

U n d e r g r o u n d
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THE BOOK TRADE AND THE UNDERGROUND

For many years there has been a slow trickle of books devoted, entirely or partly, to Underground history and operation, but in many cases these books have done little more than skim the surface of the subject - they have provided interesting outlines to the general reader, but have not been of much use to the serious student.

Now the position is changing; recently there have been published several books of considerable importance to the Underground student, and much hitherto obscure information is becoming readily available. Some of these have already been reviewed in this journal, and on the following pages will be found reviews of some more; these include the most important book ever published on the history of the tube railways. This is essential to any London railway library, and, with this in mind, the Society has made arrangements to sell copies to its members - instructions for placing orders will be found in the notices for the month.

Other books are on the way and will be reviewed in due course; these includes J.R.Day's 'Railways Under the Ground', and 'London Transport Railways' by A.E.Bennett and H.V.Borley. The London area volume of the Regional History of Railways has also been announced, but at the time of writing the publication date appears to have been postponed until later in the year.

It is very encouraging to see so many interesting works in the booklists, but it must be remembered that publishers are in business to sell their products. Unless the books now appearing find a ready and reasonably large market, the supply will cease. This would be a great pity, so it is to be hoped that our members will do their best to add to their libraries during the year, and so pave the way for future publications on our subject - There still remain wide fields to be covered by authoritative books, and it would be nice to think that some at least will be dealt with in print before very long.

THE O-6-O PANNIER TANK LOCOMOTIVES OF THE LT SERVICE FLEET

The original L90 and L91 were -

L90 ex-7711, transferred from the Western Region of British Railways in October 1956, repainted by the London Transport Executive in January 1957. Built by Kerr-Stuart in June 1930, works no. 4446. Withdrawn October 1961.

L91 ex-5752, transferred from the WR in February 1957, and repainted by LTE in March 1957. Built by the Great Western Railway Company at Swindon in April 1929, and withdrawn November 1960.

Both the above were withdrawn by the Western Region, although still in LTE livery.

The present fleet is as follows -

LTE No	WR No	Transfer Date	LTE Paint Date	Date Built	Name of Builder	Works No
L90	7760	12-1961	?	1-1931	North Brit	24048
L91	5757	12-1960	?	5-1929	GWR Swindon	-
L92	5786	4-1958	4-1958	1-1930	" "	-
L93	7779	10-1958	?	11-1930	Arms.Whit.	1135
L94	7752	11-1959	12-1959	11-1930	N.B.L.	24040
L95	5764	5-1960	?	7-1929	GWR Swindon	-
L96	7741	12-1961	?	2-1930	N.B.L.	23937
L97	7749	9-1962	8-1962	3-1930	"	23945
L98	7739	11-1962	?	2-1930	"	23935

L90-98, together with L30 and L31 of the District Railway, and L48 of the Metropolitan, comprise the steam stock of the London Transport Board fleet. It is believed that L48 will be scrapped in the near future, thus leaving eleven locos as the normal complement now that the Metropolitan new works are near completion.

We understand that the more modern pannier tanks cannot be used by the LTB, as they are built to more generous dimensions, and therefore would not pass the Metropolitan loading gauge.

Incidentally, LT report that L52, last of the ex-Met F class O-6-2T locos, now withdrawn and replaced by a pannier, is being retained for possible exhibition during the Met Centenary celebrations.

MODERNISATION OF LOTS ROAD GENERATING STATION

London Transport announced on the 28th December 1962 that their generating station at Lots Road, Chelsea, which supplies current to about a third of the Underground system, is to be modernised and improved at a cost of some £12 million. Six new turbo-generators and boilers will be installed in the existing building without changing its exterior appearance. The work will take about five years to complete, but planning and preparatory work were already in hand when the announcement was made, and demolition of some plant commenced during January 1963.

