

Docklands Light Railway

West India Quay to Island Gardens

In its journey from West India Quay to Island Gardens the Docklands Light Railway passes over the remains of a once extensive dock rail system, then from Crossharbour south re-uses the course of the tiny Millwall Extension Railway, a docks branch line.

In 1865 construction work started on the Millwall Dock.

From the outset it was intended to provide the dock with the most up-to-date equipment for efficient cargo handling with the minimum labour. Millwall Dock was built with an internal rail network, designed around horse-hauled wagons – steam locomotives were too much of a fire risk with quaysides of wooden ships, often with canvas sails – and the series of tight curves allowed the tracks to extend to every part of the dock.

At around the same time, the Great Eastern Railway (which now incorporated the London and Blackwall Railway) and the Millwall Canal Company (owners of the Millwall dock) jointly proposed a railway which would develop the southern part of the Isle of Dogs.

Running south from Millwall Junction at the top of the Isle of Dogs the line would skirt the east side of the West India Docks, pass alongside the Millwall Dock and then across Millwall Park to terminate on the bank of the Thames close by the jetty for the ferry to Greenwich.

Although this railway, the Millwall Extension Railway, would benefit its promoters, the neighbouring East & West India Dock saw the line as a threat, abstracting traffic, and they objected vigorously, especially to the proposed section through the West India Docks.

Thus it was that the Millwall Extension Railway took six years to build, opening in 1871 to Millwall docks and in 1872 to the pretentiously named North Greenwich Station.

Single tracked throughout, with a passing loop at South Dock Station, the railway was affectionately known locally as the “penny puffer”.

The original locomotives and coaches survived until 1922 when three Great Western Railway Railmotors (a steam engine and carriage combined) were bought as replacements.

By 1926 few passengers used the line – changing travel habits and increasing competition from motor buses bit deep – and in June 1926 the Millwall Extension Railway closed to passengers, although for many years parts of the route survived within the dock railway network, the latter finally ceasing operation in 1980.



Docklands Light Railway

The Docklands Light Railway is a rare development in the British transport scene: a brand new rail system close to the heart of the capital.

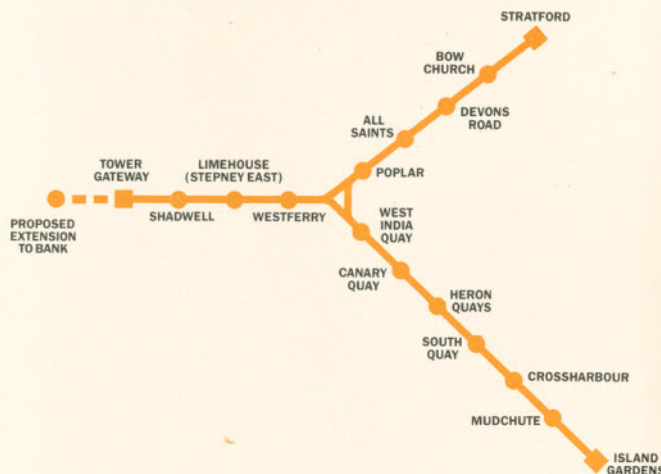
No such railway has been built in London for decades.

The project makes extensive use of former railway routes and former railway land in general, providing much interest for industrial archeologists, railway historians and enthusiasts.

The DLR system is designed to provide a high frequency, high-speed, multi-station link from the City and Stratford to the Isle of Dogs.

When the DLR opens in July 1987, two services will be operated: City – Isle of Dogs (Tower Gateway to Island Gardens), and Stratford – Isle of Dogs (Stratford BR/ LRT Station to Island Gardens).

Trains will run all day, every day, from approximately 5.30 am in the morning to midnight, and 7.30 am to 11.30 pm on Sundays.

