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THE LONDON UNDERGROUND RAILWAY SOCIETY

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THE GOVERNMENT, THE ARTS, MUSEUMS  
& GALLERIES

Estimates published early in February show another considerable increase in funds allocated by the Treasury for the Arts, which includes Museums and Galleries. The credit for this must go to Miss Jennie Lee, who during her tenure of office as Minister of State, Department of Education and Science has done as much or more than any other Minister responsible for the Arts.

What a pity it is that her obstinate and short-sighted policy on the Clapham Collection is sufficient to cancel out any credit due in other spheres. Clapham ranks as the first national collection ever to be broken up by Government decree, and the blame is all Miss Lee's.

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THE GLC SHOWS ITS HAND

During 1970 the GLC will be making a grant of £2m to London Transport for expenditure on capital projects. Mr Desmond Plummer, the Leader of the Council described the grant as being the first move to raise the level of service. Bearing in mind recent reductions in service, attempts (by no means wholly successful) to close certain lines and stations at weekends, and the £7m being spent by the Council on road development during the year, it becomes very clear where LT stands in the order of priorities - low, very low.

## LT STATIONS SCHEDULED AS HISTORIC BUILDINGS

The Ministry of Housing and Local Government has listed four stations on the Piccadilly Line as buildings of special architectural and historical interest. The stations concerned are Sudbury Town, Arnos Grove, Southgate and Oakwood. All of them were built between 1930 and 1934 to the designs of the architect Charles Holden.

The listing means that the stations cannot be demolished or materially altered without special consent of the Ministry.

When the Piccadilly Line extensions were being constructed during the early 1930's, Holden was the architect commissioned to supervise the buildings needed, and it so happened that he had recently toured north-west Europe and been much impressed by the clean, simple lines of many of the public buildings that he saw while over there. On his return he designed Sudbury Town station, and upon the design being accepted he continued with a whole series of stations on the same broad design principles.

The new list contains fifty buildings all over the country, in the main commercial and industrial buildings - but including the gorilla and penguin houses at London Zoo and the whole of the zoo at Dudley, Worcestershire.

## NEW TIMETABLES

In February, new timetables came into force on several lines, brief details of which follow.

### Metropolitan Line

From February 2, the remaining peak hour trains withdrawn in October 1968 because of staff shortage have been reinstated; these are the 07.15 Amersham to Baker Street, the 09.10 Watford to Baker Street and the 16.47 Aldgate to Uxbridge, with 'against the flow' trains at 06.54 Rickmansworth to Amersham, 07.13 Wembley Park to Watford, 08.15 Baker Street to Amersham, 08.34 Wembley Park to Watford, 09.55 Baker Street to Harrow, 16.13 Wembley Park to Aldgate and

## 18.20 Uxbridge to Harrow.

On Sundays, the proposed closure of the Chesham branch from February 1 did not take place, but from February 8 the service has been an hourly one instead of half-hourly, and both starts and finishes one hour earlier than previously. As the branch is single-line, and operated by one train it is a little difficult to see the justification for a 50% cut in the Sunday service and staff economy will be nil. On the main line on Sundays from February 8 there have been alterations to the service also. The former trains leaving Baker Street at 20 minutes past each hour for Watford have been diverted to run to Amersham instead; in the opposite direction the trains formerly starting at 19 minutes past each hour from Watford will start from Amersham at 11 minutes past each hour. These trains, which will continue to serve all Metropolitan Line stations between Baker Street and Moor Park, replace the former fast Amersham trains departing from Baker Street at 31 minutes past each hour and Amersham at 8 minutes past the hour. The other fast Amersham trains - at one minute past the hour from Baker Street and 38 minutes past from Amersham - which connect with the British Railways diesel trains to and from Amersham and Aylesbury, were not altered.

### Central Line

The Sunday service on the Woodford-Hainault shuttle has been altered. Formerly there had been a half-hourly service until about 10.30, then quarter-hourly for the rest of the day. From February 8 the service is half-hourly throughout the day. Closure of Roding Valley station at weekends has been deferred; as previously reported the Saturday closing has been deferred until the autumn following discussions with the Chigwell Urban District Council and others, and the Sunday closure has been deferred on the undertaking of the Chigwell Council to pay a subsidy of £800 to keep the station open for the summer.

