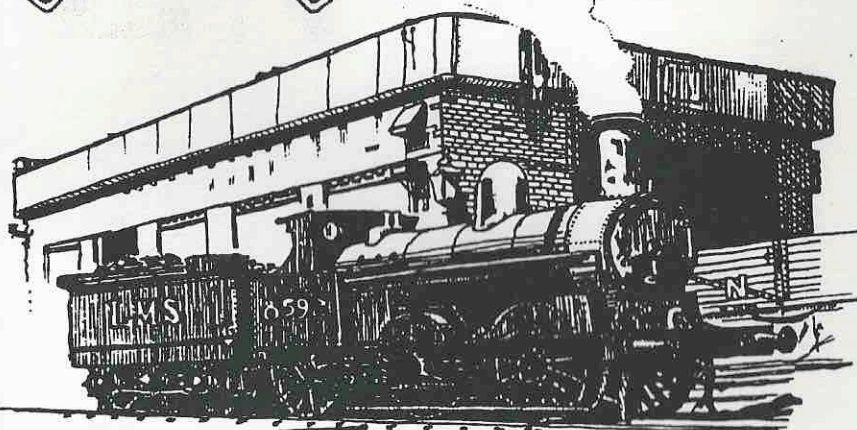




12th Model Railway Exhibition



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

Sunday 29th October, 1995
10.30 - 5pm

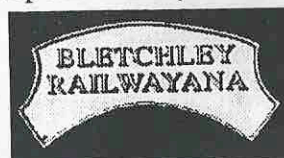
19 layouts + full trade support.

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

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

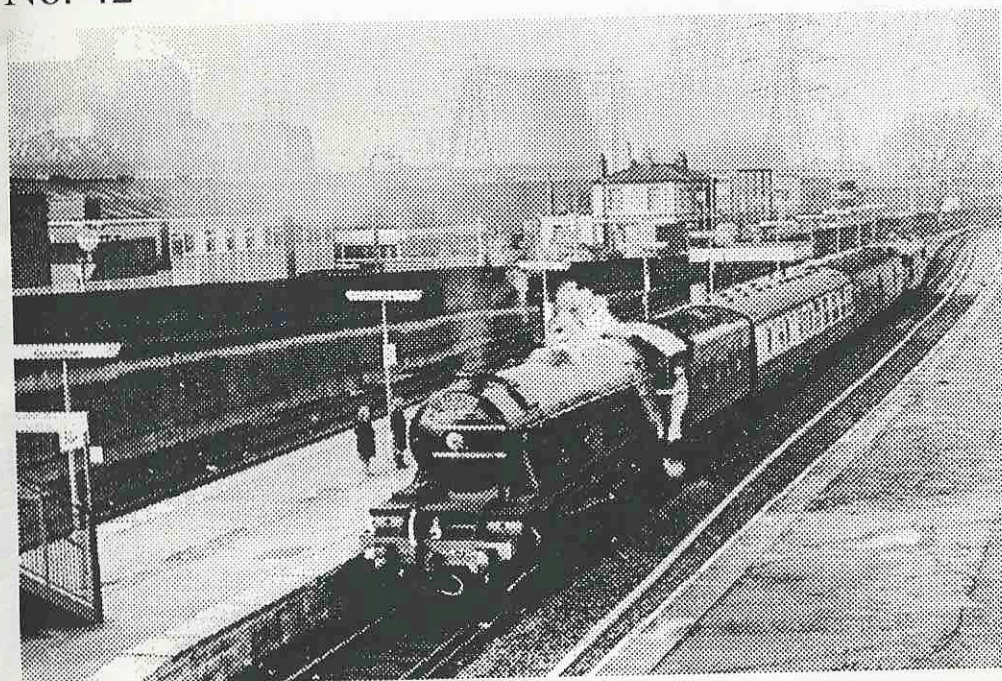
Information Line 01908 648299 (10-5 not Wednesdays 1000 - 1pm Sundays)
(Bletchley Railwayana)



MKMRS NEWS

No. 42

SEPTEMBER 1995



The Flying Scotsman pauses at Canning Town, 1984 on a special working

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

Telephone 01908 376750

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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

Exhibition topics

We have now been open for three open week-ends at Bletchley Park (+2 specials earlier in the year). We are currently attracting an average of 120 people every weekend, which is approximately a sixth of those who visit the complex. We are learning the various lessons as each weekend approaches and Chris will be contacting members shortly regarding future staffing arrangements.