The first contract, worth about £3m for the supply of six 30,000 kW turbo-generators, has been let to G.A. Parsons & Co. Limited of Newcastle-upon-Tyne. Tenders for the oil-fired boiler units to supply the turbines have been invited. It is interesting to note that it was Parsons, who, thirty years ago, supplied the generators now in use.

London Transport's agents for the scheme are the Parolle Electrical Plant Company Limited, of Newcastle-upon-Tyne, and they will manage the project on behalf of LT; Kennedy and Donkin, of Westminster, are the Consulting Engineers.

The new turbo-generators will operate at 3,000 rpm and will supply current at 22,000v 50 cs, where the present turbo-generators supply 18,750 kW working at 11,000v. 33 1/3 cs. The new turbines will be two-cylindereed and will be supplied with steam at 900°F at a pressure of 900 lb per sq in. The modernised station, when completed, will have sufficient capacity to serve a town of 60,000 population.

Lots Road was built in 1903-4; it was brought into service on 1st February 1905, to supply current for the Metropolitan District, Baker Street and Waterloo, the Charing Cross Euston and Hampstead, and the Great Northern Piccadilly and Brompton Railways - the three tube lines all being under construction at that time. Demands on the station have grown, and it has supplied in addition to the railways, parts of the tram and trolleybus systems, works depots and offices - including 55 Broadway. The station has been modernised and improved several times, the last big improvement being made in the period 1925-1931 at a cost of over £1m.

Jackson, Alan A., and Croome, Desmond F.; **RAILS THROUGH THE CLAY** - A History of London's Tube Railways; London, George Allen and Unwin Limited, 1962; 406 pp, 8 $\frac{3}{4}$ in x 5 $\frac{1}{2}$ in, inc. 16 pp index, 6 maps and plans; 34 illustrations; price 45/-; the Society can supply - to order, see notices for the month.

This is a magnificent achievement, and the authors are to be congratulated on producing the finest book ever published on London's tube lines. It purports to be a history of those railways, and it is exactly that - complete. Not only the story of the building, running, and rolling stock are here; parliamentary, financial and administrative details are included in full, together with signalling and sociological information. A coherent picture of the origins, expansion, and co-ordination of the tube system into that we know today, is built up chapter by chapter, until, by the time the book has been read thoroughly and its contents absorbed, the reader will be very well informed indeed on the subject covered.

The information includes not only the lines which were built, but those which were not; much information is given on the tubes in wartime - both wars - and these chapters show, perhaps better than any others, the importance of the tubes in the life of the metropolis. Appendices give all opening dates, accidents and service interruptions, and lengthy notes, written in collaboration with W.H.Bett, on tube tickets and ticket issuing machines. Another note deals with the strange story of North End station, and two tables compare traffic results with estimates. The index is very comprehensive, and adds considerably to the value of the book.

This work is recommended without reservation; it is a basic requirement for the student of the Underground, and will remain the standard authority for many years to come.

THE FELTHAMS - The Story of the Union Construction Company; Blackpool, Dryhurst Publications, 213 Lytham Road; 1962; 56 pp, inc 1 map, 3 appendices and 37 photographs; price 5/-.

This book is devoted to a description of the activities of the Union Construction Company Limited, and the rolling stock produced for London Transport's predecessors by this company between 1928 and 1932. Whilst the tram and trolleybus aspects of the business inevitably occupy the greater part of both the text and the selection of photographs, separate chapters have been devoted to detailed histories and descriptions of both the tube stock and the District L stock.

The manufacturing activities of the UCC have not previously been examined in such detail, and the information contained

in this well-produced booklet will be of considerable interest to the student of London transport, to whom it may be thoroughly recommended.

Howson, H.F.; London's Underground - 3rd Edition; London; Ian Allan Limited; 1962; 125 pp inc route diagram and index + folding map + 115 illustrations; price 21/-.

This book, by now well known to Underground enthusiasts, has reached its third edition within two years of the second - a fair indication of its popularity. Originally published in 1951, the book is now much better presented, many of the illustrations are new while all are well-produced, and the folding map of the system giving opening dates, together with dates of electrification where applicable, is a welcome innovation. This book remains the only comprehensive introduction to the Underground system in print.

