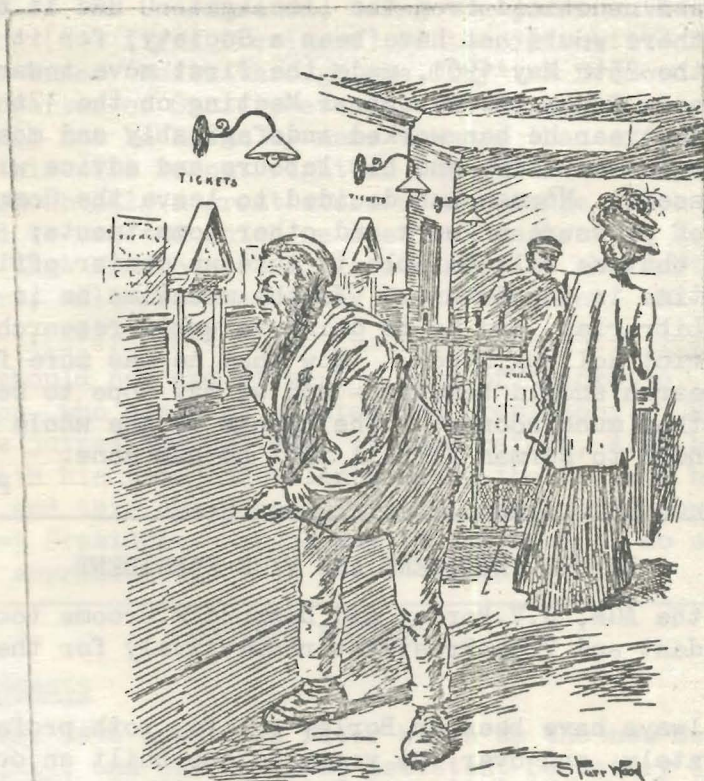


THE JOURNAL OF
THE LONDON UNDERGROUND RAILWAY SOCIETY

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THE TWOPENNY TUBE

"Hi, guv'nor, there ain't no station named on this ticket!"

"No; all our tickets are alike."

"Then, 'ow do I know where I'm going?"

Reproduced by permission of 'Punch', c. 1902

NORMAN FULLER

Those members who were present at the Annual General Meeting on the 18th March will have learned with regret that Norman Fuller had withdrawn his nomination for re-election to the Committee, and would therefore be relinquishing the Secretaryship as well (Rule 3 providing that the Secretary of the Society must be a Committee member).

Norman is not the sort of person to expect or want a lengthy eulogy, but it would be impossible to allow him to slip almost unnoticed from the limelight. Had it not been for him there would not have been a Society, for it was he who, on the 25th May 1961, made the first move towards its formation. Since the Inaugural Meeting on the 17th November in the same year he has worked indefatigably and most efficiently in our service, and his labours and advice will be sadly missed. Norman has decided to leave the Committee because of pressure of work and other commitments; it is to be hoped that he will be able to take up senior office again at some time in the future. In the meantime he is still the Society Librarian, and he is doing valuable research work on the District Rolling Stock. Now that he has more free time, this research should benefit - and we may hope to see the results that much sooner. The thanks of the whole Society are extended to Norman for all that he has done.

PRD

OUR NEW PRESIDENT AND VICE PRESIDENT

At the AGM, H.V.Borley and Desmond F.Croome took office as President and Vice-President respectively for the year 1967-68.

Railways have been Mr Borley's life, both professionally and privately, and over the years he has built an outstanding reputation as an historian of British railways, particularly those in the London area. His retirement from business involvement with the railways did not mean the end of his connections, for he has for many years been a prominent member of The Railway Club, being well-known as Chairman of the Executive Committee and as Honorary Librarian of the Club. Not a great deal of his work has appeared in book form, for, as he once remarked, he has spent so much time in looking out information for others he has not been able to get down to much writing personally. This typifies the man, for he is

always ready to place his great knowledge at the disposal of other students, many of whom have expressed their enormous debt to him. We are fortunate, though, in that one of his publications, one of those that have reached the printed book stage, is 'London Transport Railways', a chronology jointly compiled by our new President and A.E.Bennett, which is quite indispensable to those of us who write about the Underground. We welcome Mr Borley to office, and hope that he will enjoy his term.

