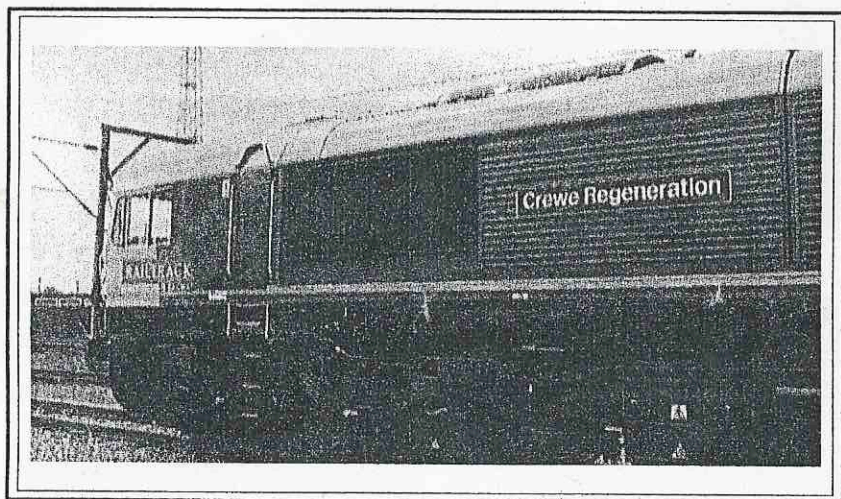


# Railway Correspondence and Travel Society

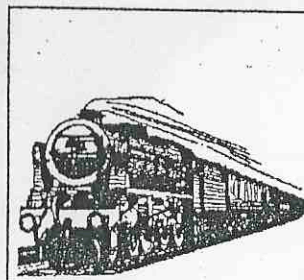
Milton Keynes  
Branch



The Railway Correspondence and Travel Society now meets regularly at the C.I.U. Workingmens Club, London Road, Stony Stratford at 7-30 pm on the first Thursday of every month.

For our first meeting of the new Winter Season on 7th. September we welcome Mike Scott, member of Railtrack's West Coast Route Modernisation Project who will entertain us with an illustrated talk entitled "West Coast Main Line Modernisation"

**As usual all are welcome. Do come along if you can and bring a friend.**



## Milton Keynes Model Railway Society

Newsletter No.102 SEPTEMBER 2000



The MKMRS is associated with:

- The Chiltern Model Railway Association
- The Model Railway Club
- The World War II Railway Study Group

Working within the Bletchley Park Museum



**B-B** The Bedford to Bletchley Rail Users' Association  
**RUA**

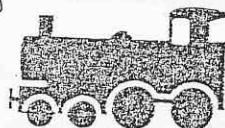
**STEWARTBY**

VILLAGE HALL  
STEWARTBY

# RAIL DAY



Saturday 14<sup>th</sup> October from 10.30am – 4.30pm



Working  
Model Railways

Displays

All-day  
FILM SHOWS

Refreshments



Admission £1.50 adult  
£1 Juniors/Senior Citizens



## MILTON KEYNES MODEL RAILWAY SOCIETY FOUNDED 1969

### Ernie's legacy

It came as a great shock to many of us, to learn of Ernie Johnson's death just a week or so after that of his wife, Doreen. Ernie was one of the stalwarts of our early days at the park and unfortunately ill health, robbed him of completing the high standards of workmanship both in the club room and on his own inspiring layout of Wolverton.

Ernie was not only a nice guy around the clubroom, but he was a generous benefactor as well. It was Ernie who got one of his old mates from Wolverton Works to deal with the front doors and paint them in his favourite colour of LMS maroon. With his own health worrying him, he asked members of the club to assist in removing his layout and I am delighted to report that parts of it are now safely stored in the hope, that space permitting, they can once again be put to use within the walls of Bletchley Park.

Over the years, Ernie amassed a great deal of LMS stock to run on his layout and he generously bequeathed a large part of it to MKMRS for use on the Verney layout. We owe to Ernie to both look after it and to complete the work unfinished.

