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THE REALLOCATION OF ROLLING STOCK

Norman Fuller

Surface Lines The last of the Amersham trains was to be delivered in July, and the first of the Uxbridge trains should be in service this month. As the last of the T Stock went through Acton in October 1961, it is reliably reported that some of it will outlast a number of F Stock trains - in fact T Stock is now expected to see the end of 1962.

When all the Uxbridge trains are in service, only 21 six-car trains plus 13 two-car units will be available for transfer to the District Line, the remainder being required for the Circle - 17 trains - and the Hammersmith and City - 20 trains.

Two six-car trains of PCM - known as C06, the eight-car being designated C08 - were in service on the District 'main' line in July. It is believed that the remainder of the Q38 cars are to be converted to PCM trains; this would give a further 9 six-car trains plus 1 two-car unit. Therefore, about 14 six-car trains, and 7 or 8 four-car trains for the East London Line, of Q23-35 stock would still be required.

The current Monday-Friday service on the Metropolitan Line calls for the following:- Trains 161-167 and 171-177, C06 - Circle; 181-197, C06 - Hammersmith and City; 101-9/11-23/32-4, A8, and 110, A4; 24-31, T6 - note, only six of these were of T Stock at the end of June; 35-42, F8; 143-4, P8, and 145-53, P6. Additionally, trains 401/3/5/8/12/14/16/17/19, formed of uncoupled halves of 101 etc, respectively. Note that on reforming, these A4 trains become part of 101/3/S/S/114/16/17/12/S. (S = stables unreformed.)

Tube Lines Before the first of the 'Derby' trains came into service, it was difficult to see where the Non-driving Motor Cars fitted into the fleet numbering scheme. But now it appears that the unit numbered 1508-2508-9509-1509 will be followed by delivery of 1510-2510-1511 and 1512-2512-9513-1513. To the former would be added 9511 from the present Piccadilly unit 1090-2090-9511-1091, the remainder being reallocated to its rightful line.

The Piccadilly trains now on the Central, together with the 'Derby' trains up to 1508-2508-9509-1509, will provide the

Central Line with a full complement of 84½ trains of new stock. When all the 'Derby' trains have displaced the Piccadilly ones (the former having reached 1736-2736-9737-1737), the Central will still have 84½ trains of new stock, and this number will have remained constant throughout the changeover period.

It appears that approximately 72 motor cars, 22 control trailers and 58 trailers of Standard(1932-34) Stock will be retained for the Central, Piccadilly, and Northern City Lines.

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### THE COACHING STOCK OF THE METROPOLITAN RAILWAY

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K.R.Benest

Although the 'rigids' gave satisfactory service, they were large and heavy by the standards of the day, and Burnett devoted some attention to the design of lighter vehicles of equivalent capacity. In the early part of 1869 the prototype 'twin-carriage' appeared. This comprised a 3-compartment 1st class and a 4-compartment 2nd class, each body being of length 20' 0" and the standard width of 8' 3" on a wheel-base of 11' 3". A combined central buffer and coupling formed a semi-permanent connection, while Louis Sterne's patent buffing gear was fitted at the outer ends, giving the combined vehicles an overall length of 43' 8".

The first class was upholstered in the customary sumptuous style, while the inferior classes provided the small degree of comfort appropriate to respectable clerks, and the bare boards suited to the reprehensible habits of the lowest orders. The gregarious instincts of the latter were encouraged by the provision of waist-high partitions, which the white-collared gentry suffered also in the interests of standardization. There were also distinct economies to be effected in that, while two gas burners per compartment were provided in the 1sts, four lamps only were fitted in the lower class vehicles, on alternate sides in adjacent compartments. Thus, and by the use of lighter members in the framework, the combined weight of the twin vehicles was less by a ton than that of an eight wheeler of similar capacity.

Following the prototype pair, whose provenance is unknown, 24 vehicles were ordered of the Oldbury Carriage Company in April 1869. They comprised 11 x 1st, 9 x 2nd and 4 x 3rd class bodies. From the surviving evidence it can be inferred, though with no degree of certainty, that they were numbered:- 1sts 143/158-168, 2nds 144/149-157 and 3rds 145-148.

The prototype is said to have been first put to work on the Gloucester Road-West Brompton shuttle service (12-4-1869

to 31-7-1870), but the bulk would seem to have monopolized the St Johns Wood service. This line, with its heavy gradients, and its isolation from the main line traffic, was regarded as a convenient testing ground for such innovations as Clark's, and later Smith's, brake systems and Pintsch's lighting system. With the latter, the low partition again showed to advantage, as it was found possible to employ three burners only to light (adequately?) four compartments, although two burners were retained in each first class compartment.

