

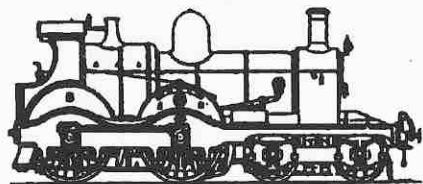


# LANGLEY



## GAUGE 'O' GUILD

Approved  
MODEL RAILWAY SHOW



### SUNDAY 4TH DECEMBER 1994



WORKING LAYOUTS



TRADE STANDS



TEST TRACK



LIVE STEAM



BRING & BUY

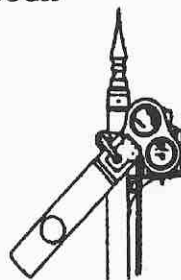
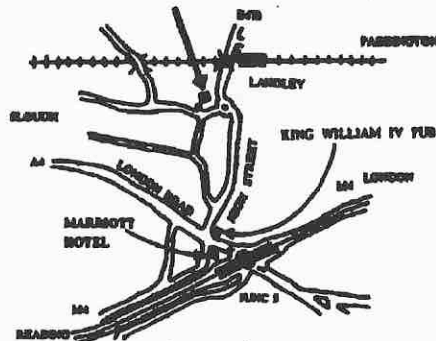


HOME MADE REFRESHMENTS

LANGLEY COMMUNITY CENTRE

LANGLEY ROAD, JUST OFF THE A4 NEAR SLOUGH

DOORS OPEN 10.00 am - 5.00 pm



ADMISSION £2.00  
Family discount

GUILD MEMBERS  
and OAPS £1.50

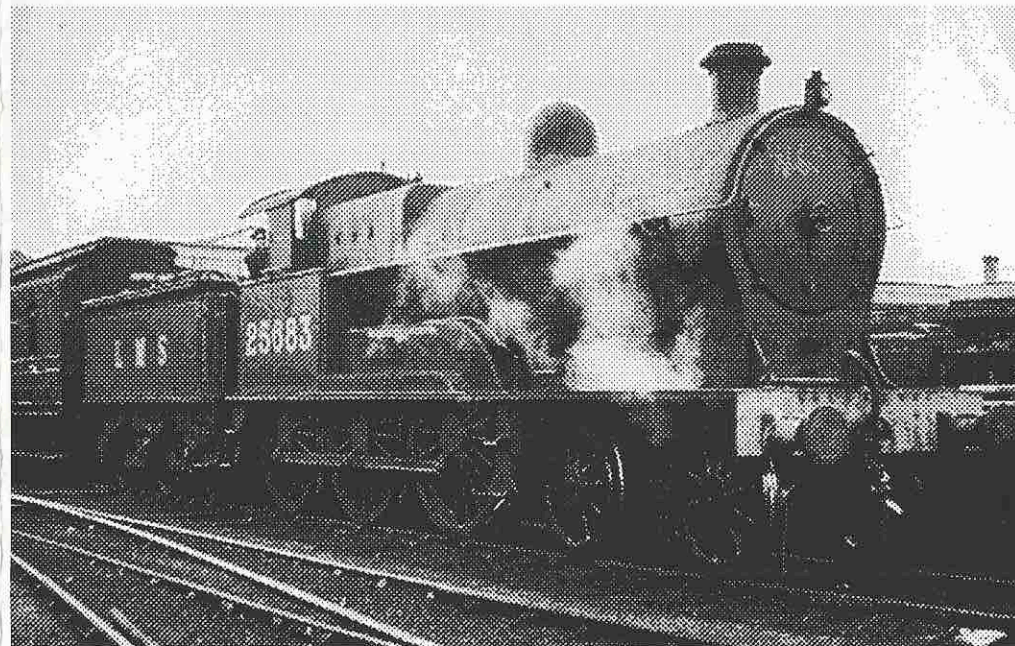
8TH ANNUAL WEST LONDON GROUP EXHIBITION



# MKMRS NEWS

No. 33

DECEMBER 1994



A Prince of Wales Class 4-6-0 stands at Bletchley with an Oxford train.

