

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

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UNDERGROUND CENTENARY CELEBRATIONS

The London Transport Board have now announced the full arrangements for commemorating the centenary of the London Underground system, and it seems that, although the actual centenary day (10th January) was allowed to pass without official notice, the occasion is being very fittingly celebrated during the next few months.

The forthcoming attractions may be summarized as follows -  
Exhibitions

Centenary Exhibition of Metropolitan Locomotives and Rolling Stock, at Neasden LT Depot; open to the public Saturday, 25th May from 10 am to 4 pm, and Sunday 26th May from 2 pm to 5 pm (on the Sunday, visitors will also be allowed to view Neasden Power Station). Admission 2/- for adults, 1/- for children, including a souvenir brochure.

Poster Art Exhibition at the Royal Institute Galleries, Piccadilly, W.1, open for the whole of July.

Rail Tour

Commemorative Train on Sunday 26th May, with Metropolitan Steam Stock and an Electric Locomotive hauling the train to Amersham; itinerary is:- depart Baker Street 2.15 pm, Amersham 3.18 pm (where loco will be changed for a BR 2-6-4T), arrive Aylesbury 3.40 pm. On the return, departure from Aylesbury will be at 4.15 pm, Amersham 4.40 pm, then via Watford North Curve to Watford, arrive 5.07 pm, reverse and via the South Curve to Moor Park, arriving back at Baker Street at 5.38 pm. Return Fare (including Souvenir Ticket) will be £1, and the majority of tickets will be sold through Railway Societies. Tickets must be ordered at once - see The Timetable for details.

Film Shows

Free Cinema Shows about London Transport will be given daily in the cinema at Charing Cross LT station, from 27th May to 31st August. Programme details are not yet available.

Books

The following books are appearing during the celebrations:-  
The Story of London's Underground by John R.Day, 5/-  
How the Underground Works by Paul Garbutt, 5/-

50 London Transport Posters containing 124 reproductions of Underground posters in full colour, 35/-

All the above will be available from London Transport only - the first two being first put on sale at the Neasden Exhibition, and the last appearing at the Poster Exhibition in July.

Official History Also being published in July, by George Allen and Unwin, is the first volume of an official History of London Transport, by T.C. Barker & Michael Robbins; this volume covers the nineteenth century, and will cost 40/-. It is hoped that this book will be available through the Society; and further information will be given in due course.

#### Other Events

There will be two other centenary events in May, both of a semi-private nature.

Thursday 23rd There will be a 'March Past' of the Rolling Stock in the Neasden Exhibition; this will take place at Neasden Depot before invited guests.

Friday 24th The Lord Mayor of London, and other guests, will make a commemorative trip in a new silver train over the first section of the Metropolitan Railway to be opened, from Paddington (Bishop's Road) to Farringdon, and on to Moorgate.

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### THE STATIONS OF WEMBLEY

John Echlin

It is of interest to note that, out of all the boroughs in Great Britain, the Borough of Wembley is generally held to have the greatest number of railway stations. Out of a total of sixteen, no fewer than thirteen are served by London Transport trains, and a full list of all the stations in the borough follows. It is hoped that this will be of use to students of the railways in Middlesex.

#### Stations Served by LTF trains

Wembley Park	South Kenton
Preston Road	North Wembley
Northwick Park	Wembley Central
Kingsbury	Stonebridge Park
Queensbury	Sudbury Town
Kenton	Alperton
	Sudbury Hill

#### Stations Served by BR Trains Only

Sudbury and Harrow
Wembley Hill
Wembley Stadium

Note The station at Sudbury Hill is just on the border between Wembley and Harrow.

Alan A. Jackson.

Some time ago I discovered in the Library of the Railway Club a delightful little booklet that was quite new to me. Entitled somewhat clumsily 'Souvenir of the Opening of the Gt. Northern Piccadilly & Brompton Railway Decr.15th 1906', it has twenty-eight pages of art paper, grey card covers, and a large folding map. The pages on the right-hand side, topped by a pretty frieze of two coupled trailer cars, contain the text, complemented on each left-hand page by a large sepia photograph.