### District, Circle and Hammersmith & City Lines

From February 8 circle Line and Hammersmith and City Line trains are running at 10-minute intervals

throughout the day. On the District Line there is a 20-minute service throughout the day on each of the western branches; the services to and from Richmond and to and from Ealing Broadway run through to Dagenham East, where every third train terminates, the other two running on to Uxminster. The Wimbledon service is diverted to run to and from Edgware Road to provide a direct link between Earl's Court and the western section of the Circle Line on Sundays as well as on weekdays.

The new timetable schedule a regular five-minute service between Gloucester Road and Tower Hill, and also between Edgware Road and Liverpool Street, with a regular ten-minute service between Turnham Green and Gloucester Road and between Tower Hill and Dagenham East.

From the previous weekend Saturday/Sunday - January 31/February 1, three stations - Barbican (Circle and Hammersmith & City Lines), Cannon Street (District and Circle) and West Brompton (District) have been closed on Saturdays and West Brompton is also closed Sundays (Barbican and Cannon Street have already been closed on Sundays for some time and Cannon Street has been closing at 16.00 on Saturdays). Ravenscourt Park (District Line) has also been closed on Sundays from the same date, but the proposed Saturday closure of this station and of Temple (District and Circle Lines) has been deferred pending a further review of the situation after receipt of protests.

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#### LETTERS TO THE EDITOR

2.2.70

Dear Sir,

L.T. Publicity - Automatic Gates and Station Works

Recent introductions of new Automatic Gates have been heralded by a distribution of handbills at some principal stations - all of which happen to be equipped with the four-door type of gates. The first conversion was at Hammersmith in 1967 and the style of handbill then distributed has set the pattern. The following

handbills, size  $9\frac{1}{2}$ " x  $6\frac{1}{2}$ ", are known (with a red band at top and picture background).

- HAMMERSMITH - no Printer's reference;  
includes mention of note changing machine also.
- OXFORD CIRCUS - 169/425RP/50M. With comment that automatic gates will be installed later in the old ticket hall.
- GREEN PARK )  
VICTORIA ) - Two separate handbills, but with identical reference 269/775RP/20M
- KINGS CROSS - 1169/3993RP/50M for inwards and changing to Met/Circle lines only
- KINGS CROSS - 1169/3995RP/50M as above but plus outward gates (colour of top and picture background is blue).

One surprising omission is the apparent lack of a leaflet for EUSTON at which tripod gates are installed. It has been said that a leaflet was prepared but not issued due to "an error". Could we predict a picture of four-door gates whereas tripods were installed?

Mention of automatic gates was of course made in the blue leaflets giving details of Victoria Line services, and a picture of tripods now appears in the red coloured "Cut travel time" leaflet. Warren Street is another well patronised station, with tripod gates, from which no individual leaflet has been seen.

I should be pleased to hear from any member who can give information about individual station leaflets other than those mentioned. In particular about any publicity distributed about the earlier installations at Acton Town and other West London stations

Two pink coloured handbills ( $7\frac{1}{2}$ " x 5") were issued concerning reconstruction work:

EUSTON 1067/2741RP/1M  
LONDON BRIDGE 11/67/3045RP/5M

Likewise I should be pleased to know of any other similar handbills produced postwar - Notting Hill Gate

being a possible candidate.

Assistance in this matter will enable final collation of post-war publicity to date.

Yours faithfully,  
 20 St Margarets Avenue, L.W.Norris  
 Cheam. Surrey.

IT CAN NOW BE REVEALED,  
 OR  
 THE CHANCERY LANE MYSTERY

In the early 1950s any observant person regularly walking along the north side of High Holborn just east of Chancery Lane station would have noticed a great deal of activity in what appeared to be a disused shop. Great quantities of building material were seen going in, yet no constructional work was visible. The Post Office staff magazine "Courier", in its November 1969 Headquarters Edition gives an answer to the mystery.