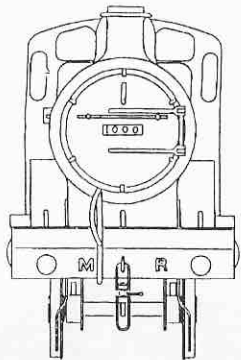
Published by Dennis Lovett, Chairman, Milton Keynes Model Railway Society  
c/o 4 Browning Crescent, Bletchley, Milton Keynes MK3 5AU.  
Telephone 0908 376750





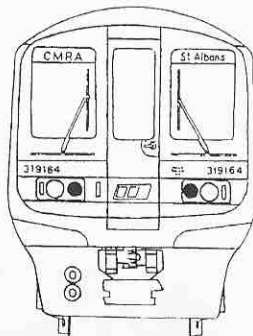
# ST ALBANS MODEL RAILWAY EXHIBITION

**Sat 14th & Sun 15th January 1995**  
**10.00 am to 5.30 pm**



Adults £2.50  
Concessions £1.50  
Children £1.00  
Family £5.50  
(max 2 adults)

**20+ Layouts**



**Trade Stands Demonstrations**  
**Refreshments and Bar**

**Free and frequent vintage bus**  
**service to the Arena from City station**



Exhibition insurance sponsored by Traffords Ltd., 153 Hatfield Road, St Albans  
For all your insurance requirements call 0727 833241

## MILTON KEYNES MODEL RAILWAY SOCIETY 25th Anniversary year

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

## Towards the half century

During October we celebrated the 25 years of Milton Keynes Model Railway Society. We are now working towards the 50th!

The move to Bletchley Park has resulted in a great team spirit being developed. In just a few weeks an absolute mess has been sorted out and carefully stored on other parts of the complex. We are now close to moving in and establishing our club room in the building.

The next few months will be critical as we do very little modelling and a lot of major workings on the site. We have to realise also, that when the room is ready, people will want to come in and see some trains running!

By next Easter, we should hopefully have the building sorted out and the trains running on some of our layouts. The O Gauge team have been busy on other nights of the week, not to mention the odd days leave to get stuck into their project. We have a lot of refurbishing work to do on Verney Junction and the EM layout is still a long term project we can continue with, once the other short term items have been sorted out.

There is going to have to be plenty of activity over the next few months, before we will be in a position to open the doors to the public on open weekends next year.

Some of you may be wondering why events have happened so quickly. We were out of Victoria Road in less than a month and the sorting out of the exhibition hall was undertaken in about six weeks. This shows the level of commitment we had to make if we were serious about remaining as a model railway club! It is no longer necessary to look back and worry about what might or might not have been, but, I can assure you that the committee looked long and hard, before making the only decision it could.

Our 25th Anniversary was a time not just to look back but gave us the opportunity to focus on our future activities. Just a few months ago the facilities we have now secured were a pipe dream. Today they are reality.

On with the good work!

  
Dennis Lovett  
Chairman

## Club Notices

### Swapmeet dates

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

#### 11 December

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

### CMRA Exhibition

The CMRA Exhibition will take place on 14/15th January. Eric Bowman is looking for volunteers to help with stewarding. Please see Eric if your interested.

### Library

The lengthy task of sorting out the library is now completed. Opening hours will be as before 8 - 9pm. The library is located in the first room as you enter the exhibition hall. Mark will be happy to meet your requests and if your sorting out the piles of magazines in your loft or elsewhere, Mark will be only too happy to take them from you to complete our files.

### AGM

Notice of the AGM on 31st January 1995 appears on page 3.

### Keys

Thanks to Fred for changing the lock on the exhibition hall door. This will now allow all MKMRS key holders access to our premises,

### Passes

The first 18 of these are now available.

