

CUT AND COVER IN 1963

It is generally assumed that the age of cut and cover building of underground railways in London is past, present conditions in the city precluding the upheaval at surface level which the method invariably entails. However, late in August 1963 London Transport announced that a contract had been let for work which will include about 500 yards of new railway built by this method; it must be realised though, that the circumstances which have made a revival of the older way possible are far from typical in this day and age.

The work to be carried out is the realignment of the Circle/Metropolitan and Widened Lines between Moorgate and Aldersgate, and includes alterations to Moorgate station; the Corporation of London have asked for this to be done, to facilitate the redevelopment of the Barbican area of the City, and it is the Corporation which will meet the cost of the diversion, though London Transport will place the contracts and supervise the work.

At this point, the Metropolitan/Circle tracks, opened in 1865, and the Widened Line metals, opened 1866, both describe a gentle curve to the north; when realigned, all four tracks will run in an almost straight line between the two stations. The original lines are used by Metropolitan, Hammersmith & City and Circle trains, also by the District occasional services to Aldgate; the Widened Lines carry the suburban trains of the Eastern and London Midland Regions to and from Moorgate.

The buildings on the site of the new Barbican scheme were very largely demolished by bombing during the last war, and the rest of the area has been cleared. Before work on the new buildings starts, therefore, it will be possible to construct the new section, about 500 yards in length, on the cut and cover principle. Reinforced concrete structures will enclose the railway and support the new development above; the covered way for the railway will have buildings over much of its length and will run through the centre of the Barbican area. The 300-yard middle section of the new covered way can be built without interference to railway traffic, but the end sections, with their junctions with the existing lines, will entail heavy and complicated engineering works; the new tracks will be connected to the existing tracks in a series of changeovers phased to cause the minimum of interference to traffic.

The diversion will cause alterations to the platforms and tracks

at Moorgates station, and the widening and rebuilding of Moor Lane bridge at the west end of the station. The contract now let, worth £1.2m, is for civil engineering work, and has gone to Higgs and Hill Limited.

The job will be done in three main stages. First, Barbican will be diverted where it crosses the tracks, involving the excavation of the original street down to tunnel roof level, and the demolition of the tunnel. The centre section of the new covered way will be built at this stage, and Milton Street and Jacobs Well bridges demolished. The eastern half of Moor Lane bridge will then be built, resting on temporary supports, and the existing western half of the bridge will be pulled down. During this stage work will be carried out on the Widened Lines (south) side of Moorgate station, and tracks will also be laid in the new covered way, to be followed by the cutting and slewing of the present Widened Lines tracks at both Moorgate and Aldersgate ends, and joining them to the newly laid tracks.

Stage 2 will start with the removal of the former Widened Lines tracks, extension of the Met/Circle covered way construction, and the completion of the centre walls at both ends; work on Moor Lane bridge will be continued, and alterations to Moorgate substation will begin. At Moorgate station, platforms 5 and 6 will be completed and parts of platforms 1-4 demolished and replaced by temporary timber structures - to enable the tracks and platforms to be slewed in turn to their new alignment in a limited possession of the railway. The new Met/Circle tracks will then be brought into use, completing stage 2.

In the third and final stage, the old Circle tracks will be taken out and the remaining platforms at Moorgate completed, together with the walls and roof of the covered way; alterations to Moorgate substation will be finished, Moor Lane bridge completed and Barbican then restored to its original alignment.

LETTERS TO THE EDITOR

Dear Sir,

25.8.63

The Quadrupling of the Met. Railway between Wembley Park and Harrow

I have a few dates to amplify Mr. Travis' article:-

22nd Nov.1931 New Up Local line LMS bridge-Wembley Park opened;
old Up line taken out of service.

3rd Jan.1932 New Down Local line Wembley Park-LMS bridge opened;
old Down line taken out of service.

10th Jan.1932 New lines Northwick Park-Harrow South Junction
opened; Through lines Wembley Park-Harrow South
Junction reopened.

