

U n d e r g r o u n d
The Journal of
The London Underground Railway Society

Issue No 7

July 1962

THE NEW TIMETABLE

The Summer 1962 LTE timetable, which came into force on Monday, 18th June, shows more alterations than usual; many of these result from the completion of the Metropolitan Line modernization, and are improvements, both in service frequency and in timings; elsewhere, however, there have been some reductions in services which tend to detract from the good impression created by the Met improvements. Taking the broad view it is clear that Londoners in general are getting a much better service than before - but passengers directly affected by the reductions are more likely to be concerned with their own loss of facilities than with general improvements. It is to be hoped that it may prove possible to restore some of the cuts in due course, but this looks doubtful as they are stated to be economy measures - and economy looks like being a necessity for a long time to come.

Briefly, the main changes are as follows:-

Metropolitan Line The new tables give clockface pattern departures from stations at fixed times, and are linked with the diesel services on British Railways London Midland Region into Marylebone, which are also running at fixed intervals. The principal services are -

Metropolitan fast trains between Amersham and London, calling at Chalfont & Latimer, Chorley Wood, Rickmansworth, Moor Park, Harrow (offpeaks only) and Finchley Road.

Metropolitan stopping trains on the Watford and Uxbridge services, calling at all stations to Wembley Park.

London Midland trains between Aylesbury and Marylebone, serving stations from Aylesbury to Chorley Wood, and making an interchange stop at Harrow-on-the-Hill.

During rush hours, the Amersham service has additional fast Metropolitan and London Midland trains, while Watford and Uxbridge services are augmented by semi-fast Met trains running nonstop from North Harrow or Rayners Lane to Finchley Road. The timings from Amersham to Baker Street are better; morning rush hour trains take 42 minutes instead of 47-52, and in the evening peak the timing is 44 instead of 54-58 minutes.

2 On the Hammersmith and City Section, the rush hour extension of trains from Whitechapel to Barking is withdrawn on Saturdays.

Circle Line This no longer operates as a circular service late at night, being restricted to running between South Kensington and Aldgate East via Kings Cross. The diversion to Aldgate East is to provide connections with the District Line, and to enable Aldgate station to be closed about midnight, instead of at 12.50 a.m.

District Line After 8 p.m. on Mondays to Fridays intervals between trains are slightly widened; there is a 20 minute service to each of the Ealing Broadway and Richmond branches, and to Wimbledon from Edgware Road; a 10 minute service works from Edgware Road to Earls Court and Putney Bridge.

At the eastern end of the District, British Railways London Tilbury and Southend Line trains have been withdrawn from all stations served by the District except Barking and Upminster; this is irritating to commuters from such stations as Hornchurch and Dagenham East, but is particularly serious in the very early morning, when the first up District train is no less than $1\frac{1}{4}$ hours later than the now-withdrawn first L T & S train.

Piccadilly Line After 11 p.m. Monday to Friday, midnight on Saturday, when the intervals between District trains widen, Piccadilly Line trains are diverted to the District tracks, and serve the stations between Hammersmith and Acton Town, which normally have a District Line service only.

On the Aldwych branch, which has only had a rush-hour shuttle service in any case, the Monday to Friday service starts 15 minutes later in the morning, at 7.15 a.m., and ends 15 minutes earlier in the evening at 6.45 p.m. The Saturday morning service, which ran from 7 a.m. to 2 p.m., has been completely withdrawn.

Northern Line Mill Hill East station now closes at 1 a.m., about 15 minutes earlier than hitherto. This appears to be the only case of a last train running earlier, except to Aldgate on the Circle, but alternatives are in easy reach there.

Service Stock Notes - June

C.610 at Willesden Green; branded "For Yard Use Only. Not to be run over Service Lines" (This on one side only)

WPW1000-1 at Willesden Green; branded "Not to exceed 30 m.p.h. Not to be loose- or fly-shunted."

B565 at Neasden on 30-4-1962; marked "Not to go."

