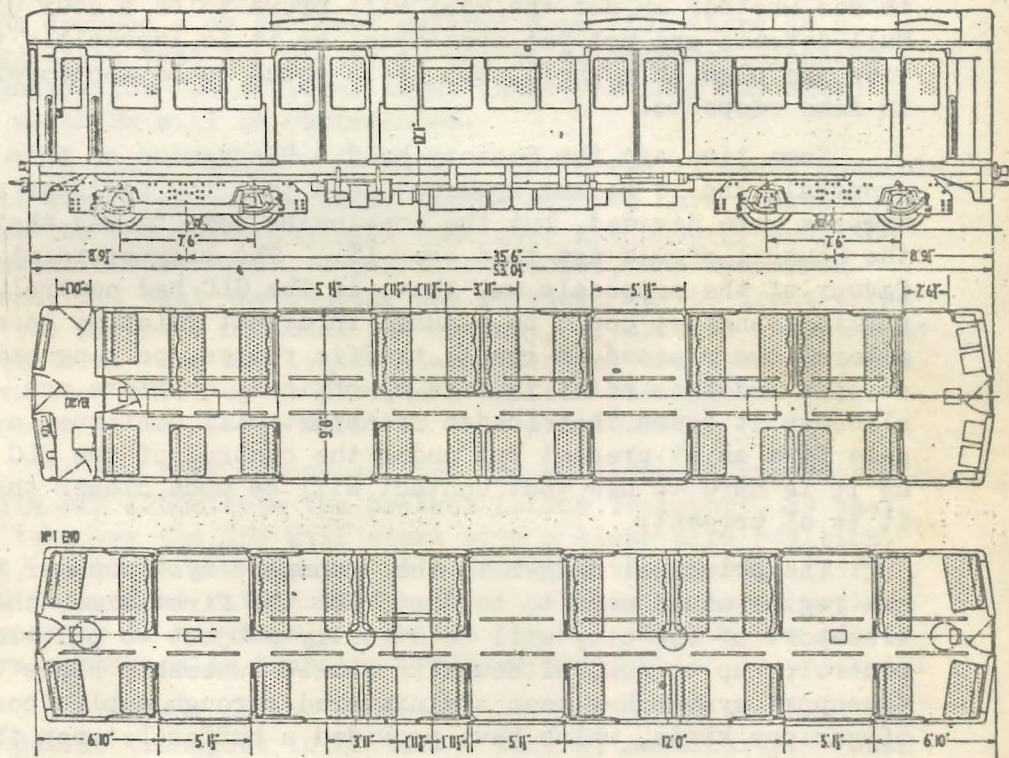


THE JOURNAL OF
THE LONDON UNDERGROUND RAILWAY SOCIETY

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Plan and elevation of A.60 cars, motor car above, trailer car below

Courtesy Modern Transport

The above stock, together with the modified A.62 stock, now provides the Metropolitan Line services.

GLC TAKEOVER

On Friday 15th December 1967, a joint statement by the Greater London Council and the Ministry of Transport was published, announcing that the transport system of London was to be taken over by the Council in the near future.

So the various rumours and unofficial pronouncements of the past months have borne fruit at last, and it now remains to see whether or not the meal will prove to be a sour one. Full details are not yet available, so it is impossible to view the plan as a whole, but it is bound to be controversial in some respects.

Some time ago the Society held a Discussion on this proposal, and it became apparent then that the feelings of members were divided, but the conclusion come to was that the Council should not take over LT. The biggest point in favour of the proposals was that, if the GLC had control, public transport could be planned in direct relation to any alterations planned in roads, traffic routes, parking and so on - and this point is made by official quarters now - although it seems that London Transport will continue in the same form as at present but under the control of the GLC - so it is hard to see that contact will be much closer than it is at present.

The principal danger to the transport system under the new regime would seem to be that, for the first time, the transport of the city will be directly subject to political control; up to now, although in public ownership since 1933, the transport system has been administered through public boards of various kinds, which have provided a buffer between the system and the vagaries of the politicians who are our servants (?masters). So far as it is possible to judge from the information now available, this safeguard is likely to go, although it is suggested that the London Transport Board will be replaced by an Executive responsible to the GLC and appointed by the GLC. This could mean that there would be very little change from the present situation, which would seem to defeat the object of the operation, but might indicate that the Executive would become just another Committee of the Council, from which it would follow that the administration of the system would be in the hands of amateurs (politicians) instead of transport experts. This might work out all right, but on

the other hand could prove disastrous. What will happen to the transport system, if, for example, it is beset by the sort of political controversy as that which has been ruining the education of London's children over the past few years? It is not a cheerful prospect.