Atkinson, F.G.B. and Adams, B.W.; LONDON'S NORTH WESTERN ELECTRIC - A Jubilee History; Sidcup; Eltrac Publications, 1962, for the Electric Railway Society; 48 pp + folding map and 16 illustrations; price 6/6d; the Society can supply - see notices.

This Electric Railway Society monograph, with the text in photo-litho, fills a very real gap in the literature of London railways, and fills it well. It is divided into two parts, the first a general history of the lines concerned, and the second a rolling stock review, and appendices give details of stock dimensions and seating, stock numbering, headcodes, and control equipment. The front and back covers bear, respectively, the monograms of the London and North Western and the London, Midland and Scottish Railway companies as they appeared on the windows and doors of the passenger stock used on the line.

This system has never, since it was authorised in 1907 by the LNWR, attracted a great deal of attention, and it is a real pleasure to see it receive adequate, if belated, coverage in this booklet. The intertwining of the system with the Bakerloo Line is well brought out, as are its West London connections and services into Earls Court. The illustrations are all interesting, but the reproduction of them all leaves much to be desired. Apart from this one flaw, the book can be confidently recommended - it will prove extremely useful.

Nock, O.S.; FIFTY YEARS OF RAILWAY SIGNALLING; In celebration of the Golden Jubilee of the Institution of Railway Signal Engineers 1912-1962; London; The Institution of Railway Signal Engineers; Trade Distribution by Ian Allan Limited; 1962; 222 pp + 32 plates and coloured frontispiece; price 30/-.

In 1905, when the Metropolitan District Railway was first electrified, at the same time automatic signalling was installed, including the first illuminated route diagram in the world in Mill Hill Park box. Naturally, in view of what was in progress, the Met District had among its personnel a number of keen signal engineers. These men formed a technical society with their fellows from the Bakerloo and Piccadilly lines, and it was from this Signal Engineering Society that The Institution of Railway Signal Engineers was formed. The formation was rather a lengthy process, including an incorporation in 1910 which was later held to be invalid. The Institution in its present form was incorporated in 1912, and this book commemorates the first fifty years of the corporate existence of the Institution.

Writing the history of such a body is never an easy task, and it says a great deal for the author's skill that he has made an absorbing story from the material available. The half-century covered has seen enormous strides in signalling practice, and it all finds a place in this book, for the proceedings of the Institution were in many cases the forum for the introduction of new ideas - many of them untried on any scale when first discussed at meetings.

Much of the content of this book is of direct interest to the Underground enthusiast - for Underground signalling has always been well advanced during the life of the Institution; the illustrations are good, as is the index, and a specially useful feature is the Author-Index and Subject-Index to Papers read before the Institution during the period 1910-1962.

METROPOLITAN CENTENARY

The centenary of the opening to public traffic of the Metropolitan Railway, from Bishops Road to Farringdon St (old station) on 10th January 1863, is intended to be suitably celebrated by London Transport later in the year. The actual centenary day did not see any official celebration, but LT received congratulations and best wishes from other Underground systems, including those of Moscow and Tokyo.

Two unofficial dinners were held on the night, however. The London Underground Railway Society held a small dinner at the Metropolitan Tavern in Farringdon Road, near the site of the original Farringdon Street station, while at the other end of the original line, 260 ex-Metropolitan employees dined at the Great Western Royal Hotel, Paddington. Mr A.H.Grainger, Vice-Chairman of the LTB, who commenced in transport with the Met in 1913, presided at the latter function - where the menu was all especially named for the event, Crème Paddington,

Widened Lines Suprême de Flétan Florentine, Poulet Farrington Street, Petit Pois au Beurre Chilterns, and Pommes Wembley Park were all featured, and during the course of the evening a Centenary cake was ceremonially cut; this bore iced replicas of the Metropolitan Railway coat of arms.

