

U n d e r g r o u n d
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ENTERPRISING ADVERTISING

Millions of Londoners will by now have seen the advertisements in some of our Underground trains for the Wall Drug Store, South Dakota, U.S.A. Many must have wondered at the utility of such a venture, for long-distance publicity would not appear likely to produce a great deal of direct business - at least, not at first sight; but it seems that enterprise does have its rewards, even when it is exercised at several thousand miles distance.

A few months ago, your Editor wrote to Mr Ted Hustead, proprietor of the store, congratulating him on recognising the power of Underground advertising. He received a most friendly letter in reply, by return of post, enclosing a postcard view of the store and a photostat copy of a News-week feature on its story - and a fascinating story it is, telling how Mr Hustead has built up a huge business in this small Dakota town (the population of Wall is given as 845), and how he has publicised his store all over the world.

In his letter, Mr Hustead says "My son and I were talking about our advertising in the Underground trains just yesterday and we both agreed that we had been repaid many times for what the advertising cost us". In response to an offer to show him some of the most interesting features of the Underground when in London again, Mr Hustead says that he will certainly take advantage of the offer - and reciprocates by offering to show any of our members visiting the U.S.A. the store - and, if advance notice of arrival is given, to show that member something of the Badlands and Black Hill of Dakota as well.

So there you are, members, the offer is there - the rest is up to you. We send our thanks and congratulations to Ted Hustead.

A METROPOLITAN EXPORT DRIVE

The Stores Committee Minutes of the Metropolitan Railway Company during the first decade of the present century, an invaluable source of information on many subjects, reveal that the Company had found a lucrative outlet for its old stock at that time - an outlet which helped to boost the nation's finances at the same time.

A Minute of the 10th May 1906 records the sale of 7 carriages through Messrs Wheatley, Kirk, Price & Co. to La Societe des Chemins de Fer Economiques, at a price of £60 each. A further Minute in the same year, on 8th November, records a similar sale, this time of 9 carriages at £46 each (£414), and on 13th February 1908 a further sale is recorded - 5 coaches at £40 each, and a further one "in very bad condition" for £30 (£230). This last sale is merely shown as "to a French Railway Company".

Research has revealed that the stock included in these three sales was as follows:-

<u>No</u>	<u>Class</u>	<u>Built</u>	<u>Builders</u>	<u>Compartments</u>
238	2nd	1883	Brown, Marshall	8
290	2nd	1884	- do -	8
292	2nd	1884	- do -	8
293	2nd	1884	- do -	8
296	2nd	1884	- do -	8
297	2nd	1884	- do -	8
299	2nd	1884	- do -	8

Sale of the above vehicles was recorded on 10th May 1906

221	3rd	1883	Brown, Marshall	8	} It is possible that these were 6 cpts + luggage van.
224	3rd	1883	- do -	8	
233	3rd	1883	- do -	8	
234	3rd	1883	- do -	8	
235	3rd	1883	- do -	8	
241	Composite	1883	- do -	7	
242	- do -	1884	Cravens	7	
243	- do -	1884	- do -	7	
244	- do -	1884	- do -	7	

Sale of the above recorded 8th November 1906

The note of the last sale, dated 13th February 1908, shows merely the disposal of the six remaining "A" Class carriages. All these batches were from the last deliveries of rigid stock (No 301, built new in 1884, was the last of the series, and all this stock was lumped together as Class A.

K.R. Benest

The second four-wheeled design may be said to have originated "accidentally". With the completion of the Inner Circle in 1884, modifications to the layout at Mansion House had effected the sharpening of what were already very tight curves, with consequential minor derailments. At an ensuing inquiry, a Metropolitan District Railway platelayer had witnessed to seeing the wheels of the rigid stock lifting clear of the rails before falling back into place when stopping and starting. In his report, Major General Hutchinson had recommended that the Metropolitan Company should give serious consideration to devising an improved arrangement for subsequent stock: when, therefore, in 1887, additional trains were required for the extension from Pinner to Rickmansworth, recourse was had to four-wheeled vehicles, the first since 1870. Victoria's half-century on the throne being currently celebrated, the new stock was promptly dubbed "Jubilee".