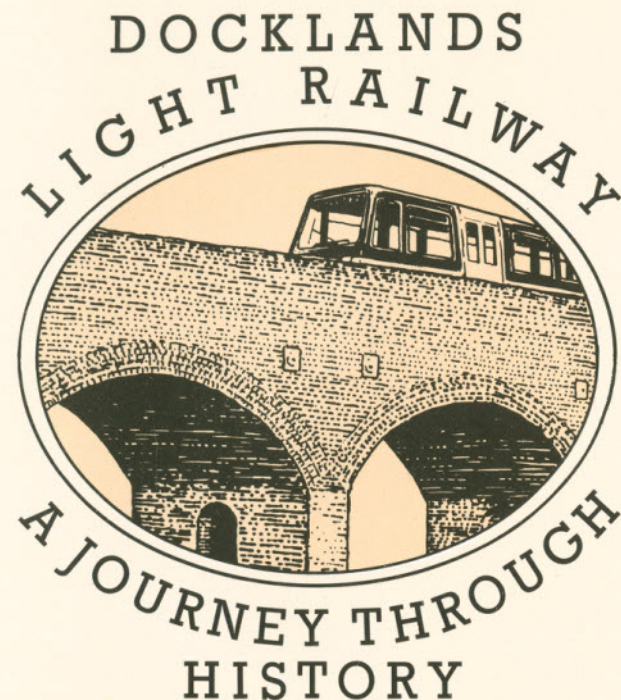


Planned Standard Services – Monday to Friday

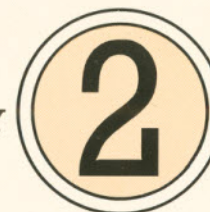
Frequencies in Minutes	Before 7 am	7 am 7 pm	After 7 pm
City – Isle of Dogs	10	7½	10
Stratford – Isle of Dogs	10	7½	10
Combined service on Isle of Dogs between West India Quay and Island Gardens	5	3-4	5
Weekends			
City – Isle of Dogs	10	10	10
Stratford – Isle of Dogs	10	10	10
Combined service on Isle of Dogs between West India Quay and Island Gardens.	5	5	5

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TO



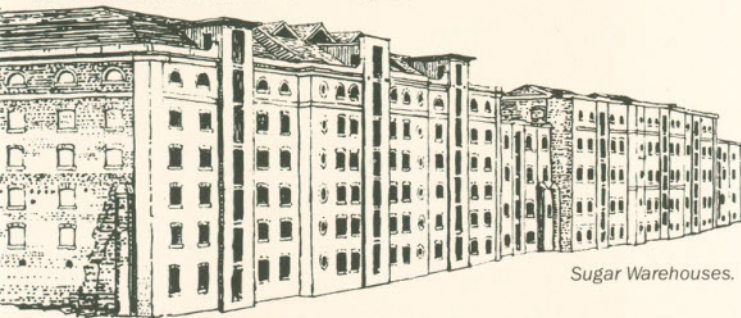
ISLAND
GARDENS

20p

1 North Quay Junction

The triangular junction of the centre of the DLR is the new railway's highest point above ground level—10.4 m (34 ft).

To the west side lies the original sugar warehouses of 1802, to the east the 1980 structure of new Billingsgate Fish Market.

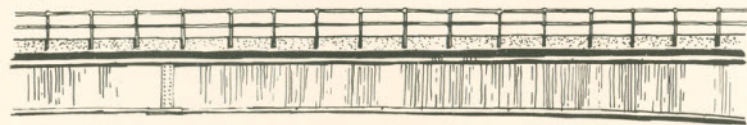


Sugar Warehouses.

3 Canary Quay

The quay separates the import (north) and the export (centre) docks of the West India Dock Company.

The original rum quay warehouses were burnt out in 1935 and although a replacement warehouse at the western end, Shed 32, was built by 1939, it wasn't until 1950 that the other two warehouses, Shed 30 (now Limehouse Studios) and Shed 31, were built. The DLR bisects Shed 31.



