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THE LONDON UNDERGROUND RAILWAY SOCIETY

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THE PARIS METRO VISIT

One of the means of studying the London Underground within the Society has always been by drawing comparisons with other railway, and particularly other Underground, systems; but it has taken almost eight years for a direct comparison to be made with another system. As readers will be aware, Paris was the chosen city, and a party of over twenty members, friends and family went across to France over the weekend 5-8 June.

On looking back, it can safely be said that the visit was an unqualified success; the weather was ideal, the crossings in each direction calm, while the intensive tour of the Metro provided by RATP on the Saturday morning was of absorbing interest. After this tour, and after using the metro for other purposes during the weekend, the general consensus of opinion was that LRT has little to teach its French counterpart. While admittedly the Paris system differs from London's in its object to some extent, it must be said that for frequency of service, simplicity of fare collection, and ease of use generally - including finding the right platform on commencing a journey or at interchange points - Paris won hands down in the opinion of those on the visit, many of whom had not visited Paris before.

A feature of the trip was that the organisers had not tried to crowd as much into the available time as was possible; apart from the metro tour on Saturday morning, the only other organised visit was to the Transport Museum at Malakoff on the Sunday afternoon. It seems that this

freedom of choice for much of the time was appreciated, as one of the points most frequently made by members was that the balance was excellent, allowing as it did a wide margin for personal choice.

Requests have been received already for visits to other systems, and it is hoped that these will be met in due course; in the meantime the thanks of the party, and of the Society, are extended to John Crowhurst and Pierre Folz for all their hard work in organising a most successful weekend.

COMMUTER SPEEDS

During May the Evening Standard conducted an interesting experiment in rush-hour travel, sponsoring a race to work by ten different modes of transport. The Great Getting to Work Race, as it was named, started at Juer Street, Battersea, and ended in Fleet Street at the Standard's offices.

The results were most instructive, but not entirely happy for London Transport, for out of the ten contestants those using the Underground and the buses came in eighth and tenth respectively. The winner was a moped rider, in 12 minutes; the bus user, coming in last, took 63 minutes - more than five times as long as the winner. The Underground contestant, who, it must be pointed out also used a bus to South Kensington, took 59 minutes.

If this is typical of the results to be expected on an average journey to work, it is little wonder that those who can provide their own transport - or at least can avoid public systems - do so, and if it has done nothing else, the race should have given LTF much food for thought. Admittedly, other journeys would give different results, because nearness to tube stations at both ends of the journey would speed things up considerably, but not everyone either lives or works near a station.

It is interesting to note that the complaints about the buses were not that they were delayed on their journeys by other traffic, but that they were full, the bus contestant complaining that she had to wait for the seventh bus at one stop before she could get on - which gives more food for thought.

Rayners Lane forty years ago was just beginning to develop under the name of Harrow Garden Village; the lane itself was an unpaved track, named after a shepherd who occupied an isolated cottage in the lane. The district which has grown up under the same name would be quite unrecognisable to Daniel Rayner if he could see it now, and he would probably feel not at all at home.

Development was begun in 1929 by a Mr E.S. Reid, a former Deputy Borough Engineer and Surveyor to Harrow Council, who laid the first brick in May of that year. This was in Oakington Avenue, the first road to be built under the new development, which was soon followed by Beechcroft Avenue, Elm Grove, and The Drive.

But trouble lay ahead. Rayners Lane itself was the only access to the new building sites, and, being an unmade track, it was not up to the strain of heavy lorries bringing in supplies in bulk. As there were no other roads in the vicinity then, other means had to be sought to get in the building materials.

The solution was near at hand; the Metropolitan Railway ran nearby, and Rayners Lane Halt had, in fact, been opened in 1906 on the line to Uxbridge, which was opened in 1904. Negotiations with the Metropolitan took place as a matter of urgency, and the development company agreed to pay for a siding to be laid in at Rayners Lane.

This siding became known as Reid's Siding and it served its purpose admirably, large quantities of the materials used in building Rayners Lane being brought in this way in the ensuing few years.

Publicity for the new development was original; some of the largest bonfires to be seen for many years were used to put the place on the map, and one, lit on 5th November 1932 was the largest in England since Victoria's Jubilee and was seen by 30,000 people.

