

MILTON KEYNES
MODEL RAILWAY SOCIETY

MKMRS NEWS

No. 27

JUNE 1994



A Black 5, No. 44767 stands at Grosmont.

Photo Dennis Lovett

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In the beginning - Part 23

Thirty nine members attended the 1987 Annual General Meeting. Chairman, Les Wood reported that the club had attended 12 layout venues during 1986, including the big Cannon Street event. Treasurer, Gordon Etherington, reported on a recent survey of subscriptions within the clubs forming the Chiltern Model Railway Association. The average subscription rate was £16, although our own financial position allowed us to retain our 1986 fee of £8 for 1987, reflecting a very low fee for the facilities we were able to offer. Austin Daly and Geoff Bell stood down from the committee and Mike Thomas and Mark Wilson took their places.

After the AGM the club competition results were announced. There had been a disappointing entry and some of the entries were considered to be of a lower standard than should be expected. As a result the judges from HMRS felt unable to present all the trophies. The results were;

Kit built loco - Keith Robinson
Kit built rolling stock - Eric Bowman
Scratchbuilt scenic - Dick Larbey.

At the February 1987 committee meeting it was reported that the O gauge Alverton layout was attracting plenty of exhibition invites. Five were excepted for the year following the meeting on 12 February!. The CMRA rep, Colin Catley, reported

that the 38 member clubs forming CMRA (there are now 100) represented a joint membership of 848 modellers, a powerful lobby even in those days!

The club dinner was held at the Windmill on the 7th of March. The O Gauge Alverton layout attended Welwyn Garden City on the 4 April. Over Easter, member Steve Howard exhibited his layout at the Model Railway Club's IMREX event. MKMRS members took daily shifts to keep the trains running on Steve's GWR layout, Savernake.

At the April committee meeting it was reported that spring cleaning was proceeding well and that the curtains were being washed. It was noted that a new model shop, Milton Models (now Maple Models) had opened at Central Milton Keynes and would be investigated.

During May, the LNER Study Group met at the club room on May 16 for their annual get together. A section of the O gauge layout was made available for running. The May committee meeting learned of damage to the balcony during the delivery/removal of the rubbish skip. The landlords agreed to repair it and to remove the skip to a place of safety for future deliveries.

To be continued.

MILTON KEYNES MODEL RAILWAY SOCIETY

25th Anniversary year

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

" I believe we are an association of railway modellers interested in and practising in various scales, thus we should not be a one scale society - these exist nationally - nor a one group or era organisation."

John Symons - Club Magazine No.28 February 1984

I recently came across the above statement in an issue of an old club magazine. I have said and written similar things in the past but the words taken from John's article are far more meaningful than anything from me.

They are however worthy of further investigation. They were written by someone who did a great deal to get the club going and keep it there. John was an O gauge modeller all his life, yet he knew that his own interests would have to be long term aspirations rather than short term achievements. It

was several years before O gauge was considered for a club layout, but John worked hard on all our early OO layouts, even though he knew that he would never be able to run on them.

Even if EM or O are not your scene, I hope that you will bear the above in mind and offer your assistance. Perhaps you could be persuaded to try modelling in a different scale!



Dennis Lovett
Chairman

Club Notices

CMRA Convention Saturday 9 July 1994

This event will be held on Saturday 9 July at Beaconsfield School. Commencing at 1015, the day will include a talk on resistance soldering by Mike Gray, a talk on Plasticard buildings by Ted Coughlan, and Humour on the footplate by Keith Catchpole. Participating clubs are also expected to demonstrate their abilities.

Member clubs will also have a stand and demonstrate their activities. We hope to work on a section of the EM at the event.

Tickets must be prebooked. Volunteers please see Eric Bowman by Tuesday 17 May. Admission is free but if we book and someone fails to turn up we will have to pay £5 cancellation fee per person.

Swapmeet dates

Swapmeets will take place at Woughton Campus on the following dates;

18 September
11 December

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

Bushey Exhibition - 22 October 1994

Geoff Bell has been informed by the organisers that this event has now been cancelled.

