

U n d e r g r o u n d
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The London Underground Railway Society

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SIR HARRY VERNEY

The Committee are pleased to announce that Sir Harry C.W.Verney, Bart.,D.S.O., has honoured the Society by accepting election as an Honorary Member. This is the first election to Honorary Membership since the formation of the Society, and it would be difficult to imagine anyone more suitable to head the list. Sir Harry, now retired, is the sole surviving Director of the former Metropolitan Railway Company, and a descendant of the Sir Harry Verney whose name is perpetuated in Verney Junction, and who was responsible in the latter half of the nineteenth century for the development of numerous railway projects in Buckinghamshire, including the Aylesbury and Buckingham Railway - which later became part of the Metropolitan Railway.

Sir Harry, in accepting membership, has expressed his interest in the aims and objects of our Society, and sends his good wishes for our future success and prosperity. We in turn wish him good health and long life - and thank him for joining us.

OUR 1963 PROGRAMME

Just because nothing has appeared in The Timetable, up to now, relating to 1963, members should not assume that nothing has been planned. On the contrary, a fairly comprehensive programme is envisaged, and much of this is almost ready for publishing. As soon as the finishing touches have been put to the arrangements, these various events will be announced; in the meantime, these notes must serve as an indication of what is to come.

The first event of the New Year, which is 'Timetabled' this month, is our Metropolitan Centenary Dinner. This is being held on the evening of the day - Thursday 10th January, and will be at the Metropolitan in Farringdon Road, in a room which overlooks part of the first section of the line to be opened. It will be a purely informal affair, but will, it is hoped, provide a suitable commemoration of the centenary, and an enjoyable start to our 1963 activities.

Visits planned during the year include the Science Museum, with access to the railway items not yet exhibited to the public - this is also planned for January - a signal box, four depots, a power station and the Instruction Train. In the same category are plans to visit one or two closed stations and tunnels, but these can only be considered provisional arrangements at the moment. A little further advanced are plans for two railtours by special train during the year, also a possible brakevan trip in addition. A Metropolitan walk is being planned, but of an entirely different nature to the two held this year, and this should prove of exceptional interest.

Our family outing for the year will be a run over the route of the District's Ealing-Southend service, to spend a day at the last-named place - which it is hoped will please the wife and children (if any).

Indoor meetings on the programme include a member's colourslide evening, an evening of tape-recordings, two talks, an evening of short talks illustrated with slides, and also one or two purely informal get-togethers. We shall continue to have stands at various exhibitions, as, quite apart from their publicity value, it has been found that these provide popular meeting places for members.

Finally, the size of the magazine is being increased yet again, and from January 1963 Underground will be a twelve page journal each month.

Those are our plans at the time of going to press - but it must be remembered that, in these times of rapid change, it may well be necessary or at least advisable to add other items, and sometimes also, unexpected opportunities arise which, if taken, add to our activities to quite a considerable degree. All such opportunities will be taken!

THE POST OFFICE RAILWAY

REFERENCES

Engineering, 1928, issues dated Jan 27, Feb 10 & 24, Mar 2 & 16; also available as paper-covered reprint; full contemporary account of construction and early working. Fully illustrated. Railway Magazine June 1931, pp 444-453; 4 illustrations, 2 maps - one showing possible extensions.

Engineer 1958 Jan 24, pp 139-140; account of the extension under construction from the Western District Office.

Narrow Gauge Railways of Britain H.F. Howson; Ian Allan Ltd, 1948; general account of the present line, with four illustrations.

S.E. Jones.

Philip W. Bradley

In "The Railway Gazette" about thirty years ago, a diagram of the Wembley Park trackage as then recently rearranged showed a connection named "Stanmore Branch Contractor's Siding". "Siding" was technically correct, but as the contractors (Messrs Walter, Scott, and Middleton, Limited) provided for themselves a sizeable railway system, physically connected to this siding, a few notes and reminiscences may be appropriate to this thirtieth anniversary of the branch.

