

# THE JOURNAL OF THE LONDON UNDERGROUND RAILWAY SOCIETY

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## PRESERVATION

One of the hardy annuals on committee meeting agendas is the subject of preservation, and this Society's part in it.

Once again it has cropped up and this time we felt that the ordinary members' opinion ought to be sought. It is obvious to the committee and to most members that we could not, in our present financial state, embark on a Society project for preserving any particular item; it was felt, however that many members of the Society are interested in actual preservation, be it physical work or financial contributions. Accordingly it has been decided that if any member or group of members seeking to preserve an item of historical interest approached the Society, it would, after satisfying itself of the feasibility of the scheme, lend the member, or group of members, the good offices of the Society. This may not sound much, but many preservation schemes have foundered for want of proper advice and help. The Association of Railway Preservation Societies was founded with the aim of giving this sort of help to member societies, and it is through their advice and knowledge of what to do at the right time that so much has been done in the preservation world to date.

People do not always realise what is involved in 'do-it-yourself' preservation; besides being a full time, and we mean full time, hobby, it can

involve considerably more expense than one would initially envisage, especially if the necessary specialist skills are not available to those involved.

For example, who knows how to re-tube a steam engine, or, more applicable in our case, overhaul and maintain heavy electrical gear.

This is not to throw a damper over the whole idea but it is to make people think before jumping in at the deep end.

If you would like to visit the London Railway Preservation Society's depot at Quainton Road, to see just what we mean then we will arrange a visit - it is up to you; this editorial is intended to provoke reaction - let's have it.

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#### DELAY AFTER CENTRAL LINE CABLE FIRE

At just after 21.30 on the evening of the 28th September a serious embankment fire between South Woodford and Snaresbrook stations damaged about a hundred yards of cables - and succeeded in putting all systems out of action. Not only was power to the trains cut off, but tunnel emergency lighting, tunnel telephone and signalling failed as a result of the incident.

The sudden cut in power stranded nine trains at various stations and another eight in tunnel. But the most alarming feature of the affair is that the passengers in one of the trains were left, in a dead train in darkness for over five hours before being escorted to the nearest stations.

This particular train was stopped between Mile End and Stratford at 21.50, and it was 02.55 the next morning (29th September) before the 150 passengers were released.

This occurrence seems to have revealed a serious weakness in LT emergency procedure; it is quite clear that the train crew (who were highly

praised by their passengers) cannot be blamed in any way; deprived of communication by tunnel telephone, driver and guard were as helpless as their passengers. Obviously they could not risk escorting people along the tracks to the nearest station when that track might become live again at any time - and it would have been no wiser, for the same reason, for either of the crew to have risked the walk themselves; in any case in such circumstances the crew should stay with the passengers.

One of LT's difficulties, as reported in the Press, was that, because of the failure of the signalling, they did not know where the trains were in the tunnels. This does not seem sufficient justification for a five hour delay in rescue operations; surely someone in charge of Central Line operation at the time of the failure should have realised that 'eight of our trains are missing' and accordingly given instructions first to ensure that the current supply, already off, remained off until further notice - and then despatched staff down the tunnels to find the missing trains and help to escort passengers back to civilization.

It has been reported that LT was to hold a full investigation into the causes of the delay, but so far no hint has been given of the result of this enquiry - or even whether it has been held yet. The public should be told of the findings as soon as possible; they should also be told of the steps being taken to prevent a recurrence.

#### PROGRESS AT QUAINTON ROAD

The London Railway Preservation Society are making considerable progress with their new depot in the Down Yard at Quainton Road. From the planting of flower beds to the more important matters such as track improvements, plans for new buildings and erecting fences, not to mention the wiring of the present buildings for electric lighting (at present supplied from a motor generator, but later to come from the mains) there are

many signs of new ownership. The depot was first opened to the public over the late summer Bank Holiday, when a Steam Weekend was held - which was attended by more than 6000 people.

Needless to say, the LRPS still need money to complete the present depot - and they would also like to buy the Up Yard eventually. This should be of great interest to TLURS, for Quainton Road is a former station of the Metropolitan Railway, and will make a fitting home for L44 - which has not yet arrived at Quainton but is expected soon.

