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FURTHER NOTES ON THE NEW LINE

Progress is being made in completing the outstanding work on the opened section of the Victoria Line, but there is still a considerable amount to be done.

In the meantime LT are making full use of the line for advertising purposes; nearly all stations on the system carry notices to the effect that the first section is open, and giving progress reports on the rest.

A new Diagram of Lines came out the day before the line opened; identified as No. 2 - 1968, with the printing code 168/169Z/250,000, this diagram shows the Victoria Line from Walthamstow Central to Highbury & Islington in light blue, in the same form as all other lines, with the unopened section as far as Victoria outlined only with blue dotted lines. The Brixton extension does not appear at all, but details printed on the face of the diagram, above the box identifying lines etc, intimate that the Highbury to Warren Street section will open December 1968, and Warren Street in Spring 1969. However, the Underground Guide which came into use from 14th October 1968 has yet another new map; this shows the Victoria Line open as far as Warren Street, and under construction right down to Brixton - but with no station shown on the Brixton extension at Pimlico.

The Guide itself gives the Victoria Line timetable as Table 30 (which used to be the table for the Waterloo and City Line - which is now numbered 31), and shows the first and last trains at Warren Street. These are asterisked, and noted below as "from 1st December", so presumably this may be accepted as the

162 anticipated opening date for this section.

Incidentally, there is an amendment to be made to the reference to the booklet "The Victoria Line" which appeared on p.166 last month. It now seems that there have been three new editions of this booklet within the last four months; the first two of these had the original cover design and the references 768/1949RP/30M (A) and 868/15MR/15M (A) respectively, while the most recent has an entirely new cover showing the front of a Victoria Line train against a solid blue background, and bears the reference 868/2511RP/30M.

The franking machines used for LT's outgoing mail had for a short time a special advertising die in use, showing the Victoria Line symbol and reading "Victoria Line London's New Tube First Stage Walthamstow-Highbury now open". This appears to have been used during September.

On the as-yet-unopened sections, part of the new ticket hall at Oxford Circus was opened on Monday 30th September; this is, of course, the hall that was constructed beneath the umbrella bridge which became such a familiar feature of the London scene during the five years it was in position at the Circus. The new hall has entrances at each of the four corners of the Circus, and three of these came into use on 30 September; the fourth, on the north-east corner, will open before the end of the year. At present served by the Bakerloo and Central Lines, Oxford Circus already holds the title of the busiest station on the system for passengers starting or finishing their journeys on the Underground - 600,000 a week.

The decor of this new booking hall is of mustard yellow tiling for the walls with red mosaic columns and black and white speckled marble terrazzo tiles for the floor.

THE TRANSPORT BILL

During October, the Transport Bill clauses dealing with the Records and Relics were passed unaltered by both houses of Parliament. So, in theory at least, the destruction of the Clapham collection of relics and the Porchester Road records office is inevitable. But this is not necessarily so; as John Gregg pointed out in an excellent article in The Guardian of 10th October, the matter now becomes an

administrative problem - and now is the time to inundate the 163 minister with letters of disapproval. The lady concerned is Miss Jennie Lee, and the address to write to is The Ministry of Science and Education, Curzon Street, London, W.1. So go to it, and do not hesitate to express your views forcibly.

BOOK REVIEWS

J.Graeme Bruce; Tube Trains under London - A short illustrated history of London Transport tube rolling stock; 116pp 7 $\frac{1}{4}$ " x 9" on art paper with 109 illustrations; with Foreword by A.W. Manser; London, 1968, London Transport Board; price 12/6d.

This book is first-class value for money - in fact from other publishers it would probably have been priced at two or three times the figure asked by LTF. For the illustrations alone it is invaluable, for they cover a wide range of date and subject, and reproduction is generally very good.

In his text, Mr Bruce ranges from the Electric Locomotives for the City & South London Railway to the 1967 Tube Stock, with an explanatory note on Automatic Train Operation. As an outline history of tube stock the book supplies a long-felt want, and is comprehensive. Waterloo and City stock is covered, but Great Northern and City cars are omitted, a note explaining that these cars more probably belong to a book on surface stock.

