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THE LONDON UNDERGROUND RAILWAY SOCIETY**

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Correction Note

Will readers please note that the last five issues of the Journal have carried the wrong volume number at the head. Issues numbered 129 to 132 are part of Volume 11 (not 10 as shown) and Issue 133 is the first part of Volume 12 (not 11). Please correct your copies, and accept the apologies of the Editor for a mistake which should never have happened and even if it did happen once, should not have been perpetuated for so long.

LONDON TRANSPORT CHAIRMAN SPEAKS ON  
MOVING PEOPLE IN BIG CITIES

"Public transport in major cities must provide a service and standards of comfort and reliability which, at the prices charged, constitute at least an acceptable alternative to private transport", said Sir Richard Way, Chairman of the London Transport Executive, at a meeting in London on 15th January 1973.

Sir Richard, who was giving the Sir Seymour Biscoe Tritton Lecture to the Railway Division of the Institution of Mechanical Engineers, said that it would be wrong to pretend that the private car had not a big contribution to make; and in certain environments, notably in the outer areas of greater cities, the car would probably remain predominant because of its door to door capability. Future investment must, therefore, strike a balance between roads, including provision for reserved bus track, and railways.

"But I believe that in congested city centres and in cities like London, Paris and New York improvements and extensions in our Underground systems are both essential and inevitable", Sir Richard added.

London Transport had plans for spending some £390m during the next twenty years on updating and replacing Underground trains, stations and equipment, and £200m on extensions to the system. Apart from the Fleet Line, now under construction, there were proposals for a new south-west to north-east cross-London ("Wimbledon-Hainault") line, and a southwards extension of the Bakerloo Line.

No form of transport intruded on the urban environment less than an underground railway. Pollution was minimal, ancient monuments could be preserved; residential and business areas were unaffected; its requirement of surface space was minimal.

Commenting on the growth of the private car in London and its effect on road congestion, Sir Richard said "We have the sad phenomenon of a rise of sixteen per cent in the number of vehicles being accompanied by a fall of sixteen per cent of people entering London by road in the morning peak. Must we allow this wasteful use of road space to continue?"

"Increasing congestion means busier conditions on more roads; the quality of life can be threatened by more noise and pollution. We have a vicious circle here. Efficient and reliable bus operation is impossible in present traffic conditions. This causes a further transfer of bus passengers to the car. This makes traffic conditions even worse and the bus service even more unreliable".

Sir Richard said that this wasteful use of road space could not be allowed to continue. The bus had an essential role to play in the future movement of people in big cities, especially over shorter distances - in London the buses carried  $4\frac{1}{2}$  million passengers per working day.

"We must, therefore, somehow produce road conditions in which the bus can operate reliably and efficiently. Almost certainly this can be done only by severe restrictions on the use of private cars in city centres. Whether this will eventually be achieved by pricing, by making use of cars so uncomfortable and expensive as to be intolerable or by the straightforward exclusion of cars from the city centres, is primarily a political question, and not one I propose to spend any time on this evening."

Dealing with the updating and expansion of the London Underground, Sir Richard said that, despite advances in the design of monorails, personal rapid transit systems, and rubber-tired trains, moving people in large cities would depend

increasingly on conventional public transport, particularly the Underground, adapted to meet future requirements. Automation was already extensively used on the London Underground - not only with automatic trains on the Victoria Line but also on "conventional" lines.

Research since the Victoria Line was opened had made many new developments possible. One being considered was automatic reversing of trains. At present, when a train had to be reversed the motorman often had to drive it into a siding, walk all through the train, opening and closing all the doors at the ends of the cars, and then drive the train out again from the other end. A possible new technique would enable him to get out of the train at the arrival platform, let it drive itself into the siding, reverse, and come back to the departure position.

The operation of Underground trains in passenger service without any crew at all, although technically possible, would need other developments such as improved ways of enabling staff or intending passengers to stop a train from a platform if there were an obstruction, and also the development of sensing devices to check for obstructions automatically. There were also industrial and psychological problems in introducing crewless trains and the travelling public would need evidence that the system was 100 per cent successful.

The steel wheel and steel rail would be with London Transport for a long time to come, but there was interest in the linear induction motor, perhaps combined with "magnetic levitation" of rolling stock cutting out wheel/rail friction altogether and giving a more comfortable ride. This would provide a form of tracked hovercraft.

