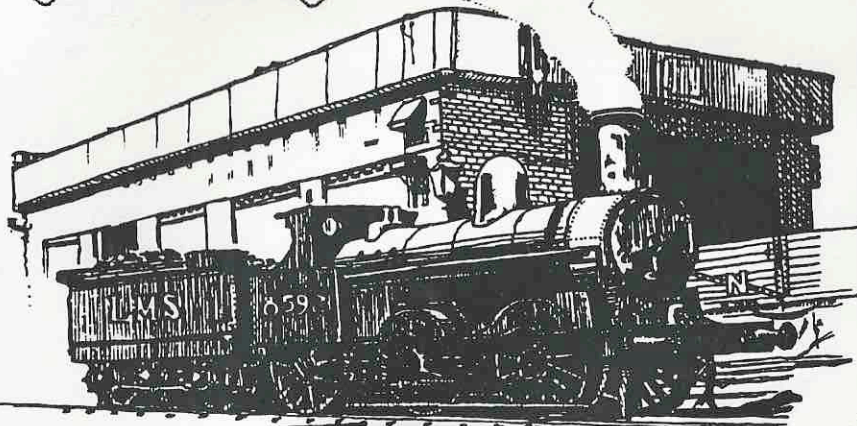




# 12th Model Railway Exhibition



The Leisure Centre, Bletchley  
Saturday 28th October, 1995  
10.30 - 6pm

Sunday 29th October, 1995  
10.30 - 5pm

20 layouts & trade stands.

Layouts include: Helston, Kirkby Mellersdale, Striving,  
Wellington, Walford Town

Admission : Adults £2, Senior Citizens £1.50, Children £1, Family (of 4) £5.  
10 minutes walk Bletchley station, adjacent free car park

A large regional show - organised by your local model railway club

Sponsored by:



BRITISH RAILWAY  
MODELLING



Bletchley Motor Group PLC

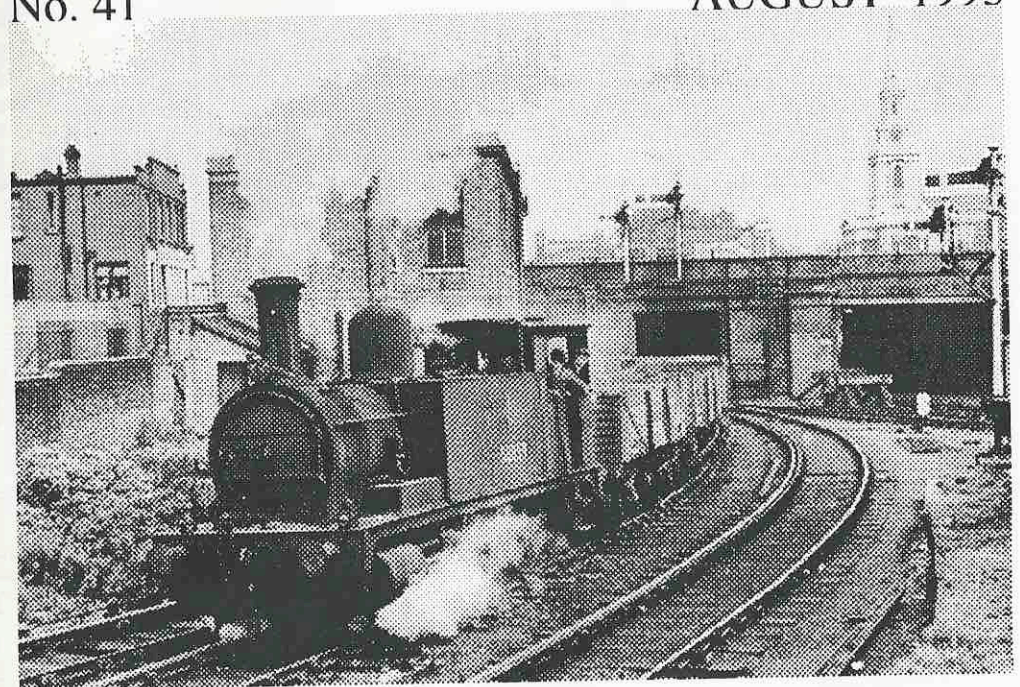
Information Line 01908 648299 (10-5 not Wednesdays 1000 - 1pm Sundays)  
(Bletchley Railwayana)