Bound in stiff board covers, and obtainable from book-sellers, LTF Enquiry Offices, and the LTF Publicity Officer at 280 Old Marylebone Road, London, N.W.1., this is an essential addition to all Underground libraries - for after all, it is not every day that one can expect a book on his own subject from a man in Graeme Bruce's position (he is Mechanical Engineer (Running - Railways) to London Transport), and it is good news indeed to know that he is working on a second volume which will deal with the surface stock of LTF and its predecessors.

E.Relton: The Bakerloo in Search of a Southern Terminus; 10pp fcp duplicated; 1968, Electric Traction Development Society; Exeter; price 1/6d.

This is an adaptation of a very interesting paper read

by Mr Relton to the Annual General Meeting of the Electric Traction Development Society on 20th April 1968. This is a thought-provoking contribution to that body of literature devoted to the future of London's transport system, and of particular interest, of course, to the Underground student. This paper may be obtained by writing to the ETDS at 101 Woodwater Lane, Exeter, Devon; the price of 1/6d includes postage, and stamps will be accepted in payment. For an additional 6d a copy of the Chairman's address to the same meeting may be obtained, which is also an interesting paper.

J.E.Cull and B.J.Prigmore, with drawings by G.Redmayne Hosking; Mersey Railway Electric Stock; 48pp 8" x 6 $\frac{1}{2}$ " inc 16pp illustrations on art paper; stiff card cover; London, 1968; Peter R.Davis - Signal Transport Papers 5; 14/-.

A concise rolling stock history of the Mersey Railway's electric era, with 6 pages of maps, diagrams and drawings in addition to the inset of pictures. To the London Underground enthusiast, the particular interest lies in the details given of the Hammersmith and City stock borrowed as reserve cars by the Mersey in 1941 and 1942; this is a story never told before in detail, so far as the reviewer is aware, and is something the Londoner should be grateful for.

H.T. Jackson; The Railway Letter Posts of Great Britain - Part 1 - General History; Nottingham, 1968, The Railway Philatelic Group; 52pp 9" x 7" on art paper, including 7 plates and line drawings in text; limp card cover; 17/6d post free, from RPG, 59A Hartley Road, Kirkby-in-Ashfield, Nottingham NG17 8DS.

To anyone interested in the philately of Britain's railways, this book will be an essential, giving as it does an outline record of the railway letter posts of this country. Those companies of the Underground system which handled this class of business take their place in the story as is to be expected.

Even for the general reader there is a lot of interesting information about a comparatively little-known means of communication. Who, except the expert, would know, for example, that the famous Penny Black, though it was the first government issue, was not the first adhesive stamp issued in this country for the franking of mail? The book is full of such details, and has a number of useful tables. Recommended.

Ministry of Transport; Transport in London; London, 1968;
Her Majesty's Stationery Office; 88pp.; 7/6d.

The plan for the new pattern of London's transport, as presented to Parliament, and includes the particulars of the transfer of LT to the Greater London Council amongst a number of other equally important matters. Dry reading, as is usual with this type of publication, but important.

LETTERS TO THE EDITOR

11th October 1968

Dear Peter,

I have conclusive proof that East Barnet was the intended name for Enfield West (now Oakwood). A small folding card-map of the Underground shows the Piccadilly Line extension as "Under Construction" between Finsbury Park and Cockfosters. This map, believed to date from 1932, gives the stations on the extension as: Manor House, Turnpike Lane, Lordship Lane, Bounds Green, Arnos Grove, Chase Side, East Barnet, and Cockfosters. Thus East Barnet was intended for Oakwood.

Yours sincerely,

26 Redington Gardens,
London, N.W.3.

N.Mitchell

16th September 1968

Dear Sir,

I must reply to a point in Mr B.Hayles' letter published in September's "Underground", namely "... there has never been a station between West Ruislip and Denham..."

In the June and August 1958 Railway Magazines appear the following unique details of a station that was open for three years or so and had three different names! The inch Ordnance map shows a closed station adjacent to the overbridge from Uxbridge to Harefield too.

