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TEN YEARS OF THE CONSULTATIVE PANEL

The Consultative Panel for the Preservation of British Transport Relics celebrated its tenth anniversary by holding a Dinner at the Great Western Royal Hotel, Paddington, on the 18th October, with its genial chairman, Mr. A.J. Boston presiding.

Amongst a very large gathering of members of the Panel, their Ladies and Guests were Sir Peter Allen (President, The Transport Trust) and Mr. T.C.B. Miller (Chief Engineer - Traction and Rolling Stock - British Railways Board), and many other well - known names of the transport enthusiast's world.

An excellent meal was followed by speeches both interesting and entertaining, but the highlight of the evening was the well-deserved presentation, by Mr. Boston on behalf of the Panel, of a silver cigarette box and album of photographs to Mr John H. Scholes, Curator of Historical Relics, British Railway Board. It was very clear, from the acclamation which accompanied the presentation, that all those present fully appreciated the enormous debt that is owed by the transport preservation movement in this country to John Scholes, and it was fitting that the Panel's work and his achievements should both be celebrated at one and the same time.

The Panel should be congratulated on the skill and enthusiasm its members have shown in selecting suitable subjects for preservation from the mass of material destined for the scrapyards during the past few years, while no praise can be too high for the brilliant manner in which John Scholes has built a top-ranking Museum at Clapham from almost nothing - all the time working on a budget which would make most Curators throw up their hands in despair. It is a sad reflection on the intelligence of our masters that this presentation should have been

overshadowed by the threatened destruction of the Clapham collection - a view which is clearly endorsed by the general public, 10,650 of whom paid to visit the Museum on its Special Sunday Opening on the 20th October. It must be hoped that commonsense will ultimately prevail, and the work of John Scholes, will be given proper recognition and saved from its threatened fate.

CHRISTMAS COMES BUT ONCE A YEAR

Paul Creswell

Whilst it is common knowledge that underground services generally have been subjected to reduction in frequency over the years, it may come as a surprise to some readers of this journal to find that the time worst hit from this point of view is Christmas Day. There must also be many readers who are interested in unusual workings on the Underground and, as quoted in the January 1968 Journal "Probably no holiday or other event causes so many changes to Underground services...."

It is thus that I asked the editor if he would like a short article on this subject, for it is something I have watched with great interest for about six years. I certainly find that the interest provided this day greatly outweighs the only alternative of watching old films on the television and eating excessively!

Perhaps the best way of indicating the considerable reduction in the services over the last few years is in tabular form, as shown in the appendix.

Whilst the Victoria Line may slightly increase the total this year, it is reasonable to assume that a few more stations will disappear from the list. The general pattern is, naturally enough, that the outer stretches of lines are gradually being deleted. In 1963, you could travel in the afternoon from Amersham or Chesham to Upminster or from West Ruislip to Epping. By 1967 several miles had been removed from these journeys, Rickmansworth to Whitechapel and White City to Leytonstone being the limits.

As regards unusual workings, most of these take the form of non-stop runs. There are a few examples of short workings not normally used. The best of these is West Hampstead, only used in emergencies otherwise; whilst Finchley Central is another example, also Rickmansworth, although these both see normal use, but not on a 'regular interval' basis.

Non-stop running is perhaps a more noticeable aspect, with half L.T.'s stations closed. In 1967, there were many examples of two adjacent stations being shut, and also two threesomes (Fairlop/Barkingside/Newbury Park and Westbourne Park/Royal Oak/Paddington). The best run of all was through the city, where with no offices open, you could view the effect of emergency lighting only through Temple/Blackfriars/Mansion House/Cannon Street/ and Monument! (All cases quoted applied after 14-00, except the Met.)

With such unusual services in evidence, some peculiar situations arise; at times, some stations have been open only for interchange between lines, Euston and Moorgate being examples. The theoretical service interval between Finchley Road and West Hampstead after 14-00 is better than peaks if you are there at the right moment! (3-37 minutes against 4 minutes). This is only due to interchange with the Metropolitan trains serving Kilburn/Willesden Green and Neasden. Strict observance of the 'station closed after 16-00' system on the East end of the District results in the last train from Upminster calling all stations to Dagenham East, then Barking, Mile End and Whitechapel only! (This does not seem to work out in practice).