## 25th Anniversary Club Dinner

48 members and guests attended the 25th Anniversary Club Dinner on 15th October at the Milton Keynes College in Sherwood Drive, Bletchley.

Gordon Etherington was presented with an award to commemorate his 25 years as Treasurer and appointed a Vice President.

Ian Pusey and Jim Armstrong and their wives were our guests for the evening and Ian and Jim were appointed Honorary Members. Both have been long time friends of the club and we look forward to welcoming them to Bletchley Park on some future occasion.

Ian is a well known S gauge modeller and has served the S Gauge Society well over the years. As the Vicar of St. Marys, adjacent to Bletchley Park, we are now Ian's parishoners and I am sure he will be visiting us as part of his duties from time to time!

Jim Armstrong is a well known modeller and has attended our exhibitions and served the Chiltern Model Railway Association as Chairman and Exhibition Manager over many years. As active members of CMRA we have got to know Jim well and he helped us considerably in setting up the first exhibition in 1973, when Les served as his apprentice at a CMRA Exhibition at Aylesbury the previous year.

The assembled guests were well entertained by our Honorary Member from Suffolk, our former Vice-Chairman Colin French. Jim Wood did us proud with his Presidential address and presenting the certificates to founder members and our new honorary members.

Thanks to our hard working Secretary, Chris Hughes for making all the arrangements and for ensuring all went smoothly.

Leon was a highly succesful businessman. He was important on both the British and American stock exchange. He was a director of several companies and it was he, who rescued the ailing Stony Stratford - Wolverton tram company during one of its many financial crises.

Sir Herbert Leon did much for the town and was well respected. He did however have two pet hates: One was the railway and the other the Vicar of St. Mary's!

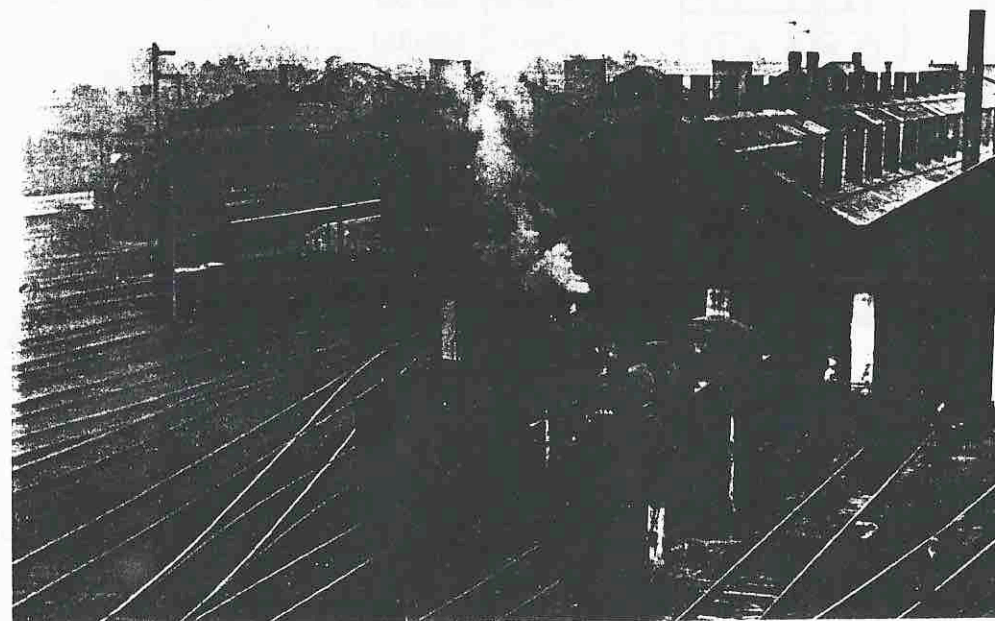
The trees on part of the estate were becoming affected by the smoke from the locomotive depot (now the station car park). In a court case with the London & North Western Railway, Leon sued the company on environmental grounds and won. The soot was polluting his trees and he was awarded 1/(5p) damages. The railway company was told to increase the height of the chimneys which it did only on the three roads nearest the trees (see

picture).

