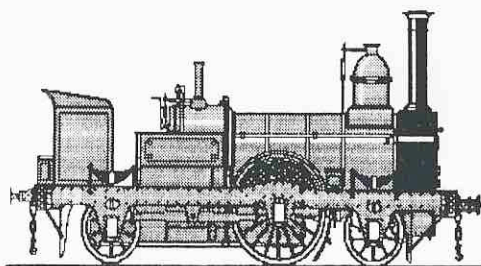


THE  
KEMPSTON & DISTRICT  
MODEL RAILWAY SOCIETY  
PRESENT A

**FESTIVAL  
OF  
TOY & MODEL TRAINS**



**JOHN BUNYAN SCHOOL  
MILE ROAD, BEDFORD  
SATURDAY 5th JULY 1997  
10:30am to 5:00pm**

25+ MODERN AND VINTAGE LAYOUTS  
PLUS DISPLAYS & TRADE STANDS,  
CHILDRENS LAYOUTS, REFRESHMENTS  
**\*\*A FUN EVENT FOR ALL THE FAMILY\*\***

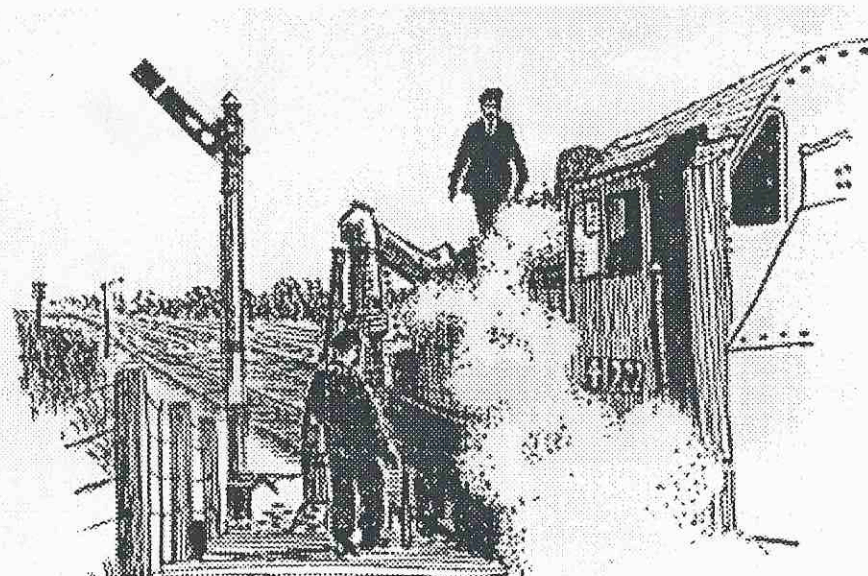
ADULTS £2, CONCESSIONS £1  
FAMILY (2 ADULTS + 2 CHILDREN) £5



**MKMRS  
NEWS**

No. 64

JULY 1997



Ivatt 2-6-2T No. 41222 takes water at Newport Pagnell  
Picture: Courtesy G.E. Models, Sheringham

**Published by Dennis Lovett, Chairman, Milton Keynes Model  
Railway Society.  
Telephone 01908 376750**



# 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!

## 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 John Hatton with two passport size photographs.

We 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**.

At the time of going to press there were a few spaces left.

## Tanks invade Bletchley Park!

The weekend of the 14th and 15th June will result in a major military open weekend being held at Bletchley Park.

We are expecting a military layout from a World War Two Railway Study Association member Tony Cane. Following a visit by Tony, the association will be displaying some items in the recently constructed display case in the exhibition area. Thanks to Ernie Johnston for doing such a fine job.

Tony has since joined MKMRS and we look forward to having him with us. MKMRS has joined the study association and we look forward to learning more on the subject of world war two railways. Copies of the association publications are with the librarian.

## MILTON KEYNES MODEL RAILWAY SOCIETY Founded 1969

President	Jim Wood	Committee	Geoff Bell
Vice Presidents	Les Wood		Bruce Garwood
	Gordon Etherington		Gordon Shrimpton
Chairman	Dennis Lovett		Colin Jamieson
Vice Chairman	Fred Collins	Librarian/s	Mark Wilson
Secretary	Chris Hughes		Ray and Richard Cousins
Treasurer	Eric Bowman	Museum Co-ord.	John Hatton
		CMRA Rep.	Chris Lester

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

## Looks v operation

I recently attended the excellent EM Gauge event at Bletchley Leisure Centre. Without the usual involvement that events at Bletchley Leisure Centre bring, I was able to pay my entrance fee and observe the proceedings like all the other punters. It made a very nice change!!