Service intervals have remained static for afternoon and evening services since 1962 (as far as my records go), but the 'Sunday' morning services has of late been doubled in interval, bringing it close to the afternoon interval, except on sections enjoying two services in the morning (e.g. Baker Street to Harrow, and Aldgate to Barking).

What of 1968? If anyone is out for the day as I will be, they might be advised to pay attention to the sections Harrow to Rickmansworth, Acton to Rayners Lane and Archway to Finchley Central; these are, in my opinion, those most

likely to be eliminated in the next year or two. If any reader wishes to contact me on the subject, they are welcome to do so, at 11 Regent Close, Kenton, Harrow Middlesex, and should quote their telephone number if possible.

APPENDIX

STATIONS OPEN EACH YEAR 1962-1967

YEAR	STATIONS OPEN ALL DAY	STATIONS OPEN PART DAY	TOTAL
1962	192	15	207
1963	169	16	185
1964	158	14	172
1965	145	24	169
1966	110	38	148
1967	101	43	144

NOTES ON APPENDIX

Extreme difficulty is experienced in compiling an accurate list, as there are special cases of varying types each year. Generally, station names have been used, even where one station is closed with another of the same name open, e.g. Paddington and Finsbury Park. Some stations open only for interchange, some only for British Railways trains. Rather than give a lengthy explanation of the way the above totals were arrived at, I ask readers to take the list as a guide, and allow some laxity if checking it themselves.

THE EARLY HISTORY OF THE DISTRICT RAILWAY

H. Lourdes Cresswell

After having been held up by the expense involved, reputed to be £1,000,000 a mile, the "Inner Circle" was at

last completed. The final section from Mansion House to Tower Station (Trinity Square) being opened 30 Sept. 1884. This Tower Station was situated just to the east of Mark Lane (later the old Tower Hill) station, and on the actual site of the present Tower Hill. The Metropolitan Railway had reached Tower Station from Moorgate Street on 25 Sept 1882. Tower Station was closed a week after the opening of the completed Inner Circle on 6 Oct. 1884 and its place taken by Mark Lane, which remained under this title till 1 Sept 1946 when it was renamed "Tower Hill". The Inner Circle thus became the only one of the so-called "Circles" to be a complete "Ring" line; it certainly has never been a circle.

On the same day that the Inner Circle was completed the "City Lines Extension" from Aldgate to Whitechapel was opened. However, as the Whitechapel end of the line had been ready first, the South Eastern Railway had been working into Whitechapel (St.Marys) station from the East London Railway since the beginning of the year. With the opening of the extension, the District began working from Hammersmith to New Cross (L.B.S.C.R.) District trains also terminated at their own station at Whitechapel at the end of a short spur, east of Whitechapel (St.Marys).

The inner Circle was operated by both District and Metropolitan; the outer track was worked by Metropolitan stock, engines being changed at South Kensington; while the inner track was worked principally by the District with their stock, with a few Metropolitan trains sandwiched in, presumably to balance the mutual running powers. On this track, engines of both railways were changed at High St. (Ken).

After this, further extensions ceased for a time and a difficult period ensued, for the steam operated District was faced with the competition of the new electric tramways, particularly west of Hammersmith, and, after 1900, by the opening of the Central London Railway ("The Tuppenny Tube") which cut almost a diameter across the Inner Circle.

The last extension before electrification, was

made to the east. Authorisation was obtained in 1897 for the construction of the Whitechapel and Bow Railway, a joint line of the District and the London Tilbury and Southend Railways. This was an extension of the District line from Whitechapel to Campbell Road Junction at Bow on the L.T.S.R. and was underground between these points. It provided an alternative route to the West End for the L.T.S.R. which was suffering from the congested state of the line to Fenchurch Street, its terminus which it shared perforce with the Great Eastern Railway.

