

U n d e r g r o u n d

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NON-STANDARD FELTHAM

~~MOTOR-CARS~~

Pierre Delamare

I have noticed recently two unusual Feltham motor-cars running in service on the Piccadilly Line; these are 3068 and 3304, and their respective peculiarities are noted in the following paragraphs.

No 3068 has been fitted with a 1931 stock rear wall and guard's equipment, and it also has sliding doors for the guard. The steel screens originally housing the guard's equipment are now just plain sheets, not having been replaced by glass screens of the usual type. It is impossible to tell how long it has been in this modified state, as the date of the last overhaul is illegible, and the general condition of the coach is poor, both internally and externally - which are all points in favour of the alterations having been made some time ago.

The other coach, 3304, has additional ventilators in the recess of the roof inside the car. There are about eight of these each side of the doors (four each side of the coach), and they are of the original design - so they have probably been there since 1929.

I should welcome any further information about these two coaches - particularly 3304, as I think it may have been an experimental car.

METROPOLITAN STOCK SERVICED 1961

"2711"

The following is a list of the Metropolitan Railway stock which went through Acton Works during 1961, which it is hoped will be of interest.

Jan - 474;6722;6734	May - 448;6731;9776;9779;2702;
Feb - 2739;2749(ESL118B);	2709
2758(ESL118A);6709;451	Jun - 2717;9742
Mar - 485;2753;6718	Jul - 2718;2720;2744
Apr - 490;2723	Aug - 2721;2725;2733
	Oct - 2728;2734

RAMBLING THROUGH REPORTS

Christopher M. Gooch

The Annual Reports of LTE, LPTB, and the Underground Companies provide a fruitful source of information of all kinds - some of it of great historical value, some of less value but of general interest, and some merely curious. The following snippets are a mixed bag ranging over the years - which it is hoped will encourage others to delve for themselves into the records of the past. Happy hunting!

In 1898 it was said of the schemes to electrify the Met and the Met District that it was money down the drain, for it was claimed that there would be no reduction in working expenses, and that any additional profits would have to be used to pay off the interest on the loaned millions needed for electrification. A conversion to oil-fired steam locos was suggested as an alternative...but...in 1911 it was said of the District that the change from steam to electric traction was little short of miraculous. Electric haulage and new signalling together made it possible for 40 trains an hour to be run, and that could be increased to 45 without difficulty or great expense.

The total seating capacity of District stock in 1922 was 25,168, a decrease of nearly 1,000 on the year 1921. In 1904 some comments of the MDR stock on the South Harrow line, from a traveller, said that they were uncomfortable, they jolted, and swinging was excessive, the lighting was poor and they were draughty and cold.

In 1919 there were 5,228 1st Class and 16,320 3rd Class seats in coaching stock belonging to the Metropolitan Railway, and in the same year that railway carried 92,645,327 passengers, excluding season ticket holders. Also in that year, the Met owned 19 horseboxes and 18 cattle trucks, while in 1922 the District records receipts of £105 for the carriage of livestock - none of which traffic originated on the system.

In 1958 the LTE ran a special service with the then very new silver train between Acton Town and Hounslow West; the return fare for this was 6d for children, double for adults, return fare - surely a bargain.

On the Central London Railway in 1921, directors fees totalled £2034, compared with £1877 in 1920, while in the last-mentioned year, trainmen's wages on that line amounted to £79,119.

The first escalator on the Underground was installed at Earls Court in 1911, while the first Passimeter booking office was opened at Kilburn Park station in 1921.

More 1919 information about the Met: total engine mileage (steam and electric) was 5,455,306; track mileage was 181m.29ch; the company spent £2154-0-4d in the year on horses and their upkeep; also £640-10-8d was spent on lengthening the platforms at Rayners Lane.

