

Docklands Light Railway West India Quay to Stratford

Descending from the junction at West India Quay the Docklands Light Railway runs briefly beside the London & Blackwall alignment before curving north and reusing the North London Railway as far as Bow.

Beyond Bow the DLR climbs a new embankment taking first the Blackwall Extension Railway route then joining the Eastern Counties Railway (which became the Great Eastern Railway) route to Stratford.

The North London Railway started in 1846 as the East & West India Docks and Birmingham Junction Railway Company.

The intention was to build a freight line linking the docks with the London to Birmingham line at Chalk Farm in North London, attracting goods traffic away from the canals.

It took five years to build and open the line as far south as Bow, and it wasn't until 1852 that the railway reached Poplar.

Here the railway company had bought the feeder reservoir for the West India Docks and converted it into a dock in its own right.

Poplar Dock was served by a large goods depot with warehouses and an extensive yard of sidings with over 14 miles of track.

Passing through some of the more prosperous new suburbs of London, the railway company carried passengers from the outset, although it wasn't until 1866 that passenger services extended south of Bow, the section to Poplar being exclusively for goods trains up until then.

Both passenger and freight traffic grew steadily in the 1860s and in 1863 the company, now less ponderously titled the North London Railway, opened their locomotive and carriage works at Bow.

At Bow works, both engines and carriages were designed, built and overhauled for some sixty years until after the grouping of railway companies in 1923 when the works became an overhaul depot only.

The heyday of the North London Railway was the last twenty years of the nineteenth century.

A small efficient railway company using the first automatic ticket issuing machines in this country, the railway's passenger trains ran an average of 2 million miles a year at the turn of the century.

Competition from electric trams and motor buses started to bite after the First World War but although now amalgamated into the London Midland Scottish Railway, the line continued to prove profitable up until the Second World War.

During the War, East London, and Docklands in particular, was heavily bombed. Much of the line from Poplar to Victoria Park was damaged and in 1944 passenger services were withdrawn following intensive bombing.

After the War the changed travel patterns and lower densities of replacement housing meant that passenger services were not reinstated.

Post War the railway became the main connection into the West India and Millwall Docks as well, and its fortunes closely paralleled those of the docks.

Although intensively used in the 1950s, the line declined in the 1960s finally closing in 1980 along with the docks.



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.

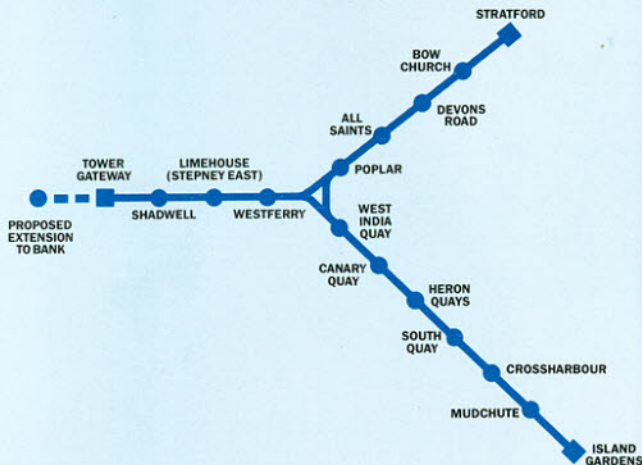
No such railway has been built in London for decades.

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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WEST
INDIA QUAY



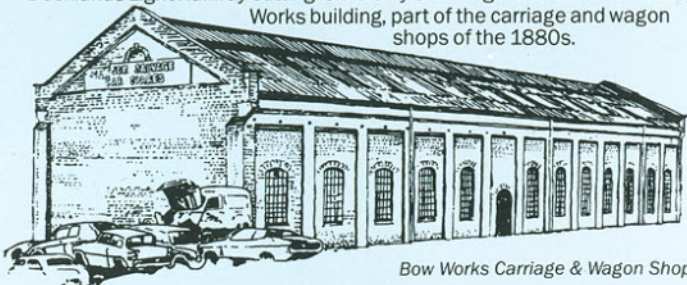
TO
STRATFORD

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5 Bow Works

A self sufficient railway, the North London Railway built its own locomotives and rolling stock at Bow Works, employing in its heyday in the 1890's some 750 staff.

South of the British Rail/London Underground bridge over the Docklands Light Railway cutting is the only surviving North London Railway Works building, part of the carriage and wagon shops of the 1880s.