Desmond Croome has also made valuable contributions to the history of the Underground, being the joint author with Alan Jackson (our first President) of the definitive history of the tube lines 'Rails through the Clay'. Desmond is a regular supporter of Society events, but being an unassuming type may well not be known by name to more than a few of our members; this will be put right in the future we hope, for there is undoubtedly a great store of knowledge which could be imparted to us, and which we must not neglect. We are quite sure that Mr Croome, who is a member of the Institute of Transport, will prove a worthy Vice-President, and hope that he, too, will enjoy it.

This note should not end without a word of thanks to Alan Jackson, who has just vacated the Presidency. Right from the time he joined the Society, or even before, Alan has been generous with his time and talents where the Society has been concerned, and this assistance is still continuing now that he is a Past President. Long may it continue to do so, for it is much appreciated.

SOCIETY NOTICES

New Appointments

The Committee have appointed Peter Wirth as the new Secretary of the Society, and Sam Jones as Assistant Secretary to take charge of LT Visits. Their names and addresses are -

J.P.Wirth,	S.E.Jones,
43 Crestway,	113 Wandle Road,
Roehampton,	Morden,
London, S.W.15.	Surrey.

Also appointed is Charlie Brunt, as Assistant Sales Manager to take charge of Exhibition Sales; his address is

The Havelock,
20 Grays Inn Road,
London, W.C.1.

THE TIMETABLE

Saturday 1st April RCTS/TLURS Tour by Southern Region ex-LT tube stock from Clapham Junction to Fratton. For those who have booked, the train departs from Platform 6 at Clapham at 08.38. See article on p.53 of this issue.

Saturday 8th April Visit to the Keighley & Worth Valley Railway, by coach departing Baker Street at 08.00, returning by about 22.45. For last-minute bookings contact, E.J.S. Gadsden, 63 Barrow Point Avenue, Pinner, Middlesex. Fare is 28/-, or, for TLURS Associates only, 24/-.

19.00 for 19.15 Friday 14th April Exhibition of Black-and-White and Colour Slide entries for the 1966 Photo Competition, together with comments by the Judge, M.F.Higson of Roundhouse Books, who will announce the winners at the meeting. So, if you entered, come along to learn your fate (or fortune), to Hammersmith Town Hall. If you did not enter, come anyway.

14.30 Saturday 15th April Visit to Rickmansworth Signal Box and the Chesham Branch. This visit is already fully booked; those attending meet at the Stationmaster's Office on the southbound platform, Rickmansworth.

19.00 Thursday 20th April Library Evening at 62 Devonshire Road, Ealing.

Saturday 22nd April Bus Tour of Closed Stations. All are welcome; meet at our first port of call, the recently-shut Tower Hill station at 10.30; Red (or Twin) Rovers will be necessary. See note below.

Friday 12th May Illustrated Talk by B.John Prigmore on "Tube Stock through the Ages".

Note Pinner Goods Yard is closing w.e.f. 3-4-1967. The last freight is scheduled to arrive from Harrow at 12.45, 1-4-1967.

CLOSED STATIONS

We are often asked for visits to closed stations, and have already visited some, including ones that never opened. It is not generally realised that it is almost impossible to get LT permission to visit closed stations in the central area. It is hoped to get to one or two closed stations and platforms in the next year or so, but in the meantime we have arranged the unofficial tour by bus which is announced above. This is intended as an opportunity for members and their friends to see a selection of closed stations and entrances from the outside, and to photograph them. Everyone is welcome, so come along and bring your friends for what should be a most enjoyable day. Travel will be by LT normal bus services, so a Red Rover will be all that is needed.

UNDERGROUND TO VECTIS

Eddie Shaw

Way back in 1963, the closure of all the remaining railway lines in the Isle of Wight was proposed, as part of the 'Reshaping of British Railways' plan. The Minister of Transport agreed to this proposal, except that he instructed B.R not to withdraw the service between Ryde (Pier Head) and Shanklin, but to modernise it and, continue to operate the service thereon.