The quality of modelling was excellent. It looked good and the most impressive layout, a large Midland Railway station set within a triangle quite rightly displayed the cup for the best layout. It looked the part.

Operation sadly was not up to the standards I expected. As the event was attended by several others from MKMRS, one or two of us were found waiting for the trains to run - and we waited - for like the prototype the trains had lengthy gaps in the timetable. When one did turn up, we witnessed it taking the same road as the previous one, which had failed in the station or the driver had gone for a brew up!

I was amazed to witness such events in one of the show-cases of the hobby. I appreciate that it was a Sunday afternoon, that it was hot inside the hall and that the operators had probably spent more time in the bar than in bed, but that is normal model railway operating conditions for most exhibitions.

We all have bad days at exhibitions and to be honest, the layout was such a masterpiece to look at, that it didn't matter two hoots if the trains ran at all. When they did run, it seemed to reduce what had been an exhibit which could grace any museum in the country to little better than juniors train set. The gremlin theory did not stand up, operator error appeared to be the cause.

Some of the layouts were good to look at and performed faultless shunting manoeuvres at slow speed.

The other layout which caught my eye was a large modern image affair. Again

the standard of modelling was high but the re wheeled ready to run items seemed to operate less well than their OO counterparts.

One of the long trains running had several wagons fitted with 3 link couplings and several buffers missing - no wonder that most seemed to spend more time off the track than on it!

Whilst the standard of the scenics in every case was to Pendon standards, operating was less than it should have been.

As a club we have to try to achieve both looks and operation. It is no good having a wonderful display of scenic modelling without the operations to go with it.

Although I enjoyed the show, I found the operational aspects a little disappointing!

  
Dennis Lovett  
Chairman

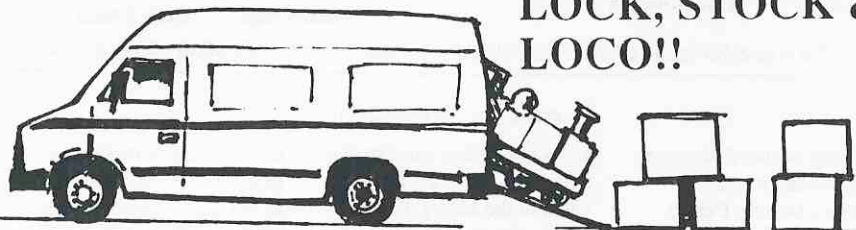


**BLETCHLEY  
RAILWAYANA**

21 St Mary's Avenue  
Bletchley,  
Milton Keynes MK3 5DT  
Telephone 01908 648299

Proprietor: Gordon Eckersley

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

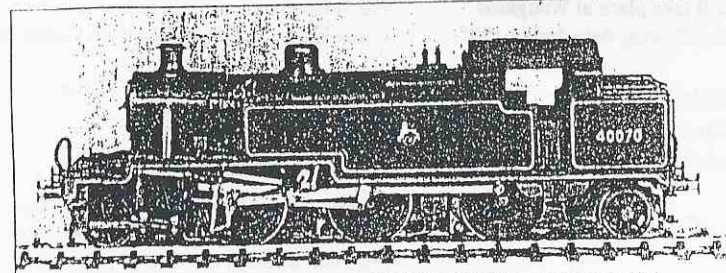
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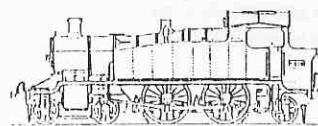
**G.E. MODELS  
SHERINGHAM**

# **OLNEY MODEL RAILWAY EXHIBITION**



Working Layouts

THE OLNEY CENTRE, HIGH ST.,  
OLNEY, NORTH BUCKS/  
SOUTH NORTHANTS BORDER.