Bow Works Carriage & Wagon Shop.

7 South Bromley Station

Opened in 1884, South Bromley Station had an island platform reached via a footbridge from Fawe Street and Clutton Street. The station closed in 1944.

The platform has been demolished but the stairs for the original footbridge still remain, albeit with a bridge deck replacement.

On the wall facing the west side of the railway, two cast concrete advertisements survive, advertising the "Far-famed Cake Company".



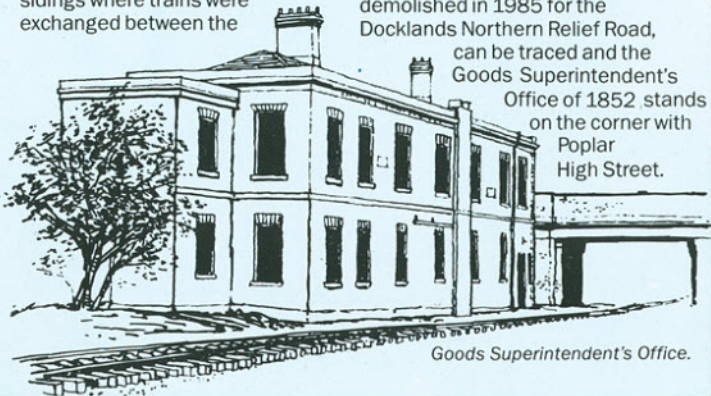
9 Goods Superintendent's Office, Harrow Lane

The Operations & Maintenance Centre is built on the site of Harrow Lane Sidings - the vast transfer sidings where trains were exchanged between the

Port of London Authority's rail system and the national rail network.

In Harrow Lane leading south off Poplar High Street the entrance for the footbridge of Millwall Junction Station, which was finally demolished in 1985 for the Docklands Northern Relief Road,

can be traced and the Goods Superintendent's Office of 1852 stands on the corner with Poplar High Street.



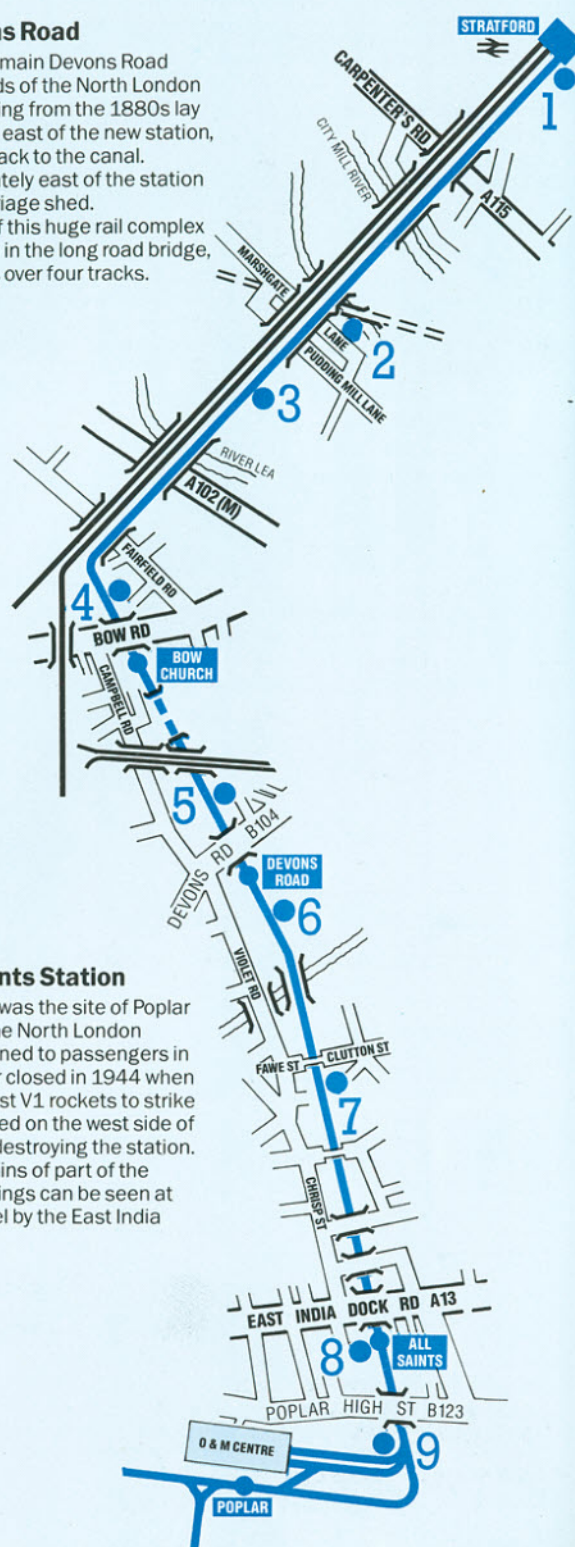
Goods Superintendent's Office.