Sir Richard said that methods were being sought to reduce the noise level in Underground trains. The basic cause of noise was the interaction between rail and wheel, the problem being increased by having to work within the small (12ft) diameter of the tube sections of the Underground.

New methods of tunnelling had been developed in conjunction with the National Research and Development Council for use in the soft, waterlogged sand and gravel which would be encountered in some areas south of the river. It had been very broadly estimated that this could save some £750,000 a mile on the present cost of £2¼m a mile of driving a tunnel in compressed air.

"We must look more to international co-operation in railway development" emphasised Sir Richard, after a brief survey of rapid transport developments in the USA and parts of Europe. "Expansion of rapid transit systems is becoming a worldwide solution to the present-day transportation problems. We must learn from the experience of others."

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#### LT CHAIRMAN'S NEW YEAR MESSAGE TO STAFF

Two weeks before Sir Richard Way gave the lecture reported above, he issued a New Year message to LT staff in which he said that 1973 could be the most important of the forty years since the foundation of the London Passenger Transport Board. "With the prospect of more money to invest in public transport and the possibility of easier conditions for buses on the streets, there seems to be no reason for being gloomy about the future" said Sir Richard.

He continued "Two events in the past two months alone may have helped to shape the course of the next year. At County Hall the Greater London Council has decided that London Transport should be substantially relieved of the burden of paying for all the major capital expenditure that must be met if we are to bring our system up to modern standards. Most of this money - and we hope to be able to spend over £600m in the next twenty years - will come from Government and GLC grants. This is a major step forward.

"Another recent event achieved even bigger headlines. After all it is not every day that a Prime Minister confesses that he 'blew his top' after being stuck in a traffic jam. We have been doing that for some years ourselves, but it is nice to have another and very distinguished recruit to the crusade for a free flow of traffic on the roads. For all those people in cars who fume about traffic congestion there are at least as many in buses, occupying only about one-eighth of the road space in the peaks, who are doing the same thing - and all too often blaming us.

"The GLC has for some time been pressing hard for legislative measures to enforce existing parking and other controls, which could do a great deal to keep traffic moving. The publicity which followed the telephone call from No. 10 to Tokyo may well help the cause.

## THE MET ELECTRIC BRAKE VAN TOURS

Geoff Thorne

Perhaps I should begin this essay by explaining a little about myself. I am an electrical engineer by profession, and on graduating in 1968 I joined London Transport as a trainee. The major part of the two-year training programme was spent at Acton Works, where I first became acquainted with Loco No. 5, "John Hampden", the works shunter. I had, of course, travelled behind the Met Electrics much earlier in my life, when on expeditions using the Twin Rover tickets at that time available for weekend travel. These earlier memories were however only of the train spotting variety.

From time to time "John Hampden" would venture up to Ealing Common Depot for its periodic "Shed Day" inspection and maintenance. Should this move coincide with the arrival of a steam train from Lillie Bridge, then Loco 12 "Sarah Siddons" would be borrowed from Ealing Common Depot to do any shunting required in Acton Yard.

In August 1971 I obtained promotion into the Rolling Stock Division (the division responsible for the Railway Depots and all rolling stock maintenance between overhauls at Acton Works). It was here that ideas for a tour using the remaining locomotives galvanised themselves. The scene was set!

Upon recollection it is difficult to state when my ideas were finalised; suffice it to say that many months were spent in the planning. Locos 5 and 12 would be available to work the train (loco 1, "John Lyon", had a cracked bogie frame and was thus languishing in Neasden shed out of use). Neither locomotive had an operating vacuum brake, but No. 12 had recently been fitted with a second compressor and triple valve for the Westinghouse air brake. It seemed sensible to concentrate upon an air braked train. It should be mentioned here that unfitted trains were not permitted to operate over LT tracks, thus any special would have to have a braking efficiency of at least 10%, the figure used for all calculations relating to open sections of the London Transport system. Consideration was given to using various types of British Railways rolling stock, but apart from the high cost, the slightly larger loading gauge would have meant a restricted route availability.