The new line was opened from Whitechapel to Mile End on 2 June 1902 and to Campbell Road Junction on 11 June 1902 when District trains began to run through to L.T.S.R. stations as far as East Ham. New joint District and L.T.S.R. coaches were built for the line and L.T.S.R. locos 23 "Laindon" and 29 "Stepney" were fitted with condensing apparatus to work the line. Nos 3 "Tilbury" and 7 "Barking" were also modified similarly in June 1904. A black livery was adopted for these locos in lieu of their normal "Tilbury Green". No 23 "Laindon" hauled the Directors train on the opening day. The L.T.S.R. locos took over from District locos at Whitechapel, but some District locos worked all the way through to East Ham. A few trains worked as far as Upminster, but this practice ceased on 30 Sept 1905 when the line was electrified to East Ham. Electric services were extended to Barking on 1 April 1908, and although the District had running powers as far as Upminster these were not utilised again until 1932, when the electric line was extended to that station. Through Services were, however, operated from Ealing to Southend, during these days. Special saloon coaches with sliding doors at the ends and central gangways were hauled from Ealing by District Electric locos, which were changed at Barking for L.T.S.R. steam locos. This service began on 1 June 1910, the first train being made up of L.T.S.R. 6-wheel coaches pending the construction of the saloons in 1912. This first train was hauled to Barking by District electric locos Nos 7a and 8a - they always worked this service in pairs - where they handed over to L.T.S.R. no. 11,

"Stanford". This service ceased after 1 Oct. 1939; some of the coaches being taken over by the army for use on the Shropshire and Montgomeryshire Railway and the remainder stored on the Bedford - Northampton branch of the L.M.S.R.

By the beginning of the twentieth century, the congested state of the track, together with the inferno-like atmosphere produced by the steamhauled trains in the confined spaces of the tunnels and the serious threat from the bright clean, new Central London Railway, not forgetting electric tramway competition west of Hammersmith, called for drastic measures. It was decided to consider the question of electrifying the line and equipping it with automatic signals; thus at one stroke it was hoped to provide more and speedier trains in a cleaner surroundings.

As the District and Metropolitan both worked over the Inner Circle, a uniform system of electrification was necessary. Accordingly, a joint committee of both railways was set up to enquire into the matter and, if electrification was decided upon, which of the various systems available was the most suitable.

A full scale experiment was made on the line between Earls Court and High Street Kensington. A third rail was laid between the two stations; the return current was through the running rails. A six coach train of bogie compartment stock, seven compartments in a trailer coach was built, three coaches were provided by the District and three by the Metropolitan. The electrical equipment on a D.C. system was provided by Siemens, the coach motors being wound directly on the bogie axles. Altogether the experiment cost in the region of £20,000.

The trials took place on 8 and 11 Feb. 1900, between the electric train and a standard steam loco and train as used on the Inner Circle. The electric train proved itself far and away more efficient than the steam. Following the experimental running, the electric train was run as a novelty between the two stations from 21 May. 1900 to 6 Nov. 1900, a special fare of one shilling being charged.

When this ceased, the three District coaches were taken to the works at Ealing Common, where the electrical equipment was removed and the coaches then sold to the Colne Valley and Halstead Railway, which became merged in the L.N.E.R. in 1923.

to be continued

THE NEASDEN CRASH - A FOLLOW-UP

G.H. Gooch

Following the article in last months Underground on the Neasden Crash of 25th September further information has come to hand in the form of personal observation, newspaper reports etc.

The driver killed, Albert Thompson, was in fact the last steam driver to undergo L.T.'s 5-day course of instruction on driving electric locos and the trip involved was his first one on running lines.

Since the crash L.T. have carried out braking tests on the line between Dollis Hill and Neasden to establish braking distances when all the rules regarding speed restrictions were adhered to. Sunday 3rd November saw the Ministry of Transport carrying out a 'reconstruction' of the crash using similar stock and disobeying the speed limit. The train was scheduled to run from Neasden Depot to Baker Street (Met) then return at 7.30 a.m. to Finchley Road, there to await the passage of the 7.40 a.m. to Watford (this train runs on the Bakerloo line from Finchley Road to beyond Willesden Green). It then went on to Willesden Green, detached the rear battery Loco, which is, according to L.T. evidence given at the inquest into driver Thompson's death now to become universal practice, together with continuous braking. In order to simulate the same weather conditions prevailing on the morning of the crash men were seen walking up and down the line with watering cans giving the running rails a good wetting. The train then approached running at an estimated 35-40 m.p.h. until it "tripped" at the signal before the

station, as was the case on the 25th September. It slithered to a halt about 30 yards from the end of the platform, the M.O.T. inspector and several L.T. staff got out, measured, looked, felt the rails to see if they were wet and after about 10 minutes moved the train on into the platform to await the arrival of the other battery Loco. Then, instead of running directly into the depot the whole train proceeded on to Wembley Park and went into the depot via the dive-under, this was at about 08.35. Presumably some people had anticipated the train running through the station so had made arrangements to run on to Wembley Park and this schedule was kept to.

