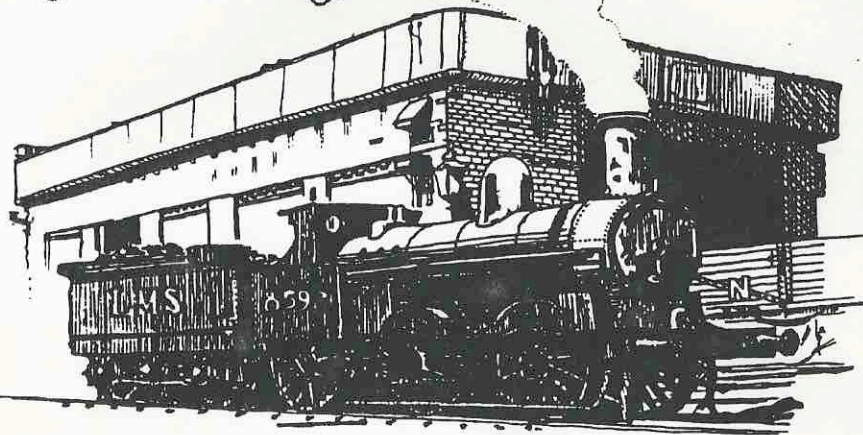




12th
Model Railway
Exhibition



The Leisure Centre, Bletchley
Saturday 28th October, 1995

10.30 - 6pm

Sunday 29th October, 1995

10.30 - 5pm

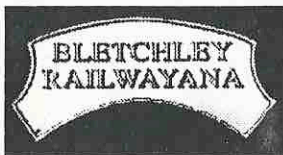
19 layouts + full trade support.

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

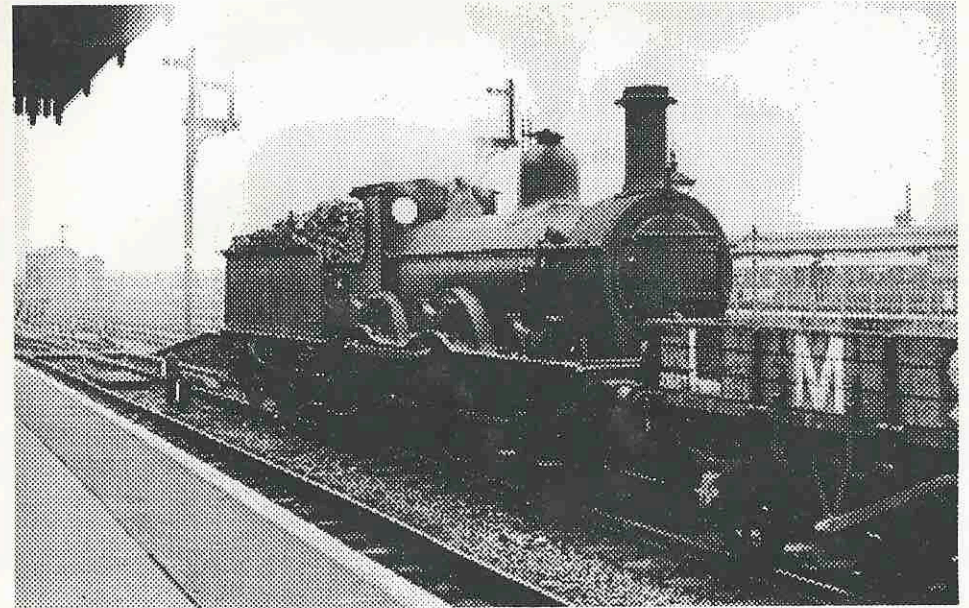
Information Line 01908 648299 (10-5 not Wednesdays 1000 - 1pm Sundays)
(Bletchley Railwayana)



MKMRS NEWS

No. 43

OCTOBER 1995



An engineers train arrives at Watford Junction from St. Albans, c. 1938

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

Telephone 01908 376750

The depot was roofed in the 1930s using standard LMSR concrete and glass components.

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, most steam worked lines having suffered from wartime closures.