The menu at the TLURS function was less exotic, but very enjoyable nevertheless; a good time was had by all; after the meal, entertainment was supplied by Joe Brook Smith, who provided records for dancing, and Chris Gooch, who brought along an excellent selection of colour slides on Underground subjects.

FAREWELL LTE
WELCOME LTB

The 31st December 1962 saw the end of the functions of the London Transport Executive as operator of the passenger transport system of London, including the Underground. On 1st January 1963, these functions were taken over entirely by the newly-constituted London Transport Board.

The Executive took over from the London Passenger Transport Board on the nationalisation of the railways on 1st January 1948, and was one of the executives set up under the British Transport Commission to run the railways, canals, docks and road haulage system of the United Kingdom. In a subsequent reorganisation of the Commission, which took place in 1954 for reasons largely political, the other railway executives were abolished, but LTE survived by virtue of its highly specialised nature.

The Board was set up by the Transport Act 1962, which received the Royal Assent on the 1st August in that year, and assumed the functions of the Executive under a subsequent Statutory Instrument issued by the Minister of Transport. The LTE system was taken over complete, so the work to be carried out by the Board is identical to that of the Executive - but, because the British Transport Commission has now been dissolved, the new Board is a completely independent public authority, and not, as the Executive was, a subsidiary of a much larger organisation. This independence should prove beneficial to the interests of London, and its travellers in the future, as the needs of the metropolis can now be considered with less regard to general rail needs over the country.

The Chairman of the new Board is Mr A.B.B.Valentine, and Mr A.H.Grainger is the Vice-Chairman.

- NF 98 A new car park was opened at Neasden station, Bakerloo Line, on Monday 3rd December 1962. This has been laid out in the disused goods yard with the entrance in Neasden Lane, and a new footpath has been built from the car park to the station.
- NF 99 A new entrance was opened in December 1962 at Colindale station, Northern Line; ~~this replaces the temporary hall~~ on the east side of the railway which has been in use since 1960 and which is now to be demolished to make room for a car park.
- NF 100 From Monday 17th December 1962, all three escalators at Waterloo leading from the tube platforms to the LT ticket hall have been running upwards from 4 to 6.45 each weekday evening. This is part of an eight-week experiment to try and ease congestion during the evening peak. For passengers travelling downwards, the lifts at the York Road and escalators at the Shell entrances are available.
- NF 101 A special service was run for three Saturdays to help shoppers and football fans in the Watford area; this ~~ran over the Watford North Curve~~. On December 22 and 29, 1962, and January 5, 1963, the trains which leave Amersham at 1.52 and 2.13 p.m., and normally terminate at Rickmansworth, were extended to Watford via the direct line. Return journeys left Watford for Amersham at 5.15 and 6.00 p.m. via the same route. The earlier special connected with a normal shuttle train at Chalfont and Latimer, and on the return trip a shuttle was arranged to connect with the 5.15 train from Watford.
- NF 102 The last red train on the Central Line main service was scheduled to run in the morning peak on 20-12-1962. All the principal services are now worked by silver trains, but the older stock survives on the Epping-Ongar and Hainault-Woodford sections of the Central.
- NF 103 An additional car park was opened at Edgware station, Northern Line, on Monday, January 7th 1963. This is near the original park, and the two can now provide accommodation for 283 cars.
- NF 104 A modernisation scheme for the platform level of Marylebone station, Bakerloo Line, has been announced. The main Bakerloo ticket hall and the upper part of the station are not being dealt with until the layout of the main line station in the future has been decided. Works now being put in hand will cost £20,000.