Eventually I arrived at the conclusion that the use of the six air braked brake vans owned by LT was the only feasible

solution. These vehicles were built in 1935 by Hurst Nelson and were numbered B555-B560. A locomotive would be marshalled at either end to obviate the need to run round at reversal points. (This indeed is a necessity for at many places the required signalling and pointwork has been removed).

The route and feasibility of fitting such a special train into the timetable was my next consideration. Much digging in the files and operating instructions revealed that the section between Finchley Road and Baker Street would definitely be out due to the lack of emergency walkways along the side of the single line tunnels. (In the days of the side door Steam and 'T' stock these walkways were provided in case it proved necessary to detrain passengers. With the arrival of the 'A' stock with end communicating doors the need for the walkways disappeared and they were put to use as cable runs). One way or another the route Acton Town, Uxbridge, Wembley Park, Watford, Amersham, Harrow, Uxbridge, Ealing Common was decided upon.

January 19th 1972 found a letter sent to the Fares and Charges Officer. I had already sounded out the views of my own Division, including those of the Rolling Stock Engineer, and was fairly confident of the stock being made available. Much investigation was done by the Railway Operating Department; by one of those quirks of fate I found myself answering certain aspects of my own enquiry! At last I received a definite reply, March 17th brought agreement and a quotation for a tour on July 16.

Things started to speed up. The placing of advertisements in the Railway Magazine and Railway World was accomplished just within the press dates. Graphical Display does not normally come within my field and much soul searching took place before an advertisement layout was finalised.

The quotation included an amount for crew training, apparently a necessity for these locomotives as the Unions insist that for safety reasons, crews must operate a particular type of stock at least once every six months. The Met Electrics had not seen the main line since 1961.

Further negotiations during March and April settled various outstanding points. Proofs of advertisements were accepted and preliminary work on the design of a ticket and commemorative booklet started. Bookings started to flood in - more than enough to fill the available accommodation. A seventh brake van was thus requested. This was to be a standard BR type 20-ton van with only a through air pipe fitted, i.e. it had no

automatic air brakes. I thought I would be lucky to get this van authorised, but the Gods must have been smiling on me that day as permission was forthcoming.

June 1st brought a request for a second tour to be run, this time over a different route on September 3rd. Several days later the bombshell broke! The Unions were objecting to the method of operating the train; they insisted that a guard be placed on every van. The crewing arrangements would thus be - 4 motormen, 14 guards, 1 car examiner and 1 area manager. This vast number was partly caused by two shifts being involved; however, one crew member to every five passengers seemed a bit high to me at the time!

Frantic telephone calls resulted. The cost was to be increased by £110 to cover the increased crewing. Eventually compromise was reached; the train would be retimed to run from and to Neasden Depot within a single eight hour shift. All problems were not solved, however, for crew training then ran into difficulties. Right at the last moment it was decided to use the three "Test Crews", these men being permitted to drive anything, anywhere. They were well versed with No. 12 as they often drove her for brake block testing.

On Monday 3rd July, Locomotives 5 and 12 were coupled together in Ealing Common Depot yard, freshly cleaned and straight off 'Shed Day' inspection. The pair departed at 10.01 and ran to Neasden via Earl's Court and Aldgate. To say that they caused a stir whilst running on the Circle is somewhat of an understatement. At Aldgate we received a message that all was not in order on the five brake vans that we were to pick up at Neasden. We waited a few minutes in the station (to the disgust of the signalman) to try to get more information, but to no avail.

At Neasden we discovered that the trouble concerned the use of some special screw couplings. After discussion, however, the train was permitted to continue. Leaving Neasden we ran to Rayners Lane, reversed and ran direct to Lillie Bridge. Here two vans were shunted out of the train and four more attached. The train then departed, slightly later than its booked 13.41 for Acton Works.

The following few days were spent testing the train between Acton Town and Northfields. After their successful completion a transfer trip was arranged for the following Monday, to Neasden,

leaving at 14.01. After the excitement of the previous weeks it was to be expected that something unusual would occur. It did! On the morning of the transfer the train was given one final test in the Works yard where it was discovered that one equipment (controlling half the traction motors) was not working. After about thirty minutes the fault was rectified, however everybody, and I mean everybody, kept their fingers crossed on the afternoon transfer trip.

