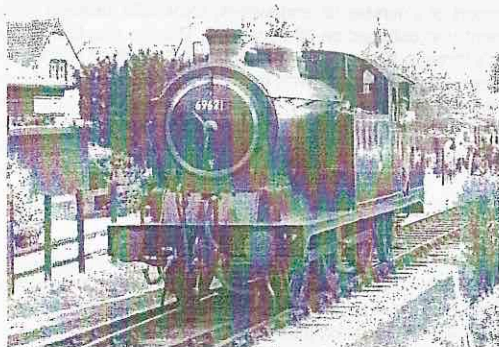




**2007**

**MODEL RAILWAY EXHIBITION**



**Saturday 24th February 2007  
10:30 am—5:00 pm**

**Over 15 working Layouts, Trade Stands,  
Demonstrations**

**Wyvern First School, Aylesbury Street,  
Wolverton, Milton Keynes MK12 5HU**

**Admission: Adults £3  
Children & Senior Citizens £1.50  
Family Ticket (2+2) £7.50**

**"We would advise that access to the upper floor is only  
accessible by stairs**

**[www.mkmrs.com](http://www.mkmrs.com)**



**NEWS**

**No. 143**

**WINTER 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

### Another year passes

Someone recently remarked that the AGM seems to come around a lot quicker these days. Then I suddenly realized that having been appointed your Chairman back in January 1988, I had been Chairman for 19 of our 38 years in existence!

Each year we look to improve our facilities more. Sometimes by being in the club room once or twice a week it is hardly noticeable, but ask a member who has not been around for a while, and they will point out just how much has been achieved since their last visit.

There is still much to be done and some of the things we have done, need doing again. Our outdoor large scale baseboards being one of the areas that need attention this year and next. Being a member of a model railway club is a bit like being a painter on the Forth Bridge, you get the end and someone invites you to start again!

One thing is certain, being a member of MKMRS is never boring. We have visitors to entertain at weekends, an exhibition looming, layouts to build etc.

Talking of exhibitions, my professional duties require me to be at Model Rail Scotland on the day of our own show (as last year!). I know you can all do without me and I will be in touch during the day to find out how things are progressing. I hope it is successful and wish you all a good day.

Dennis Lovett  
Chairman

### **Club Notice Board**

#### 2007 Woughton Swapmeets

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

25th February 2007

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.

Forthcoming events are;

#### **1st February**

"John Betjeman and the Railway" - well known former BR top executive Chris Green presents a programme featuring the popular Poet Laureate who amongst other things was very fond of many aspects of the British railway system. This presentation celebrates the current 100th anniversary of JB's birth.

#### **1st March**

"Railway Oddities" - slide show by former top Network Rail Civil Engineer David Ventry who always carried a camera with him to record interesting features he came across during his work around the system.

*Further details from Bob Ballard on  
01908 562195*

### Club Sweatshirts and Polo Shirts

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

### Edinburgh & Dalkeith Railway

The Edinburgh & Dalkeith Railway was built to feed Edinburgh's enormous appetite for coal – Edinburgh was not called 'Auld Reekie' by Sir Walter Scott for any other reason.

To the south east of Edinburgh lay the Lothian coal field. At that time roads were impassable for considerable periods in the harsh winters of those days. Coal could be supplied from the Lanarkshire fields via the Forth & Clyde Canal (opened 1790) from which the Union Canal that served Edinburgh diverged at Falkirk (opened 1822). All was well until the canals became frozen and the coal carrying barges became stranded, often for days on end. Even sea borne traffic was difficult (Edinburgh's port is Leith) during winters which were much colder 200 years ago than they are in the 21<sup>st</sup> Century!

