



MKMRS NEWS

No. 40

JULY 1995



A Feltham - Willesden freight hauled by No. 30516 is seen at Acton Wells Junction. Photo R.C.Riley

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FROM THE JULY 1955 MODEL RAILWAY CONSTRUCTOR

Bletchley & District Model & Exp. Society Exhibition.

Some 1,000 people visited the Society's Exhibition at the County Secondary School, Bletchley, on 9th and 11th April. Exhibits included live steam locos., stationary engines, traction engines and a model roundabout complete with authentic recordings of fairground music.

The passenger carrying track with its run of 65 feet carried 324 "ticket holders" during the two days. Boat exhibits and nautical "accessories" made a good show whilst the aircraft section in addition to its extensive static display gave demonstrations of control line flying in the school playing field.

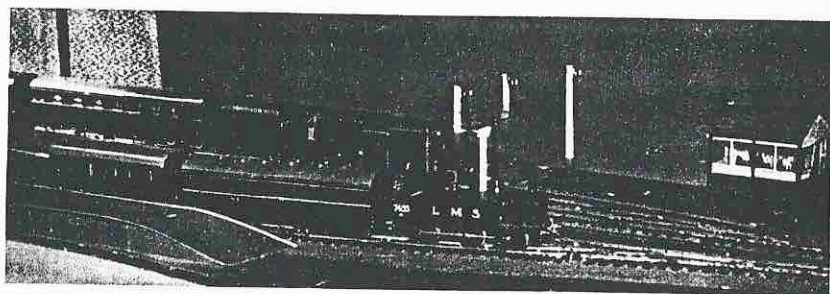
Demonstrations of radar technique by the use of sound waves, and an operating automatic telephone exchange system, where visitors could dial a number and see the selector apparatus work, added much to the interest of the show.

The Society's 25 ft. x 10 ft. Gauge OO layout was operated by the railway section. This had a 6 ft., five-platform terminus with continuous double track run round and reverse loop, country station and 4 ft. tunnel. Full scenic effects were provided and stock included Duchess, 3F, B.R. 4-4-2, G.W. tank locos. and S.R. two-coach Portsmouth electric unit as well as passenger and goods stock. Continuous demonstrations throughout the Exhibition involved the use of 25 locos. and very few faults developed although this was the first time that the layout as a whole had been operated.

The Gauge O layout was static and comprised passenger and goods stock of exceptional detail.

The general opinion of visitors was that the Exhibition was well conceived and the quality of workmanship and the variety of exhibits certainly surprised many of the local people.

Hon. Sec.: S. C. Landford, 36, Walnut Drive, Bletchley, Bucks.



A scene on the OO gauge layout at the Bletchley & District Model & Experimental Society's Exhibition.
Photo: R. Stockham.

MILTON KEYNES MODEL RAILWAY SOCIETY

Founded 1969

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

How things change!

Over the past few months I have been involved in some lengthy research. One of the things I have discovered from looking through piles of old magazines, is how much things have changed.

Today we have so many models available to choose from, that it is simply not possible to buy them all. How those early post-war modelers would envy us today. In those days you either built it yourself or did without. When Jamieson introduced a new kit (the word kit would not be allowed today) of parts, they were seen as being revolutionary. All they did was save you the time and effort from marking out your own bits of metal and were a million miles away from some of today's high quality kits. Even today's low quality efforts would have been snapped up in the late 1940's.

Expectations change. Today we are very critical of everything the model trade puts in front of us. We could be accused of being lazy. Today we expect everything to fit correctly. We expect the latest ready to run models to be scale models and not toys.

Back in the 1950s, Triang were seen as toy manufacturers, but countless Princess Royals appear in the magazine layouts of the month, despite the fact they were good few inches shorter than the prototype. Hornby - Dublo models were eagerly awaited, being nearer scale length and much more expensive. New

models were limited. Some like the Deltic were inaccurate! In O gauge Bassett Lowke were superior, but then so were the prices!!

New releases were limited and only appeared in the liveries of the day. It was BR black, green or maroon! Today they appear in every prototype livery within minutes of the paint drying! Unless you are obsessed with Class 47 diesels, are you really going to buy every version? Lima, Graham Farish and Hornby must have almost run those moulds into the ground. When the first batch of privatisations take place and the liveries all change - again, then yes - you have guessed it - the old Class 47 will be painted in pink and yellow or whatever! No retailer can hope to stock every variation of available colours - the market for Class 47s must be about exhausted!

