

BACK IN 1908 AND 1909

In *Underground News* No.565 (January 2009) there were some notes published from Traffic Notices of the three Yerkes tube lines in 1907. The following are a selection from the following two years.

No.31 – 24 January 1908

3. **Over-crowding of Trains** – On no account must over-crowding of trains be allowed. It must be remembered by the Staff that over-crowding may constitute a serious public danger, and should a train be full, Station Masters, Inspectors, Conductors, and Gatemen and all concerned must politely request intending passengers to wait for the next train which will arrive within three minutes. Under no circumstances must passengers be allowed to ride on the car platforms, (vide Rule 70, Section 1, of Rule Book.)
9. **Announcements by Liftmen** – In making announcements, Liftmen must in all cases face the passengers in the lifts.
26. **Depot Trains** (Hampstead Railway) – All trains to depot, except disabled trains, must run right through to Golders Green and trainmen must inform passengers that Golders Green is the destination.
- 27 **4-Car trains on the Hampstead Branch** – Leather straps have now been fixed on the centre gangways of 4-car trains to secure the handles of the pantograph (*sic*) gates so that they cannot be opened by passengers from the platforms. The end sliding doors must always be locked and Conductors and Gatemen must carry a key for these doors with them when on duty and must also see that there is a key in the emergency box inside the cars, as previously instructed.

No.32 – 14 February 1908

This issue details the Sunday service on the Great Northern Piccadilly & Brompton Railway. In summary, the service from Hammersmith is every 8 minutes from 07.12, every 6 minutes from 13.30 to 17.30, every 5½ minutes until 20.03 then every 5 minutes to the close of traffic. All trains are four cars. What is interesting is the instruction "*Lifts must be run to meet the trains*".

No.33 – 28 February 1908

2. **Annual Leave of Absence** – The members of the Staff on the Three Lines are allowed Annual Leave with pay on the following scale:

	Over 6 and under 12 months service	Over 12 months service
Shunters, Gatemen, Lift Operators, Lift Machinery Men, Porters, Lampmen and Signal Linesmen	2 days	3 days
Assistant Station Masters, Motormen and Senior Clerks	4 days	6 days
Travelling Inspectors and Foremen Motormen	6 days	10 days
Clerks-in-Charge and Shop Foremen	5 days	7 days
Signalmen and Conductors	3 days	4 days
Ticket Examiners and Junior Booking Clerks	3 days	5 days
Station Masters	5 days	8 days
Constables	2 days	5 days
Telephone Operators	7 days	10 days
Ticket Collectors	2 days	4 days

Inspectors, Yardmasters, Station Masters and Foremen must communicate with Mr. Trigg, Chief Inspector, Hammersmith, before 10 March, stating the dates for which they and the Staff under

their control wish to take their leave during the year, but it must be understood that the dates so given are not necessarily those for which leave will be granted.

When all the applications have been received and considered, the Station Masters, &c., will be acquainted of the approved dates.

Application must not be made from any two men at one Station for the same dates, and no dates must include Public Holidays, or Sundays "on Duty". Preference will be given to the men according to their service.

11. **Strand Extension – Single Car Train** – Commencing Tuesday 3 March 1908, the two-car train now running between Holborn and the Strand in the dead end road will be replaced by a single car. This car will be an ordinary Motor Car having driving apparatus and trip cock, etc., at the trailing end, and will be manned by a Motorman and Conductor. Passengers must enter and leave the car by the trailing end; the Conductor must see that the end chains are fastened and he must ride on the rear platform of the car, or in the Motor Cab as the case may be, and give the usual bell signal to the Motorman when all is clear. When the Motorman is driving from the trailing end he must open and close the doors and gates. When exchanging their places at stations, the Conductor must not leave the trailing end until the Motorman has arrived from the other end, and when driving from the trailing end, the Motorman must not leave the car platform until the Conductor has arrived from the other end. In the event of the Strand single car train becoming disabled whilst in service, the spare train must be immediately put into service on the "through" road, and the traffic at Holborn and Strand Stations diverted to the "through" platforms. If the single car train breaks down in the tunnel, and is carrying passengers, the Station Master at Holborn must arrange to walk the passengers to the nearest station, in accordance with the Rules and Regulations.

Changing Single Car Train – The single car train will be changed and sent to Lillie Bridge Depot on Monday, Wednesday and Friday of each week, commencing on Monday 2 March, and the following arrangements will be made. The spare train standing in the "through" Strand platform at Holborn will be shunted to the "through" platform at Strand and remain there until the following morning, when it will be brought back to Holborn "through" platform to stand spare as usual. The Strand service car after reaching Holborn on the last trip will return light to Strand, and on the lowering of Signal No.4B, the car will depart for Lillie Bridge Depot via Covent Garden "wrong road" shunt.

