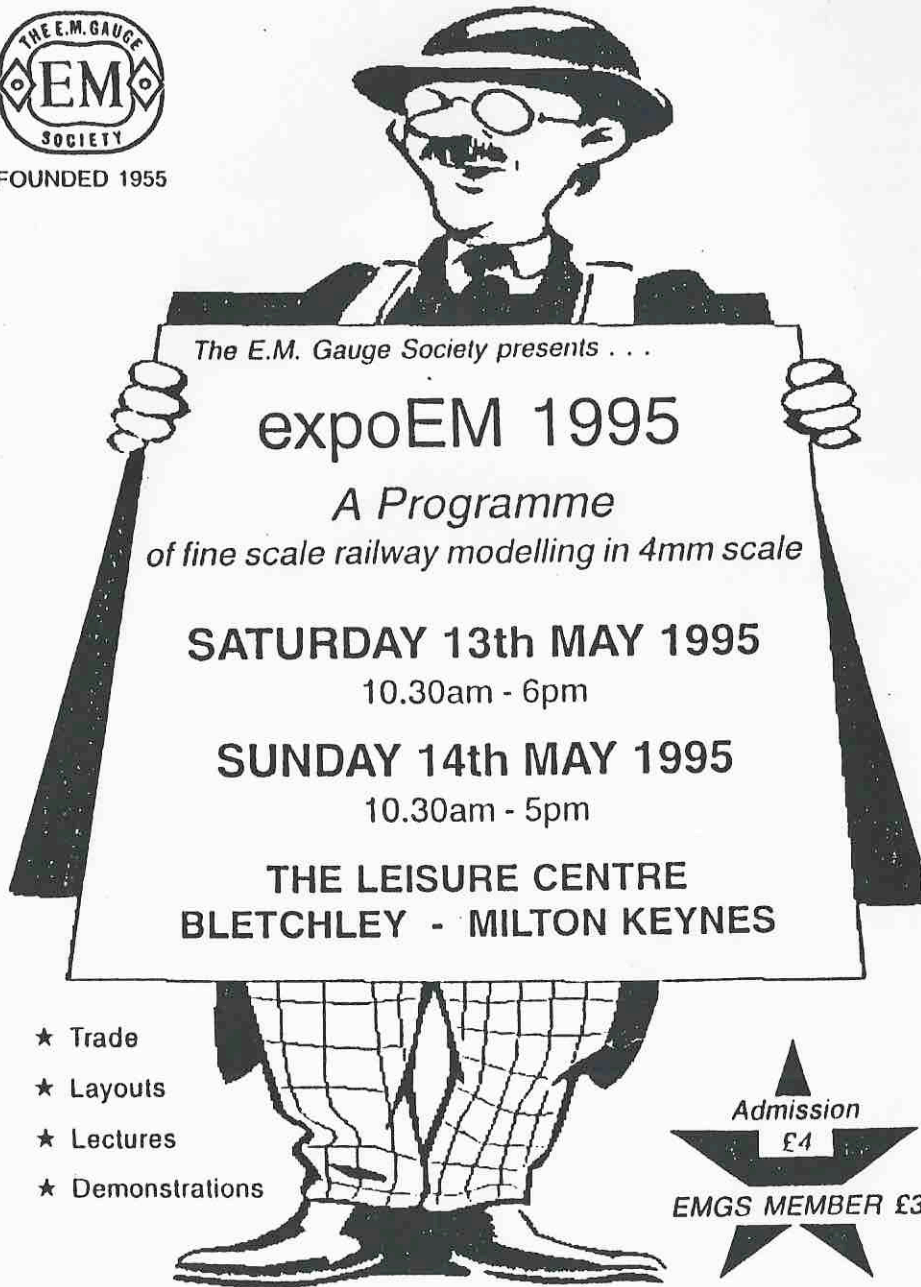




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The E.M. Gauge Society presents . . .