I do not know the dates for the earlier changeover at the Northwick Park end. I would be interested to know the site of the old platforms at Northwick Park, and what form the subway approach took.

Incidentally, recently the large sign "METROPOLITAN R'L'Y/"

NORTHWICK PARK" over the subway entrance has been removed.

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Yours faithfully,

59 Kenton Gardens,
Kenton, Harrow, Middlesex.

E.D.Chambers.

NEWS FLASHES

- NF 204 The early closing of the Northern City Line was suspended on 14th and 24th May, so that train services could help clear the crowds after football matches at Arsenal Stadium.
- NF 205 The new uniform for LT's Travel Enquiry girls - royal blue tailored jacket and skirt with a white blouse and with a silver griffin (the LT emblem) embroidered on each jacket lapel - are said to be popular with both public and girls. The uniforms were first issued in May 1963, just before the Centenary celebrations, and take the place of overalls worn by the girls over their own clothing. These girls deal with more than 1½ million enquiries each year.
- NF 206 As an example of station closures at Bank Holidays, the following stations were closed on Whit Monday 1963 - Aldersgate, Aldwyc Bond Street, Cannon Street, Chancery Lane, Covent Garden, Essex Road, Fairlop, Shoreditch, Temple and West Brompton.
- NF 207 To ease crowding on the 8.04 am Watford to Aldgate semi-fast, Metropolitan Line train, some changes have been made to the timetable from 9-9-1963. The 8.0 am Watford-Baker Street, all stations, now runs non-stop between North Harrow and Finchley Road, and an extra train is running at 8.24 am from Harrow-on-the-Hill, calling all stations to Wembley Park and at Finchley Road.
- NF 208 In his Chairman's Statement to the Annual General Meeting of John Brown and Company Limited on 6-9-1963, Lord Aberconway stated that Cravens (a subsidiary of John Brown) were fully employed throughout the year ended 31-3-1963 on the LT order for light alloy cars, which was nearing completion - and that foreign railways had shown considerable interest in these cars.
- NF 209 Stations closed on August Bank Holiday were the same as those shut on Whit Monday - see NF 206 above - except that Bond Street remained open.
- NF 210 A new rover ticket, the Central Rail Rover, was issued during the month of August 1963. Available for any day throughout the month it gave unlimited travel for a day between stations on the Circle Line, plus those inside the area bounded by that line and to a few outside the area. Cost was 3/- for adults and 1/6d for children.
- NF 211 London Transport Lost Property Office at Baker Street received almost 361,000 articles left by passengers in 1962. Of these umbrellas topped the list - 84,000.

- 112 NF 212 Mr Cyril Birkbeck, project engineer, of the chief mechanical engineer (railways) department, was awarded the MBE in the 1963 Birthday Honours for his work on the apprentice training scheme.
- NF 213 Acton Works are rebuilding a tube car to act as a gauging car on the tube lines - and a gauge to check the gauging cars has been built at Ealing Common depot.
- NF 214 On 10-7-1963 Mr J.D.C.Churchill, Commercial Officer, LTB, spoke to the Royal Society of Health in London on commuting - and stressed the need for more tubes. He said that the Victoria Line could be projected southward to Brixton or Streatham; the Aldwych shuttle could be extended to Waterloo; and that these two extensions might so relieve the load of the Bakerloo to such an extent that its further extension to the south-east could be justified.
- NF 215 A new two-storey office block is to be erected in Bollo Lane Acton for use by the LT signal engineering staff, it will have access to the street and by a footpath to the station - it will also, to comply with planning requirements, have a car park for 60 cars.
- NF 216 During the rebuilding of Euston main line terminus, certain London Midland trains which normally terminate there are being diverted to Kensington (Olympia); first use of Olympia was on 5/6-4-1963 for football specials covering the International match, then Easter specials ran in there on 11/15/16-4-1963, and from 23-4-1963 sleeping car services from the north have been running into Olympia every morning. Special District Line services are being run to unload these trains - running, as the exhibition service does, to Earls Court and High Street Kensington.
- NF 217 Ref.NF 148; use of 4 car units of 1960 stock began 30-12-1962, after 3 car sets had been badly affected by the severe weather.
- NF 218 In a Parliamentary Written Reply on 13th May 1963, the Minister of Transport gave the commencing capital debt of the London Transport Board at 1-1-1963 as £125m.
- NF 219 A wheel lathe has been installed in No 46 Road, Ruislip Depot.
- NF 220 On 5-7-1963, the British Railways and London Transport Boards applied to the Transport Tribunal for permission to cut the discount on quarterly and longer period season tickets from 10% to 5% in the London area.
- NF 221 The Piccadilly Line service between Northfields and Hounslow West was suspended all day on Sunday 28-7-1963 to enable the engineers to roll in a new bridge to carry the line over the new South Wales Motorway, west of Boston Manor station. Buses ran in lieu of the trains, most of them calling at all the closed Underground stations, but with a few running an express service, calling intermediately at Osterley only.