One point of considerable interest is that there does not appear to be any suggestion in the statement that GLC will be taking over the running of any services at present run by British Rail. In previous airings of the proposals this has been a feature of the plan, but now seems to have been dropped - or at least watered down, for there is a suggestion that the GLC is to set up a transport planning organisation "at official level" (Whatever that may mean) on which BR will be represented.

In fact, rather than taking over more, it seems possible that something may be shed; press reports have indicated that the new Authority will take over the Underground, the Central bus services, Green Line coaches, and Red Arrow buses, but that the Country bus services may be transferred to the proposed national bus company, or even to independent operators. As the links between Central and Country buses have been built up to provide a unified bus system, there appears to be little merit in this proposal.

It has been announced that the Minister is proposing to write off £260m. from the present London Transport, so that on takeover the GLC will start with a clear debt position. But, as LT is now running at a loss and the present (Tory) GLC is against rate subsidies, an increase in fares would appear to be inevitable - unless the GLC can run the system more economically than the LTB have done, which is unlikely.

One aspect of the proposals is typical of the handling of public transport in Britain - lack of continuity. When London's transport first came into public ownership in 1933, it was administered by the London Passenger Transport Board; this was succeeded in 1948 by the London Transport Executive of the British Transport Commission, and in 1963 by the present London Transport Board; with another change contemplated in the next year or so, this gives the average life of each authority as under ten years - hardly the way to run an Underground! The Ministry is to publish a White Paper (yes, another one) on the new proposals, and this will be reported on in due course.

CHRISTMAS SERVICES 1967

Probably no holiday or other event causes so many changes to Underground services as the Christmas holiday each year; 1967 was no exception, so some details are given of the service as advertised to the public; it is not possible to give details each year, because of shortage of space in this Journal, but it is felt that occasionally the arrangements should be placed on record.

Friday 22-12-1967

Normal Friday services on all lines, except for increased services between 13.00 and 16.30 for commuters travelling home early, and a corresponding reduction in evening peak-hour services.

Saturday 23-12-1967

Normal Saturday services, but with extra trains on the Central Line after about 13.00 to cater for afternoon shoppers.

Sunday 24-12-1967 - Christmas Eve

Normal Sunday services.

Monday 25-12-1967 - Christmas Day

Special services all day, starting about one hour later than normal Sunday services and finishing generally at Sunday times. Some lines closed all day, as were some stations; up to about 14.00 trains ran generally at 15 minute intervals in the central area, and at 30 minute intervals in the country and suburban areas; during the afternoon and evening some services stopped and others were run at 20 minute intervals in the centre and 40 minute on outer sections.

Line-by-Line details were as follows.

Bakerloo Line - Queen's Park branch

Service all day between Elephant and Castle and Queen's Park only; no trains through to Watford Junction - and the London Midland Region service to that station was also taken off.

Bakerloo Line - Stanmore branch

Through service between Elephant and Castle and Stanmore ran up to 14.00; after this time, Bakerloo trains ran to West Hampstead only from the Elephant, but Metropolitan Line trains called specially at West Hampstead, Kilburn, Willesden Green, and Neasden stations, to replace the Bakerloo service.

Central Line

A service operated between White City and Hainault (via Gants Hill) or Loughton until 14.00. After then, the service ran between White City and Hainault (via Gants Hill) only, the service between Leytonstone and Loughton being withdrawn. Loughton-Ongar, Woodford-Hainault and White City-Ealing Broadway/West Ruislip sections were closed all day.

Metropolitan Line

There was a service between Baker Street and Rickmansworth all day, and on the Uxbridge branch until about 13.30. There was no service north of Rickmansworth or to Watford all day, but from 14.00 trains to and from Baker Street stopped additionally at West Hampstead, Kilburn, Willesden Green and Neasden to replace the withdrawn Bakerloo service which usually serves these stations.

Circle Line

There was a service in both directions over the whole route until about 14.00. After this time, trains ran between Baker Street and South Kensington via High Street Kensington - passengers travelling between the north and south sides of the Circle being able to use the Hammersmith & City or District Line trains, changing at Aldgate East, Baker Street or South Kensington as appropriate.