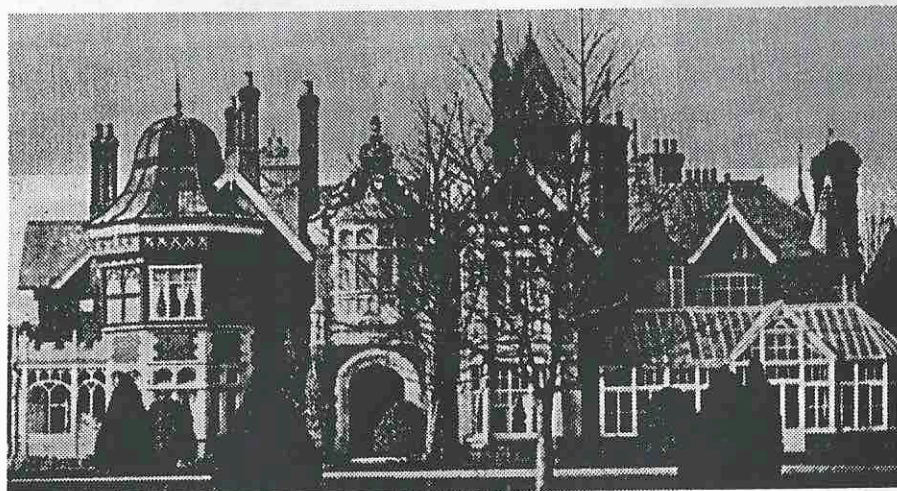
The conflict with the Vicar of St. Marys was the result of bell ringing. The bells were particularly loud in the mansion and Sir Herbert asked the Rev. William Bennitt to stop ringing them. This was just the challenge the Vicar liked and he pointed out to Sir Herbert that the bells had been in Bletchley 700 years before him, so they would continue to ring! It was only when Sir Herbert lay on his death bed in 1926, that the Vicar granted his request. It was not until after the funeral that the bells rang out again.

The estate and park passed to his widow, Lady Fanny. She was to play an increasing role in local public life over the next 10 year.

To be continued.







## Britains best kept secret Bletchley Park - Part 2

As the Liberal Candidate for the Buckingham Constituency in 1891, Herbert Samuel Leon, won the Buckingham seat in a by-election later that year. He was again elected at the 1892 General Election although when the next election was called in 1895, he was defeated by Carille and never stood for parliament again. He once again devoted his energies into local politics and was elected to Bletchley UDC. He became a Baron in 1908 and Sheriff of Bucks in 1909. He became Chairman of Bletchley UDC in 1918, the highest position before the council was swallowed up by Milton Keynes in 1974.

Herbert Leon was an extremely wealthy man. At one time he owned houses in London, Linslade, Broadstairs (Kent) and Ballater (Aberdeenshire). When he bought Bletchley Park, the home in Church Road, Linslade was sold. It was during Leon's time that the mansion we recognise today took shape. He had extensive work carried out and extensions added to the home. Whilst this work was being undertaken the Leon's were in the United States. Materials arrived at Fenny Wharf and were transported by horses and carts to the site. It is understood that the pillars at the entrance came from Italy. It was not just a mansion but more of a thriving village, employing 200 at its

peak. 40 gardeners kept the grounds tidy, working on shifts, including nights. Houses were provided and most survive today. Leon Cottages and Noel (Leon backwards) Cottages in Church Green Road being two such examples.

Leon had married Ester Beddington in 1873, but sadly his wife died two years later, leaving him with two small children, George and Kitty. In 1878, he married Fanny Hyam. She would play a vital role in Bletchley affairs in due course and there are many who still remember her well.