In a few weeks time, we shall be preparing for a much larger exhibition and one that will demand the support of us all. Chris, as Exhibition Manager has again assembled an excellent selection of layouts and these will be ably supported by traders and others. Some of us are trying to complete layouts and shortly our activities will be well publicised around the place.


British Railway Modelling have photographed our N Gauge layout, Mandlebury, and this will appear in the November issue, well in time to plug our show (BRM will be on sale in early October). This will be the first time in 26 years that MKMRS has made the model railway press with a club layout and Chris Garner and his team should be congratulated for the work they have undertaken. It is only right that their efforts are rewarded and if Fenny Stratford turns out to the same high standard, then we will have a second high quality string to our bow. The O gauge and EM projects should not be forgotten. They are making steady progress

and are again being built to both realistic timescales and to high standards. By building these layouts we have at last "cracked" the one area where we have suffered in the past. By displaying them at Bletchley Park and elsewhere then we should attract more members.

Our Leisure Centre show is the "big one" and will conclude what has been one of the most successful chapters in our history. We need to put on an outstanding performance to finish with and I am confident that we shall do it. We have reviewed our future requirements and will concentrate our efforts on achieving our objectives at Bletchley Park. Everything has stacked up against putting on a show such as ours. Costs are horrendous and with the uncertainties that organising such an event brings, we need to step back and re-evaluate future needs.

I have every reason to believe that we can deliver yet another quality show. We have been working for many months with nothing else in mind and we will need your help to do it.

Once the pressure is off, then we can concentrate on meeting the Bletchley Park objectives. This will ensure our long term development and can guarantee our survival without the difficulties that staging exhibitions brings.


Dennis Lovett, Chairman

Club Notices

Bletchley Park Opening Dates

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

2/3rd September VJ Celebrations

9th/10th, 23rd/24th September

7th/8th, 21st/22nd October

4th/5th, 18th/19th November

2nd/3rd December, 16/17th December

The VJ Celebrations will be as per the usual weekend opening with trains running on the small N, Trix Twin and Mandlebury layouts. The war time display will also be open

Your assistance in supporting the staffing of the club rooms is required.

Please see Chris Hughes with dates you are available (2 people per day). A volunteer sheet appears by the signing in book in the entrance area.

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.

Stacey Hill Museum

We shall be represented at this event on Sunday 17th September by Chris Garner and John Hatton.

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

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.

traffic levels. When Broad Street closed in June 1986, North Woolwich became the main terminus of services from Richmond.

In 1986, the line became part of the new Network SouthEast organisation. When line branding was introduced in May 1989, the North Woolwich line became part of North London Lines.

Silvertown station was rebuilt in the late 1980s as part of the development of Docklands including the creation of the new "London City" airport on derelict dock land. The new station became Silvertown & London City Airport and was opened by Michael Portillo MP on 7th October, 1989.

The Docklands Light Railway extends to Beckton

The extension of the Docklands Light Railway (DLR) from Poplar to Beckton opened in 1994, and provided interchange at Custom House between the two systems. A further interchange at Canning Town was not completed due to the need for a new NLR / Jubilee Line / DLR station.

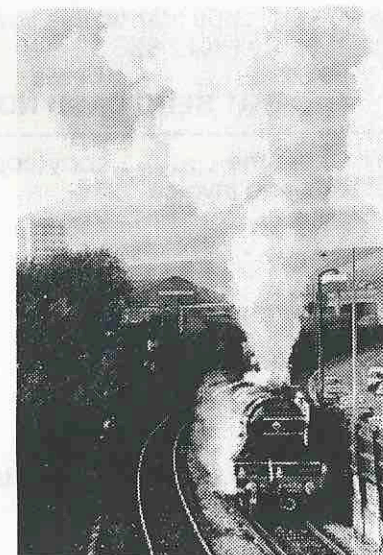
The Jubilee Line

The Government announced the building of the Jubilee Line Extension (JLE) which would be constructed from Green Park to Stratford, where it would terminate alongside the NLR platforms at a new western concourse. Between Canning Town and Stratford, the JLE will run alongside the NLR tracks on the old freight track alignment. A new maintenance depot is currently under construction on the site of the old Stratford Market goods yard.