# MKMRS NEWS

No. 41

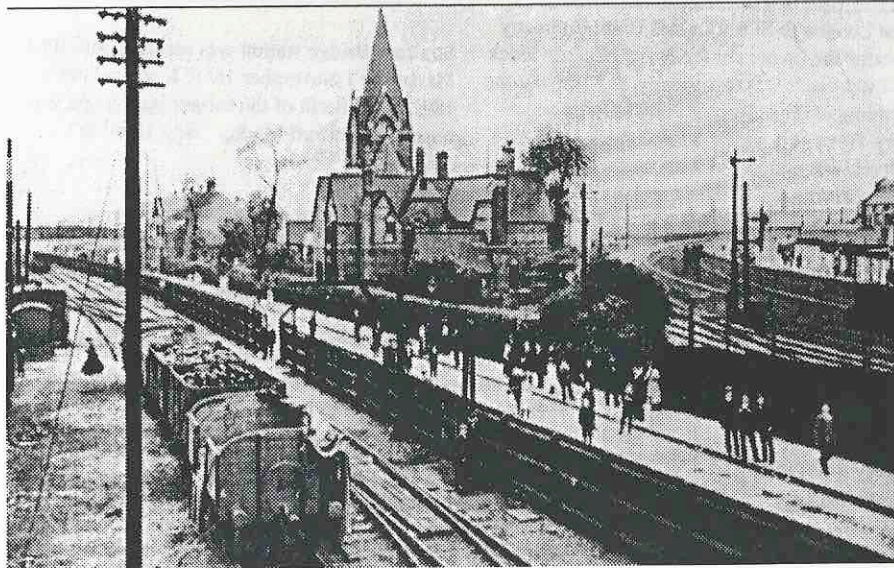
AUGUST 1995



A NLR 0-6-0T approaches Balckwall Junction. Photo R.C.Riley

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

Telephone 01908 376750



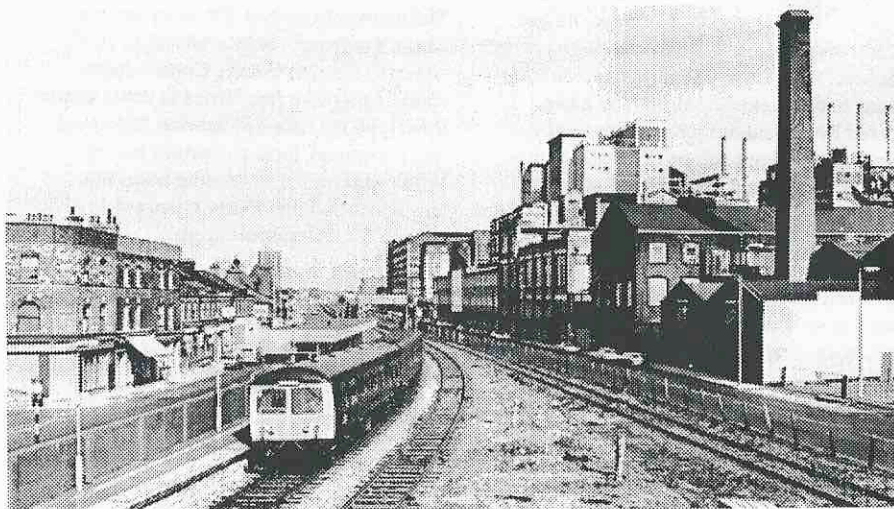
## Silvertown

### Above

A view of Silvertown circa 1900 showing the Silvertown Tramway on the left. The current North London line emerges from the tunnel on the extreme right of the picture. St Mark's Church can be seen.

### Below

A view of the current Silvertown station taken before electrification. Taken in June 1983 it shows a two car diesel multiple unit. The Tate & Lyle sugar factory can be seen on the right.



