Two).

Full implementation of the electrification scheme was not possible until the Watford Junction to Rickmansworth line was completed on 26th September, 1927.

Electric trains

To run on the electrified system, the London & North Western ordered three types of train.

These were:

Siemens Stock

Built by the Metropolitan Carriage & Wagon Company of Birmingham, these units were delivered in 1914.

The electrical equipment was supplied by the Siemens Brothers Dynamo Works and throughout their working lives, were known as Siemens stock. They were fitted with hand worked sliding doors.

Oerlikon Stock

The first batch was constructed for the introduction of the LNWR electrified services in 1916.

Delivery commenced a year earlier, and the units were stored at Croxley Green Depot pending the start of electric services in October 1916. Built as 38 x 3 car units, they were officially formed as 19 x 6 car sets with 5 spare Motor cars to allow for their extra servicing requirements. The motor cars were built by the Metropolitan Carriage, Wagon & Finance Company (MCW&F) in Saltley, Birmingham. The trailers and driving trailers were con-

structed at the LNWR's Wolverton Works.

The electrical equipment was manufactured by Maschinenfabrik Oerlikon, near Zurich, Switzerland. As a result the units were known as Oerlikon Stock throughout their working lives.

GEC Stock

This stock was built in two batches in 1927 and 1932, to reduce overcrowding.

Due to their electrical equipment being supplied by the General Electric Company, these became known as GEC stock.

Replacement trains

In 1957 new units were delivered to the line and under the renumbering system introduced in the late 1960's, these were designated Class 501 units.

The current units (Class 313) were built between 1976 and 1978 for the Great Northern Electrification scheme. These are dual voltage trains and can operate from either the 3rd rail or 25kV overhead line system. Both these systems are found on the lines between Euston and Watford (25kV on the main lines, 3rd rail on the "New Line").

To be
continued

Euston to Watford

Part Two by Dennis Lovett

Euston expands

It soon became necessary for the Directors to resolve the overcrowding problem at Euston. The company bought up the surrounding streets and properties so that they could be demolished, allowing the badly needed expansion of the station. The new station included headquarters accommodation for the newly created London & North Western Railway company and incorporated the Great Hall, a building of considerable size.

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.

The West Coast Main Line

The establishing of a rival route from London to Scotland from Kings Cross resulted in the route from Euston being known as the West Coast Main Line (it skirts the coast between Lancaster and Carnforth in Lancashire). The other route was from London (Kings Cross) to Scotland (via Peterborough, Doncaster, York, Newcastle-upon-Tyne and Berwick-upon-Tweed). This route skirts the East Coast between Newcastle and Edinburgh and is known as the East Coast Main Line.

The name West Coast Main Line is still in regular use today e.g. The proposed West



The famous Euston arch

Coast Main Line Modernisation Scheme and InterCity West Coast).

Further stations and an additional track

A new station opened at Kilburn (now Kilburn High Road) in 1851. No further stations were opened until 2nd June, 1879 when Queens Park (West Kilburn) and Loudon Road (now South Hampstead) joined the network.

Traffic was again heavy and the building of a fourth track took place. This opened in 1875.

The Stanmore Branch

A line from Harrow to Stanmore was opened in 1890 by the independent Harrow & Stanmore Railway Company. Trains were operated from opening by the L & NWR. The line had only one intermediate station at Belmont.

Passenger trains were withdrawn between Belmont and Stanmore in 1952, although freight trains used that section until 1964.

Passenger services were withdrawn between Harrow & Wealdstone and Belmont on 3rd October, 1964. The track was finally removed in 1968.

Stations renamed

Kilburn station was renamed Kilburn & Maida Vale on 1st June, 1879. It was subsequently renamed **Kilburn High Road** on 1st August, 1923.

Sudbury station became Sudbury & Wembley in May 1882, Wembley for Sudbury in November 1910 and **Wembley Central** in July 1948.

Pinner station became Pinner & Hatch End on 1st January, 1897, Hatch End for Pinner on 1st February, 1920 and plain **Hatch End** on 11th June, 1956.

Bushey station was renamed Bushey & Oxhey in December 1912 before reverting to its former name in 1974.