A SIMPLE MODEL
OF A METROPOLITAN 11½ TON BRAKE VAN
IN "OO" GAUGE

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P.W. Bradley

The small (11½ ton) goods brakes which have so far given 65 years' service on the Metropolitan make pleasing little models, whether in "Met" or LT finish. Their number seems to be dwindling, which is another good excuse for a model. Even so, such a van is entirely in keeping on a present-day layout, for it is by no means unknown for Croxley Tip trains to have one of these vans at one end and a modern twenty-tonner of the B.580-585 class at the other. Joe Brook Smith dealt with the latter in our August 1962 issue.

The simplest method I have so far found of modelling the older and smaller vehicle - presuming "atmosphere" and effect to be the desiderata rather than absolute accuracy - is by the use of parts from the Airfix B.R. meat van and brake van kits. All available photographs should be collected as a guide to details, although at a pinch one could manage with only the illustration in Baker's "The Metropolitan Railway". The vehicles have a 10 foot wheelbase and a length over buffer beams of 16 feet. The enclosed portion is 8 feet long, and the resulting 4 foot verandahs have about 2 feet of fixed side and a 2 foot door. These notes relate to the vans now numbered between B.562 and B.575 (with several gaps). B.561 is of rather different construction, although the general proportions seem to be the same.

The meat van floor is first reduced in length to 62mm by cutting out a strip from the centre and then cementing. The meat van solebar units, with the rods and brake Vee hangars removed and axle box covers thinned down, are then cemented into place, so retaining the wheels. Use of Airfix wheels is a matter of opinion; personally I dislike the sharp angle between their tread and flange, and avoid them. Headstocks, again "meat van", are added after the projecting ends of the solebars have been cut away, and the desired buffers and couplings to suit one's standards come next, followed by 8 brake hangars and shoes adapted from those in the brake van kit. These are simply cemented to the solebars. The lower steps are cut from scrap polystyrene, 63mm x 3mm, and notched to fit the axle boxes before cementing into place. The aforementioned thinning of the covers is essential, otherwise the width over steps will be too great, or else the steps will be weakened by excessive notching. The four smaller steps are of polystyrene, 19 x 2mm, and are cemented to the solebar flanges.

So much for the "under-the-floor" parts. The first parts fitted above it should be the brake shafts and hand-wheels, each fashioned from a pin and half of one of the little snap fasteners which (by an odd coincidence) are known in the rag trade as "Size OO". The two

14 Airfix brake outer ends (part nos.30 and 31) are now cemented into the angles between headstocks and floor, their central lamp brackets and three bottom tenons first being removed. Ensure that these ends remain central and vertical while setting, and that the Airfix brake van roof is a nice fit on them. From this roof, remove the rain trips, ventilators, and chimney; fit a new (wire) chimney in the correct place, and put the roof aside.