expoEM 1995

*A Programme
of fine scale railway modelling in 4mm scale*

SATURDAY 13th MAY 1995

10.30am - 6pm

SUNDAY 14th MAY 1995

10.30am - 5pm

**THE LEISURE CENTRE
BLETCHLEY - MILTON KEYNES**

- ★ Trade
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Admission
£4

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Further details of the Society and this event, send sae to :
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MKMRS NEWS

No. 38

MAY 1995



Broad Street after its opening in 1865

Published by Dennis Lovett, Chairman, Milton Keynes Model Railway Society

Telephone 01908 376750

QUIZ CORNER from SAGITTARIUS**END OF THE LINE**

You will be relieved to learn that Sagittarius is hanging up his bow and arrow to concentrate on railway modelling. This will probably be my last "Quiz Corner" so there may not be any more obscure questions to tax the "little grey cells". It was fun while it lasted! To business: this wordsquare concentrates on terminal stations in Great Britain, from Lands End to John o' Groats. There are thirty of them plus a hidden message.

A P N E H M E X P F I N D G U O L P D O H E
 N Y O E O I G W W E M Y S S B A Y R B C P H
 O C L B K L O G L T S L O O P R E V I L Y L
 E T O E U T K O L S E T H E I E L W I S P A
 D F L A S H N F H B N E V A H D R O F L I M
 E L C D H B R I E T H I R T Y O M L T A U B
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 H S T A T I O N Y T C A I C B R E E W M T R
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 O J N E D U P I O T O S A Y H R E V O D B Q
 B L A T A E U R O Y N H E R E S K E G N E S
 R U Z G L I D N L H O L Y H E A D T C R R B
 A B N O E N K E R M N G S C O U I L I C E Z
 C H E S H A M G E X S E I N B T O C E B T A
 S T P R L L I Z T H E K O A R A H L I O A Y
 D I U E S H E O A D A T E C L M Y I N G L M
 W E Y M O U T H W B O U R G O L O S L C L O
 L I F D Y T R Y H T E M L N N I A Y I N A G
 A K F W L V R E B O T C D O V E L M E I B L

Aylesbury	Liverpool St	Richmond
Ballater	Lynton	Scarborough
Bude	Mallaig	Seaton
Chesham	Merthyr Tydfil	Skegness
Clacton on Sea	Milford Haven	Thurso
Dover	Morecambe	Uxbridge
Felixstowe	Norwich	Waterloo
Holyhead	Padstow	Weardale
Knott End	Penzance	Wemyss Bay
Lambourn	Pwlheli	Weymouth

Answers from last month

- | | |
|----------------------------|-----------------------------|
| 1. 73084 (30745) Tintagel | 7. 2933 Bibury Court |
| 2. 61379 Mayflower | 8. 30806 Sir Galleron |
| 3. 2981 Ivanhoe | 9. 73111 (30737) King Uther |
| 4. 45156 Ayrshire Yeomanry | 10. 61029 Chamois |
| 5. 30777 Sir Lamiel | 11. 2925 Saint Martin |
| 6. 61000 Springbok | 12. 30456 Sir Galahad |

MILTON KEYNES MODEL RAILWAY SOCIETY

Founded 1969

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

Too many exhibitions?

Within a few weeks, two major model railway exhibitions will have been held on our "home patch" at Bletchley Leisure Centre. This editorial was penned the day after the "Rail" event, which was widely advertised in the local press, which incidentally is owned by the same group. The size of the advert would have cost us several hundred pounds, the way deals are done between groups, I would suspect that the net cost to Rail was zero. I know from my own few hours stewarding, that many of the visitors were local and I trust they will return in October for our own show. I suspect some will not!

The same weekend saw events at both Northampton and Luton. Dates were booked well in advance and it was all unfortunate set of circumstances that the events clashed. It had a devastating effect on the two local shows.