The house was used for weekend entertaining and by now included a maze, cricket pitch with pavilion and lots of ornamental trees. Leon and his wife were active members of the Whaddon Chase Hunt and often provided hospitality for Royalty and other guests. Home Farm became increasingly important and Leon's livestock won many prizes. Sir Herbert had a chauffeur and Rolls Royce, kept in the garages which now house Franks fire engine! The cricket ground was used for County cricket matches and was the home of minor counties team - Bucks. It was also used in the Annual Bletchley Park show, which was often attended by 5,000 people and in 1936 by 13,000!



## CMRA EXHIBITION DIARY

### November 1994

- 26 Royston
- 26 West Sussex, Horsham
- 26 High Wycombe
- 26/27 Swindon

### December 1994

- 3 Letchworth
- 4 Beds 16mm, Welwyn  
Garden City

### January 1995

14/15th January

**CMRA EXHIBITION**

**Alban Arena, St Albans**

- 21 Astolat, Guildford

Please see model press for details

### Notice of Annual General Meeting

In accordance with the requirement of the club rules, I am giving in excess of the 21 days notice needed to notify you that the Annual General Meeting of the Milton Keynes Model Railway Society will take place on

**Tuesday 31st January, 1995  
Commencing at 8pm  
at the Club Rooms, Bletchley Park**

The nomination form for club officers and committee positions will be circulated by me in due course. These should be completed and handed to myself before the start of the meeting on the date specified above.

Chris Hughes  
Secretary  
24th October, 1994

The club competition will take place on the same evening.  
Further details in the next issue.