The article described the "Kingsway Trunk Exchange" which it says is "a telephone city" 100 feet underneath the Holborn area of London "in an old tube line". On this last point the author is quite incorrect. The two parallel tunnels, each a quarter of a mile long and 16ft wide, which he says are the heart of the exchange, are no old tube line, but simply one of the deep shelters constructed by London Transport for the government in 1940-41. As described on page 302 of "Rails through the Clay" (Jackson and Croome, 1964), these shelters were placed under existing tube stations with the idea that they might possibly form part of east-west and north-south express tube railways after the war.

The Chancery Lane shelter was never opened to the public and had been in continuous government use from the time of its construction. The article in "Courier" reveals that work on the present trunk exchange began in 1951 and involved the construction of additional cross-tunnels between the two 16ft tubes.

The exchange was opened in 1954 and "was on the secret list until three years ago." It is connected to a network of cable tubes, some of which were also built in the early 1950s.

AAJ

#### OBITUARY

The Electric Railway Society has suffered the loss of two of its most prominent members recently.

Mr. J.W.Fowler was a founder member of ERS in 1946 and had given that Society great assistance from his experience of printing and publishing and had been its President for about ten years. Mr. Fowler had previously founded the Light Railway Transport League in 1937, and by the time of his death on 15th October 1969 he had been an ardent advocate of electric traction for 40 years.

Exactly one month later, on 15th November 1969, the death occurred of Mr. A.T.Gorton, immediate past President of the ERS. He was an Underground man, having commenced work on the system in 1932 as signal box boy at White City on the old Central London Railway. Steady promotion brought him in 30 years to the rank of an Officer of the Board when he became a Divisional Superintendent in 1963. In this position he was in charge of the District and Piccadilly Lines - but he was also well-known as an artist who drew a number of very entertaining cartoon characters for use in the LT training school

#### NEWS FLASHES

- NF 908 Ref Vol 5 (1966) - No 1 (January) p 4:  
On 24-1-1970 a party special ran from Wembley Park to Paddington, and presumably outwards previously. Further details not to hand.
- NF 909 Would it be cynical to suggest that the real reason for eliminating Weekender tickets from 1-1-1970 was the complication of the National Bus Company taking over some of the routes on which they were available? Their demise will be a blow to Underground enthusiasts, and one wonders why, along with Twin Rovers, they should not have been made available by postal application even if it was uneconomic to stock them at booking offices.

NF 910

The LT bus station at Victoria, providing interchange facilities between central buses, Red Arrow services, and the BR and LT rail services, is to be given a translucent plastic roof. This will cover about 12,000 sq.yards., and cost about £50,000, work being due to start towards the end of 1970. About 20m passengers use the bus station each year.

NF 911

The body of pre-'38 tube stock car No 3271, having been at Acton for a considerable time after a collision in which the cab was damaged, left Acton Works in two halves at about midday on 22-1-1970. It was transported by road on two articulated lorries.

NF 912

The Sunday closure of the Epping-Ongar section of the Central Line has been postponed indefinitely after a meeting between Sir Maurice Holmes (former Chairman of the old LTB), LT officials, local government representatives and two members of Parliament. It is, however rumoured that the new London Transport Executive will proceed with proposals for the complete closure of the line.

NF 913

On Tuesday 20-1-1970 a signal failure between North Harrow and Harrow-on-the-Hill at about 07.00 caused complete chaos to the Amersham and Watford lines. All the slow Amersham trains were cancelled, fast trains calling at all stations. The failure could not be immediately traced so all points were clipped and scotched between Amersham and Harrow Junction, and between North Harrow and Harrow operation was trip and re-set. Emergency buses ex routes 114 and 158 ran Northwood all stations to Harrow; private coaches ran from Northwood to Carpenders Park; also services Moor Park-Croxley and Watford Metropolitan to Watford Junction - all operators unknown. Normal rail service was resumed at about 13.00.

NF 914

A correspondent to The Times has suggested that LT should consider raising extra revenue by charging higher fares for late evening travel.