No model railway club run by a group of enthusiastic amateurs, whatever their professional abilities, can compete with magazine run shows or by those run by commercial companies such as Warley and IMREX. I know that in the latter cases, the formation of these companies was to protect club assets, but they are now fully run businesses. We are fast reaching the time when clubs, such as ours, will have to sit down and try to live life without the risks and certainly without a surplus in the bank at the end of it.

I know from organising sections of exhibitions for various train companies, the costs involved. We are talking serious money. It seems that if IMREX have been pushed to one hall etc. then the rest of us had better wake up to the facts of life quickly.

The move to Bletchley Park has allowed us to rethink our future exhibition strategy. We can probably survive without one. I know that our exhibition is a popular event, but we are risking vast amounts of money every two years and as last time showed, for very little return. It is only a matter of time before we lose money and early indications are that break even is the best we can hope for.

The publishers of "Rail", EMAP, are the biggest publishers in Europe. The loss of a few hundred pounds would look chickenfeed in the Public Relations budget. For many clubs, it would be the end of the road.

Modellers have chosen to support the strategy of "Premier League" shows like Warley. There are a lot of football "Premier League" chairman currently on the verge of suicide, hoping they will not find themselves in the Endsleigh League next season. What we have to do is decide what league we need to play in future. It is no good organising and paying for "Premier League" facilities, if you only attract 3rd Division crowds! If you have other teams playing on your pitch, then your market share is even smaller.

We shall need the support and help of every member in October. It could be our last "Premier League" event for some time.



Dennis Lovett
Chairman

Club Notices

Swapmeet dates

A swapmeet will take place at Woughton Campus on the following dates during 1995;

May 21st
September 10th
December 17th

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



EXHIBITION DIARY

May 1995

6-8 Wolverhampton MRC
13-14 ExpoEm, Bletchley Leisure Centre. See back cover.

Vintage Trains

Brian and Stan will be running their Hornby based clockwork and electric layout at Lavendon on 22nd / 23rd April.

They will also be in attendance at Russell Street School, Stony Stratford on May 14th for the schools annual fete.

VE Day

See separate article for the outline of events at Bletchley Park, including our own plans.

ExpoEM

This event is being held at Bletchley Leisure Centre on 13th / 14th May.

Quarterly General Meetings

Just a reminder that short QGMs will be held in the club room starting at 8 pm on the following dates:

25th April
25th July
24th October (also Exhibition briefing)

Letter From America

One of our founder members, John Mann, has been travelling the trains in the USA and next month, MKMRS News will be publishing an article from John about his exploits. As a taster, the postcard below was sent to your Chairman.

It shows a Conrail train crossing the Rockville Bridge, the longest stone arch bridge in the world (3,810 feet). It is near Harrisburg, Pennsylvania.



Eastern Street, not completed until two years later. Because this fourth track was principally for fast trains, neither Haggerston nor Shoreditch stations were provided with a platform serving this line.

Additional freight facilities

The L & NWR required additional goods facilities on the city extension to relieve Broad Street. It therefore, undertook a survey of suitable sites in 1889, before deciding to locate the new facility opposite Dunloe Street signal box known as Shoreditch. The goods depot was located between Pearson Street and Dunloe Street. The company were not helped by the fact that the line was built continuously on viaduct. It did, however, already operate extensive goods facilities below Broad Street station which were accessed

via hydraulic lifts, and this system was again adopted, with wagons working from to/from the high level sidings and being lowered to street level.

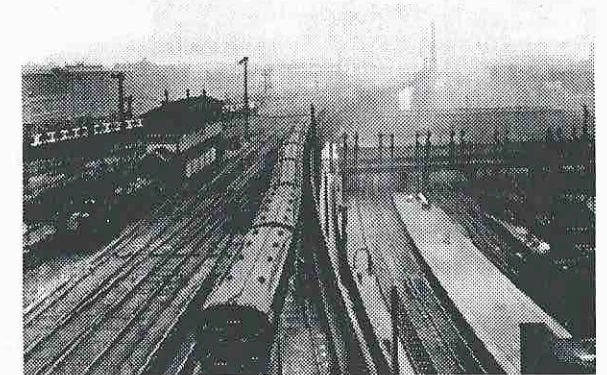
A coal depot was built between Dunloe Street and Cremer Street with sidings at the higher level. The coal was emptied over shoots and dropped to the storage bins below, from whence it could be put onto carts for onward transit.