Part 2 - will appear next month

## MILTON KEYNES MODEL RAILWAY SOCIETY

Founded 1969

President	Jim Wood	Committee	Geoff Bell
Vice Presidents	Les Wood		Chris Garner
	Gordon Etherington		Chris Lester
Chairman	Dennis Lovett		Colin Jamieson
Vice Chairman	Fred Collins	Librarian	Mark Wilson
Secretary	Chris Hughes		
Treasurer	Eric Bowman	CMRA Rep.	Chris Lester

## Paying the rent!

Since we moved into Bletchley Park last October, a great deal of activity has taken place both behind the scenes and on stage to establish a presence at the Park.

I have outlined over the past year, the way in which we as a model railway club, would have to move from our more traditional foundations to ones which would need to re-focus our activities. We have already decided that our next exhibition in October will be the last in the traditional line. We cannot go on putting in the amount of effort required in a diminishing market place just to pay the rent!

We have always prided ourselves on our professionalism, despite being an amateur group of people who have a common interest in matters railway - real or model.

Had we not taken the opportunities that Bletchley Park provided, then I can categorically state, that by now MKMRS would have folded, or been pretty close to it. The rent was becoming increasingly expensive and the decisions that we would have faced, were ruled out within days by the fact that the O gauge team had already been offered temporary accommodation at Bletchley Park. Had we not taken the decision to support the Park scheme, then the outcome would have been vastly different.

We have never opted for the easy life in

MKMRS and the team effort required at the end of 1994 to establish ourselves and our credibility at the Park was tremendous. We must now do it all again!

As many of you know, the Park is open every other weekend. Your committee has produced a strategy document outlining what we need to be able to exhibit our layouts properly and these have already been outlined by me in a previous editorial. When in place, then model railways can be on secure static display 365 days a year and operated when we have the staff to do it.

We have been told that in lieu of rent we will be expected in future to open the doors to the public when the park is open. This means that we as members will have to "volunteer" for around 2 days' duties a year in exhibiting trains. If we get more members then the pro-rata falls! Less and it increases!!!

Our current premises are ideal for a model railway club room, but pretty useless for exhibiting model railway layouts to the public, as those of us who worked the VI weekend can testify. We are therefore placed in a position, that we have to prove that our ability to deliver so that our long term aspirations can be taken seriously. MKMRS have never been less than serious about anything and we will can enforce that point by meeting the objective set.

Manning a couple of layouts at Bletchley Park is considerably easier than operating them under model railway exhibition conditions and far less demanding than organising one. It is case of following best seaside tradition and have a couple of trains running round, initially on Mandlebury and the small layout in the foyer. **Only the foyer and the adjoining room housing Mandlebury will be opened up** and the premises team will provide barriers as a matter of some urgency. Verney will be taken down until some of the other accommodation issues have been settled and the new N gauge layout constructed in there. A table will be provided for those who want to build something. Visitors, on non special event days, tend to wander freely and I doubt if we shall more than a handful at a time, so it should all be perfectly manageable. Teas and coffees will be free (make your own, just bring the milk if, like me, you can't stand the powdered stuff we shall supply!).

This a small price to pay compared to facing the realities of a commercial rent elsewhere. Even if we could afford the rent, there would be little point, as we would have no money for layout construction and would probably have to sell off a number of the layouts to raise funds!

Your committee have not been inactive. Indeed our two Vice-Presidents, Les and Gordon, have led our discussions with the Park and the Trustees, so that yours truly and the other Officers can carry on with day to day operations. I am grateful to the work they have put in, because it has been a long slog. They are still pursuing the cause and ensuring that our interests are met.

I realise that this is the longest editorial I have written in MKMRS News, but I want every member to understand the issues. I know some of you are frustrated with not having the space to be able to work on layouts etc, but these issues take time and we are not sitting idly by, waiting for someone else to offer it, we are chasing them - regularly!

Having explained the issues, I now need your help in delivering them. I realise that we are over worked and that finding time is difficult. This is being drafted on the back of a sheet of paper after the third 60 hour week in a row. Pity I only get paid for 37.5, but that's the price many of us who work with the big trains are having to pay, to stay employed, so the last thing any of us want is countless days at Bletchley Park, because we have no one else to do it!

