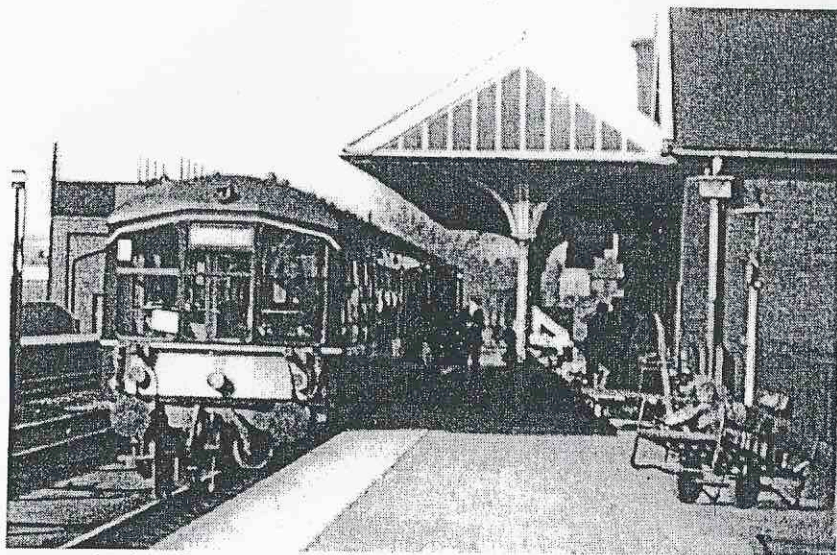


# The Oxford to Cambridge Railway

Forty Years On 1960 - 2000

by Bill Simpson



As a sequel to his illustrated two volume history of the 'Oxbridge' line published in the early eighties Bill Simpson has produced this volume to continue the story from 1960, the Beeching years, up until the present day and the pending East - West route. Events in those forty years have been as variable as the time preceding with closures and re-openings with diesel locomotives on different trains. If you have the former volumes you are certain to want this addition which will be a limited print run available from Lamplight Publications in the near future. It will have 144 pages containing 200 illustrations between a full colour cover of laminate card. Price £12.95 plus £1.50 postage and packing. Simply return this leaflet to the address below, cheque will not be cashed until order is completed.

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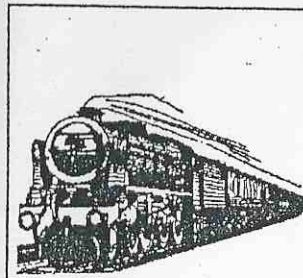
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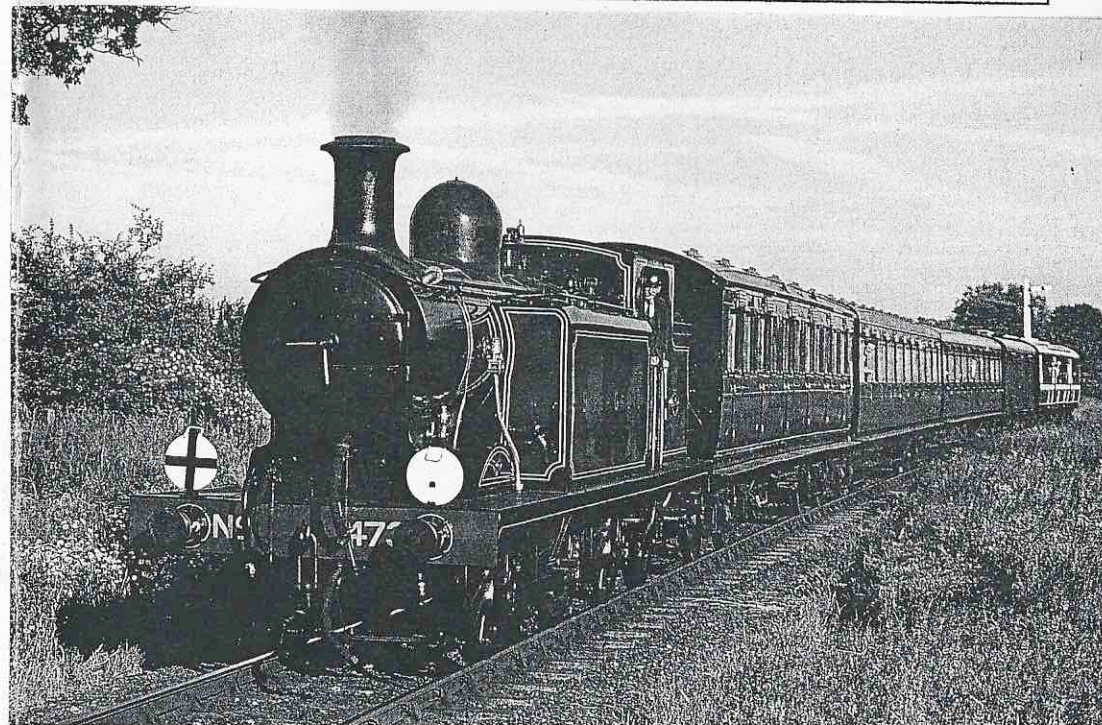
Also some stocks still remain of:

