

U n d e r g r o u n d
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NOTICE FROM THE SECRETARY

The notes below set out the various duties undertaken by the officer-members of the committee elected in March. Please read them before writing to any officer, as delay will be cut to a minimum if you write to the correct officer - and please remember to enclose a stamped addressed envelope if your letter needs a reply.

Chairman and Editor - P.R.Davis, 62 Billet Lane, Hornchurch, Essex. For items contained in or intended for this magazine, except anything relating to modelling - which should be sent to the Assistant Secretary - Modelling - and such matters as back numbers, non-receipt, change of address for posting, all of which are dealt with by the Assistant Secretary - Membership.

Secretary - N.Fuller, 4 Southcombe Street, London, W.14. For all matters relating to the running of the Society, Visits, Meetings etc, except those covered by other officers.

Assistant Secretary - Membership - R.E.Labrum, 134 Cranley Drive, Ilford, Essex. For all matters appertaining to membership, and for everything relating to Society publications on the distribution side, which includes back numbers of the magazine. To be notified of changes of address and non-receipt of publications.

Assistant Secretary - Modelling - J.Brook Smith, 34 Barnehurst Road, Barnehurst, Kent. For all matters relating to modelling, including editorial material for publication in the magazine.

Treasurer - K.Benest, 66 Hare Lane, Claygate, Surrey. For all financial matters.

Librarian - J.P.Wirth, 43 Crestway, Roehampton, London, S.W.15. For all matters relating to the library we are beginning to form.

NOTICE FROM THE CURATOR - HISTORICAL RELICS

Would any member who has any relics of London Transport and its predecessors, or who knows of any relics preserved by anyone, anywhere, please inform the Curator - Historical Relics, so that the Society may have a comprehensive list of all items preserved. In the event of the Society acquiring a collection of its own, such a list would help to avoid unnecessary duplication; it would also provide modellers with details of many items that they could be sure were accurate. In this connection, please state when writing if unwilling for the Curator to disclose address to anyone wanting details of an item. Please send details of relics to C.M.Gooch, Fairmead, Northway, Pinner, Middlesex, and enclose a stamped, addressed envelope if an acknowledgement is required.

THE P.W.BRADLEY COLLECTION - LONDON TRANSPORT RAILWAY PHOTOS

Philip W.Bradley, a Member of the Committee of the Society, has an excellent collection of London Transport Railway Photographs which he has taken over the past dozen years or so, and he has most generously made the negatives available to the Society. Due to the generosity of another member, the Society has been able to arrange the production of prints from these negatives, and is able to offer them to members at extremely reasonable prices. A duplicated catalogue of the collection has been prepared, giving full details of the photographs now available, and instructions for ordering; this catalogue may be obtained from the Assistant Secretary - Photograph Sales, J.A.S.Milne, Cherrywood, Peterley Corner, Great Missenden, Buckinghamshire. The catalogue is free, but please enclose a stamped addressed envelope (not smaller than foolscap) with your request for a copy.

AN APPEAL FROM THE EXECUTIVE

There is a famous and much-reproduced photograph showing part of a locomotive and two open wagons conveying a party of notables on a trial trip on the Metropolitan Railway before it was opened to traffic. London Transport wish to make use of this photograph in connexion with the centenary of the line next year, but their prints are all heavily retouched at the left of the picture. If any member has an original print, and is willing to lend it to the Executive, please write to the Editor, giving details, as soon as possible.

P.R. Davis

If preservation societies had been in vogue a quarter of a century ago, the Brill Branch of the Metropolitan would have provided a ready-made target at the time of its closure; the line itself, locomotives, and coaching stock would all have been eminently suitable for a museum line, and it was strange that fate and railway politics should have brought such a charming country tramway into the London Underground system - and stranger still that it should have survived into the days of the London Passenger Transport Board.

The branch also began life with several claims to distinction, being one of the few public railways built without an authorising Act, one of the very few owned by a private individual, and also one of the few to use geared steam locomotives, which in turn gave it the additional distinction of running one of the slowest services of its time!

All aspects of the branch provide interesting material, but these notes are restricted to giving a brief introduction to the history of the line itself - rolling stock, services, and the general railway background into which it was introduced not being covered.

It was as early as 1855 when Richard Plantagenet, 3rd Duke of Buckingham and Chandos (then Marquess of Chandos), first projected a line from Quainton to serve his estate at Wotton; this was to connect with the proposed branch of the Buckinghamshire Railway from Aylesbury to Claydon, and when plans for that branch were abandoned the Duke's proposals were temporarily shelved. When the Aylesbury and Buckingham Railway was built from Aylesbury to Verney Junction, linking the two terminal points of the earlier scheme, and opening on 23rd September 1868, the estate plans were put into effect, work being started in September 1870. Most of the route was over the Duke's own land, so that an authorising Act was unnecessary, and no contractors were employed in the construction, the work being carried out by estate workers during the slack season, with some assistance from hired labour.