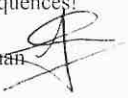
We are proposing to draw a roster up, which I would hope all members will volunteer to do at least 2 days a year. They do not even have to be on the same weekend, nor indeed on different days of the weekend. We, of course, realise that some people work every weekend, but we need to know so that we can cover the situation in other ways. We shall require 2 people each day over 52 days (26 weekends). You can either volunteer as a team of two or as an individual. You can even bring along the family so as they do not feel isolated. There is plenty for them to see around the site. The dates are published on page 3. Please check in your diaries and get your names in early.

It does not look too difficult, indeed the plans are being drawn up so as to make it very simple. Please contact Fred in my absence, as this is being written before escaping for the family holidays, and the first weekends will be with us before I get back. I do, however, promise to do my bit!

Our obligation to open up, on a very limited basis at present, is something we must deliver on. The Trustees accept the difficulties and will provide us with the right type of exhibition room in due course. Till then we just get on with it.

In our last home we paid the rent with £p's, at the Park we shall pay only with sweat and effort. It is up to us all to deliver. There is no going back - we can only go forward. Fail, and we all know the consequences!

Dennis Lovett, Chairman



The London & St Katherine's Dock Company became the owners of the Royal Victoria Dock in 1864. Such was the increase in trade that the building of an additional dock became necessary. Opened in 1880, the new dock the Royal Albert, was connected with the Royal Victoria at one end and with the Thames itself at the other at Gallions Reach. Once again the main line found itself crossing the channel between the docks on a swing bridge and the dock company agreed to yet another diversion, this time by building the Connaught Tunnels underneath the waterway, whilst taking over the original formation itself, although this time with the proviso that the Great Eastern Railway could use the original formation for any heavy trains unable to deal with the gradients caused by the tunnel.

#### Stratford Market

The GER purchased 16 acres of land adjacent to Stratford Bridge station for the building of large warehouses, which were to serve as a large market. Opened on 1st October, 1869, eight warehouses were built by W. Bangs & Company of Bow. Each warehouse was 60' long and 50' wide. (Check size was it yards - MMT?) Trains arrived via Stratford or Fork Junction (thus avoiding Stratford Low Level station). The section south of Stratford had four tracks, two of which carried the passenger service. Access to Stratford Market required trains to back into the sidings. Each was served by two sidings with the remainder of the interior being platform. The warehouses were well designed, each having good road access and covered loading/unloading facilities for the horse drawn carts. Unloading direct from railway wagons was both easy and swift. 12 sidings could accommodate over 400 wagons and four roadways allowed up to 200 carts to be loaded/unloaded at the same time. Inside the warehouses, each merchant had his own offices. The GER granted the traders permission to sell produce on, or direct to customers, at the site thus creating a market situation. Whilst the GER charged a rent for warehouse space, it saw real revenue from the extra rail traffic.

Stratford Bridge station was renamed Stratford Market on 1 November 1880. It was rebuilt in 1892 to the north of the former station and was renamed Stratford Market (West Ham) in 1898.

The GER opened its own printing works opposite Stratford Market station in 1893. It was extended in 1901 and at its peak employed some 260 staff. This works was responsible for the output of GER advertising, publicity and information material. It remained in use until 1951, when it was closed down. The building remains in use for light industry.

Barking Road station was rebuilt in 1873 on its original site and renamed Canning Town. A new station was built there in 1888 and located on the north side of the Barking Road bridge, whilst the earlier structures had been on the south side.

A service was introduced on 1st January, 1880, from Palace Gates to North Woolwich to carry labourers from the Wood Green and Tottenham areas to their employment in the docks.

#### Ferry monopoly ends

The monopoly of the GER ferry service, from North Woolwich, came to an end in 1890, when the London County Council began operating its own free ferries in direct competition with the railway's service. To rub salt into the wound, local authorities in both East and West Ham began running trams into the area which had previously relied solely on the railway for its transport needs.

In 1909, all docks passed into the ownership of the Port of London Authority (PLA) and with them went the vast internal railways system.

To be continued

Stratford. (picture of the excellent model of the station in the museum at North Woolwich).

Up until the opening of North Woolwich the line had been freight only. In order to cater for the potential, new passenger business, stations were opened at Stratford Bridge (later Stratford Market) and Barking Road (later Canning Town). Thames Wharf continued to be the major freight destination on the line.