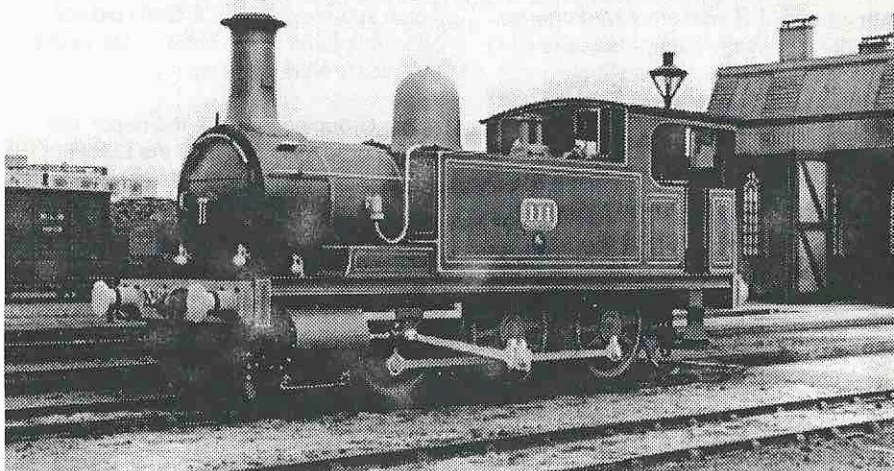
The ex-LT & SR depots were transferred to the newly formed London Midland Region (LMR) of BR. In January, 1950, the former LT & SR depots were transferred to the

Eastern Region (ER), 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
1E	Bletchley.

To be continued

A Park designed 0-6-0T stands outside Devons Road Depot, Bow circa 1900



**Next month
Britains first diesel depot**

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 Time

The time for our 12th Exhibition is rapidly looming. The leaflets, posters, adverts are all available and Chris is busy confirming up details with the exhibitors. Layouts are nearing completion, although there will always be last minute panics and there is no better incentive for completing a layout than an exhibition deadline!

There will be vans to be driven, barriers to be humped, sandwiches to be made, dinners to be cooked and a thousand and one of other tasks to be performed. We need your help as usual and with some refinements made from the last time, all the exhibits can now be accommodated in one room, without the need to police corridors and other rooms. Live should be much easier for us all!

Once again Chris has assembled some fine models and we shall finish our exhibition career at the Leisure Centre working to the same high standards as those set down back in 1973, when our first exhibition hit the town. Once over, we can concentrate our efforts on meeting the requirements at Bletchley Park, which I outlined recently in the editorial, "paying the rent".

The exhibition market is getting tougher. It does not mean that we will never do another one, simply that we shall not do another one until:

We need to
The time is right
The market is more buoyant

These factors will determine what we do in the years that lie ahead. Certainly the days of the big Leisure Centre Shows are over as far as we are concerned and there are no plans to do anymore exhibitions in the foreseeable future.

I trust that we shall manage to break even this year and it may be possible to do better than that. It will certainly be the first time that we will have scooped a 5 page photo-feature in one of the national magazines, with a club layout (our N gauge Mandlebury Central), which should attract a wider audience, which I trust will keep Eric and his team busy on the cash desks.

We can be proud of all of our past exhibitions and I want 1995 to go down as one of the best ever. There is nothing like going out in a blaze of glory, although after the 1993 experiences with flames and fire engines, the wording needs to be more carefully defined!

I look forward to seeing you all at the exhibition. Don't forget we need you on the Friday evening and to pack up on Sunday. There is more to running exhibitions than the times we are open to the public. See you all there!

Dennis Lovett, Chairman.

Club Notices

Bletchley Park Opening Dates

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

7th/8th, 21st/22nd October
4th/5th, 18th/19th November
2nd/3rd December, 16/17th December

In order to co-ordinate our efforts properly in future, the committee has appointed John Hatton to act as Museum Co-ordinator. Your assistance in supporting the staffing of the club rooms is required. Please see Chris Hughes or John Hatton with dates you are available (2 people per day). A volunteer sheet appears by the signing in book in the entrance area.

