

**1997 Club outing to the North Norfolk Railway,
Sheringham
Sunday 6th July**

Departing Bletchley Park at 0800 (cars can be left in club room car park).
Departure from Sheringham at 1715. Approximate journey time 3 hours in each
direction.

The North Norfolk Railway runs for some five miles from the coast at
Sheringham to the town of Holt. Opened originally as part of the Midland & Great
Northern Railway, the first section from Sheringham to Weybourne re-opened in
July, 1975.

In addition to the railway, the town centre at Sheringham and its beach are just
a few minutes walk from the station. Catering facilities are available at
Sheringham or Weybourne.

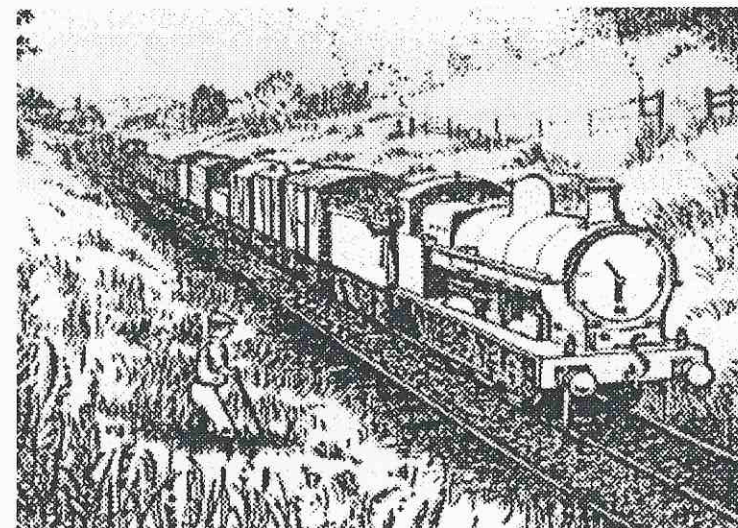
See booking form for further details



MKMRS NEWS

No. 63

JUNE 1997



A Super D heads a freight train towards Cambridge
Picture: Courtesy G.E. Models, Sheringham

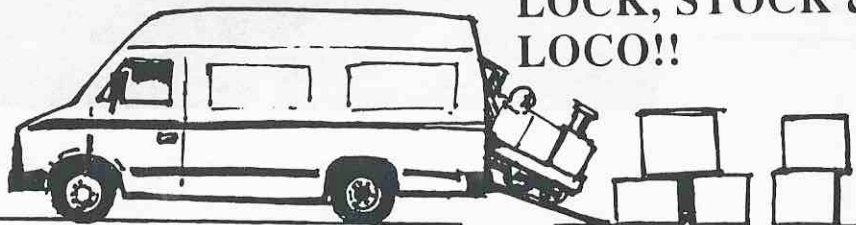
**Published by Dennis Lovett, Chairman, Milton Keynes Model
Railway Society.**

Telephone 01908 376750

BLETCHLEY RAILWAYANA

Proprietor: Gordon Eckersley

**WE HAVE MOVED
LOCK, STOCK &
LOCO!!**



To The North Norfolk Railway at Sheringham
NOW OPEN

(Ring for Times and Prices)

Our aim is to offer new and existing customers:



* Friendly service * Kit building *

* O & G Scale specialists *



* Repairs and maintenance * Quality Secondhand items *

* Part exchange welcome *

* New ready to run for leading manufacturers *

* Watch This Space for BR MK1 in 'O' Gauge Coaches *

**COME AND SEE US
MAIL ORDER AVAILABLE**

(formerly trading in Milton Keynes as Bletchley Railwayana)

C/O NORTH NORFOLK RAILWAY
PLATFORM 2,
SHERINGHAM STATION
SHERINGHAM
NORFOLK NR26 8RA
TEL: 01263 821010 FAX: 01263 823794

**G.E. MODELS
SHERINGHAM**

MILTON KEYNES MODEL RAILWAY SOCIETY Founded 1969

President Jim Wood

Vice Presidents Les Wood
Gordon Etherington

Chairman Dennis Lovett

Vice Chairman Fred Collins

Secretary Chris Hughes

Treasurer Eric Bowman

Committee Geoff Bell
Bruce Garwood
Gordon Shrimpton
Colin Jamieson
Librarian/s Mark Wilson
Ray and Richard Cousins
Museum Co-ord. John Hatton
CMRA Rep. Chris Lester

MKMS is a member of the Chiltern Model Railway Association and the Model Railway Club.