Ernie was a true Wolverton Works craftsman and was equally at home with a paintbrush or saw. He did a great deal of the scenic work on the test tracks (middle and Wilton end) and was producing warehouses for our EM layout when he fell ill. After leaving Wolverton Works, Ernie took his skills to the Open University and although we knew him for many years, he would not join the club until he retired, so that he could give us 100%!

Many will know that Ernie was interested in sport and was at one time a keen racing cyclist – hence the racing track on his Wolverton layout, where it ran round the outside of the current Milton Keynes City football ground, next to the station. He was also an excellent drummer, playing for many Wolverton Works dances as a member of the Dytham band.

Ernie will be sadly missed by many of us, we all benefited from his friendship and many of us kept in close contact with him, after he was forced to reduce his attendance levels. He did attend our AGM in January and was honoured with free membership for this year (along with John Tennant) for his contribution over the previous twelve months.

We owe it to Ernie to ensure to seek a home for his model of Wolverton in the future.

Dennis Lovett  
Chairman



# Club Notice Board

## Woughton Swapmeet

The Swapmeet will take place between 1100 – 1500 at Woughton Campus on:

December 3<sup>rd</sup>

Admission is £1 Adults, 80p concessions, children under 18 free

## Gauge O Guild Auction -2001

The third auction will take place on Saturday 10 February 2001 at Bletchley Park. The last two have gone down particularly well and the event, after several years of decline in Central London, is now proving popular again. One of the features has been our ability to open up our facilities and keep the visitors entertained and out of the way of those organising the proceedings in the hall. Please book the date in your diary.

## Historical Model Railway Society

The following meetings are open to MKMRS members free of charge (tea / coffee available at small fee). Meetings commence at 1930 and further details are available from Eric Bowman. Meetings below are in the MKMRS clubrooms.

- |              |  |
|--------------|--|
| 27 September | Practical demonstrations on air brushing by the management team of Shesto. Members may be invited to take part so please wear old clothes.   |
| 29 November  | The Flying Scotsman Abroad a talk by George Hinchcliffe. George in addition to looking after this famous locomotive for many years is also a well-known modeller and is currently President of the Gauge O Guild. This meeting is being held in the mansion – tickets required from Eric Bowman. |
| 28 February  | Reconstruction of Euston Station - Prior to electrification  |

Other details will appear next month

same as it did under LMS ownership.

## Works run down and closure

The British Transport Commission (BTC) published an internal document "The Modernisation and Re-equipment of British Railways" in October, 1954. This passed to the Minister of Transport in December and became public in January, 1955. It is often referred to as "The 1955 Modernisation Plan", although this is an unofficial title. This document covered the replacement of the then mainly steam locomotive fleet with the more efficient diesel and electric traction, and in the case of the latter, with the associated infrastructure issues. Like many such schemes, introduction was gradual, indeed steam locomotives were still being built as late as 1960, but by 1968 all had been withdrawn from British Railways operations, save for three narrow gauge examples at work on the Aberstwyth - Devils Bridge line.

With the implementation of the plan gaining pace, it was necessary to look at the future requirements for the many heavy engineering facilities then undertaking the overhaul and repairs of BTC locomotives and rolling stock. This review was carried under the Chairmanship of Mr Mitchell. Inevitably the decision to close Bow Works, came as no great surprise at the time.

Bow Works, as far as can be ascertained, closed in December, 1959. At the time of its closure, Bow employed 150 men. The last Works Manager, Bruce Carmichael, was a descendant of the Carmichaels who built the first locomotives for the Dundee & Newtyle Railway.

It is known that the works was running down in October 1959, when the "Railway Observer" reported locomotive numbers, 44571 and 43989 in the erecting shops minus wheels and numbers 47455, 47483 and 47554 in the yard in ex-works condition. This was the last known recording in the railway press of locomotives passing through the works. The closure itself, passed unreported in either the railway press, or strangely without mention in the East London Advertiser, the local newspaper.

From its closure, Bow Works stood empty, with a handful of staff employed only for security purposes. In July, 1966, the Greater London Council announced that the site would be redeveloped to enable 270 flats to be built in 3, twenty five storey blocks.

By early November, 1966, demolition work was in full swing. The 100' high works chimney demolition was witnessed by a cameraman from the East London Advertiser, whose 4 pictures of its downfall, appeared in the issues dated 17th November, 1966.