As indicated in this month's Editorial, we have been invited to Quainton by the LRPS, and it will be very interesting to see the progress being made. LRPS are not likely to refuse some help either!

#### PAMPHLET REVIEW

London Transport, Victoria Line Tile Motifs; London, 1969; price 1/-.

This pamphlet provides a full-colour illustration of each of the twelve tile motifs on Victoria Line station platforms, together with an explanation of each motif and supplemented by information about the new line, plus the map and route diagram which has appeared in previous Victoria Line leaflets. Unusually, London Transport are charging for this pamphlet - which is, admittedly, a little larger than most of its kind and was probably very expensive to produce. Anyway it is good value.

#### BOOK NOTE

Readers not acquainted with the works of H.V. Morton on London may like to note the following chapters on the Underground in various of his books - all published 20/30 years ago;

"From Bow to Ealing" in "The Heart of London"

"The Last Tube" in "The Spell of London"

"When the 'Tubes' Stop" in "The Nights of London"

All of these make interesting reading for enthusiasts.

A RARE DEVELOPMENT  
Frederick F. Brown

The Victoria Line extension, going slightly over two miles into South London and on to Brixton, is a most unusual development for this side of London, and at its opening date in 1971 and 1972 will be the first of its kind over a period of 45 years - the last being the extension of the City & S. London Line from Clapham Common to Morden and the link between the same line and the Charing Cross terminal of the old Hampstead Line, both of which were opened to the public on 13th September, 1926. In the meantime the only items of interest have been the proposed extension of the Bakerloo Line to Camberwell, authorised by Parliament in 1931, but which after a small amount of work had been carried out on the south side of the Elephant & Castle platforms a short time later, has since then been indefinitely postponed: and the withdrawal, around 1939, of the through Metropolitan Line service between the two New Cross stations and Hammersmith via Baker Street.

The position in South London can better be appreciated by a comparison between the existing service route mileages North and South of the Thames. Out of the whole L.T. network of lines,, including the Walthamstow - Victoria section of the Victoria Line, and comprising a total of 241.69 route miles, 221.84 lie north of the Thames and only 19.85 on the South side.

Those on the South Side are as follows:

<u>BAKERLOO</u>		<u>Miles</u>	<u>Opened</u>	<u>Electrified</u>
Charing Cross* - Kennington Road. (now Lambeth North)	0.71	10. 3.1906	-	
Kennington Rd. - Elephant & Castle	0.53	5. 8.1906	-	
<u>DISTRICT</u> Putney Bridge* - Wimbledon ( over L & SW Tracks)	3.32	3. 6.1889	27.8.1905	
Kew* - Richmond ( " )	1.85	1. 7.1887	1.8.1905	
<u>E. LONDON</u>				
Rotherhithe* - New + Gate	2.04	6.12.1869	31.3.1913	
Canal Junction - New + (SER)	0.80	1. 4.1880	31.3.1913	
<u>NORTHERN</u>				
London Bridge* - Stockwell	2.97	18.12.1890	-	
Stockwell - Clapham Common	0.90	4. 6.1900	-	
Clapham Common - Morden	5.23	13. 9.1926	-	
Charing Cross* - Kennington	<u>1.50</u>	13. 9.1926	-	
	<u>19.85</u>			

The Vauxhall\* - Brixton section of the Victoria Line will add another 2.15 miles to this total, making 22.0 miles in all, which will then give a near ratio of 10 to 1 respectively for the route mileages north and south of the Thames.

Even allowing for the fact that practically the whole of the Central London business area lies north of the Thames and that each side of London has its own network of B.R. routes it is still impossible to reconcile this great difference between the Underground mileages north and south of the Thames; and still more so when it is seen that the only L.T. line in South London, east of the Northern Line, is the East London whose services were reduced about 1939 to allow increased services on the Met. - District Line to Barking and which has since been left with an isolated London terminal in the back streets of Shoreditch that is now used during peak-hours only by a 6-min. interval service. It is not that there are any appreciable differences between the suburban areas north and south of the Thames as regards their mileage area or population density; and South London has for many years suffered major passenger traffic problems of which the Borough Market Junction B.R. bottleneck is not the least. Whilst Underground development has been proceeding apace during the past forty years north of the Thames, no attention at all has been paid towards much needed additions and improvements for the South side.