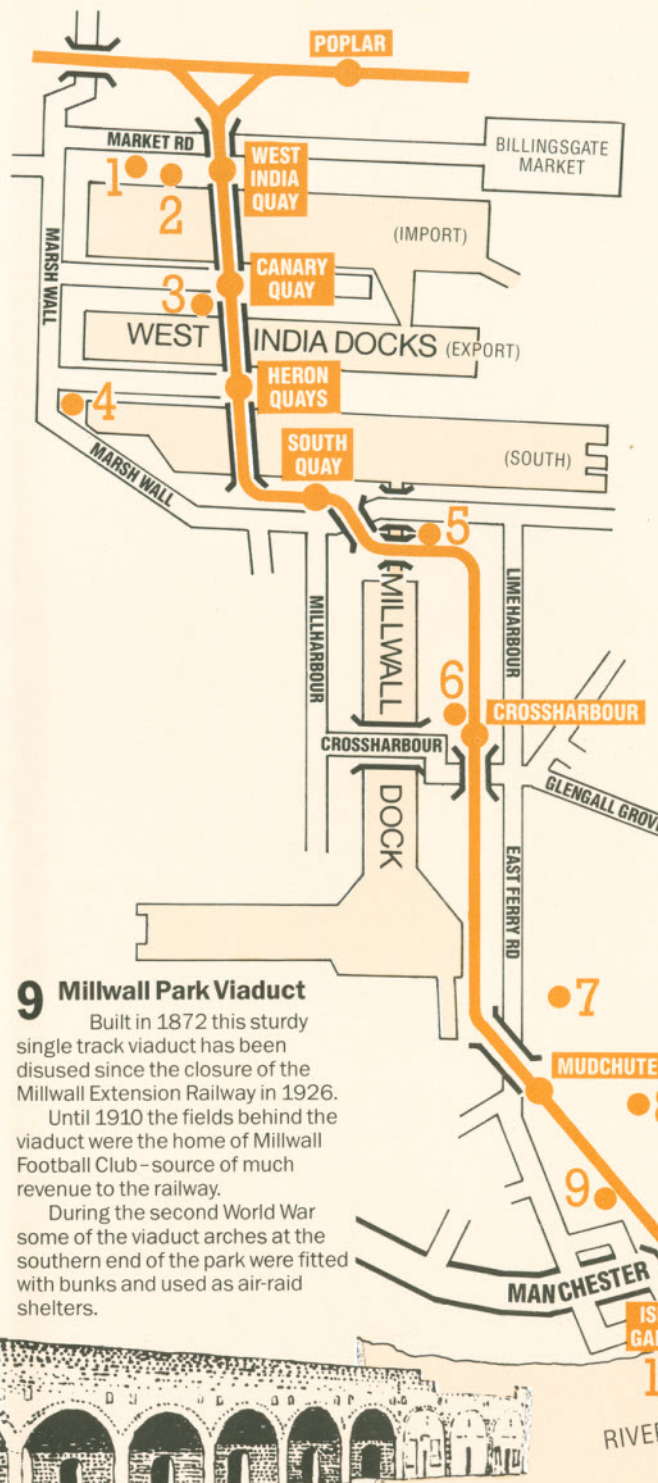
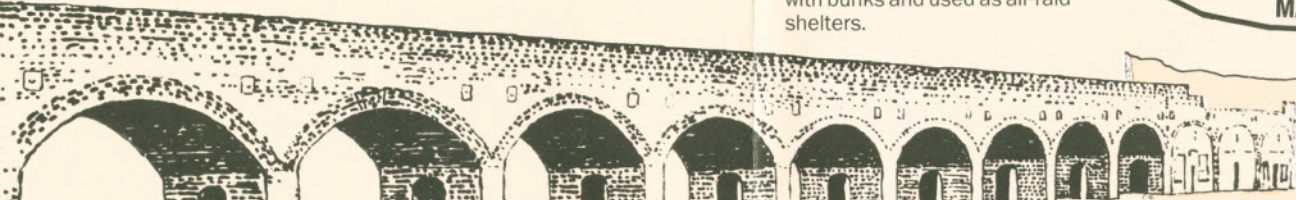
City Canal.