- NF 915 Ruislip Depot received the last of the tube stock for the Victoria Line for preparation for service from the manufacturers on 28-11-1969.
- NF 916 Robert Dell, LT's Chief Signal Engineer has retired at the age of 69 after working on the Underground for 54 years. Mr. Dell is recognised as being one of the world's foremost experts on railway signalling.
- NF 917 Now that the GLC are responsible for LT, local authorities are really pressing their claims for better services - a completely new avenue having been opened up for complaints. It is known that within the first three weeks of the new Executive's life deputations from three London boroughs had been sent to 55 Broadway, and Barnet's representatives had been promised improvement in the Northern Line services within a month.
- NF 918 A suggestion has been made by a London Transport employee that LT's workers should break away from the National Union of Railwaymen and from ASLEEF to form their own Union.
- NF 919 A new discount token system is being brought into use at LT car parks; this was introduced at several stations on 1-2-1970 in conjunction with the automisation of the car park in some cases. It is anticipated that the tokens will be usable at 42 car parks by the end of 1970. Normal daily charge is 2/-; the tokens will sell from the booking offices at 5 for 6/-. The tokens are not dated, so no loss is incurred by buying in advance. Stations going over at 1-2-1970 were:
- Cockfosters (also automatic control)
  - Blackhorse Road
  - Tottenham Hale
  - Hainault
  - Edgware (automatic control also)
  - East Finchley ( -do- )
- The other stations mentioned already had automatically controlled car parks.

NF 920 The District Line was seriously delayed in the morning rush-hour on 12-1-1970 when a train broke down at Sloane Square.

NF 921 A lineman was killed while on de-icing work at Becontree on the morning of 4-1-1970; at the inquest there was no explanation as to why he was working without a lookout.

NF 922 The non-electrified side of Broad Street station (Platforms 1 to 4) is being closed, and approximately half the station is to be put up for sale. The approach tracks are being reduced to two. Originally four-track from Broad Street to Dalston Junction, this section has been working on three tracks for some time because of a bridge weakness which caused the southbound non-electrified track to be removed. The north-bound track now to be removed was last used on 1-11-1969.

NF 923 Mr Peter Downham, Havering Labour GLC candidate, has suggested that a direct underground link between Romford and north-west London is an urgent need, and says that the recent proposal for a new line running from south-west to north-east is disappointing if it is not to reach out to Havering.

NF 924 Presumably as a result of the outcry from all quarters on the proposed 1/- minimum fare on the Underground, Sir Richard Way has stated that LT has not proposed any overall fare increase. The Minister of Transport, in the meantime has warned LT that decimalisation should not be used as an excuse to justify fare increases.

NF 925 Another suggestion by Mr Peter Downham (see NF 923 supra) is that public transport should be a public service and not a profit-making organisation, and he warned that public services would be a key issue in the forthcoming GLC elections, and these included transport. Mr. Downham is a transport worker himself.

## NEW LT RAILWAY APPOINTMENTS.

Following the retirement of Mr R.C.Hider, the department of the Operating Manager (Railways) has been reorganised and the post of Assistant Operating Manager has been discontinued.

Mr John Cope has been appointed General Superintendent (Staff and Training); he is responsible for the conduct of staff relations, training and discipline of railway operating staff, for reviewing staff establishments within the department and for the preparation of duty sheets for train crews and station staff.

Mr. C.H.J.Cope has been appointed Acting General Superintendent (Traffic). He is responsible for the overall pattern of train services, including the preparation of timetables and the monitoring of operating performance, for the development of the use of computers in timetable preparation and for the preparation of operating instructions, rules and regulations.

Mr H.J.Farquhar has been appointed Divisional Superintendent "A" Division (Metropolitan and Bakerloo Lines) and Mr. E.A.V.Martin Divisional Superintendent "C" Division (District and Piccadilly Lines), both with the rank of officer. Mr. J.W.MacKinnon has been appointed Acting Divisional Superintendent "D" Division (Central Line).

All the new appointees have been with LT for upwards of 30 years, and have worked on the railways side - apart from war service - ever since.