All went well, and it was not until Wednesday that I heard that Neasden Depot had discovered a couple of faults during the pre-tour inspection of the stock. These were of relatively minor nature, being a collapsed drawbar spring and a missing eyebolt, but I wasn't very popular with the Depot Engineer for the rest of the week.

Sunday 16th July was a superb day weatherwise, hot and sunny, perfect for a brake van trip. Nearly everything went according to plan, 58½ mph was recorded on the descent from Amersham - exhilarating to say the least! Short wheelbase vans don't really ride all that well at that sort of speed. After reversal at Harrow the train went forward to Uxbridge where lunch was taken. It was there that van B559 was found to have a hot box. Consternation!

It was decided to attempt to complete the trip without shunting the offending vehicle out of the formation. The axlebox began to smoke quite badly before we reached Acton Town. Shortly after reversal it caught fire, not much, but enough to make us wonder if we were going to get back to Neasden. The Area Manager decided that we should cut short the return trip by leaving out the second run between Uxbridge and Rayners Lane. The train did reach Wembley Park without causing delay to any service train, something that I wanted to avoid at all cost.

If that bearing had seized, things would have been vastly different; passenger trains would have been delayed, the Breakdown Gang would have been called out and all the goodwill in the Railway Operating Department would have been lost.

By comparison, the second tour ran reasonably smoothly. The date was changed to September 10th as one of the motormen was on leave on the preceding Sunday. The weather was not very good and this caused wheelspin to occur on Loco 5 when starting the train from rest. This in turn caused an electrical fault to occur which we were unable to correct during the tour. Sarah Siddons thus spent a good deal of her time assisting John



Hampden up the gradients to Amersham and Stanmore.

It all seems rather like a dream now; I enjoyed organising it and many people have told me that they enjoyed travelling behind a Met Electric again. Over £50 was given to the Q Stock Preservation Fund, so in material terms it definitely proved its worth. Perhaps I could use these pages to thank everyone who helped me in this venture; I can assure them that there are other schemes in the pipeline.

#### SCHOOL GIVEN MET LOCOMOTIVE NAMEPLATE

Staff and pupils of the John Lyon School, Harrow, paid a visit to Neasden Underground Depot on Friday 10th November 1972 to receive on behalf of the school one of the nameplates from Met Electric Loco No. 1 - "John Lyon". The presentation was made by Mr. R.M. Robbins, Underground Managing Director, to Mr. G. Surtees, the Headmaster, who was accompanied by some of his staff and a group of about fifteen boys. A framed colour photograph of the locomotive at the head of a train was also presented, and the ceremony took place against a backdrop provided by loco No. 5 - one of the same class which is to be preserved.

All of the 20 Bo-Bo 1200 hp locomotives, built for the Metropolitan Railway in 1922-23 by Vickers Limited at Barrow-in-Furness, were withdrawn from passenger service by 1961, following the completion of the Metropolitan modernisation programme and the transfer of the service beyond Amersham to Aylesbury to British Railways. Four locos were, however retained by London Transport for shunting and other miscellaneous duties. No. 1 was one of those retained, but had been withdrawn earlier in 1972 with a major mechanical defect too expensive to be repaired.

The other nameplate from this locomotive was presented to the Wembley History Society shortly before the ceremony noted here. No. 1 was named after John Lyon, who founded Harrow School in 1571 and was a yeoman of the nearby village of Preston. The John Lyon School was the original Lower School of Harrow, but has been known by its present name for many years.

The following article gives some details of this class of locomotive, which is in the news this month because of the reports of this presentation and of the brake van tours in 1972.

SCENES ON THE SECOND MET ELECTRIC BRAKE VAN TOUR  
Photographed by John M. Crowhurst 10th SEPTEMBER 1972



At Rickmansworth, showing headboard "1922 Met Electric 1972"



Sharing Watford with A Stock



Rest break at Uxbridge



Departure from Stanmore

## THE 1200 HP METROPOLITAN ELECTRIC LOCOMOTIVES

These locomotives, known to millions of Londoners for their work on the Metropolitan Line during 50 years, are very nearly extinct. Withdrawn from passenger service in 1961, only two survive in working order, and it was good to see these two with passengers to haul again on the brake van tours which are described by Geoff Thorne in the article commencing on p21 of this issue.