Services between Stratford and North Woolwich were suspended for a year and replaced by buses, each painted in a special NORTH LONDON RAILWAYS livery. This service was paid for by London Underground (LUL) and operated on their behalf by Kentish Buses. This enabled the JLE team to take over the track bed between Stratford and Canning

Town, and rebuild it. Two new stations have been provided at Canning Town and West Ham. Shortly after the suspension of train services on 29th May, 1994, both former stations were demolished. The new Canning Town station was built close to the site of the original Barking Road station. Both stations reopened for NLR traffic on 29th May, 1995.

Stratford Low Level station is scheduled for demolition at the end of 1995 and will be replaced by the new western concourse, financed by the JLE which is due to open to the public in 1998.



The Flying Scotsman conveys guests to the opening of the Old Station Museum in November 1984

circle.

New life for the North Woolwich line was also recommended in the Greater London Council's Rail Study of 1974. This report devoted a section on orbital railways and recommended the introduction of services from North Woolwich to Greenford via the North London Line, and the Acton - Acton Wells branch.

In February, 1978, the Chairman of the British Railways Board, Sir Peter Parker, announced improvements to the North London Line itself and the incorporation of the North Woolwich to Stratford service into a new orbital route from Richmond, and utilisation of the freight only lines from Dalston Western Junction to Stratford. The Greater Council was by now also promoting a pro-active rail policy and its 1978/9 Transport Committee Budget included provision for the building of three new stations on the section of line east of Dalston Western Junction.

Train services between Stratford and North Woolwich were replaced by buses over the period 18th - 22nd September, 1978. This allowed extensive track modifications to be made at Silvertown and other stations. A new station building was erected at North Woolwich, utilising part of the old goods yard, thus releasing the old station building. The remaining platform was lengthened to accommodate six coach trains. At the same time, Silvertown, Custom House and Canning Town were rebuilt in the BR architectural house style of the period. The new building at Canning Town was the fifth to serve the area.

Services began running from Camden Road to North Woolwich on 14th May, 1979. Operated by diesel multiple units, the intermediate stations on the reopened Dalston to Stratford service were not available for use at first but a new station was provided, however, from the start of services at West Ham, where it enabled an interchange with the District Line to be established. The entrance to the new station was provided via the Underground booking office, who retained responsibility for ticket

issuing arrangements for both their own and BR trains.

In May 1981, the GLC Transport Committee approved in principal a £10.3m grant for the electrification of the Dalston to North Woolwich section. It received full authorisation for the work to proceed in April 1982.

The Silvertown Tramway was progressively cut back from west to east as industry withdrew and the docks declined. The sidings at the Silvertown end, however, remained to serve the scrap yard of Thomas Ward Ltd. Trains of scrap metal ran from these sidings via a long head shunt towards North Woolwich and a second freight only line from the head shunt, through the Connaught Tunnel, to Custom House. Trains continued to run until 1986.

The old terminus at North Woolwich was transferred to the GLC in January 1985. This allowed for an out base of the Passmore Edwards Museum to be created as a railway museum, concentrating mainly on the Great Eastern Railway. The museum was officially opened on 20th November, 1984, when Her Majesty, The Queen Mother travelled there on a special train hauled by former LNER A3 Pacific No. 4472 "Flying Scotsman".

In 1985, the signal box at Custom House was destroyed by fire.

The electrified line from Dalston Junction to North Woolwich was officially opened by West Ham and England footballer, Trevor Brooking MBE, on 14th May, 1985. The old Class 501 units were replaced by Class 416/3 units on the same day. The electrification scheme was completed on time and a cost of £7.1m, a considerable saving over the original budgeted costs of £10.3m. The scheme was entirely funded by the GLC.

The extension of the electrified services lost little time in providing the statistics to support its justification. By July 1985 the new North London Line was showing an 80% increase in

Exhibition line up announced

The MKMRS Exhibition at Bletchley Leisure Centre on the 28th/29th October will once again have an impressive display of layouts. These are:

Atken Vohwinkel	HO	Western MRS
Dock Green	O	Dennis Lovett, MKMRS
FEnley Bridge Street	N	Chris Garner, MKMRS
Grumstick & Dipplewick	OO	Brian Rawlings, St. Neots
Helston	3mm	Keith Gowen, Huntingdon
Hornby Tinplate	O	Brian Cheal, Gillingham
Kirkby Mellersdale	N	John Spence, Melton Mowbray
Mandlebury	N	MKMRS
New Bradwell	OO	John March, MKMRS
Plym Falls	N (USA)	Chris Avis, MKMRS
Pont-Y-Brenin	O	Oxford MRC
Striving	EM	Chris Matthewman, Halifax
Thomas	OO	Colin French, MKMRS
Trix Twin	OO	John Hatton, MKMRS
Tucumcari	G	Steve Dennison, MKMRS
Wellington	EM	David Amias, Wolverhampton
Walford Town	EM	Leamington Spa MRC
Watersfield	O	Twickenham MRC
Whitburn Corporation	OO Trams	Andrew Burchell, Luton