SERVICE STOCK OF THE LONDON UNDERGROUND

Official List

April 1962

A. LOCOMOTIVES, etc

| | | |
|---------------------------|-------|---------|
| <u>Steam Locomotives</u> | Total | 13 |
| L.44,46 E Class 0-4-4 | | 1896 |
| L.48 " " | | 1900 |
| L.52 F Class 0-6-2 | | 1900 |
| L.30,31 - 0-6-0 | | 1930 |
| L.90-96 W.R. 0-6-OP | | 1929/30 |

Metropolitan Electric

| | | |
|---------------------|-------|------|
| <u>Locomotives</u> | Total | 4 |
| 1. John Lyon | | 1922 |
| 3. Sir Ralph Verney | | 1922 |
| 5. John Hampden | | 1922 |
| 12. Sarah Siddons | | 1922 |

Electric Sleet Locomotives

| | | |
|------------------|-------|------|
| | Total | 19 |
| ESL.100-102 inc. | | 1939 |
| ESL.104-108 inc | | 1939 |
| ESL.109-117 inc. | | 1940 |
| ESL.118A,118B | | 1961 |

Battery Locomotives

| | | |
|---------------------------|-------|------|
| | Total | 17 |
| L.35-40 inc. G.E.C. | | 1938 |
| L.41-43 inc. M.V. | | 1937 |
| L.55-57 inc. G.E.C. | | 1951 |
| L.58-61 inc. G.E.C. | | 1952 |
| L.76 under construction - | | |
| L.T.E. | | 1962 |

Ballast Motor Cars

| | | |
|--------------|-------|------|
| | Total | 14 |
| L.62-75 inc. | | 1923 |

Yard Electric Locomotives

| | | |
|-------|-------|------|
| | Total | 3 |
| L.8,9 | | 1906 |
| L.10 | | 1908 |

B. OTHER ROLLING STOCKBallast Wagons (10t capacity)
(1891-1913) Total 36

| | | | |
|--------|------|--------|------|
| BW. 2 | 1891 | BW.146 | 1900 |
| BW. 4 | 1897 | BW.153 | 1904 |
| BW. 8 | 1896 | BW.159 | 1893 |
| BW. 21 | 1891 | BW.173 | 1897 |
| BW. 23 | 1897 | BW.175 | 1893 |
| BW. 24 | 1891 | BW.198 | 1904 |
| BW. 30 | 1891 | BW.199 | 1904 |
| BW. 32 | 1896 | BW.213 | 1897 |
| BW. 86 | 1900 | BW.214 | 1897 |
| BW. 93 | 1900 | BW.241 | 1900 |
| BW. 96 | 1900 | BW.242 | 1891 |
| BW.104 | 1913 | BW.244 | 1891 |
| BW.112 | 1904 | BW.245 | 1897 |
| BW.113 | 1902 | BW.249 | 1904 |
| BW.130 | 1891 | BW.255 | 1904 |
| BW.131 | 1902 | BW.259 | 1896 |
| BW.141 | 1904 | BW.262 | 1896 |
| BW.145 | 1904 | BW.265 | 1900 |

Hopper Wagons (20t capacity)
(1935-1951) Total 35

| | |
|-----------------|------|
| HW.400-406 inc. | 1935 |
| HW.407-411 inc. | 1938 |
| HW.412-434 inc. | 1951 |

Rail Wagons (20t capacity)
(1931-1958) Total 41

| | |
|-----------------|------|
| RW.454-459 inc. | 1931 |
| RW.460-465 inc. | 1935 |
| RW.466-475 inc. | 1937 |
| RW.476-487 inc. | 1950 |
| RW.488,489 | 1951 |
| RW.490-494 inc. | 1958 |

| | | |
|-------------------|-------|------|
| <u>Tank Wagon</u> | Total | 1 |
| TW.730 | | 1932 |

4
Flat Wagons (10-30t capacity)
 (1900-1958) Total 73

| | | |
|-------------------------|-----|------|
| F.300 | 15t | 1900 |
| F.303 | 15t | 1907 |
| F.310-315 inc. | 30t | 1931 |
| F.316-325 inc. | 30t | 1935 |
| F.328,329 | 10t | 1935 |
| F.331-340 inc.* | 30t | 1937 |
| F.341-371 inc. | 30t | 1951 |
| F.372-375 inc. | 30t | 1956 |
| F.376-383 inc. | 30t | 1958 |
| *F.332, 337 - Sump Cars | | |