A branch from Canning Town served the East India Docks and also the Pepper Warehouses on Bow Creek. These were in business long before the coming of the railway. The branch was opened in 1848 after the Eastern Counties Railway took out a lease on the warehouses.

Stratford Low Level station opened in 1854 (more needed - not sure how this fits in with the rest of the set-up). (See Chapter 6) Custom House station opened a year later. The station was well located to serve the original Victoria Dock. From Custom House, branches were built to both Gallions and Beckton (see separate sections elsewhere in this chapter). Tidal Basin station opened in 1858.

In the previous year, an iron works was opened at Canning Town and resulted in the rapid development of the area. Limited locomotive facilities existed at Canning Town for the fuelling and servicing of a shunting locomotive.

The building of railways south of the river resulted in the decline of traffic destined for Woolwich itself. To compensate for this the Eastern Counties built the Royal Pavilion Gardens (now Royal Victoria Gardens) opposite the station in order to create some tourist traffic at weekends and bank holidays. The industrialisation of the area and the development of what was to become the Royal group of docks soon followed on what had previously been open marshland. Bidder, the promoter of the original railway to Canning Town, had been actively buying up land before

forming the Victoria Dock Company in 1850. The Royal Victoria Dock opened five years later. As a result the railway now crossed the entrance lock on a swing bridge and the dock company agreed to divert the Eastern Counties line. The Eastern Counties took in exchange, the original formation for its own use. This was later known as the Silvertown Tramway.

A yard was provided at Silvertown, for exchanging traffic with the tramway, which linked the various factories and industrial premises, all of which were served by a multitude of sidings. The line ran parallel with Silvertown Way from Victoria Dock to the main freight yard at North Woolwich. The lack of roads before the 1930s and the numerous level crossings resulted in a great deal of revenue for the railway companies, as virtually everything in and out of the area was transported by rail.

Abbey Mills spur was opened from the London, Tilbury & Southend Railway at West Ham, giving direct access to the main line into Fenchurch Street without having to travel via Stratford.

#### The Great Eastern Railway takes over

In 1862, the Eastern Counties along with other railways formed the Great Eastern Railway (GER). In the same year Liverpool Street station opened, the previous terminus at Bishopsgate being relegated to freight use.

The opening of the station at Silvertown in 1863 is an interesting tale in its own right. Samuel Winkworth Silver who was born in 1791 was one of the pioneers of the rubber industry. In 1852, he bought a marshland area on which he built the India Rubber, Gutta Percha and Telegraph Cable Works (later the Silvertown Rubber Company). In order to make his factory more accessible, Silver persuaded the Great Eastern Railway to open a station nearby. On opening it was known as Silver's Halt and the neighbourhood later became known as Silver's Town. It has subsequently become Silvertown.

## Club Notices

### Bletchley Park Opening Dates

Bletchley Park is open from 10.30 until 5pm on the following dates:

**29th/30th July**  
**12th/13th, 26/27th August**  
**9th/10th, 23rd/24th September**  
**7th/8th, 21st/22nd October**  
**4th/5th, 18th/19th November**  
**2nd/3rd December, 16/17th December**

**In addition a special weekend to celebrate the end of the war in Japan is planned for 2nd / 3rd September. It is likely that we shall have to open up the main room, utilising a similar style of exhibition to the one for VE weekend. Details will be advised in the next issue.**

Your assistance in supporting the staffing of the club rooms is required. Please see Fred Collins with dates you are available (2 people per day).

### Swapmeet dates

A swapmeet will take place at Woughton Campus on the following dates during 1995:

**September 10th**  
**December 17th**

Opening times are 1100 - 1500. Admission is 60p, child/senior citizens 30p.

### Bletchley - Bedford Rail Day

The N Gauge layout "Mandlebury" will be attending the Rail Users event on 14th October at Bow Brickhill's new village hall, which is situated off Rusmere Close in the centre of the village.

### HMRS Diary 1995/6 Season

MKMRS members are welcome to attend the meetings held in our club room free of charge. The programme is published well in advance to enable you to book dates in your diary. Meetings are held on Wednesday evenings in our main club room, commencing at 7.30 pm.