The only possible answer is that London Transport and the preceding operators instead of regarding the whole of Greater London as an area in which all passenger traffic problems should receive equal attention, have concentrated all their interest north of the Thames, as well as on those sections of the Bakerloo, District and Northern lines which continue into the southern suburbs. Considering the huge sums of money that have been expended during the past years on new rail developments, extensions, improvements etc., how else could the East London Railway have remained the only other Underground Line in the whole of South London since 1869 and still be running between New Cross and its other isolated terminal at Shoreditch. If South London had received an equal share of attention, it is impossible to believe that this Line would not have been put to better use, and more routes added to the South-Eastern area.

\* Distances measured from the centre of the Thames.

Another factor which tends to build up the Underground mileage disproportionately on the two sides of the River is that the decision to provide a new route appears to be based not so much upon the particular needs of individual areas as upon the consideration of reducing passenger densities on specific sections of existing route and not increasing them on others. As an example of this, the route of the existing section of the Victoria Line was planned largely to reduce passenger loads on sections of the District, Northern and Piccadilly Lines; and its extension to Brixton is to serve a similar purpose for the Northern Line via the Stockwell interchange point; Brixton incidentally is already directly connected with Victoria by the B.R. services.

Whilst this method of planning may have some good points, so far as balancing passenger densities is concerned, it also results in adding new routes only where existing lines are in service - which in the case of London are almost all on the North side. At the same time it causes areas without existing routes to remain without them, unless some other over-ruling consideration decrees otherwise. It also works, as in the case of the proposed Camberwell extension, to delay the construction of this new route until a further new route, possibly the suggested Fleet Line, is already in service to assist in carrying the increased numbers of passengers expected from the Camberwell extension.

There is the Brixton extension to complete, the Aldwych - Waterloo extension to construct, the Fleet Line route to be decided upon and maybe constructed and a strong proposal has been made to extend the Hounslow West Piccadilly Line branch to Heathrow, (London Airport). So Camberwell, whose extension was authorised in 1931 has to wait whilst this sequence of events is worked out, and in the meantime nothing more is likely to be added to the South-Eastern area of London. It seems though that S.E. London deserves more urgent attention.

Another matter connected with the lack of any new passenger travel facilities in South London over the past forty years or more is private motoring and the road congestion that it causes. The ordinary person travelling to and from Central London day by day obviously prefers a speedy and not too uncomfortable journey

by rail to the risk and strain of driving his own vehicle, at a much slower average speed, through miles of congested roads; but if there is insufficient room for him on the public services that happen to be provided - as there is - what else can he do but make his journeys by private car. If a constructive solution to the road congestion problem is really sought, this needs the careful and impartial assessment of where the existing public transport services are inadequate, followed by prompt steps to deal effectively with the matter.

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THE NEASDEN POWERHOUSE CHIMNEYS  
C.H.Gooch

A large crowd gathered early on Sunday morning, the 29th September, to see the demolition of what has been a local landmark for the past half a century - the Neasden powerhouse chimneys.

They were scheduled to be blown at 7 am and 7.30 am. As the time approached everyone looked at the lonely pair, cameras at eye level, and holding their breath. Time ticked on past 7 o'clock, on to ten past; by the time jokes about the blue touch paper going out, etc, were flying around the cameras were slung on shoulders. Then the warning siren went off, everyone regained their former stance - but still nothing; siren again - still nothing, then at 7.20 a loud explosion at the foot of the northerly chimney and it slowly tilted and fell with a crash and terrific cloud of dust. When this had cleared, all that remained were a number of very large chunks of brickwork where the base had been.

At this point many photographers took advantage of the time lag between the two detonations to change vantage points.

Just before 7.40 the siren went again, followed a minute of two later by the second charge going off and the other chimney following on its inevitable course to destruction; up went the dust and the local landmark was no more. The crowds dispersed and Sunday morning returned to normal - or nearly so.