Video Display

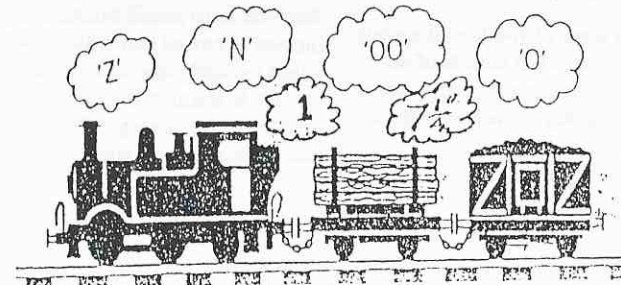
SUNDAY,  
NOVEMBER 2nd.  
1997.



Refreshments

11.00 am - 5.00 pm.

Adults £1.50, Children & Senior Citizens 75p  
2 x 2 Family ticket £4.00 including programme.  
Contact Bob Hill. 01604-811130.





workers who also liked to live rough, often in their home made shelters. They were often in conflict with the local population and action was required by the local military to ensure peace was restored.

The building of the line from Euston to Watford required some mammoth engineering tasks including

Primrose Hill tunnel (Camden)

**Opening the line**

After some trial runs for the Board of Directors, the line was opened on 20th July, 1837. Trains ran initially from Euston to Boxmoor, now part of Hemel Hempstead. Only two lines were provided at first, as the area between Euston and Watford was very rural at that time.

A station was opened at Watford from the beginning. This was located by the St. Albans Road bridge to the north of the present Watford Junction station (this name was not adopted until the station moved to its current location in 1858). Watford became a market town in the Middle Ages and was also a convenient stopping place for travellers going to and from London on the primitive roads. The coming of the railway would result in dramatic development of the town.

The only intermediate station between Euston and Watford on the opening date was at Harrow (the current Harrow & Wealdstone station).

The official opening of the entire line took place on 17th September, 1838 when trains were able to journey from London to Birmingham for the first time.

**Euston Station**

The building of a grand terminus on Euston Road was very important to the project. Twelve acres of land were pur-

chased initially and construction followed the plans of Robert Stephenson. The original station had a platform for departures and another for arrivals. They were reached by an architectural gateway in the Grecian "Doric" style. It soon became known as the "Doric Arch".

The station was very much smaller than the present facilities. An overall roof only covered part of the station. It opened on 20th July, 1837 when the first trains ran as far as Boxmoor (now part of Hemel Hempstead).

Traffic from Euston soon exceeded all expectations. In 1838, 2,700 parcels a month were being handled. Three years later this figure had risen to 52,000! Passenger traffic also increased considerably. As the only railway terminus north of the river at first, other operators began using the station which soon became very overcrowded. The confusion spread when services from York and elsewhere began using Euston.

**Early expansion**

Additional stations were soon opened between Euston and Watford in 1842 at Acton Lane (later Willesden Junction, Bushey and Sudbury (now Wembley Central). A further station opened at Pinner (now Hatch End) in 1844.

By the 1850's the lines were becoming congested. Construction of a third track which could be used by the slower moving freight trains was found desirable and this line opened to traffic in 1858.

To be continued

# Euston to Watford

## Part One by Dennis Lovett

### Early proposals

As early as 1823, proposals were being made to build a railway line between England's two largest cities, London and Birmingham. The first survey was undertaken by Sir John Rennie a year later (1824), who recommended a route from Islington to Rickmansworth, Hemel Hempstead, Cheddington, Quanton, Brackley and Coventry. The scheme faded and it was not until 1829 that further suggestions were made with the formation of two separate companies. One proposed the route via Brackley and the other via Oxford and Banbury. In 1830 the two companies joined forces.

Inspired by the events on the newly opened Liverpool & Manchester Railway, the company contacted George and Robert Stephenson, the engineers of that line. George favoured the Coventry route. They surveyed the route in 1831 and suggested Euston as a terminus, rather than Islington. The plans were submitted to Parliament in 1832.

At that time, London was rapidly expanding. The 1756 Act of Parliament which authorised building a "new" road, now known as Euston Road, which was the "M25" of its day. Much of the land in the Euston area was owned by the Duke of Grafton whose ancestral seat, Euston Hall near Thetford in Norfolk, gave its name to Euston Square and other nearby streets.

The land around Euston at that time, was mainly used for market gardening and dairy farming. The agricultural community ensured that when the London & Birmingham Railway Act reached the House of Lords in June 1832, it was rejected. This was despite it having been accepted by the House of Commons four months earlier.