The class was built by Vickers Limited at Barrow-in-Furness during 1922-23 for the Metropolitan Railway Company. Twenty were built, and details are as follows:

Length over buffers - 39ft 6in  
 Weight -  $61\frac{1}{2}$  tons (138,000 lbs)  
 Wheel arrangement - Bo-Bo  
 Gauge - 4ft  $8\frac{1}{2}$ in  
 Tractive Effort - 22,600 lb  
 Rating - 1200 hp  
 Maximum Speed - 65 mph  
 Power supply - 600V, dc.  
 Motors - 4 x 300 hp, nose-suspended

Not at first named, it was decided in March 1927 that they should all bear names and the first nameplates appeared later that year. All the names chosen were of famous real or fictitious persons connected with the area served by the railway; all but one, that is; No. 15 was named to commemorate the first year of the British Empire Exhibition at Wembley in 1924 - and at which this loco was exhibited in 1925.

The original names were:

- |                     |                             |                          |
|---------------------|-----------------------------|--------------------------|
| 1. John Lyon        | 7. Edmund Burke             | 13. Dick Whittington     |
| 2. Oliver Cromwell  | 8. Sherlock Holmes          | 14. Benjamin Disraeli    |
| 3. Sir Ralph Verney | 9. John Milton              | 15. Wembley 1924         |
| 4. Lord Byron       | 10. William Ewart Gladstone |                          |
| 5. John Hampden     | 11. George Romney           | 16. Oliver Goldsmith     |
| 6. William Penn     | 12. Sarah Siddons           | 17. Florence Nightingale |
|                     | 18. Michael Faraday         | 19. John Wycliffe        |
|                     | 20. Sir Christopher Wren    |                          |

During the Second World War the original cast bronze nameplates were removed to help the scrap metal drive, and names did not reappear until a start was made in replacing them in 1953 - this time on plates of aluminium alloy. At this time two of

the locos underwent name changes: No. 2, Oliver Cromwell was renamed Thomas Lord, and was fitted with plaques bearing a cricket ball and crossed bats as well as a nameplate, while No. 10, William Ewart Gladstone, had the name shortened to W.E. Gladstone.

When the locos were built they were used mainly on the Metropolitan main line trains between the City, Baker Street and the Aylesbury Line. At that time the changeover point to a steam loco was at Harrow, but with the extension of the electrification to Rickmansworth in 1925 the changing point was moved there, where it remained until the Aylesbury service was withdrawn in 1961. Also from 1925 the locos were used on the newly-opened Watford branch, and they were also used for the motive power for Great Western Railway through trains from Paddington to the City until these trains were withdrawn in 1939. Recently, the few survivors have been used as Works and Depot Shunters, as mobile test-beds and occasionally on works and freight trains until the latter disappeared from LT metals.

When the majority of the class were withdrawn in 1961, only four were retained for the miscellaneous duties referred to above - Nos. 1, 3, 5 and 12. No. 1 went on exhibition at the Underground Centenary Exhibition at Neasden in 1963, but is now beyond repair; No. 3 was withdrawn some years ago; Nos. 5 and 12 continued in service and without any difficulty they provided the motive power for the brake van tours in July and September 1972. Since the last of these, No. 5 has been earmarked for preservation, so that a reminder of these excellent machines will stay with us to commemorate 50 years' service. That leaves No. 12, which is still in service.

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#### PROGRESS AT TOTTENHAM COURT ROAD

The facelifting operation taking place on the booking hall at Tottenham Court Road station continues, and is due to be completed during the summer.

Work started on 3rd July 1972 and is expected to cost about £200,000. The contractors are James Carmichael (Contractors) Limited, and the work involves a new central ticket office and alterations to the general layout of the hall to make for better passenger circulation. Automatic ticket gates are being installed and both the Government and the Greater London Council are contributing to the cost by grants.

## REVIEWS

Official Papers

Greater London Council, Strategic Planning Committee; Channel Tunnel Passenger Terminal - a document for consultation; 24pp A4 + 8 maps and diagrams on larger pull-out pages; London, 1972; Greater London Council; no price stated - probably free.