It was the end of a long and distinguished history at Bow Works.

*To be continued*

### Collision at Devons Road

28 passengers and 6 staff were injured when the 9.30 am (0930) from Poplar to Broad Street collided with an empty coal train outside Devons Road signal box on 12th March, 1900. Locomotive No. 46, which was hauling the passenger train, sustained considerable damage to its front end. (NRM have pictures).

### Bow under LNWR Control

When the LNWR took over the day to day operations of the NLR in 1909, much activity at Bow Works ceased. A few of the staff were offered alternative posts at either Crewe or Wolverton, others being made compulsory redundant. Bow was considered for total closure at one time, but managed to hold on with LNWR locomotives, rolling stock and road vehicles being sent to Bow for repair, thus utilising the spare capacity. Works Manager at this time was Mr Cox.

### The LMS takes over at Bow

After the "Grouping" in 1923, the newly formed London, Midland & Scottish Railway (LMS) found itself with two works in close proximity. The LT & SR had established its own works at Plaistow in 1881. The first LMSR Chief Mechanical Engineer was George Hughes, the holder of a similar post on the Lancashire & Yorkshire Railway (L & YR), which was one of the many companies that made up the newly formed entity. He despatched Henry Fowler, formerly of the Midland Railway, to London's east end to report on the situation. Fowler recommended that Plaistow should close, which was carried out in the Autumn of 1925, with staff and equipment transferring to Bow. Stanley Whitelegg, formerly Locomotive Superintendent of the LT & SR, a position also held by his father Thomas and brother Robert, took over at Bow.

Stanley Whitelegg remained at Bow until 1928, when he transferred to Horwich, being succeeded in turn by T. Lovatt Williams. By now, some of the old tank locomotives used on NLR services were beginning to show their age and some LT & SR No. 1

4-4-2T locomotives were used to supplement them. Later, by 1929, the LMS 3F 0-6-0T "Jinty" locomotives had taken over all passenger workings and a great deal of the goods shunting work too.

On 12th March, 1932, the LMS closed the former MR works at Kentish Town for locomotive repairs. This work was transferred to Bow, whilst the Kentish Town works were retained for repairing road vehicles.

### Nationalisation brings little change

The 1947 Railways Act resulted in the Nationalisation of the main British railway companies to form British Railways. The new company came into effect on 1st January, 1948. Initially there was little change, Bow continued to operate much the

### Bletchley Park Roster

Please note: If you are unable to cover any particular date – please arrange a swap on the roster in the clubroom – Chris Hughes

Saturday 16 September: Geoff Bell / Dave Ruck / Ted Mellor  
Sunday 17 September: Chris Hughes / Nick Hughes / Geoff Hammond

Saturday 30 September: Chris Lester / Phil Gilbert / Ian Smith  
Sunday 1 October: Dennis Lovett / Jeff Mathie / Martin Shenton

Saturday 14 October: Eric Bowman / **Volunteers needed**  
Sunday 15 October: Fred Collins / Bernard Worden / Phil Wood

Saturday 28 October: Gordon Shrimpton / Dave Ruck / Ken James  
Sunday 29 October: Les Wood / Roger Blackburn / Ian Leigh

Saturday 11 November: Colin Jamieson / Tony Winn / Ted Mellor  
Sunday 12 November: Bruce Garwood / Ken Wiggins / Geoff Blackwell

Saturday 25 November: Bernard Worden / Tim Davey / Martin Shenton  
Sunday 26 November: Chris Hughes / Nick Hughes / Ken Sharpe

Saturday 9 December: Eric Bowman / Ken James / Phil Gilbert  
Sunday 10 December: Dennis Lovett / Les Wood / Paul Wakley

Please note that John Hatton / John Tennant and Ken Ranns are not rostered as they attend most weekends.

Please let Chris know of any dates etc. you prefer (or are not available for 2001)

**MKMRS  
SWEATSHIRTS & POLO SHIRTS  
- AT LAST YEARS PRICES**

Sweatshirts (Maroon with MKMRS logo) £14.50  
Polo shirts (Maroon with MKMRS logo) £12.50

\*Both can be personalised with your name for  
£3 extra.