A battle as to the type of motive power to be used on the line then started, British Railways were in favour of dieselisation, whilst the Local Authority preferred electrification. The Southern Region of B.R under whose auspices this section of line is operated, went into the costing of both schemes, and as electricity won the day, work towards this end was put in hand.

Selection of Stock

The question of rolling stock for the line was raised, because the limited clearance of the tunnel and bridges and the sharp curves of the line would not permit the operation of normal Southern electric stock. This problem was resolved when London Transport had some 'retired' tube-gauge cars to dispose of at scrap prices, B.R therefore took advantage of this whilst awaiting the result of the motive power question.

Early in 1964, L.T offered a number of cars for the Southern Region's inspection, from which they selected 44 cars as suitable to their requirements, and these were moved to store at Micheldever Depot during 1964-65 (Appendix 1). In March 1966, a further quantity of cars was available, and were sorted out by both S.R and L.T. This resulted in 10 cars at Micheldever mbeing earmarked as unsatisfactory, and were replaced by 12 cars stored at Ruislip Depot by L.T (Appendices 2 and 3).

In September 1966, the withdrawal of the last of the 'Standard Stock' in passenger service on L.T was arranged. The Southern once more came on the rampage for better stock, and after surveying these cars from the Northern City Line, together with 16 trailer cars stored in the closed section between Drayton Park and Finsbury Park, rejected a further nine of those at Micheldever, and chose seven of this further batch of cars from L.T to replace them (Appendices 4 and 5).

Brief Stock History

All the cars inspected by the Southern for this short section of line, were commonly and affectionately referred to as 'Standard Stock', and were all built between 1923 and 1934. The cars finally selected for the job were built by Cammell-Laird, Metropolitan Carriage & Wagon, and Union Construction Companies. All have clerestory roofs, are between $49\frac{1}{2}$ and $51\frac{1}{2}$ feet in length, 8-feet $8\frac{1}{2}$ -inches wide, and 9-feet 6-inches high.

Four of the driving motor cars were built in 1928-29 by U.C.C and the remainder by M.C.W. in 1927, 1931 and 1934. These cars originally had 30 seats, but will operate for the Southern with only 26, the other four being displaced by a luggage rack. The driving and control equipment occupies 15-feet 4-inches of the car length, and each car weights about 30 tons.

The control trailer cars were built in 1925-27 by M.C.W, and had 44 seats, now reduced to 41. Basically the same as the trailer cars, they weigh about 19.75 tons, the extra weight being attributed to the control equipment fitted. All the trailer cars sent to the Island were built by Cammell-Laird in 1923, and had 48 seats, now reduced to 45. Unladen weight is about 17.75 tons.

The pre-1933 cars were ordered by the London Electric Railways group, which was responsible for operations on the lines now known as the Bakerloo, Piccadilly and Northern; the post-1933 cars being required by the London Passenger Transport Board, who in 1933 also took over control of the L.E.R. together with the other companies operating underground railways in the metropolis.

"The cars when operating on London Transport were designated 'A' or 'D' end according to the type of coupling mechanism, the 'D' end having a plate-spring behind the buffer gear to assist the uncoupling. These cars could only be coupled 'A' end to 'D' end due to this arrangement.

"The cars are retaining this facility when they go into Southern service and the 'A' end will be the nearest to Ryde and the 'D' end facing Shanklin."

Transfer to Micheldever

The 44 cars transferred from L.T to the Southern for storage at Micheldever Depot, were moved as follows:

Four cars were marshalled between two L.T pilot motor cars at Ealing Common Depot, from whence they travelled via the local road to Hammersmith and on to either Earl's Court or High Street Kensington. At this point, the pilot cars had their tripcocks latched up, and then the whole train was driven south to Wimbledon. At Wimbledon, the southernmost pilot motor was shunted between the other pilot motor and the four cars, the reformed train then reversed

to Wimbledon Park station under the supervision of Southern staff.

