

# U n d e r g r o u n d

## The Journal of The London Underground Railway Society

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### THE RAILWAY TAVERN

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No doubt many members of the Society who attended the Inaugural Meeting were interested in the Railway Tavern in Liverpool Street, where it was held.

Ignoring the food and drink aspect for a moment (and I would certainly recommend that you do not ignore it for any length of time), the Tavern has much of interest to railway enthusiasts. It is on a site owned by the Metropolitan Railway Surplus Lands Company Limited, and therefore has a direct association with Liverpool Street station, Metropolitan Line, over which it stands. The station was opened on the 12th July 1875 (with the name of Bishopsgate) and the Tavern was built about the same time.

The Saloon Bar, which has been redesigned in recent years, has a display of crests, prints, photographs, models, and other items illustrating the history of railways. Whilst practically all of the items are concerned with railways other than the London Underground system exhibit h is the crest of the Metropolitan Railway Company. A limited number of catalogues giving full particulars of these exhibits are available to members on application to the Editor. Further prints and pictures are exhibited in the restaurant on the first floor, and it has been said that a visit to the Tavern by an important transport official gave rise to the idea of the Museum of British Transport, opened at Clapham in March 1961.

The Railway Tavern bears the nickname "The Cowshed" and whilst there is more than one theory as to its meaning, I prefer that which takes it back to pre-railway days when drovers driving their cattle from Essex to Smithfield Market were afforded shelter for themselves and the cattle.

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## CHESHAM BRANCH COACHES

Met Rly NO	Description	Builders	Date of Building	Converted to	
387	3rd/Brake with 5 passenger compartments and a luggage compartment	Cravens Limited	1898(?) in service 1900	Driving Trailer B.W. Equipment (a)	
				Driving Trailer B.T.H. Equipt. (b)	
				Driving Motor - 4 x 150 h.p. B.W. Luggage + 4 cpts, later 3 + Guard	
418 allot- ed in 1908	Driving Motor Coach 4 cpts	Metro- politan Railway	1899	Driving Motor (4 x 150 h.p. B.W.) as above	
368	1st/3rd 6 compartments	Ashbury Carriage & Iron Company	1898	1st/3rd Trailer 3 compartments each, later made all 1st	
363	1st - 6 compartments	Ashbury Carriage & Iron Company	1898	1st Trailer - 6 compartments	
394	3rd 7 compartments	Ashbury Carriage & Iron Company	1900	Control Trailer (Driver and 6 3rd Class compartments)	
400	2nd - 7 compartments	Metro- politan Railway	1900	As above	

NOTES 1. All vehicles originally fitted A.V.B., No 387 believed dual fitted 1905-8; all others fitted with Westinghouse air brake from conversion (column 5 above) to 1940/41. All vehicles equipped A.V.B. 1940/41 to date.

Con- version Date	Renumb. LT 1934	Reconverted 1940/41	Renumb. 1940/ 1941	Disposal 1960	Remarks
1905	2761	3rd/Brake with four compart- ments	512	Bluebell Railway	Ran in train with 3 other "bogle" stock and (a) one 150 h.p. B.W. saloon m.c.; later (b) one 200 h.p. B.T.H. saloon m.c.
1906					
1908					
1908	2763	3rd/ Brake 4 cpts	513	B.T.C. to make good 519	Electric Traction experiment - Wembley Park 1899
1906	9702	3rd - 6 compart- ments	515	Bluebell Railway	
1924	9706	3rd - 6 compart- ments	516	Bluebell Railway (restricted)	
1921	6702	Control Trailer - Driver + 6 3rd class	518	Bluebell Railway	
1921	6703	As above	519	B.T.C. Museum	Became 3rd Class when 2nd Class abolished, March 1st 1906

2. Nos 511, 514 and 517 reserved for a third set, but never used.

B.W. = British Westinghouse

B.T.H. = British Thomson-Houston.

KRB

THE TIMETABLE

Saturday 20th January 1962 - Visit to the Museum of British Transport, Clapham. Open to members of all ages and to visitors, but send names to the Secretary at 4 Southcombe Street, London, W. 14 in advance. No further notices will be sent out for this visit; the party will meet in Triangle Place, Clapham, outside the Museum at 10 a.m.

Saturday 10th February - date provisional only - Visit to Central Control Room, Leicester Square.

Members only, and restricted as to age. Names to the Secretary - details will be given as soon as known.

Saturday 10th March - Visit to the Signal School.

Details not yet arranged, but send names to the Secretary.

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Railway Tavern Catalogue, see article p. 1. Those members who would like a copy of this catalogue, please write to the Editor, to reach him by 15th January. As the supply is limited, priority will be given to those who attended the Inaugural Meeting and whose subscriptions have been paid.

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The Railway Club. The Society has received congratulations on its formation from Mr B.D.J. Walsh, Secretary of the Railway Club. Mr Walsh said that he feels that specialised societies such as ours have a real part to play in the railway world - very pleasing comment to hear, coming from an Officer of such an important and old-established club.

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NEWS FLASHES

NF1 13/14019 + 014263 is being converted to PCM

NF2 ESL 108 is being modernised by the fitting of plastic piping, etc.

NF3 IC 1075-79 overhaul is nearly completed, including fitting newer instructional items.

NF4 11141 & 014295, the two experimental bogie cars, are to have these bogies replaced by standard 1938 type.

NF5 A new battery loco is under construction at Acton

NF6 Four of the Metropolitan Electric Locomotives are being retained for Service Stock - No 1 at Neasden, No 3 at Ruislip, No 5 at Acton Works, and No 12 at Ealing Common.

NF7 An odd set on the Northern Line in early December - 10163+012255c+11304. Motor pair 304 has been out of service some months

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