6 Devons Road

The main Devons Road Engine Sheds of the North London Railway, dating from the 1880s lay to the south east of the new station, extending back to the canal.

Immediately east of the station was the carriage shed.

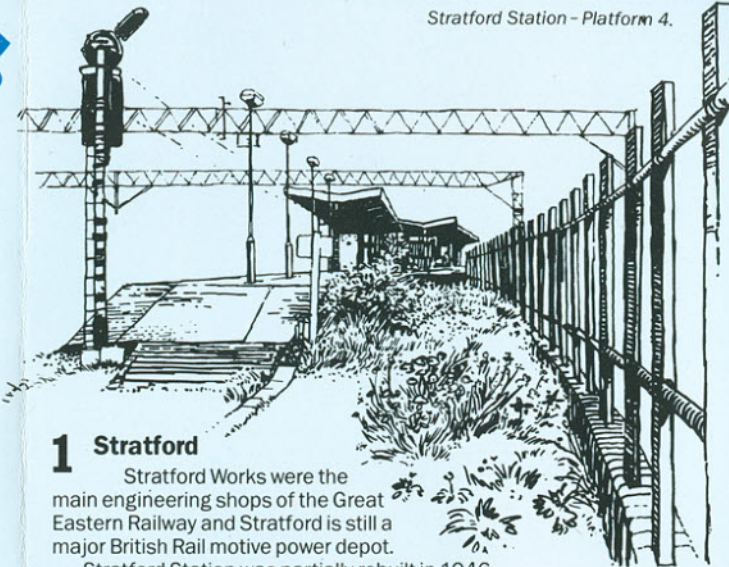
Traces of this huge rail complex can be seen in the long road bridge, built to pass over four tracks.



8 All Saints Station

This was the site of Poplar Station on the North London Railway. Opened to passengers in 1866, Poplar closed in 1944 when one of the first V1 rockets to strike London landed on the west side of the cutting, destroying the station.

The remains of part of the station buildings can be seen at platform level by the East India Dock Road.



Stratford Station - Platform 4.

1 Stratford

Stratford Works were the main engineering shops of the Great Eastern Railway and Stratford is still a major British Rail motive power depot.

Stratford Station was partially rebuilt in 1946 and provision was made for a Fenchurch Street to Stratford shuttle service with the construction of bay platforms 4 and 7.

Changing transport demands though meant that this service was never inaugurated, and the platforms have not been used until now. The DLR terminates in Platform 4.

2 Marshgate Lane Bridge

In June 1839 the Eastern Counties Railway opened its London section from a temporary terminus at Mile End to Romford.

Already by then the River Lea and its tributaries in East London had become industrialised.

The advent of the railway encouraged steady growth here and the railway expanded with the industry.

The bridge over the road illustrates this, with the original 1839 brick arch structure added to in 1892 (wrought iron, north side), 1924 (steel, south side) and 1937 (steel, south side).

3 Paintworks Sidings

Now lifted and part built over, the siding tracks here served the adjacent paint factory.

This stretch of the line had a high concentration of chemical and related industries, forced away from the City areas by the Metropolitan Buildings Act of 1844, which required "offensive" industrial processes to be carried out away from residential areas, and these industries were attracted here by the ready source of water and ease of transport.

4 Bow Junction

North of Bow Road was Bow Station, North London Railway. Three railway lines converged here, the North London Railway from Poplar, a branch from the Great Eastern Fenchurch Street line and a branch from the London, Tilbury & Southend Plaistow line.

The four platform junction station was also connected by a walkway, still part in existence on the west side of the cutting, to Bow Road Station on the Great Eastern Railway.

Some of the track level buildings remain today.



Bow - NLR Locomotive Works Plate.