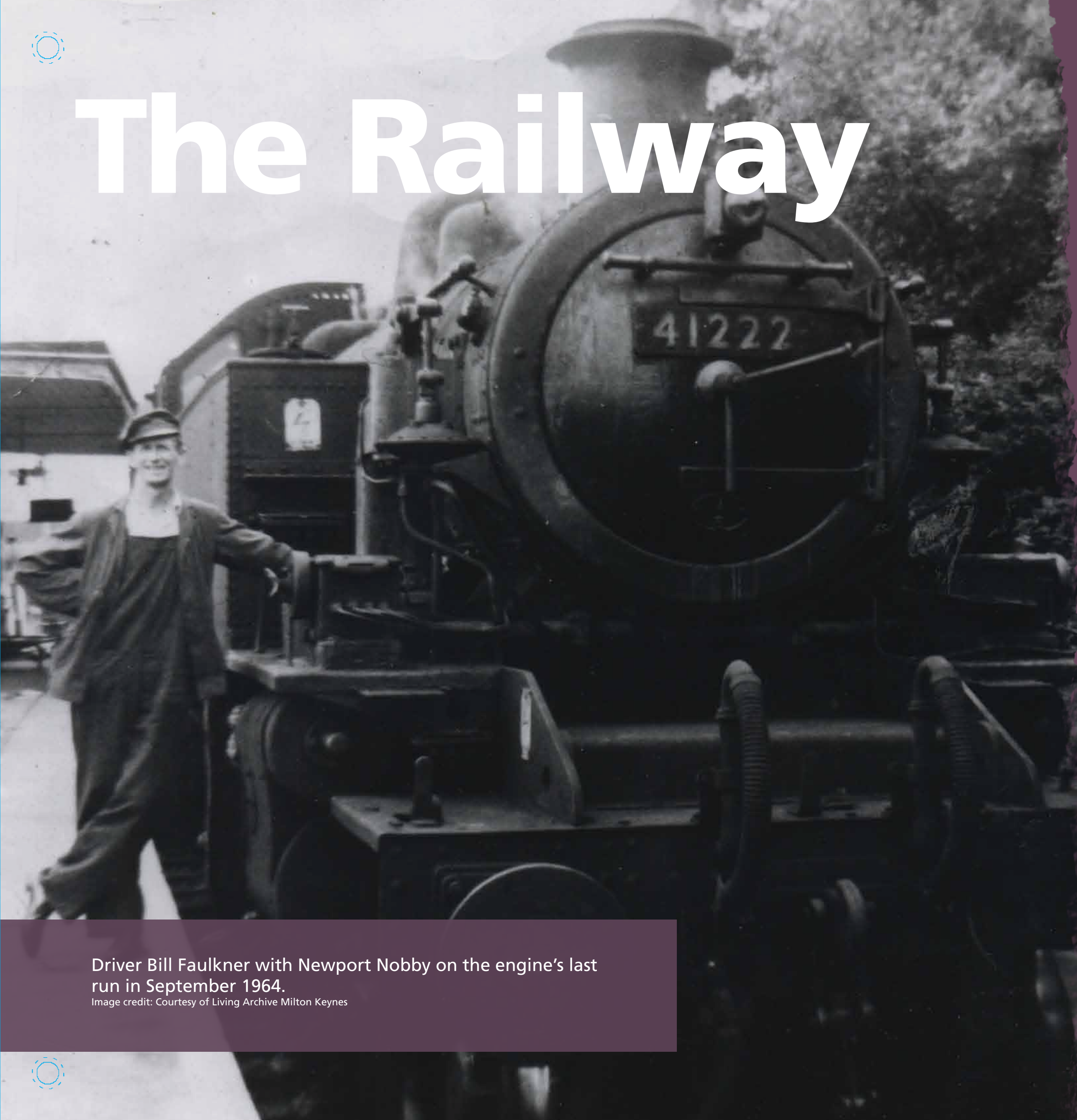


The Railway



Driver Bill Faulkner with Newport Nobby on the engine's last run in September 1964.