The prototype, and two further sets built in 1889, each comprised nine close-coupled vehicles, all constructed by Cravens Bros. and Co. of Sheffield. Individual bodies were 27'6" x 8'4 $\frac{1}{2}$ " over corner-posts with a turn-under of 3" below the waist, the wheelbase being originally 14'0" and the combined buffing and drawgear of a radial type then in use on the New York Elevated Railway. Full 2nds and 3rds had five compartments, but 1sts had four only; five persons a side was standard for all classes. Third-brakes had three ordinary compartments and a luggage van wherein wooden benches provided accommodation for eleven persons, including the guard: in the second-brakes an ordinary sized compartment was allocated to the guard, where in times of stress, seating of the same Spartan elegance was available for a further five persons. The equipment included the usual hand-brake wheel and a fixed gas-lit tail lamp, while narrow lights were inserted in the end-panelling.

Previous practice had been the provision of external removable mouldings to the quarter-lights, but in the new trains these were fitted internally, facilitating the replacement of the glazing in traffic. Top lights, similarly arranged, were provided, while the doors had the usual cast-iron ventilating bonnets and drop lights. The deep waist panels of earlier years were retained, but the mouldings, which did not extend above the waist, had radiused internal corners where hitherto a straight mitred joint had been employed. The practice of

⁴ white-painting the upper panels of first-class carriages was not perpetuated on this and subsequent rolling stock. The composition of each set was - B/2,2,1,1,3,3,3,3,3/B; these trains were put into service on the Inner Circle, displacing older stock to Extension Line workings. These early sets received the simple vacuum brake, but from 1891-3 all stock was fitted with the automatic vacuum.

For the extension to Aylesbury, four trains of similar stock by the same builders were put in service in 1892. They differed in that they were ^{each} formed as two close-coupled sets of four coaches, with long buffers and screw couplings at the ends, a half-train comprising B/3,3,1,2/B; this was done to facilitate the division of trains at Chalfont Road for working to Chesham and Aylesbury respectively.

Though satisfactory on the Inner Circle, the higher speeds achieved on the main line made these short-based vehicles very rough riding. They were forthwith returned under guarantee to Cravens, which company was obliged to lengthen the wheelbase to 17'4", provide intermediate side buffers in place of the original fittings, and strengthen the springing, all at their own expense - in addition to indemnifying the Metropolitan in the sum of £1000 for consequential loss of traffic.

In 1896 the divided working was abandoned, and four of the brake-thirds were reconstructed, each guard's compartment being converted into a small first-class saloon seating 14 persons. A single door was provided on each side, but to preserve symmetry, panelling was provided for a dummy door complete with drop light and semi-circular ventilating bonnet. Five persons were seated on the usual transverse seats at each end; in addition a double seat was provided on each side beneath the quarter and drop lights. At the same time four second-brake vehicles had the guard's equipment removed and became full five-compartment second class. With suitable modification to the buffing gear these trains were reformed, and it would appear that in doing so the functions of the 2nd and 3rd class brakes were interchanged, possibly reflecting the decline in 2nd class traffic. The rearranged sets then became B/2,2,1,1,1/3,3,3,3/B, and perhaps to avoid turning, they appear to have been operated with the 2nd class accommodation at the country end, a clear break with the tradition of 30 years. All sets had Pintsch high-pressure oil-gas lighting, but, until the Aylesbury sets received Laycock's steam heating equipment in 1894, foot warmers only were provided.

With electrification, the Jubilees were laid up, 32 being sold or scrapped. Of these, 7 went to the Weston, Clevedon and Portishead Railway, 10 to the Nidd Valley and 6 to the Mid-Suffolk Light Railway. Due to stock shortage in 1908 it was proposed to form two five-coach electric trains similar to those converted from "Bogie" stock, by mounting bodies in pairs on new steel underframes, with B.T.H. 200 h.p. motors. There would have been seating for 80 first and 320 third class passengers, but the cost was considered unjustifiable and the scheme fell through. Instead, 27 were modernised, including re-panelling to accord with the bogie stock, fitted with electric lighting, and put back into service in February 1909 behind the early electric locomotives, providing three badly needed additional trains. Collector shoes on 18'0" shoe-beams were fitted to the end vehicles to provide current for lighting and heating. These sets served until 1912 when they were finally withdrawn. Eight went to the Llanelly and Mynydd Mawr Railway, nine to the Bute Works Supply Co., the remainder seemed unsaleable and were to be broken up but three reached the Rhymney Railway in September 1914, and one body survived at Wembley Park Sports Ground until 1960. There exists also the body of a 3rd brake in a garden at Mollington, near Chester.