Although its day of glory is over, Reid's Siding is still in existence - indeed, it is still in use, but today very few people could even guess at its origin.

FLEET LINE APPLICATION

London Transport announced on the 27th May 1970 that it had applied to the Greater London Council for permission to start construction of the Fleet Line from Stanmore to Lewisham, subject to Parliamentary powers being granted for the sections between Strand and Lewisham.

LT believes that, because of the contribution the new railway will make in helping to solve London's present transportation problems, the positive social benefits it will bring, and the part it will play in the London of the future, the capital outlay should be financed from public sources, partly by a Government infrastructure grant and partly by grant from the GLC. LT has, accordingly, asked the Minister of Transport and the GLC to finance the project.

The New Cross-London Underground line is estimated to cost £86m at current price levels. This figure excludes the cost of some work on the existing system which will be necessary independently of the Fleet Line - reconstruction of Bond Street and Strand stations, and resignalling north of Baker Street. The precise siting and cost of the station at Lewisham will be for further consideration by London Transport in consultation with the various authorities concerned, including the London Borough of Lewisham.

If work on the Fleet Line were to be started soon, the first stage from Stanmore to the Strand could be opened in $5\frac{1}{2}$ years. This section would take over the Stanmore branch of the Bakerloo Line at Baker Street and then continue in deep-level twin tube tunnels to Bond Street, Green Park and Trafalgar Square/Strand, where the present two stations would be combined. Parliamentary powers already exist for the construction of this part of the railway.

The Fleet Line, which would run from north-west to south-east, broadly at right angles to the Victoria Line, would provide interchange facilities with every other Underground line and with British Railways main line terminals at Charing Cross, Cannon Street and Fenchurch Street. Among its major benefits would be relief of

the serious overcrowding on the most heavily-used section of the whole London Underground network - between Baker Street and Oxford Circus - which is at present carrying 24,000 passengers an hour into the West End during the morning peak and a similar number in the homeward direction in the evening. By taking over the Stanmore branch of the Bakerloo, it would enable the present Bakerloo Line service to be doubled through Paddington on what is now the Queen's Park branch.

The Fleet Line would give London's north-west suburbs a direct link with the City, and provide a large area of south-east London with a fast direct service to the heart of the City and West End. The importance of the new Fleet Line link with the south-east would be heightened by the major housing developments which are planned in the Surrey Docks and Deptford areas. The new tube would also relieve the Southern Region's hard-pressed south-eastern sector at a time when, otherwise, the developing new town of Thamesmead would create further problems.

London Transport is currently seeking Parliamentary powers for the second section of the proposed new line from Strand to Fenchurch Street. Subject to GLC agreement and to the availability of funds, it is proposed to seek similar powers for the Fenchurch Street-New Cross and New Cross-Lewisham sections in succeeding Parliamentary sessions.

The second half of the new railway from the combined Trafalgar Square/Strand station would have stations at Aldwych, Ludgate Circus, Cannon Street (with subway connections with Monument), Fenchurch Street, Surrey Docks, New Cross and Lewisham. There would be a branch on the surface from Surrey Docks to serve New Cross Gate. The East London section of the Metropolitan Line would operate between Surrey Docks and Whitechapel/Shoreditch.

The new line would serve two important road corridors in the heart of London - Baker Street/Bond Street and Strand/Fleet Street-for the first time by Underground; it would have automatic train operation as on the Victoria Line and provide a 2-minute peak-hour service of 8-car trains.

LT HEATHROW EXTENSION GIVEN SUPPORT

The Heathrow Link Steering Group has recently supported London Transport's proposed extension of the Piccadilly Line from Hounslow West to Heathrow Airport, and in welcoming the report LT has said that all preparations have been made to start construction within three months of authorisation, and if the go-ahead were to be given this month (July), building could start in the autumn, making a 1974 opening date possible.

LT stated in an announcement on the 20th May "Because of the growing passenger demand at Heathrow, the need for a rail link is serious and pressing.

