

U n d e r g r o u n d

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THE MODELLERS' CORNER

Joe Brook Smith

Welcome to the Society. The number of enthusiastic letters from LT modellers has been very encouraging and exceeds expectations. We have kept too far 'underground' in the past; in fact our membership lists show that a number of enthusiasts live in easy reach of each other. Now the Society has been formed, I am making sure that its existence is well known to the actual model manufacturers, and will report progress from this direction. You can also help by spreading the news around your own model suppliers. There is certainly a potential market, apart from our own members, for commercially produced LT parts and models. This aspect of our needs is only one of many, and a long-term one anyway.

There are many ways we can help each other. Some modellers are building from scratch, others modify proprietary items. Their first requirement is accurate drawings, photos and information on the actual building. We hope, with your help, to compile a list of prototype information already within our Society. Until this is done, members needing specific gen can write to the Editor or to me, and we will do all we can to help.

Many small fittings and bogies cannot be satisfactorily adapted from existing proprietary parts. It is hoped to get something done in this respect soon. The same goes for the proposed Met loco parts mentioned in the Preliminary Issue - this however is a purely private venture developed as part of my hobby, so members are asked to be patient.

The 3rd and 4th rail trackwork of the LEE is a very noticeable feature of the system. Trackwork can make or mar the realism of any model layout, and so it is hoped to publish an article on this subject and its reproduction. If any members have modified proprietary trackwork to 4-rail, I would welcome details for incorporation.

Finally, I would like to thank all the modellers who have joined us, and offer my sincere good wishes for success.

LONDON TRANSPORT SERVICE STOCK

by
2743

This list is compiled from an official list dated 1/1/57 shown to the author on an LTE visit in 1960, and checked against a list in the possession of a fellow-member.

Ballast Wagons: (All are believed to be of 10T Capacity).

Built 1891: BW 2/21/24/30/126/28/30/80/242/44.
 " 1893: BW 3/127/39/47/59/64/75; 1896: BW 8/32/259/62/3
 " 1897: BW 4/5/23/109/55/73/213/14/21/38/45.
 Built after: BW 86/93/6/104/7/13/6/7/22/31/2/41/3/5/6,
 1899: BW 153/60/7/74/98/9/232/41/9/55/8/61/5.
 Wdn by 1/1/1957 (Incomplete) BW 25/121/79/206/20/24.

Flat Wagons: F303 branded "Not to be used on Central Line";

F310-25, (F316/8 are fitted with Concrete Mixers), 30T;
 F328/29, 4-wheel Water Tank Wagons (10T capacity);
 F331-40: Drain Sump Emptying Wagons, 30T;
 F341-75, (F346 branded "Hainault Stores,"
 F360 is fitted with a concrete mixer), 30T;

New: F376/7 added 24/12/1958; F378-83 added 24/1/1959.

Hopper Wagons: HW 400-34, Most are branded 20T, but some, eg.,

HW 406, bear 22T Capacity plates.

Rail Wagons: RW 454-89, some branded "Not to be used on Central Line"; RW 471 fitted with Rail-handling equipment.

Matching Wagons: Built 1891, MW 504; 1893, MW 518; 1895, MW 503; built 1896, MW 532; 1897, MW 515/7/21/6/31/40; built post 1899, MW 510/4/20/3/4/7/9/37/8/9/41.

MW 523/4 match to Tube Stock, and MW 538-41 match to Surface Stock only. The rest match to both types.

Brake Vans: B551-75 are 20T, FB 578/9 are 10T.

B551, wdn 1950; built 1887, B561; 1890, B552; 1893, B562; built 1894, B564/5; 1895 - B563 (branded "C.M. Es Dept"), B566/7/9; built 1896. B572/3/5; B574 branded "For use between Aylesbury and Neasden L.N.E.R. for L.T. Guards" wdn before 1/1/1957; BV577 was a 4-wheel ex-passenger brake van also wdn by 1/1/1957.

FB578/9 are 4-wheel flat wagons, fitted with a glazed "Sentry Box" and brake handwheel added for Central Line extensions, they are branded "Not to be used with steam trains", they were probably adapted about 1944-46.