#### 27th September - MKMRS Club room

Motive Power Matters in the days of steam. Well known author and retired professional railwayman, R.N.H Hardy, will be the speaker. He is best known for his exploits at Woodford Halse, Stratford and Stewarts Lane. This should be well worth a pass out!

#### 29th November - MKMRS Club room

L & NWR Coaching Stock by Phillip Millard. With most of the vehicles being of local interest, having been built in Wolverton, this meeting will be of interest to those of us who are having to gain interest in the local railway scene for our various projects. Phillip will deal also with the make up of trains covering throughout the LMS period into the BR one.

#### 28th February - MKMRS Club Room

Master of the lining pen - Bob Moore will be giving a practical "hands on" session on how to line your models. Pens will be available for sale if you fancy your chances after all the demonstrations. PS. The last "demo" job I attended on soldering, we all had a go. I've still got the burnt fingers to prove it!

#### 24th April - MKMRS Club Room

The Barry Railway by C. Chapman

See notice board for further details

# Lines to North Woolwich

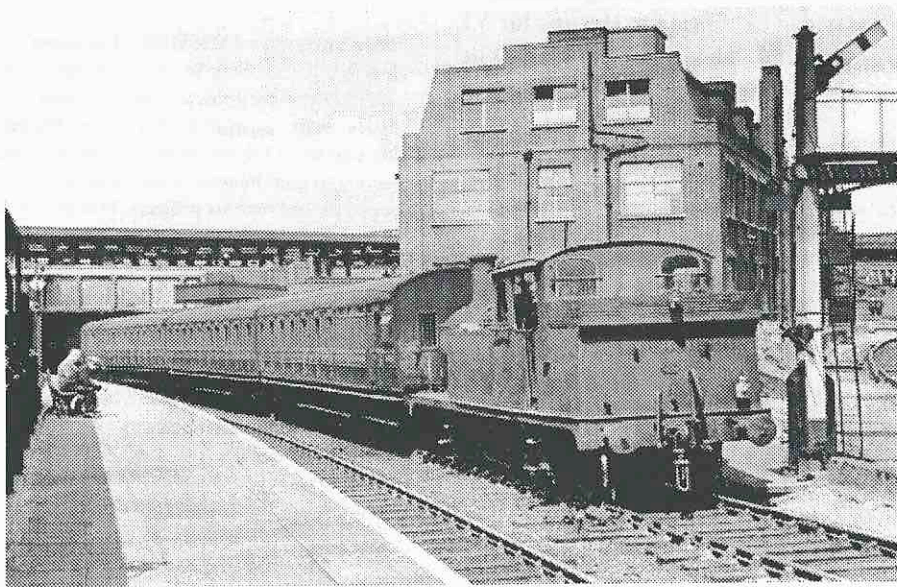
## The Eastern Counties & Thames Junction Railway

In 1844, George Parker Bidder proposed the building of a line from Stratford (Eastern Counties Railway) to Bow Creek, where the River Lea meets the River Thames, thus providing an ideal site for the construction of a wharf (Thames Wharf). Opened in 1846, The Eastern Counties & Thames Junction Railway ran for 2.25 miles (exact railway mileage needed - also check distance some say 1.75 miles) and was operated by the Eastern Counties from the start. Once the line eastwards to North Woolwich was opened, this section was incorporated in the North Woolwich branch.

## The North Woolwich Railway

In 1847, the line from Stratford to Thames Wharf (Canning Town) was extended to a point opposite the town of Woolwich (on the south bank of the Thames). Woolwich had been served by ferry from the north bank since ancient times. Designated part of Kent, this terminus was duly named North Woolwich and the railway operated a short ferry crossing to the opposite side and with it the potential of carrying the Royal Arsenal traffic. At the time the railway was constructed, the area around the new terminus, built in 1854, consisted of only a few houses and a pub. That year, the Eastern Counties began a service from North Woolwich to Fenchurch Street via Stratford.

Although there was no locomotive shed at North Woolwich, a 36 foot turntable (in later years most turntables were 50, 60 or 70 feet long) was located at the end of the platforms in front of the new terminus booking office. Watering facilities and a coaling stage were provided within the station area. These were under the control of the main area depot at



# Map 7 : STRATFORD - NORTH WOOLWICH