Now make two complete cardboard sides, 25 $\frac{1}{2}$ mm in height. At their lower edges, these should be of one layer of good quality thin card, because in width the Airfix outer ends only very slightly overhang the meat van floor. Otherwise, the sides may be of two layers, and at the top (to suit the ribs on the plastic ends) of three layers. The verandah cut-outs should match the outer ends in height, and be of a length to leave a 32mm enclosed body centrally. The completed sides are attached to the floor, the ends, and the end ribs with Evostick; and the roof (dry of course) again tried in place to ensure that it contacts both the sides and both the ends.

The inner ends of the B.R. brake van contain far more glass than those of the old Metropolitan vehicle, so the Airfix parts cannot be used. Cardboard ones are easily made, and for their tiny windows (about 7 x 4 mm) the method earlier described for coach windows is adequate. Overlays of very thin card, about 23 x 9 mm, are sufficient to represent the plain unglazed doors.

The next step is to paint the subsequently inaccessible verandah "insides"; i.e. the outer and inner ends, sides, floor, and brake handwheels; and when dry, to "board" the inner ends. These are then secured between the sides and to the floor with Evostick. The body interior is then loaded to whatever standard weight one may have chosen for four-wheeled models, and then the floor is affixed. The strength of the job depends on good close joints here. Airfix have obligingly provided flat soffits to the sides of the roof; these are secured to the cardboard sides with Evostick, and the end joints of course are made with polystyrene cement.

For a 19th century design, these vans are surprisingly free of external timbering, etc. (as mentioned earlier, B.561 is an exception), and all that remains to be done to produce a pleasing model is to add handrails of thin hard wire; and paint, letter, and flat varnish. False "wooden" solebars, further brake gear detail, and other embellishments can easily be added if desired.

Humbrol L.M.S. grey for the body sides and underframes, lead grey for the roof, G.W.R. wagon grey for the axleguards, etc. (black is best avoided, as it contrasts too violently with the body), signal red for the ends, and "track colour" for the steps are quite effective, and (like all other railway paints by this firm) are far easier to apply neatly if the tinlet is placed in hot water.

"Framing" and "boarding" may be applied to the hardened surfaces 115
with a very hard sharp pencil, before varnishing.

Suitable numbers and weights are:

B.562	11-7-0	B.563	11-13-0 (now withdrawn)
B.564	11-15-0	B.566	11-8-2
	B.567	11-2-0	

The body of the meat van and chassis of the B.R. brake van are of course available for other purposes, and I would add in conclusion that the model Metropolitan brake of this class which was illustrated on p.411 of the November 1962 Model Railway News was made before I learned the salient dimensions. It is disproportionate, and has been replaced by one made as described above.

THE HALTON BRANCH
John Reed

As already reported, the comparatively little-known Air Ministry railway to Halton Royal Air Force Station from Wendover on the former Metropolitan and Great Central Joint Line, closed at the end of March 1963.

Opened during the First World War (1914-1918), and built mainly by German prisoner-of-war labour, the line had always been used for the conveyance of goods and coal to the camp. As a scheme for conversion to oil-firing at the Camp's Power Station had been complete for some time, making the line largely redundant, and as major track-renewals were urgently needed, the decision was taken to close the line entirely.

Before oil fuel supplied the Camp's needs, 500 tons of coal were needed weekly in winter, and at busy times ten or twelve coal wagons were moved up each day, in addition to other traffic. Then there would be up to six trips each day down to Wendover and back; recently, trains were always propelled to Wendover and hauled to Halton.

Originally, two steam locomotives were used - the "Southport" and the "Halton", but in the line's last years two diesel locomotives have been used, working from their shed in the camp and usually making a daily return journey to Wendover. Details of these two diesels are as follows:-

A.M.W.223 - John Fowler & Co (Leeds) Limited -
Maker's Number 22970 - built 1941

A.M.W.240 - John Fowler & Co (Leeds) Limited -
Maker's Number 22994 - built 1941 (?)