The seat of learning

It never ceases to amaze me just how fortunate we are as a club to have the resources of the library available to us. We have just about every magazine published over the past 30 years that has covered both model and prototype railways. We also have some going back much further.

Whilst not all the volumes are complete, we still get deliveries from members that produce some real gems. Thanks to all who generously donate items for our librarians to sort out. The listing that we produced some years ago and one which is frequently updated soon tell our librarians whether we have the issues or not. If we need them, then they are quickly incorporated into our expanding cupboards.

Those we have already are given away to visitors to the park. Many children leave the visitors area clutching a train book, they are delighted to be given something for nothing and I hope that their interest will develop from that point on.

Whilst it is useful to have these resources, it is even better if we use them! I have made use of our library many times, finding the odd plan or diagram and showing it to the photocopier in order that the journal from which it has come can be returned to stock.

Research is all important and we have an excellent collection of journals from specialist societies such as the London & North Western Society and the Historical Model Railway Society. We also have an excellent run of the Gauge O Guild magazines not to mention those covering American, continental and even narrow gauge interests.

Whatever your particular project, our librarians are in

the position to help you further.

Very few clubs are in the position we are in to offer such an extensive collection of material - a real archive of great value. Very few of us these days need to have a loft full of magazines to sift through - it is much easier to use the club resources and I am sure that the rafters of many roofs in the MK area are all the better for it!

The library is a great asset - please continue to use it and to provide items for it.

Dennis Lovett
Chairman

Library amnesty for forgotten books

Any member who has magazines, books or videos which are long due for return, could they please let the librarians have them. The librarians are currently auditing the collection and are keen to ensure that their records and stock are correct. Thanks.

Club notes

Swapmeet dates

A swapmeet will take place at Woughton Campus on the following date during 1997:

June 29th
September 21st
November 23rd

Opening times are 1100 - 1500. Admission is 70p, child/senior citizens 30p

Gauge O Guild - Spring Convention

The next Spring Convention will be held on Saturday 14th March 1998 at Bletchley Leisure Centre. Please book the date in your diary!

EM Event

The EM Gauge Society will be holding EXPOEM at Bletchley Leisure Centre on 17th and 18th May, 1997. See advert elsewhere in this issue for details.

Maple Models moves

Maple Models have moved from Central Milton Keynes to Aylesbury Street, Fenny Stratford. They have a wide range of tools, materials, paints and scenic items in stock. At present there are no railway items but we understand that N gauge ready to run is a future possibility.

Bletchley Park duties

A new roster will appear in the next issue.

Please consult the roster board in the club room for the next few weeks.

Bletchley Park photo passes

These are now available once more. If you are not in the possession of one of the blue ID passes with a photograph please provide the Chairman with two passport size photographs.

I appreciate that some of you have done this previously and they were lost outside of our control. Please resubmit them as production is now done on site and they are normally back within a few days.

Dr Daly's Repair shops up and running

Austin Daly is able to carry out both repairs and servicing for model locomotives in N,OO and O. Further details from Austin on 01908 376389.

N Gauge Society heads for Bletchley

The N Gauge Society is holding its 30th Anniversary at Bletchley Leisure Centre on 22/23 November, 1997. Details Ken James.

Club Outing

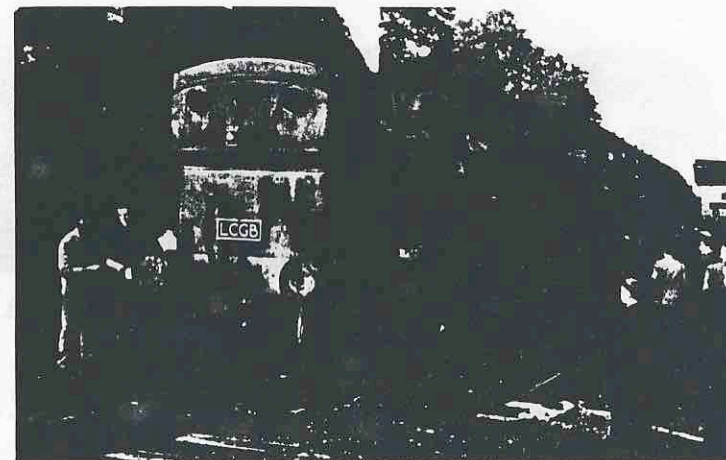
Members should find a copy of the booking form inserted in this issue of MKMRS NEWS. Our Hon. member for Norfolk, Gordon Eckersley has volunteered to return to Bletchley Park on **Sunday 6th July** so that he can drive one of the coaches from the Park to the **North Norfolk Railway at Sheringham**. Gordon, for those who were not aware retained his PSV throughout his Bletchley Railwayana days and regularly drove the coaches parked at the bottom by Sherwood Drive. Thanks to Gordon's generosity, we are able to offer very good rates. There will be an opportunity for you to visit Gordon's new emporium on Sheringham station during the day, so start shaking those piggy banks!