4 West India Dock (South).

Originally this was the City Canal opened in 1805, a short cut across the Isle of Dogs avoiding the river's loop down to Greenwich.

Unsuccessful because of the time needed to operate the locks at each end, the canal was converted to a Dock by 1870.

Traces of the City Canal remain where it crossed Marsh Wall and in the name of the adjacent pub.



9 Millwall Park Viaduct

Built in 1872 this sturdy single track viaduct has been disused since the closure of the Millwall Extension Railway in 1926.

Until 1910 the fields behind the viaduct were the home of Millwall Football Club—source of much revenue to the railway.

During the second World War some of the viaduct arches at the southern end of the park were fitted with bunks and used as air-raid shelters.

2 West India Dock (Import)

On the quayside to the west of the railway is the oldest surviving crane in the enclosed dock system, a Stothert and Pitt electric crane.

Built in 1926 and now part of the Museum of London's "Museum in Docklands" collection, the crane shares a common inner rail with the quayside railway tracks which still run the length of the quay.

5 Millwall Cut

Opened in 1868 the Millwall Dock was a commercial rival of the West India Dock and the two dock companies operated separately for forty years until the Port of London Authority was formed in 1909.

It wasn't until 1926 that the Millwall Cut, connecting the two docks was dug.

Now the only entrance to the Millwall Dock, the Port of London Authority railway system used to cross here by a ground level hydraulic swing bridge, but the Docklands Light Railway crosses by a high level fixed bridge.

6 Crossharbour

Once the Millwall Extension Railway ran along here on an embankment.

Just south of Glengall Grove by Crossharbour was Millwall Docks Station—now gone without trace.

Because the risk of fire with wooden ships and canvas sails was so great in the 1870s trains were horse drawn from Poplar (Millwall Junction) to just north of Millwall Dock, changing there to steam haulage.

7 Mudchute

To overcome the gradual silting up of the Millwall Dock in the 1880s, Mr Duckham, the Dock Engineer, devised a pneumatic dredger which sucked up mud and transferred it by a system of pipes into a land settlement bed surrounded by clinker walls—the Mudchute.

The pipeline crossed the road and railway south of Crossharbour and the system remained in use until about 1904 when, following allegations that the Mudchute was a local health hazard, chuting seems to have ceased.

8 Globe Ropeworks—Mudchute

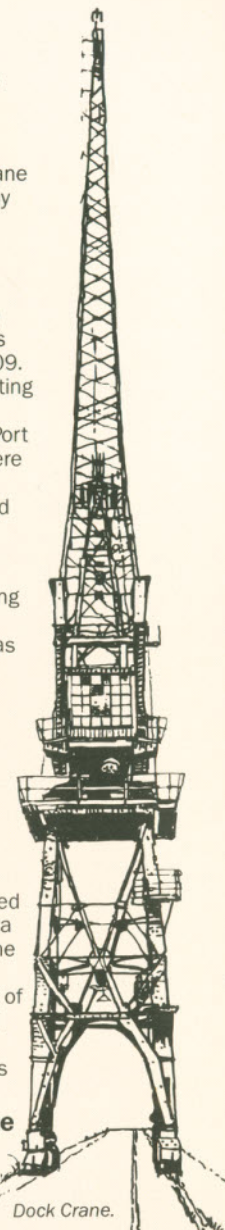
The station is built on the site of the Globe Ropeworks, owned by the firm of Hawkins and Tipson, which manufactured rope here from 1881 to 1971. In the landscaped area north-east of the station the rails on which the rope making machines ran can still be seen bedded in the concrete floor.

10 Island Gardens (North Greenwich)

The new Docklands Light Railway station is being built on the site of the Millwall Extension Railway's North Greenwich Station.

The original station had a small engine shed and sidings for stabling the carriages.

A covered way led from the platforms to a river pier, and passengers completed their journey to South Greenwich—a



Dock Crane.