Hammersmith & City Line

Service all day between Hammersmith and Whitechapel.

East London Line

Closed throughout all day.

District Line

There was a service over the whole line until 14.00. After this, there was no service between Turnham Green and Richmond, or between Putney Bridge and Wimbledon. After 16.00 the service between Whitechapel and Upminster was withdrawn. Barking and Upminster stations remained open after this time for Eastern Region trains only, and passengers for these two stations, and for the London, Tilbury and Southend line generally, had to alight at Tower Hill and get BR trains at Fenchurch Street station.

Northern Line

Services operated all day to and from Finchley Central, Edgware and Morden, via Charing Cross. The service via Bank was provided until 14.00 by trains running between Kennington and Golders Green. The Finchley Central-High

Barnet section and the Mill Hill East branch were closed all day.

Northern City Line

Closed all day.

Piccadilly Line

There was a service all day between Hounslow West/Rayners Lane and Oakwood; up to 14.00 trains ran to and from Cockfosters. Passengers for the Uxbridge branch could use Metropolitan Line trains until 14.00 by changing at Rayners Lane. After 14.45, Piccadilly Line trains made additional stops at Stamford Brook and Turnham Green - which stations are usually served only by the District Line. The Aldwych branch was closed all day.

Stations Open

As stated above, many stations were closed all day on Christmas Day, even when the lines serving them were open; below is a summary of the stations open for passenger traffic.

Acton Town
 Aldgate East
 Alperton
 Angel - until 14.00
 Archway
 Arnos Grove
 Baker Street
 Balham
 Bank - until 14.00
 Barking - until 16.00, District Line,
 BR trains only thereafter.
 Barons Court - until 14.00
 Bayswater
 Becontree - until 16.00
 Belsize Park
 Bethnal Green
 Bounds Green - until 14.00
 Bromley - until 16.00
 Buckhurst Hill - until 14.00
 Burnt Oak
 Caledonian Road
 Camden Town
 Charing Cross

Knightsbridge
 Ladbrooke Grove
 Lancaster Gate
 Leicester Square
 Leyton
 Leytonstone
 Liverpool Street
 London Bridge - until 14.00
 Loughton - until 14.00
 Manor House
 Marble Arch
 Mile End - Central Line, all day
 District Line, until 16.00
 Monument - until 14.00
 Moorgate - until 14.00 for interchange purposes only
 between Metropolitan and Northern Lines;
 no access to and from street

 Morden
 Neasden
 Newbury Park - until 14.00
 Northfields
 Northwood
 Notting Hill Gate
 Oakwood
 Old Street - Northern Line only until 14.00
 Oval
 Oxford Circus
 Paddington - Bakerloo and Circle Lines only
 Piccadilly Circus
 Pinner
 Plaistow - until 16.00
 Preston Road - until 14.00
 Putney Bridge
 Queensbury - until 14.00
 Queen's Park
 Queensway
 Rayners Lane - Piccadilly Line, all day
 Metropolitan Line, until 14.00
 Richmond - until 14.00
 Ricksmansworth
 Ruislip - until 14.00
 Russell Square
 St John's Wood
 St Paul's

Shepherds Bush
 Sloane Square
 Southfields - until 14.00
 Southgate
 South Harrow
 South Kensington
 South Wimbledon - until 14.00
 South Woodford - until 14.00
 Stamford Brook
 Stanmore
 Stockwell
 Stratford
 Swiss Cottage
 Tooting Bec - until 14.00
 Tooting Broadway
 Tottenham Court Road
 Tower Hill
 Trafalgar Square
 Turnham Green
 Turnpike Lane
 Upminster - until 16.00 for District Line,
 BR trains only thereafter
 Upney - until 16.00
 Upton Park - until 16.00
 Uxbridge - until 14.00
 Victoria
 Wanstead - until 14.00
 Warren Street
 Warwick Avenue
 Waterloo
 Wembley Park
 West Hampstead
 Westminster
 Whitechapel. - District and Hammersmith & City Lines only
 White City
 Willesden Green
 Wimbledon - until 14.00
 Wimbledon Park - until 14.00
 Woodford - until 14.00
 Wood Green

Because after 16.00, there was no interchange at Mile
 End, passengers were advised to change from District to Central
 Lines via Liverpool Street and Aldgate East or via Charing
 Cross and Tottenham Court Road.