On arrival at Wimbledon Park, a Southern De-Icing unit and match wagon were attached to the four cars (now at the south end), and drawn into Wimbledon Park Yard. The two L.T pilot motors now left in the platform, then returned to Ealing Common Depot, having their tripcocks reset at Earl's Court en route.

Return from Micheldever

The return of cars for conversion and the rejected cars, from Micheldever to L.T, was similar to the transfer outlined above with obvious alterations to the direction of running. The cars for conversion did not return to Ealing Common Depot, but either entered Acton Works direct or went to Northfields Depot until required in Shops.

Conversion to Third-Rail, Etc.

Electrification for the motive power having been chosen, the stock needed some modifications. So early in 1966, arrangements were made between London Transport and the Southern for the overhaul and modification of the chosen few at Acton Works to give the cars a further 10 years life on a low mileage basis.

The work carried out at Acton included fitting two cars (3010 and 7283) with prototype luggage racks, replacing one bay of longitudinal seats adjacent to one set of double doors. Other work involved all the cars having their electrical equipment overhauled and modified to suit the earth return system of the Southern Region, the electro-pneumatic braking system was also overhauled. Shed receptacle boxes, tripcocks, negative shoegear etc. were removed, and L.T whistles replaced by S.R type. Several cars also had the exterior paintwork removed at Acton to examine the condition of the steelwork, and as this was found to be satisfactory, the remainder were stripped at Stewarts Lane.

Transfer to Stewarts Lane

After conversion, the cars left Acton Works made up into either three or four-car sets, marshalled between two L.T pilot motor cars. To assist the negotiation of the steep incline from the Works Yard, two additional pilot cars were attached to the west end of the train, and the whole assembly moved via the local road to Northfields Depot. Here the two assisting pilot cars were uncoupled, the train reversed, and driven to Wimbledon via Earl's Court as previously described.

On arrival at Wimbledon, the L.T. pilot cars were detached and returned, leaving the S.R set in the platform. The Southern then took charge of the latter, doing the necessary adjustments and alterations ready for third-rail operation, so that the set could then travel to Stewarts Lane Depot via East Putney under its own power. The first 4-car set was programmed for delivery from Acton to Stewarts Lane on 6th May 1966, but was in fact a week late in being sent over, this was followed on 10th June by a 3-car set to give the Southern a 7-car train for crew training purposes. Further units were sent over every few weeks, the last being delivered in February this year. (Appx6)

At Stewarts Lane Depot, the cars had their paint stripped off and received their new livery of electric blue with yellow driving cabs, car numbers and B.R motif in white, and the set number and 'vital statistics' in black. All the interior finishing was also carried out at Stewarts Lane, including the fitting of the remaining cars with luggage racks, the seating overhauled, panelled in plastic laminate, the decor being white and mushroom with green below seat level.

Before leaving Acton Works, the sill plates from the side doorways have been removed and placed inside the cars, so that the cars were not out-of-gauge on the Southern main line. The plates were refitted after arrival on the Isle of Wight.

Southern Region Numbering

Throughout the period of selection and conversion, the Southern were having problems in finding a satisfactory system of numbering for the Vectis cars. The only thing they were certain about, was that numbers 51 to 86 were to be avoided because most of these numbers are used by Waterloo & City Line stock. At the start, the Southern wanted 46 cars to give seven 3-car, six 4-car sets and a spare motor car. This is now reduced to 43 cars giving six 3-car, six 4-car and a spare motor car. The Southern classification of this stock is ingenious - 4-car sets are '4-VEC' and 3-car sets '3-TIS', giving one hopes, a summer service operating '7-VECTIS' trains.

Operations so far

The first car was shipped from Fratton Depot to the Island on 1st September 1966 for gauging runs, these starting on the following Sunday, being propelled up and down the Shanklin line by a steam engine via a match van.

This first car was ex-L.T. control trailer No. 5294, and was then part of 3-TIS set No. 037 as car No. S.38.S. This has been revised and is now in set No. 031 and car No. S.26.S. (Appendix 7).

Shipment of the remainder took place between December 1966 and March this year. One car didn't want to go - while being loaded on to a Pickfords lowloader at Fratton, it severed it's connection and rolled back down the yard. A further two cars were damaged in the island as a result of some rough shunting. These cars were not badly damaged, and underwent repairs on the spot.