The building of a wagonway (the early form of railway) was first discussed in 1817 but came to nothing. In September 1824 the meeting of interested parties and possible promoters met and this time agreed to proceed with plans for a line from Dalhousie (later known as South Esk) to a terminus at St. Leonard's located to the west and in the shadow of the well known Edinburgh landmark of Arthur's Seat. With the support of a number of landowners, some with interests in the Lothian coal-mines, an Act of Parliament was obtained on 26 May 1826. The line was built at a cost of £120,000 and ran from St Leonard's through Niddrie, Cairney, Millerhill, Sheriffhall and Esbank. A number of privately owned wagonways were to connect with the main line. Niddrie would emerge as the hub of the network with lines being built to the harbour at Fisherrow (opened 1831), Leith (opened 1838) and Musselburgh (opened 1847). Major civil engineering achievements were the building of the 572 yard tunnel at St. Leonards to access the terminus and the crossing of the River North Esk by the North Esk viaduct, some 60ft above the river. The early engineers however, terminated the line on the north bank of the River to avoid having to cross the River South Esk. The line would be horse worked throughout its independent existence.

The railway also catered for passengers from 1832 thanks to one of its entrepreneurial goods carriers who placed a stagecoach body on to a railway chassis and provided three passenger trains a day. Such was the success that it in its first month of operation over 14,000 passengers made the trip and by 1836, the railway took over the operation itself.

St. Leonards, Edinburgh's first station later became a goods station and survived until final closure came in August 1968. It has now been built on but the old track-bed and tunnel remain in use as a foot-path.



To be continued

Others followed but the next significant development was the building of a railway in Lanarkshire to provide the power to fuel the industrial revolution then taking place in the Clyde Valley around Glasgow. Originally conceived as a feeder link to the Forth & Clyde Canal at Kirkintilloch to carry coal, ironstone and other minerals it was promoted as the Monkland & Kirkintilloch and opened in 1826. The relevance to the Waverley route was the adoption of 4ft 6inch gauge, which has become known as Scotch gauge over the years.

When these early railways and wagonways were being planned and developed there was no standard for the gauge between the rails. The rails themselves were usually wooden on stone blocks and horsepower ruled the early days. 4ft 6" gauge was also chosen for the first line in the Dundee area, the Dundee & Newtyle (opened 1831) although the neighbouring Dundee & Arbroath line (opened 1838) was built to a gauge of 5ft 6inches.

#### **Great Scott!**

The Waverley Route name appears to have been adopted in 1862 by the North British Railway to describe the completed 98.25 mile line between Edinburgh and Carlisle which was opened throughout in that year. As we shall discover later in this article, the railway itself was built in stages. The name Waverley is taken from the Waverley Novels, one of a number of books portraying periods of Scottish history written by one of Scotland's leading literary giants, Sir Walter Scott. His monument in Edinburgh's Princes Street looks down on Edinburgh Waverley station. Sir Walter Scott was born in Edinburgh on 15 August 1771. At the age of 12 he was studying at Edinburgh University and often visited the Borders as a child for which he acquired a special fondness. He became a lawyer at the age of 21. In 1799 Scott was appointed High Sheriff of Selkirk and he had built a house alongside the River Tweed, Abbotsford.

Scott's literary work includes Rob Roy, Ivanhoe, The Talisman and Heart of Midlothian amongst many others.

Scott died in 1832 and his house was opened to the public just five months later. Scott's importance in Scottish literature cannot be ignored and to name the new through route across the Border after his work was a piece of pure marketing genius. The name was to be associated with the line throughout its history including its years of abandonment and eventual rebirth.

#### **A complicated jigsaw puzzle**

Like many lines, the Waverley Route was not constructed in one go but involved a number of smaller schemes which eventually resulted in the completion of the whole route between Edinburgh and Carlisle.

Railways crossing the Border between England and Scotland were subject to Parliamentary investigation. The Smith-Barlow Commission carried out a study and recommended that there was only justification for one route across the Border. In 1841 the Government followed the Commission's recommendations and decreed that only one route would be built. The Government of the day seriously underestimated the future demand for rail travel and like many Government's since had to change its policy.