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## NEW MEMBER OF THE EXECUTIVE

Mr. Lawrence Robson has been appointed a part-time member of the new London Transport Executive. Mr Robson is a Past President of the Institute of Cost and Works Accountants and is also a Chartered Accountant who has previously acted as adviser to a number of transport organisations.

SOUTH ACTON BRANCH ROLLING STOCK  
AN APPEAL

The Society has received an urgent request for information, and particularly photographs, of cars Nos 11 and 37 fitted with automatic doors, as working the South Acton Branch in the early 1930s together with photographs of trains working between Hammersmith and Hounslow.

The Editor has already made enquiries of a few people likely to have been able to help, but unfortunately has drawn a blank; as this information is needed by someone working fulltime in railway history it would be nice for the Society to be able to help - and thus prove its worth to the community. So, even if you have only a very little to contribute - or a very poor photo - please write to the Editor at 62 Billet Lane, Hornchurch, Essex, RM11 1XA, Some at least of the experts cannot help; perhaps someone else can.

RESEARCH INFORMATION

The research project of the Railway and Canal Historical Society has supplied the following information for the benefit of those engaged in research in our Society.

Buckinghamshire Record Office, Aylesbury:

Earl Temple Estate: Records of the Oxford & Aylesbury Tramway, 1883-1936, including Minute Book, 1894-1909; letter books, 1903-16; general correspondence, reports, accounts, bills and vouchers. Papers relating to the sale of effects, 1936. 9 Boxes. Summary List available.

Plans and Sections for Metropolitan Railway extensions into Buckinghamshire, 1887-c.1910; deposited by Marylebone Public Library, 1961. List available; 8 volumes.

We are indebted to the RCHS for this information.

## A GASWORKS TUBE RAILWAY

In 1957 there was published a very interesting booklet by E.G. Stewart entitled "Historical Index of Gasworks Past and Present in the Area now served by the North Thames Gas Board".

The following is a brief summary of part of the booklet:

The Westminster Gasworks in Horseferry Road were used for manufacturing from 1813 to 1875, and for distribution only until 1937. The gasholders were removed, but in 1941 the tanks were converted to reinforced underground strongholds to house Government officials, and became known as The Rotunda.

There follows the intriguing statement -

"These were joined by tube railway to similar strongholds in Whitehall and The Mall".

Can any member throw any further light on this very interesting piece of information? If so, will they please write to the Editor in as much detail as possible.

## CHANGES IN LT BUS ROUTES

Early in December 1969 LT announced that during the early part of the New Year there would be some sweeping changes in London bus routes and services.

From the Underground enthusiasts' point of view the interesting feature of this announcement lies in the fact that many of the changes being considered are due to the success of the Victoria Line. Other factors have, of course, influenced the decision - such as the falling population of Greater London and the greater use of private transport, but LT has stated that the Victoria Line has influenced the travel habits of a large number of people, and as a result many of the bus changes would be in the West End and in north-east London.

Bus mileage is scheduled to drop by 4% in 1970, Underground mileage to stay the same as in 1969.

THE LONDON UNDERGROUND RAILWAY SOCIETY  
NOTICE OF ANNUAL GENERAL MEETING

NOTICE is hereby given that the Annual General Meeting of the Society for the year 1970 will be held in the Lecture Room, Museum of British Transport, Clapham, London, S.W.4. on Saturday 21st March 1970 at 14.00 for 14.30, for the following purposes:

- To have Read the Notice of Meeting and the Report of the Auditors
- To Receive the Report of the Committee for the year 1969
- To Receive the Accounts for the year 1969
- To Confirm the Election of Norman E.W.Fuller as President of the Society
- To Confirm the Election of Charles E.Lee as Vice-President of the Society
- To Elect three Members of the Committee
- To Elect Auditors
- To Conduct Any Other Business

By Order of the Committee

17 Garth Road,  
 Sevenoaks, Kent  
 17th February 1970

J.P.Wirth  
 Secretary

Further Notes on the AGM

Access to the Meeting may be obtained without payment of the Museum Entrance Fee upon production of your current 1970 Membership Card at the barrier at any time from 13.45 on the day of the meeting.