This stock appears to have been numbered as follows. Where written or photographic evidence exists for the vehicles, the number is underlined. There are others whose descriptions, while not coincident, are not inconsistent with the scheme here set out

<u>Built</u>	<u>B/2</u>	<u>2</u>	<u>1</u>	<u>1</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3/B</u>
1887	304	305	302	303	306	307	308	309	310
1889	<u>313</u>	<u>314</u>	<u>311</u>	<u>312</u>	<u>315</u>	<u>316</u>	<u>317</u>	<u>318</u>	<u>319</u>
1889	322	<u>323</u>	<u>320</u>	<u>321</u>	<u>324</u>	<u>325</u>	<u>326</u>	<u>327</u>	328
<u>Built</u>	<u>B/2</u>	<u>1</u>	<u>3</u>	<u>3/B</u>	<u>B/2</u>	<u>1</u>	<u>3</u>	<u>3/B</u>	
1892	331	329	<u>333</u>	335	332	330	334	336	
1892	339	337	<u>341</u>	343	340	338	342	344	
1892	347	<u>345</u>	349	351	348	<u>346</u>	350	<u>352*</u>	
1892	355	353	357	359	356	354	358	<u>360</u>	

*as composite.

- NF 64 The demolition of the old, disused, platforms at Northwood on the Metropolitan Line was commenced on the night of Saturday, 18th August 1962.
- NF 65 The ex-Northern Line 3-car set now in use on the Bakerloo Line was seen at Croxley Shed on 24-8-1962 as part of train no. 86. Train makeup was as follows:-
- | | | | |
|-------|--------|---------------|---|
| A End | 10267 | Northern Line | } Still fitted with plates reading "Property of L.N.E.R." |
| | 012372 | - do - | |
| D End | 11267 | - do - | |
| A End | 10044 | Bakerloo Line | |
| | 012192 | - do - | |
| | 12012 | - do - | |
| D End | 11044 | - do - | |

The maps inside the 3-car set have been changed to the Bakerloo Line, but the Northern Line route diagrams can still be seen underneath - Northern Line transfers still remain on the inside of cab doors.

- NF 66 The new type of train describer, as recently installed at stations on the eastern end of the District Line, are now being fitted over the Metropolitan Line from London to Amersham, and the first section - between Harrow-on-the-Hill and Rickmansworth - was brought into use on 17th June 1962.
- NF 67 The Bakerloo Line was seriously affected by breakdowns during the morning rush-hour of Monday 27-8-1962; three trains broke down in quick succession, the first, a southbound train, at about 8.30 a.m. at Swiss Cottage, then another failed at 9.05 at Charing Cross, followed almost immediately by a third at Trafalgar Square. Normal service was restored within a short time - but not soon enough to avoid hundreds of passengers being late for work.
- NF 68 Work has started on a two-span bridge to carry the tracks of the District and Piccadilly Lines over the new South Wales Motorway at Boston Manor, approximately half-way between the station and the Grand Union Canal. The bridge is for double track, but designed so as to be easily widened if extra tracks are needed (the embankment at this point was constructed to carry four tracks), and the work is being carried out by London Transport at the request of the Ministry of Transport.
- NF 69 A man was rescued from hanging upside down by his legs from the coupling between two cars of a Bakerloo train

standing at the southbound platform of Oxford Circus late on the night of 17-8-1962. It was assumed that he had been taken ill while boarding or alighting from a train, and fallen between the cars.