Match Wagons (10t capacity)
 (1891-1904) Total 12

| | | |
|---------|---------|------|
| MW.504 | Surface | 1891 |
| MW.510 | Tube | 1900 |
| MW.515 | " | 1897 |
| MW.518 | " | 1893 |
| MW.523 | " | 1904 |
| MW.529 | " | 1902 |
| MW.531 | " | 1897 |
| MW.532 | " | 1896 |
| MW.537* | " | 1902 |
| MW.539 | Surface | 1900 |
| MW.540 | " | 1897 |
| MW.541 | " | 1900 |

*Drayton Park Stores Wagon

Brake Vans (10-20t capacity)
 (1887-1962) Total 25

| | | |
|----------------|------|------|
| B.552 | 11t | 1890 |
| B.553,554 | 10t | 1914 |
| B.555-560 inc. | 20t | 1935 |
| B.561 | 10t | 1887 |
| B.562 | 10t | 1893 |
| B.564,565 | 10t | 1894 |
| B.566, 567 | 10t | 1895 |
| B.572, 575 | 10t | 1896 |
| B.578,579 | 10t* | 1936 |
| B.580-585 inc. | 20t | 1962 |

*Brakes for Long-Welded Rail train, inc. to 20t

Steam Cranes (3-30t capacity)
 (1905-1939) Total 14

| | | |
|----------------|-----|------|
| C.602 | 5t | 1905 |
| C.603 | 5t | 1907 |
| C.604* | 30t | 1925 |
| C.605 | 5t | 1925 |
| C.606 | 30t | 1931 |
| C.607 | 10t | 1931 |
| C.609-611 inc. | 5t | 1937 |
| C.613 | 5t | 1938 |
| C.614 | 3t | 1938 |
| C.616 | 5t | 1939 |
| C.620 | 5t | 1926 |
| C.621 | 5t | 1935 |

*Breakdown Crane

Stores Cars (1910-1913)

| | | | |
|---------------------------|---------|-------|------|
| | | Total | 4 |
| SC.637 | Motor | | 1913 |
| SC.638 | " | | 1910 |
| SC.639,640 | Trailer | | 1910 |
| (Converted District Cars) | | | |

Breakdown Vans (3-10t capacity)
 (1896-1910) Total 4

| | | |
|------------|-----|------|
| BD.700 | 3t | 1896 |
| BD.702,703 | 3t | 1910 |
| BD.704 | 10t | 1897 |

Diesel Electric Cranes
 (1955) Total 2

| | | |
|-----------|----|------|
| C.617,618 | 6t | 1955 |
|-----------|----|------|

Jib Carriers (6-25t capacity)
 (1886-1932) Total 8

| | | |
|-------------------|-----|------|
| J.682* | 6t | 1886 |
| J.683 (C.604) | 8t | 1919 |
| J.684 (C.606) | 8t | 1932 |
| J.685 (C.607) | 8t | 1932 |
| J.686,687 (C.605) | 10t | 1899 |
| J.688 (C.617) | 25t | 1925 |
| J.689 (C.618) | 25t | 1925 |

*Lillie Bridge loco use only

Power House, Slurry and Ash Wagons (1893-1912) Total 39

| | | | | | | | |
|--------|------|--------|------|--------|------|--------|------|
| PH.901 | 1904 | SL.933 | 1904 | A.947 | 1904 | A.957 | 1893 |
| SL.903 | 1912 | SL.934 | 1912 | A.948 | 1904 | PH.958 | 1896 |
| PH.905 | 1902 | SL.935 | 1904 | A.949 | 1896 | PH.959 | 1896 |
| SL.912 | 1902 | PH.936 | 1904 | PH.950 | 1896 | A.960 | 1904 |
| PH.917 | 1896 | SL.938 | 1904 | PH.951 | 1896 | PH.961 | 1896 |
| SL.919 | 1902 | A.941 | 1904 | PH.952 | 1902 | SL.965 | 1904 |
| SL.926 | 1902 | PH.942 | 1912 | A.953 | 1912 | PH.966 | 1912 |
| SL.927 | 1912 | PH.943 | 1896 | A.954 | 1896 | SL.967 | 1912 |
| PH.930 | 1902 | PH.944 | 1896 | A.955 | 1912 | SL.968 | 1912 |
| PH.931 | 1896 | A.946 | 1912 | A.956 | 1893 | | |