The description of the line and its equipment is laced with a good deal of puff for the great benefits the Tube would bring to London and the measures taken to ensure comfort and safety. There is much stress laid on fire precautions, no doubt to allay the anxiety of readers who remembered the alarming press stories of the Paris Metro fire three years previously. The cars are '...built entirely of steel and are absolutely fireproof. The mahogany panelling inside is only a thin veneer, but is chemically treated so as to be non-flammable, and is mounted on asbestos slabs. The rattan seating is also non-flammable.'

Unretouched photographs show that the cars were lettered G N P & B along the sides, without stops, with the fleet number at each end of the side. The drawings and touching-up on some of the plates show it incorrectly as G.N.P.& B.RY. There is an interesting picture of the interior of the covered-over Piccadilly terminal at Hammersmith, with its two narrow side platforms and central island platform between the two tracks. The nameboards are not roundels but oblong, framed boards with block black letters on a white ground - HAMMERSMITH BROADWAY. Another photo shows a train in a deep level station, control trailer at the head; this is intriguing, because careful examination reveals that it is the self-same picture as the coloured postcard reproduced opposite page 128 in 'rails through the Clay' - in the postcard, there are several passengers and other items added by an artist to liven up the scene. On another page, there is a very clear photograph of the frame and track diagram of West Kensington West box, from which the 1906 track layout between Barons Court and West Kensington may be clearly traced. Under a glass, the picture of the interior of Lillie Bridge depot reveals the overhead line and leads used for moving the cars in the sheds. All the photographs are of great interest and were evidently taken during the preliminary 'dummy run' period. Close-up pictures of stock feature a good interior view,

and three-quarters-on views of control trailer 125 and trailer 209, the latter pair evidently taken at Lillie Bridge, but the backgrounds have been whited out.

On the last page is a complete bus-type fare table showing all the local fares. It is dated 23-11-06 and shows that one could ride to Finsbury Park from Hammersmith for 4d, or to Hyde Park Corner from Leicester Square for a mere 1<sup>1</sup>/<sub>2</sub>d. The first train on weekdays is shown as leaving Hammersmith at 5.30 am and the last at 12.16 am. Using the timetable also provided, it appears that this last train called at Piccadilly Circus at 12.35 am and reached Finsbury Park at 12.54 am. Through fares are said to be available to stations on the District, Baker Street and Waterloo and Great Northern Railways as well as to points on the London United Tramways' system. Other through fares and tickets were 'in course of arrangement'.

It is clear from the text that tunnel telephones communicated with the nearest station, that the tunnels were whitewashed throughout, and that the lights in the tunnels were switched on continuously. A description of the ventilation system concludes (no doubt with the Central London and City & South London in mind), 'No musty smell will, it is believed, ever be observable in the tunnels'. The mysterious 'double spiral passenger conveyor' at Holloway Road station is mentioned as available, and its speed is given as 100ft per minute. It would be interesting to know just what went wrong with this early version of the Travolator, as although the local paper confirms that it was in use on the opening day, it was taken out very soon afterwards. Who slipped up?

The booklet was very well printed and produced by the house of W.H.Smith, who were also responsible for some of the coloured publicity postcards.

#### ELECTRONIC CONTROL OF SUBSTATIONS

The remote control system at Willesden Green substation was switched early this year to electronic control, using transistors instead of relays; Finchley Road, Kilburn Park, Chalton Street and Bouverie Place will be changed to the new system soon, as part of the modernisation of LT's power distribution. The new control room in the Baker Street substation is the control point for the Willesden Green station, and the greatest advantages of the new control system over the old are said to be speed of operation - several hundred impulses per second, instead of about ten per second under the old method; economy in wiring, as only a few wires are needed between substation and control point now, whereas older methods needed several hundred wires; and greater reliability in service.

Dear Sir,

10th April 1963

Issue No.16 of the Journal, April 1963. Three items in the News Flashes require some comment.

NF 132 The snow plough fitted to the Western Region locomotive was not, in fact, used at all during the bad weather and therefore comments regarding its success or otherwise are based on opinions. It is, of course, necessary to raise the plough above the level of the conductor rail and for this reason it would only be effective in clearing deep drifts, which it was intended for in any case. The snow plough as fitted to a steam engine is, of course, a vehicle to be used only in the last resort in any event.

NF 133 The units concerned were the first to be converted from having emergency fluorescent lighting to tungsten type emergency lighting, but all the A60 and A62 Stock are to be altered. The provision of an emergency fluorescent lighting has not been satisfactory.