Steam Cranes:

C602	C610 Willesden Grn 4-wheel.
C603	C611 Lillie Bridge 4-wheel.
C604 with J683 Lillie Br.	C613 Watford Jn Tip Sdgs.
C605 with F313 4-wheel	C614

C606 4-wheel	C615
C607 Lillie Br. 4-wheel	C616
C608	C619 with J690 Harr. Gds. (C619 is hand crane. No. not shown)
C609	C621 Rickmansworth.

Diesel-Electric Cranes:

DE617 with J688 6-wheel added 1955	DE618 with J689 6-wheel added 16/3/57.
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Stores Carriers:

SC630 4-wheel van; SC631 4-wheel flat; SC632 (unseen). (SC630 built 1888)
 SC637/8 Driving Motors; SC639/40 Trailers. These were converted from District Hand-door stock in 1959.

Gauge Wagons:

G660 fitted for Tube clearance.
 G661 fitted for Surface Line Clearance.

(Crane) Jib Carriers:

J682 4-wheel, branded "For Yard use only", built 1886, probably oldest LT vehicle;
 J683 with C604; J684; J685 with C607; J686/7 built 1899;
 J688 with DE 617; J689 with DE618; J690 with C619.

Breakdown Vans: Officially prefixed BD, this does not appear on the vehicles.

(BD)700/2, 4-wheel vans; (BD)703, bogie van; (BD)704 flat.

Tank Wagon: TW730.

Rail Grinding Cars:

RG802, ex-75241; RG803, ex-75245.

<u>Diesel-Electric Generator Wagon:</u> WPW 1000	} These two wagons work together.
<u>Well Wagon for Rail Wagon:</u> WPW 1001	

Cable Drum Wagons: CW 1050-2.

Training School Cars: ICL075-9, built Gemmill Laird, 1920.

Power House; These are mixed in numbering, and occasionally are changed over from one type to another.

Slurry and Ash Wagons: Known alterations are: SL930 now PH930; PH966 now SL966.

Also some Ash Wagons have AW instead of A prefix, e.g. 946.

PH 901/5/930/41-4/50-2/8/9/61.
 SL 903/4/8/9/12/4/6/7/9/21/4/6/7/31-6/8-40/65-60.
 A 945-9/53-7/60.

Built as follows: 1893, 914/31/40/56/7; 1896, 909/17/24/32/9/43/4/9-51/4/8/9/61/9; remainder were built post-1899.

PH901, SL921 were wdn by 1/1/57.

Tunnel Lining Cleaning Wagons: TLCL/2, built 1993.

LT Service Stock - continued.

Sleet Tank Tenders: ST1/2, 4-wheel, built 1957.

Driving Motors 3075/140/3/698 are fitted with control equipment to run with ST1/2.

This concludes a summary of LTE Service Stock, but readers are requested to note details of stock, such as, branded instructions (e.g., "Not to be used on Central Line"), Tare and Load weights, and whether 4-wheel, 6-wheel or bogied. Please write c/o the Secretary.

Subscriptions Will members note that if subscriptions are not paid by 25th February, the March issue of Underground will not be despatched to them.

THE TIMETABLE

Central Control We regret that due to unforeseen circumstances, the visit planned for 10th February is cancelled.

Friday 23rd February Ten minute talks by Members. This meeting will be at St Bride's Institute, Bride Lane, London, E.C.4, at 6.45 pm. Nearest LT station is Blackfriars, and it is close to Ludgate Circus. Everyone is welcome, and if you would like to give one of the talks, on any LT subject, please notify the Secretary at 4 Southcombe Street, London, W.14, giving the title of your talk.

Saturday 10th March Visit to the Signal School. This is probably fully booked, but if you want to add your name to the list, please notify the Secretary. Details follow in the March Journal.

Badges We can supply coloured enamel lapel badges, reading 'Underground' at 2/6d each; also the new badge, out this month, reading 'London Transport' at the same price. Please order from R.E. Labrum, 134 Cranley Drive, Ilford, Essex, enclosing your remittance and a stamped addressed envelope - and don't forget to state which badge you require.

Also available

List of currently catalogued Trade Parts etc - for s.a.e.

'London Transport' 4mm scale decals - 3d per pair, plus s.a.e.

These last two items are available from J. Brook Smith, 34 Barnehurst Road, Barnehurst, Kent.