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The Banbury to Verney Junction Branch £8.95 plus £1.20 p&p



## Milton Keynes Model Railway Society

Newsletter No 103 OCTOBER 2000



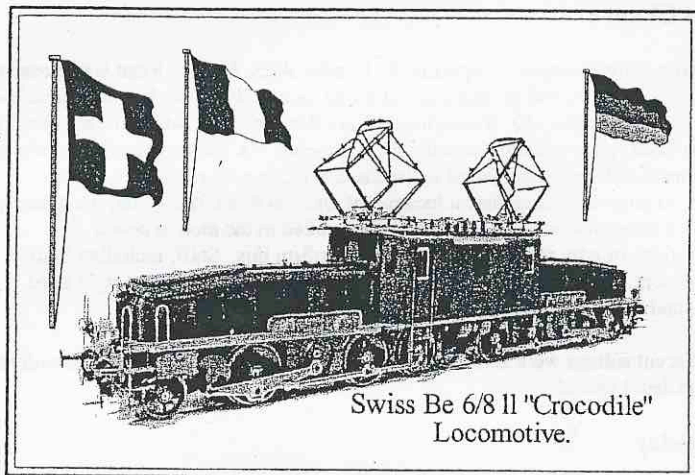
The MKMRS is associated with:

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

Working within the Blechley Park Museum

# Railway Correspondence and Travel Society

## Milton Keynes Branch



Swiss Be 6/8 II "Crocodile"  
Locomotive.

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 next meeting on 2nd. November we make our first venture into Europe when Bert Blissett from Surrey will entertain us with an Illustrated Talk entitled "Continental Railway Experiences"

As usual all are welcome. Do come along and bring a friend.

## MILTON KEYNES MODEL RAILWAY SOCIETY FOUNDED 1969

### Local Matters

A recent exhibition of photographs and other archives was displayed at Wilton Hall and a considerable number of people spent the day being nostalgic. An amazing amount of material covered the town, railway and other local issues.

We are indeed fortunate that much is being recorded through the Living Archive Project and I have made contact with them, so that we can look at their records for our own projects. The Bletchley project is one such example of where we could benefit from accessing the files in future.

With change happening all around us, it is important that local items are recorded not only on tapes and in photographs but in 3D form through models. We have already undertaken such efforts through Verney Junction and Fenny Stratford. Bletchley will be far harder to research, not only has a lot disappeared but in some cases, changes so considerable have occurred, that it will take painstaking research to ensure that we get the details right.

At the Wilton Hall event, some records had incorrect captions and the local population were pretty quick at pointing them out. We know from past exhibitions with Verney that when a mistake is made, the criticism will be heard. In the case of Verney, we had painted the front door the wrong colour, as we had been working from a black and white photograph at the time the station house was being built. The person pointing out lived in the house concerned!