Built in anticipation of urban development, Harefield Halt was opened 24/9/1928. The station was renamed South Harefield Halt from May 1929 to September 1931 and closed 1/10/1931 when it was known as South Harefield!

Yours sincerely

West Ruislip

F.W.M.Thomson

THE NEASDEN CRASH
25 September 1968
C.H.Gooch

An incident so rare on LT that it makes headline news is a collision on running lines. The recent crash at Neasden station is a most unfortunate example; it occurred about 05.15 when a p.w. train ran into the rear of an empty staff train. The driver of the battery loco was killed and an inspector riding with him injured, as was the guard.

Disruption to services was considerable. Bakerloo trains ran throughout the day only between Stanmore and Wembley Park, and Elephant and Willesden Green; a service of private coaches, and later LT buses, filled the gap. The Met ran a limited service from the North in the morning as far as Wembley Park and later ran through to Baker Street and the City. Passengers were advised, where possible, to change to the GC at Harrow, or use alternative routes. In the evening rush the Met ran all stations (including Willesden Green and Neasden) to Uxbridge and Watford; Amersham trains called additionally at Willesden Green, Neasden, Wembley Park and Harrow. Delays were extensive and often considerable. As soon as the rush hour was over the service was cut back to Wembley Park and passengers told to use the Bakerloo and emergency buses to Wembley Park. Services were somewhat sporadic, especially late in the evening, and several unusual workings occurred including Rickmansworth via Watford.

Damage to L24 was extensive; the front was flattened back beyond the cab and the back was damaged by B582 riding up and into the cab leaving the impression of its buffers on the cab front. The tube car, 11134, had its cab demolished, several windows broken, panelling bent and inner end draw-gear damaged. Steam crane C606 was used to help remove the wreckage, and it stayed in Klondyke Sidings with L24 until the end of the following day.

The reasons for the crash will probably never be made public, but the M.o.T. is to hold an enquiry. It would appear, however, that the p.w. train ran away down the bank from Dollis Hill. This theory is backed up by the fact that a p.w. train has since been observed at Neasden with temporary brake hoses dangled round the brakevan from the loco to the wagons. Both this van and that in the collision train were of BR type, not fitted with through brakes.

A NOTE ON EARLY BRILL TRAMWAY LOCOMOTIVES

H.W.Paar

The main purpose of the following note is to indicate that the railway historian not infrequently stumbles upon references which, while having no relevance to his own particular line of enquiry, may be of great interest to others; also, that quite humble sources may contribute something to obscure subjects.

Glancing through a book of modest pretensions (Marshall's Book of Railways, 1961) one finds two photographs purporting to show one of the Aveling & Porter geared locomotives of the Brill line. Both are from London Transport records, the first showing the specimen restored in recent years. The other, however, is a very old picture of the "top-hat era", apparently taken in a quarry or similar location, and although the locomotive is basically similar to the other, the wheels are larger (evidently the originals, as the maker's name is cast on), the chimney is shorter, and there are many detailed points of difference. It would not be surprising if in three quarters of a century such changes were made, but they do suggest a doubt as to whether the second photograph is of a Brill locomotive, or of some contemporary.

Many years ago, whilst in the Patents Office, working my way through the pages of engineering journals in the hope of finding references to the Forest of Dean railways, I was nevertheless greatly intrigued by "The Engineer" for 3 January 1879, which illustrates a narrow gauge 0-4-0T locomotive built by W.G.Bagnall of Stafford, and states that similar engines were made for the standard gauge, two of which were working the Wotton & Aylesbury line of the Duke of Buckingham.

Apparently Bagnall had been looking to his publicity, for "Engineering" of the same date illustrates "Tank Locomotive for the Wotton Tramway", constructed by Mr W.G. Bagnall of Stafford, "the particular locomotive illustrated being one built for the Duke of Buckingham's private railway - the Wotton Tramway - which runs from Quainton-road to Brill", and the track of which consists of Vignoles rails, 28lb per yard, spiked down to longitudinal timbers 6in. square, to standard gauge.

