

UNDERGROUND

Number 4

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UNDERGROUND

It is now over three and a half years since the old format "Underground" was replaced by "Underground News" and the new "Underground". "Underground News" has generally succeeded in doing what was intended, and despite numerous trials and tribulations, production now seems to be running smoothly. The present Editor, Brian Hardy, has worked hard since becoming involved with "Underground News", and has been able to catch up, so that by the end of this year the 48 issues due to members during the 4 years, will have been produced. This is very praiseworthy and seemed unattainable to many at the beginning of the year, when it was realised that 17 issues would be required during 1978.

"Underground" however, has not fared so well ! Originally intended as a quarterly production, we have only had three issues (instead of 14) in the last three and a half years, the last issue being in June 1976. Many problems have occurred, the most significant being the absence of anyone prepared to be editor, and to oversee its production. Some considerable time ago, I was rash enough to offer to produce a pictorial issue of "Underground" on a "one-off" basis, as a means of getting another issue to members quickly. A year later it has appeared !

During that year, a great deal of discussion and thought has been directed towards "Underground", both within the committee and outside, and consequently the format of this issue is totally different to what has gone before. The whole of this issue is a trial, and members' reactions will play an important part in what happens subsequently. It is not the intention to have further pictorial issues, but to have illustrated articles, and photo-features giving a better balance to the publication. The quarto size has been adopted to be compatible with "Underground News" and also to avoid the complication of reduction to fit a smaller page size. It also allows the number of pages to be more flexible and a degree of economy to be achieved by doing some of the work ourselves and avoiding some work altogether. We have considered our previous production methods, together with alternatives and the outcome is this issue of "Underground". We are never going to be able to catch up with the issues we have failed to produce, but there is general agreement that the present "Underground News" only fulfils part of the Society's requirements. We need to be able to publish longer articles without filling a whole "Underground News", together with photographs. To some extent, we have overcome this by putting photographs in "Underground News" occasionally, and could publish longer articles in "Underground News" by increasing the number of pages. My own personal feelings are that "Underground News" should be developed in this way and "Underground" abandoned as a separate publication, especially as we do not have anyone prepared to be editor of it. I feel it would be better to improve and enlarge a publication which we have proved we are capable of producing, rather than trying to set up a second team of people to resuscitate a periodical that has never truly got off the ground. However, this is not a generally held view - or is it ?

As I said earlier, the reaction of members to this issue will, to some extent, shape the way things progress in future. I would like to receive your comments, ideas, criticisms and suggestions, as without them the committee is working blind and members will only get what the committee think they want.

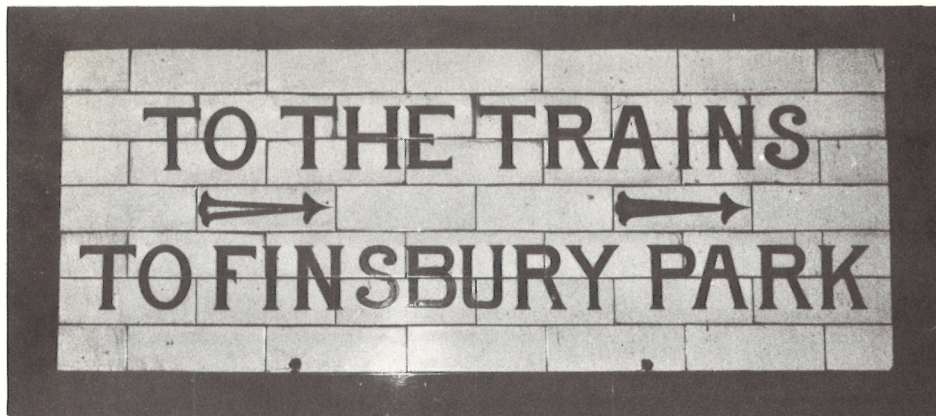
Finally, I hope you enjoy this publication and that you will ALL send me your comments, and perhaps one of you will even volunteer for the job of editor of "Underground" !

Bob Greenaway

Front cover Q23 car 4248 at Hounslow West on 26-9-1971 during the last Q-stock tour.