ARTHUR'S ALBUM

Local historian and retired local railwayman Arthur Grigg has once again given us access to his vast collection of photographs.

Our thanks to Arthur for allowing us to "peep" into his Album.

All photographs A.E. Grigg Collection.



Top: A Wolverton Works shunter in service on a special train at Newport Pagnell c. 1955.



Left: Cheddington Station c. 1910.

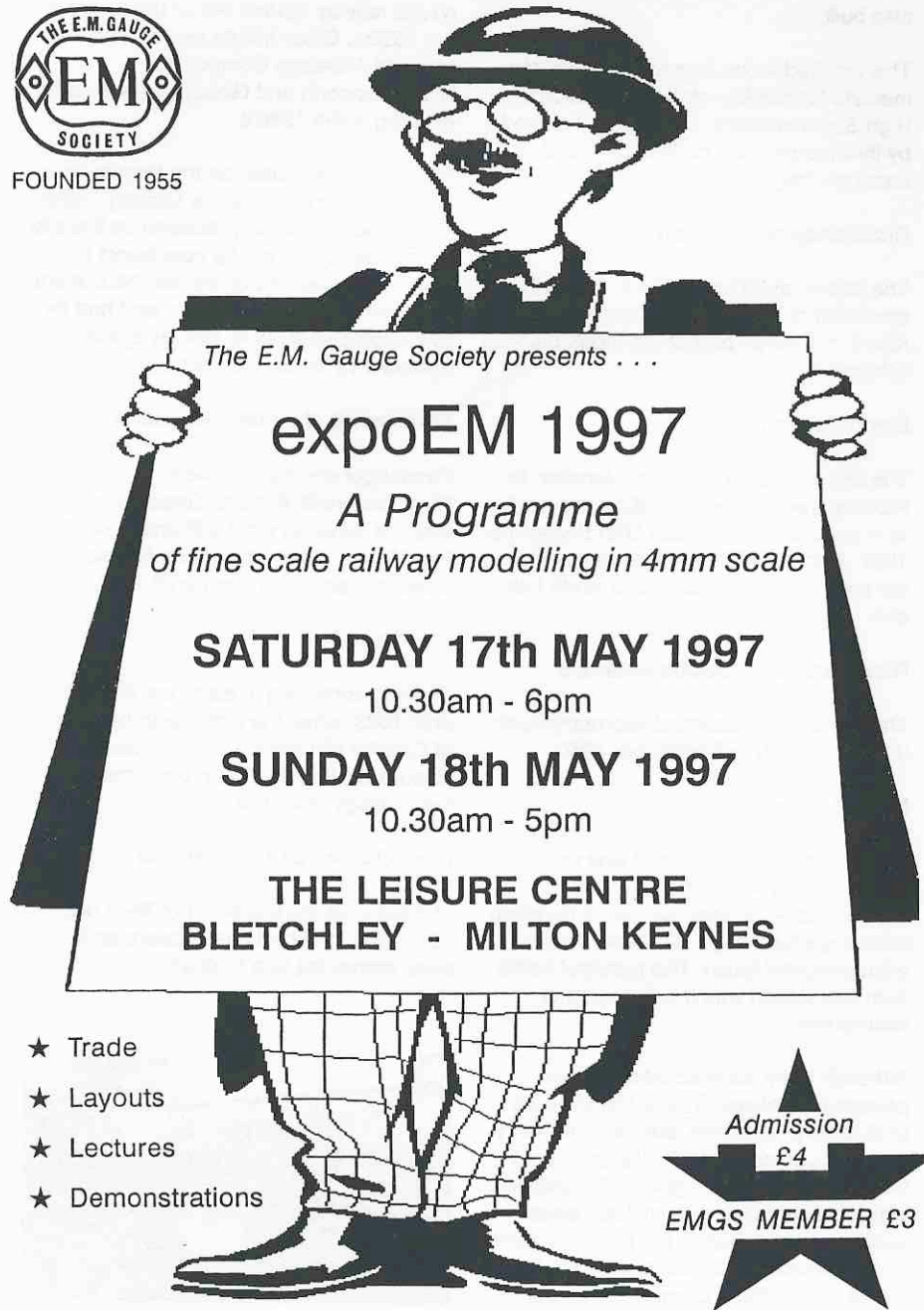


Right: Swanbourne Station (Bletchley-Oxford line) c. 1900.