Fenny Stratford for all our misgivings, performed well at a recent exhibition where it appeared to attract plenty of attention due to it being a local prototype which many people were familiar. What was particularly pleasing was to hear the conversation from the visitors – the layout certainly generated plenty of knowledgeable comment.

Local history is now a very popular subject. I am sure that through our models that we can recapture some of the elements of our past, so that future generations can enjoy what so many of us took for granted before it disappeared in the name of progress.

We are planning to show Ernie's model of Wolverton diorama in the main lobby shortly. We look forward to learning more as the conversation strikes up – I am sure that many visitors will be able to tell us plenty about it over the coming years.

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.

- 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
- 25 April            Bullied Locomotives of the Southern Railway

The HMRS also meets in **Bedford** (details available from Eric Bowman). The following subjects will be covered:

- 25 October        A night at the pictures (archive and documentary films)
- 31 January        "Fragile"- a review of parcels and perishable traffic

Although Devons Road was now the first fully converted depot devoted to diesel traction, it continued to provide coal and water for visiting steam locomotives from other depots, working in and out of the docks.

The LMR gained much experience from the Devons Road programme. The work had been completed at a cost of £1.3m and future LMR schemes moved away from dead end depots to through sheds, with access at each end, and to brand new construction! This allowed new depots to be built on different sites, without affecting the day to day running of existing facilities during the construction period. Once the new depots were up and running, the old steam sheds were demolished, thus affecting a much smoother transition.

## Depot Closure

Following rationalisation of depots in the London Area, Devons Road was closed on 10th February, 1964 and its allocation of diesel locomotives split between Stratford (30A) and Willesden (1A). Trains to and from the docks, the principal workload for Devons Road, were worked thereafter from these depots. Some books have referred to Devons Road being transferred to the Eastern Region shortly before closure. Bearing in mind the geographical location of Devons Road, this would have made sense, but exhaustive checks with staff who worked in the motive power organisations of both regions, have failed to confirm this. Staff, including Senior Management, are adamant that Devons Road remained a LMR depot right until demise and was never an ER depot.

The adjacent sidings were also used for the storage of redundant steam locomotives after the depot closed.

## Bow today

There is little today, to suggest the activity previously carried out at Bow, for most of the site is now an industrial estate. The former main line to Poplar now forms part of the Docklands Light Railway (DLR) Stratford - Poplar section, and the area is served by Devons Road station (see Chapter 15). The former Devons Road depot site was at one time considered for the DLR depot, but this was ultimately built at Poplar.

-THE END-

## Geoff Gamble

It is with regret that we record the death of a good friend of MKMRS Geoff Gamble. Geoff attended many of our exhibitions with his book stand and he was also the published behind Cheona Publications.

components. The No.2 shed was demolished in 1935, whilst a new concrete coaling plant was built at the same time.

Following Nationalisation in 1948 and the formation of British Railways (BR), further reorganisation took place in early 1949. By now there was little non - electrified passenger work left, most of the previously steam operated services having been the victim of war time closures (see Chapter 11).

The ex - LTSR depots were transferred to the newly formed London Midland Region of BR. In January, 1950, the former LT & SR depots were transferred to the Eastern Region, whilst Devons Road remained part of the LMR's Western Division. The 1949 reorganisation resulted in the following shed codes being adopted from January 1950 as follows:

- 1A Willesden
- 1B Camden
- 1C Watford
- 1D Devons Road (Bow)
- 1E Bletchley

### Britains first all diesel depot

BR's 1955 "Modernisation Plan" resulted in the move away from steam to diesel and electric traction, and the gradual phasing out of steam locomotives. Each BR region was allowed to adopt its own policy and the LMR chose Devons Road for its experimental conversion exercise.

In 1957, the depot had an allocation of 41 steam locomotives, most of which were the LMS 3F "Jinty" 0-6-0T type. Conversion to a diesel depot began in September, that year, utilising the former No. 1 running shed. Inside the former 10 road depot, 5 tracks were retained for stabling purposes, whilst the space occupied by the other 5 tracks was divided off to form a 3 road maintenance facility. Removal of the old steam troughs from the roof enabled improved lighting to be installed. The space between the tracks allowed high level inspection tracks to be built and between the running rails, new inspection pits were provided with built in lighting to aid inspection. The maintenance area was also fitted with gas heating and the facilities were great improvements on the cold, dark depots that remained during latter day steam operation.