NF 144 The report that 10109 and 70550 have both been cut up as a result of this collision is not correct. 70550 has been scrapped but 10109 will be repaired. A further bit of information is that uncoupling non-driving motor car 30001, repaired after the Tooting buffer stop collision, is to be converted to a trailer car to replace 70550 and will possibly be renumbered 012516.

Yours truly,

J.G.Bruce

Mechanical Engineer  
(Running - Railways)  
London Transport Board

Acton Works, Bollo Lane,  
Acton, London, W.3.

Sir,

6 April 1963

Metropolitan & Great Central Joint Line

With reference to the article in the April issue by John Reed. Upon the formation of the Joint Committee in 1906 the management of the line was assumed for alternate periods of five years, each company supplying its own tickets. Later the Metropolitan and subsequently London Transport supplied all tickets.

As regards the maintenance of the stations and permanent way the Great Central took over permanently all beyond mile post 28½ leaving the London end to the Met. An exception was Aylesbury, which had always been under G.W. control for

maintenance, but in 1907 this station also passed to the G.C.

I may add that the note about withdrawal of G.C. local services is not quite correct as the full Sunday service ran on 3 March 1963. The last train to Calvert, Fimmere etc: therefore was on Sunday 3 March. Quainton Road has been closed on Sundays for the past few years.

167 Cornwall Road  
Ruislip, Middlesex.

Yours faithfully,

H.V.Borley

### BOOK REVIEWS

C.R.Clinker; Register of Closed Passenger Stations and Goods Depots in England, Scotland and Wales 1923 - 1962; Padstow; February 1963: 102 pp, duplicated, quarto; price £2, available to ~~Subscribers~~ subscribers only.

This enormously useful register, compiled and published by the well-known authority, C.R.Clinker, will be of the greatest use to the railway historian, and to the student of the social sciences too. It includes in its almost 4,300 entries, all the closures which took place from the grouping on 1st January 1923 to the expiry of the British Transport Commission on 31st December 1962. Dates for Passenger, Goods and Entire closure are given in separate columns, and another column gives the original owning company. Notes are profusely given, and the production is excellent - the duplicating being extremely clear and easy to read, while the cover is printed card with cloth spine.

It is intended to publish half-yearly non-cumulative supplements at a price of 12/6d each; this appears rather expensive at first sight - but if the Beeching Plan is put into full operation it will be very good value for money.

W.J.Gordon; Our Home Railways - Volume II; Originally published by Frederick Warne & Co. in 1910; New edition photo-lithographed from the original by Railway Publications Ltd, 1963; 248 + x pp., + 20 plates; 35/-.

The latest addition to the Classics of Railway Literature series is a welcome one. In it, Gordon continues his story of the companies as they were in 1910, and a fascinating picture he paints - particularly so, perhaps, to those of us who read him half a century later. Volume II contains chapters on the LNW, GN, NE, LY and GC, of the English mainline companies, one on the London Underground, ending with five each devoted to a Scottish line. The section devoted to the Underground is, sad to say, one of the shortest and least interesting - and not entirely accurate in places. But it is still a delightful book.

London Transport has at various times considered the adoption of diesel traction for passenger and freight duties. The first example of proposed diesel traction was in July 1936 when the London Passenger Transport Board made enquiries for 2 AEC 260 bhp diesel-mechanical railcars, similar to the GWR railcars, for service on the Chesham branch. This scheme, however, never materialised.

The next application became reality in the form of DEL 120, an electro-diesel loco constructed at Acton Works in 1942 from two old Central London Railway motor-cars put back-to-back with a diesel motor and generator in the centre portion. This loco, to have been the prototype of a fleet of similar vehicles to replace the steam locos in the service fleet, was in actual fact the only example built, and the first electro-diesel in this country. When built it was painted in lake livery lined out and lettered in gold; after overhaul in 1951 it was turned out in unlined grey with white lettering, in which livery it remained until withdrawal a few years ago. This loco, with its four traction motors, spent its latter days at Hainault Depot.

As an alternative to DEL 120, a standard diesel shunter was on trial for a period before the pannier tank 7711; subsequently the pannier was accepted as being of a type suited to LT's needs, this loco becoming the first L90.