The main depot was sited on the Wembley side of Kingsbury Road, just to the west of the future Kingsbury Station. Here, early in 1931, were set up workshops, stores, offices, etc; and a single line was laid southwards over the new route and connected to the Wembley Park siding. Facilities at Kingsbury also included a large wooden locomotive shed, and a raised section of track to serve in lieu of an inspection pit, as all seven of the contractor's engines were inside-cylindered.

Before work actually commenced there appeared in the sidings at Kingsbury a quantity of contractor's rolling stock. There were some low-sided open wagons generally resembling the familiar London Transport "BW" class, but of lighter construction. The only illustration I have seen of any wagons of this type appeared in the April 1953 issue of "Railway World". The contractors also used large numbers of heavy wooden one-side-tipping wagons of the "Manchester Ship Canal" variety, and of $4\frac{1}{2}$ cubic yard capacity - representing perhaps $6\frac{1}{2}$ tons of the yellow Middlesex clay here encountered. End-tip wagons of the "joint" or "fiddlestick" kinds, (as had been much favoured for railway embankment tipping in earlier years), were not, to the best of my recollection, used at all on the Stanmore job.

Initially, five locomotives were based on Kingsbury. All were six-coupled Manning Wardle saddle tanks of 18" stroke (compared with the 17" stroke of the two otherwise similar engines which at one time worked the

Brill branch). Of the initial five, three were of 13" bore, and worked the heavy spoil trains over incredibly rough and steeply graded temporary track. They were named "Bradford", "Hayfield", and "Alexandra", and had the early open-sided type of Manning Wardle cab, as on the Brill line engines aforementioned. The other two were of 12" bore and had conventional enclosed cabs. They were named "Morrison" and "Stublick", and mostly worked on trains to the Kingsbury stores and on the haulage of main line wagon loads of bricks, steelwork, etc., to the sites required.

Soon after work had commenced in the Kingsbury area a start was made on the Stanmore station "basin", the spoil from this forming the lengthy Canons Park embankment. A railway, independent at first, was laid for this work, "Hayfield" and two trains of tip wagons being laboriously transferred from Kingsbury by road. These journeys were necessarily made via the Edgware Road, the northerly part of Honeypot Lane (now "four lane"), then being a muddy cart track. I have a vivid recollection of seeing a huge traction engine passing Kingsbury Green hauling "Hayfield" on a big flat wagon.

As work progressed, this isolated Stanmore section of Walter, Scott and Middleton's railway joined up with the main section, and at its greatest extent (perhaps when the earthworks were about half completed) the system was of considerable mileage. For some of the route there were two independent lines; a through route following the lie of the land, and another continually changing tracks for spoil trains, serving the embryo cuttings and embankments. The through line was sited according to convenience and need; for instance, from Kingsbury to what later became Queensbury it ran to the west of the final line, while at Canons Park it was sited east of the embankment.

The only roads of any consequence crossing the route thirty years ago were Kingsbury Road, Princes Avenue (a quarter of a mile to the north of it), and Whitchurch Lane, Canons Park. The contractor's railway crossed all three on the level, flagmen being employed to control traffic. Loaded spoil trains were

not allowed to cross Kingsbury Road, but as earthworks north and south of this point nearly balanced, this was no handicap. Such spoil transfer as was necessary was made after Kingsbury station cutting was deep enough for a railway track to pass beneath the road. When the branch was constructed, the thoroughfares now called The Avenue, Wembley Park, and Cumberland Road, Queensbury, existed only on paper - as Basing Hill Road and Kingsbury Town Planning Road No. 2 respectively, but the plate girder bridges to cross them were built at the outset. The bridges carrying subsequent new roads, Fryent Way and Taunton Way, over the line were not built until some years after the opening of the branch for traffic.