The route was from Quainton Road station, on the Aylesbury and Buckingham, to Brill, with a branch from Wotton pursuing a winding course northwards to Kingswood Lane, the line to Brill being about $6\frac{1}{2}$ miles in length, and the branch about $1\frac{1}{2}$, all being single-track. Originally intended for mineral and agricultural traffic, the only passengers envisaged were estate staff and drovers in charge of cattle. Construction proceeded

4 fast, the section from Quainton to Church Siding being opened on 1st April 1871, at which time it seems the Kingswood branch opened too. In November of the same year, the continuation of the line to within a $\frac{1}{4}$ mile of its western terminus at Brill is believed to have been brought into use, the last $\frac{1}{4}$ mile being opened in the summer of 1872, but these dates cannot be confirmed at present.

Meanwhile, local demands for a passenger service had been met. A coach was borrowed, and a public service instituted in the January of 1872; the line was christened the Wotton Tramway, and was worked at first by Chaplin and Horne. At this time the Aylesbury and Buckingham's station at Quainton Road was on the Verney side of the road which crossed its tracks on the level at that point, while the tramway followed the road on its Aylesbury side and did not run into the A & B station, though there was connection between the two systems. From Quainton, there were stations at Waddesdon, Westcott, Wotton, Church Siding, Wood Siding, and of course at Brill, where the sheds and offices were also situated.

Several Acts were passed in the next few years incorporating schemes embracing the tramway; they all failed, but in 1894, the Duke having been dead for some years, his heirs leased the whole of the line (with the exception of a siding into the works of the Brill Brick Company Limited) to the Oxford and Aylesbury Tramroad Company, who took over the working, and made some improvements with a view to an extension out to Oxford, and possible electrification. The track was relaid, stations improved, and some curves realigned - but to no purpose for this extension did not mature either. On the 27th November 1899, terms were settled for the Metropolitan Railway Company to work the line, which they did from the 1st December that year. On the 2nd April 1906 the Metropolitan and Great Central Joint Committee assumed control of the line, but it continued to be worked by the Metropolitan until that company was absorbed by the LPTB on 1st July 1933.

By that time, traffic was falling off badly, and the Board closed the line completely on the 30th November 1935. Apart from the alterations referred to above, and the cutting back of the Kingswood branch to Moat Farm during the Met's period, there were few changes during the 64-year life of the line; the principal one came in the 1890's - the Metropolitan had absorbed the Aylesbury and Buckingham on 1st July 1891, and in due course proceeded to double the line to Verney Junction, which work was completed by 1st January 1897. In the course of the widening, a new station was built at Quainton Road on

the Aylesbury side of the road this time, and the tramway was run into the outer face of the island platform on the down side

REVIEW PAGES

BOOKS

- G.F.A.Wilmot - The Railway in Finchley; a study in suburban development - Finchley Public Libraries Committee, 9 Hendon Lane, London, N.3 - 62+x pp. - 5/- plus 9d postage. This book is the fourth in the Old Finchley series, and it comprises an authoritative and exhaustive survey of railway development in the borough. Going back to the earliest of the schemes for the area, the author traces the vicissitudes of the various lines (and their passengers) up to the present. The book reads easily, is well produced and illustrated, and has two maps. It is good value, and to the serious student of north London's railways it will prove an essential addition to the library.
- E.J.S.Gadsden - Duke of Buckingham's Railways - Bledlow Press, 63 Barrow Point Avenue, Pinner, Middlesex - 56 pp. - 7/6d plus 4d postage - but if ordered by 19th May and TLURS is mentioned when ordering, a concession price of 7/- post free operates for members of the Society. Covering the Aylesbury and Buckingham Railway and the Wotton Tramway, neither of which are particularly well documented, this small, illustrated book gives much useful information, including some not previously published. Bearing in mind that both the lines described ended their careers in the London Transport fold, members of the Society should consider it a valuable addition to the works available on their system - and those joining in the walk over the Brill line in May really have no excuse for not buying it to brush up their knowledge before the visit. There is a 2-page sketch map of the railways across the Vale of Aylesbury.
- Wotton Tramway Rule Book, 1873 - Facsimile reprint of part by The Abbey Press, Abingdon, Berkshire - 48 pp. (but some blank) 10/6d post free. This reprint of part of the book current about a year after the line opened provides an interesting companion to the book reviewed immediately above. It is a pity the whole of the rules could not have been reproduced, and the blank pages at various places in the book are tantalizing to the keen student of the line, being too-frequent reminders of something missing. The price is fairly high in relation to the contents, but it must be admitted that those contents are of absorbing interest, and, in many cases, amusing as well. Rather a book for the specialist, but all readers will find something of interest.

R.K.Kirkland - London Transport Railways; Principal Dates - University of London, Department of Extra-Mural Studies, Senate House, London, W.C.1 - 8 pp. - 1/- post free.

This is not a new work, having been published several years ago, but members might like to have it brought to their notice, as it is a private publication - though now available to our members from the address above. It is a very comprehensive and accurate list of LT railway opening and electrification dates, arranged under the heading of the original companies' names. It is very useful to have so many dates brought together in such a handy form, and the pamphlet is strongly recommended to all interested in the history of the system.