During 1948 one of the locomotives employed was 0-6-0 diesel AM 188, whereas the above two engines are 0-4-0's. 188's livery was sage green, edged in holly green, the two shades being separated by white lining.

16 The line forms an extension to a siding in Wendover goods yard, and a substantial pair of gates was normally closed across the lines at the boundary to railway property, to which a G.C. pattern lower-quadrant signal guarded the entrance. Beyond the gates is a small loop on which wagons were often parked. Lineside point-levers are marked "W.D.1917". The line veers away north-eastwards from the main line, soon to cross both the approach ramp to a cattle-bridge (over the main line) and Dobbins Lane on the level. There used to be a longer loop some distance beyond, but this has now been removed. After about half a mile one comes across the line's major feature, a level crossing over the A413 Aylesbury-London road; this level crossing must be one of the most elaborate ever built for a minor, single-track, railway - having no fewer than six gates, operated by the engine crews.

A platelayer's hut is soon seen on the left, and the line continues its uneventful way to Halton camp; there are a few shallow embankments and cuttings, but little of note apart from a bridge over the disused Wendover branch of the Grand Union Canal.

When fully manned, the railway had a total complement of six, comprising a locomotive crew of two, a permanent way man and his mate, and a fitter and his mate. Few noteworthy events have occurred during the little line's quiet existence, although on 29th January 1961 a B.R. brake van succeeded in running away from Wendover goods yard and derailed itself down the embankment near the cattle-bridge. A B.R. crane had to be propelled at the head of a train of wagons in order to retrieve the wayward van, as B.R. locomotives were not allowed on the branch.

At the Wendover end, the line nearest the main line was the Air Ministry Reception Siding, and the further one the Disposal Siding; wagons were delivered and removed by British Railways from Wendover yard.

When the line was closed at the end of March 1963, the last train was hauled by A.M.223, suitably decked out with bunting and driven by Air Commodore B.Robinson, Commandant, No.1 School of Technical Training, R.A.F., Halton, who was accompanied on the foot-plate by other officials - including Mr R.J.E.Braybrooks, the Resident Works Engineer of the Air Ministry Works Directorate, who had been responsible for the upkeep of the line and its motive power. Among the spectators on this occasion was Walter King, who fetched the line's first two locomotives from Gretna when it opened, and who still works at Halton.

Anyone wishing to get a glimpse of the line may do so from the A413 level crossing (about a mile north of Wendover), from the cattle-bridge or from Dobbins Lane, both of which can be reached by a footpath from the north corner of Wendover station forecourt, a good view is also obtained.

Friday 11th October 7 p.m. KEEPING THE WHEELS OF LONDON'S UNDERGROUND TURNING - A Talk by J.G. Bruce, Mechanical Engineer (Running - Railways), London Transport Board. This talk will be given in the Meeting Room, Kensington Central Library, Campden Hill Road, which is near High Street Kensington station. The Society is very fortunate in being able to look forward to an address by so authoritative a speaker, and Members are asked to do their best to attend, and to make the meeting known among their friends - all are welcome whether they are Members or not. Please note this talk will start at 7 p.m. sharp, and will be illustrated with slides from the LT and other collections.

Saturday 12th October 10 a.m. Visit to the LT Instruction Train, which is expected to be at White City on this day. Visit restricted to full Members only; names, accompanied by a stamped addressed envelope, to the Secretary at 4 Southcombe Street, London, W.14 now.

Saturday 19th October 5 p.m. Exhibition and Slide Show, arranged by the Tramway and Light Railway Society "0" Gauge Group. We shall be exhibiting, and this should provide an excellent evening for all enthusiasts. The Exhibition will be from 5 to 6.15 p.m., and the Slide Show will run from 6.20 to 9.45, with an interval for Refreshments from 7.40 to 8.25, when a Licensed Buffet will be available, and the Exhibition will be open for inspection again. This meeting will take place at the Euston Dining Club, Cardington Street, London, N.W.1., admission 6d.