The vehicles involved in the above trial were from front to back. L.30 - B580 - F394 - F381 - F319 - HW408 - HW416 - B557, followed up by LZ2. This formation was similar to that involved in the crash although the actual vehicles were not the same.

Another point of interest arising from the inquest is that L.T. is to fit speedometers to all the battery Loco.

LETTERS TO THE EDITOR

30th September 1968

Dear Sir,

I have just received the October Journal and have read Mr. Reed's letter with interest.

I agree as a whole with his comments on the Journal and would personally like to see much more emphasis put on the technical rather than the "appreciation" side, with articles on civil engineering and operation (regular as well as unusual) in particular. However, I disagree with Mr. Reed's suggestion of restricting the amount of space for each article, as I think it is far better to fully cover a couple of aspects of the Underground each month than just have a brief mention of all of them.

In the September Journal, the increase in postal charges for sending the journal were mentioned, with its bearing on the increase of subscriptions. I think it would be far better

to fold the Journal and use Post Office Preferred envelopes rather than pay the extra postage, as the Journal invariably arrives bent anyway. However, I would not mind paying for an increase in the subscriptions if the number of pages in the Journal were increased, and from your note on p.150 of the October issue it would appear that there is plenty of material to fill the extra pages.

I feel that postal services, such as the photo approval service, are rather a waste of time and money, as the demand appears to be very limited. On the other hand, I think that a lot more could be done by erecting stalls at exhibitions. It is here that the Society can show a larger section of the public what it has to offer, and also to inform many of the existence of the Society. Quite a number of members, including myself, found out about the Society through the Society's stalls at various exhibitions. At these functions I am sure that many more photographs could be sold than in any other way, bringing much needed revenue to the Society.

On the subject of the Library, would it be possible to borrow books by post as it is very difficult for a number of members, like myself, to get to Ealing on Weekdays. Incidentally, what sort of books does the society in fact have in the Library?

Finally, it would be very useful to have in the Journal an article on how to convert proprietary model railway equipment into models which could be used on a model Underground railway (e.g. lineside equipment and track).

Yours faithfully,

408 Hatfield Road,
St. Albans,
Herts.

M.Rosenbaum

27th October 1968

Dear Sir,

The article and correspondence on Destination Unknown is most interesting.

I recall travelling on the Piccadilly Line about 5 Yrs ago and seeing Green Park trains; I did not get the impression

they were specials or used for emergency but a regular service, similar to Central Line trains terminating at Marble Arch.

Mr. B.Hugles is not correct when he says there has never been a station between W.Ruislip and Denham. The G.W.R. had one at Harvil Road known as South Harefield. It was closed before the last war, but up until 2 Yrs ago the platforms were still in existence, and also the foot path leading from Harvil Rd. Bridge, to the up platform could be traced on the side of the embankment. I believe L.P.T.B. proposed to have a station on the site on the extension to Denham. I think it will be found that this station is included on the route maps at some Central Line Stations, (Holland Park)? but covered over with paper.

I would suggest the Society provides an information sheet of all Destination Stations which have ever been and still are used by L.T. trains in view of the interest aroused by this article.

John Echlin

905, The Hermitage,
75, Macdonnel Road,
Hong Kong.

30th October 1968

Dear Sir,

With reference to your newsflash number 798. On Monday 9th September Loco no. L93 was cut up into three large slices. The next day, she had gone, leaving no trace.

The same evening/night we noticed L97 standing alongside L91 and we were told that she had been withdrawn because of "Duff Piston Valves". But I have since learned that L97 was officially withdrawn a week before, and had been, standing at Lillie Bridge (Unconfirmed).