The City and South London Railway spent £949-16-11d on clothing in 1921, while in 1922 the London Electric Railways spent £2157-5-10 on fire insurance - a slight increase over the previous year. Also in 1922, the District spent the sum of £96,147-10-11d on new central overhaul shops at Acton, and at the end of the year there were 91 railway vehicles of the MDR awaiting overhaul or being overhauled.

In 1919 the train mileage of the CLR was 1,537,154. In 1921, 475 sleepers were purchased by the C&SLR, compared with 11 in the previous year.

London's tube tunnels are getting warmer every year - a survey carried out in 1949 showed the average temperature to be 73°F, and the southern sections of the Northern Line to be the warmest.

Tests in 1928 revealed that 1326 people per hour, or 23.6 per minute, could be handled at one ticket window. Of these, 42% at Oxford Circus and 57% at Leicester Square needed change.

The 1st Class Return Fare from Neasden and Kingsbury to Harrow was 1/7½d - in 1926! In 1922 the District bought, among other things, 1½ miles of new fencing, 1844 tons of rails, 7233 new sleepers, and 281 yards of ballast; they also spent £237-8-9d on Parliamentary expenses.

In 1907 the Central London Railway decided that 2d was not a profitable fare for any distance, and instigated a maximum fare of 3d! In 1928 there were 165 ticket issuing machines on the Underground Group of companies, issuing 60,000 tickets per day.

The introduction of electric services on the District, on 1st July 1905, was quite eventful. First, a train derailed at South Acton, blocking the station for some hours; next the line was flooded by torrential rain at Hammersmith and the electric rails were shorted by the water - steam services were suspended also. Then, between St James's Park and Sloane Square, a Circle train overturned the live rails and smashed the insulators!

COMMENTS AND CORRECTIONS

Rolling Stock Reallocation

Preparation of New Stock

In connection with the two articles in our August issue on the above subjects, we have been fortunate in receiving comments and corrections from Mr J.G. Bruce, Mechanical Engineer (Running - Railways), London Transport Executive. The following is a summary of Mr Bruce's remarks, which are most informative, and for which we are very grateful.

1. The suggestion that some F stock would be withdrawn before the last of the T stock was incorrect, as members will already know - and as is recorded elsewhere in this issue.

2. There are two groups of Metadyne stock - O stock constructed in 1936 with the guard positioned in the driver's cab, and the P stock built in 1938 with the guard in the conventional position. When converted to PCM these stocks are known as CO and CP respectively, the 'C' standing for converted, and the group as a whole are usually described as C/OP stock. As it will not be possible to operate CO stock on the District, because of the guard's position, only CP stock will be transferred for District Line working.

3. The District Line programme can be summarised as follows:-

(a) C/OP stock		
Hammersmith and City	17 x 6	102
Circle Line	14 x 6	84
Spares		30
		216
Total District Line		374
		214
Surplus for District Line		158
Convert Q.38 stock		56
		214
		214
Provide 17 x 8		136
8 x 6		48
Spares		30
		214
		214

Some Q.38 cars make up 2-car P stock units in 3-car sets. The others make up 22 x 2-car units for making 6-car

trains up to 8 cars.

(b) Q stock	
6 x 4 East London Line	24
14 x 6 District Line	84
Spares	16
	<hr/>
	124
	<hr/>

In order to achieve this, 16 'D' cars are to be turned to 'A', and 75 cars of the 1927/31 Q stock fleet are to be scrapped, in addition to 47 1923 Q stock. The final holding of Q stock at present envisaged is:-

1927 Motors	58
1931 Trailers	8
1935 "	54
	<hr/>
	124
	<hr/>

4. The Circle and Hammersmith and City, together, will require 31 x 6, and all the CO stock will be within this group.

5. The full complement of stock on the Central Line is $87\frac{1}{2}$, but three of the trains are at present composed of the 1960 experimental tube stock so that as at present ordered there will be a total of $84\frac{1}{2}$ trains of 1962 tube stock finally on the Central Line.