The promoters of the London & Birmingham Railway re-submitted the Act in the following year and this time they were successful, receiving the Royal Assent on 6th May, 1833. The only ammendment was that the proposed terminus would be Chalk Farm and not Euston. The conflict between the railway and the farmers was resolved in the twelve months between the Parliamentary Bills simply by the railway increasing the amount of compensation considerably. The same policy was adopted in 1835, so that the line could be extended from Chalk Farm to it's original planned terminus at Euston.

### The first train to run at Euston

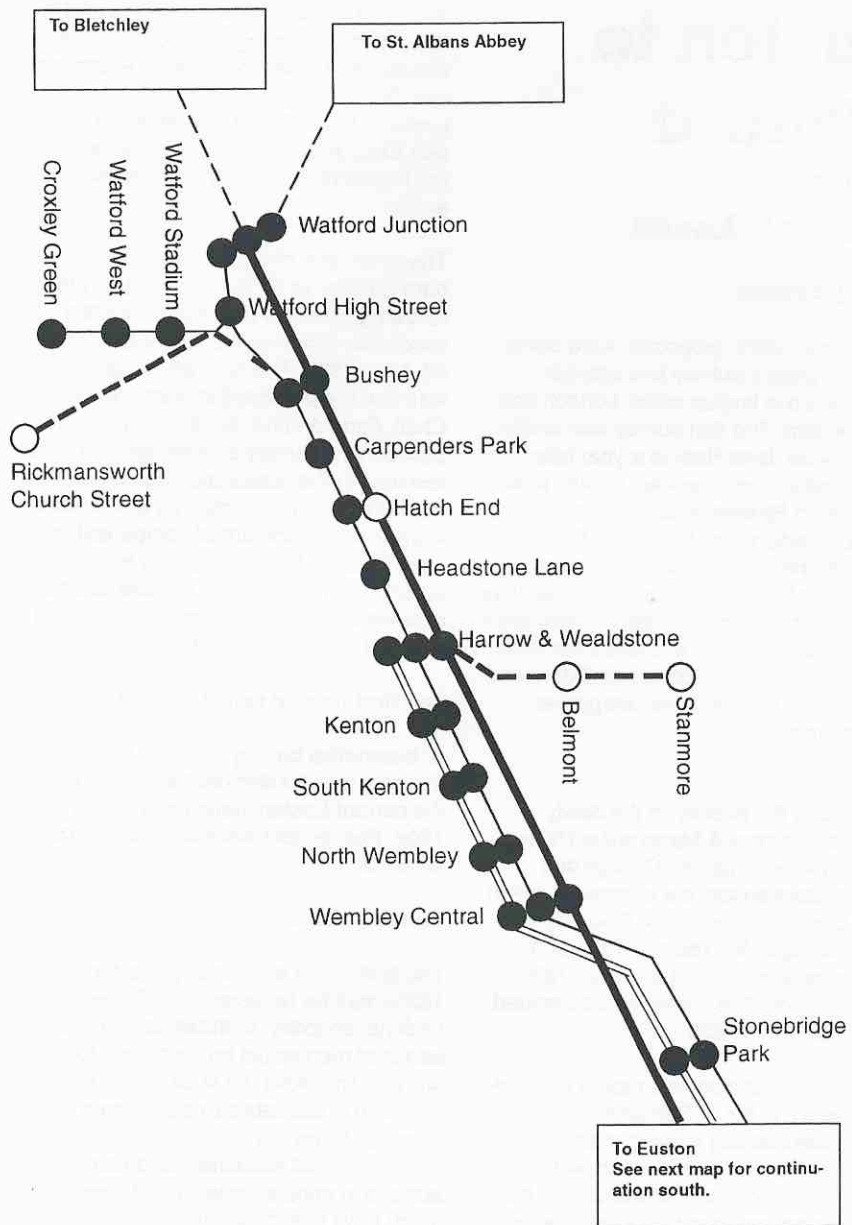
A locomotive built by Richard Trevithick ran on a circular demonstration line near the current Euston station site during 1808. Passengers were charged 1/- (5p) for a ride.