I can thoroughly recommend reading early copies of the magazines. There are plenty of them in the club library and Mark will be happy to lend them to you.

Today's modellers appear to have plenty of choice. We are told that the market is shrinking. It is probably more aligned to manufacturers chasing the same market and not realising the reluctance of most of us to avoid investing £30+ in a model we already have ten of, albeit in different colours!


Dennis Lovett, Chairman

Club Notices

Swapmeet dates

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

September 10th
December 17th

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

Reminder

The July QGM in the club room on Tuesday 25th July, starting at 8pm. This will be a fairly short meeting to allow work on layouts etc to continue.

Thanks

Thanks to those members who were able to staff the entrance hall and Mandlebury layout for the computer and radio fair held on 17th / 18th June at Bletchley Park.

Whilst attending the event kept us in the Trustee's "good books" it was not ideal to have this dropped on us at a few days notice.

The next event is the VJ Weekend planned for the 2nd / 3rd September when we shall have to put on a bigger show utilising our main room. This is not satisfactory and the Trustee's have been informed of the likely problems.

I trust you will be able to support us on this occasion. Full details next month.

Bletchley - Bedford Rail Day

The N Gauge layout " Mandlebury" will be attending the Rail Users event on 14th

October at Bow Brickhill's new village hall, which is situated off Rusmere Close in the centre of the village.

Bedford - Bletchley 150

Colin Jamieson is representing MKMRS on the Bedford - Bletchley 150 organising committee. The line celebrates its 150th birthday in November 1996 and there are some interesting events planned. As part of our contribution to the celebrations, we are building the new N gauge Fenny Stratford layout, which I trust will be as successful as "Mandlebury" has been.

We will be one of the club's involved in the organisation of the Rail Day, which is likely to be held at Woburn Sands during next year.

Further details will be available in due course.

Live Steam Open Day

G Scale

Sunday 16th July
1200 - 1700

All members and their
families welcome

Steve Dennison,
10 Swinneyford Road,
Towcester,
Northants, NN12 6HD

Tel: 01327 352036

The London Regional Passengers' Committee held a Public Hearing on 31st October, 1991, to listen to objections to the proposed withdrawal of the remaining Watford to Liverpool Street service. Despite protest, this was withdrawn on 28th September, 1992, with Primrose Hill station closing the same day. The last train left Liverpool Street at 1752 but, due to flooding at Primrose Hill Tunnel, was diverted via Hampstead Heath and did not call at Primrose Hill for the final time!

New life for the Broad Street line?

As through services were being withdrawn

from Liverpool Street, London Underground published its proposals in August 1992, to extend the East London Line from its current Shoreditch terminus to connect with the North London in the Dalston area. The route proposed using much of the abandoned high level track bed which had previously served Broad Street! These plans are currently before Parliament, although the site of the terminus itself would not be required, it seems that the line from Dalston Junction could once again have a future!

Concluded

Tracking down our predecessors

The Chairman turns detective

We have known for some time that prior to our formation in 1969, a model railway club existed close to our former club premises in Victoria Road.

Some recent scanning of the model press has

resulted in the following information coming to light. In anyone has any further information or can remember the exhibition in 1955, I would be grateful for further details. I shall continue to dig out further information as and when time permits.

FROM THE NOVEMBER 1952 MODEL RAILWAY CONSTRUCTOR

Bletchley Dist. Model & Exp. Society.

This recently formed Society held its first meeting on 10th September when the present title was adopted. An initial membership of 30 was recorded and it is intended to form sections for the various branches of model engineering—railways, boats, airplanes and stationary engines etc. Later it is hoped to form a research section which will incorporate photography, radio and science. New members are very welcome and full details are available from the Hon. Sec., K. Peerless, 4, Ashfield Grove, Bletchley, Bucks.

The cost of such a major rebuilding project was high. With trains from Broad Street being diverted to either North Woolwich or Liverpool Street itself, as already outlined, the prime development land which demolition of the old NLR terminus would release, could be used to fund the Liverpool Street project. These plans required Parliamentary approval and the Liverpool Street Modernisation Bill, received the Royal Assent in April 1983.

The end in sight for Broad Street

The newly electrified line to North Woolwich resulted in a large reduction in the number of trains serving Broad Street, which by now was served only by a handful of trains from Watford Junction via Primrose Hill.