Trade stands include:

Bletchley Railwayana	local model shop
Shire Line Crafts	2mm model buildings
Modelex	Kits etc.
Isinglass	Drawings + 4mm wagon kits
Westdale / Haye Developments	Coach kits
Richards Spares	Spare parts for rtr items
Geoff Gamble books	New books
Railwaylines	rtr / nameplates / transfers
Modelworld, Olney	local model shop
Squires Tools	tools / switches / metal
Cove Models	general trader / kit manufacturer
Dart Castings	Scenic detailing
Crownline	4mmkits and bits
MTK	4mm / 7mm locomotive kits
Falcon Brass	4mm loco kits
Stanley Fish Books	Secondhand books
Runfurrow video	videos including local railways

Full details at the QGM in the club room at 2000

Tuesday 24th October, 1995

Lines to North Woolwich Part 2

In 1913, the GER authorised expenditure to provide improved locomotive stabling facilities and an inspection pit at Canning Town. A Y4 Class 0-4-0T had been in use around Canning Town since the 1870s. The use of larger locomotives was prohibited due to the 1 in 30 humped back bridge across Bow Creek and the sharp bends on the local sidings. The "facilities" (which did not include a shed building) came under the control of the main locomotive depot at Stratford.

In 1923 the GER became part of the newly formed London & North Eastern Railway (LNER), created as a result of the 1921 Railways Act. The LNER undertook considerable work on Bow Creek (Canning Town) from 1928 until its completion in 1935. Dredging and deepening took place and new retaining walls built.

The 1930s and beyond

Canning Town station was rebuilt by the LNER in 1932, on completion it was the fourth station to serve the area.

The formation of London Transport (LT) in 1933 would soon affect the North Woolwich branch. LT initiated the replacement of trams with trolley buses and by 1937 they had reached North Woolwich, with passenger figures on the branch falling dramatically. Roads, too, were being improved. Prior to 1934, they had been difficult to negotiate, thanks mainly to the many level crossings which were often shut against road traffic to allow lengthy shunting operations to take place on the complex internal docks' railway system. This changed with the opening of Silvertown Way and Silvertown By-pass, both

in 1934. Again there was a considerable fall off in both freight and passenger figures.

The 2nd World War was to have a devastating effect on the North Woolwich Branch. On the night of the 7th September, 1940, extensive bombing took place and the station building at North Woolwich received a direct hit. This resulted in the loss of the roof and upper floor. The platform canopies were also badly damaged and several trains stored in the platform and adjacent sidings were destroyed. Later in the same year, Tidal Basin station between Canning Town and Custom House, was heavily bombed and finally closed to passengers in 1943. The line was now under constant threat as wave after wave of bombers' attacked the docks. There was a continual need to patch up and repair tracks and stations, whilst all around the railway, the bombers' trails of destruction were changing the area beyond recognition.

After the war decline set in. North Woolwich lost its through services to Fenchurch Street in the early 1950s, leaving it to be served by the Palace Gates service, which was itself withdrawn in 1963, or the local shuttle service to/from Stratford Low Level. Stratford Market station closed in 1957. Freight services were withdrawn from North Woolwich in 1970.

A signing on point existed at Canning Town in 1972, with an establishment of 2 drivers.

New life for the North Woolwich line

The promotion of an outer circle, or "Ring Rail" as it became known, was promoted in 1974, by MP Nigel Spearing amongst others. This envisaged the reopening of the line from Dalston Western junction to Stratford, use of the North Woolwich line to Silvertown, a new tunnel under the Thames to Woolwich, where it would join with the South Eastern's line to Dartford. Trains would continue via various lines in south London to Clapham Junction, then to Willesden Junction and back to the North London to Dalston, thus completing the



North Woolwich

Above

Below

The station at North Woolwich. The steam locomotive and the old building in the background are now part of the Old Station Museum, North Woolwich.

North Woolwich today, looking towards Stratford.