## The Railway Town in the City

Part 5 – By Dennis Lovett

### Overcrowding leads to running shed building

At the meeting held on 3rd April, 1883, it was reported that the erecting shops were either full of locomotives being repaired or new ones being built and that it could no longer serve as a running shed. Urgent approval was sought for the erection of two new running sheds and the necessary retaining wall, adjoining the Lea Cut. The minutes stressed the need to complete this work by winter. The work was authorised immediately at a cost of £32, 500. The need to separate the works and running shed had first been discussed back in 1876, but the time had now come when there was little option but to proceed!

At the meeting on the 29th May, it was suggested that the levelling of the ground, building the retaining wall and building the foundations for the two sheds themselves could be carried out by a contractor whilst, the shed superstructures could be built by the Locomotive Department. The committee agreed to invite tenders for the work.

By the following meeting on 3rd July, 1883, costings had been received. The minute book contains detail listings and costings for timber and other materials, including 800, 000 stock bricks at a cost of £1 8/- a 1,000 from Smead, Dean & Co. Final agreement was also reached regarding the location of the boundary wall. The local contractor, Bangs & Co were appointed as contractors for the works. By the end of the month (31st July), an order had been placed with the Dowlais Iron Company for the supply of some 120 tons of steel rail.

At the meeting held on the 9th October, it was agreed to purchase blue Staffordshire bricks, mainly for paving, from Messrs. Hanley Brothers. It was also reported that the Lea Conservancy Board had agreed for the NLR to extract up to 80, 000 gallons of water a day from the Lea Cut, providing it returned 40, 000 of them!

Work obviously took longer than the original plans estimated because it was not until the 7th October, 1884, that the new sheds were discussed further. At that meeting, it was agreed to provide the required machinery for the depot and to the removal and relocation of the turntable from the works to the new site.

On the 2nd December, it was recommended that a new 42 lever signal box be provided to allow movements to and from the new steam sheds. This work was approved at a cost of £300.

### New Sheds completed

Previous sources have identified the opening of the new sheds as 1882. The minute books, however, clearly show that the actual opening dates were much later than has previously been recorded.

It was not until the meeting held on 3rd February, 1885, that the true story was revealed. It was officially minuted that work on the two sheds had been completed with the exception of some internal fittings. It was recorded that No. 1 shed had been occupied since the 1st November, 1884 and that half of No. 2 shed had been used since 20th December. The other half of No. 2 shed would be occupied on completion of the necessary track works, which were still outstanding. It was reported that work had commenced on the water softening plant of 12 January, 1885, and that a large underground reservoir had been commissioned in November, 1884. Minor works to the chimney shaft, furnace and lavatory block were still minuted as being outstanding.

At the meeting held on 4th August, 1885, it was reported that the estimate for the new steam sheds had been exceeded by £1, 070. Further expenditure of £2, 500 was authorised for minor works. Problems were also being experienced with the river wall, which had to be strengthened, and a large section renewed following collapse. Work on the sand furnace shelter was reported as stopped, pending the floating of the building on concrete!

With the work completed, the separation of works and running shed had finally been achieved. It would allow for the works to become better organised to achieve the objectives set in the following years.

The story of the steam sheds continues in the section: Devons Road (Bow).

### Later extensions to the works

The Locomotive, Stores & Traffic Committee approved the building of new accommodation for the finished work stores., which were to adjoin the general stores. In order to provide the necessary space for the building, several temporary buildings were removed from the yard which, had been used to store cast iron, permanent way materials, oil, spare equipment, bricklaying materials and boilermaking materials. The cost of the work, which included extension of the boiler (No. 10) shop, was estimated at £2, 250 and was for a building of 10, 164 sq ft. It was finally built as a building of 12, 144 sq ft and this was minuted by the committee at its meeting on the 29th October, 1901. Correspondence was still being exchanged between Mr Pryce and the Board regarding the actual and estimated costs, and the reasons behind it in 1902! (Photographs showing this work exist in the NRM dated 1900!)

At its peak, Bow Works employed some 750 staff.