In conclusion, it is understood that public services are scheduled to start on the island about Monday, 20th March, 1967. Also, that the Southern Region have requested London Transport to give them an option on some of the '1938 Stock' when withdrawal commences from 1972 onward.

Acknowledgements - The author would like to express his thanks and gratitude to the staff and members of the following bodies, without whose help and co-operation, this article would not have been possible:

The London Transport Board
 British Rail, Southern Region
 The London Underground Railway Society.

Appendix 1 - 44 cars from LTB to store at Micheldever.

1929 UCC A-DM : 3028 3044 3292 3308.
 1927 MCW A-DM : 3314.
 1931 MCW A-DM : 3074.
 1934 MCW A-DM : 3702 3706.
 1929 UCC D-DM : 3033 3035 3037 3047 3301 3303 3311
 1931 MCW D-DM : 3141 3253.
 1934 MCW D-DM : 3703.

1924 C-L A-CT : 5248.
 1925 MCW A-CT : 5290 5296 5302 5304 5312.
 1927 MCW A-CT : 5350.
 1925 MCW D-CT : 5279 5283 5291 5293.

1923 C-L Tr : 7275 7280 7282 7283 7285 7286 7287 7292 7293.
 1931 G1o Tr : 7159 7166 7167 7173 7181 7189.

Appendix 2 - Ten cars rejected - March 1966

3028 3033 3044 5248 7159 7166 7167 7173 7181 7189.

Appendix 3 - 12 Replacements ex-Ruislip - March 1966.

1923 C-L Tr : 7279 7281 7290 7295 7296 7298.
 1925 MCW A-CT : 5294.
 1927 MCW D-DM : 3313 3315.
 1928 UCC A-DM : 3010.
 1929 UCC D-DM : 3041 3045.

Appendix 4 - Ten Cars Rejected - September 1966.

3035 3037 3047 3292 3301 3303 3311 3314 5296 7295.

Appendix 5 - 7 Replacements from Northern City Line.

1931 MCW A-DM : 3084.
 1931 MCW D-DM ; 3185 3209 3233 3251.
 1934 MCW A-DM : 3696.
 1934 MCW D-DM : 3705.

Appendix 6 - Dates of transfer from LTB to SR after conversion.

13 May 1966 - 3010 3313 7283 7296.
 10 Jun 1966 - 3045 5294 7279.
 8 Jul 1966 - 3315 3702 7281 7290.
 18 Aug 1966 - 3041 5291 5350.
 8 Sep 1966 - 3141 3308 5279 7286.
 29 Sep 1966 - 3074 3703 5293 7280.
 20 Oct 1966 - 3253 3706 5283 7275.
 17 Nov 1966 - 3084 3705 7293 7298.
 1 Dec 1966 - 5304 7282 7285.
 5 Jan 1967 - 3251 5290 5312 7287.
 26 Jan 1967 - 3185 3696 5302.
 16 Feb 1967 - 3209 3223 7292.

Appendix 7 - S.R Unit and Car Numbers, showing ex-L.T Number
in Brackets.

Unit No

031 S26S (5294) S47S (7279) S 1 S (3703).
 032 S28S (5304) S92S (7285) S 3 S (3251).
 033 S30S (5312) S93S (7282) S 5 S (3185).
 034 S32S (5290) S94S (7287) S 7 S (3209).
 035 S34S (5302) S95S (7292) S 9 S (3223).
 036 S36S (5350) S96S (7290) S11 S (3705).

041 S20S (3308) S27S (5279) S41S (7286) S13S (3141)
 042 S22S (3010) S29S (5293) S42S (7280) S15S (3253)
 043 S 2S (3706) S13S (5283) S43S (7275) S19S (3045)
 044 S 4S (3702) S33S (5291) S44S (7281) S21S (3041)
 045 S 6S (3084) S48S (7298) S45S (7293) S23S (3315)
 046 S 8S (3074) S49S (7296) S46S (7283) S25S (3313)

Spare : S10S (3696).