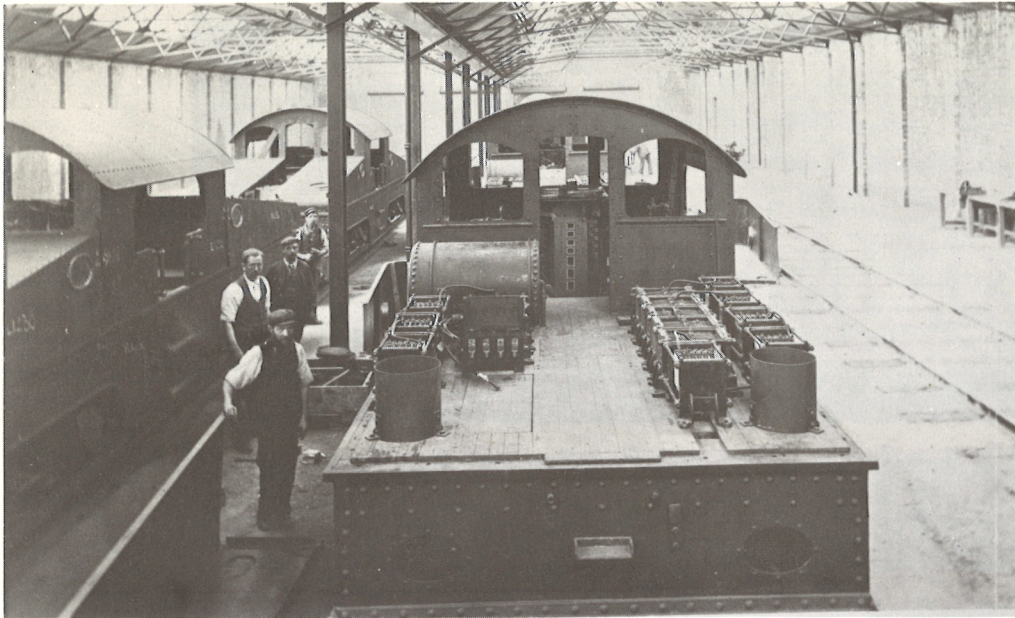
Back cover One of the small station nameplates mounted above some of the platform seats at Turnham Green.

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Examples of signs at Holloway Road Station

R.J. Greenaway



CENTRAL LONDON
RAILWAY BEGINNINGS

From its opening in 1900 until 1903, the trains of the Central London Railway were hauled by 30 electric locomotives. These were built by the General Electric Company of Schenectady, U. S. A. and the photographs on this page are believed to depict some of the locomotives being assembled in the C.L.R. depot at Wood Lane.

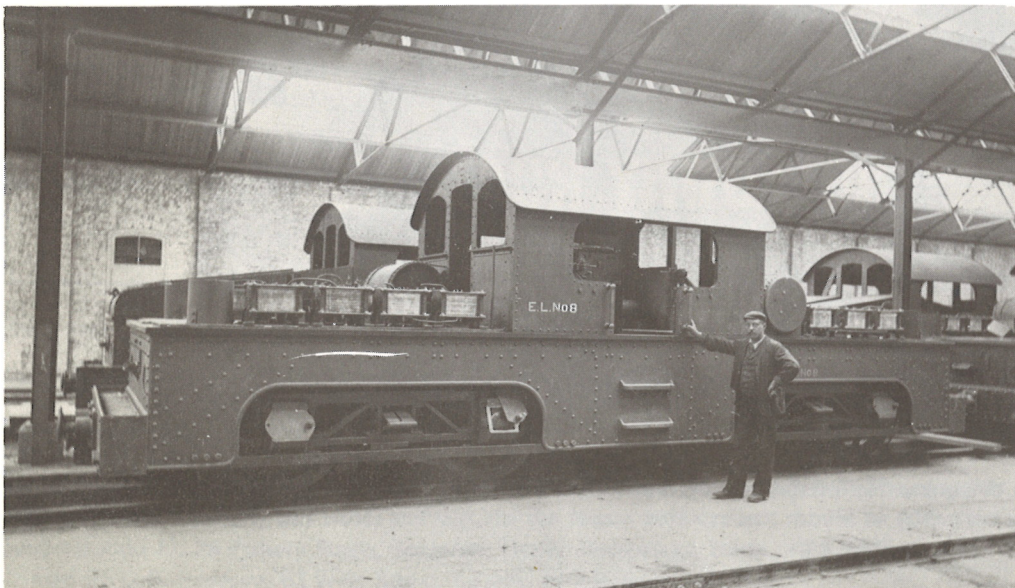


Top This view clearly shows that the equipment and sand boxes were housed under the 'bonnets'.

Len's of Sutton

Middle Ten of the locomotives with 'bonnets' standing on the floor.

