

THE JOURNAL OF THE LONDON UNDERGROUND RAILWAY SOCIETY

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ADVANCEMENT IN ATTITUDES

When the Society was founded ten years ago, it entered upon a scene where public transport could only be described as fighting a rearguard action. The private car, ably sponsored by extremely powerful pressure groups, was in the ascendant and any development authorised in the public sector was a result of long, arduous and often frustrating campaigning.

This is no longer true; admittedly, progress has been much slower than it should have been if advances had been gained purely on merit, but it can at least be seen that the advocates of the motor car are on the defensive, and the advocates of public rail and road services can now get a hearing without a long and exhausting struggle to get past the doors and into the corridors of power.

In the London Underground sphere, the last ten years have seen the Victoria Line authorised, built and opened, the Heathrow Extension given the green light and construction started, while at the very end of the period the Fleet Line had been approved and was in the very earliest stages of construction on its central section.

Challenges to the validity of motorway schemes, the principle of bus lanes accepted, are furthering the cause of public transport in their own way, but it is not only in the spheres of central and local government that signs of a change of heart can be seen. In a recent newspaper interview Jim Carr, head of the Automobile Association

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traffic unit is reported as saying that "It is simply not worth bringing the car into town. Not in terms of time. Or cost. Or convenience". Which is quite an admission from such a source, reinforced by the further comment "I don't think there is a great future commuting to town centres by car". Another significant sign is that the estate agents are beginning to appreciate the merits of the Underground - a more important point than might be at first realised; the property business is very sensitive to selling points and quickly realises what is, and what is not, worth advertising. Two recent items show the present trend. A brochure issued by Corporate Estates Limited, the developers, advertising a new office building of 16 floors now being erected in Pentonville Road and to be known as Kings Cross House, commences its text with the words "Advent of the Victoria Underground Line and other factors have resulted in the rapid development of the Kings Cross area into one of Central London's business centres". (Note that the Victoria Line is the only factor mentioned by name). Another advertisement issued jointly by three firms of agents relating to a property becoming vacant shortly and published in The Times on Monday 29th November 1971 refers to the superb situation of the building with frontage on to the A315 road, and then goes on to say "It is within one mile of Heathrow Airport. Near Hounslow West tube station and the coming Heathrow tube station. And near the junction of the A4 and A30, convenient for both the M4 and the M3". (Note that the tube is given priority in the order of attractions).

It is interesting to speculate upon what will happen in the next ten years. It seems probable that the sheer economics of roadbuilding will drastically cut down the motorway programme, and that this will be a change of policy which will be much appreciated by all groups except the diehard motorists. Certainly all lovers of London, environmentalists and anti-polluters will wholeheartedly support anything which will slow down or stop the destruction of London before the gasoline altar of the automobile. And then, when it is fully realised that second thoughts are sometimes best, the public transport systems, including the Underground, will come into their own once again. It is already happening at a number of places abroad - it should not be long before Britain catches up.

COLLISION AT BAKER STREET

At approximately 00.40 on the night of 13th/14th October 1972 there was a collision at the junction of the Metropolitan and Circle Lines at Baker Street, in which two engineer's trains were involved. There was no loss of life, but several members of the staff suffered slight shock and there was extensive damage to track and signalling.

The last westbound train to Hammersmith was stopped in the tunnel near Great Portland Street, and the passengers had to walk along the track to Baker Street. Although there was feverish activity at the site of the accident all during the night, repair work was not completed until the following afternoon, and services on the Metropolitan and Circle Lines were badly affected. There were no through trains from the Metropolitan main line to the City on the 14th, and the Circle and Hammersmith services were suspended between Kings Cross and Edgware Road until 16.00.

Preliminary reports suggest that the accident was caused because the driver of the train standing in No. 5 platform, who was at the rear of his train in readiness for a shunt move over the crossover to No. 6 platform, heard a whistle and assumed that his guard was informing him that the signal had cleared for him to move. The whistle he heard was apparently that of the other train which was moving from No. 3 platform to the eastbound City line.