To be continued



Left - the spacious terminus in its 1890s heyday

Right - Liverpool Street can be seen on the lower level.



triangular junction, which giving access to services from Broad Street to both east and west destinations. The final station on the city extension, Haggerston, opened on 2nd September, 1867.

Service alterations

From the opening of Broad Street in October, 1865, a service ran from Broad Street to Fenchurch Street via Bow. This service was reduced from 1st August, 1866, when services were extended south of Bow, over the previously goods only lines, to Poplar. A further extension to Blackwall, the original eastern terminus of the North London Railway's old ally the London & Blackwall, began on 1st September, 1870. These trains ran non-stop from Poplar (North London Railway) station to Blackwall, despite passing through the London & Blackwall's own Poplar station.

Withdrawal from Fenchurch Street

As a result of having its own city terminus, the North London Railway ceased operating services from Fenchurch Street on 31st December, 1868, these being replaced by a GER shuttle from Bow, on 1st January, 1869.

Connecting lines

On 18th May, 1869, the line from Bow to the London, Tilbury & Southend Railway (L, T & SR) (eastbound) was opened thus allowing the North London to operate through excursion trains from Broad Street to the Thames ports and Southend. The main service to operate this route was a shuttle service from Bow to Plaistow.

London & North Western Railway services begin

A service to Watford was introduced by the L & NWR in September, 1866, to

Kensington Addison Road in September, 1867, extended to Victoria (London, Brighton & South Coast Railway (L, B & SCR)). This arrangement continued until the service was cut back to Earls Court in 1909, following electrification of the District Railway.

The L & NWR introduced services from Tring to Broad Street. By now the L & NWR's London - Birmingham route was under threat from the new direct line (from Northolt Junction to Aynho Junction via High Wycombe) about to be opened by the Great Western Railway on 1st July 1910. This would result in the Great Western being able to reduce considerably, its journey time from London (Paddington) to Birmingham (Snow Hill). The L & NWR responded to the threat by commencing a service, "The City to City Express", from Broad Street to Wolverhampton via Birmingham (New Street) on 1st February, 1910, a few months before the GWR line opened for traffic. Marketed as "City to City" an early inter-city service, it was aimed principally at the business traveller, who was able to have letters or reports typed en-route! The "Up" train ran in the morning and the "Down" in the evening as follows:

Wolverhampton	dep	0750
Birmingham New St.	dep	0820
Broad Street	arr	1035
Broad Street	dep	1725
Birmingham New St.	arr	
Wolverhampton	arr	

Coping with demand

To cope with increased traffic, the lines from Dalston Western Junction to Camden Road were quadrupled and available for traffic in May, 1871. A fourth track was added from Dalston Junction to Haggerston in December, 1872 and in July, 1874 was extended to Broad Street itself apart from the bridge over Great

VE Weekend celebrations at Bletchley Park

The VE Day event at Bletchley Park is the largest event to be staged so far on the complex. Opening times are as follows:

Saturday 6th	0930 - 1800
Sunday 7th	1330 - 1800
Monday 8th	0930 - 1800

Full details of events etc. are found in the Bletchley Park newsletter reproduced as part of this magazine.

We shall be required to run trains on layouts during the opening hours. Would volunteers for stewarding/running layouts please see myself or Chris Hughes. Our visitors will be interested only in seeing trains running and it is important that we have at least one of the layouts operating at all times, more if we can staff it. Visitors can only access the parts of the building indicated and we shall hopefully have working loos and the kitchen. The workshop will be tidied to allow for tea drinking etc.