Library

The Library is now back in business for the loan of magazines, books and video's. In order to improve the efficiency of the operation the following conditions have been approved;

The Library will be open for borrowing and returning items only between 8-9pm (2000-2100).

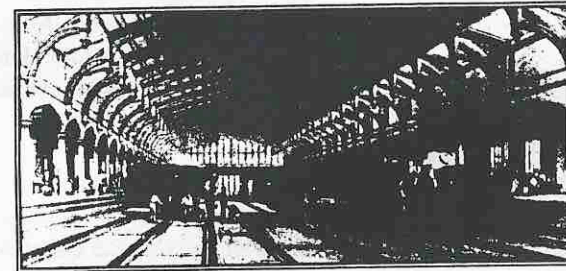
A secure box will be provided for the return of items at other times. Further details are available from the librarian.

Members can borrow up to two items at a time. If articles concerning a particular prototype or project are stretched over several issues then the number can be increased at the discretion of the librarian.

Members are requested to return items within 4 weeks of borrowing. It is important that items are returned promptly to the librarian.

The library is provided as a club asset and is greatly valued by members. We hope that the introduction of these guidelines will greatly improve the service that can be provided to help you with your hobby.

BRUNEL SUMMER MODEL RAILWAY EXHIBITION



I. K. Brunel's Great Temple Meads Railway Terminus

BRISTOL

SATURDAY 25th / SUNDAY 26th JUNE 1994

OPEN: SAT. 10.30am to 5.30pm SUN. 10.30am to 5.00pm

**20+ Layouts 20 Trade Stands
Demonstrations**

-LIGHT REFRESHMENTS-
£2.50 Adult £1.00 Child/OAP

QUIZ CORNER by SAGITTARIUSLOCAL KNOWLEDGE

Taxi drivers are required to learn their way around the area in which they provide their services; this is called the "knowledge". How well do you know our local area? This month we are staying close to home and the questions relate to local railway history. The answers will be found within a 30 mile radius of Bletchley. All you have to do is to fill in the blank spaces or provide a specific answer.

1. The London & Birmingham Railway was opened from Euston to _____ in October 1837 and to _____ by April 1838. Passengers transferred there to a _____ for the journey to Rugby, where they again joined a train for the onward trip to Birmingham.
2. Which pre-grouping railway operated the then main-line from Leicester to Hitchin?
3. In steam days Bletchley shed supplied locomotives for the _____ to _____ branch, the _____ to _____ branch and the _____ branch.
4. Sir Edward Watkin was seen as an "enfant terrible" of the Victorian railway world. Which railway did he promote as a trunk route to London?
5. The _____ Railway, the _____ Railway and the _____ Railway all had stations in St Albans. Name the railways and the stations.
6. Name the two Pullman cars operated by the Metropolitan Railway (and then London Transport) from 1910 to 1939.
7. Which two pre-grouping railways competed for traffic in Luton?
8. Which station was named after a local landowner one of whose ancestors had been standard bearer to King Charles I in the English Civil War?
9. Which railways are represented by these initials? S&MJR, O&AT, O,W&WR.
10. Which two routes were chosen by the LMSR for trials of the Karrier Ro-Railer in 1931 and 1932?

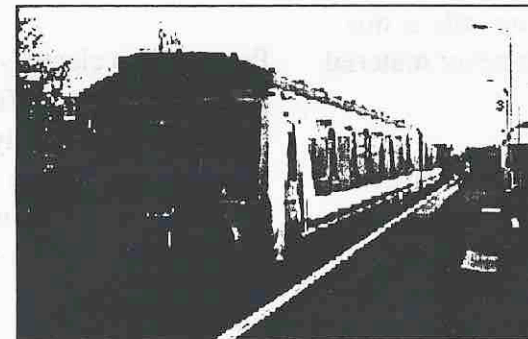
Answers next month

Gospel Oak - Barking

During 1994, the Gospel Oak - Barking Line celebrates its centenary as a through route. In 1894, the Midland Railway and London, Tilbury & Southend Railway companies opened the 6 mile long Tottenham & Forest Gate Railway. The Tottenham & Hampstead line from Gospel Oak to Tottenham dates from 1868.