### Building the line

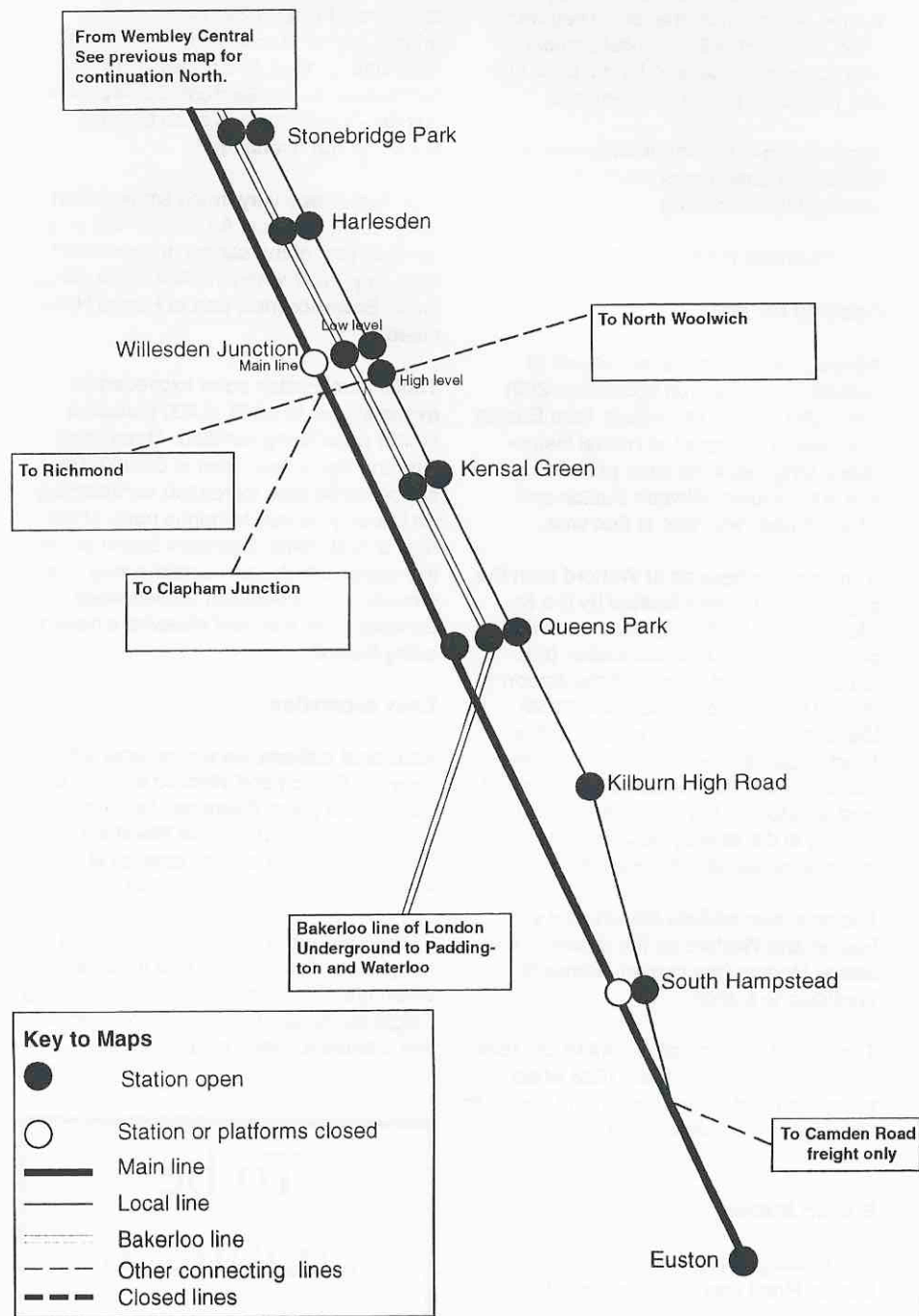
The building of any major project in the 1830s was far removed from the way it is undertaken today. In those days, thousands of men would be employed to use shovels and picks. All spoil had to be removed in baskets carried by men or animals. Today contractors use large earth movers or JCB machines, and can achieve in minutes what would have taken many days to achieve then.

The London & Birmingham Railway took five years to build and 20,000 men were employed to construct it. These men were known as Navvies and they were tough

Euston to Watford



Euston to Watford



**Key to Maps**

- Station open
- Station or platforms closed
- Main line
- Local line
- Bakerloo line
- - - Other connecting lines
- Closed lines