Probably with the extension to Willesden in 1879, the St Johns Wood trains were re-formed. The "short carriages" were equipped with ordinary buffing gear at the erstwhile inner ends, and marshalled one in each set, in such wise that the proportions of the various classes in the total accommodation of each train remained approximately constant. They must have proved extremely uncomfortable in main line service at anything approaching high speed, and perhaps it was more than coincidence that a number of firsts were standing spare when a demand arose for milk-vans. At any rate, four were stripped out and fitted with large central double doors in 1892, a further two being so treated in 1893 - at about this time they also received the automatic vacuum brake - and, prominently labelled "BRAKE VAN" (1-6), were pressed into service to convey the Londoner's morning pint. They were extremely light, and were given a 3 ton load rating, being regarded as a liability if allowed to frisk about on their own at the rear end of a train; for this reason their lives as such were short, and they were nominally rebuilt, but actually replaced, in 1900, by new 27'0" vans. The remainder, including a rake of five sent to work the Aylesbury and Buckingham service in 1894, did not survive electrification in 1905, and were broken up.

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Corrections The Editor apologises for the following two errors, which, entirely through his careless reading of the manuscript, crept into part 2 of the Metropolitan Coaching Stock series as printed in the June issue:-

- Page 1, paragraph 3, line 6 -  
for "swing trucks" read "swing links"
  - Page 2, paragraph 5, line 8 -  
for "englazed" read "unglazed"
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## MODELLERS' CORNER

J. Brook Smith

A firm but workable baseboard which will not warp is the first requirement for a model layout. Samples of Treetex  $\frac{1}{2}$ " Medium Density Panelboard have been received from the United Kingdom Agents, Price and Pierce Limited, of 27 Clements Lane, London, E.C.4. This material is described as being dimensionally stable, has a smooth surface, is easily worked, and it possesses good thermal and sound insulation properties. It can be glued, nailed or screwed, and takes all kinds of paint. Further details as to price and stockists of Treetex may be obtained from the agents.

The best method I know for making baseboards which will stand extremes of heat and humidity is to use  $\frac{1}{2}$ " Weyroc or Plimberite sheet covered with  $\frac{1}{2}$ " Treetex glued on with Casco. Very little framing is needed to support the baseboard compared with other methods of construction. The cost of the double sheeting is approximately 2/6d to 3/- per square foot.

Slater's Plasticard Polystyrene sheet, which is obtainable in various thicknesses, is an ideal material for scratch building vehicle bodies. Now that Clear Plasticard is available, flush sided stock can be constructed by using this material for the complete body, with cut out paper sides stuck on with Uhu glue. This method can be used for making up Hambling's Met stock litho sheets.

Great interest is being shown in L.T.E. service stock for modelling, and if any member has drawings of service vehicles I would be pleased to hear from them. A number of photos are included in the collection of Philip W. Bradley - recently made available to members of the Society.

K's ballast wagon kits in OO and TT gauges are almost identical to L.T.E. ballast wagons, and Peco P.O. wagon kits can be repainted to represent the lot 5 plank wagons. The Triang Diamond Frame B.R. bogies - OO-X28, TT-XT44 - are suitable for Rail wagons.

L.T.E. are now replacing the older goods brake vans with standard B.R. 20t vans. Airfix make a kit of this vehicle, and Hornby Dublo include one in their range, while Triang do one in TT gauge. The L.T.E. colour scheme for these vehicles is:- Body sides - grey; Ends - red; Underframes - black; Running Boards - creosote; Roof - dark grey; Inside - chocolate up to bottom of windows, cream above; Lettering - white; Vehicle No. (B585) under duckets and on ends, LONDON and TRANSPORT either side of duckets; 20-0-0 at bottom left hand corner of body.

I would welcome more detailed information on the colour schemes and lettering of L.T.E. service stock.

The Metropolitan Electric Tramways - A Short History; T.A.Gibbs; published for The Tramway and Light Railway Society by C.S. Smeeton, 34 Turpin's Rise, Stevenage, Hertfordshire; price 3/-. The Second Edition of this short history of the "other Met" is now published, and is to be welcomed. It is a much improved version of the earlier edition published last year, and now contains 24 pages printed throughout on art paper with a thin board cover. Production is excellent, and the contents will give much pleasure to the tramway enthusiast. The "Met Electric" was an interesting system, which became part of the Underground Group some 20 years before both were merged in the LPTB. Readers will find here a concise but detailed history of both system and rolling stock, supported by 15 illustrations - good in the main - a detailed rolling stock list, a list of the LPTB numbering scheme for the Met's cars, route map, table of opening dates, and list of service numbers and routes in 1923. Recommended - both as interesting reading and as good value.