For further information see Arthur's books 'In Railway Service' (Bletchley NUR), 'Town of Trains' (Baracuda Books) and 'Country Railwaymen' (Calypso Books now available from Batsford).



FOUNDED 1955



The E.M. Gauge Society presents . . .

expoEM 1997

A Programme

of fine scale railway modelling in 4mm scale

SATURDAY 17th MAY 1997

10.30am - 6pm

SUNDAY 18th MAY 1997

10.30am - 5pm

**THE LEISURE CENTRE
BLETCHLEY - MILTON KEYNES**

- ★ Trade
- ★ Layouts
- ★ Lectures
- ★ Demonstrations

Admission
£4

EMGS MEMBER £3

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

Mike Bell. (Chairman) 200A Prospect Road, Woodford Green, Essex, IG8 7NG

STATEMENT TO QGM, 29 APRIL 1997

ISSUE:

Development of "garden" area to south of clubroom.

ACTION:

Seek members' suggestions for test track development.

BACKGROUND:

1. Plans for the way forward for the next 3 years were discussed at the AGM in January. One of the longer-term proposals was to build a simple test track for "0" gauge and "G/G1" use the "garden" area outside the clubroom. This development was pencilled in for 1998/1999.
2. These plans were endorsed in principle at the AGM by you. You also agreed that, more immediately, work for 1997 would continue on the Fenny Stratford, Verney Junction, "EM", "00" and "0" layouts. At the same time the general condition of the premises would be improved in order to present the Club to the public on alternate weekends in the best possible light. That is a challenging programme for any Club.
3. Events have a habit of not following our timetable! We learned a few weeks ago that other interests in the Park had their eye on the "garden" area. People suggested in all seriousness that it could be used as a zoo or would be an ideal place to raise bedding plants. If either of these suggestions had received the backing of the Park Management Committee we would have been in trouble. Just imagine a small zoo out there at the height of summer!
4. We obtained the Park Management Committee's approval to spread into that area. Our plans are not set in concrete; we are not following a Stalinist "5 Year Plan". We think you elected us as your Committee to show initiative and to be flexible in our response to developments. We have done that and are now communicating progress to you.
5. A small working party has cleared the site. We have done minimal work to arrest the deterioration of the greenhouse and we will complete that work later this year so that it is weatherproof before winter. We have mapped out the site. We have acquired, in the time-honoured manner of this Club, concrete blocks to use as track supports. If we had not acted when we did these blocks would have been thrown away; this would have caused us more expenditure in a year or so. What do we want now? We want you to suggest where we go from here.

CRITERIA:

6. There are constraints upon what we can do so we have to work to certain criteria. These are:-
 - a. to keep to our planned expenditure and overall timetable as presented to the 1997 AGM;
 - b. to preserve the present access to the site;
 - c. to provide 2 continuous circuits with passing loops for "0" and "G/G1" (The "G/G1" circuits should be suitable for both finescale "G1" stock and commercial "G" scale stock;

YOUR ACTION:

7. Let the Committee have your written/drawn plans for developing the site by 31 May. The plans should indicate the key development stages, because nothing will happen overnight (see attached note), and must be costed as accurately as possible. Allow for running sessions once the first circuits are complete.

OUR ACTION:

8.
 - a. We will consider the plans which will have been submitted in accordance with the criteria above.
 - b. We will agree a plan which may be a complete submitted plan or a combination of elements from more than one plan.
 - c. We will appoint a project leader and allocate the necessary funding.
 - d. We will report progress to the membership in the same way as we do now for our other projects.

At the QGM, Eric Bowman outlined details of the garden area and invited ideas from members for an outdoor layout on which O / G and Gauge 1 trains could be run. Members have until 31st May to submit proposals.