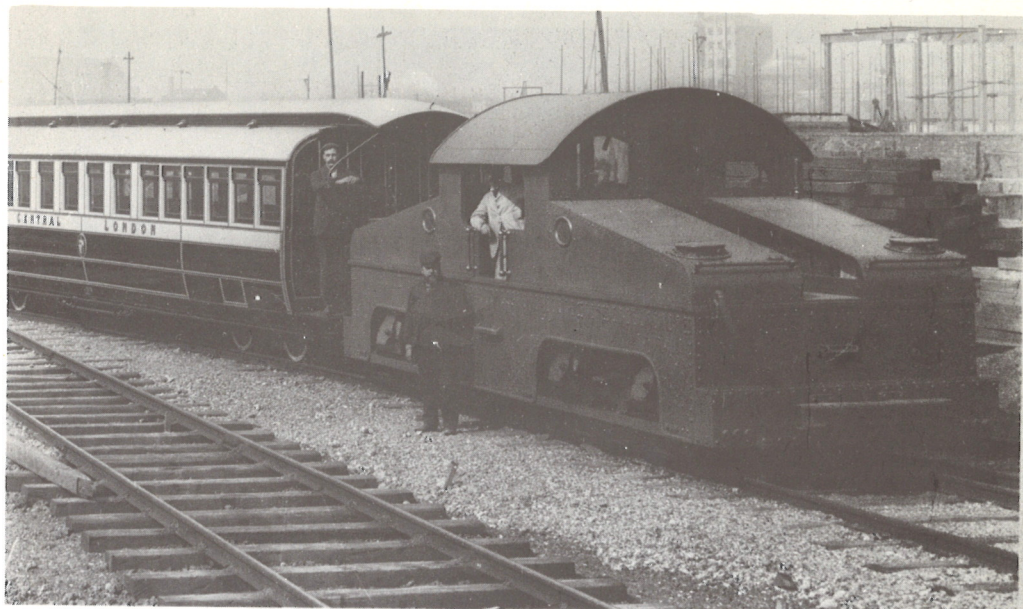
Len's of Sutton



Bottom A side view of one of the locomotives with E.L. No. 8 stencilled on the side.

Len's of Sutton

Top A locomotive and trailer car showing the gangway from front to back of the locomotive — a requirement for trains running in single bore tunnels.



Middle A C.L.R. train near Ealing Broadway, composed of 2 1900-1 trailers, 2 control trailers converted from trailers and 2 1915 "Ealing Extension" Brush motor cars rebuilt with new passenger compartments to match the 1900-1 trailers. All cars have been rebuilt with air-worked doors. As originally built, the motor cars were used until 1920 on the Bakerloo service to Watford, for which purpose they were fitted with both positive and negative shoe gear, the C.L.R. having a centre positive rail and earth return.



Bottom Interior of one of the C.L.R. trailer cars of 1900-1. Other cars of this type had leather covered armrests and rattan or perforated wood seats and backs.



All Photos :
R.J. Greenaway Collection

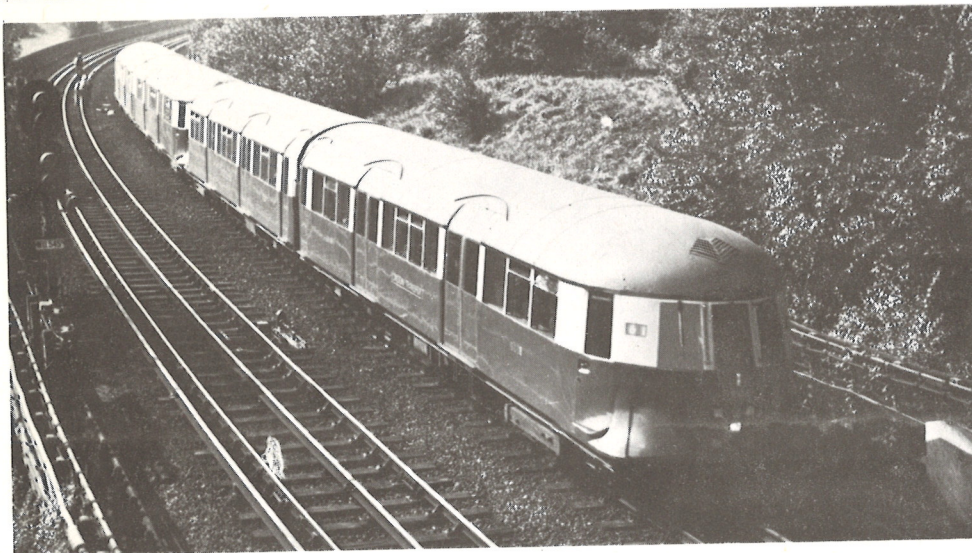


EXPERIMENTATION

London Transport and their predecessors have continually experimented to develop their trains from the rudimentary beginnings to the highly sophisticated trains of today.