The fresh car will be dispatched from Lillie Bridge Depot to Holborn following the last East Bound (*sic*) Train, and on arrival at Covent Garden East Bound platform will remain there until the Strand service car arrives in the West Bound platform, when both sets of men will change from one car to the other. The car on the West Bound platform will then proceed to Lillie Bridge Depot, and the fresh car will proceed to Holborn and shunt back into the "dead end" platform at Strand, where the Motorman will be instructed on the telephone by the Holborn Station Master when to return to Holborn, but the car must be stopped South of the cross-over points, until the Station Master gives the Motorman a green hand signal to proceed into the "dead end" platform. All trains when running "light" to or from Lillie Bridge Depot, must not exceed a speed of 6 miles per hour on passing through stations.

Signalling Instructions – No.15 Signal at Holborn and 4A at Strand have been put out of commission, No.9 points are padlocked at both ends in normal position, also the lever relating to these points, and the trip arm of No.15 Signal has been disconnected, and is interlocked with No.9 points. The keys of the padlocks above referred to are kept exclusively by the Signal Inspectors, and must only be used during non-traffic hours, this operation being carried out last thing at night, before current is switched off, or first thing in the morning before traffic commences.

No.4B Signal (Strand) must be kept lighted, and used when bringing a train out to the "through" road.

All movements of trains on the “through” road must be carried out solely by Signals operated by an authorised Signaller, as well as any movements to or from the “through” road from the dead end.

A red flag has been fixed 50 feet from the Holborn buffer stops. No train must run past this flag.

The Station Master at Holborn Station must see that all buffer stop lamps are burning brightly during traffic hours.

The same issue of the Traffic Notice reports that a Liftman had been suspended from duty for reading in the lift while it was in service!

No.34 – 14 March 1908

3. “Underground” – The following Railways, viz:

Baker Street and Waterloo, Central London, Charing Cross, Euston and Hampstead, City and South London, District, Great Northern and City, Great Northern, Piccadilly and Brompton, Metropolitan,

.... have agreed to adopt the word “UNDERGROUND” so that the Public may become accustomed to associate these Lines as a complete system of Underground Railways, and that the word “UNDERGROUND” may be used by them in connection therewith, instead of the name of any individual Company, or abbreviation thereof, or the word “TUBE”.

A sign containing the word “UNDERGROUND”, as well as a large map of the “Underground” System, to be illuminated at night, will shortly be placed on the outside of each Station on the Railways enumerated.

A complete system of Through Bookings between all the Railways named, including certain Stations on Steam Railways, will shortly be inaugurated, so that Passengers will be able to book from any Station to over 200 other Stations without the inconvenience of booking more than once.

It is desirable that the use of the word “TUBE” should now be discontinued (*shame this instruction didn't stick! – Ed.*), and when it is necessary to refer to any particular Line, it should be mentioned by name and a Railway, thus:

Baker Street and Waterloo Railway, or “Bakerloo” Railway,
Charing Cross, Euston & Hampstead Railway, or “Hampstead” Railway,

.... as the case may be.

No.36 – 10 April 1908

5. Sanitary Paper – The consumption of sanitary paper is much too high, and Station Masters are required to give this special attention (*one wonders how! – Ed.*). Until further notice a weekly return must be sent to the Traffic Assistant, Hammersmith, from each station showing the amount of paper consumed by each W.C. together with the amount of receipts.

9. Conveyance of Dogs on Central London Railway – A passenger (accompanied by a dog) wishing to travel through to Central London Railway must only be given tickets to the exchange station and informed that the Central London Railway do **not convey** dogs.

STAFF IRREGULARITIES

Grade	Detail	Action
Conductor	Misuse of Privilege Ticket	Discharged
Gateman	Accessory to above	All privileges forfeited for 12 months
Conductor	For not obtaining names and addresses of witnesses of an alleged incident	Reprimanded

No.38 – 8 May 1908

17A. **Alteration of Signals at West Kensington and Hammersmith Junction** – On and from Sunday next, 31st instant, the existing Signal Cabins at West Kensington (Midland Junction), West Kensington Station and Hammersmith Junction will be closed. The signals west of West Kensington Station will be controlled from the West Cabin, which spans the Piccadilly Lines, and the Signals east of West Kensington will be controlled from a new Cabin, to be known as “West Kensington East”, situated slightly to the north of the old Hammersmith Junction Cabin. The position of the Signals will be altered in nearly all cases.

