

Underground

The ~~Journal~~ of

The London Underground Railway Society

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NEW STOCK AT WEST RUISLIP DEPOT

John Echlin

The depot is on the London side of West Ruislip station and is in fact nearer to Ruislip Gardens - between the depot and West Ruislip is a large bridge carrying 4 Western Region tracks, 2 for the Central Line and 3 electrified sidings over the Metropolitan and Piccadilly lines. The depot has 10-12 open sidings on the up side, and about 10 lines in the main shed. There is also a smaller, 3 line, shed on the London side, plus a single-track car-washing plant, and on the west side there are the offices, stores, and refuse boiler.

The depot is being used at present for fitting out the new Tube and Metropolitan A.60 stock before it enters into service. Normal procedure appears to be for trains to be brought into a transfer siding on the north side of West Ruislip station, frequently arriving early in the morning, and they are usually taken into the depot by a tank engine used for shunting in the Western Region sidings, or by an LTE battery locomotive.

Recent depot arrivals have been the following trains or sections:-

1961

December 20 - an 8-car Tube
" 22 - a 4-car A.60
" 30 - an 8-car A.60

The car numbers of the last of the above trains are - 6072, 5072, 5073, 6073, 6074, 5074, 5075, 6075.

1962

January 5 - an 8-car Tube
" 12 - a 6-car Tube
" 14 - an 8-car Tube
" 22 - an 8-car A.60
" 25 - a 6-car Tube
" 31 - an 8-car A.60

February 2 - a 6-car Tube

A POSSIBLE EXTENSION TO THE EAST LONDON LINE

Frederick F. Brown

The Whitechapel-Shoreditch section of this line is open now during week-day peak-hours only due to lack of usage. At other times the service is confined to the section between Whitechapel and New Cross or New Cross Gate and most of the passenger traffic passes through the interchange station at Whitechapel. Existing passenger needs can be adequately met at all times with 4-car trains, which shows that additional peak-hour loading fails to reach the density experienced on the rest of the LT system. The peak-hour service interval on the main part of the line north of Canal Junction is 6 minutes, which is lengthened to 10 minutes at all other times except Saturdays, when a $7\frac{1}{2}$ minute service follows the midday peak and continues until 8 o'clock in the evening.

The reason for the relatively small passenger usage seems to be contained in its present northern terminus. Shoreditch station is nothing but a dead-end, having connections with no other services and being situated in an environment likely to attract no one but those who must pass through it to work or home. Also, the two Southern Region lines at New Cross, by offering a quicker and more direct route to the City (via London Bridge) and West End, attract so much custom that their trains are heavily overcrowded at peak-hours.

However, if a new tunnel, just over a mile long, were constructed from just north of Whitechapel station, it could serve a better situated station in Shoreditch High Street, and continue to an interchange station with the present Northern and Northern City Lines at Old Street. Such an extension would allow the East London to serve more of the City area, but more important still, it would afford a valuable link between N. and S.E. London, and at the same time give S.E. London much improved access to the main line stations of Euston, Kings Cross and St. Pancras. Such an Old Street connection would be within 15 minutes of New Cross and should attract much new custom.

The existing single-track approaches and termini at the New Cross end would seriously restrict service intervals, but if traffic was sufficient further improvements could be made at this end to remove the difficulty.

During January, a Joint Meeting was held, of Officers from The London Underground Railway Society and from the Electric Railway Society, to discuss the best ways of avoiding unnecessary duplication of effort by the two Societies, in fields where their interests overlap. This overlapping, which is, of course, quite considerable, is only coincidental, however, as TLURS is devoted to the study of a specific railway system while ERS is concerned with a particular type of railway.

A very enjoyable discussion was held, which was felt by both parties to have been beneficial; the subjects covered ranged from the exchange of information on major projects in hand (to avoid both Societies embarking on similar schemes at the same time) and reciprocal journal advertisements, to the possibility of sponsoring joint publications and arranging joint tours. No definite plans were made, but the two Societies will be keeping in touch, and anything arranged in future will be announced in the usual way.

In the meantime, the attention of TLURS members is drawn to the following publications of the ERS, all of which are either wholly devoted to, or contain something of interest on, the LTE railway system:-

London's Electrifications, 1890-1923		
	G.T.Moody	1-3d
London Transport Tube Stock till 1939		
	B.J.Prigmore & F.Atkinson	1-6d
Development of Electric Rolling Stock		
	G.T.Moody	1-0d
Scheme Tickets of the London Underground		
	W.H.Bett	1-3d
Early Tube Tickets and Offices		
	W.H.Bett	1-0d

All the prices quoted are post free, and the books may be obtained from the Editor, at 62 Billet Lane, Hornchurch, Essex. Please send remittances with all orders; there will be a slight delay in delivery to members while orders are collected and copies obtained from the ERS, but any orders placed by the middle of March should be delivered not later than the April issue of this journal.

THE TIMETABLE

Saturday 10th March Visit to the Signal School, LTE, at Earls Court. Meet in the main booking hall, Earls Court station, by 10 a.m. Names to the Secretary at 4 Southcombe Street, London, W.14. This visit is probably already fully booked - but there is always the chance that someone will drop out!

Saturday 24th March Annual General Meeting, at the Headquarters of the Stephenson Locomotive Society, 32 Russell Road, London, W.14. This is for members only, and for them a separate notice is enclosed with this Journal. If there is time after the meeting, there will be another Informal Meeting similar to that which followed the November Inaugural Meeting.

Saturday 14th April Visit to the Waterloo and City Line, Southern Region, British Railways. This will probably be a restricted visit, but details - including times - are not yet to hand. Please send names to the Secretary at the address above as soon as possible if you wish to be included.

Saturday 19th May Visit to Quainton Road station, formerly served by the Metropolitan, and now threatened by complete closure, and a walk over the route of the Brill Branch of the Metropolitan, originally known as the Wotton Tramway, which was closed in 1935. Once again, details to follow, but in the meantime send names to the Secretary.

Correspondents When sending names to the Secretary for inclusion in lists for LTE Visits, please enclose a 2½d stamp only; when applying for any other Visits, please enclose a stamped addressed envelope bearing a 3d stamp.

Journal The Editor is pleased to announce that the number of pages of each issue of Underground is to be increased from four to eight from next month onwards. Articles for publication are welcomed, and should be sent to 62 Billet Lane, Hornchurch, Essex.

NEWS FLASHES

NF8 A 6-coach set of ex-Metropolitan Steam Stock is now in the sidings at Upminster Depot, District Line. This train is presumably being held for use during the Metropolitan centenary celebrations in January 1963, all steam stock having been withdrawn September 1961.