Nonsmoking Cars in the 3-car units are the trailer cars in
the middle of each set; in the 4-car units they are the
A Driving Motors, and Trailers 41 to 46.

Appendix 8 S.R Renumbering.

Cars S22s, S26S and S21S were originally numbered S12S, S38S and S17S respectively. These cars together with S23S also carried a different set number when first out-shopped.

Thus: S12S ex-set 043 renumbered S22S now set 042.

S38S " 037 " S26S " " 031.

S17S " 036 " S21S " " 044.

S23S " 044 retaining S23S " " 045.

Appendix 9 Codes allocated by the S.R. are as follows.

1931/34 MCT Driving Motors - CV

All other Driving Motors - CV - 1A

Control Trailers - DAE

Trailers - DAF

SOME FORGOTTEN TUBE SCHEMES

Alan A. Jackson

being the President's Address

1966

concluded

West and South West LondonThe North West London Railway

With its Roman straightness, the Edgware Road attracts the eye on the map and looks an obvious candidate for a rapid transit line. The Middlesex and London boundary ran down its centre and it was inevitable that the local authorities should squabble over the provision of an electric tramway; indeed, it never did get one. All the more surprising then that it did not get a tube either.

In 1893 there was an unsuccessful bill for an EDGWARE ROAD & VICTORIA RAILWAY, which was to begin at Brondesbury station, and run under Edgware Road and the park to Hyde Park Corner, whence it would pass beneath Grosvenor Place to Victoria station. The bill was thrown out on the opposition of the LCC, who objected to giving up space for a station at Hyde Park Corner, a site which also caused the Piccadilly Railway some difficulty.

More success attended the NORTH WEST LONDON RAILWAY bill of 1899. This was engineered by Sir Benjamin Baker and Sir Douglas Fox and was four miles long, in twin 13 ft tubes. It extended along the Edgware Road from Cricklewood to Marble Arch. There were to be foot subways to the Metropolitan at Edgware Road and to the Central London at Marble Arch and the capital required was £2m. It was calculated that the end to end run with intermediate stops would be covered in a somewhat unimpressive 20 minutes, half the time required by the horse buses. The depot and power station were to be at Cricklewood on the west side of the Edgware Road. Following its usual tactics, the LCC opposed merely to secure improved concessions for workman's fares. The other local authorities were in support and the scheme was authorised.

An Act of 1902 extended the time for completion until 1907 and required exchange stations with the Bakerloo (at Edgware Road), with the LNWR (at Kilburn High Road) and with the Hampstead Junction Railway (at Brondesbury).

In 1903 a bill was presented for the logical $1\frac{1}{2}$ mile extension southwards to Victoria. This was to have an interchange station with the Piccadilly at Hyde Park Corner and with the Metropolitan District at the end of Vauxhall Bridge Road. There was to be a second station at Victoria just before the terminus. An additional £933,000 capital was sought. The bill was postponed until the Royal Commission on London Traffic (set up in that year) had reported.

In evidence to the Royal Commission in January 1904, Sir Douglas Fox said that one curious reason for the delay in building the NWL was the remarkable success of the Central London. The CLR eastbound trains were full by the time they reached Marble Arch and the NWL could not see what would happen to their City passengers. This, Sir Douglas added, was one reason for the proposed Victoria extension, which would provide them with additional outlets via the Piccadilly and District Railways. He was perhaps a little nearer the mark when he explained that another difficulty was raising the capital, when interest rates during the two year construction period were limited by Parliament to 3%. This was a constant grumble of tube railway promoters in the 1900s, a period when it was not easy to attract capital in the home market.