Also I have noticed that all the builders plates from all the loco's have been removed. Are L.T. going to put them on the market? I hope this fills a few gaps.

Yours sincerely,

20 St. Leonards Road,
Ealing, London, W.13.

C.I.Essex

1 Nov 1968

Sir,

City & South London Railway

I recently examined the records of the City & South London Railway in order to settle the question of the original names of the stations now known as Borough, Kennington and Oval.

Prior to opening these stations were referred to as Great Dover Street, Kennington New Street (or simply New Street) and Kennington Oval (or The Oval) respectively.

At a Board meeting held on 29 July 1890 (prior to opening of the line) it was decided to name the stations:-

Borough

Kennington

The Oval

and the first named is always so given subsequently. The second is sometimes given as New Street and other times as Kennington; the last occasion New Street was used being 29 January 1895. As regards the third station the word "The" was soon dropped, but occasionally Kennington Oval was quoted.

No time tables or bills of the line are available, but Bradshaw regularly printed Great Dover Street, New Street, and Kennington Oval until the opening of the extension to Moorgate in 1900. The earliest tickets that have survived bear the present names, but I have some recollection that many years ago a man told me that on the platforms "New Street" appeared in smaller type under "Kennington", and that "Kennington" was set in smaller type above the word "Oval".

H.V.Borley

167 Cornwall Road,
Ruislip,
Middlesex.

NEWS FLASHES

NF 799 A special study of passenger movements is being carried out by LT in connection with the new flat-fare bus services, mainly to determine length of journeys made on the new routes, and changes in travel habits since they were introduced.

NF 800 On Sunday 17-11-1968 the new bridge which carries the Piccadilly and District Lines over the London Midland Region freight tracks between Turnham Green and Acton Town was rolled into position. All train services were withdrawn until 22.00, and a substitute bus service operated, with a shuttle service on the lines west of Acton Town. Richmond trains operated normally all day.

NF 801 A new film on the construction of the Victoria Line has just appeared; entitled "Equip and Complete", it is the fifth in the series. It was made, as were the other four, by British Transport Films.

NF 802 The Stores Train was withdrawn from service some months ago, all stores now being taken by road (a sad thought for a railway!). L8 and L9, which had powered this train, were seen parked end to end in Ealing Common Sidings in mid-October, but their future is not known.

NF803 Disorganisation on the Metropolitan Line as a result of the introduction of the new timetables, coupled with the staff shortage brought about by transfers to man the Victoria Line, has been considerable. Rickmansworth passengers now have no London train between 07.57 and 08.21 for example, and sometimes (due to staff-shortage cancellations) there is no Baker Street train from Pinner between 09.02 and 09.35.

NF 804 The jury at the inquest on the trainee driver who was killed in the Neasden crash on 25-9-1968 made serious criticisms of LT's driver training methods. They also recommended that speedometers should be fitted in the cabs of all locomotives.

NF 805 Contracts have been let for the construction of the three stations south of the river on the Victoria Line Extension to Brixton. That for Vauxhall had gone to Kinnear Moodie & Co. Limited, and those for Stockwell and Brixton to A. Waddington & Son Limited - who have already done the same work on Tottenham Hale, Blackhorse Road and Walthamstow Central at the northern end of the Victoria Line.

RECORD-BREAKING ON THE UNDERGROUND

Members may be interested to hear of the activities of the London Underground Rovers - a Society devoted to trying to break the record for getting round the whole of the Underground system in the shortest possible time.

The Rovers do not hold meetings, all their business being conducted by post, telephone, or occasionally by personal contact. They are known to their members as LUR, and their President is John Betjeman.

The Society endeavours to keep records of all attempts, to publish occasional news-sheets, and works in close co-operation with LT and the Guinness Book of Records.

In their Rules, the time is defined as that taken to cover every station, including both sites where double sites exist, using the District Line between Acton Town and Hammersmith, the Bakerloo Line between Baker Street and Wembley Park, and a line which passes through a platform at each station between Wembley Park and Moor Park. There are two categories of Attempt:

Class A - Public Transport only, excluding taxis.