This is an important document in that it considers the relative merits of no fewer than eleven possible sites for the London station for Channel Tunnel services. It is unfortunate that this station should be described in the title as the 'London Passenger Terminal', as there is no intention that it should be a terminal only for trains will run through from the continent to many British cities and some, at least, of these trains will pass through London. Perhaps the error reveals a (possibly subconscious) misunderstanding of the situation by the authors of the document, for the whole tenor of the contents reveals a rather parochial attitude to the matter. While the document is 'for consultation' it reveals something of a bias towards siting the station in South London, not for any valid transport reason but because the GLC wants to develop the Docks area. British Rail, as has been announced already, would like to put the station at White City, and from an operational point of view this would appear to be the best site - but the GLC do not favour it from a strategic planning aspect. This would seem to be a pity, as it might herald a long wrangling session between BR and the GLC; but then it is a document for consultation, so perhaps not too much should be read into the comments made - there is still time for second thoughts, and for BR to convince the Council.

Pamphlets

Peter G. Scott; The Harrow and Stanmore Railway; 36pp, illustrated; available from the Author at Hartest, 9 Morley Crescent East, Stanmore, Middlesex, HA7 2LG; price 50p post paid.

A short account of the history of the line from Harrow and Wealdstone through Belmont to Stanmore Village, together with a description of the line itself and 'Epitaphs for Stanmore Village Station' and 'Foul Deeds on the Belmont Branch'.

This is the only publication known to your reviewer which gives the story of this line in any detail, and fills a gap in the London railway library.

## Exhibition

Edwardian Trains; The Pre-Grouping Railways at their Zenith; Science Museum, Exhibition Road, London, S.W.7.

A small but choice exhibition of models, posters and other paraphernalia showing what the railways were like in the early years of the century. Because it is devoted to the main lines before the grouping, there is little of direct Underground interest, but it does fill in background for the London enthusiast, and a superb selection of colour slides is being projected as part of the exhibition.

The Model Engineering Exhibition; Seymour Hall; January 1973.

This, the Rolls-Royce of model exhibitions maintained its usual high standard this year, and there were many excellent exhibits in all classes. Although there was not much of direct Underground interest, it was nice to see that a bronze medal had been awarded to G.D. Hobbs' model of a London, Brighton and South Coast Railway's Stroudley Terrier (0-6-0T) - Boxhill. This was a beautifully engineered and finished model of a very attractive locomotive class with strong Underground connections.

## Reports

Leeds North-West Passage - The Civilised Alternative; a report prepared for discussion at a Conference held by the Leeds Civic Trust on 11 November 1972. 16pp foolscap duplicated + 2pp maps and plans. No price quoted.

Leeds is a city threatened by the motorway blight, and the local civic trust is of the opinion that the remedy for traffic congestion is not bigger and better (worse?) roads, but a new attitude to transport. This report is a very carefully thoughtout solution, which the city authorities would be well advised to consider carefully before their town is destroyed as so many others have been already. Both short and long-term plans are put forward, the former mainly concerned with giving priority to buses, while the latter proposes new light railways, partly linked with the present BR system and partly completely new - the latter largely underground. Every aspect of the problem is considered, and the document, taken as a whole, is a very useful summary which in its general aspects has relevance to almost every traffic-plagued city. Needless to say, as with most of such studies being published now, road transport and particularly private cars, do not find much favour.

## NEW LONDON TRANSPORT BATTERY LOCOMOTIVES

Eleven more battery locomotives have been ordered by London Transport to supplement the present 35 similar locomotives used to haul engineers' maintenance and construction trains.

A contract, worth about £600,000 has been awarded to British Rail Engineering Limited for the bodies, bogies, traction control equipment and some other electrical equipment of the new locomotives, which are to be built at Doncaster for delivery during late 1973 and early 1974. Sundry other equipment, including the motors, is being supplied by London Transport to BRE for assembly on the locomotives. This equipment has been taken from withdrawn District Line stock, and the motors are being rewound for 320V operation at London Transport's Acton Works.

The traction equipment controls are being supplied to BRE by the Traction Division of GEC (Engineering) Limited. The batteries, which have still to be ordered, will be fitted at Ruislip depot after delivery of the locomotives.

As with the present fleet of battery locomotives, the new machines will be equipped to draw electric power from the track supply when available, using their batteries when the track supply is off or during construction works where no current rail supply is available.