"In anticipation of the Minister of Transport's acceptance of the Tube Link plan, London Transport has already sought the Greater London Council's approval of the extension and it is hoped that an early Government decision will be made so that Heathrow can be 'plugged in' to the London Underground system as soon as possible.

"The scheme will benefit airline passengers (including many visitors to London) and the large number of staff commuting to the Airport. It will ease congestion on roads which threaten to become traffic-saturated and provide a new facility to some commuters to Central London.

"In view of this and the national and regional importance of the link, LT considers that there is a strong case for the financing of the capital investment required free of interest by the Government and the GLC".

The cost of the extension would be about £14m (£19m with associated works at Heathrow such as subways and travelators linking the station with the passenger buildings, and the capitalisation of interest). Journey time would be about 30 minutes to Gloucester Road and 35 minutes to Hyde Park Corner. Passengers would be able to travel to a whole range of destinations on the Underground network throughout London either directly on the Piccadilly Line or by changing to other Underground lines, all of which have interchange with the Piccadilly Line. The problems arising from concentration of traffic at a single in-town terminal would be avoided.

Tube trains would serve Heathrow every four minutes in the peak, every five minutes between the peaks on Mondays to Fridays, and every seven-and-a-half minutes at other times. They would run through the heart of Central London giving direct links with the capital's main hotel areas of Gloucester Road, South Kensington, Piccadilly and Russell Square. Of some 42,000 hotel beds in Central London, over 26,000 are within half-a-mile of Piccadilly Line stations and this number is likely to increase as a result of further major hotel developments envisaged along the line, particularly near Gloucester Road and South Kensington Underground stations.

Luggage accommodation would be provided on the Piccadilly Line trains, although many air passengers travel light and the proportion of briefcase passengers is now substantial.

As well as catering for air passengers, the three-and-a-half-mile link, with an intermediate station at Hatton Cross, the main airport maintenance area, would make travel to and from the airport easier for many of the 60,000 workers ultimately expected to be employed at Heathrow. The main peaks for airport traffic would not conflict with the commuter peaks and London Transport is confident that the train service to be provided would be able to cater adequately for both existing and new passengers.

Most of the $3\frac{1}{2}$ -mile extension would be built just below the surface, but one-and-a-quarter miles under the airport itself would be driven in twin tunnels through the London blue clay and a 600-yard section where the railway would cross the river Crane, just east of Hatton Cross station, would be in the open.

The extension would start with a diversion of the line on London side of Hounslow West station, for which new platforms would be constructed; the extension would run under the verge and service road on the south side of the Bath Road to Henlys Corner. Here it would swing round the verge - which is generally wide - and open ground on the north side of the Great South West Road to the new Hatton Cross Station.

From this point the new line would drop down under the airport to the new terminus near the main buildings in the centre of the airport.

At each of the three stations, platforms would be built between the tracks. At Hatton Cross, a single-storey ticket hall would be built north of the Great South West Road near the junction with Hatton Road and it would be linked by stairs to the platforms immediately below the surface. At Heathrow a subsurface ticket hall would be constructed beneath the triangular area in the centre of the airport containing the bus station, and the ticket hall would be linked with the main airport buildings.

REVIEWS

Professional Papers

F.G. Maxwell; *The Victoria Line in Operation*; read before The Institution of Railway Signal Engineers on 17th February 1970; obtainable from The Honorary General Secretary, Institution of Railway Signal Engineers, 21 Avalon Road, Earley, Reading, Berks; price 1/6d per copy plus 4d postage.

An extremely interesting account of the history and progress of the Victoria Line by a member of the London Transport Executive who has been intimately associated with the building and operation of the line. Essential reading for anyone interested in the present operation and future development of the Underground, Mr Maxwell provides much food for thought and gives an insight into problems which might well not even occur to the outsider. Strongly recommended.

C.W. Hardie; *Escalators and Trav-o-lators*; read before The Institution of Mechanical Engineers, Railway Division, on 27th April 1970; obtainable from the Institution of Mechanical Engineers, 1 Birdcage Walk, London, S.W.1. price 5/-.