The Rickmansworth Branch

By Dennis Lovett

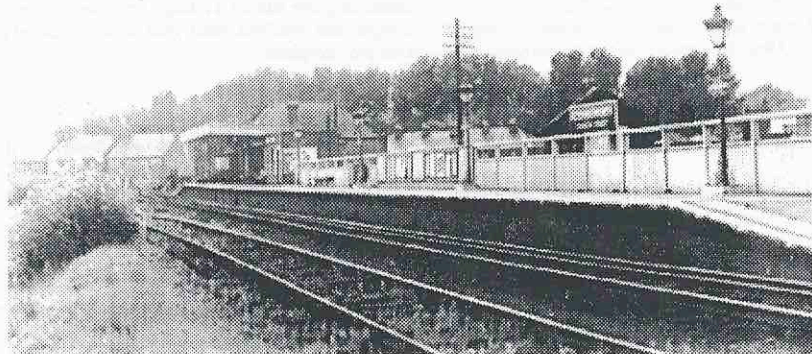
The building of a line between Watford and Rickmansworth and the formation of the Watford & Rickmansworth Railway was promoted by Middlesex Member of Parliament, Robert Grosvenor in the late 1850's. Robert Grosvenor later became Lord Ebury and lived in the large estate at Moor Park, now a well known golf club which makes good use of the mansion. Rickmansworth at that time was a well established town with several major industries, including the manufacture of paper for the printing industry. The proposals went before Parliament and quickly received the Royal Assent on 3rd July, 1860.

A ceremony was held to mark the start of work on 22nd November, 1860 at Tolpits Farm near Moor Park.

A further Act of Parliament was requested

The station at Rickmansworth Church Street photographed in 1951, a year before closure.

Photograph: H. C. Casserley



Appendix One: Watford to Rickmansworth

on 28th June, 1862 to extend the line from Rickmansworth to Uxbridge. This plan never reached fruition due to the Great Western Railway, the projected partners in the scheme, withdrawing from the project.

Opening of the line

The opening of the four mile long Rickmansworth branch took place on the 1st October, 1862. A simple one platform station opened at Watford High Street on the same day.

Financial difficulties

The line was dogged by financial problems from the start. The scheme had an authorised capital of £40,000 but a further £30,000 had to be raised in 1863. The line was worked under license from the beginning by the London & North Western Railway.

The rise of Watford High Street

The L & NWR modernisation scheme announced in 1907 required the building of additional tracks between Euston and Watford. Beyond Bushey the line connected with the Rickmansworth branch. A further branch line to Croxley Green was

Appendix One: Watford to Rickmansworth

also built.

This resulted in the formerly tranquil intermediate branch line station at Watford High Street suddenly finding itself served by three routes and no less than 280 trains per day!

Rickmansworth Station

The station at Rickmansworth originally consisted of a wooden structure. This was rebuilt in brick as part of the modernisation scheme in 1922.

Electrification

The line from Croxley Green Junction to Rickmansworth was electrified and available to electric trains from 26th September 1927. This completed the modernisation of the former L & NWR routes in North London.

Rickmansworth station renamed

The station was renamed Rickmansworth (Church Street) in September 1950.

Freight trains

The Rickmansworth branch was extensively used by freight trains. The terminus had extensive facilities for goods handling, including interchange facilities with the adjacent canal basin. The principal traffic from this station was the despatch of watercress.

Although there were no intermediate passenger stations, freight sidings were built to serve factories. Benskins Brewery was first served in 1887. Watford Council built a large electricity generating station which brought in coal from 1899 which continued almost up to the plants closure and subsequent demolition in 1968. The Colne Valley Water Company's Eastbury Pumping Station was served from 1911, the company installing its own narrow

gauge railway system within the works in the 1930's. Other freight users were the Universal Asbestos Company at Rickmansworth and Goodyear Tyres after opening in the 1950's.

The main freight user on the branch was, however, John Dickinsons Croxley Paper Mill. Paper had been produced on the site prior to the opening of a new works in 1830. It was served by its own branch line from the Rickmansworth line and had its own extensive internal railway system operated by its own locomotive.

Withdrawal of passenger trains

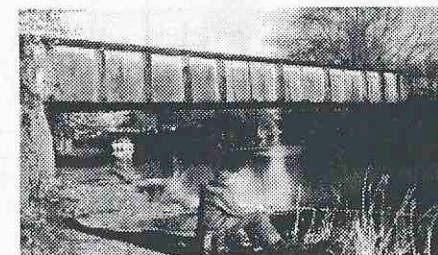
Passenger services between Rickmansworth (Church Street) and Watford Junction were withdrawn on the 2nd March, 1952. The goods facilities, however, remained open until 1967.

Freight only

The line continued to carry freight traffic until 1983, when the last site to be served at Croxley Mill closed. Up until the plant's closure the line had been used mainly for the carriage of fuel oil.

Final closure and conversion

The track on the line was not lifted until 1986. The trackbed has subsequently been converted to a footpath.



The bridge across the Grand Union canal today carries a footpath.

Photo: Percy Drummond