The train in No. 5 platform was comprised of ex-standard cars Nos. L70 (this was at the east end of the train and was somewhat damaged) and L75 with three flat cars. The other train consisted of two battery locos, L16 and L21, also coupled either end of a set of flat cars. The undamaged portion of the first train was left in one of the sidings at Edgware Road until the night of the 15th.

RANDOM THOUGHTS

'Ex-commuter'

There I was, an ex-commuter - handed in my season ticket and rushing with hoards of other daily travellers out of the

station and off home. The only difference between them and me was that, come Monday morning, they would return to the daily pilgrimage to the City or West End and I wouldn't be joining them. I would still be in bed when they set off for work in an almost mechanical manner, each with his allocated spot on the platform, up in arms at the blameless station staff if the train was cancelled or even two minutes late. The serious jolt of having the train run late or out of course would upset the whole day, but it would provide a talking point other than the weather at the office. In fact they might even try to outdo each other in exaggerating the cancellations, lateness and inconvenience of the journey. Inconvenience my foot, they really enjoyed being pressed hard up against that brunette on the Bakerloo as the train lurched first one way and then the other; mind you, one can sympathise if it was some office battleaxe of a woman with shopping baskets, umbrella and any other paraphanelia she could manage to carry - and who moreover insisted in holding it in such a position as to dig into one's thighs or even worse!

Gone are the days when one could stand on a Circle Line train in such a tight squeeze that lifting one's feet off the floor had no effect on one's position.

Gone are the days when one got carried out of the train when the doors opened at a station where one didn't want to alight.

Gone are the days of fighting to leave a train when nobody else wanted to get out.

Gone are the days of fighting to get into a train which contained people equally determined to repel all boarders.

Gone are the days of talking about one's journey on London's overcrowded rush-hour Underground.

THE BRITISH TUNNELLING SOCIETY

The Organisation for Economic Co-operation and Development (OECD) is an international organisation concerned at Governmental level with the numerous problems of development and international economic progress. In June 1970 the Organisation held a Conference on Tunnelling in Washington, and this conference

strongly emphasised the rapidly increasing demand for tunnelling and urged the need for a focal agency in each country to collect experience, information and research data through meetings, publications, and all other suitable means. In preparation for the Conference the Institution of Civil Engineers formed a small committee to assist the British delegation, and in response to the request for an organisation in each country, the Institution set up a Steering Committee to advise the appropriate course of action to comply with the request. The outcome was the proposal to form a British Tunnelling Society, to be serviced by the Institution for charitable reasons and for economy as well.

The British Tunnelling Society was duly inaugurated at a meeting held at the Institution of Civil Engineers on 25th March, 1971, when Sir Harold Harding was elected as the Chairman and a Committee appointed. Far from being a civil engineering society only, however, it was decided that membership should be open to all over the age of 18 engaged or interested in tunnelling and allied subjects regardless of nationality, race or sex.

Membership is in two categories; Corporate Subscribers, who will pay £50 per annum; and Individual Members, whose subscription will be £5 per annum if over the age of 25, or £3 if below that age. It is the intention to hold informal meetings, discussions and so on, and at the Annual General Meeting on 23rd September 1971 the main business was to adopt a Constitution, elect a Chairman, Vice-Chairman and a Committee of nine members.

The annual subscription covers free copies of the bi-monthly magazine 'Tunnels and Tunnelling' (which is a first-class technical journal costing 25p per copy and has been adopted as the official journal of the new Society - see note in the November 1971 issue of this Journal, pp 170-1).

Further details of membership of the British Tunnelling Society can be obtained from -

The Secretary, British Tunnelling Society,
Institution of Civil Engineers,
1-8, Great George Street,
London, S.W.1.

Telephone 01-839 3611.

PUB SIGNS AND THE UNDERGROUND

Richard Graham

This subject was raised once before in the Journal (1), when Mr. E. Shaw drew attention to The Underground, Doncaster, and The Metropolitan in Windsor Street, Uxbridge. Although I have not yet been to Doncaster, I have undertaken a fairly complete survey of railway-named pubs in the LT area, with the assistance of Kelly's Post Office London Directory, and the appropriate telephone directories. In many cases the railway name is the only thing worthy of note, but two further signs of Underground interest have come to light.