Diesel Generator Set Wagon

WPW.1000 1937

Welding Plant Well Wagon

WPW.1001 1927

Cable Drum Wagons Total 3

CW.1050-1052 inc. 1940

Training School Train 5 cars

IC.1075-1079 inc. 1948

Tunnel Line Cleaning Machines

Total 2

TLC.1 1904
TLC.2 1893

Gauging Cars

Total 2

G.660 Tube 1907
G.662 Surface 1934

Rail Grinding Cars Total 2

RG.802,803 1956

Plasser-Theurer Ballast Tamper

PTB.760 1959

C. Summary

Miscellaneous Vehicles

| | | | |
|-------------------------|-----|----------------------|-----|
| Cranes - Steam | 14 | from previous column | 187 |
| Diesel Electric | 2 | Wagons - Hopper | 35 |
| Jib Carriers | 8 | Match | 12 |
| Stores Cars | 4 | Power House | 16 |
| Ballast Tamping Machine | 1 | Rail | 41 |
| Gauging Cars | 2 | Slurry | 12 |
| Rail Grinding Cars | 2 | Cable | 3 |
| Training School Cars | 5 | Diesel Generator Set | |
| Vans - Brake | 25 | Wagon | 1 |
| Breakdown | 4 | Tank Wagon | 1 |
| Wagons - Ash | 11 | Tunnel Line Cleaning | |
| Ballast | 36 | Wagons | 2 |
| Flat | 73 | Welding Plant Wagon | 1 |
| | | | |
| to next column | 187 | | 311 |

| <u>Locomotives, etc.</u> | |
|--------------------------|-----|
| Steam | 13 |
| Battery | 17 |
| Ballast Motor Cars | 14 |
| Yard Electric | 3 |
| Metropolitan Electric | 4 |
| Electric Sleet | 19 |
| | — |
| | 70 |
| | — |
| <u>D. TOTAL VEHICLES</u> | |
| Locomotives | 70 |
| Other Rolling Stock | 311 |
| | — |
| | 381 |

The Society would like to express thanks to those members of the staff of the London Transport Executive who have prepared this stock list for Underground - by no means a small undertaking - and also to thank the Executive for permission to publish the list. It is hoped that periodical notes will be appearing in the magazine, so that the information is kept up to date.

The Editor

NEW TICKET HALL FOR WATERLOO UNDERGROUND STATION

A new ticket and entrance hall for London Transport's Waterloo station opened on Sunday 13th May 1962, in York Road. Facing Waterloo (Southern Region) station, it forms part of a nine-storey wing of the new 26-storey Shell building on South Bank and will serve Shell, County Hall, and other office staffs as well as concert-goers on their way to and from the Festival Hall. The ticket hall will be open on weekdays from 7 am to 11.30 pm and on Sundays from 4 pm to 11 pm.

There are two entrances in York Road and a third, facing County Hall, will open shortly. There is also a private entrance to the Shell building for the 6,000 people working in it.

The ticket hall is served by two escalators originally installed by London Transport for visitors to the 1951 Festival of Britain South Bank Exhibition and later used for the former British European Airways Waterloo air terminal on the same site. These escalators were closed down and boxed in while the Shell building was being erected; they give access to both the Bakerloo and Northern Lines. The escalator shaft now passes just beneath the front wall of the building, as the building line in York Road has been set back, and heavy foundation work and girders were needed to support the structure above.