HENRY C. BECK AND THE UNDERGROUND MAP

Dennis F. Edwards

Last February the Journal gave a comprehensive list of Underground maps published since 1933. But the story of the diagrammatic Underground map really began in 1931, when a temporary draughtsman in the Establishment Office Drawing Section submitted a freelance idea to the Publicity Officer at 55 Broadway. The draughtsman was 29-year old Henry C. Beck, who sketched the original map on a page torn from an old exercise book. The geographical map then in use was based on the work of F.H. Stringemore (c1919). Beck's new version enlarged the central area in relation to the outer areas, so that interchange stations were clearly shown. He also made route lines vertical or horizontal, with 45° angles.

The new map was rejected. However Beck kept submitting drawings, and in 1932 the design was finally accepted. LPTB had been formed by the time the first limited "market test" issue came out in 1933. The map was a success and by the end of the year a quad-royal poster version appeared.

Drawing the original for reproduction was a complicated affair. Because of the rather strict conditions in which he worked, Beck was forced to draw the map in his spare time at home. Countless Saturday afternoons, after returning from work, were occupied with the task - and many late nights as well.

Every station name was hand lettered in Johnson sans-serif - involving the use of over 2,400 characters. The blobs used by Stringemore for station points were replaced by ticks along the route lines. The final fee paid to Beck was only five guineas.

The second edition of the map was given a north pointer symbol - added without Beck's knowledge. Beck also had trouble over LT's idea of having interchange stations with enlarged symbols for the name. He considered this was bad design - as well as confusing for the public. When the 1937 edition came out with this feature, he was proved right - and it was withdrawn.

In 1938 he began work on an all-services version - but the outbreak of World War Two prevented publication. In 1960 Beck's map was replaced with that bearing the name of the then Publicity Officer, H.F. Hutchison. This edition had a grid and index for the first time - an idea originally suggested by Beck's father back in 1933!

Users of London's Underground owe an immense debt to the clean cut, easy-to-read map of H.C.Beck.

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#### CANNON STREET UNDERGROUND STATION CHANGES

It was announced by London Transport on the 21st July 1969 that preliminary work on major reconstruction of Cannon Street Underground station, including the building of an enlarged ticket hall, was starting that week.

Much of the work is being carried out on behalf of British Railways (Southern Region), so that new buildings can be constructed over part of the Underground station, and also on behalf of the Common Council of the City of London to enable that body to widen Cannon Street. The work, which is being done under a contract worth about £380,000 by Mitchell Bros Sons & Co. Limited, will take two and a half years to complete.

Access to the westbound District/Circle platform from the new ticket hall will be improved, and the eastern end of the eastbound platform will be lengthened by about sixty feet to help passengers boarding and alighting from eight-car District Line trains; work on a similar lengthening of the westbound platform under Cloak Lane was completed earlier this year.

The reconstruction of the station will involve almost continuous day and night operations; some disturbance in the area will be unavoidable and, while every effort will be made to keep it to a minimum, London Transport have expressed their apologies for any inconvenience the work may cause.

The disused shops over the Underground station, the station forecourt and the ticket hall beneath are to be demolished so that the main roof of the Under-

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ground station - over the platforms - can be replaced, section by section, by a new steel and concrete structure that will be able to carry the widened street and the new building development. In the final stage, at the eastern end of the station the railway tunnel will be widened so that the platform lengthening can be carried out; a new steel and concrete roof will then be constructed over this section as well.

As the main work starts, about now, it is intended that a pair of temporary Bailey-type bridges - one for each lane of traffic - shall be put up in Cannon Street to carry vehicles over the site. The bridges - up to 80 ft long with a 40 ft ramp at each end - will be moved along Cannon Street as each stage is completed. Pedestrian bridges and walkways will be provided on the south side of Cannon Street but there will continue to be normal access along the northern pavement.

Traffic will be able to use Cannon Street in both directions during the day but for about the first two months of each stage it is intended that the street shall become one-way for westbound traffic only each night - between 20.00 and 05.00. This will enable the deck of one of the bridges to be lifted so that essential work can be carried out below. Eastbound traffic will be diverted, but late evening buses on route 13 will operate in both directions to and from London Bridge station via Southwark Bridge and Southwark Street, instead of via Cannon Street and London Bridge.