- NF 105 On Wednesday 7-11-1962, the 1.50 p.m. Aylesbury to Marylebone diesel parcels train broke in half between Chalfont and Chorley Wood. Metropolitan services were temporarily suspended, and passengers taken by bus to Rickmansworth.
- NF 106 During the evening peak on 2-11-1962, an Amersham train broke down at Moor Park; fast Amersham trains were diverted over the slow tracks, but London Midland Region diesels had to be terminated at Harrow, there being no crossover since modernisation.
- NF 107 Platform 4 at Kings Cross St Pancras was renumbered by LT as Platform 2 from 19-11-1962. Numbers 3 and 4 are reserved for the Victoria Line platforms.
- NF 108 There are rumours that the Great Northern Line suburban system may be equipped with diesels which would be suitable for running down the LT Northern City Line. It is suggested that the new stock may be either normal diesel multiple-unit stock or electro-diesel units which would be able to work off their own power unit or off the conductor rail on the Northern City.
- NF 109 The lights failed at Baker Street station during the evening peak on Tuesday 13th November 1962. During the same week, there was also a lighting failure at Elm Park - this was during the evening rush, too.
- NF 110 A train of pre-1938 stock seen on the Central Line at White City on 23-11-1962 comprised 3346-75169-3371-7486-75161-3741-75002-3719.
- NF 111 Pannier tank L98 arrived at Neasden 11-12-1962.
- NF 112 A train demolished the buffers in the sidings at Farringdon on 10-12-1962.
- NF 113 The footbridge near Kenton, Bakerloo Line, was raised on the night of 14-15th December 1962.
- NF 114 A stock units 5166/7-6166/7 went into service 16-12-1962.
- NF 115 Scrapping of L46 commenced at Neasden on 20-12-1962. Bad weather delayed the work subsequently.
- NF 116 SC 639 was first noted in Neasden yard, behind the loco shed on 11-11-1962, and has since then been repainted.
- NF 117 It is expected that the old Metropolitan bus garage opposite Watford station will be demolished shortly, as the site is to be used for housing development.
- NF 118 An Uxbridge-bound train broke down at Preston Road at about 12.30 p.m., 30-12-1962. Cause of the trouble was burnt out motors on 14266. Two hours later, the train was seen running towards Harrow-on-the-Hill with the collector shoes raised on the damaged car. During the

- 22 delay caused by the breakdown, passengers for Preston Road and Northwick Park had to travel to Harrow and return. On the same day breakdown put both fast tracks out of action during the morning. This necessitated the use of the northbound fast; at Wembley Park, Platform 1 was opened.
- NF 119 L95 was first noted fitted with a large snow plough on 31-12-1962 outside Neasden loco shed.
- NF 120 On the night of 6-12-1962, weather conditions were so bad that all LT buses and coaches were called in - fog was said to be the worst for ten years. Trains continued to run on the Underground however.
- NF 121 On the morning of Tuesday 16-10-1962, the 7.38 a.m. London Midland Region train from Watford Junction to Euston crashed into the back of the 7.35 a.m. Bakerloo Line train from Watford. The accident occurred while the Bakerloo train was held at signals just after leaving Watford; several passengers were injured, but only 3 were taken to hospital - these included a husband and wife seriously injured after being trapped for three hours in the Bakerloo train. The tube coach, which was badly damaged was 10109-(10550-11109).
- NF 122 Another end-on collision occurred between Victoria and St James's Park stations at 11.16 a.m. on Thursday 22-11-1962, when a Dagenham-bound District Line train ran into the rear of another District train running to Mansion House. Six passengers were taken to hospital, but over 400 were trapped in the train for up to an hour. There was signal trouble on this stretch of track at the time of the accident.
- NF 123 On the 5th and 6th December 1962 (Wednesday and Thursday) the Bakerloo Line trains were not running between Queens Park and Watford Junction. There have been one or two other occasions recently - apart from the crash reported above in NF 121 - when Bakerloo trains have been cut back to Queens Park.
- NF 124 There will be a considerable extension of the one-way workings in the West End streets while the construction of the Victoria Line is in progress; this is intended to ease the congestion which will be caused by the necessary road works for the new tube - particularly the new booking hall to be built at Oxford Circus.
- NF 125 The 19,000 LT workers on the railways have received a 6% pay increase taking effect from 5-11-1962; this will increase the LT wage bill by £750,000 a year

A POSSIBLE EXTENSION TO THE DISTRICT AND PICCADILLY LINES

It is said that the latest proposal for putting London (Heathrow) Airport on the railway map is an extension of the District and Piccadilly Lines from Hounslow West to the airport.