The Railway Tavern (Ind Coope), 184, Watford High Street, has a double sign; one side showing BR loco D299 hauling the Royal Scot 'under the wires', and the other 1938 tube stock at (allegedly) Watford.

At Amersham, The Iron Horse (Ind Coope), formerly the Station Hotel, also has (2) a double sign; one side shows an early 2-2-2 locomotive, the other A60 stock at Amersham (3); an attempt has been made to be authentic, for the footbridge is shown. The Metropolitan Tavern's sign, by contrast shows the same scene on both sides: A60 and silver tube stock at an anonymous island platform called 'METR' (4).

It is interesting to note that both the Watford and Uxbridge pubs antedate LT services by many years. The Railway Tavern existed in 1866 (5), while I have found a reference to the Metropolitan Tavern in 1882 (6). This was 22 years before the Metropolitan Railway reached Uxbridge, and I wonder whether the name perhaps referred originally to a stagecoach.

As a curiosity, I may add that the Metropolitan at 60, Great Western Road, W.11, next to Westbourne Park station, has a small plaque on its Tavistock Crescent wall of a 2-2-0 locomotive with the letters 'MET' on its four-wheeled tender.

In the other pubs I looked at, even if adjacent to stations now served only by the Underground (e.g. Mill Hill East, South Woodford, Buckhurst Hill, Edgware), there were no signs of direct interest to the LT enthusiast. Internally, also, those that I

visited, including Amersham, Watford and Uxbridge, have little to connect them with the Underground.

In conclusion, I would add that I am aware that a less arid field of study is provided by the licensed buffets of the Underground on (and in) which I am at present working.

Postscript Since writing the above I have re-examined the Uxbridge sign. The destination indicator on the leading car reads 'Uxbridge', St. Paul's Cathedral appears in the background, and the car seems to bear the number 51034. The other train on the sign also appears to be A60 and not tube stock.

Notes

- (1) 6 Underground 126 (Aug 1967).
 - (2) At the end of August 1971 this was replaced by a temporary sign, presumably while it is being repainted.
 - (3) The sign is reproduced in C. Lamb and G. Wright - Discovering Inn Signs (Tring: Shire Publications: 2nd Edition, 1970): 23.
 - (4) There is a colour photograph of the sign in A. McGill: The London Pub: (London; Fabbri & Partners Limited; 1970) 3.
 - (5) W. Branch Johnson: Hertfordshire Inns (Letchworth; Letchworth Printers Limited; 1963) II, 103.
 - (6) Kelly's Directory of Middlesex.
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LETTERS TO THE EDITOR

21st October 1971

Dear Sir,

I regret that my letter published in the May issue of the Journal seems to have caused more confusion instead of clarifying the position of the CO/CP Stock. Mr. Midgley raises several points in his letter in the September issue some of which are not too clear to me.

The CO Stock cars must be placed in the position 3, 6 and 7 in 8-car train formations reading from the geographical west to east of the trains. That is the cars in position 3 and 6 have the driving cabs facing Upminster while those in position 7 face Ealing. Things have now become more complicated since it is proposed to operate CO/CP Stock in 7-car formations and then the CO Stock positions

become 3, 4 and 6, because the 7-car formation will be 3 x 2 x 2 whereas the 8-car was 3 x 3 x 2.

The 'A' or 53xxx car as originally built faced west, that is towards Ealing while the 'D' or 54xxx car faced east, but on the District in recent years in order to provide coupling compatibility with Circle workings on the south side of the Circle which also used similar stock, the units transferred to the District were reversed so that the 'A' cars face Upminster and the 'D' cars Ealing. When page 138 of my book "Steam to Silver" was written it was intended to revert the CO/CP Stock trains to "right way" formation on the District as there would no longer be the necessity to provide compatibility with the Circle after the delivery of the C.69 Stock. Further thought on this matter, however, indicated that this exercise was not essential and need not be carried out so the CO/CP Stock will now continue to run "wrong way" and the way page 138 is now written might be confusing.