From January, members will be rostered in advance, so that the workload can be spread amongst the membership. At the moment we are meeting our requirements by relying on a small team of members and this clearly cannot go on next year. We need your support in 1996.

Swapmeet dates

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

December 17th

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

QGM / Exhibition briefing
24th October 8pm in the club
room, Bletchley Park

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.

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.

Thanks

To Stan Pennington, Brian Barnes, John Hatton, Chris Garner and Robert Garner for representing us at Stacey Hill on 17th September. The Chairman represented the club at the St Martins Church, Heritage Weekend on the 16th/17th September.

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 ex-LT & SR 'No 1' 4-4-2T locomotives were used to supplement them. Later, by 1929, the LMSR 'Jinty' 3F 0-6-0Ts had taken over all passenger workings and a great deal of freight shunting work too.

Works rundown and closure

As part of the BR Modernisation Plan published in 1955, Bow Works closed in December 1960. At the time of its closure, Bow employed 150 men. The last Works Manager, Bruce Carmichael, was a descendent of the Carmichaels who built the first locomotives for the Dundee & Newtyle Railway.

From its closure, Bow Works stood empty, with a handful of staff employed only for security purposes. In July 1966, the GLC announced that the site would be redeveloped to enable two hundred and seventy 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 for the East London Advertiser, whose 4 pictures of its fall, appeared in the issue dated 17th November, 1966.

Devons Road (Bow)

As part of the rebuilding of Bow Works in 1882, the motive power depot (running shed) was separated from the works. The company built a new shed on land it already owned off Devons Road, which became the principal locomotive running shed for the whole system (the only other

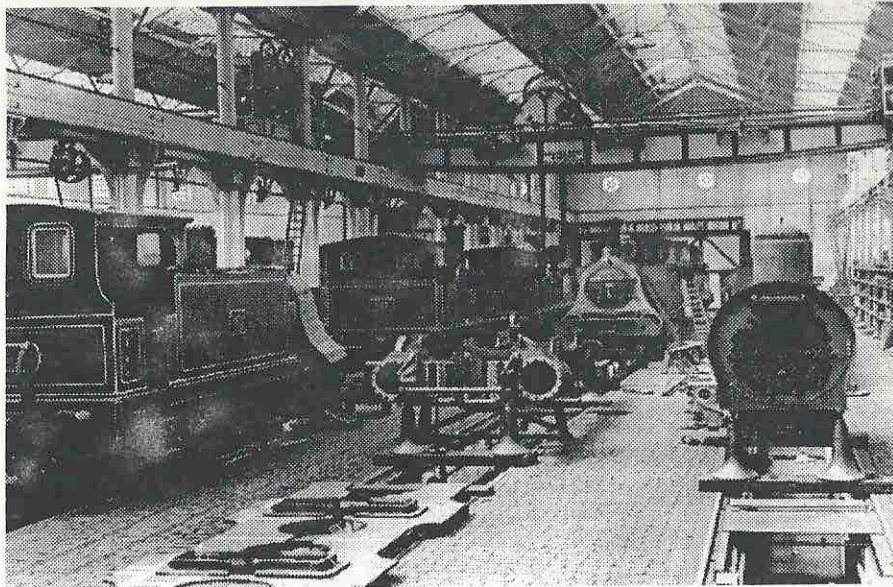
depot was at South Acton). The depot was located close to Bromley -by- Bow station (LT & SR).

Two large sheds were built, their design and architecture owing much to the L & NWR, 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 (erected 1884) 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 both stores and water softening plant, which was installed circa 1903. A similar plant was installed at this time at Broad Street.

After the NLR passenger operations were taken over by the L & NWR in 1909, the depot remained principally for NLR freight work. Electrification in 1916 of some services, did lead to a reduction in passenger work and the closure of South Acton sub-shed. The L & NWR 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 LMSR Western Division until it was grouped with the former L T & SR Depots as part of the LMSR 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 L T & SR Division was created under the principal depot, Plaistow. These were given new codes and the locomotives carried smoke box plates to identify their home depots. These were:

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



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.

Completing the network

With the establishment of Bow and the completion of the Broad Street line, the NLR network was complete. It was the physical connections with other lines, however, that would see its potential fully exploited as we shall see in the next chapter.