Friday 25th October 6.30 for 7 p.m. The Society have been invited to be the Guests of The 2mm Scale Association at their Meeting in Keen House, Calshot Street, London, N.1. On this evening, Arthur Hancox is giving an illustrated talk on the North London Railway. This should prove a most interesting evening, devoted to a line of considerable importance to the Underground enthusiast, and Members are urged to do their best to accept the hospitality offered them.

Saturday 16th November 11 a.m. to 7 p.m. The Annual Exhibition of the Norbury Transport and Model Railway Club, to be held this year at the British Legion Hall, London Road, Norbury, London, S.W.16. Admission will be 1/-, and Refreshments will be available. TLURS will be exhibiting again this year.

SOCIETY NOTICES

Metropolitan Electric Locomotives This book by our Treasurer and Committee Member K.R. Benest is reviewed elsewhere in this issue. It is a joint publication by this Society, the Electric Railway Society, and Lens of Sutton. Being the Society's first major publication, it is naturally hoped that it will be a success - but it is quite fair to encourage Members to buy the book on entirely different grounds; it is well produced, clearly printed, very good

118 value for money, and - most important of all - contains a great deal of information not previously published. The price is 5/- for the edition with laminated board covers, or 7/- for a stiff-covered copy - both prices post free; order from R.E.Labrum, 134 Cranley Drive, Ilford, Essex, enclosing the appropriate remittance.

Regional History of Railways, Volume 3 - Greater London. This long-awaited publication is due within the next few weeks, and will be reviewed as soon as possible. The price is expected to be 35/-, and the book will be available from the Society - order as above.

Metropolitan Steam A profusely illustrated book under this title, containing many pictures, both popular and rare, of the steam locos of the Metropolitan, is due for publication on 8th November or just after. It will be a hard-bound book on high quality paper, to do full justice to the illustrations, and the price will be 21/-. For further details, see next month.

Magazine Binding Service. The response to the offer of a binding service for Volume 1 of the Journal was not sufficient to justify the provision of the service. The Society regrets any disappointment caused to those few Members who did want their copies bound; it is understood that the cost of stiff binding the first volume would be about £1, but anyone wanting to have this done is asked to make their own arrangements.

Tube Tour. The tube tour, provisionally advertised for October, did not evoke sufficient response to justify booking the train, so plans have been shelved. It is probable that something similar will be arranged during 1964, so watch The Timetable.

Metadyne Litho Sheets. Messrs Hambling's have just announced that supplies of their IT Metadyne Litho Sheets are once again available, price 2/4d including Purchase Tax, either direct or from most model shops. Each sheet provides sides, ends and roof papers fully printed, to make a three-car set in 4mm scale. Wooden roof and floor sections, also celluloid window strips are available, at about 2/6d per car. The Triang X310 Bogie (at 2/5d each), though not correct in detail, has almost the correct wheelbase.

Decals Through the kind co-operation of Lesney Products, we have a stock of "LONDON TRANSPORT" Decals in 2.5mm scale. These can be used for both 000 and TT vehicles. Obtainable only from J.S.Brook Smith, 34 Barmehurst Road, Barmehurst, Kent, price 3d per pair plus stamped addressed envelope. 4mm scale Decals are also available at the same price.

1962 Report. The London Transport Annual Review for 1962, referred to in Underground September issue, is available at 2/6d from the Publicity Officer, London Transport, Griffith House, 280 Marylebone Road, London, N.W.1.

Data Sheets. Several Members have expressed the wish that the Society should publish data sheets on Underground subjects. This

is something that the Society would be ~~very~~ willing to do, but at present there seems to be a shortage of material for publication. If anyone has available the information for compiling accurate sheets, would they please communicate with the Editor, at 62 Billet Lane, Hornchurch, Essex. 119

Programme 1964. The October Committee meeting will be considering the Society programme for next year. If any Member would like to see a particular item included in our activities for 1964, please write to the Secretary at 4 Southcombe Street, London, W.14., as soon as possible.