An invaluable review of the various types of escalators and travelators used in London, and particularly useful to the Underground student in that every type of escalator ever used on the system is described in detail in an extremely clear text amply illustrated with drawings and photographs. Mr. Hardie presents an unusually comprehensive survey of his subject in what will become a definitive work for the foreseeable future. It is interesting to note that the subject of accidents on both new and old type escalators is dealt with in some detail.

Pamphlets and Booklets

Glasgow District Subway; Its Construction and Equipment; reprint of an anonymous booklet published c.1910; London Area, Light Railway Transport League, 1970; price 3/-; obtainable from Light Railway Transport League (London Sales), 32 Church Road West, Farnborough, Hants; 48pp 8in x 5in plus thin card covers.

A cheaply produced facsimile reprint of an absorbing account of the building of the Glasgow Underground, this makes readily available to all an interesting little booklet obviously written by someone who had a great interest in his subject, and considerable knowledge of it also, although he describes himself in his preface as an "ordinary observer". Good reading.

Books

Lord Francis-Williams; Nothing So Strange; London, 1970; Cassell; £2-10-0d; obtainable from all bookshops; Not a book about the Underground at all, but of his personal reminiscences by one who has spent his life in journalism and in politics. It is basically a book about people, and includes notes about many famous people some of whom have influenced the development of London's transport - including Frank Pick. Recommended general reading, but as stated above, not an Underground book.

LETTERS TO THE EDITOR

17th May 1970

Sir,

I recently acquired a Metropolitan Railway poster referring to football matches at the Spurs' ground, and advertising "Through Bookings from this Station to White Hart Lane".

From the dates of the matches I believe the poster to date from 1928. It would be interesting to know which Metropolitan stations offered these through bookings, and for how long.

Yours faithfully,

4 Sudbury Croft,
Wembley, Middlesex.
HAO 2QW.

Richard Graham

Dear Mr Davis,

I am writing to ask if you or other members of the Society know where I can purchase a 1908 Electric Railway Map, as my copy of this map has recently been accidentally destroyed.

I am willing to pay a good sum (within reason!) for a good copy of this map, and if anyone can sell me a copy I would be extremely grateful. Please write to me at the address below, and I am willing to refund postage.

Yours faithfully,

85 Clitterhouse Road,
London, N.W.2.

John C. Clarke

NEWS FLASHES

- NF 945 As from 15th February 1970 the track serving No 4 platform at Broad Street has been electrified and No 9 platform has been taken out of service and the track removed. The remaining platforms have been renumbered 1 to 5 reading east to west. New Inn Yard and Skinner Street signal cabins were closed at the same time.
- NF 946 As from 1 March 1970 all eastbound trains use the centre platform at Gloucester Road, District and Circle Lines, which platform has been widened. The former eastbound platform is now out of use.
- NF 947 At Bromley-by-Bow a new entrance from Talwin Street with a permanent ticket office was opened 26 April 1970. There had already been a temporary entrance here as a result of a fire in the main office in February. The entrance from Devons Road was closed as from 26 April 1970.
- NF 948 The early morning trains worked by the Eastern Region of British Railways between Liverpool Street (main line) station and the Epping line were withdrawn on and from 1 June 1970. The last two trains from Epping - the 05.05 and the 05.35 on Sunday 31 May 1970 in fact ran from Loughton as trackwork was in progress necessitating an emergency bus service between Epping and Loughton. This withdrawal was only advertised at the very last minute - notices appearing at Liverpool Street at 16.00 Thursday 28 May.

Members of the Special Advice Service were notified of this impending closure by telephone wherever possible and at least one managed to make a last-train journey, despite the awkward timing. As the withdrawal involves the closure of the section of surface track between Leyton and Stratford, the legality of the move has been questioned. Has anyone any comments to make on this point?