During part of the work, temporary Underground ticket offices and station entrances/exits will be provided, together with temporary routes for passengers interchanging between the Southern Region and the Underground.

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#### LETTERS TO THE EDITOR

27 September 1969

#### Mill Hill (The Hale)

Although the train service between Finchley and Edgware was withdrawn on and from Monday 11 September

1939 tickets continued to be issued from the respective stations for travel by special buses, hired from London Transport, available only for passengers holding rail tickets.

About the time that L.T. trains began to run to Mill Hill East all passenger business, except parcels, was dealt with at the L.T. station at Edgware and rail tickets were available by any bus running thence to Mill Hill East. To save people going on to the platform at The Hale a hut was erected in Bunns Lane for the sale of tickets, but a few months later these were issued at the London Midland station, Mill Hill Broadway. The old buildings at The Hale were then removed. This facility was duly recorded in the L. & N.E.R. time tables, but after nationalisation no mention was made at Mill Hill that such tickets could be obtained and the number of people applying decreased year by year. In almost all cases a road-rail ticket represented a reduction compared with the separate fares. The range of bookings from The Hale was curtailed in 1968, and all road-rail tickets were withdrawn on and from Sunday 7 September 1969 after almost exactly thirty years.

In 1951 a new road had been opened which enabled the buses to take a shorter route. Edgware ceased to deal with parcels in 1961 and the old Great Northern station buildings were demolished in that year. The line was officially closed to all traffic on and from 1 June 1964, but tickets, still printed Mill Hill (The Hale) continued to be issued for another five years. Only very short notice of withdrawal was given, with the result that few people, if any, managed during the last week to secure tickets for retention.

167 Cornwall Road,  
Ruislip,  
HA 4 6 AE

H.V.Borley

## A SOURCE INDEX

The following Source Index has been compiled for Underground from the records of the Railway and Canal Historical Society, to whom we are indebted for their permission to publish it.

BERMONDSEY PUBLIC LIBRARY

- Report on the Metropolitan Railway and other schemes  
 Session 1888 By Sir J.W.Bazalgette.  
 Report on the Metropolitan Railway and other schemes  
 Session 1889 By Sir J.W.Bazalgette.

EAST HAM LIBRARY

- Metropolitan District Railway Diamond Jubilee, 1868-1928.  
 Exhibition of rolling stock, past and present.  
 Some particulars of the exhibits with notes on  
 the history and operation of the District Railway.  
 (c.1928).  
Metropolitan Railway Company Report and Financial Accounts,  
 Year ended 31st December 1916.

BRENTFORD AND CHISWICK PUBLIC LIBRARY

- Metropolitan District Railway Company. Notice to owners  
 etc of intended application to Parliament (for  
 extension of time for the compulsory purchase of  
 lands required for the Junction Railway at Acton,  
 authorised by the Metropolitan District Railway Act  
 1878). D/d 6-12-1881.  
Metropolitan District Railway Notice to owners etc of  
 intended application to Parliament (for) extension  
 of time for construction of junction railway at Acton.  
 D/d 6-12-1879.  
Metropolitan District Railway Notice to owners, lessees  
 and occupiers. D/d 2-12-1905.  
Metropolitan District Railway A Bill to empower the  
 Metropolitan District Railway to construct new railways  
 and a subway; to acquire new lands; to constitute  
 their surplus lands a separate undertaking; to raise  
 further capital; and for other purposes. 1906.

Notice on cardboard with holes to hang up. District Railway, Underground. Times of Up trains from Acton Town, Chiswick Park, Ravenscourt Park. From 2-10-1922 until further notice.

HOUNSLOW REFERENCE LIBRARY

Metropolitan and Great Central Joint Railway. Illustrated guide to the suburbs and districts of Middlesex, Hertfordshire and Buckinghamshire served by the Joint Companies' Railway. 1909.