Secretary's Duties. With reference to the comments on the work of the Secretary, contained in the article "Fifty Up" in the September issue, Norman Fuller (with typical modesty) has asked the Editor to point out that the job is made lighter by the help he receives from numerous Members - which is of course, very true, but the fact remains... ("This correspondence is now closed" - Ed.)

Photo List. Enclosed with this issue is a photo list, which is another example of co-operation between this Society and the Electric Railway Society; this joint list is receiving considerable publicity, and if successful will be followed by others. It is hoped that our members will contribute their part to the hoped-for success by buying a good number of sets.

BOOK REVIEW

K.R.BENEST: METROPOLITAN ELECTRIC LOCOMOTIVES. London, 1963; Lens of Sutton, with The London Underground Railway Society and the Electric Railway Society: 44 pp. with 17 illustrations, map, and 4mm scale drawing of Metropolitan Vickers Locomotive, and Tables of Dates, Names and Dimensions.

This booklet is the first to be published by the Society (in conjunction with the Electric Railway Society and Lens of Sutton), and the choice of subject is particularly appropriate in the Centenary Year.

It contains a concise but comprehensive account of the origins, technical development, modifications, and the subsequent workings of this class of locomotives. The details of workings include a number of little-publicised and unusual journeys undertaken, ending with the Centenary enthusiasts' special to Amersham in May last.

Comprising 44 pages, with 17 photographs, a map and a 4mm scale drawing, this work can be strongly recommended as representing both an essential addition to the library of any student of LT railways and excellent value for money. For price and ordering, see pages 116/7.

The last remaining units of T stock - apart from sleet locos ESL 118A/B - commenced their final journey to the breaker's yard on 3rd September 1963. These units, comprising motor cars 2711 and 2734 and trailers 8724 and 6735, were the stock retained for the Centenary celebrations, plus an odd trailer (6735) which arrived at Neasden from an unknown source, in a very begrimed condition on 12th June 1963. This vehicle, a flush sided control trailer, would have filled a gap in the T stock item in the Centenary Parade, but why it was not included is not known.

On the night of Monday 2-9-1963, these four cars left Neasden LT depot for Neasden BR Sidings, and at 9.40 a.m. the next morning the stock left for West Ruislip. Here, its planned departure at 12.10 p.m. was delayed as a result of uncertainty, on the part of the operating staff concerned, as to the wisdom of allowing it to proceed on the next stage of its journey with a brake van provided, which was of the incorrect type. Finally at 12.55 p.m., it departed for Southall on its way to South Wales via Gloucester, marshalled between three brake vans - two at the leading end and one at the rear, with WR pannier tank 9726 providing motive power. Running boards had been removed, all doors locked, and notices warned the operating staff to check the train at frequent intervals.

Departure from Southall was scheduled for 2.30 a.m. on the 4th September, and the train should have arrived at the yard of John Cashmore Limited in Newport on the 5th. For reasons unknown, however, it did not reach Newport until the evening of September 6th, and was not shunted into Cashmore's yard (by diesel shunter D4125) till 10.15 a.m. the following morning. By 11 a.m., work had commenced on cutting the stock up, a start being made on 2734 - by cutting out the roof over the switchgear, so that the whole unit could be removed in one piece for dismantling.

A mournful note may be added, in that it started to rain steadily as soon as work commenced on 2734, and did not stop until after 12 noon when, it being Saturday, the work of breaking was halted for the day. The whole train was broken up during the following week, but fortunately a limited number of souvenirs were removed from the coaches before they vanished forever.

Notes - 1 - Marshalling The train to Newport was marshalled - Loco 76037-Brake van B953648-2711-9724-6735-2734-Brake B9544555.

2. Paint Dates 2711 - 8/59; 2734 - 10/61.

3. Actual Timings - Start of Journey Neasden BR dep.9.39 a.m., 3-9-63; Wembley Hill 9.45½; Blind Lane S.B. 9.47; Sudbury & M.R. 9.49; Sudbury Hill 9.51½; Northolt Park 9.55.