- NF 949 In a press report on the annual accounts of the Burton's Tailoring group, it is stated that the group's Peter Robinson store in Oxford Street has experienced a 30% increase in turnover due to the improved access provided by the opening of the Victoria Line.
- NF 950 A proposed new town centre for Lewisham includes in the 84 acres to be redeveloped a large transport interchange, with provision for the Fleet Line station incorporated.
- NF 951 London Transport's latest proposal for increasing fares, which includes the introduction of a 1/- minimum fare, has been referred to the National Board for Prices and Incomes by Mrs Castle - Secretary of State for Employment and Productivity - in consultation with the Minister of Transport Mr Mulley.
- NF 952 With effect from 1 June 1970, Shadwell station is open from 06.15 to 22.00 from Monday to Saturday inclusive.
- NF 953 The proposed new LT fares scale abolishes the concession fares now allowed to school children; at present children between 14 and 18 who have to travel more than three miles to school travel at half fare.
- NF 954 A girl only suffered minor injuries when she fell under a train at Kings Cross, Northern Line, on 18-5-1970.
- NF 955 A court usher was convicted of impersonating a police officer at North London Magistrates Court on 5-6-1970. It was said that he was pretending to show a warrant card at Manor House Underground station and questioning passengers about unpaid fares!

NF 956 During the Daily Mail Ideal Home Exhibition at Olympia during March 1970, four girl hostesses were stationed at Earl's Court by the exhibition promoters to assist passengers going to it by the District Line occasional service - which, of course, ran throughout the time the exhibition was open.

NF 957 The final stage in the separation of the Hammersmith & City Line from BR's Western Region Line took place earlier this year when LT assumed the responsibility for Westbourne Park and Royal Oak stations, and for the track serving this section.

NF 958 The new bridge at High Barnet, carrying the Northern Line tracks over Barnet Hill was rolled into position late Saturday night and Sunday, 18-19 April 1970. A replacement bus service connected High Barnet with Totteridge while the work was in progress. The old bridge was 98 years old.

NF 959 A number of LT car parks have been converted to automatic control with token ticket system in the past few months, viz:

15-3-1970	Buckhurst Hill (Queens Road park)
"	Loughton
"	Debden
"	Epping
12-4-1970	Leytonstone (Kirkdale Road park)
"	Redbridge
"	South Woodford
"	Woodford
10-5-1970	Chalfont and Latimer (lower park)
"	Chorleywood
"	Rickmansworth
"	Pinner
24-5-1970	Croxley

At the same time certain other parking facilities provided at these stations were withdrawn - parking in the forecourt at Loughton and at Woodford ended at the respective dates above, while parking at Chorleywood in the approach road ended on 10-5-1970, and the small car park at Rickmansworth closed the same day. On 28-6-1970 parks at South Harrow, Sudbury Town and Amersham were converted.

A PROBLEM OF NOMENCLATURE

London Transport are making another attempt to find a suitable name for the old Great Northern and City Railway. Over the years since this line was taken over by the Metropolitan Railway it has suffered a fine selection of names, but for some reason no-one seems to have been fully appreciative that the most recent one - Northern City Line - was the most straightforward. So, in the Traffic Circular for the week commencing 14-3-1970, they announce another try; the line is now to be called "Northern Line, Highbury Branch" - probably the least satisfactory designation anyone has lighted on yet.

The reason given for the change is to avoid confusion in the minds of the public between the Northern City Line and the Northern Line, City Branch; fair enough - but why not a completely new name for what is after all an operationally distinct service, such as the "Moorgate Line"?

In the same TC, the East London Line is officially redesignated "Metropolitan Line, East London Section". Why the NC should become a branch and the EL a section is not at all clear, because operationally they are equally distinct from their parent lines. In any case there is very little reason to avoid the straightforward name "East London Line" because that causes no confusion in the minds of passengers. Also, there is no real justification for using "Metropolitan" in the designation, as the line is a hybrid anyway - operated by the Met with stock supplied and maintained by the District.

There seems to be a lack of inspiration in each of these changes, and it is to be hoped that the new names do not last too long - surely something better and clearer can be thought up by someone at 55 in the not-too-distant future.

In the meantime, it should be noted that the 1970 issue of the station diagram, now available to the public, uses the new names, and shows both lines in outline only, not as solid lines - the NL,HB in black and the ML,ELS in purple. This does help to distinguish the lines for strangers to the Underground, and is much more helpful than the renaming.

THE RAILWAY LETTER STAMPS AND SERVICES OF THE
UNDERGROUND

David R. Beech

Metropolitan Railway

The Railway Letter Service started on the Metropolitan in July 1895, the service beginning throughout the country in 1891. The Met service was only available on the "main line" (north of Baker Street).