The turning of the cars has nothing to do with providing suitable number blocks, in fact, it is quite impossible to form CO/CP Stock into compatible number formations - because at least 56 x 3-car units will have a CO Stock car at the Upminster end, and a similar number of two car units will have the CO Stock car at the Ealing end. This ensures that the guard will never be placed at the extreme outer end of 7 or 8 car formations because of short platform problems. He can be at the extreme outer ends on 5 or 6 car formations.

I do agree that there is an inconsistency between pages 133/4 and page 138 of "Steam to Silver", and Mr. Midgley seems to have spotted the "deliberate mistake". The figure 12 on page 138 should be 13.

The balance sheet for 'Q' trailers is as follows:-

132	Converted to 'R' Stock motor cars.
17	First conversion to CP trailers.
13	Second conversion to CP trailers.
3	Damaged beyond repair during war.
18	Remained as 'Q' trailers now scrapped.

183 Total

Details of the three damaged cars are as follows:-

013167 At Plaistow 9-9-1940
 014127 On the night of 16-4-1941
 014183 At Ealing Common 6-11-1940

A portion of the body of 013167 was used to repair 14233 which had been damaged 18-9-1940.

Yours faithfully,

London Transport,
 Acton Works,
 130, Bollo Lane,
 Acton, London, W.3.

J. Graeme Bruce
 Rolling Stock Engineer (Railways).

24th November 1971

Dear Sir,

Your correspondent Mr. Midgley, writes in the September Journal that he is confused regarding the allocation of CO stock on the District. I must admit that I was rather confused myself, especially after reading various conflicting suggestions, but now everything seems to be falling into place.

Prior to the introduction of CO stock on the District, the line had either 6 or 8-car sets of CP stock, but when CO stock began to arrive in September 1970 the problems over the position of CO motor cars in an 8-car train arose. It transpired that CO cars could work anywhere in a train provided that it was never at extreme end of an 8-car set. Units could, therefore be made up of any combination of CO and/or CP motor cars, with the exception of 2-car units made up of both CO motor cars. Examples of each different type of formation seen on the District in recent weeks are:-

<u>West End</u>	<u>Trailer</u>	<u>East End</u>
54238	013072	53040
54021	013172	53231
54239	013150	53268
54005	014076	53005
54257	-	53208
54001	-	53193

Some units have always run with motor cars having corresponding numbers, and a few reformations of recent months have meant other units acquiring similar motor car numbers, e.g. 54026 - 53226. There does not seem to be any definite policy in this direction, it is just a matter of coincidence. Another point to note is that no

2-car units have been formed with a CO motor car at the East End because of the problem of the guard's position in an 8-car train.

The reference made by Mr. Graeme Bruce to the turning of cars refers, I expect, to the fact that when CO/CP stock worked on the Metropolitan and Circle Lines the 53xxx cars were classified 'A end' or West facing cars, but when CP stock was transferred to the District in the early 1960's it was turned so that it would correspond with Circle trains which faced in the wrong direction on the South side of the Circle Line. When the scheme to run CO stock on the District was first suggested it was proposed to turn all CP cars then on the District so that all trains would run with the 53xxx cars facing West, but this was not done. Any trains transferred from the H. & C. Line to the District are worked from Hammersmith depot via Aldgate to Ealing Common so that they face in the same direction as existing CP stock on the District i.e. with the 54xxx cars facing West.

The whole position has now been thrown into the melting pot by the introduction of 7-car trains on the District and 4-car sets on the East London Line. As a preliminary to this several sets of CO/CP stock were outshopped from Acton Works with the trailer car unpainted indicating that it was earmarked for early withdrawal to make a 3-car unit into a 2-car unit. The first 7-car train of CO/CP stock (consisting of M-T-M M-M M-M) ran on the District during the first week of October last, and several more have appeared since. With the new formation there is now no reason why the middle 2-car unit should not be formed of 2 CO motor cars but I imagine that this will not be done for reasons of standardisation.

Looking at the District's train requirements in Q stock days and comparing them with the altered totals after the completion of the 7-car train programme (the changeover is expected to be finished by 13th December), some interesting facts arise. Not the least of these is that the H. & C. and Circle stock almost exactly replaces the Q stock, a surprising piece of good luck (or to be fair, meticulous planning by IPT). The following table shows the past, and predicts the future train requirements of the District.