6. To refer to the 1962 tube stock trains as 'Derby' stock is misleading, as only the trailer cars are built at Derby.

7. There is a set system for receiving new stock at Ruislip, although it is sometimes affected quite seriously by outside sources, such as delivery of traction motors. The depot is ahead of delivery schedules, and is sometimes waiting for work. Deliveries are in any case, dependent on completion of the cars at the builders and the acceptances by British Railways for movement. British Railways will only accept tube stock now in 6-car sets (although they used to accept 7-car sets when deliveries were being made of complete 7-car trains for the Piccadilly Line). Six trailer cars are received at a time from Derby, and they have to be married up with the correct proportion of motor cars received in sets of six from Metropolitan-Cammell's Works in Birmingham. This change from 7- to 6-car deliveries was made after the delivery of the 19th 7-car train; the A stock comes in train sets.

8. The most important item of equipment fitted at Ruislip is

6 traction motors. The collector shoes complete with pigtails are supplied from Acton Works, but the rest of the shoe gear including beams is supplied by the car builders and travels inside the cars being delivered. These items cannot be fitted at the builder's works, mainly because of British Railways clearance difficulties.

9. Fluorescent tubes are now fitted at the builder's works, although they used to be fitted at Ruislip. The change was made because if they are fitted at the makers, no purchase tax is payable on the tubes - but if they are fitted at Ruislip tax is payable.

10. The A stock trains do not run as far as White City on test; they reverse at North Acton because of clearance difficulties.

Finally, from another correspondent, we have been taken to task for referring - in a previous article on West Ruislip station - to the Staff Canteen there; it has been pointed out that this is strictly speaking a Mess Room only, as no food is on sale there!

Editor's Note

With reference to tube stock deliveries at West Ruislip, and in view of the remarks in the above corrections, two correspondents have reported the arrival of a 7-car set of tube stock, arrived 11th September 1962 - see notes on depot movements below.

RECENT ARRIVALS AT WEST RUISLIP

30-6-1962 8-car A stock.
4-7-1962 1440-1441-9441-1442-2442-2440 tube cars
5-7-1962 6 tube trailers
13-7-1962 6 tube cars
18-7-1962 6124/5/6/7-5124/5/6/7 A stock
19-7-1962 6130/1-5130/1 ??? A stock
20-7-1962 6 tube cars
11-8-1962 6136/7/8/9-5136/7/8/9 A stock
22-8-1962 6 tube cars
31-8-1962 1462-9463-1463-1464-9465-1465 tube cars
7-9-1962 6 tube cars
8-9-1962 6140/1/2/3-5140/1/2/3 A stock
11-9-1962 2476/78/80/82/84/86/88 tube stock - 7 cars
14-9-1962 6 tube cars
19-9-1962 6144/5/6/7-5144/5/6/7 A stock