The route approved was the scheme for a railway between Berwick-upon-Tweed and Edinburgh hugging the East Coast. This scheme was promoted by the North British Railway and was sanctioned by an Act of Parliament in 1844. After a formal ceremony on Thursday 18<sup>th</sup> June 1846, the line opened to public traffic the following Monday, 22<sup>nd</sup> June and eventually linked with other companies to provide the East Coast Main Line between London Kings Cross and Edinburgh. This company was already looking into the future with an eye on the Borders. Although the route was at the time of its authorisation isolated, links between the East Coast route and the Waverley line would become integrated through a number of branch and cross country lines linking the two and feeding both with passenger and freight traffic.

## **HMRS**

Forthcoming meetings of the HMRS at Bletchley Park are;

#### **Wed 31 Jan 2007**

The Ravensbeck layout  
Gauge 0 Guild Audio Visual programme  
*This must be one of the best exhibition layouts, so far constructed. It is based on the North Eastern Railway in the pre-grouping days. The quality of the modelling is superb and the programme has something for everyone. The comment has been made that non-railway people find it absorbing, so bring some friends.*

#### **Wed 28 Feb 2007**

The Southwold Railway  
Tony Manktelow  
*An illustrated talk, starting with the original plans to build this line from the G.E.R. at Halesworth to the seaside terminus at Southwold. Points of interest along the route will be discussed. There will be a review of locos and rolling stock. The L.N.E.R. had plans to turn the branch into a standard gauge line. Plans to re-open the line will be reviewed.*

#### **Wed 28 Mar 2007**

Lancashire and Yorkshire Railway.  
Lawrence Fenelon  
*For its size, it is not a well known system, but which contains much of interest. It was a busy network and centred on Manchester Victoria. Some 300 passenger trains arrived and departed each day, and about 60 passenger and 80 freight trains passed through without stopping.*

#### **Wed 25 Apr 2007**

West Coast Main Line component of the Race to the North in 1888.  
Ed Schoon  
*There will be a review and a description of the factors which led up to this event.*

Further details can be obtained from Eric Bowman our Treasurer. MKMRS members can attend.

## **Bletchley Park Roster**

Chris is currently drawing up the 2007 roster which will appear in the next edition of the club magazine.

Chris is looking for volunteers and would be grateful if you could fill in the sheet on the club noticeboard with dates that you can cover.

## **ANNUAL GENERAL MEETING**

The Annual General Meeting of Milton Keynes Model Railway Society will take place on Tuesday 30 January at Bletchley Park commencing at 8pm (2000).

Nominations are required for all posts for the forthcoming year and nomination forms will be available in January.

The club competition will take place on the same evening. Please bring along your latest models for the competition evening.

Chris Hughes, Secretary

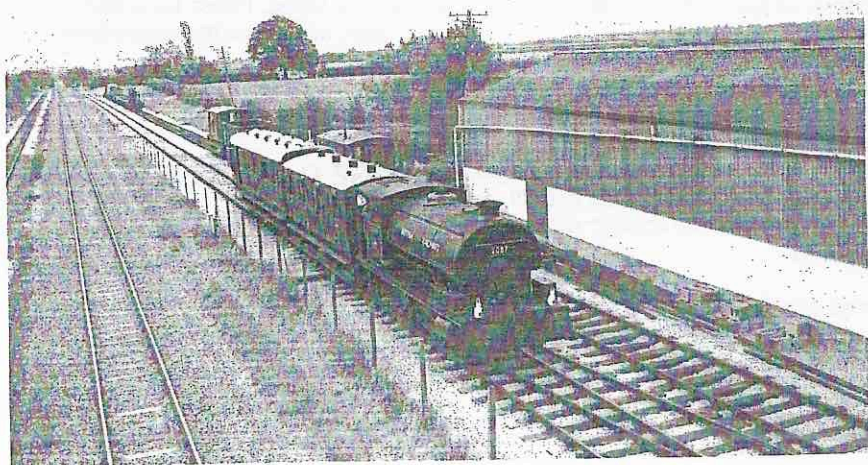
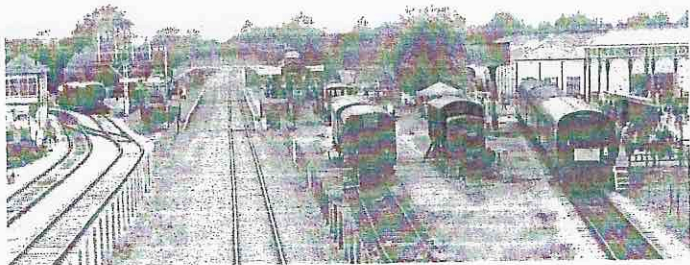
## **GAUGE 0 GUILD AUCTION**

The Gauge 0 Guild Auction is taking place at Water Eaton Church Centre on February 10th.