During its lifetime services on the line have run to/from St. Pancras, Kentish Town and since 1981, Gospel Oak, where it interchanges with the Richmond - North Woolwich line.

The Gospel Oak - Barking line is an important cross London link and provides interchange facilities at Gospel Oak (Richmond - North Woolwich line), Blackhorse Road (Victoria Line) and Barking (London, Tilbury & Southend and District Line).



A train for Barking awaits departure from Gospel Oak

The Rickmansworth branch of the London & North Western Railway

by Dennis Lovett

The Rickmansworth branch of the London & North Western Railway was promoted by Middlesex MP Robert Grosvenor as the Watford & Rickmansworth Railway.

Grosvenor later became Lord Ebury and had an impressive country mansion at nearby Moor Park, now better known as a Golf Course!

The Watford & Rickmansworth Railway received Royal Assent on 3 July 1860. This was soon followed by a second Act on 28 June 1861 to extend the line in a western direction to Uxbridge to join up with the Great Western Railway. Like many such proposals at this time, this extension never materialised.

The ceremony to start construction of the original line took place at Tolpits Farm near Moor Park on 22 November 1860.

Financial problems dogged the line which had an authorised capital of

£40,000. A further £30,000 had to be raised in 1863. This line was operated from the beginning by the London & North Western Railway.

The line was absorbed by the operating company following an Act of Parliament dated 27 June 1881 when the previous owners went bankrupt! This cost the L & NWR £65,000.

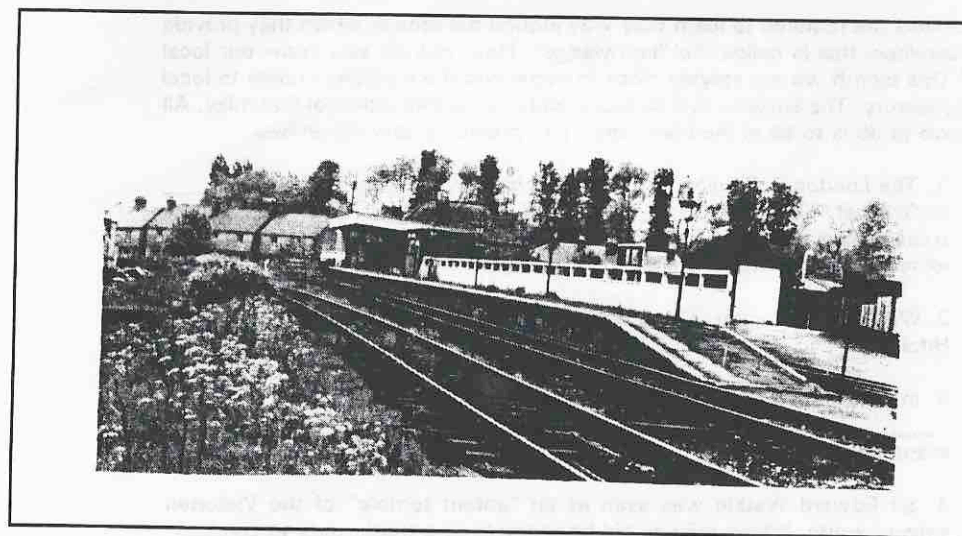
The only immediate station on the line was at Watford High Street. This station was also used by trains to Croxley Green (opened 1912) and for local trains to Euston via Bushey (opened 1917).

Proposals to electrify L & NWR local services were first mooted in 1907 and were finally authorised in 1911. As a result the Rickmansworth branch was eventually electrified and available for electric operation from 26 September 1927.

Rickmansworth station was re-

named Rickmansworth Church Street in September 1950. It closed to passengers however, in 1952 and to freight in 1967. Part of the line

remained in use for freight to John Dickinsons Croxley paper mill until the 1970s. The line has recently reopened as a footpath.



Bletchley Park 4/5 June

We shall be taking part in the D Day event at Bletchley Park.

Brian & Stan will have a Hornby layout, John Hatton (Trix Twin) and a display

Further Details - D Lovett