TANK LOCOMOTIVE FOR THE WOTTON TRAMWAY.

CONSTRUCTED BY MR. W. G. BAGNALL, ENGINEER STAFFORD.

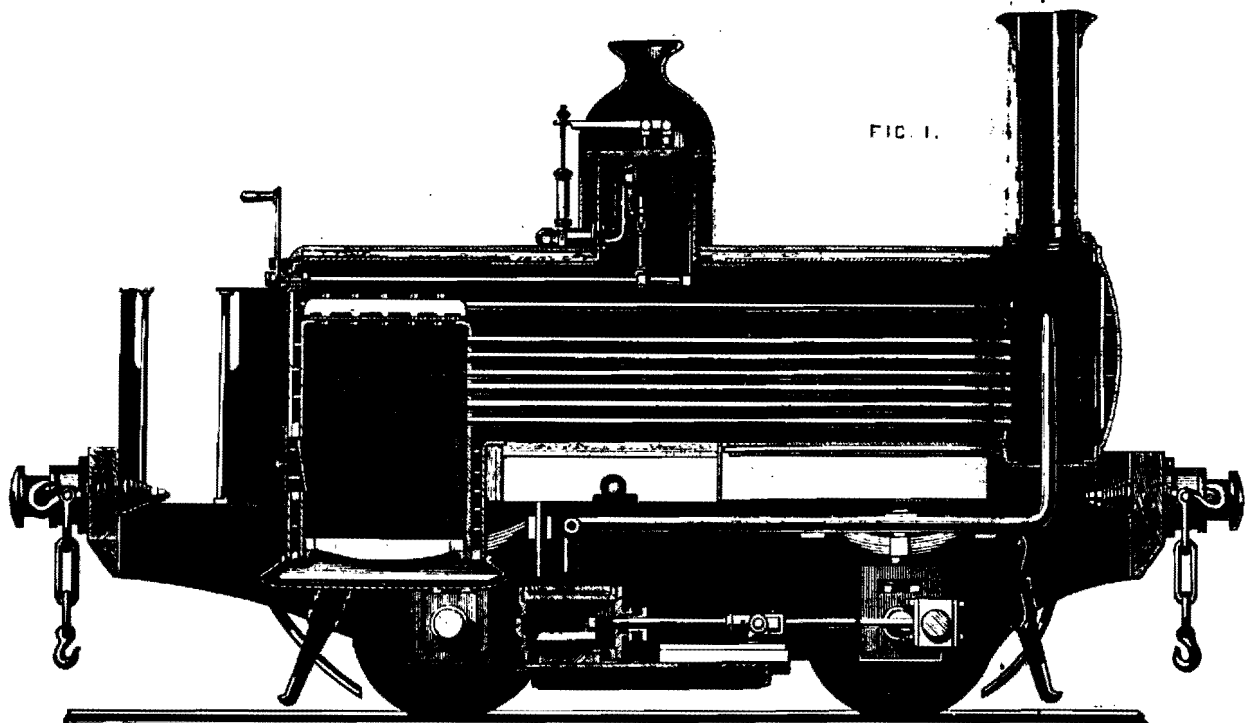


FIG. 1.