Tuesday 26-12-1967 - Boxing Day

Generally, services started one hour later than on a normal Sunday; until midday trains ran at wider intervals than on a Sunday, but after that all lines, except the Central and Northern, operated normal Sunday services. Central Line trains ran at 10 minute intervals in the central area until 17.00, and at 20 minute intervals on the branches; then at intervals of $7\frac{1}{2}$ minutes (central) or 15 minutes (branches). The Northern Line ran at $7\frac{1}{2}$ minute intervals via Charing Cross and 15 minute intervals via Bank, both from noon. Intervals on the branches were 15 minutes, and the last trains ran at weekday times. On the Piccadilly Line, the Aldwych branch was closed. About twenty stations were closed all day, and Covent Garden did not open until 17.00.

Wednesday 27-12-1967

Almost a normal Wednesday service, but with reduced peak-hour service, and an increased service on the District, Piccadilly and Northern Lines between 13.00 and 16.30.

REVIEWS

BOOKS

B.J.Prigmore; Background to Brakes; Signal Transport Papers, No 4; London, 1967; Peter R.Davis in association with Eltrac Publications; 30pp. illustrated with diagrams; card covers; price 3/-.

This, the fourth volume in the series, is a new departure in that it is a purely technical treatise. With sections devoted to the three main categories of braking systems, i.e. vacuum, compressed air and electropneumatic, this booklet explains in straightforward terms the workings of each, together with their advantages and disadvantages. All types of motive power are covered by this informative volume and reference is made to London Transport rolling stock and its special braking features. For the student whose knowledge of this subject is either minimal or nonexistent, the volume can be recommended.

P.E.Garbutt; How the Underground Works - Revised Edition; London, 1966; London Transport; 118pp and 16pp plates - some illustrations in text also; price 5/-.

Due to an oversight, this revised edition of one of the most valuable books on current underground working was not mentioned when it came out last year. Any reader who has

the original publication of 1963 will know what a useful book it has proved to be, and will probably want to have the new edition which has been brought up to date even though most of the illustrations are the same as in the earlier book. To anyone who does not own the 1963 issue, we would suggest they go out and buy a copy of the present one at once. One little question is raised by a comparison between the two issues; in each there is a table of statistics - for 1962 in the first, and for 1964 in the revised edition. In 1962, the route mileage managed is given as 216; in 1964 it is given as 215. Presumably the mile which has disappeared is that between Finsbury Park and Drayton Park on the Northern City Line, closed in October 1964, but can this be confirmed.

EXHIBITION

General Post Office; Forty Years of the Post Office Tube; held in the King Edward Building, GPO, from 5th-7th December.

To celebrate its fortieth anniversary, the Post Office gave its own tube line a public airing in an attractive exhibition at the GPO. On show were specimens of the first cars used on this small remote-controlled freight-only line which now runs from Paddington to Whitechapel to carry the Queen's mails; also the present cars, and a prototype of a new car shortly to be introduced. Another very interesting exhibit was a car from the original Post Office Tube of 1863 - the pneumatic line which was eventually closed because of the difficulty in maintaining vacuum. It should be recorded, too, that the Post Office allowed members of the press and public to ride on its tube for the first time ever in connection with the opening ceremony of the exhibition. Those who travelled were in good company, as the Postmaster General was one of the passengers; it is interesting to note from the handout on the line that it runs 22 hours a day for six days a week, and breakdowns only amount to 10 hours a year - a very good record for an automatically-operated line.

CLOSURE OF HOLBORN LOW LEVEL BOX

After all but a hundred years, the Signal Box at Holborn Low Level, situated at the southern end of the platforms of the long-closed Snow Hill (or Holborn Viaduct Low Level) station, was closed on Sunday 17-12-1967. Situated on the former London, Chatham & Dover Railway's Metropolitan Extension line, the box to the north is that of London

Transport at Farringdon. In former days, the box also controlled the junction for the now-demolished spur in tunnel to Moorgate. The whole line has been closed to passenger traffic for many years, but still takes a number of freight trains every weekday between the LT's Widened Lines and the Southern Region, although oddly enough, although it is a Southern Region line, all the freights using it are either Eastern or London Midland Region trains.