Bow under L & NWR control

When the L & NWR took over the day to day operations of the NLR in 1909, some activity at Bow Works ceased. A few of the staff were offered alternative posts at either Crewe or Wolverton, others being

made redundant. It was considered for total closure at one time, but managed to hold on with L & NWR locomotives, rolling stock and road vehicles being sent to Bow for repair to make use of 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 (LMSR) 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 dispatched Henry Fowler to London's east end to report on the situation. He 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

Exhibition Time

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

Aiken 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 Maltersdale	N	John Spence, Melton Mowbray
Mandlebury	N	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
Modellex	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

Bow - North London Railway The Railway Town in the City

Prior to the opening of Bow Works in 1863, the NLR purchased its locomotives and rolling stock from independent manufacturers. Many railway companies had by the 1850s, however, opened their own workshops.

The Locomotive Superintendents

William Adams	1853 - 1873
John C. Park	1873 - 1893
Henry J. Pryce	1893 - 1908

The first Locomotive Superintendent was William Adams who remained with the company until he joined the Great Eastern Railway at Stratford in 1873. Adams was an engineering apprentice at the London works of marine engineers Miller & Ravenhill and later worked overseas in the same field. He was then involved with civil engineering projects mainly with hydraulic equipment at Cardiff Docks and with the supply of similar equipment to the NLR owned docks at Poplar, before joining the NLR itself in 1853, to look after the locomotives. After his spell with the GER from 1873-8, Adams joined the L & SWR in 1878, as Locomotive Superintendent, a period of his life for which he is much better known.

Adams was succeeded by J.C. Park. Park began his railway career in Dublin, at the Inchicore Works of the Great Southern & Western Railway of Ireland (GSRW(I)); several of his colleagues from this time, would follow Park to Bow Works. Prior to being appointed to Bow, Park was Chief Draughtsman at the GNR's Doncaster Works, then under the leadership of Patrick Stirling, and had worked for the L & NWR. Park designed the well known NLR 0-6-0 tank locomotives for freight work principally around the docks. One of these is the only remaining example of a

former Bow Works built NLR locomotive. The former British Railways (BR) numbered locomotive No. 58850 was preserved by the Bluebell Railway on withdrawal from BR in 1960. Park retired in 1893.

Park was succeeded by Henry Pryce, who like Park had also started his career at Inchicore. Pryce joined the NLR in 1878, taking responsibility for the Signalling & Telegraph departments, also located at Bow Works. In 1893 on Park's retirement, he also took control of the rest of the works including the locomotive and rolling stock side. When the L & NWR agreed to take over NLR operations from 1st February, 1909, Pryce was one of the NLR



officers who took retirement at the end of 1908.

Bow Locomotive running shed

The original locomotive depot was located alongside the Poplar line with an entrance off Bow Road. This remained in use until 1882 when the running shed was moved to Devons Road and the original site used for the works extension.

The establishing of Bow Works

Bow Works opened in 1863, covering 31 acres and accommodating locomotive, carriage, wagon, signal, telegraph, permanent way and advertising departments. The works was self-sufficient, being able to undertake all the company's requirements. The works was built in the 'V' of the Fenchurch Street and Poplar lines, opposite the original locomotive running sheds. The locomotive, carriage & wagon facilities included a large erecting shop, foundry, smithy and

machine shop. The majority of the company's locomotives and goods rolling stock were produced at Bow after its opening in 1863, although contractors still built some coaching stock. Although it is difficult to prove, it has been suggested that the carriage works did not follow until later, possibly 1882.

NLR built terraced houses on part of the site for use by works' staff and locomotive crews. Bow Institute (NLR Social Club) opened in 1869.

Major rebuilding took place in 1882, under the direction of J. C. Park. Part of this work saw the separation of works and running sheds, the latter being built on a company owned site to the south, off Devons Road (see below). Some of the earlier buildings fell into disuse or were used for storage. The works benefited from an extension in 1900

At its peak, the works at Bow employed some 750 staff.



Bow Works, view towards Poplar, link to LT&S on right