METROPOLITAN AND BAKERLOO LINES
TRAIN RUNNING SEPTEMBER 1962 - SATURDAYS EXCEPTED

<u>METROPOLITAN LINE</u>	No. of runs	right time	Minutes Late			
			$\frac{1}{2}$ / $\frac{2}{2}$	3/5	$5\frac{1}{2}$ /10	10 +
28 8.02 a.m. Watford arr Aldgate 9.00 a.m. (n/s N Harrow - Finchley Rd)	20	10	6	2	2	0
39 8.28 a.m. Uxbridge arr Aldgate 9.26 $\frac{1}{2}$ a.m.	20	10	4	5	1	0
101 8.37 a.m. Amersham arr L'pool Str 9.35 $\frac{1}{2}$ a.m. (n/s Moor Pk - Finchley Rd)	20	10	5	4	1	0
196 8.18 $\frac{1}{2}$ a.m. Hammersmith due L'pool Str 8.49 a.m. (To Barking)	20	3	10	6	1	0
167 8.39 a.m. S. Kensington arr Aldgate 9.9 $\frac{1}{2}$ a.m. (To Circle)	20	1	4	7	5	3
112 5.5 $\frac{1}{2}$ p.m. Aldgate arr Watford 6.2 p.m. (n/s Finchley Rd - N Harrow)	20	19	0	1	0	0
104 5.30 p.m. L'pool Street arr Amersham 6.29 p.m. (n/s Finchley Rd - Moor Pk)	20	11	7	2	0	0
39 5.39 $\frac{1}{2}$ Aldgate arr Uxbridge 6.35 $\frac{1}{2}$ p.m.	20	5	7	5	3	0
182 4.59 $\frac{1}{2}$ Barking arr Hammersmith 5.55 p.m.	19	10	4	4	1	●
172 5.49 p.m. Aldgate arr Edgware Rd 6.7 p.m. (To Circle)	20	3	4	7	3	3
<u>BAKERLOO LINE</u>						
56 8.20 a.m. Stanmore arr Elephant & C 9.6 $\frac{1}{2}$ a.m.	20	14	5	1	0	0
83 8.6 a.m. Watford arr Elephant & C 9.9 a.m.	19	6	12	1	0	0
95 5.29 p.m. Elephant & Castle arr Stanmore 6.16 $\frac{1}{2}$ p.m.	19	14	2	2	1	0
74 5.34 $\frac{1}{2}$ p.m. Elephant & Castle arr Queens Park 6.2 p.m.	20	16	1	0	3	0

The last train of T Stock, which was also the last Metropolitan Railway stock in regular passenger service with LTE, comprising vehicles 2736-9780-9791-9725-9742-2747, completed its final run in working train 31 on Friday 5th October 1962, leaving Baker Street at 6.07 p.m., arriving Watford 6.51 p.m., departing from there at 6.56 p.m. and arriving Wembley Park 7.26 p.m. approx. Some twenty enthusiasts there demanded the motorman's autograph, while a relief crew took the train, with purple headlights, to stable in Neasden depot, No.51 road. There the last two passengers, two lady teachers on an exchange visit from Frankfurt, were assisted to the ground by the guard and escorted to Neasden station! Sic transit gloria viae subterraneae ferro strata urbis opulentissimae. Free translation (very free!) - Thus passed the glory of the Metropolitan underground railway.

BY METROPOLITAN TO VERNEY JUNCTION - II

Eric J.S.Gadsden

The opening of the Metropolitan extension to Aylesbury was marked by a luncheon at the Town Hall. Amongst those present was Sir Harry Verney, who is still alive and active, and who had been largely responsible for the remarkable development of the railways around Aylesbury. Also present was Sir Edward Watkin, chairman of the Metropolitan, who was in the course of promoting a grandiose scheme for a new main line to London - in his other capacity as chairman of the Manchester, Sheffield and Lincolnshire Railway.

The reconstruction of the Aylesbury and Buckingham Railway completed, through services from Baker Street to Verney Junction commenced on New Year's Day 1897, by which time the new M S & L extension was nearing completion. And so on 15th March 1899 the first Great Central (as it was now termed) expresses reached London, using the Metropolitan metals from Quanton Road to Harrow-on-the-Hill, and from there to Canfield Place, near Finchley Road, the Met built two extra tracks for the exclusive use of the GCR. The section from Quanton Road to Verney Junction was now relegated to branch line status, but although much less busy than the main line, it still remained the terminus of the Metropolitan Railway. The Metropolitan and Great Central Joint Committee took over from 2nd April 1906, leasing all the lines except the Brill branch from the Metropolitan itself.

An excellent train service was provided, with through trains to London, push-pulls to Aylesbury, and even Pullman

facilities, but in such a rural area, they were never very well used. It may have been for prestige, or because several directors used it; whatever the reason, the Metropolitan seemed quite content to retain the services, and even managed to develop a substantial interchange of goods traffic with the London and North Western Railway at Verney Junction. The formation of the London Passenger Transport Board in 1933 put an end to the nostalgic dreams of the Met directors. Primarily a passenger undertaking, it showed no interest in the Met goods traffic, and even less in such remote and remunerative lines as those to Brill and Verney.