The box had remained in much the same condition as when it was opened, and was an interesting and rather isolated outpost of the Southern; its function has now been transferred to Holborn Viaduct Box, which is at the southern end of the main line terminus station, and an informant has stated that the maintenance of the line from Farringdon to Snow Hill is to be taken over by London Transport. The reason for this is not known, and any further information on this change would be welcomed.

THE FIRST WINTER TROUBLES ON THE MET

C.H.Gooch

The Met Line suffered its first winter weather disruption of services on the 27th November, 1967.

The night had been a cold, frosty one and around dawn it started to rain; this froze onto the conductor rails causing chaos to the morning rush-hour services. Amersham, Watford, and Uxbridge services were all affected and trains were running up to 25 minutes late. The fast Amersham trains were running on the slow roads between Harrow and Watford South Junction, whilst sleet locos ran on the fast lines de-icing as they went. These, of course, caused the LMR diesel services to be disrupted too, since they had to run at slow speed whenever a sleet loco was on the line ahead.

London Transport had notices posted at inner London stations, as well as at the outer Met stations, in time for the evening rush-hour, apologising for the disruption of the morning services.

NEWS FLASHES

NF 720 Battery Loco L21, and new ballast tamper were both in Farringdon Siding on the morning of 24-11-1967. Had the tamper broken down?

NF 721 A60 cars seem to be having the tungsten emergency lights done away with, and door bay fluorescent lights reinstated as the emergency lighting. Car No 5036, and probably the rest of the set, has been noted converted and with tungsten light fittings blocked out.

NF 722 Steam locomotives are being fitted with train reporting number indicators on smokebox doors.

NF 723 Metropolitan Line platforms at Neasden and Willesden Green have been tidied up since the alteration of the services whereby Metropolitan trains stop in these platforms when required, and not in the Bakerloo platforms as hitherto.

NF 724 Re the above NF; it might have been assumed from the recent report in these pages, that no Metropolitan Line trains would, in future, serve the Bakerloo stations between Wembley Park and Finchley Road. This is not so; far fewer do so, and some of those that still do are run on the Met, instead of the Bakerloo, tracks and so only stop at those stations (Neasden and Willesden Green) with platforms on the Met lines. Reference to the article in this issue on the Christmas services will show, however, that some Met trains still use the Bakerloo tracks, and one or two trains do so regularly in the very early Sunday morning service.

NF 725 A60 sets 5114/5, 6114/5 have been reupholstered with the revised pattern seats as in A62 stock. The overhaul date is 10/67; this train is also the first A60 with new type transfers on the doors warning against obstructing them.

NF 726 The last LMR diesel multipl-unit from Chesham, on 14-10-1967, consisted of cars M51673-M59675-M59732-M51878, all except one in blue livery.

NF 727 A60 cars noted fitted with de-icing gear include 6108, 6098, 6106, 6104, 6096.

NF 728 Ref. p.187, December 1967 Underground, a member points out that the car in the Science Museum, MCW car 3327, ex-297, is a 1927 car, not 1929 as stated. This has been checked from the step-plate of the vehicle, and it is further pointed out that the few 1929 cars were all UCC-built, and had curved side-panels, rather than the straight ones of the 1927 batch.

NF 729 Not all passengers are happy with the new ticket hall at London Bridge - or at least with the access to it. A correspondent to a London evening paper has pointed out that a large number of passengers, because the long subway has been closed now have to cross the main-line station forecourt, running the hazards of the heavy traffic while doing so. This commuter had taken the trouble to check up on the reason for lack of subway access, and it appears that its absence is due to disagreement on who should pay. The paper in question confirmed this by checking with London Transport, British Rail and the Ministry of Transport - all of whom passed the buck to the others. In view of the present interest in road safety, it does seem rather surprising that a large increase in pedestrians in such a busy street should be countenanced.

NF 730 Most unusually, the guard's compartment of Bakerloo car 10111 was noted during November 1967 with the notice "This compartment is not to be used by passengers when occupied by the guard" rather crudely written in black paint or ink.

NF 731 A correspondent points out that the newly-diverted line into platform 15 at Paddington, on the Hammersmith & City Line, does not come alongside the platform until it is several yards past the eastern end of the platform.

NF 732 On 12-11-1967, when the diversion work at Paddington on the Hammersmith & City Line was carried out, normal rail services should have been resumed after 18.15; at a very late stage, however, the resumption was postponed until 20.00. The reason for the delay is not known. The trains providing the shuttle service between Westbourne Park and Hammersmith, while the diversion was being carried out, were not very helpfully indicated; two of them carried "Special" destination plates, while the third one carried none at all!