Class B - Open, excluding Class A attempts

Anyone interested in obtaining more information about the Rovers is invited to write to their Secretary, John P. Chambers, 10 Gorse Close, Copthorne, Crawley, Sussex.

The records? Class A is 15 hours exactly; Class B does not have one.

SOCIETY NOTICES

Officers and Committee

Eddie Shaw has resigned as Assistant Librarian, and from the Committee, for domestic reasons. Eddie has done a great deal of research since he has been a member of the Society, which has been of great benefit. His place on the Committee has been filled by the co-option of Ken Harris, already the Photograph Sales Manager.

Norman Davies has taken the place of Roger Manley as the Society's General Sales Manager; for further details see Sales News below.

Subscriptions 1969

Subscriptions for the year 1969 fall due on the 1st January. The rates remain as before - Members 25/-, Associate Members 10/-, and the Stop Press Service will be continued for a further year for those members who pay an additional 5/- (this year has been a very slack one for this service - it was not even possible to get confirmation of the opening of the Victoria Line on the due date in time to notify our Stop Press Subscribers; we hope that any 1969 Subscribers will get better value for money, but it is quite impossible to predict what will happen that is worth a circular) Subscriptions should be sent to the Registrar, M.T. Connell, 6 Redcliffe Street, London, S.W.10.

Accounts

So that the Society Accounts for 1968 may be prepared quickly for audit, will any Committee member or other Officer or Member who has acted for the Society during the current year, please send to the Treasurer by the 7th January:-

Any money owed by him to the Society, with a note as to how it is made up.

An account of any money owed to him by the Society, with a note of how the expense was incurred.

Full details of any Stocks of Society material held by him.

This should be addressed to K.R.Benest, 66 Hare Lane, Claygate, Surrey.

Sales News

Norman Davies, of 87 Woodland Drive, St.Albans, Herts, is our new Sales Manager, and he is very anxious to build up Society sales - and thus improve the finances. For a start, Norman wants it known that he has stocks of many back numbers of the Journal, priced at 1/- each (1962 - 6d); also in stock are "Metropolitan District Railway" by Charles E.Lee (8/6d), "Metropolitan Electrification" (Reprint) (5/-), "Background to Brakes" by B.J.Prigmore (3/-), "Early History of the Met & Met District Railways in Wembley" (6/6d). All books ordered will be obtained promptly, particularly David & Charles and Ian Allan publications. Send cash with order, and state if collecting at a meeting or to be delivered by post.

Thursday 5th December 18.30 Library Evening at 62 Devonshire Road, Ealing, London W.5.

Friday 13th December 19.00 for 19.15 Meeting at Hammersmith Town Hall; the Centenary of the District Railway falls on Christmas Eve, and the Society is fortunate in having as a speaker at this meeting Mr Charles E. Lee, who will be speaking on the History of the District Railway. Members will recall that Mr Lee has written a book entitled "The Metropolitan District Railway", and that he has been associated with the Railway Magazine for many years; he is also a senior officer of a number of Societies, so that we could have found no better speaker for the centenary meeting.

Thursday 12th December 18.00 Visit to the British Railways Board Historical Records Office at 66 Porchester Road, London W2. The Historical Research Subcommittee of the Society has met recently, and formulated some plans for the future lines Society research should follow. For this, the help of members will be needed, and this visit has been arranged as a "curtain-raiser" to this research programme. A display of some of the Office's most interesting material is being arranged, and a visit should be an "eye-opener" to those who have not done research previously. All members, including Associates, may join this visit, subject to a restriction in numbers. Names, accompanied by a stamped addressed envelope, should be sent to the Secretary, J.P. Wirth, Woodside, 17 Garth Road, Sevenoaks, Kent at once. Only unsuccessful applicants will be notified; the party will meet outside the offices at 66 Porchester Road at the time stated above sharp

Thursday 2nd January 18.30 Library Evening at 62 Devonshire Road, Ealing, London, W.5.

Friday 10th January 19.00 for 19.15 Meeting at Hammersmith Town Hall. This will be another important meeting, as it will be addressed by John H. Scholes, Curator of Historical Relics, British Railways Board and creator of the Clapham Museum. Mr. Scholes will be speaking on the subject of railway preservation - and what better authority could we have for such a subject?