Conversion work was completed on 25th August, 1958, when the last steam locomotives left the depot. By 1959, the depot had an allocation of 23 x Type 1 English Electric 1000 hp diesel locomotives (later Class 20) numbers D8005 - 19 / D8030 / D8037 . D8039 -44, 3 x British Thompson Houston 800 hp (later Class 15) locomotives numbers D8207 - 9 and 8 x North British Locomotive Company 0-4-0 330 hp diesel shunting locomotives numbers D2900 - 7.

### Club News Continued – HMRS Bedford Meetings

28 March Slides by Chris Youett (including new material on the Southern and London & North Eastern

30 May A modelling clinic (no appointment necessary!!)

### Quarterly General Meeting

The next QGM will take place in the club room at 8pm on Tuesday 31 October.

### October Committee Meeting

The next committee meeting will take place on Wednesday 25 October in the club room at 8pm

### Forthcoming Exhibitions

28 October Modern Image O gauge (Mark Agnew) at Kempston Exhibition

### THE NATIONAL MODEL RAILWAY EXHIBITION

The National Model Railway Exhibition held at The National Exhibition Centre, Birmingham, which is organised by Warley Model Railway Club will take place on Saturday 4 and Sunday 5 November. See adverts in model press for further information.

### Recent Exhibitions

Our N gauge layout Fenny Stratford appeared at the Bedford – Bletchley Rail Users Association Rail Day at Stewartby on 14 October. The layout performed excellently and the operating team were new to the layout but managed to keep plenty of trains running.

On the same weekend (14/15 October) John Hatton and Gordon Shrimpton represented us at Great Yarmouth with John's Trix Twin.

### New Book

Well known Railway Author Bill Simpson, who has produced a number of books on local railways is releasing a new book before Christmas covering the last 40 years of the Bletchley – Bedford line. Please see the back cover for further details

## Bletchley Park Roster

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

Saturday 14 October:	Eric Bowman / Brian / Stan / Mick
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 6 – By Dennis Lovett

### Devons Road (Bow)

Earlier in this chapter, the lengthy process of separating running shed and works was outlined. The company completed its new steam sheds on land it already owned off Devons Road and these became the principal locomotive running sheds for the whole of the NLR system, the only other depot being at South Acton (see Chapter 2). The new Devons Road depot was located close to Bromley - by - Bow station on the LT & SR.

Two large sheds were built, their design and architecture owing much to the LNWR, backing on to the "Limehouse Cut". The No. 1 shed had 9 roads and was used mainly by locomotives awaiting their next turn of duty. The adjacent No. 2 shed was used for maintenance and servicing. A substantial water tank with a 110,000 gallon capacity, stood behind the shed, with the area underneath being put to good use to accommodate stores. A larger free standing water softening plant was installed circa 1903, a similar plant being installed at that time at Broad Street. (NRM have photographs).

After the NLR passenger operations were taken over by the LNWR in 1909, the depot remained principally for NLR freight work and for working the non - electrified services over the GNR and the Poplar branch. Electrification in 1916 of most services, did lead to a reduction in passenger work and with it the closure of the South Acton sub -shed. The LNWR did not allocate a code to the shed, it still being technically NLR property.

At the Grouping in 1923, the depot was given code W11 as part of the LMS Western Division, until it was grouped with the former LT & SR depots, as part of the company's Midland Division in July / August 1934. At the time of transfer the depot had an allocation of 73 locomotives. Following reorganisation in January, 1935, a separate LT & SR Division was created under the principal depot, Plaistow. Each depot was given new codes and the locomotives carried smoke box door plates to identify their home depots. These were:

13A	Plaistow
13B	Devons Road
13C	Tilbury
13D	Shoeburyness
13E	Upminster

The depot was reroofed in the 1930s using standard LMSR concrete and glass