Top The details of this photograph are unknown, but it depicts a standard stock control trailer (probably at Ealing Common Depot) with a mock-up streamlined front end. This was a trial before building the streamlined 1935 tube stock, four cars of which are shown *middle*. If any reader has further information regarding the top picture, the Editor would be most interested to know.

Top: Len's of Sutton, Middle: R.J. Greenaway Collection.



Bottom Six of the 1935 tube stock cars were built unstreamlined, an example of which is shown here at Epping. It is seen forming a train on the Loughton – Epping shuttle service that operated from 1949 to 1957. The steam train in the opposite platform is working the Epping – Ongar shuttle, which was so worked from electrification to Epping on 25–9–49 to the inauguration of electric services to Ongar on 18–11–57.

Len's of Sutton.



Top As a finale to their existence, two of the 1935 tube stock cars (10011 and 11011) were converted in 1970 to an articulated unit. The middle bogie was unpowered, and two 1967 tube stock type traction motors to each of the outer bogies, which were made of aluminium alloy. These two powered bogies are now running under 1972 (Mk.2) tube stock car 3363 as a further trial. All three bogies of the articulated unit had metacone suspension. The unit is seen here in Acton Works on 11-8-70 in silver livery, although it was later painted maroon and renumbered L14A-L14B.

R.J. Greenaway

Middle Seen at Woodford on 30-9-75 during its first turn of duty in passenger service, is the 'Chopper' unit 3902, 4910, 4911, 3903. Trials with two units of 1960 tube stock using experimental thyristor control continued for many years, but the work has now progressed further with the Experimental Tube Train of 1973 tube stock.

R.J. Greenaway

Bottom A mock-up at Acton Works on 9-5-72. 1972 (Mk 1) tube stock car 3301 with red-painted paper stuck to the doors to see what 1972 (Mk 2) tube stock might look like. The cab doors were not painted on the Mark 2 stock.

R.J. Greenaway



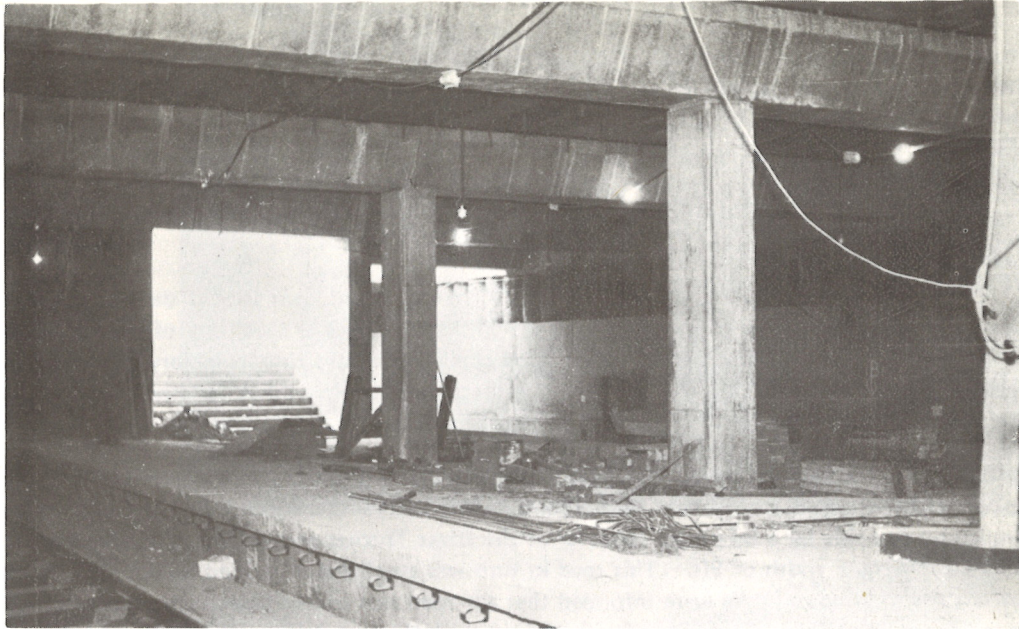


HOUNSLOW WEST PAST AND PRESENT

Above Two standard stock trains stand in the summer sun at the old station on 1-8-63. *J.C. Gillham*

Below The stock has changed by 8-7-72 and the track in the bay road removed, together with the signal box, in preparation for the diversion of the line to the Heathrow extension. Most of this old station is now under several feet of earth on top of which a car park has been built. *R.J. Greenaway*