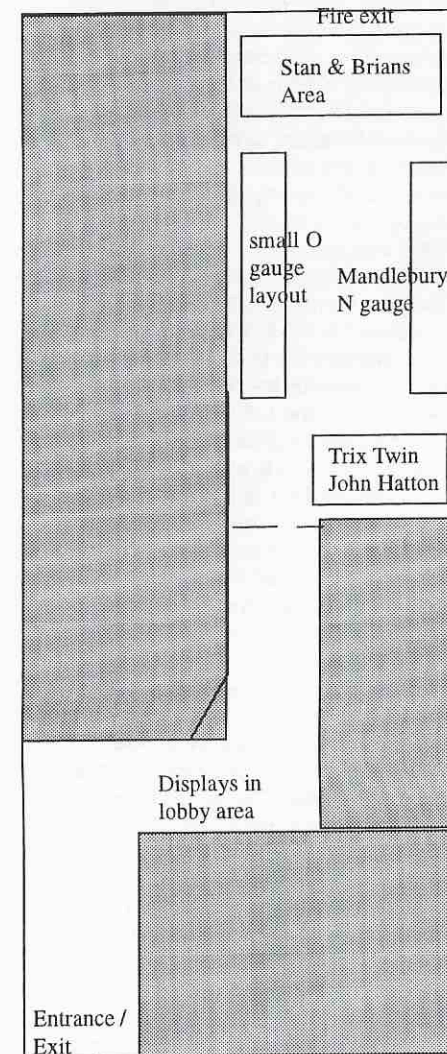
Please note that car parking will be in the designated staff car parks (usually over near the garages, near the entrance, the usual car park is unlikely to be available). It would be useful if those bringing items for display could be set up before 0930 on the Saturday.

The new O gauge layout and EM layouts will be stored on the Tuesday prior to the event. They can be re-erected the following Tuesday evening.

We are still negotiating for a permanent display area for some of our layouts. It is important we put on a good display on this weekend if we are to meet our long term aspirations.

Dennis Lovett.

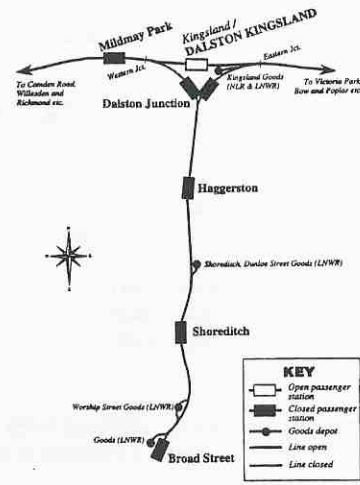
Areas in tint below = no public access



Broad Street - London's third busiest station!

It soon became apparent that the North London Railway required a city terminus of its own, rather than continuing to use Fenchurch Street which was reached by a circuitous route via Poplar. Fenchurch Street was becoming busier and difficulties were emerging over the scheduling of NLR services into the terminus. The only way forward was for the NLR Directors to build their own terminus, the decision to build the city terminus later being referred to as "The Happy After-thought"! Likewise, the L & NWR was anxious for goods facilities within the City of London. The NLR Directors therefore obtained the agreement of the L & NWR Board for a Parliamentary Bill to be deposited, which was achieved by the NLR borrowing £40,000 from the L & NWR and £20,000 from its bankers. The NLR despite its independent status, was very much under the control of the L & NWR at Euston. The city extension therefore became a joint operation and as a result, an Act of Parliament obtained Royal Assent in July, 1861 for construction of a line from Kingsland (Dalston) to a city terminus at Liverpool Street in the City of London. The L & NWR contributed half the costs to the upper passenger terminal and paid for the whole of the goods facilities beneath it and eventually paid far more than the NLR did! This terminus became known as Broad Street, after the nearby road of that name.

The Eastern Counties Railway was also looking for a city terminus and asked the NLR for facilities at its proposed new station. They were refused and this decision resulted in that company eventually building the adjacent Liverpool Street station. During the Parliamentary



Map 5 : DALSTON JUNCTION - BROAD STREET

process for the extension of the ECR line from Bishopsgate to Liverpool Street, one of the principal objectors was - the North London Railway!