The exterior of the station entrance has been designed to harmonise with the Shell building, at the same time maintaining its individuality as an Underground station. Marble facing, matching that of the Shell building, has been used with mosaic infilling panels. Standard illuminated fascia boxes, giving the station name, a London Transport bull's-eye sign, and an

7
illuminated poster displays have been provided. An aluminium ventilation grille at clerestory level extends the whole width of the frontage.

The twin escalators, with an intermediate fixed staircase, rise through the floor towards the rear of the entrance hall and are protected by a light open aluminium balustrading capped in red plastic. The escalators themselves are panelled in aluminium and the mouth of the escalator shaft is finished with a narrow aluminium edging. To give the maximum circulating space at the head of the escalators, the ticket office has been placed at the rear of the hall.

The ceiling incorporates continuous bands of fluorescent lighting. The walls are faced with tiling and mosaic with a green terrazzo portal concealing the heavy structural framing inside the entrance to the main hall. The floor is finished in a tiled black-and-white chequer-board pattern, and the original blue rubber filling to the escalator decking, which was in good condition, has been renovated and retained.

Provision has been made for tobacco and other kiosks but for the time being the recesses they will occupy have been filled in by poster display panels. There are also spaces at the rear of the hall for telephone kiosks and for luggage lockers.

Although the new hall has been designed to be in keeping with the general quality of its surroundings, only standard materials have been used in its construction and decoration. The work was carried out by Marshall Andrew & Co. Ltd of Westminster to the requirements of Mr K.J.H.Seymour, A.F.C., F.R.I.B.A., Architect, London Transport Executive, who was also responsible for the design.

NEWS FLASHES

- NF 31 Ex-Northern Line 3-car set 10267-012372-11267 has been seen at Watford Junction on the Bakerloo Line, 2-6-1962.
- NF 32 There was a rush-hour breakdown on the Bakerloo Line on the morning of 15-6-1962, caused by a points failure at Lambeth North. All 6 stations from Elephant & Castle to Piccadilly Circus were without Bakerloo trains for 40 min.
- NF 33 A new experimental lighting system is being installed at Gants Hill on the Central Line.
- NF 34 The Summer 1962 edition of the Underground Guide is now on sale - price one shilling.
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THE TIMETABLE

Sunday 15th July All-day Visit to the Bluebell Railway - open to all; see last month's Timetable for full details. Names can be accepted up to 7th July. Separate notices will not be sent; meet at 10.15 a.m. by the Central Section Departure Indicator, Victoria station (main line), if travelling with the party from London; otherwise, join the 12.20 p.m. train at Horsted Keynes. Tea will be at 5 p.m., and departure from Sheffield Park at 5.50 p.m.

Saturday 11th August - subject to confirmation. Visit to Lillie Bridge Depot, L.T.E. Restricted party; names to the Secretary by 4th August, accompanied by a stamped addressed envelope.

Saturday 18th August Tour of the outer ends of some lines which carried joint Met-GWR services. Itinerary will be Paddington - Uxbridge (Vine Street) with time to view the old Met station in Belmont Road - Reading - Windsor - Ealing Broadway. This will also be an all-day outing, and open to all. Cost at party rate will be 15/10d for adults and 7/11d for those under 14. Names, accompanied by open postal orders in full payment and a stamped addressed envelope, should be sent to J.G.S.Echlin, 10 Copthall Road East, Ickenham, Uxbridge, Middlesex, by August 11th.

Clubroom The Committee are fully aware of the demand from our members for a society headquarters, and have some ideas on the subject; if any member has any suggestions to make about this - or, better still, some accommodation to offer! - please write to the Secretary at 4 Southcombe Street, London, W.14.

List of Members It is intended to publish a List of Members during the next few months. If any member does not want his name and address to be published, please notify the Secretary as soon as possible.

Register of ex-Underground Stock The Editor has undertaken to compile a Register of all Rolling Stock which formerly belonged to the LTE and its predecessors. If any member can give any information on old stock - whatever its condition or whereabouts, please write to 62 Billet Lane, Hornchurch, Essex, giving in as much detail as possible, what the stock is, where it is, when it was seen, and its condition.