Between 29th July and 23rd August, 1985, Cambridge Heath station on the Liverpool Street to Enfield Town line was closed between 1000 and 1600, to facilitate the construction of the Graham Road curve.

Broadgate plans revised

The redevelopment of the Broad Street station site was still causing controversy. In early 1985, BR invited property developers to submit further ideas for the site, with Rosehaugh Stanhope Developments emerging as the winning scheme.

Work began on the first stage of the Broad Street site, whilst the station remained opened, utilizing parts of the site no longer in use. In July 1985, the Prime Minister, Margaret Thatcher, officiated at the start of work ceremony. She returned a year later to open the first of the impressive new buildings.

Broad Street closes

On 30th June, 1986, shortly after the formation of Network SouthEast, the line

from Dalston Western Junction to Broad Street was finally closed. The Graham Road curve opened on the same day, allowing the diversion of the remaining Watford Junction to Broad Street trains into the adjacent Liverpool Street, and the closure of both Broad Street and Dalston Junction stations. Within a short period, the area on which the station had stood, had been cleared by the demolition contractors.

Broadgate opens

Within 18 months of the closure of Broad Street, the Prince Of Wales, was able to participate in a major ceremony to officially open the Broadgate scheme. The developers had wisely included large public areas, shops, restaurants and an outdoor ice rink, the only one in Britain. These have become widely used by those who work nearby. At the opening ceremony, Prince Charles was able to watch a skating demonstration by Torvill & Dean on the new rink.

Broadgate concentrated on providing buildings designed to provide quality accommodation for financial and other institutions. With the widespread introduction of computer based technology, many of these firms relocated from buildings which were no longer able to cope with the demands these activities were placing upon them. The success of the Broadgate development was that it benefitted from being in "the right place at the right time".

Liverpool Street services withdrawn

Whilst the growth continued on the Richmond to North Woolwich corridor, there was a gradual decline in the Liverpool Street services. On diversion into Liverpool Street in June 1986 there had been 11 trains each way; from 2nd October, 1989, the service was reduced to one peak period return service each way.

Broad Street - London's third busiest station Part 3

The first electrified section opened in 1914, from Willesden Junction to Earls Court via Kensington Addison Road (now Olympia). The section from Kensington Olympia to Earls Court now operates as part of London Underground's District Line.

Electric sub-stations were built at Acton, Broad Street, Camden, Dalston and West End Lane. The London & North Western Railway built a coal fired power station at Stonebridge Park adjacent to the Euston - Watford "new" line.

Due to wartime shortages of labour and materials, progress on the other parts of the electrification scheme was slow. On 1st October, 1916, electric trains began running from Broad Street to Richmond and Watford. At Broad Street, only platforms 5-9 were electrified and only two of the 4 tracks from Broad Street to Camden Road were electrified (known as the "No. 2" lines).

The First World War

Buildings were damaged and hundreds of panes of glass were broken in a "Zeppelin" raid on Broad Street on 8th September, 1915. Fortunately there were no human casualties, although several of the horses employed on shunting and delivery cart duties were killed.



Broad Street Circa 1890

64 North London Railway employees were killed whilst on active service in the forces. In remembrance, a memorial was erected at Broad Street station in 1921. After closure of this station in 1985, the memorial was relocated and now stands by the station entrance in the car park at Richmond station.

The railways were to undergo considerable change themselves and the scars of war were to result in the Nationalisation, under the 1947 Railways Act, of the four companies into British Railways from 1st January, 1948.

Broad Street in decline

In the early 1950s, the main station block at Broad Street was leased out for non-railway use, with accommodation provided for station staff on the concourse.

By 1968, the train shed had been shortened to cover only a small area, that nearest the buffer stops. The station stood silent for much of the time except for the trains which ran back and forth to Richmond and rush hour services to former GNR destinations (Hertford North and Welwyn Garden City), and Watford Junction. Passenger usage had fallen to a trickle, dereliction set in and tracks were removed from platforms 1 to 4. However, a new booking office was provided at the station in 1957.

Broad Street received another blow in 1976, when the Great Northern electrification resulted in the diversion of through trains from Hertford North and Welwyn Garden City. The line to nearby Moorgate was electrified, as part of the scheme, thus allowing these workings into their own city terminus.