Image credit: Courtesy of Living Archive Milton Keynes

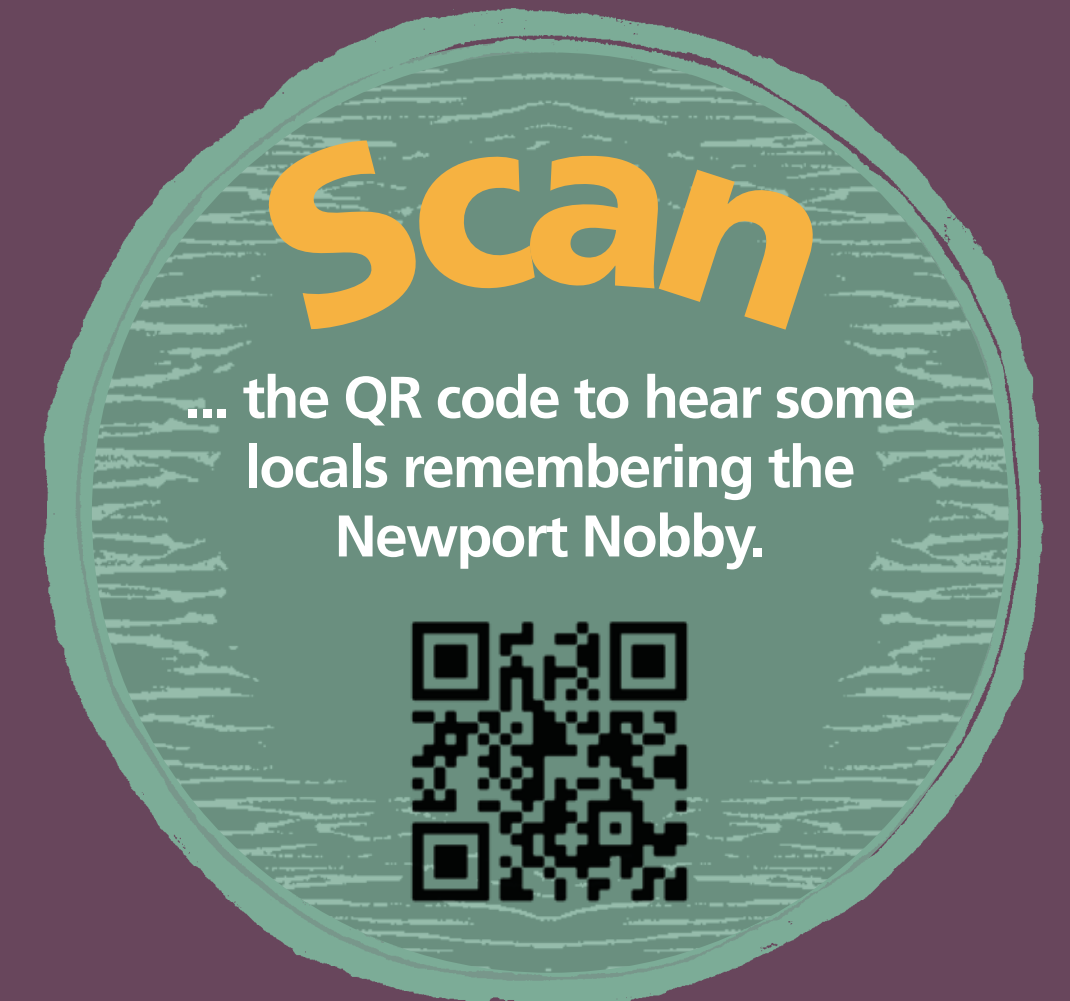
Noisy Neighbour

If in 1800 the canal had dented the privacy and peace of the Manor estate, the 1860s railway line was the final straw. Yet it brought jobs and new vigour to the village.

“Residential Injury”

Railways were built by Act of Parliament – there was no resisting it, just the matter of compensation for ‘residential injury’. Then-owner of the Manor, Reverend William Uthwatt argued for £5,000; the railway cut through the best part of his land, he could see it from his summer house! He would also lose valuable timber and stone. He was awarded £1,790.

From 1867 the line carried workers to Wolverton, serviced the local brickworks and farmers, and laid on extra carriages to take shoppers to markets at Newport Pagnell and Wolverton. It was much loved, but this was not enough to save it, and like many branch lines it closed in the Beeching cuts of 1967/68.



Click the 'Newport Nobby' link on the landing page.
Or access at <https://www.theparkstrust.com/glimporalhistory>



Protests and events marked the line's final days. At Newport Pagnell a stand in for Dr Beeching (author of the report which closed so many railway lines) copped a bucket of cold water.



The **ParksTrust**
MILTON KEYNES