Appalling weather conditions in 1931 delayed construction at the outset, but during 1932 work was carried on day and night at an average rate of 10,000 cubic yards per week. With the stepping-up of progress, two further Manning Wardle six-coupled engines were brought into use; namely "Brill" (a sister engine to "Morrison") and "Ashendon" of the larger (13" x 18") class, differing from the other 13" engines however in having an enclosed cab.

Eventually, on the Sunday prior to the opening on 10th December 1932 there appeared on each track of the Stanmore line a pair of Metropolitan "K" Class 2-6-4T locomotives, gently "steam-rolling" the new permanent way. Their sedate and silent progress was in striking contrast to the previous noisy but spectacular performance of the little Manning Wardles, which were often heavily overloaded and thrashed quite mercilessly.

The other plant employed by Walter, Scott, and Middleton Limited ranged from the then very latest concrete batching and placing plant (for the Wealdstone Brook diversion works near Wembley Park) and several new petrol and diesel excavators, down to an archaic and very heavy Ruston-Proctor steam shovel with a separate little engine on its jib for the crowding gear. Most of the work south of Kingsbury was done by a Ruston and Hornsby steam dragline having a $1\frac{1}{4}$ cubic yard bucket. The "excavation" illustration in the leaflet issued by the Metropolitan to advertise the

opening of the branch featured this dragline, some tip wagons, and the locomotive "Alexandra".

I am indebted to an article in "Civil Engineering" for October 1932 for certain of the facts quoted in this article, and the following particulars of the locomotives were kindly given to me about fifteen years ago by the late Mr W.P.Riley - I, at the time of the building, having been too young to have recorded nameplate data, etc.

MANNING WARDLE 0-6-0 SADDLE TANKS
USED IN CONSTRUCTION OF THE STANMORE BRANCH

<u>Name</u>	<u>M.W.No.</u>	<u>Built</u>	<u>Rebuilt</u>	<u>Bore x Stroke</u>
Hayfield	562	1876	1905	13" x 18"
Bradford	899	1884	1899 & 1916	13" x 18"
Stublick	1425	1898	-	12" x 18"
Alexandra	1484	1901	-	13" x 18"
Brill	1691	1907	-	12" x 18"
Ashendon	1733	1908	-	13" x 18"
Morrison	1740	1908	-	12" x 18"

A Correction and Apology - By Metropolitan to Verney Junction.

In connection with the second part of this article by Eric Gadsden, which appeared in the November Issue, your Editor wishes to apologise to Mr Gadsden and members for an error in the second sentence of the article. Due to one word in the manuscript appearing to the Editor to be slightly ambiguous, he altered the sentence to remove the ambiguity; he was completely successful - as published the said sentence was not in the least ambiguous, it was just entirely wrong! Please amend to read 'Amongst those present was Sir Harry Verney, then in his 91st year, who had been largely responsible for the remarkable development of the railways around Aylesbury'.

With apologies all round, the Editor announces that, in future, he will be drinking stronger coffee and burning better quality midnight oil!