This increase in the battery locomotive fleet is needed initially to enable the equipping of the Piccadilly Line extension to Heathrow Central and the new Fleet Line to be carried out. When this work is completed, the oldest locos - dating from 1937-38 will be withdrawn.

## LETTERS TO THE EDITOR

2.1.1973

Dear Mr. Davis,

With reference to Mr. Newman's letter in the January issue of UNDERGROUND, may I point out that full details of these wartime station closures will be found in RAILS THROUGH THE CLAY (pp 295-6).

Yours sincerely,

71 Overdale,  
Ashtead, Surrey.

Alan A. Jackson.

2.1.1973

Dear Sir,

I would like to thank the various members of the Society for



replying to my question on A.T.O. in the November 1972 Journal.

Secondly, I wonder if any member could shed light on the date of the change of name from Woodstock to Brent. I remember seeing on a map, circa 1913, Brent as Woodstock on the proposed extension to Hendon. Although the station was eventually called Brent there is, a hundred yards or so south of the station, a crossing over the line of a road called Woodstock Avenue. Was this to be the original site of the station; and, if so, why was it changed?

Yours faithfully,

85, Clitterhouse Road,  
London, NW2 1DL.

J.C. Clarke

#### NOTICES - IMPORTANT

##### AGM

The Annual General Meeting of the Society will be held on Saturday 31st March 1973. Proposed changes to the Rules and Nominations for service on the Committee should reach the Secretary at 113 Wandle Road, Morden, Surrey by 15th February, and should be made in writing. In the case of Nominations, the consent of the Nominee should be obtained before submitting the name to the Secretary. Committee members retiring this year in accordance with the Rules are M.T. Connell, P.R. Davis and C.H. Gooch, and all are eligible for re-election.

##### LINE HISTORIES

All members will be familiar with the very interesting and authoritative series of short histories of individual lines, written by our Past President Charles E. Lee and published by London Transport. New editions of all these histories is now planned, and the author would appreciate hearing from any reader with corrections for incorporation in these new editions. Please send any comments or corrections to Mr. Lee, care of the Editor, 62 Billet Lane, Hornchurch, Essex, RM11 1XA.

##### MET STEAM LOCO DRAWING

A very fine drawing of a Metropolitan Railway G. Class Locomotive, by our Society Treasurer, Piers R. Connor, appeared in the January 1973 issue of the Model Railway Constructor. It is believed that this may be the first of a series, and members will be kept informed.

## NEWS FLASHES

1199 A new Underground Guide has appeared. Dated 13 November 1972, it contains the new Northern Line timetables, while the most distinctive change in appearance is a white band down the left-hand side of the front cover bearing the LT motif in solid purple; this also appears on the back cover in solid white on a purple background. The title is now printed in lower case, except for the two initial letters, and the final 'd' of 'Underground' is not emphasised in any way. Price remains 10p.

1200 The President of the Chartered Institute of Transport for 1972/73 is David McKenna, CBE., MA., FCIT., who is a fulltime member of the British Railways Board and was from January 1963 to June 1968 the General Manager of the Southern Railway Board. He joined London Transport in 1934 and from 1953 to 1955 was Chief Commercial and Public Relations Officer.

1201 The London Transport Act 1972 received the Royal Assent on 10-8-1972.

1202 A new rapid transit system for the Tyneside Passenger Transport Authority costing £65m has been approved by the Government for a 75% grant. The system will have 34 route miles of track with 46 stations including 18 new ones. Much of the route will be underground and the rolling stock will be a new type of electric vehicle running on BR tracks. It is expected that construction will start in 1974 and be completed by 1979.

1203 A young woman was killed by falling under a train at Harrow-on-the-Hill station on Wednesday 13-12-1972, after leaving her baby in a pram outside a shop.

1204 Hornchurch station used to have a car park, but this was closed some time ago; a recent proposal to construct a new car park for 100 cars on two levels - one underground - has been rejected by the London Borough of Havering on the grounds that it would cause traffic congestion. The proposal was a private one, not by LT.

1205 A passenger has complained, in a letter to The Times, at having to pay a fare for a three-month old puppy on London buses and tubes when large babies are allowed to travel free.