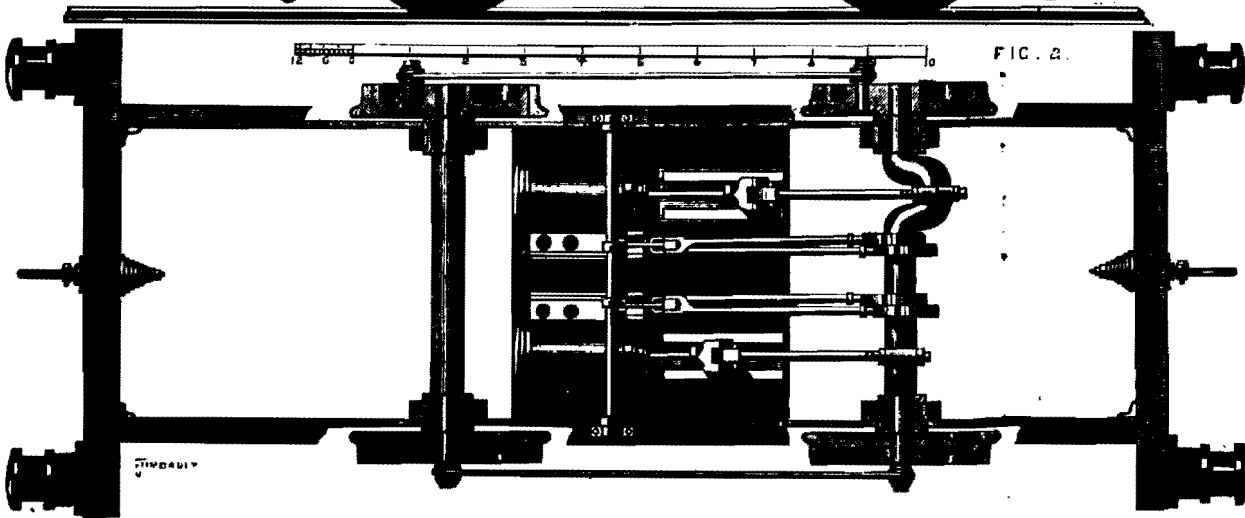


FIG. 2.

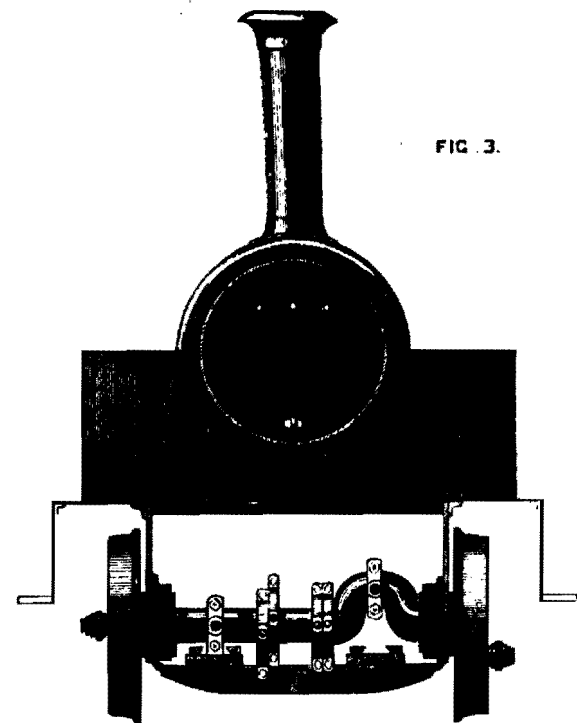


FIG. 3.

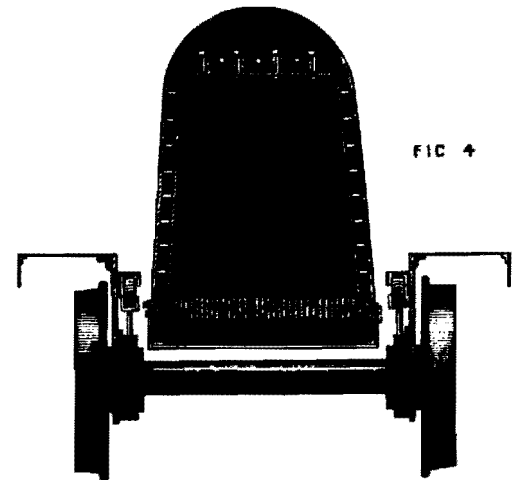


FIG. 4.

The main features of the locomotive - an O-4-OT were two inside cylinders 8" x 14", placed immediately in front of the rear axle and driving forward onto the leading axle. The wheels were 2'-6" diameter at 6'-3" centres, the boiler barrel 7'-3" long and 2'-6" diameter, worked at 120 p.s.i., the total heating surface being 194 sq.ft. Overall length was 17'-2" and weight in working order 9 tons 10 cwt. The water supply (200 galls.) was carried in a tank sandwiched between the boiler and the top of the frame at the front end of the barrel, like an inverted saddle tank, and 3 cwt. of coal could be carried, although it is stated "The boiler is of ample size, and is found to give a good steam supply with wood fuel. It is fed by a steam pump and by an injector". This locomotive was said to work well, taking loads of 90 tons gross up gradients of 1 in 100, and 41 tons gross up 1 in 44.