Above A view of the new Hounslow West station under construction in August 1974 showing the exit staircase.
I.J. Robins

Below The same view as above, but taken on the day of the official opening of Hatton Cross Station 19-7-75.
R.J. Greenaway



It is encouraging to know, that there are still people about who, although having no particular interest in transport, are prepared to put themselves out in order to avoid destruction of otherwise unknown transport relics. Mr S.E. Annand is one such person, who, on the death of his brother inherited a small plot of land at Wraysbury, near Windsor. On the land were a small, lightly built cottage, and the body of C. & S. L. R. car No. 135, both used as occasional living accommodation, the whole site being heavily overgrown, thus hiding the car from view. Mr Annand cleared the vegetation from the site, and enquired of the Stevenson Locomotive Society whether anyone would be interested in acquisition of the car body.

This is where this Society came in, as we were put in touch with Mr Annand and went to visit the site. The car was obviously worth saving, being a wooden car of 1902 built by the British Electric Car Company of Trafford Park, in a particularly complete state (apart from bogies), and in quite good condition considering its history. The Society Committee decided that we would accept the offer of the car, and attempt to remove it to another, more convenient site, and this is where the problems began.

Initially, Mr Annand gave us 6 weeks to move the car, and it became clear very quickly that this would not be possible. Mr Annand was keen that the car should survive, and thus withdrew this condition. The plot of land was one of a series bounded on one side by a by-passed meander of the River Thames and on the other side by a single-track private road with a minimum width of 9ft. This road in turn was paralleled at ground level by the Southern Region branch from Staines to Windsor. We were informed that the road was not sufficiently well built to allow low loaders, cranes, etc. to approach the site, so we considered that we must first get the car body onto wheels of some sort, and haul it by either a winch or Land Rover to a point where a low loader could be brought. At the same time we approached the Army to see if they could move the car as a training exercise. This they were willing to do, but could not find the means of doing it. Having had our confidence in Britain's military capabilities shattered, we continued on our own and decided that something like a bus chassis was what was needed. After looking around, RF466 was purchased, as a non-runner, ripe for cutting down. The bus had its engine removed, and the body from the bulkhead immediately behind the cab, removed, leaving the bare chassis, but still retaining steering and handbrake facilities. This was then towed to Wraysbury and manhandled down the narrow lane to Mr Annand's plot of land.

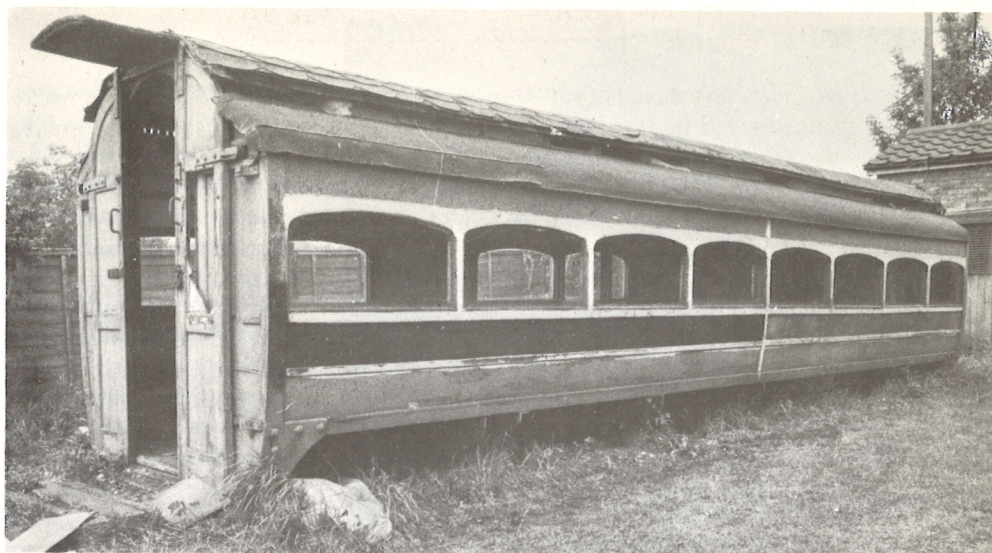
The next job was to lift the car body sufficiently high off the ground to enable the bus chassis to roll underneath, and then lower the car onto the chassis. A minor problem became obvious at this point, in that the chassis was facing the wrong way round for its rear to be slipped under the car. We decided to obtain a winch and, with the aid of various trees, telegraph poles, and other fixed objects around the site, winched against these to perform a three point turn — an exercise which was to provide us with sufficient experience to give us confidence that we could use the same technique to move the combined car body and bus chassis once they were united. (The use of manpower alone for moving the chassis on its own may have been alright when the ground was hard and there were a lot of people available, but we needed to be sure that these two conditions were not essential).