Volunteers required to help with setting up, car parking etc. Please see Les Wood for further details. The Auction starts at 1200.

## Buckinghamshire Railway Centre Quanton Road

In 1968 the London Railway Preservation Society chose Quanton Road to establish its Centre. From modest early beginnings on a few metres of weed grown track the volunteer members of the renamed Quanton Railway Society have established the Buckinghamshire Railway Centre as one of the leading steam museums in the country - covering nearly 30 acres the collection includes some 35 steam locomotives as well as examples of both diesel locomotives and multiple units. The large collection of carriages and wagons includes a 1901 coach used latterly in the Royal Train together with a specially converted vehicle from 1943 used as a mobile meeting room by Winston Churchill and General Eisenhower



## WAVERLEY ROUTE REVIVAL

### PART 1—EARLY DAYS

**Dennis Lovett takes a look at a piece of railway he has known since he was 6 weeks old!**

When the first train traverses the Waverley Route in 2011 heading south from the Scottish Capital City it will be an emotional moment. For it will be 40 years since Galashiels, the largest town on the reinstated route, witnessed its last freight train depart.

Anyone outside Scotland that doubts that this will ever happen need look no further than successful reinstatements elsewhere north of the border. The rebuilding of routes to Bathgate and Larkhall have proved highly successful. The line currently being rebuilt between Stirling and Alloa looks equally promising. The Scottish Executive is also supporting the reopening of the Airdrie - Bathgate link and new lines to Edinburgh and Glasgow Airports. Not surprisingly the one major rapid transit scheme being developed in the UK can be found progressing, albeit more slowly than it would like, in Edinburgh.

It is the economics of the capital city that are driving the Waverley route forward. Edinburgh is thriving commercially and has plenty of employment opportunities. The East Coast main line, the Glasgow routes and the Fife line over the Forth Bridge are already at commuter capacity. The Edinburgh road system struggles inside the ring road, with Princes Street being the main thoroughfare. Likewise the Forth Road Bridge is prominent on road traffic delay reports. Contrast this with the Border towns which have all the necessary infrastructure with houses, schools, shops and amenities. All they currently lack is jobs, particularly for the younger generation. The A7 route which links the Border towns to both Carlisle and Edinburgh is a notoriously difficult road, the 33 miles between Galashiels and Edinburgh taking around an hour to drive. To put it simply if something is not done, then the Border towns will suffer a long lingering decline, indeed some would say they already have. The traditional woollen industry is nowhere as prominent as it was when the line closed. Its still there but many of the mills themselves have closed and Border economics have suffered as a result.

But the reinstated line from Edinburgh to Tweedbank, a new development built since the line closed and located midway between Galashiels and Melrose, is not just about commuting. It will unlock some of the finest scenery in Scotland and enable the tourists to enjoy it. Tourism is important in this part of Scotland but its potential has never been fully realised.

Two generations of railway photographers have been denied the opportunity to capture some of the stunning images portrayed by some of our greatest railway photographers. The line attracted them all and the reinstated line will offer the opportunity to capture modern traction amongst stunning scenery. It will also contribute to the local economy by attracting them.

#### **Early Scottish Railways and Scotch Gauge (4'6")**

The first rails in Scotland were laid on the Tranent wagonway to link a coal mine with the small port of Cockenzie near Prestonpans to the east of Edinburgh in 1722. The rails were some 3ft 3inches apart.

The early railways in Scotland centred around the desire to move coal, minerals of agricultural products. The Earl of Elgin with mining interests around Dunfermline needed to transport coal to the River Forth for onward transit (opened 1767).