The rate was 2d per letter, and stamps, which were pink in colour were issued. The stamps were of standard railway letter stamp design and were printed by Messrs Waterlow and Sons in sheets of 60.

Twelve printings were made in all between 1895 and 1901, and a total of 10,800 were printed in all; the number used was probably much smaller than this figure.

East London Railway

The service on the East London Railway started in 1891 and lasted until about 1900 during which time six printings were made. These stamps were only required at the rate of two or three a year.

The stamps were printed by Messrs Waterlow and Sons and are very similar to those of the Metropolitan.

Aylesbury and Buckingham Railway

One issue was made which was printed by McCorquodale and Co, of London, in January 1891. When the railway was taken over by the Metropolitan Railway, the stamps of that company were used from the former Aylesbury and Buckingham stations.

THE METROPOLITAN AND GREAT CENTRAL
STEAM CRANE

The Metropolitan and Great Central Joint Committee's steam crane, believed to be the only rail vehicle ever owned by the Met & GC, has been purchased by the Quanton Railway Society Limited, and should shortly be on view at the Quanton Road Preservation Centre. During May it was still in Harrow Yard, isolated on a short length of track as the yard was being lifted.

SOCIETY NOTICESBinders for Underground

It is hoped to make available to members shortly, Easibinders for their copies of this Journal. These binders will hold twenty-four copies and will be bound in dark blue fabroleen, lined in grey and gold blocked on the spine "The Journal of the London Underground Railway Society".

These binders are, of course, the type in which the copies are held in place by wires, and so there is no additional binding cost - each binder being accompanied by full instructions for inserting the magazines.

The price will be 15/- per binder, post free, and orders should be sent to the Editor, P.R. Davis, 62 Billet Lane, Hornchurch, Essex, RM11 1XA, accompanied by the appropriate remittance. Delivery will take up to three months from receipt of order.

Book List

The response to the notice in last month's Journal (q.v.) has been encouraging, but more material is still needed. We believe that all members have something to contribute; there are certainly items which we have not been told about.

We want details of all pre-1950 books, etc, of Underground interest, excluding, for reasons of space, maps, timetables, small free leaflets, Acts of Parliament, regular "staff only" publications, and single articles in periodicals (but not excluding special issues or supplements).

So please tell us what you know before the list is compiled, rather than informing us of omissions afterwards. Please send your information to Nicholas Mitchell, 26 Redington Gardens, Hampstead, London, N.W.3.

Brill Branch

If any reader who is not engaged in research on the history of the Brill Branch knows the name and address of any former worker on the line, will they please send it to the Editor at the address above, as personal reminiscences are being sought.

THE TIMETABLE

19.00 for 19.15 Friday 10th July A Talk will be given at Hammersmith Town Hall on The London Subterranean Survey by Ellis Hillman, B.Sc., F.G.S. Mr. Hillman is a Greater London Councillor and the founder of the Association formed to work for the subterranean survey project. This should prove a very informative evening on a subject which is of great concern to our Society; please come along despite the summer weather to hear a first-class speaker who is also an expert on his subject.

PLEASE NOTE THAT THERE IS NO MEETING AT HAMMERSMITH DURING AUGUST

Saturday 15th August Visit to Golders Green Signal Box, London Transport. The party on this occasion will be very restricted in numbers, so do not be too disappointed if your application has to be rejected because the visit is over-booked. Apply to S.E. Jones, 113, Wandle Road, Morden, Surrey, with a stamped addressed envelope.

Preliminary Notice Do not forget the Brill Branch walk planned to take place on Saturday 12th September - subject to final confirmation. The Society has already walked over this line once, in 1962, and in the intervening years there has been some obliteration of the line, anyone who is interested in this far-flung outpost of the London Underground system should take this opportunity to see what is left before time obscures the remains still further.

THE TIME-LAMP

The Evening News reported on 13-5-1970, re the previous day, a notice which appeared at Blackfriars station, reading "due to a possible fire at Ravenscourt Park trains will not be stopping on westbound platform". Naturally, the only possible comment followed - "Possible passengers might possibly be gratified that London Transport takes every possible precaution".

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