When the Royal Commission had reported favourably the powers for the Victoria extension were granted, in an Act of 1906. This Act confirmed an Agreement dated 17 May 1906 with the Brush Electrical Engineering Co. to the effect that if that Company were given the contract for the electrical equipment, including the rolling stock and lifts, they would subscribe £100,000 towards construction costs. The overtures of the Hammersmith, City and North East London Co. who wanted a connection between the two lines via Haymarket were rejected; the NWL said such a connection would be fatal to the running of their proposed 2-3 minute service. The NWL promoters explained that they have tried to get a physical connection with the Central London at Marble Arch, but this has proved impossible. £1m was now required for the 1906 Victoria extension. Again capital was not attracted, and in 1909 another bill came forward. This proposed to abandon the section between Edgware Road and Victoria and to form an end-on junction with the Bakerloo, virtually extending the line to Brondesbury and perhaps to Cricklewood. The Brush Co. (substantially controlled by the British Electric Traction Co.) had spent £75,000 in promotion of the NWL, and this was their last hope of making something of it. The Underground Group appeared to favour the scheme, if only as a

stick to beat the GWR. They made an agreement to work the NWL, by which they would hand over 75% of the gross receipts, receiving a minimum payment of £25,000 a year. The authorised Paddington extension of the Bakerloo would be worked as a shuttle service, an idea which upset mightily the ponderous dignity of Paddington, who had so far refused to contribute financially to the Bakerloo extension. Parliament did not like the abandonment of the important and desirable link between Marble Arch and Victoria and refused the bill. This was the end of the North West London.

Clapham Junction and Marble Arch

Related geographically to a possible North West London line were the schemes for railways between Marble Arch and Clapham Junction. The proposed London United Electric Railways network of 1902 had included a line over this route, crossing the main LUER west-east line, without physical connection, at Knightsbridge. When the LUER proposals were withdrawn, the Yerkes Group came up again with this line in 1903. It was known as the Clapham Junction and Marble Arch No. 1 Bill, because, curiously enough, there was another bill in the same session for exactly the same route.

The line was to start on the eastern side of the Edgware Road at its southern end, with an interchange station with the NWL (no junction was mentioned). It then proceeded across Hyde Park and Knightsbridge, under Sloane Street and Chelsea Bridge Road. It was deflected to the east under the Thames to avoid passing beneath the foundations of Chelsea Bridge. On the south side, it was to run under Queenstown Road and Lavender Hill to Clapham Junction (St Johns Hill) a distance of some $4\frac{1}{2}$ miles in all. The bill was withdrawn before the Second Reading.

The No 2 line started under St Johns Hill in a slightly different position from the No 1, but otherwise the route was identical, apart from a junction with the NWL at Marble Arch. The tunnels were to be 13 ft 6 in and the stations 35 ft in diameter. Power was to come from a Morgan-controlled generating station on the east side of Chelsea Bridge Road between that road and the Grosvenor Canal. Capital was £2m. This bill was deposited, but not introduced into Parliament.

Clapham Junction and Paddington

From the 1850s onwards there were a number of shallow subway proposals for the South Kensington-Paddington route,

ending with a South Kensington and Paddington Subway bill of 1891. The line was to cross Kensington Gardens and the bill was thrown out on the grounds of disturbance to that sacred demesne. There was an interesting proposal to run this line with single cars at intervals of one minute, strengthening the trains to two or three cars at peak times from extensive sidings at each end. However, it was clearly a rather shaky financial proposition whatever the means of operation.

In an attempt to make a more viable route, a £1.4m Clapham Junction-Kensington-Paddington tube railway was proposed in 1893. This was to have 11ft 6in tubes, and Greathead, the tube pioneer, was one of its engineers. The route proceeded from Clapham Junction via Latchmere Road, Cambridge Road, Albert Bridge Road, Manor Street, South Kensington Station, Exhibition Road, across Hyde Park and along Sussex Place to Paddington Station, a distance of 4 miles with as many as 8 intermediate stations! A traffic of 15m passengers a year was expected. The bill was killed by a petition from the City and Guilds Institute and evidence put forward by that body which alleged that the trains would set up magnetic induction and disturb experimental work at the Institute.

It is tempting to go on, to delve deeper into the fascinating list of might-have-beens, unearthing such pretty titles as the City & Crystal Palace, the City and Surrey, and the Victoria, City and Southern, or even to go further, to approach the realms of fantasy and unreality, and look at some of the tube schemes thought up by local authorities. But the temptation must be resisted. Enough has been said here to illustrate the admirable and often practical optimism of the tube promoters of yesterday.

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