Having thought about the removal in minute detail, we were very lucky in being able to borrow from London Transport 4 very compact hydraulic jacks, which were extremely easy to use, a winch, some ropes, a large number of wooden blocks, a few sleepers and two crossing timbers. These were transported to the site on Saturday 23/4/77, and on the following day we started lifting. It is very fortunate that the underframes of C. & S. L. R. cars were of steel construction, since we were able to jack against this in almost any position, and slowly but surely we raised the car a height of about three feet during the day. Unfortunately, having been somewhat overcautious in our efforts this was not enough, and we resumed the lifting two weeks later on 8th May. It was in fact just as well that we took 2 days to do the lifting since although conversant with the theory, no one there had actually lifted a 3 ton car body 4' 6" into the air before, and there is no room for mistakes in such circumstances.

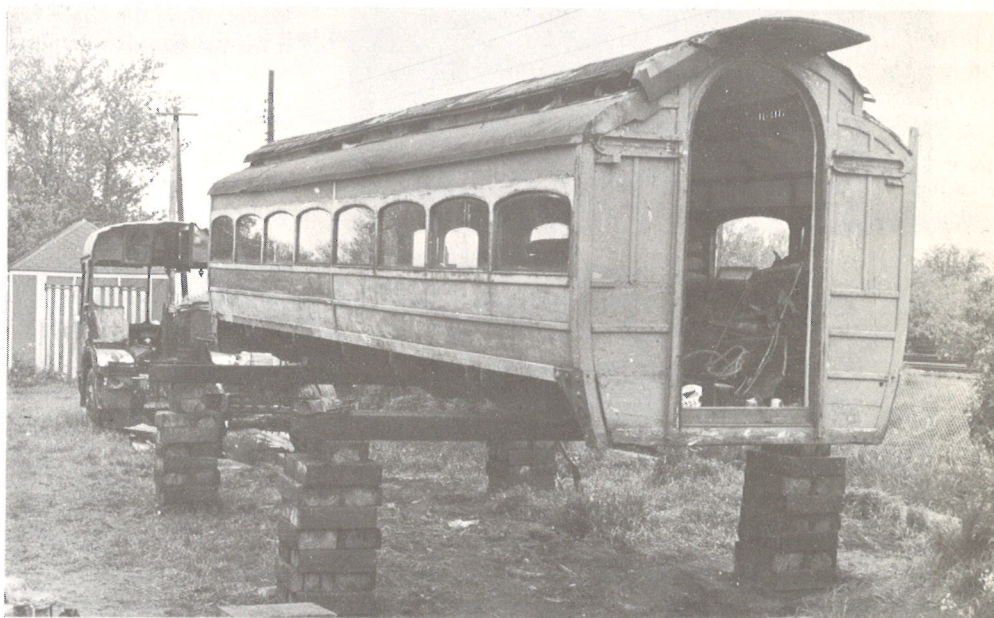
With the car at this height, we winched the chassis underneath, being careful to line it up correctly, and gently used the lifting technique in reverse to lower the car onto the chassis. Much to everyone's relief everything went smoothly and so another stage was complete.

The only remaining task was to get a low loader to the nearest access point at a predetermined time, and to make sure that we got the "ensemble" there to meet it. Another stumbling block was met in that no way could be found of loading the "ensemble" onto a suitable lorry on a suitable day, at a suitable price without the use of a crane, so at very short notice a large mobile crane and a low loader were hired at very reasonable rates for Sunday 26th June 1977. All we had to do was move the car and chassis on the preceding day.

Top City and South London Railway car body No. 135 at Wraysbury 20-5-76, resting on the ground as it had done for many years, probably since withdrawal in the 1920's. The interior had, by this time, been cleared and cleaned out, and some exploratory work done on the exterior.



Middle C.S.L.R. 135 on 8-5-77 having been lifted in order to allow a chassis to be rolled in underneath. As can be seen, the fence visible in the top view has been removed to allow removal of the car body and chassis.



Bottom Loading complete! 135 seen on 8-5-77 lowered onto the chassis of RF 466. The cab, steering, driver's seat and handbrake were all left to facilitate later operations.

All photos: R.J. Greenaway





Top Paul Creswell taking his turn with the 'Tirfor' winch hauling the coach/chassis combination down the lane on 25-6-77.