Report and Accounts The Report of the Committee is on the next page; Accounts will be available at the Meeting in accordance with the Rules.

INTRODUCING THE NEW PRESIDENT AND VICE-PRESIDENT

"Introducing" is hardly the right word, for on reflection there could hardly be two people better known in the Society than Norman Fuller and Charles E.Lee - the former for his work within the Society which he was instrumental in founding in 1961, and the latter for his vast contribution to the history of London railways in general, and the Underground in particular.

Fuller notes on both

these gentlemen will appear in the next issue; for the moment it must suffice to say that it is a pleasure for the Society to be able to honour Norman Fuller with its highest office and that the Society is itself honoured by Mr Charles Lee in his acceptance of the Vice-Presidency.

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#### REPORT OF THE COMMITTEE FOR THE YEAR 1969

1969 has been comparatively uneventful; meetings have been reasonably well attended, and most visits have been fully booked; financially the year was a success, and it ended with a very high membership.

During the year the Chandos Fund achieved some success, and thanks to the offer of a loan from a member it was possible to place an order with the Huntington Library for micro filmed copies of the Papers which it was desired to add to the Society collections, and these were received just before the end of the year.

Journal cost have continued to rise, but as it seems that most members value the monthly publication of Underground it has remained a high priority in the budget. Sales have once again contributed greatly to the funds of the Society, and much credit for this is due to Norman Davies who has recently been forced to resign as Sales Manager for personal reasons.

Library Evenings have not been so well patronised during the year under review, and because of this some change in the present arrangements may be necessary.

By Order of the Committee

J.P.Wirth  
Secretary

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#### SOCIETY NOTICES

OFFICERS John Crowhurst has been appointed Curator of the Ticket Collection, and Malcolm Connell is now Journal Despatch Officer. Also, the Society's Bankers have been changed; same Bank, different Branch - now Midland Bank Limited, Uxbridge Branch. A full list of Officers will be published shortly, together with the Index for 1969.

JOURNAL Despite the number on the front, this is the 100th Issue - there was a Preliminary Issue in December 1961.

PHOTOGRAPHIC COMPETITION This is intended as advance notice to our many photographer members that there will be a photographic competition this year. It will be in two sections - for Black and White photographs and for Colour slides. Further details will be published in the autumn.

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#### THE TIMETABLE

18.00 Thursday 5th March Library Evening at 62 Devonshire Road, Ealing, London, W5.

19.00 for 19.15 Friday 13th March An illustrated Talk by our Sound Librarian, John Crowhurst at Hammersmith Town Hall.

14.00 for 14.30 Saturday 21st March Annual General Meeting at the Museum of British Transport, Clapham, London, S.W.4. See separate notice in this issue.

19.00 for 19.15 Friday 10th April at Hammersmith Town Hall. An Illustrated Talk by A.J.Barter, B.Sc.(Eng.), A.M.I.Loco.E., Chairman of The Electric Railway Society on "The Isle of Wight Railway Electrification". This is a Joint Meeting of TLURS and ERS, and is the first of what is hoped will be a long and fruitful series; Alan Barter was professionally involved in the IoW electrification, so a highly informative evening is assured, and he has a large collection of slides.

10.00 - 17.30 Sunday 12th April Stand at Open Day, Museum of British Transport, Clapham, London, S.W.4. PLEASE NOTE CORRECTION OF DATE - the Open Day is the 12th. not as stated last month.

Wednesday 6th May Another Joint Meeting with the ERS, this time at 19.00 at Fred Tallant Hall, 153 Drummond Street, London N.W.1. The speaker on this occasion will be our Assistant Secretary and Registrar, S.E.Jones, who will address the members of the two Societies on "London's First Tube".

Advance Notice A visit to the London Railway Preservation Society's new Centre at Quainton Road station has been provisionally arranged for Sunday 17th May, when it is hoped to travel from central London to Quainton by a preserved London bus. Further details will follow next month.

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