Considerable attention was paid to accessibility, and the cylinders and cross-head guides, with the valve gear between them were fixed to a common plate, which was bolted to the frames and could be readily taken down for repairs. The boiler was surmounted by a tall chimney with capuchon, and a flat-topped dome with (probably two) Salter safety valves; no cab was provided, neither apparently were brakes, but there were sand-pipes to all wheels.

The account quotes many other dimensions, and illustrates four sectioned views - reproduced on pp. 168-9. The fact that it only mentioned one locomotive, which "has now been at work some time" suggests that the other reference to two may be erroneous.

As to the precise ownership, it is possible that the practice of employing a contractor to work the line, as was done originally, may still have continued in 1879, for the 1894 report of Major-General Hutchinson of the Board of Trade refers to "a contractors engine", which could mean one owned by a contractor, or an engine of the sort used by contractors.

The first Wotton Tramway locomotives, dating from 1872, were the well-known Aveling & Porter geared locomotives already mentioned, and described and illustrated in the Railway Magazine for October 1935 and June 1951, in which latter issue they are said to have survived on the line.

until 1894 or afterwards, until in fact they were acquired by Nether Heyford Brickworks. Possibly they were sold before 1894, or if they survived, they were kept for emergency work only; or again, the Bagnall engine(s) may have only been on trial, or may have been less successful than was initially reported, and soon sold.

It is my impression, subject of course to correction, that something more could be said with advantage on the whole subject of the Brill Tramway - there is an excellent article by Mr. C.E.Lee in the Railway Magazine for October 1935, but more particulars of the two long sidings, and track layout (possibly from the old 25" O.S. Plans), a search of Bradshaw and the later-day Working Timetables (if available) could add to the published record.

A CHESHAM BRANCH LOOP

P.R.Davis

A leisurely browse through the papers in the Thomson Collection, recently donated to the Society, has brought forth one interesting fact not generally known already - which may be hoped to be an indication of what still remains to be discovered when this Collection is properly studied.

A track circuiting drawing, undated but belonging to the London Passenger Transport Board era, indicated that a passing loop was at that time proposed on the Chesham Branch at Hollow Way Lane. This loop was to have been a quarter of a mile long, and would have been situated slightly nearer to Chesham than to Chalfont - the branch is 4 miles in length, and the passing loop was to have commenced $2\frac{1}{4}$ miles from Chalfont extending $\frac{1}{4}$ m in the direction of Chesham.

Unfortunately, this drawing was not accompanied by any other papers which would throw any light on the reason for the proposed loop; it may, perhaps, be safely assumed that there had been a demand from the local residents for a more frequent service - as it hardly seems likely that the LPTB would have considered an increased service without some external pressure being exerted.

If any reader can help to throw light on this aspect of the matter, their help would be much appreciated.

THE EARLY HISTORY OF THE DISTRICT RAILWAY

H.Lourdes Creswell

1

The Metropolitan District Railway, more generally known as the "District", obtained powers in July 1864 to build a line from Kensington to the City with the object of linking up with the newly-opened Metropolitan Railway and forming the southern portion of a circular railway around London.

The Engineer, Mr (later Sir) John Fowler constructed the line on the "cut and cover" principle, leaving as far as possible, openings at each end of the stations as well as at intermediate points to assist ventilation, as the railway was being built just below the level of the ground. The practicability of this decreased as the line extended Eastwards and ventilation in steam days was always far from satisfactory. The line was carried along the length of the Thames Embankment, then being built, and £200,000 was paid to the Metropolitan Board of Works for this facility.

The Metropolitan opened its extension from Praed Street Junction to Gloucester Road on 1 October 1868, and further extended from Gloucester Road to South Kensington on 24 December 1868; on the same day, Christmas Eve, the first section of the District was opened from its end-on junction with the Metropolitan east of South Kensington to Westminster Bridge (now Westminster).