<u>Old Formations</u>		<u>New Formations</u>	
<u>Stock</u>	<u>Trains</u>	<u>Stock</u>	<u>Trains</u>
Q	20 x 8 cars 2 x 6 cars	CO/CP	20 x 7 cars 2 x 7 cars
R	36 x 8 cars 15 x 6 cars	R	36 x 7 cars 15 x 7 cars
CP	5 x 8 cars 21 x 6 cars	CO/CP	5 x 7 cars 21 x 6 cars
Q	7 x 4 cars *		7 x 4 cars*

*For East London Line.

Six-car trains will have to be retained for the Edgware Road service and the total of 21 x 6 cars includes trains for the Olympia Line and spares. With the present time-table there are two early morning trains which run to Edgware Road composed of R stock, but it seems likely that when a new time-table is introduced the Edgware Road service will become selfcontained.

The final number of 3-car sets of CO/CP stock required will be 62, if this table is correct, and these will work with 68 x 2-car units. The number of CP units originally on the District was 47 x 3 and 5 x 2, which means a further 15 x 3 and 63 x 2 car units are needed. The 77 x 3-car units from the H. & C. and Circle Lines almost exactly cover this, the total actually being one unit short. Whatever happens there will be a number of COP trailers scrapped; I predict a total of 62 could go.

Whilst on the subject of 7-car trains, the new formation of R stock involves the removal of the 232xx car from 36 x 8 car trains and the insertion of one of these cars into each of 15 x 6 car trains. The first 7-car formation (an 8-car set with the 232xx car removed) ran during the first week of October 1971 and at the time of writing over 20 similar formations have been recorded as being in service. The second type of formation, i.e. with a 232xx car added to a 6-car set, has so far been seen on one train only. The additional car had the letter 'A' stencilled below the car number in red. When the programme is complete there will be 21 232xx cars spare which may well be scrapped. All the 232xx cars so far withdrawn have been R47 stock, not surprising as they are the older type.

In answer to the query on Q38 trailers the following table sets out what happened to various batches during their lifetime. Much of this story is already contained in parts 9 & 10 of my series on 'District Electric Rolling Stock', but this list should clear up any outstanding gaps which have been left.

Original total ordered - 183 cars.

	<u>Total Left</u>
3 cars lost to enemy action (including 013167)	180
82 cars converted to R38/1 stock	98
43 cars converted to R38/2 stock	55
7 cars converted to R38/3 stock	48
17 cars converted to COP trailers for Circle Line	31
8 cars converted to COP trailers for District Line	23

Mr. Midgley has been understandably confused by the lists in the 1965 Ian Allan booklet owing to the fact that not all Q stock had been converted to block formations at that time and a number of subsequent alterations were made in the final make-up of units. Another point is that although it was originally intended to make up all the CP trains transferred to the District in the early 1960's into 3-car sets (13 Q38 trailers being earmarked for the purpose) only 8 were done, leaving 5 x 2-car units stored until 1966 when they appeared in 8-car formations of CP stock.

I hope that I have been able to clarify the situation a little for Mr. Midgley and other readers, but the final analysis of the District's rolling stock must wait until the completion of the 7-car train programme.

Yours sincerely,

Piers R. Connor

Flat 1b,
1, Marchwood Crescent,
Ealing,
London, W.5.

REVIEWS

Maps

London Rail System Map; 50 in x 40 in; folded into an illustrated sleeve; published for British Railways Board by Geographia Limited; London, 1971; 75p.

This very useful map, having been produced for BR, not unnaturally gives greater emphasis to BR than to LT lines - the former being shown in red, the latter in black. But everything is there, LT lines being indicated as either tube or Met/District. All BR stations are shown, all lines whether goods or passenger, and there is a list of stations arranged alphabetically. The area covered is a little more than the Greater London county.

MORE NEW TRAINS FOR LT

London Transport announced on 17th November 1971 that the Greater London Council had authorised the ordering of 121 new trains costing all but £39m. Bodies and bogies will be built by Metropolitan-Cammell Limited, and contracts for motors and other equipment will be placed with other manufacturers.