Building of the 2 miles 22 chains line from Dalston to Broad Street was neither easy or cheap. Housing in London in the 1860s was tightly packed, for the approach line through Haggerston and Shoreditch and for the building of the terminus itself, there was a great deal of demolition. The £1.2m cost of the project was expensive by 1860s standards. A condition of building the line was that the company would provide cheap workmens trains from Dalston Junction to Broad Street, for those inconvenienced by its building.

The city extension was built with three tracks from Dalston to Broad Street, built mainly on viaducts.

Before the line was opened, an agreement was reached between the NLR and L & NWR regarding the conveying of goods to and from the city. The L & NWR agreed to convey all the freight, the NLR being charged at cost.

Broad Street opens

Broad Street was opened officially on 31st October, 1865 by the Lord Mayor of London, passenger services commencing the following day. The effect was immediate and dramatic with passenger figures doubling for the whole of the North London empire.

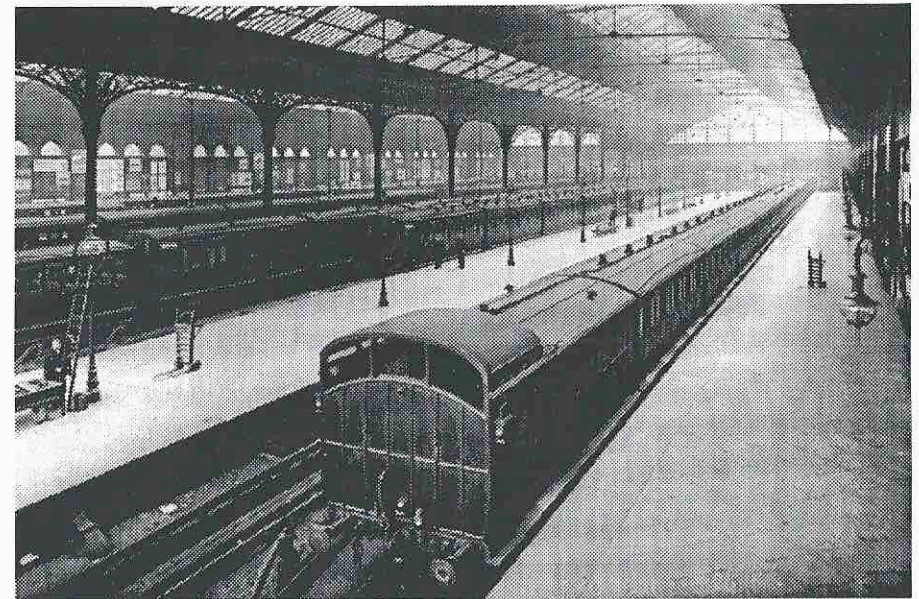
Originally built with 7 platforms, although there were in fact 10 platform faces as some were double sided, Broad Street station roof and the viaducts on which it stood, were designed by the London & North Western's Chief Engineer, William Baker. The high cost of land caused the passenger station to be built above the goods depot, which were reached by wagons being raised and lowered on lifts. The L & NWR opened its goods facilities on 18th May, 1868. The result was a high

imposing station building which saw reorganisation of track work and platforms in 1876. The platform on the eastern side (nearest Liverpool Street station, opened by the Great Eastern Railway in 1874) was numbered No. 1.

Both the North London and the London & North Western had their own booking offices on the concourse. From the start of services on 1st November, 1865, North London trains ran four times an hour to both Chalk Farm and Bow and twice an hour to Kew.

Station openings and closures

The opening of the city extension saw the opening of additional stations at Shoreditch and Dalston Junction, allowing closure of Kingsland station which now sat on the base of the triangle on a line not used by passenger trains after the opening of Broad Street. The new Dalston Junction sat at the southern apex of a



L & NWR and NLR trains (nearest camera). Note the use of 4 wheel carriages.