The 12 April 1869 saw the opening of an extension westward - from a junction with the Metropolitan west of South Kensington to West Brompton. On 1 August 1870, a connecting line was opened to link these two sections with District track through South Kensington, and various short connecting lines from Earls Court to Kensington High Street, round the Cromwell Curve, and to Addison Road on the West London Railway followed within the next year or two.

Meanwhile, a further extension towards the City had taken place when the Westminster Bridge-Blackfriars section was brought into use on 30 May 1870, and in August trains began to run through from Blackfriars to West Brompton.

At first, the District was operated and maintained by the Metropolitan Railway, under an agreement made in 1866; this continued until 3 July 1871, when simultaneously with a new extension from Blackfriars to Mansion House (originally to have been called Cannon Street) the District began to operate with its own locos and coaches. By this time, its length was seven miles, with thirteen stations.

In 1872, the connections made earlier enabled two important services to be started. The first began on 1 February 1872 and was operated by the London and North Western Railway with its own locos and coaches, it became known as the "Outer Circle". This service ran from Mansion House via Earls Court and Willesden Junction to Broad Street. Following electrification of the District, the LNWR trains after 4 December 1905 were hauled by District Railway electric locos between Earls Court and Mansion House until 1 January 1909, when the service was terminated at Earls Court. The LNWR services terminated at this point for the rest of their existence, even though the LNWR electrified their own part of the route in May 1914, and began operating multiple unit sets more or less similar to the District stock. The service was discontinued entirely after bomb damage on the route on 21 October 1940.

The second of these services was started on 1 August 1872 by the Great Western Railway, also with its own locos and coaches, and became known as the "Middle Circle", running from Mansion House via Earls Court, Addison Road, Edgware Road to Moorgate Street. This service lasted until 31 July 1900, when it was curtailed at Earls Court, and finally withdrawn completely on 31 January 1905.

Some years later, the Midland Railway also began an "Outermost Circle" from Earls Court via Hammersmith, Acton, Cricklewood to St Pancras; this service, however, only operated from 1 May 1878 till 30 September 1880.

In the meantime, the District opened a series of new extensions, the first was to Hammersmith on 9 September 1874. This was in close proximity to the London and South Western Railway's Kensington-Richmond line, so that, a short length of line from Hammersmith to Studland Road Junction being constructed, District trains began to work right through to

174 Richmond on 1 June 1877. The possibility that a "Southern Circle" might be operated by the LSWR was prevented by the insertion of a clause in the Act at the behest of the LNWR and GWR. This prevented LSWR trains running to Mansion House until separate bays for each railway were provided at that station. These were never constructed.

The next extensions were Turnham Green to Ealing Broadway, on 1 July 1879, and to Fulham, Putney Bridge on 1 March 1880. The opposition of the Great Western prevented the authorisation in 1880, and 1881, of an extension to Uxbridge, but after some negotiation, a connection was made with the GWR at Ealing and on 1 March 1883 the District commenced running from Mansion House to Windsor. This included one express in each direction, but was withdrawn on 30 September 1885, having failed to attract sufficient traffic.

At this time, a separate company, the Hounslow and Metropolitan, was formed to connect that suburb with the District; it was operated by the District but maintained its independence for twenty years. This line was opened from Mill Hill Park (now Acton Town) to Hounslow Town on 1 May 1883, and on 21 July 1884 a new section from Lampton Junction (near Hounslow Town) to Hounslow Barracks was brought into use. Hounslow Town (old station) was a terminal situated on a short spur and was closed on 31 March 1886 after the Hounslow Barracks line began to operate. It was reopened on 1 March 1903 and closed again 1 May 1909, to be finally demolished to provide space for a "General" bus garage. The last mile of the line to Hounslow Barracks was single track until 28 November 1926, possibly the busiest single line in use. Soon after this extension, on 3 June 1889, the District extended its Putney Bridge service to Wimbledon over the newly-constructed LSWR line.

to be continued

NEWS FLASHES

NF 796 L92 was derailed at Neasden on 12-7-1968.