Middle Dave Burton steering, with Ian Dyckhoff and Steve Wood guiding the coach/chassis combination at a tricky spot! The Southern Region's Windsor branch is just behind the hedge on the left, while the River Thames is about 10 feet below on the immediate right. (25-6-77)

Bottom The chassis of RF 466 is already on the low loader, while the coach body is swung across to join it for the journey to Ruislip, 26-6-77.

All photos: R.J. Greenaway



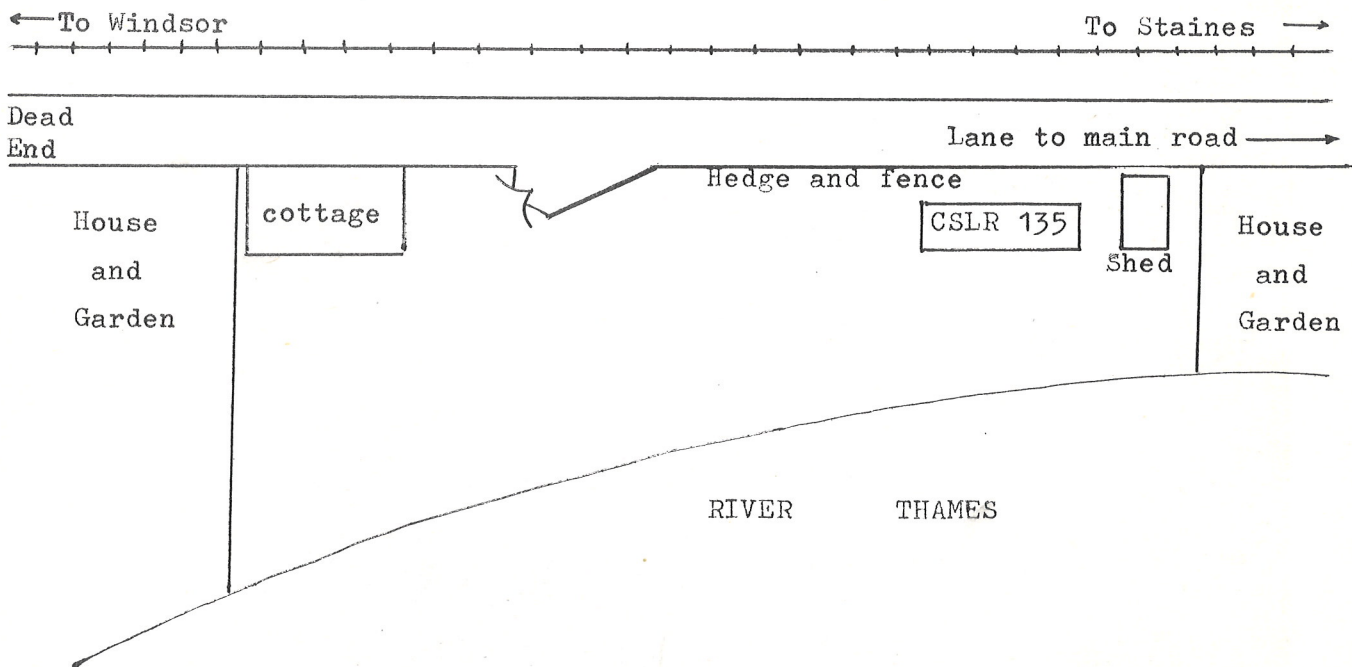
Armed with L.T.'s winch and ropes and having warned the few local inhabitants that we were going to block their road for several hours, we inched it out onto the road half an hour ahead of schedule. At first, we kept on veering into one or other of the hedges, but this was avoided, once we realised that the two front wheels were not parallel. Again caution was exercised throughout the day as we had no wish to demolish anything or for the load to topple over at one critical point and fall down a sheer drop into the river. After a whole day's efforts we at last got to the made up road where we found that we could roll the chassis very much more easily. As we had reversed all the way to this point, and we still had about a quarter of a mile to go to the rendezvous point, we decided to try towing the assembly to a point where it could be turned. This was accomplished with ease, but any sane people who may have been watching must have looked twice when they saw a small family car pulling a derelict bus chassis, carrying a 75 year old tube railway car, followed by several rather disreputable looking "workmen" going along an exclusive cul-de-sac !! However, the exercise proved that we could leave the chassis etc. out of the way overnight, and do the remaining move early the next morning.

The following day everything went smoothly, and very quickly everything was loaded and ready to leave. A cavalcade of vehicles travelled the few miles to Ruislip Depot where the final unloading took place.