RECORDS

Sounds of Sheffield Tramways - Davies Transcription Service, 20 Endcliffe Rise Road, Sheffield 11 - EGA 8005 - 12/8¹/₂d, plus 1/6d postage.

This disc is an historical item for tram enthusiasts, made from the soundtracks of two films, giving rather sudden changes from one section to another. This was less prominent after several hearings, when the "atmosphere" had been gained. Apart from the end of side 2 (Sounds of Tram Destruction), this record will bring pleasant memories to those who remember the "Ships of the Road".

NEWS FLASHES

NF 14 Ref NF 8; the steam stock at Upminster is Nos. 448 - 509 - 440 - 469 - 465 - 427.

NF 15 Vending machines have been installed at some major stations for the sale of Underground Guide and Visitor's London.

NF 16 An 8 or 9 car train of T Stock, consisting mainly of motor cars and control trailers has been observed at the Severn Tunnel with a British Railways brake van at each end.

NF 17 A nameplate from the Met electric loco Michael Faraday was presented by the LTE to The Institution of Electrical Engineers on 8th February 1962.

NF 18 London Transport receipts for 1961 showed an increase of £2,173,000 on the railways, over the figure for 1960, the 1961 total being £28,407,000.

NF 19 A new ventilation scheme at Notting Hill Gate station, utilizing a spiral staircase shaft and a lift shaft - both out of use since the introduction of modern escalators in 1959 - has just been completed by the LT's own heating and ventilating engineers.

A.J.Reed

Rather surprisingly, disc distant signals are being provided between Harrow and Rickmansworth during the current resignalling. These have been provided to give advance warning of signal aspects to drivers of British Railways freight trains using the line, and the discs are of the standard but hitherto rare type with yellow ground bearing a black fish-tailed arm in silhouette; RJP13 at Rickmansworth station is an example. Most of the new discs are mounted just below the light glasses of standard stop signals, and are identified not by a letter-number code, but in words on the usual oblong plate fixed just below the disc - examples are "Harrow North Junction Distant" and "Pinner Outer Distant". There are two of them named "North Harrow Distant" in the southbound direction, the innermost being a fixed distant mounted on a fog-repeater post.

A completely new type of disc signal has appeared at Rickmansworth during the past year or so, and which seems to have escaped previous mention in print. There are two of this new type - RJP1 and RJP2 - which are replacements for old-type banner signals with black bar in a circular glass case. The new discs are larger than the other types, and have a plain black bar on a white ground. In the "off" position they very closely resemble derestriction signs on the roads.

WEST RUISLIP TODAY

J.Echlin

The combined London Transport Executive - British Railways booking hall was built in 1947-48, on the road-bridge at the north end of the station. The bridge was lengthened to take four extra tracks beneath it, but only the transfer line actually goes under the bridge.

The road was finally widened to take a dual carriageway about six years ago; the booking hall, in conjunction with those at Ruislip Gardens, South Ruislip, and Northolt stations, was completed this year - 1962 - after fourteen years!

The site of the platforms between the Royal Air Force Depot and the main line station was originally an earth bank which was cleared by German prisoners-of-war about 1946-47.

There is one island platform, and one electrified siding, plus the transfer line. There is enough space between the siding and the transfer line for the building of a further platform should it be necessary. The signal box is combined with a large staff canteen on the west side of the platforms.

West Ruislip, Ruislip Gardens, South Ruislip, Northolt and Greenford stations are all owned and staffed by British Railways.

Recent movements at the depot have been as follows:-

- 30/3/1962 A60 5096/7/8/9 6096/7/8/9 arrived, entering service 18/4/1962
 3/4/1962 A60 5088/9/90/91 6088/9/90/91 entered service.
 6/4/1962 A60 5092/3/4/5 6092/3/4/5 entered service, having arrived on 17/3/1962.
 11/4/1962 8-car A60 arrived.
 24/3/1962 4-car tube arrived.
 27/3/1962 6-car tube arrived - 9403,1403,1402,1401,9401,1400.
 6/4/1962 6-car tube arrived.

A REQUEST FROM THE EDITOR

When ordering any books, records, badges and so on, which have been mentioned in the Journal, please refer to this mention in your order - it is useful publicity for the Society.

THE TIMETABLE

Saturday 19th May Quainton Road and Brill Branch. Party from London meet at 10.15 a.m. at Marylebone, British Railways. Members travelling under their own arrangements should join the main party at Quainton Road station at 12.10 p.m. The walk to Brill will commence from Quainton Road at 12.45 p.m.

Saturday 26th May Neasden Motive Power Depot, British Railways. Meet in the Booking Hall, Neasden LTE station at 9.45 a.m. This visit is open to all members, and no notification is necessary. This depot provided the motive power for the steam services of the Metropolitan from 1937 until the cessation of those services in 1961, and it is scheduled for closure soon.

Sunday 15th July Comprehensive visit to the Bluebell Railway. This all-day outing is open to all the family, and full details will appear in the June issue