NF 733 The T stock sleet train returned to its winter quarters at Rickmansworth on Monday 13-11-1967.

NF 734 In connection with the suggested Pimlico station on the Victoria Line extension, a member of the public has made the suggestion that, instead of an extra station there, the station at Vauxhall should be built with platforms under the Thames and entrances on both sides of the river. For a number of reasons, London Transport have rejected the idea - new Parliamentary powers required, time it would take to build, and cost (such a station, it is said, would cost more than two separate stations not below the river).

SOCIETY NOTICES

General Review of Society Activities

The Committee have just commenced an overall review of Society activities. It is felt that after six years some such survey is called for, and in any case it is undoubted that at the present time, for the first time perhaps in the life of the Society, too much work has fallen on the Committee. This trend has been growing, and it may be the fault of the members of the Committee themselves insofar as they do not advertise for assistance. Help has always been forthcoming when it has been asked for in the past, and this is readily acknowledged. As the review has only just been started, it is not possible yet to say where help is needed, but members can help in two ways. First, they can write to the Secretary with any suggestions they may have for widening the scope of Society activities - or even, if they wish to, suggest ways in which the Society could cut down the scope of its operations (there is no point in carrying on with Society activities which the members do not want). Secondly, anyone who would be willing to work for the Society, but is not already doing so, can offer his services, also by writing to the Secretary. His name is J.P.Wirth, and his address 43 Crestway, Roehampton, London, S.W.15.

Subscriptions 1968

Members are reminded that Subscriptions for 1968 fell due for payment on the 1st January. Rates remain as for last year, i.e. Associate Members 10/-, Members 25/-, and payment should be made as soon as possible to the Registrar, R.E.Labrum, 134 Cranley Drive, Ilford, Essex. As Society finances are still rather tight, the February Journal will not be despatched to members whose subscriptions have not been received.

Special Advice Service

This service, instituted last year, is being continued during 1968; it comprises notification by post or telephone of events arranged at short notice due to intended closures, openings, changes in service, etc of which notice was received too late for inclusion in The Timetable. Quite a number of events were arranged under this scheme during 1967, and were quite well attended. Anyone wishing to subscribe to this service, should enclose a further 5/- with their subscription,

16 and also send a slip of paper or card marked "Special Advice Service" and containing Name, Address, Home Telephone Number, Office Telephone Number (if any) and Membership Number.

Annual General Meeting

The Annual General Meeting of the Society for 1968 will be held towards the end of March, but arrangements have not yet been finalised. It is hoped that the meeting will be held at the Museum of British Transport, Clapham, and that it will be on a Saturday afternoon, as usual. Further details, and requirements for nominations to the Committee will appear in the February issue.

THE TIMETABLE

19.00 Friday 5th January Library Evening at 62 Devonshire Road, Ealing, London, W.5.

19.00 for 19.15 Friday 12th January Talk by S.E.Jones on The Tower Subway, to be given at Hammersmith Town Hall. This is a very interesting, and much neglected, subject, and as it was not only London's but the world's very first tube railway, much more should be known about it; this talk by our own Assistant Secretary will go a long way towards clearing some of the fog surrounding its history.

19.00 Friday 2nd February Library Evening at 62 Devonshire Road, Ealing, London, W.5.

19.00 for 19.15 Friday 9th February Usual monthly meeting at Hammersmith Town Hall; programme to be announced next month.

19.00 for 19.15 Thursday 22nd February A Lecture-Demonstration entitled "Traction by Induction - Some Thoughts for the Future" to be given by H.R.Bolton in Room 408, Department of Electrical Engineering, Imperial College, Exhibition Road, South Kensington, London, S.W.7. This meeting has been arranged by the London Area of the Light Railway Transport League, and our members have been invited to join the LRTL on this occasion. It is hoped that as many as possible will avail themselves of the opportunity to hear this distinguished speaker on such an important subject.

THE TAIL LAMP

Have you heard the story of the Underground Stationman whose girl gave him up because his station was beneath her? That was it.

Lithoed by The Celtic Bureau, 93/94 Chancery Lane, London, WC2, and Published by TLURS, 62 Billet Lane, Hornchurch, Essex.