- NF 76 Under the provisions of the Transport Act 1962, Mr A.B.B.Valentine, Chairman of the London Transport Executive, has been appointed Chairman of the new London Transport Board, while Mr A.H.Grainger, Deputy Chairman of the LTE becomes Vice-Chairman of the Board.
- NF 77 A Metropolitan Line train was switched to the Circle Line in error between Edgware Road and Paddington on Saturday 6-10-1962. Passengers detrained at Paddington, and the empty stock was sent on to High Street Kensington for reversal and return to home metals.
- NF 78 Parking Fees at LT's station car parks have been increased all round, due to increased cost of acquiring the sites and subsequent maintenance.
- NF 79 Ex-Piccadilly Line 4-car 1938 set 10012-012376-12027-11012 was seen in Northern Line service at High Barnet on 25-9-1962; the route diagrams for the Piccadilly Line were clearly discernible beneath the new Northern Line plans.
- NF 80 The following freight depots were closed by British Railways, Eastern Region, from 1-10-1962:- Highgate (Wellington Sidings); East Finchley; Finchley Central; Woodside Park; Totteridge; High Barnet; Mill Hill East.
- NF 81 The London County Council's Western Avenue Extension Scheme has been amended so as to bring the new road even closer to the Metropolitan Line than originally intended. In some places the supporting columns will pass through the railway embankment, and the actual road will be almost over the railway itself.
- NF 82 Ref NF 59; LTE's new steam acquisition, 0-6-OPT L97, arrived at Neasden 13-9-1962.
- NF 83 A train of T Stock, numbered 2744-9794-6718-6723-9783-9722-9741-2730, departed from Neasden BR sidings for breaking up on 21-9-1962, having been transferred from outside the LT depot there the previous day. It had been in this last position, minus running boards, from September 20th.
- NF 84 Rebuilt R stock trailer 23315 has had experimental rainstrips fitted on the roof over the doors; date of rebuild is April 1962.
- NF 85 It is believed that T stock coaches 2711 and 9724 are being retained for the Met centenary celebrations.
- NF 86 It is understood that the first F stock car to be withdrawn from the Met Line is 4631.
- NF 87 The last train of O stock to retain its metadyne control

equipment - one unit being 13/14039-014077, entered Acton Works in October for conversion to PCM.

- NF 88 R stock cars 21107-23211-23311-23407 were painted silver with red waistbands in 6-1957. They have now returned from overhaul in 7-1962, still silver but minus waistbands.
- NF 89 Experiments have been carried out in the cold chamber at the Vickers-Armstrong works at Weybridge, on two systems of snow clearance. One system blows snow away by compressed air, while the other scrapes ice off the rails by a rotary motion. It is hoped to continue the experiments, so far carried out in the cold chamber at a temperature of -25°C , on the Epping-Ongar and Woodford-Hainault sections of the Central Line during the coming winter.
- NF 90 Now that the compartment stock has finally ceased running, the train starting wires and auxiliary equipment are to be removed completely by 21st February 1963 - the removal programme having been commenced on 7th November 1962. Thirteen stations are affected.
- NF 91 The scheme for new train indicators on the District Line is now being extended west from Bow Road to Mansion House. Some indicators are already in use.
- NF 92 Two experiments are about to commence at Holborn station; crowd control by closed-circuit television, and a public 'talk-back' information service. Both these systems will be operated from an observation room now being constructed on the rear wall above the circulating area at the foot of the main flight of escalators.
- NF 93 A new car park was opened by LITE at Acton Town station on Monday 15-10-1962. The park accommodates 26 cars, and adjoins the station in Gunnersbury Lane.
- NF 94 Work was commenced on the construction of the Victoria Line on the night of 20/21-9-1962. In this first stage, trenches are being dug across Oxford Circus to locate the mains and cables under the circus, prior to sinking the foundations of the bridge which will carry the traffic over the station reconstruction work below ground level.
- NF 95 A new staircase has been built for the Up platform at Ickenham.
- NF 96 Construction has started at Ruislip on the new office block, and the bridge over the tracks at the station is being widened.
- NF 97 West Ruislip, Ruislip Gardens and Northolt stations are now being cleaned up and repainted.

F.M.GATES COLLECTION OF BRILL BRANCH PHOTOGRAPHS

Those members who joined the Society walk over the Brill Branch, in May this year, will remember the album of photographs taken by Mr Gates, made available to us for the day by the Stephenson Locomotive Society. Now, thanks to the kindness of Mr Gates, it may be possible to supply members with copies of these photos. They will be supplied in complete sets only - 15 pictures in postcard size. The cost will vary slightly, dependent on the number of sets ordered, and there may be a slight delay in the execution of orders, due to Christmas festivities; please send your orders, together with a 10/- deposit, to our Assistant Secretary - Photograph Sales, J.A.S.Milne, Cherrywood, Peterley Corner, Great Missenden, Buckinghamshire.