The Building of the "new line" via Queens Park

The initial proposals date back to the early days of the century when the London & North Western Railway was desperate to provide two additional tracks from Watford to Euston (making 6 altogether). This became known as the "new line", a term still in use today by many railway staff! This initial proposal included the building of an underground section from Kilburn to Euston with a loop serving platforms under Euston station.

The first phase

Work began in 1907 on the building of two additional tracks from Willesden Junction to Harrow & Wealdstone. A new station was needed at Willesden Junction (now

the low level station) on the opposite of Station Approach to the other platforms on the main line. This station opened on 15th June, 1912 when steam hauled trains were introduced on the new tracks. Intermediate stations were opened on the same day at Harlesden, Stonebridge Park, North Wembley and Kenton.

Extension of the underground

The underground line of the London Electric Railway (now the Bakerloo Line) was extended from Kilburn Park to Queens Park (West Kilburn) on the 11th February, 1915. Underground trains began running from Queens Park (West Kilburn) to Willesden Junction on 10th May, 1915 and from Willesden Junction to Watford Junction on 16th April, 1917.

Kensal Green station between Queens Park (West Kilburn) and Willesden Junction opened for traffic on 1st October, 1916.

Phase two - Harrow to Watford

The second phase from Harrow & Wealdstone to Watford High Street was opened to allow extension of the Willesden - Harrow service in 1913. Near Watford High Street station, the line joined the former single track line from Watford Junction to Rickmansworth (see Appendix One on the Rickmansworth branch). This track was doubled and the station at Watford High Street rebuilt into an island platform type.

The former fast lines were utilised for the "new line" and new slow lines built through Harrow & Wealdstone and Hatch End.

New stations were opened at Headstone Lane on 10th February, 1913 and at Carpenders Park on 1st April, 1914.

Electrification scheme

In 1911, the London & North Western Railway Directors sanctioned the electrification of most of its London suburban system. The original scheme (see above) was adjusted in favour of electrifying the slow lines into Euston itself and making greater use of the former North London Railway terminus at Broad Street. The London & North Western Railway began operating out of Broad Street in 1909, and also building a junction with the London Electric Railway (LER, now the Bakerloo Line) at Queens Park, then under construction, thus splitting the traffic three ways!

The system employed was 630v DC 3rd / 4th rail, electrical contact being made via an insulated centre 4th rail. Although 4th rail is no longer used by North London Railways, this system is still the standard on London's Underground and can be found on tracks where joint operating currently takes place (eg from Kensal Green to Harrow & Wealdstone).

Power supply

The London & North Western Railway built a coal fired power station at Stonebridge Park adjacent to the Euston -Watford "new" line, to supply the power. Situated adjacent to the Stonebridge Park works. It provided power for the electrification scheme and work commenced on the power station and its electric control room in 1913. Due to the First World War, restrictions delayed the construction and it did not open until 1916.

The coal fired power station was initially capable of producing some 20,000 k.W. of power. After the end of the war in 1918, it increased to 30,000 k.W., increasing again in 1933 to 46,000 k.W. Coal was delivered in hopper wagons direct to the nearby

sidings and then shunted onto coal staithees for unloading. The coal was then released into the chutes below and were capable of holding up to 11 days supply.

The power station was able to supply all the required power for the 3rd / 4th rail system. It was also able to supply the electricity requirements for both Euston and St Pancras stations, the surrounding carriage sheds and goods depots.

Stonebridge Park power station and its control room closed on 30th July 1967. The power supply was then taken from the National Grid and supervised from the Electric Control room at Willesden. Stonebridge Park prior to closure had been able to supply power to the National Grid!

An electric sub-station was built at Willesden. Further sub-stations were brought into use at Camden Bank, Queens Park, Stonebridge Park, Kenton,

Wartime restrictions slow progress

Due to wartime shortages of labour and materials, progress on the building of the "new line" was delayed.

To start with, a peak hours only Broad Street to Watford electric service started operation on 16th April, 1917, over the line between Camden Road and Willesden Junction (via Hampstead Heath).

Completion of the electrification scheme

The LNWR electrification scheme, which had been delayed by the war, was finally completed on 10th July 1922. Trains began running between Euston and Watford Junction, together with the introduction of the full 15 minute interval service from Broad Street to Watford Junction. To coincide with this, Loudon Road station reopened as South Hampstead. Kilburn & Maida Vale station reopened on the same