21. **Alteration of Station Name** – On and after 7 June 1908 the following alteration on Hampstead Railway will take effect:

EUSTON ROAD to be WARREN STREET

No.40 – 19 June 1908

8. **Signalling First and Last Trains** –

FIRST TRAINS

The Station Masters or Officials in charge of Stations must be in personal attendance on the platform for the first train in both directions and if everything is in proper order he must give the Conductors of the first trains a verbal all-right signal. This will intimate to the Conductor that the Station is properly open for traffic. If from any cause the Conductor does not get this signal the train must advance cautiously to the next Station and the Conductor must advise the Official in charge who must in turn advise the Traffic Inspector.

LAST TRAINS

Conductors and Gatemen when working the last train in either direction must receive a right-away signal from the Station Master or Official in charge of each Station. This signal will be given verbally and by green hand lamp.

Terminal Station Masters must telephone the number of the last train to leave their Station to all Stations 10 minutes before it is due to depart, and they are requested to make an entry in the signal book of the number of the last train before it departs. They must also personally instruct the Motorman, Conductor and Gatemen of this last train.

Under no circumstances must a train leave a terminus following the train which has been notified as being the last. This also to apply to trains running to the Depot or Sidings.

No.41 – 24 July 1908

31. **Highgate Non-Stop Trains** – A special train will leave Highgate for Charing Cross daily, Sundays excepted, and will not stop at Tufnell Park, Kentish Town and South Kentish Town stations. (The speed through these stations must not exceed 6 miles per hour). The Station Master at Kentish Town will be held responsible for posting a competent man on the South Bound platforms of each of the above stations to warn passengers to stand clear of the passing train. The Motorman must sound his whistle on entering Tufnell Park, Kentish Town and South Kentish Town stations.

The following is the timetable of this train:

Depart Highgate	7.59 a.m.	Pass	South Kentish Town	8.2½
a.m.				
Pass Tufnell Park	8. 0 a.m.	Arrive	Camden Town	8.3½ a.m.
Pass Kentish Town	8.1½ a.m.			

A second non-stop train was introduced departing Highgate at 08.39, as detailed in Joint Circular No.43 (2 October 1908).

No.45 – 5 February 1909

3. **South Kensington Subway** – The Subway at South Kensington is now open free to the Public on Weekdays and Sundays from the time first train leaves South Kensington until the last train arrives, and through Tickets including use of the Subway are not now issued.

A new entrance and exit has been made in this Subway at the Junction of Exhibition Road with Cromwell Road. This will serve the Victoria and Albert and Natural History Museums and the Brompton Oratory, whilst the old entrance and exit in Princes Gate serves the Science Schools, Imperial Institute, London University, Royal College of Music, School of Art and Needlework and the Royal Albert Hall.

No.49 – 30 September 1909

21. **Non-Stop Train Service** – On 11 October 1909, a service of non-stop trains, alternate three and five car, will come into operation between Finsbury Park and King’s Cross (both roads), reducing the running time by 1½ minutes on each road. This service will operate during the rush hours only, viz:

07.10 to 10.00 Mondays to Saturdays inclusive.

16.30 to 19.48 Mondays to Fridays inclusive.

12.30 to 15.30 Saturday afternoons.

(For detailed times see Schedules Nos.32 and 33). During these hours all West- and Eastbound trains will run through two alternate stations between Finsbury Park and King’s Cross as follows:

Train “A” passes Gillespie Road and Caledonian Road, and stops at Holloway Road and York Road. Train “B” passes Holloway Road and York Road and stops at Gillespie Road and Caledonian Road.

The running of each train will be described by illuminated signs at Finsbury Park East and West platforms, and King’s Cross East platform, showing the Stations the train in question will not stop at.

In addition, the platforms of intermediate Stations will be provided with illuminated signs reading “Pass” or “Stop” as the case may be. These signs are for the instruction of the Staff, and a sharp lookout must be kept by Motormen and all concerned.

Conductors will be provided with a schedule showing the Stations their trains run through, and they will instruct their Gatemen accordingly. Announcements must be made at all Stations between Hammersmith and King’s Cross, and at Finsbury Park, and every effort made to prevent passengers being over-carried.

Whilst the special service is running, passengers desiring to travel between the undernoted points must be informed the route they must travel by the respective Booking Clerks.

From	To	Via
Gillespie Road	Holloway Road	Finsbury Park
Gillespie Road	York Road	Kings Cross
Holloway Road	Caledonian Road	Kings Cross
Holloway Road	Gillespie Road	Finsbury Park
Caledonian Road	Holloway Road	Finsbury Park
Caledonian Road	York Road	Kings Cross
York Road	Gillespie Road	Finsbury Park
York Road	Caledonian Road	Kings Cross

The Schedule provides that the 5-car trains will stop at Holloway Road, West bound.

It also provides that trains which run through Stations, East bound, stop at those particular Stations West bound. If, for instance, a passenger, whose destination is Gillespie Road, East bound, be overcarried to Finsbury Park, he should remain in that train, and alight at Gillespie Road, West bound, as per Schedule.