Of these trains, 88 will be for the Piccadilly Line in readiness for the extension from Hounslow West to Heathrow Airport; these will have provision for conversion to one-man operation automatically when required, and also incorporate a number of other new features. Delivery is to commence in 1974.

The remaining 33 trains, all similar to those on the Victoria Line, will go to the Northern Line to fill the gap between the time the 30 new trains already on order for this line come into service and when the present Piccadilly Line trains can be released for transfer to the Northern. The 30 trains already ordered are expected to all be in service by January 1973 - some months earlier than originally expected.

The whole of the new order for 121 trains should qualify for the Government's 75% infrastructure grant, with the balance of the cost met by the GLC.

Details of the new Piccadilly Line stock will appear in the next issue of the Journal.

NEWS FLASHES

1070 A 7-car train of CO/CP Stock was noted on Train 11, District Line, at about 17.30 4-10-1971.

1071 Since July 1971 an experiment has been in force at 13 Southern Region stations whereby BR passengers buying through tickets involving cross-London journeys between terminals can buy special tickets for the LIT Underground part of their journey at a fixed price of 10p, with children half price.

1072 The Aldwych shuttle service still seems to be much neglected in the way of destination blinds. A recent one noted was "Special", which now seems to be quite usual, but during the week ending 12-5-1971 a correspondent reports seeing a train with "West Kensington" at the northern end of the train - which should have made an interesting journey for the Underground enthusiast.

1073 During August 1971, after a breakdown in the New York Subway service, more than 50 people were treated for heat exhaustion after being trapped in trains for more than two hours. We hardly think that this was a result of LIT advice to New York, as was suggested by our correspondent, but the occurrence should serve as an Awful Warning to London Transport.

1074 During the evening rush hour of Monday 1-11-1971, an unusually large number of people were leaving the LIT station at Victoria, with the result that the concourse between the top of the escalators from the Victoria Line and the automatic exit gates became completely blocked with passengers trying to leave the station. All gates had to be opened to clear the blockage, but some passengers were very concerned at the possible dangers even though nothing untoward happened.

1075 The suggestion of a transport overlord for London has been put to the Prime Minister in a Parliamentary question by Mr. William Hamling, Labour member for Woolwich West and an Opposition Whip. Mr. Hamling has expressed the view that the problem of motorways, underground, buses taxis, and suburban railway services could not be considered separately.

1076 A correspondent has pointed out that, despite the fact of the Enquiry Office at St. James's Park (or 55, Broadway if you prefer it that way) being open late at night, it is not possible to buy the LIT publications on display - the night staff not being allowed to make sales, only to answer enquiries.

THE TIMETABLE

19.00 for 19.15 Friday 14th January at Hammersmith Town Hall; An Illustrated Talk by Mr. H. Clarke, Line Engineer, Central Line, London Transport, whose subject will be 'London's Underground since the War'. Knowing Mr. Clarke's very extensive knowledge of LT Railways, we are assured of an interesting evening which will be informative as well.

19.00 for 19.15 Friday 11th February at Hammersmith Town Hall; our own Chairman will be the speaker at this meeting, but he will be speaking as Director of The Transport Trust, the title of his talk being 'The Transport Trust - what it is and what it does'.

Saturday 19th February (provisional). Visit to Upminster Depot, London Transport. Names to S.E. Jones, 113 Wandle Road, Morden, Surrey, accompanied by a first class stamped addressed envelope.

19.00 for 19.15 Friday 10th March at Hammersmith Town Hall; our speaker at this meeting will be Sir Harold Harding, one of the greatest living tunnelling engineers who has been responsible for many Underground works over the last forty years. Sir Harold is also the first Chairman of the British Tunnelling Society, which is the subject of a note on pp 4-5 of this issue.

Saturday 25th March Annual General Meeting. Further details to follow next month.

THE TAIL LAMP

Most off-peak Central Line trains are subjected to anything up to five-minute delays upon reaching Liverpool Street, despite service intervals of 10 to 15 minutes. Recently during a customary halt the driver paced the platform before impatiently sounding the train's hooter. Within seconds, the signal changed to green. Does somebody keep dozing there?

Letter from S. Shepherd which appeared in the Evening News on 10-2-71.

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