There have been numerous proposals during the past few years for a rail connection between London and Heathrow, and these have included a service from Waterloo, and a monorail - which last has been proposed to start from various points at the London end. The latest suggestion follows one made in 1961 for a tube link, which was rejected by the Minister of Transport on the ground that the probable cost - £12,000,000 - was too high.

At the time the rejection was notified to London Transport, the Executive was asked to find an alternative solution; the new scheme is believed to be in response to this invitation. The line would be built on the cut-and-cover principle, and would not have any stations below ground. Approximate cost would be about £8m, the exact price being dependent on the precise route decided on - this not having been determined yet.

LIBERAL RAILWAY PLAN FOR LONDON

A committee appointed by the Home Counties Liberal Federation has formulated a £50m plan for the improvement of rail travel in the London area. Their report, published in December, is being sent to prominent people in government and the transport world (including London Transport), recommends the following:

1. A single traffic authority for the whole of the London area, answerable to the Greater London Authority, to control bus, underground, and suburban railways in the area.
2. Instead of further new tube lines, far-reaching improvements to the main-line suburban rail system.
3. A new central London main suburban station.
4. An extra pair of tracks between Baker Street and Kings Cross on the Metropolitan Line.
5. Two extra tracks above the existing lines on the Southern Region between Metropolitan Junction and a point east of London Bridge station.

Also suggested are standee buses, bus-and-train transfer tickets, and car users to pay the full cost of parking. The report has not yet been accepted by the Liberal Party, but in the meantime, the cost is estimated as about £50m.

RAILS THROUGH THE CLAY see pp 13 & 16. To obtain this book, please send your remittance for 45/- to R.E.Labrum, 134 Cranley Drive, ILFORD, Essex. If you can collect your copy, please say so when ordering - collection may be at meetings by arrangement.

LONDON'S NORTH WESTERN ELECTRIC see p 17. Order from R.E. Labrum as above, price 6/6d post free.

DAVID & CHARLES' BOOKLIST A copy of this firm's Winter 1962 List is enclosed with this magazine. All the books in this list can be obtained by ordering through the Society. All orders should be accompanied by remittance in full payment, and sent to R.E.Labrum, address as above.

TUBE CAR BADGE This enamel badge in red and gold is now obtainable from the Society, price 2/-. Order as above. The Metropolitan, Underground, and London Transport badges are all still available, price 2/6d each.

Members are asked to note that it is of considerable benefit to the Society if orders for books and badges are given to the sales section, and it does not make a great deal of difference to the member. Please help to boost the sales.

COMMITTEE With reference to the Notice circulated to all members with the January issue of the Journal, please note that Mr P.W.Bradley, a retiring member of the Committee, is not standing for re-election.

THE TIMETABLE

Saturday 23rd February 3 pm Visit to Barking ER and LT signal boxes. Restricted visit - full members only. Names to the Secretary at 4 Southcombe Street, London, W.14 by 16th Feb, accompanied by a stamped, addressed envelope.

Saturday 16th March 10 am. Visit to Ruislip Depot. Names to the Secretary, with s.a.e., by 6th March. Also a restricted visit - full members only.

Saturday 20th April Visit to Neasden Depot. Restricted to full members again. Names, accompanied by s.a.e. and a refusal card, by 6th April. Priority will be given to unsuccessful applicants and those who did not join last year's visit.

Colour Slide Evening A Member's Slide Evening will be held shortly, at which members will show a selection of their best colour slides; those members who have slides they would be willing to bring along, are asked to send a postcard to the Secretary, stating the number of slides they can bring.

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