London Transport Magazine This is published monthly, and can be obtained from Underground Booking Offices and LT Bus Garages, price 2d. It may also be obtained by post for an annual subscription of 6/-, which should be sent to The Editor, at 55 Broadway, Westminster, London, S.W.1.

RECORD REVIEW

The Metropolitan Line. Davies Transcription Service 7" E.P. No EGA 8006. Obtainable from 20 Endcliffe Rise Road, Sheffield, 11, at 12/- plus 1/6d post and packing.

A sound picture of the "Met" composed of recordings made at Great Portland Street, Baker Street, Rickmansworth, and on a steam hauled Aylesbury train during August 1961. The fact that the electric locos are featured on this record, performing the duties that they did for so long, makes this record of particular interest to all who knew them. The arrival and departure of No. 3 on a down train at Baker Street, with the distinctive throb of her exhausters (not compressors as stated on the sleeve) comes over well, as does the engine change sequence at Rickmansworth.

"T", "CP" and "A60" stock are also featured, and ex-IMS Class 4 2-6-4T 42881 north of Rickmansworth.

Played at high volume, as is usual with this type of recording, the sounds of the "Met", most of them no longer with us, will be appreciated by all the many devotees of the Metropolitan.

THE TIMETABLE - STOP PRESS ITEMS

Saturday 25th August Visit to Smithfields Goods Depot, Western Region. This will be the last opportunity to visit this underground goods station, as it is in process of being closed down. Names to the Secretary, accompanied by stamped addressed envelope, immediately please.

Saturday 15th September A Metropolitan Tour arranged by the Birmingham area of the Electric Railway Society. This tour will include a trip into Watford to view the buildings erected in the centre of the town by the Metropolitan Railway Company, and a run round the Watford North Curve by special train. Names, together with postal order for 1/- and a stamped addresses envelope, to John R. Bates, 15 Landswood Road, Oldbury, Birmingham, as soon as possible. When applying, please mention TLURS Membership.

Metropolitan-Great Western Joint Services.

A certain amount of curiosity has been aroused by our trip on the 18th August round some of the outer ends of these routes. While a lengthy article could be written on the services, a shortage of space precludes this at present, but it can be said briefly that some of the services had been run for very many years by the GWR alone, exercising their running powers

10 over the Metropolitan tracks into the City. When the Met was electrified in 1905, it was agreed between the companies that motive power over the underground section should be supplied by Metropolitan electric locomotives, and this arrangement continued until the services were discontinued in 1939 - the engine changes taking place at Bishop's Road.

There were changes in the services over the years, and the Society Tour is based on the trains running in the earlier part of the century. It is hoped that as many members as possible will avail themselves of the opportunity to make this tour - which will probably not be possible in its entirety for very much longer, as the Western Region line from West Drayton to Uxbridge (Vine Street) is one of those down for closure.

COMPLETING THE MODERNIZATION

E. J. S. Gadsden

The weekend of June 16/17 was the scene of much activity on the Met, as the final stage of the Modernization Scheme took place.

The temporary siding arrangements at Northwood Hills ceased on the Saturday, and the temporary junction there, between the fast and slow tracks, was clipped out of use after the passage of the 12.14 a.m. ex Baker Street. Meanwhile, at Watford South Junction the branch tracks were slewed over to join the new slow roads, and the old junction with what are now the fast tracks severed. Because of this, certain all-stations trains to and from Rickmansworth etc were unable to make the scheduled stops at stations on the slow roads. Notices warning passengers of the alterations were posted about a week beforehand, and at Northwood a temporary barrier had to be erected, to prevent passengers using the old Up platform, on what is now a fast road.

Finally, on the Sunday night, a junction was laid in, permitting the slow Amersham trains to cross on to the main line, just north of the Watford branch junction.

The whole operation was carried out with surprising smoothness, and very few delays occurred; some minor permanent way work remains to be done, after which only overall speed restrictions of 60 mph on the slow lines, and 70 mph on the fast lines, will apply over the whole of the newly quadrupled section.

EXTRA NEWS FLASH

NF 46 At least two trains of A 62 stock were in passenger service at the end of July 1962 on the Metropolitan.