The Brill branch was abandoned in 1935, and passenger services to Verney were withdrawn on 4th July 1936. On the same day, Waddesdon station was closed completely, but Quainton Road remained, served by LNER locals, and a few Met trains which terminated there until 1947. The section from Quainton to Verney was subsequently singled, the work being completed on 28th January 1940. It continued to be used by freight and parcels trains, and interchange traffic over the line increased considerably during the war years, when it was necessary to construct a spur at Shepherds Furze, between the former GC and LNW lines, in order to relieve the pressure on the branch.

The war over, the Shepherds Furze spur was found to be adequate, and the redundant branch to Verney Junction was closed completely, as from 8th September 1947. The track remained in position until 1957, when it was lifted between Winslow Road and Quainton. The Winslow Road to Verney section reverted to double track, and has since been used for the storage of surplus excursion stock during the winter months. Seen across the countryside, it makes a sorry sight at what was once the terminus of the Metropolitan main line.

SOCIETY NOTICES

LIBRARY

The Society's first Library List will, it is hoped, be ready in January 1963. With the publication of this list, Rules for the borrowing of items will also be made available, but it is felt that members' attention should be drawn to the fact that a large proportion of the items in the Library are almost irreplaceable, and these will not be available for loan to members other than those engaged in research on behalf of the Society. However, whilst the Society is without a permanent headquarters in which the Library can be housed, it is proposed that special items which members wish to consult will be made available by the Librarian at Society meetings, if prior notice is received.

HISTORICAL RELICS

If any member owns a non-underground locomotive nameplate that he would be willing to exchange for an underground (Met) one, and thus benefit the Society, will he please send details of the plate available for exchange to R.E.Labrum, 134 Cranley Drive, Ilford, Essex.

THE TIMETABLE

Thursday to Saturday, 1st-3rd November. Stand at the Leeds Model Railway Society's Exhibition, at the Corn Exchange, Leeds.

Up to 10th November - daily LTE have an exhibition on the Victoria Line in the Booking Hall at Charing Cross station.

Friday 9th The meeting announced for this date has been unavoidably postponed to November 23rd - see below.

Thursday 15th November Visit to the Post Office Tube Railway at Mount Pleasant. Restricted Visit.

Friday 23rd November 8 p.m. in the Small Hall of the Bishopsgate Institute, 230 Bishopsgate, London, E.C.2. Address on Free Passenger Travel on the Railways by Ron Ledger, M.P. Please do your very best to attend this meeting, which should prove extremely interesting.

Saturday 8th December 10 a.m. Visit to Parsons Green Interlocking Room, LTE. Restricted Visit - names to Secretary at 4 Southcombe Street, London, W.14, accompanied by a stamped addressed envelope please.

Saturday 15th December 11 a.m. to 7 p.m. Stand at the 1962 Transport and Travel Exhibition of the Norbury Transport and Model Railway Club. This is to be held in St Stephen's Church Hall, Winterbourne Road, Thornton Heath, Surrey, and all our members will be welcome at our stand. Offers of exhibits will be welcomed by J.Brook Smith, 34 Barnehurst Road, Barnehurst, Kent. Please make your offers as soon as possible.

December Stand at the Manchester Model Railway Exhibition - full details are still not available, but will appear in our December issue.

NEWS FLASHES

NF 74 The one-day strike of members of the National Union of Railwaymen on Wednesday 3-10-1962 almost stopped the LT system - but not quite. Reports indicate that two trains were running on the Circle Line, and one each on the Central, District and Northern Lines. They were not well patronized, as they were unexpected, and in any case, not all stations were open.

NF 75 A 62 Stock cars 5148-6148-6149-5149 were seen at Cravens, Sheffield, on 26-9-1962; also 2 incomplete and unnumbered cars.