The Beeching Report

In 1963, the famous Beeching Report,

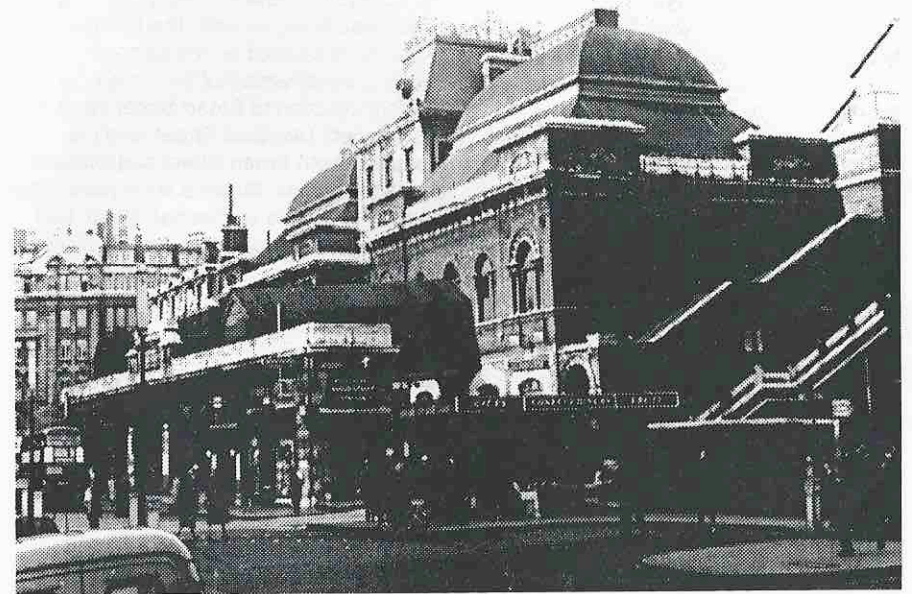
"The Reshaping of British Railways", was published. It recommended withdrawal of passenger services between London (Broad Street) to Richmond and modification to the London (Broad Street) to Watford Junction service.

Under the Beeching Report most of the line would have been retained for freight use, although the report resulted in the closure of many of the local freight sidings and goods yards. The report "championed" the use of containers for freight traffic and as a result, the country's first Freightliner depot opened at York Way in November 1965. York Way was constructed at Maiden Lane goods yard. The line between Primrose Hill and York Way was electrified at 25Kv overhead as part of the Liverpool/Manchester to Euston electrification scheme. The gantries carrying the wires on this section are lettered CB, for Camden to Broad Street, and are used for identification by electrification and operating staff.

Broad Street decline continues

In January 1979, the independent North London Line Committee stated that only 20% of peak hour North London Line passengers used Broad Street. This was the first indication that services into Broad Street may be diverted or abandoned in favour of other routes. The Broad Street line could eventually be closed and services diverted into Liverpool Street via a newly constructed curve at Graham Road. This would release prime development land in the heart of the city (now Broadgate), which would fund the rebuilding of Liverpool Street station, with little inconvenience to Broad Street commuters.

As part of the closure plans, a Class 47 locomotive was used in April, 1982, on clearance testing, the units being fitted with third rail "shoes" which may have fouled pointwork. The diesel hauled Class



501 (No. 501 154) electric unit, the type then in use on North London d.c. services, from Liverpool Street to Broxbourne, to ensure the units would not foul the trackwork or infrastructure, should the line from Graham Road to Liverpool Street be installed and the Broad Street closure enforced.

Broad Street's demise was approved by the Secretary of State for Transport in February, 1983, dependent on provision of a temporary platform at Worship Street with a bus link to Liverpool Street. By this time, station useage had fallen to a mere 3,300 per day. No closure date was agreed but by the time of implementation, the temporary arrangements were no longer needed and trains worked into the terminus.

As part of its anti-closure campaign, the Railway Development Society held an event on board a train from Richmond to Broad Street and also at the terminus

itself, to publicise the campaign to retain the line. The London Regional Passengers Committee (LRPC) also opposed the closure. They called for the Graham Road curve to be double track and for high level platforms to be installed at Liverpool Street.

Liverpool Street and Broadgate

As early as June 1975, BR had revealed plans for rebuilding Liverpool Street station. They outlined that the old station was to be swept away and replaced by a modern structure comprising of 22 platforms. Conservationists, led by Poet Laurerate, Sir John Betjeman, were horrified and a preservation society was formed. The society went on to outline ways in which Liverpool Street station could be radically improved, without the wholesale destruction of the main architectural features.