## The Rise and fall of a main line The GW & GC Joint Railway

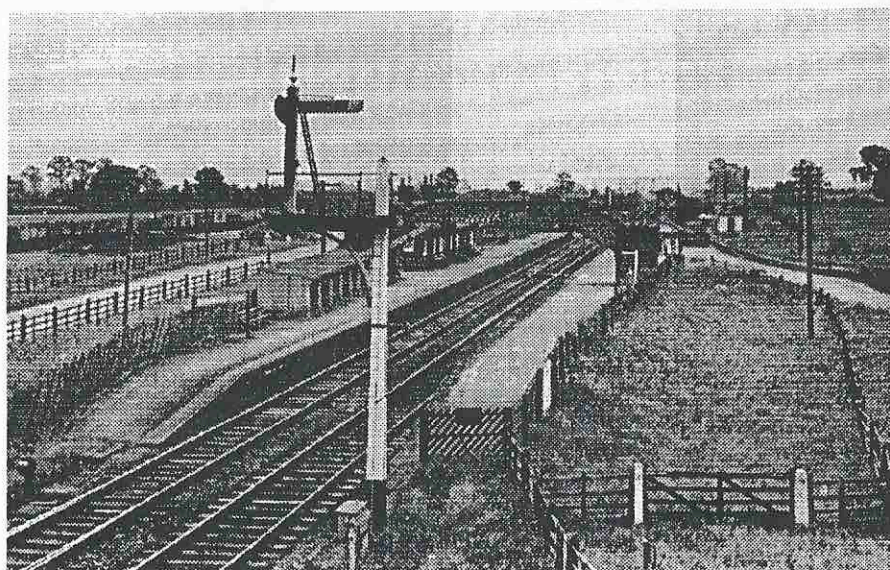
by Les Wood

Reprinted from Newsletter No. 19 May 1976

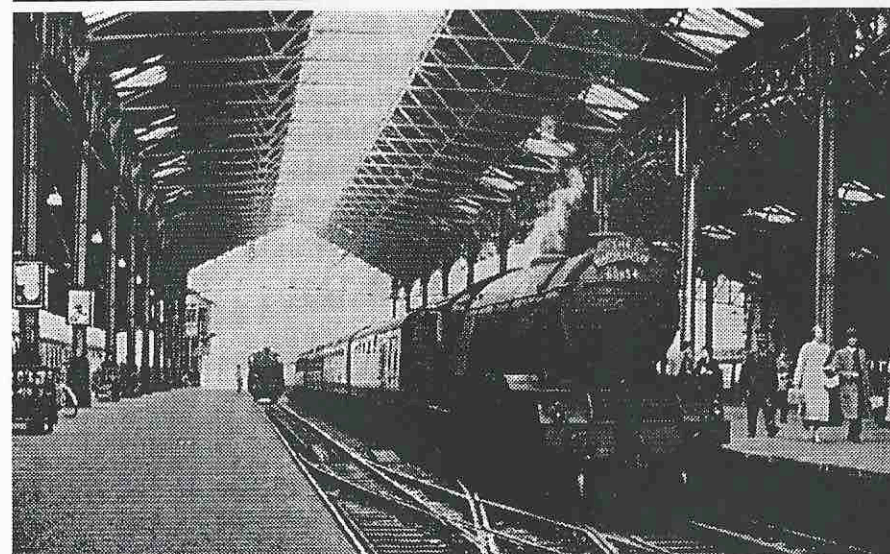
The history of the joint line can be traced back to the latter part of the 1870s, when the Manchester, Sheffield and Lincolnshire Railway realised that if they were to survive without being absorbed by another company, then it would have to build its own railway to London, for whilst it served one of the most important industrial areas of Britain, it was merely acting as a collector for the L & NWR, MR and GWR. After toying with the idea for many years an Act of Parliament was passed in 1893, allowing the M, S & LR to construct a line southwards from Annesley through Nottingham, Leicester and Rugby to link up with the Metropolitan Railways northern extension at Quainton Road. It then obtained running powers over the Met to Canfield Place (Finchley Road), thence over a new line to its own terminus at Marylebone.

In 1897, the M, S & LR changed its name to the Great Central Railway because of the new area of the country it covered. Work progressed rapidly and the first train arrived at Marylebone in 1899, probably the only terminal in London without a zero milepost, the mileage being measured from Manchester (London Road), now Piccadilly.

The line from Aylesbury is steeply graded across the Chilterns and the Metropolitan signalmen favoured their own trains, even freight, a fact which naturally upset the GC! At about this time the Great Western was looking for a shorter route to Birmingham, as the rival LNWR route was 20 miles shorter than their own through Oxford. The GW planned to obtain powers to construct a line from Old Oak Common to a junction with the Maidenhead to



Quainton Road - where the Metropolitan and Great Central met



Oxford branch at High Wycombe. The existing Princes Risborough line would then be doubled and upgraded to main line standards, with a new line built from Risborough to Aynho, near Banbury.

The Great Central quickly asked for running powers, however, the GWR were perhaps a bit hard up for they offered joint ownership and so a joint committee was set up. In 1899, a further Act authorised the building of a line from Princes Risborough to Grendon Underwood Junction, 3 miles north of Quainton Road, leaving the proposed Princes Risborough - Aynho line at Ashendon Junction, with all powers over the line from Ashendon to Grendon to be vested in the GCR by agreement.

Rather than joint maintenance, it was agreed that the GWR should maintain the line from Northolt Junction to a point about 3/4 of a mile, north of High Wycombe. The GCR then took responsibility for the section onwards to Ashendon. So it was, with all stations built to the standard GWR design and the signals from West Wycombe being upper quadrants, in later LNER days.

The new line was slightly easier than the Met

V2 No. 60854 stands at Marylebone, 1957.

route via Amersham, although the Chiltern hills still had to be traversed, and Down and Up lines are separate for a couple of miles south of Princes Risborough to allow Up trains to proceed through a tunnel on a 1 in 164 rise, the Down line having a steep drop at 1 in 100 and 80. Main features of the line are some impressive brick viaducts and overbridges built for four roads, though the line was only double apart from a two mile section between South and West Ruislip.

Princes Risborough was probably the largest station with branches to Oxford, Watlington and Aylesbury. The Aylesbury line became the only branch to come under the control of a joint line committee and was originally built by the GWR to the broad gauge standard. It was converted in 1867 and was absorbed by the joint committee in 1907.

To be continued.