1206 New York commuters on one train are offered a new service - college classes. This is a private venture run in conjunction with the railway and is now in its second year, with courses provided to the organising company (Edu-Tran) by Adelphi University, Long Island.

1207 A new group has been formed under the acting chairmanship of Mr. Peter Mansbridge to fight any further rail closures.

1208 Site work for the new Bakerloo Line depot at Stonebridge Park commenced on 14th November 1972 with the beginning of the site investigation contract, which involved the drilling of fourteen boreholes between 6 and 20 metres deep. The contract for the demolition of the disused power house at the west end of the carriage and wagon repair shed, and the associated disused overhead coaling railway and bunkers, is expected to commence shortly.

1209 In a booklet, published in 1971 by the Planning Department of the London Borough of Islington and entitled "Tollington: help to plan your district", a suggestion is put forward that a section of the Alexandra Park branch trackbed should be turned into a "longer distance walkway". As much of the abandoned line is already in use as a short cut, and has been used so for several years, the public appear to be well ahead of the planners. It is also interesting to note that, although the proposal came from Islington, the greater part of the line is in the London Borough of Haringey.

1210 London Transport is expanding its consultancy service which gives advice to other railways. Work has been done recently in Washington, Bombay and Hong Kong as well as several other cities in the USA. Also a new contract provides for help to be given on the reorganisation of the bus services in Washington.

1211 The visit of the prototype Concorde to Heathrow in July 1972 attracted much extra traffic to the buses and Underground in the Hounslow area. Ticket sales at Hounslow West were about 4,000 higher than normal on the Saturday.

1212 London Transport has recently had on loan a Speno rail-grinding machine belonging to Paris Metro.

1213 Experiments are being carried out by LT with a new type of fully automatic entrance barrier. With this type, tickets issued to passengers will only show the fare paid on the front. When the ticket is passed through the electronic equipment, it will be checked as usual but in addition the machine will print the date and station of entry and cancel the ticket by punching holes down the centre to show that it has been used.

1214 Two members of the Greater London Council, Sir George Young, Bart. and Dr. Mark Patterson, have suggested that the Richmond-Broad Street line and the Ealing Broadway-Greenford loop should be transferred to LT from BR. The Chairman of the Policy and Resources Committee did not consider that the capital expenditure necessary could be justified until such time as BR made closure proposals - and neither line was so listed yet.

## THE TIMETABLE

Friday 9th February at 19.00 for 19.15 at Hammersmith Town Hall: a Talk by D.R. Mead, Planning Engineer, New Works, London Transport, who has taken for his subject "Aspects of Current London Transport Civil Engineering Practice".

Wednesday 14th February Visit to London Transport Research Laboratory. This is a daytime visit. Names to S.E. Jones, 113 Wandle Road, Morden, Surrey, accompanied by a first class stamped addressed envelope at once please.

Saturday 24th February at 10.30 meeting on the platform at Hounslow Central station. Another Walk over the route of the Heathrow Extension of the Piccadilly Line to view the progress made. Open to all and no booking necessary.

Wednesday 7th March at 19.00 Joint Meeting with the Electric Railway Society at Fred Tallent Hall, 153 Drummond Street, London, N.W.1. The speaker at this meeting will be our own Piers R. Connor, who will be giving an Illustrated Talk on "Underground Joint Stocks". Refreshments are available before the meeting and during the interval.

Friday 9th March at 19.00 for 19.15 at Hammersmith Town Hall: a Talk by H. Clarke, Line Engineer (Central), London Transport, on "London Transport Railway Service Vehicles".

Friday 13th April at 19.00 for 19.15 at Hammersmith Town Hall: an Illustrated Talk by John H. Price on "Rapid Transit in Japan".

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## THE TAIL LAMP

We break new ground this month, for although we have on a few occasions published humour appearing on LT notices, these have always been chalked on blackboards. But we now know that LT can produce comedy in their official printed literature - albeit unintentionally.

The following appeared in a Traffic Circular in the Autumn of last year. In a paragraph relating to buskers and itinerant musicians we find the fascinating sentence:

"If detected committing an offence without permission they must be warned . . . "

(Our underlining).

This seems to pose the interesting question, if one wants to commit an offence on the Underground, to whom does one apply for permission?

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