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DISTRICT LINE  
CENTENARY TOUR - 24 August 1969

A little belatedly, a Tour took place on Sunday 24th August 1969 to commemorate the Centenary of the District Railway - which was opened, in fact, on 24th December 1868 - the first section being from South Kensington to Westminster (then known as Westminster Bridge). This Tour was arranged by the Keighley and Worth Valley Railway Preservation Society, and full facilities were given to our Society on the train for publicity and propaganda - for which our thanks are due to the organisers. The train used comprised eight cars of Q stock, so the trip provided something in the nature of a swan song for this stock (shortly to be withdrawn) as a bonus.

The cars provided by London Transport were as follows (west to east):

4204-08812-08063-4327-08070-4267-08074-4357

In addition the cars were lettered for the occasion from A to H - west to east again.

The itinerary was not entirely confined to the District's metals, reaching at its furthest point Chesham on the Metropolitan Line, where there was a lunch break, to enable passengers to patronise the local hostelrys (the only eating-places open in Chesham at Sunday lunchtime!). It seems from all accounts that some establishments did not particularly welcome the extra trade, and some customers had difficulty in getting served in the time available.

The published timetable for the tour was as follows:

Wimbledon	dep	10.59
Aldgate	pass	11.36
Baker Street	pass	11.51
Harrow on the Hill	pass	12.07
Chesham	arr	12.33
Chesham	dep	13.26
Watford	arr	13.51
Watford	dep	13.58
Harrow on the Hill	arr	14.14
Harrow on the Hill	dep	14.20
Uxbridge .	arr	14.36
Uxbridge	dep	14.42
Acton Town	arr	15.13
Acton Town	dep	15.34
Hounslow West	arr	15.47
Hounslow West	dep	15.54
High Street Kensington	arr	16.22

It will be seen that this journey provided some interesting operating - round the Circle in a District train from Gloucester Road to Baker Street via the southern half; out over the Metropolitan in Q stock, which never normally serves that part of the system; round the Watford North Curve, which now carries no regular passenger service; and reversal at Acton Town, which took place with passengers aboard in the siding east of the station. Altogether a most interesting day - and arrival at High Street Kensington at the end of the tour was at 16.17 - 5 minutes early.

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#### PARIS METRO TRIP

Those who wrote to express interest in the above proposed weekend visit were quite sufficient in number to justify continuing with the arrangements. RATP have been contacted and are proving most helpful, but because of awkward timings of return transport it now seems possible that the visit may have to be postponed until sometime in June - which is a little later than had been planned originally. All members will be kept informed, and booking forms will be sent out as soon as possible.

## SOCIETY NOTICES

Subscriptions Members are reminded that Subscriptions have been increased - unfortunately - for 1970 to £1-10-0 for Members and 17-6d for Associate Members. All subscriptions fall due on the 1st January

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## THE TIMETABLE

18.00 Thursday 6th November Library Evening at 62 Devonshire Road, Ealing, London, W.5.

19.00 for 19.15 Friday 14th November Film Show at Hammersmith Town Hall at which it is hoped to show some more of the Victoria Line films not seen at the last show on this subject.

10.00 Saturday 15th November Visit to Victoria Line Control Room; names to the Assistant Secretary, S.E.Jones, 113 Wandle Road, Morden, Surrey AT ONCE please, all applications to be accompanied by a stamped addressed envelope. This visit is severely restricted in numbers, and is for full Members only.

18.00 Thursday 4th December Library Evening at 62 Devonshire Road, Ealing, London, W.5.

19.00 for 19.15 Friday 12th December The usual monthly meeting at Hammersmith Town Hall; A Talk will be given by P.R.Davis (Wearing his Editor's hat for the occasion!) entitled "A Hundred Issues of Underground".

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## THE TAIL LAMP

A party of Americans going up in a lift at a tube station, on seeing a few coppers from excess fares on the stool of the gateman, each added at least sixpence to the pile on leaving the lift

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From the back of an entrance ticket to White City Stadium issued in June 1966:-

How to get to the White City Stadium.

Trains: CENTRAL LONDON RAILWAY (White City Station)

METROPOLITAN RAILWAY (Shepherds Bush Station)

Some people never catch up! It's surprising that there is no mention of Wood Lane!

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