In 1954, LT further explored the possibilities of diesel traction for passenger working when they tried out the experimental ACV four-wheel 125 bhp diesel-mechanical railcars on the Chesham branch, and later on the Epping - Ongar line. Nothing further came out of either of these trials, and both lines have since been electrified.

In 1955, LT purchased two self-propelled diesel cranes - C617 and C618 - for service and breakdown work, both being built to tube dimensions. These were followed in 1959 by the latest and perhaps the last diesel propelled vehicle on LT - the Plasser-Theurer ballast tamper, numbered PBT 760 in the service fleet. This unit was used extensively during the widening of the Metropolitan Line between Harrow-on-the-Hill and Moor Park, for tamping the new tracks.

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**BOOK NOTE** There is now an Ian Allan Book Counter at the London showrooms of Meccano Limited, 4 Conduit Street, W.1. A complete range of books is available there, and the LPC Photograph Albums are also available for inspection.

- NF 147 It is reported that some strangers to London are finding the latest edition of the Route Diagrams displayed at LT stations rather confusing - they are trying to make their journeys via the Victoria Line. This explains the small stickers, reading 'Victoria Line Under Construction', which have been added to the maps since they first appeared a few months ago.
- NF 148 A member reports that, while touring the LT lines on the 10-3-1963, he saw no pre-1936 stock on the Central Line; both the Woodford - Hainault and the Epping - Ongar shuttles were being worked with 1960 Craven stock.
- NF 149 Tunnel Gauger G662 - built 1934 - is reported to bear on one side, a plaque in the centre reading 'Salway Works Birmingham 1906'.
- NF 150 The above-mentioned G662 is believed to be a conversion from G661 - can any reader confirm this?
- NF 151 A new train indicator has been installed on the eastbound platform at Turnham Green station. This shows next train, and, at peak hours, stations being missed by the train.
- NF 152 Just west of Turnham Green station, some concrete foundations have been laid by the embankment which carries the other tracks over the eastbound Richmond line. Further information would be welcomed.
- NF 153 In April 1960 the Transport Users Consultative Committee requested reports from British Railways (Southern Region), the then London Transport Executive, and local Borough Councils, about passenger transport conditions in South London, the first two also to provide estimates of capital works necessary to avoid future overcrowding. It is said that this Report is now overdue, but Camberwell Council have undertaken to receive the reports from other councils, and it is now expected that the collated report will reach the TUCC in time for their June 1963 meeting.
- NF 154 Modernisation of the 37-year-old escalators at Oval, Northern Line, was commenced on 25th March 1963. The work is being done by the Otis Elevator Co.-Ltd, and will take ten months; during this time the entrance and exit ticket barriers will be rearranged so that passengers entering the station will not cross paths with those leaving.
- NF 155 Condemned F stock at Neasden includes 4604-8005-8006-4618-8003-8002-4629-4622-8008-8089-4591.
- NF 156 A 6-car T stock train, apparently ready for disposal, arrived at Neasden 10-3-1963.

- NF 157 Trains 101 and 102 are reported as running recently with experimental brake blocks. Further information welcome.
- NF 158 A60 set 5076-6076-6077-5077 is another set to have its fluorescent emergency lighting replaced by tungsten.
- NF 159 NF 126 was slightly misleading; the last local trains on the Great Central line north of Aylesbury were on Sunday 3rd March 1963; Quanton Road, closed on Sundays in recent years should have had its last train on Saturday 2-3-1963 - but actually a train did make an unscheduled stop there on the Sunday. This was the 3.53 pm ex Woodford, which stopped at Quanton Road to drop a permanent way man picked up at Finmere.
- NF 160 Before the Beeching Plan was published, British Railways had already announced that their Cambridge-Bletchley-Oxford service was losing £80,000 a year, and was likely to be withdrawn, including the trains to Buckingham. This would entail the closure of the north-western outpost of the Met in days of yore - Verney Junction.
- NF 161 A man was badly injured when he fell under a Northern Line train at Borough on 4-2-1963.
- NF 162 The latest LT annual census - for 1962 - shows that travel into London by all means of transport, public and private, during the morning peak has increased 12% in ten years. The total now stands at  $1\frac{1}{2}$ m every morning, and of these, the Underground carries 545,000 - the greatest of any form of transport.
- NF 163 So that the escalator chains may be replaced, Bond Street station, Central Line, was closed for five days at Easter. The station closed after traffic on Wednesday night, 10-4-1963 and reopened for the first train on Tuesday 16-4-1963.
- NF 164 LT's special through tickets at cheap fares started on Good Friday, 12-4-1963, for the summer. Seaside resorts covered by through bookings are Brighton, Eastbourne, Hove, Portslade, Shoreham, Southwick, Bexhill, Hastings, St. Leonard's, Littlehampton and Worthing. In addition, the usual cheap through tickets to Southend became available again from 1-4-1963, and special cheap tickets to the Chilterns on Saturdays, Sundays and public holidays started on Good Friday; these last are available at stations from Baker Street northwards.
- NF 165 Combined Underground-bus tickets became available from 25 stations on the Bakerloo, Metropolitan, and Piccadilly Lines for day trips to Windsor from 12-4-1963. Passengers travel by Underground to Uxbridge, then Country Bus route 457; specimen fares - from Ruislip 5/-, Acton Town 8/6d.