NF 70 Work commenced on 10-9-1962 on lengthening the two platforms at Westminster station, District and Circle Lines, by 87 feet. Up to now this station has had the narrow catwalks at platform ends so that 8-car trains could be accommodated. The work will take a year and will involve underpinning a corner of Metropolitan Police headquarters at Scotland Yard. The main contractors are John Mowlem and Company Limited, who will carry out the work under the supervision of LITE's own engineers; cost will be £180,000.

NF 71 From 16-9-1962, the Sunday morning Piccadilly Line service from and to Uxbridge will, as an economy measure, start later. First train from Uxbridge is now 6.39 a.m. instead of 6.04 a.m., and the first train bound there starts from Ealing Common at 6.31 instead of 6.06.

NF 72 London Transport have announced that the last of the T stock trains will be withdrawn early in October 1962.

NF 73 Ref NF 60. Wagon J682, dated 1886, would appear to be even older. Close examination shows MET RY 50 painted on the sole-bars, making it the last of a batch of 20 ballast wagons purchased of a Mr Maxwell at £22-£25 each in May 1882. As £48-10-0d each had been paid for new wagons in the previous year it is clear that 31-50 were secondhand, and probably 5 to 10 years at the time of purchase. How much original material remains today is, of course, very doubtful, and it is probable that the vehicle has been entirely rebuilt at some time in its career.

SOCIETY NOTICES

Library The Librarian is pleased to be able to report that the contents of the Library have now been sorted and catalogued. The Committee are now considering the rules to be applied regarding the use of the Library by Members, and as soon as these are settled another announcement will appear in the journal. Further donations are still welcomed, and should be sent direct to the Librarian, John P. Wirth, at 43 Crestway, Roehampton, LONDON, S.W.15 - who thanks all those who have already donated material.

Wendyville Committee member Philip Bradley hopes to have an article on his model layout in the November issue of Model Railway News - on sale about October 25th.

THE TIMETABLE

Saturday 6th October Walk over the Verney Junction Line, of which full details appeared in the September issue. All are welcome; meet at Marylebone at 11 a.m. No notice is required unless you want to travel on the Party Rate Ticket; if this is wanted, send an open postal order for 18/6d (Adult) or 9/3d (Juvenile) to E.J.S.Gadsden, 63 Barrow Point Avenue, Pinner, Middlesex immediately please.

Saturday 13th October 6.30 p.m. Tramway and Light Railway Society "O" Gauge Group Slide Show, at the Euston Dining Club, Cardington Street, London, N.W.1. Everyone welcome.

Thursday 18th October 2 p.m. Visit to Acton Works, LTE. One or two vacancies left - names to the Secretary at 4 Southcombe Street, London, W.14, accompanied by stamped addressed envelope immediately.

Friday 26th October 7 p.m. at Caxton Hall, Caxton Street, Westminster, London, S.W.1. Talk on the Victoria Line entitled "The New Tube Across London", by John R. Bates - a member of our Society and the Midland Area Representative of the Electric Railway Society. This should be a very interesting evening.

Thursday to Saturday, 1st-3rd November. Stand at the Leeds Model Railway Society's Exhibition, at the Corn Exchange, Leeds.

Friday 9th November 8 p.m. in the Small Hall of the Bishopsgate Institute, 230 Bishopsgate, London, E.C.2. Address on Free Passenger Travel on the Railways by Ron Ledger, M.P. Mr Ledger is the first prominent speaker outside the Society to address one of our meetings; it is hoped that we shall have a record attendance - a very interesting evening is assured.

Thursday 15th November 6.30 p.m. Visit to the Post Office Tube Railway at Mount Pleasant. Restricted Visit - names to the Secretary, accompanied by a stamped addressed envelope.

Saturday 8th December 10 a.m. Parsons Green Interlocking Room, LTE. Further details later - no applications yet please.

Saturday 15th December Stand at the 1962 Transport and Travel Exhibition of the Norbury Transport and Model Railway Club, in St Stephen's Church Hall, Winterbourne Road, Thornton Heath.

Manchester Model Railway Exhibition. It is hoped to have a stand here also in December. Details to follow next month.