#### SERVICE STOCK NOTES

F318/33/52/60 fitted with cement mixers.  
 F383 had apparatus similar to TLC1/2, removed by Nov. 1961.  
 B552 branded "C.M.E. Return to Ealing Common Depot."  
 B561 branded "C.M.E. Dept. For use between Ealing and Acton Works."  
 B577 had a full-length body with (from left to right), four windows, a glazed door, and a further window each side. Believed scrapped Nov, 1958.  
 C602, C604 with J683, C606 with J684 at Neasden; C607 (partly dismantled) with J685, and C614 at Northfields; C620 at Hainault.  
 SC630-32 had their bodies burned-off at Acton in Nov, 1958.  
 SC637-40 were 4139, 4214, 8799 (ex-4045), and 8901 (ex-4031).  
 G660 was GC660, built in 1906.  
 The long-welded rail train is as follows:-  
 FB578/79 branded "Prohibited from use on tube gauge lines." also in contrast to the original branding "To be used as Brake Van only with steam locomotives."  
 RW490-94, additionally numbered 1-5 respectively. No.1 (490) is fitted with winching gear for loading and off-loading the 300 ft welded rails, No.3 (492) is fitted with a clamping bolster, and No.5 (494) has off-loading equipment.  
 IC1075-79 are branded:

INSTRUCTION TRAIN

Dept of Chief Mechanical Engineer  
 Railways.



NEWS FLASHES

- NF 35 The 6-car Met P stock train in use on the Edgware Road-Putney Bridge service of the District Line is split into 3-car units in off-peak periods.
- NF 36 There was a delay of up to 45 minutes on the Metropolitan Line on 10-7-1962 when train 145 running as the 4.03 p.m. ex Aldgate to Uxbridge had to be taken out of service and put in siding at Harrow-on-the-Hill.
- NF 37 The last Metropolitan A60 train - 5120-5121-5122-5123-6120-6121-6122-6123 - moved from West Ruislip Depot to Neasden Depot prior to entering service on 9-7-1962.
- NF 38 LTE are expecting to test experimental driverless trains later in 1962, on the track between Acton and Northfields; the trains are reported as still being in the laboratory stage. Such trains are in use already in New York and Moscow - the Soviet Information Service having reported in June that the Moscow computer-driven trains had by then carried their first million passengers.
- NF 39 ref NF 8 and NF 14 - the steam stock from the Met held at Upminster comprises the five coaches used on the Southern Counties Touring Society special train, the Metropolitan, which ran on 1st October 1961, plus no. 509.
- NF 40 Smithfield Goods Depot, Western Region, the only access to which is over the Metropolitan and Widened Lines, is being closed with effect from 1st August 1962.
- NF 41 A signal fault caused a suspension of the Northern Line northbound service for 35 minutes between Camden Town and East Finchley on the morning of 9-7-1962; a restricted service was maintained on the southbound track until the fault - at Archway - was cleared.
- NF 42 E Class 0-4-4 steam locomotive L 46 is reported to have been moved to the siding at Neasden Depot where cutting up is usually carried out.
- NF 43 376,000 articles were left on London Transport trains and buses during 1961 - 31,000 less than in 1960.
- NF 44 Mrs Elizabeth Smith, a stationwoman at Piccadilly Circus, and mother of 5 children, has been presented with an inscribed silver compact by the LTE for her "considerable courage" in assisting a policeman to detain a man who went berserk on the station during 5-5-1962.
- NF 45 The six trolleybus headway recording clocks in the entrance hall of 55 Broadway, now having no trolleybuses to record, have been removed, and their place taken by a plasticised diagrammatic map of the Underground system, illuminated with its own fluorescent lighting installation.

THE TIMETABLE

Saturday 11th August Lillie Bridge Depot, L.T.E. Fully booked.

Saturday 18th August Tour of outer ends of lines used by joint Met-GWR services; see last month for details. Names, with open postal orders for 15/10d (adult) or 7/11d (under 14) and s.a.e., to J.G.S.Echlin, 10 Copthall Road East, Ickenham, Uxbridge, Middlesex, by August 11th.

Thursday 18th October Visit at 2 p.m. to Acton Works, L.T.E. Names, accompanied by stamped addressed envelope, to the Secretary at 4 Southcombe Street, London, W.14, by September 30th. This will be a restricted party, and for members only.

University of London Extension Courses The new programme of University Extension Courses in Transport Studies is now available, and gives details of -

A three-year course leading to the University Certificate in Transport Studies (though anyone who wishes to may take the course without sitting for the Certificate). The 3 parts of the course are as follows, and all parts are running this year -

- 1 Transport Economics
- 2 Transport and Economic Geography in Britain
- 3 Studies of Contemporary Transport Problems  
(Admittance to this last year is restricted)

also, there are non-certificate courses available on the following subjects -

- Air Transport: A Look at the Future
- Contemporary Transport Problems
- Bus or Car?
- London's Transport Problems

Copies of the Prospectus may be obtained from the Editor of Underground, or direct from the Department of Extra-Mural Studies, University of London, Senate House, London, W.C.1.

Metropolitan Steam Locomotives Towards the end of this year, in connection with the forthcoming centenary, it is hoped to publish a book on this subject. It will largely be a pictorial record, on art paper throughout, showing the locomotives at work, rather than the familiar close-ups. Any member who has photographs which he is willing to lend for reproduction is invited to send details to E.J.S.Gadsden, 63 Barrow Point Avenue, Pinner, Middlesex. Reproduction will be by arrangement, and all photographs submitted will, of course, be returned. It is hoped to make this a worthy tribute to a fine line of locomotives.