SOCIETY COLLECTION OF PHOTOGRAPHS

Our Curator, Frank Briggs, announces that this collection has now reached sufficient size to justify detailed classification and indexing. This work is now being carried out by our small but enthusiastic photographic subcommittee, and when it is a little further advanced information will be published on the arrangements being made for interested members to see the collection. In the meantime, Frank will be very grateful for further gifts to enlarge the collection; his address is - 34 Oxford Road, Tilgate, Crawley, Sussex.

MODELS FOR EXHIBITION

Our Assistant Secretary - Modelling would like to compile a Register of Models available for display or running on exhibition stands sponsored by the Society. Any member with models he is willing to lend for this purpose is asked to write to J.Brook Smith, 34 Barnehurst Road, Barnehurst, Kent, giving full details of the models and any conditions affecting the loan. To have this register available when planning exhibits will be invaluable - particularly when plans have to be made quickly, as sometimes happens.

PUBLICITY OFFICER

The Committee have appointed Stuart Sparke, of 17 Fortis Green, London, N.2, to the position of Publicity and Press Cuttings Officer. Stuart will be responsible for handling all aspects of Society publicity, and for keeping a file of press cuttings relating to our activities. He will appreciate information regarding any forthcoming events - such as exhibitions, shows or transport rallies, at which the Society might profitably have a stand or other form of exhibit. Press cuttings will also be welcome, if they refer to the Society or any member.

10 BADGES

In response to demand from members, fresh stocks of Underground and London Transport badges have been obtained; we also have the Metropolitan coat of arms badge, new this month, in stock. This last will undoubtedly be fashionable during January 1963! All badges are 2/6d each, and should be ordered from R.E.Labrum, 134 Cranley Drive, Ilford, Essex; please enclose remittance and a stamped addressed envelope with your orders. Badges will also be on sale at meetings and visits while stocks last.

MET RIGID 8-WHEELED STOCK

Members will be aware that some of this stock still exists on a French railway near Bordeaux; it has been suggested that a weekend visit to this line, to view the stock, should be arranged. Anyone interested in this idea is asked to contact the Editor at 62 Billet Lane, Hornchurch, Essex. If the response is reasonably good, steps will be taken to organise a visit - air travel would be used.

THE TIMETABLE

Saturday 8th December 10 a.m. Visit to the Interlocking Room at Parsons Green, LITE. Details as last month.

Friday to Sunday 14th-16th December Stand at the Manchester Model Railway Exhibition, in the Corn Exchange, Manchester.

Saturday 15th December Stand at the 1962 Transport and Travel Exhibition; this is organised by the Norbury Transport and Model Railway Club, and will be held in St Stephen's Church Hall, Winterbourne Road, Thornton Heath, Surrey - from 11 a.m. to 7 p.m.

Thursday 10th January 1963 6.30 for 7 p.m. Metropolitan Centenary Dinner at the Metropolitan, Farringdon Road. This will be an informal celebration, to mark the first hundred years of the London Underground, and dinner will be followed by dancing - to end at about 10.30 p.m. Wives and girl-friends welcome - do bring them along, as you will not get another opportunity until January 2063! Tickets are £1-1-0 each, and can be obtained from Norman Fuller at 4 Southcombe Street, London W.14, who should have your applications by December 17th.

STOP-PRESS BOOK NOTE

We learn that W.H.Smith's main bookstall on the Eastern Concourse of Liverpool Street Station has a supply of H.Holcroft's book, 'The Armstrongs of the Great Western', which are selling at 5/-. This book, published in 1953 by Railway World Limited, gives short biographies of those members of the Armstrong family who served the GWR so well for so long, and has an Underground interest in the illustrations and brief text references to the condensing tanks built by Joseph for working over the Met lines.