CORRECTIONS Due to pressure on space, the corrections referred to last month have been held over again, and will now appear in the November issue.

Eric J.S.Gadsden

The Metropolitan of today is very little different from the other lines forming the Underground system, but it was once a much more important railway, with a main line extending through the Wendover Gap and across the Vale of Aylesbury to Verney Junction, a rural outpost 50½ miles from Baker St.

Strangely enough, a railway from Aylesbury to Verney was contemplated long before the Metropolitan was born - as early as 1847 in fact, when two local landowners, Sir Harry Verney and the Duke of Buckingham, were granted powers to extend their proposed Buckinghamshire Railway to Aylesbury, to connect there with the London and North Western Railway branch from Cheddington, opened in 1839. Soon after the main sections of its line were completed, namely Bletchley - Banbury and Oxford, the Buckinghamshire Railway was absorbed by the LNWR, and the Aylesbury extension dropped, as it was felt that the existing lines were adequate for the potential traffic.

However, the two landowners were sufficiently optimistic to seek powers to construct this section, and on August 6th 1860 the Aylesbury and Buckingham Railway Company was established by Act of Parliament. From the LNWR High Street station, the line was to cross Aylesbury and pass west of Quanton Hill, to join the line from Bletchley at Claydon, the junction being named Verney Junction in honour of Sir Harry, on whose land it was. The earlier route was surveyed to pass through the Pitchcott Gap and reach Aylesbury in a north-westerly direction, but the later one ~~was favoured~~ by the two landowners, as it served their estates more adequately.

When the line was almost completed, the LNWR relinquished its ties with the local company, who, lacking further capital, were forced to seek help from the Great Western Railway in the form of motive power and coaching stock to work the line. This was a foolish move by the LNWR board, because the A & BR was modified to make an end on connection with the GWR branch from Princes Risborough, opened in 1863, at Aylesbury. Subsequently, a joint station was built on the site of the present Aylesbury Town station, and from then the LNWR branch began to lose its importance.

The A & BR was eventually opened on September 23rd 1868, shortly after which the broad gauge branch from Risborough was closed by the GWR for nine days to be narrowed, in order to permit through running. The work cost £28,000, of which the A & BR agreed to pay one fifth.

Beyond a proposed extension to Missenden, which failed

10 through lack of funds, little happened until the early 1890's, when the Metropolitan succeeded in gaining Parliamentary approval for an extension from Chalfont Road to Aylesbury, and at the same time was authorised to purchase the Aylesbury and Buckingham for £150,000. The new owners took over on July 1st 1891, and work was started immediately on doubling the line and rebuilding the stations. A new station was built at Quainton Road, on the London side of the road, which was shared by trains on the Wotton Tramway from Brill. Waddesdon Manor station was built as part of this improvement scheme, and opened on January 1st 1897.

The new line from London was opened to a temporary terminus at Brook Street (Aylesbury) on September 1st 1892, and to the main station and junction with the A & BR on January 1st 1894, although a through service over the A & BR line did not start until three years later.

BOOK REVIEW

Edwin Course: London Railways: London: B.T. Batsford Limited; 280 pp, inc. 8 maps and diagrams + 61 photographs: £1-15-0d. This book is described as an appreciation of London Railways; it is not a book written for the Underground enthusiast, for the system gets only incidental mention. Despite this, it must be made clear that the book is one of the best on the main line railways of the capital to appear for a considerable time. Dr Course has taken much of his material from a doctoral thesis, and turned it into a highly informative, and easily readable, outline history for the general reader. The area covered approximates to the County of London, but there are excursions much further afield where necessary, while the period reviewed stretches from the opening of the London and Greenwich Railway in 1836 right down to 1960.

There is, perhaps, a bias in favour of the lines south of the Thames, in both text and illustrations, but this is not a very serious defect, as all lines get reasonably adequate attention; the chapter entitled 'Railways to the River and Docks' is one of the most useful, containing as it does much information not usually found collected together in a few pages.

The maps are by the author; they are clearly reproduced, though on a rather small scale, and an excellent group of tables lists almost 150 closed stations in the London area with relevant dates. The book is strongly recommended.

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