- NF 166 The Great Central Association have drawn up a comprehensive plan for redeveloping the services between Marylebone and Sheffield; The Railway Conversion League also have a plan for the same line - to close it completely, and convert it into a road! Anyone taking sides?
- NF 167 LT is increasing the penalties imposed on employees for lost free travel passes; present fine of 5/- is increased to 10/- for the first loss, £1 for the second, and for a third loss within ten years £1-10-0 and no replacement pass for a year.
- NF 168 The Minister of Transport (Mr Marples) announced in a parliamentary written reply on 20-3-1963, that he intended to act as Chairman of the Nationalized Transport Advisory Council for the present, and had appointed the first four members of the Council - Sir Geoffrey Crowther, who will be vice-chairman, Lord Halsbury, Sir Robert Hall, and Mr E.G.Whittaker. Ex-officio members are the Chairman of the British Railway Board (Dr Beeching), Chairman of London Transport Board (Mr A.B.B.Valentine), British Waterways Board (Mr F.D.Arney), British Transport Docks Board (Sir Arthur Kirby) and the Transport Holding Co. (Sir Philip Warter). Two more members have to be appointed to complete the Council, which should have chairman, vice-chairman, not more than five other appointed members, plus the ex-officio members.
- NF 169 During six weeks of March and April 1963, a count of passengers at 350 stations in the Greater London area was made. This was part of the London Traffic Survey, and some passengers were also asked to fill in a short list of questions on a prepaid postcard.
- NF 170 A meeting called by Willesden Borough Council passed a resolution calling on the Minister of Transport and BR to plan positively for the future of the Broad Street - Richmond line. Out of 150 present, there was only one dissenting vote.
- NF 171 T stock coaches 2711 and 9724 arrived at Neasden for the Centenary Exhibition on 22-3-1963.
- NF 172 A £2m contract, for six boilers for the modernisation of Lots Road Power Station has been placed by LT with the Renfrew firm, Babcock and Wilcox Limited.
- NF 173 The Barbican Scheme, which includes realignment of the Met and Widened Lines, appears to be still in the drawing board stage. It seems that it will be carried out in several stages, including firstly, realigned Widened Lines, followed by realigned Met tracks.