NF 797 The wooden cooling towers at Neasden were being demolished by 26-8-1968, after closure of the generating station.

NF 798 L97 was seen at the side of the shed at Neasden on 8-9-1968, with L91. Has this loco been condemned?

The London Transport Generating Station at Neasden, the last power station in the country to supply current at 33 1/3 cycles, shut down in the early hours of Sunday 21st July 1968 - at 02.00 to be precise - when Mr W.Ward, LT's Electrical Engineer (Generation) threw the switch.

The station was built by the Metropolitan Railway, and work commenced in 1902, the station opening on 1 December 1904; the building then covered 3660 square yards, and the equipment comprised four 3,500kw. alternators each generating 3-phase current at 11,000V., 33 1/3 cycles. Only three of these were in use when electrification started on the Met, the turbines being Westinghouse single-cylinder machines running at 1,000 rpm. In 1908 an additional alternator was installed - a 5,000kw. Westinghouse-Rateau machine, and in 1910 the original alternators were rewound to bring them up to the 5,000kw. output of the new machine; this gave the station an output of 25,000kw.

In 1921, six John Thomson water-tube boilers were put in, as well as a new 12,000kw. Metropolitan-Vickers turbo-alternator to replace one of the original machines. Another was replaced in 1926 with a 15,000kw. machine, and the remaining three 5,000kw. machines were replaced with 20,000 kw. models in 1928, 1930 and 1937 respectively, thereby raising the total output to 87,000kw. By now the station covered ten acres and had eleven boilers each capable of producing 88,000lb of steam an hour, some of these using pulverised fuel and some being oil-fired.

On the formation of the London Passenger Transport Board in 1933, Neasden was linked with the Board's other generating stations at Lots Road and Greenwich, but it still produced power at 33 1/3 cycles and so could not be connected to the national grid.

Neasden will not be replaced. With the modernisation currently being carried out at Lots Road, it is anticipated that this station, together with Greenwich, will be able to produce all the current needed - bearing in mind that the Board can draw some of its supplies from the grid if need be.

The buildings at Neasden are to be demolished, and in fact by August work had started in pulling down the cooling towers - which were of wooden construction.

SOCIETY NOTICES

Subscription Subscriptions will fall due for renewal on 1st January; the final decision of the Committee on the rate for 1969 will be made during this month, but it is hoped that, as the Post Office Preferred scheme for the size of envelopes has been postponed, it will be possible to keep the subscription down and still send journals out unfolded.

Library This will now be open the first Thursday every month from 18.00 to 21.30 at 62 Devonshire Road, Ealing, London, W.5. (nearest Underground Station Northfields). Our Librarian has reorganised the Library, and we are grateful to Norman Fuller for providing this valuable facility.

THE TIMETABLE

18.00 Thursday 7th November Library Evening at 62 Devonshire Road, Ealing, London, W.5.

19.00 for 19.15 Friday 8th November Illustrated Talk on "The Bakerloo Line between the Wars" to be presented by Cyril Smith, B.Sc., the President of the Railway Correspondence and Travel Society, and a London University Lecturer on Transport subjects. At Hammersmith Town Hall.

18.30 Saturday 16th November A Film Show presented by the EM Gauge Society at the Abbey Community Centre, Westminster. TLURS members have been invited to attend this meeting, at which the programme is expected to run for about 80 minutes.

18.00 Thursday 5th December Library Evening at 62 Devonshire Road, Ealing, London, W.5.

19.00 for 19.15 Friday 13th December The District Line will celebrate its centenary on Christmas Eve, and to mark the occasion an Illustrated Talk will be given at Hammersmith Town Hall by Mr Charles E. Lee, one of the greatest living railway historians, a specialist on railways of the London area, author of the Oakwood History "The Metropolitan District Railways". An important Date for your Diary.

THE TAIL LAMP

From a chalked notice seen at Moorgate earlier in the year: "London Transport regret that due to staff shortages, intervals are likely to occur on both roads". Which was just as well, perhaps!

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