- NF 174\*A 1959 Piccadilly Line train has been fitted with electric door motors in place of the original air engines. The modification was carried out at Acton, and the train went into service on Duty 213 in February 1963. Cars are 1020-2020-9021-1021-1022-2022-1023, but 1020 & 2020 were badly damaged in a depot accident, and have been temporarily replaced by 1060-2060 air-door cars.
- NF 175\*It has now been ascertained that all pre-1938 tube stock will be scrapped, except for a possible maximum of 30 cars to be retained for ballast motors and pilot car workings.
- NF 176\*Quite a number of Q27 and Q31 District Line cars are to be retained after the arrival of PCM stock from the Met. These cars are being overhauled at Acton, and are to have the letter B (for Block Train) stencilled on the ends. This means that they are not normally to be uncoupled, contrary to the present and past practice of frequent remarshalling of District stock. The first train to be dealt with was 4368-08082-08071-4231-08074-4357. This was seen in April with two unbranded cars attached to make an 8-car train.
- \*We are indebted to Mr J.G.Bruce, Mechanical Engineer (Running - Railways) LTB, for amplification of NFs 174-176.
- NF 177 Q38 Motor Car No 4413, District Line, was seen recently fitted with lampshades - something our reporter has not seen for several years in 1938 stock.
- NF 178 The Stores Cars modified from early District stock are being broken up at West Ruislip. On the Society's visit on 16-3-1963, three of them - SC637/38/40 - were structurally intact, but by the beginning of April only one of them retained its bodywork. SC639 is behind the steam shed at Neasden, apparently in use as a 'stores shed' although still on its wheels.
- NF 179 A60 car 5090 has been fitted with snow-blowers. It is understood that the experiments with these blowers have been very successful. Some comparative runs were made in adjoining sidings at Ruislip depot in the bad weather, and the difference when the blowers were turned on was very marked.
- NF 180 F stock was officially withdrawn from the Metropolitan Line during the week ending 16-3-1963. It is understood that two units or trains are being retained as spares for the East London Line. (The regular transfer was noted in operation on 4-4-1963 from New Cross to Neasden.)

Society Notices

Stations Competition Answers: -1, Harrow-on-the-Hill; 2, Aylesbury; 3, Caledonian Road; 4, Northfields; 5, White City; 6, Studland Road; 7, Moor Park; 8, Oakwood; 9, Turnpike Lane; 10, Blackhorse Road, 11, Harrow and Wealdstone; 12, London Bridge. No entrant got all answers right, so the prize goes to the member with most correct, R. Graham, Wembley. Society Badges now available; a bar-and-circle in purple & silver, depicting front of Met electric loco with 'Underground' across and 'The London - Rly Society' round. Price 3/6d post free from R.E. Labrum, 134 Cranley Drive, Ilford, Essex.

Officers S. Sparke has resigned as Asst Sec - Publicity, and has been appointed Deputy Asst Sec - Modelling. The new holder of the publicity post is M. Connell. F. Briggs has resigned as Curator - Photograph Collection, being replaced by G. Jasieniecki.

The Timetable

Friday May 3 7.45pm Tape, Slide & Talk Evening - C. Gooch & E. Gadsden. Old Oak Tea Rooms, High St (corner of Marsh Rd), Pinner. At the end of the meeting, transport will be provided for members north of Pinner to catch the 10.26pm from Harrow.

Sundays 5 & 12 May Visits to Wendeville Road - see April Timetable. May 5 fully booked; for May 12, names to J. Brook Smith, 34 Barnehurst Road, Barnehurst, Kent, by May 6, enclosing s.a.e.

Sat. 11/18 May, provisional By Brakevan, Brent-Kensington; s.a.e. & 3/- open P.O. to Secretary by 8th; those successful will not be notified, but must ring FULham 0475 between 6.45-9pm on the 10th.

Saturday May 25 Centenary Exhibition at Neasden - see page 49. Members and friends wishing to visit in a party, meet outside the exhibition entrance at 9.45 a.m. Also open on Sunday 26th - see p.49.

SUNDAY MAY 26 UNDERGROUND CENTENARY COMMEMORATIVE TRAIN - itinerary on p.49; order tickets by 4th May from E. Gadsden, 63 Barrow Point Avenue, Pinner, Middlesex, enclosing £1 per ticket and an s.a.e.

Monday May 27 to August 31 Films at LT Cinema, Charing Cross.

Friday June 14 Talk by John Bates - Frustrated Tube Projects.

Saturday June 15 10 am Visit to Upminster Depot - Restricted. Names to N. Fuller with s.a.e. Followed by Buffet Lunch at 62 Billet Lane, Hornchurch at 2 pm - all members welcome; if on the visit, it will be assumed lunch is wanted also; if not on visit, send note to Editor at 62 Billet Lane to say you are lunching. At 3.45 pm in Nelmes Hall, Burntwood Avenue, Emerson Park, Hornchurch, there will be talks by members on 'My Six Favourite LT Photos', illustrated by the prints being discussed; volunteers to speak are asked to write to the Editor.

Sunday July 7 Family Outing to Southend, over Ealing/southend line.

Saturday July 20 Tour of the Broad Street - Richmond line.