An added bonus of having the crane and lorry for up to six hours, was that we were able to use them to move our other C. & S. L. R. car No. 163, alongside 135 since it had been in the way of some new permanent way works now being carried out at Ruislip.

Altogether, once the work was actually started, the move went smoothly, and thanks must go to all those individuals, whether members or friends, who gave up their time to help. Thanks are also due to Mr and Mrs Annand whose original 6 week time limit ended up nearer two years, and their tolerance towards us is much appreciated. Lastly, the co-operation of various L.T. staff who helped by lending us equipment was much appreciated, and contributed so much to the successful conclusion to this exercise.

In some ways however, this was only the beginning, as the car now has to be renovated and protected against deterioration. We have ensured a continued existence for the car, but we must now work on it so that the future students of London's Underground Railway history have something well cared for to look at.





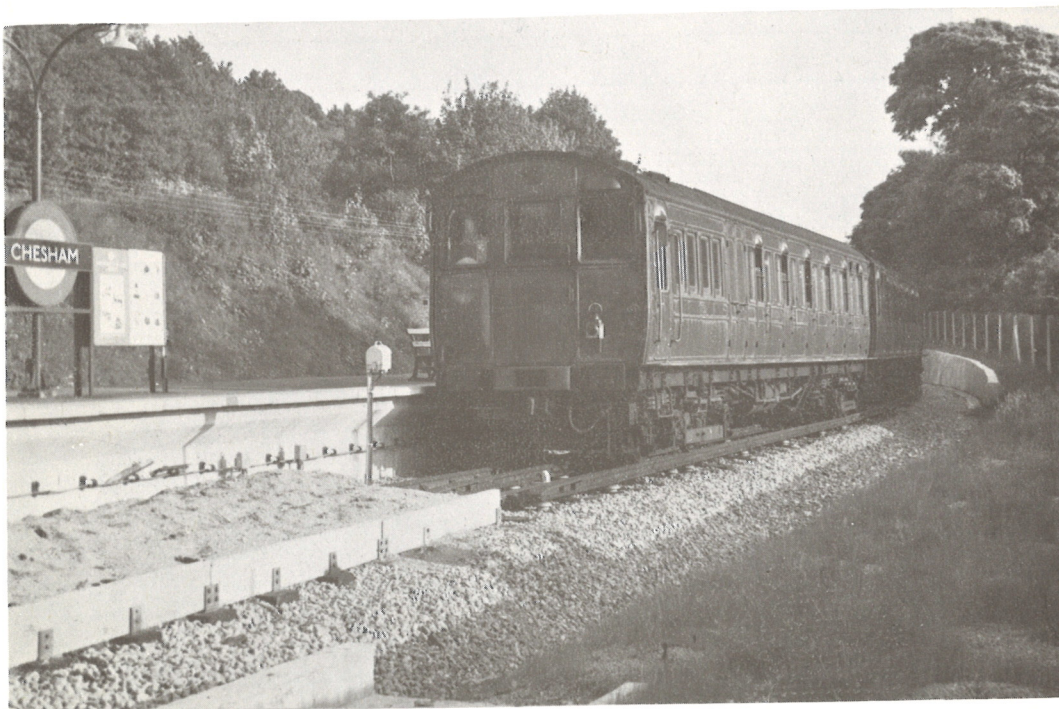
MEMORIES OF CHESHAM IN THE 1960's

Above After the initiation of electric services to Chesham on 12-9-60 there was a brief spell when the ex-Metropolitan Railway electric locomotives hauled the through trains all the way to Chesham. This arrangement ceased with the full inauguration of the electrification scheme on 9-9-61. Here No. 16 'Oliver Goldsmith' is depicted on 10-5-61.

P.W. Boulding

Below As part of the modernisation programme of the Metropolitan Line, a bay platform was provided at Chesham. Here a T-stock train is seen using it on 10-5-61.

P.W. Boulding





Above Q27 car 4357 at the head of an 8-car special train 'District Centenarian' at Chesham on 24-8-69. Q stock had briefly been used on the Metropolitan main line to assess the benefits of sliding doors on the line when eight Q23 driving motor cars were formed into a train around 1950, several having their motors cut out to limit what would otherwise have been a very powerful train.

R.J. Greenaway

Below A four car set of A stock using the Chesham bay road on 15-4-67. Since resignalling in recent years the Chesham branch has effectively become a long siding with only one train allowed on it at a time. The bay road has thus been taken out of use after rather a brief life.

R.J. Greenaway





Top A general view of Chesham Station, 15-4-67 showing the former cattle dock.

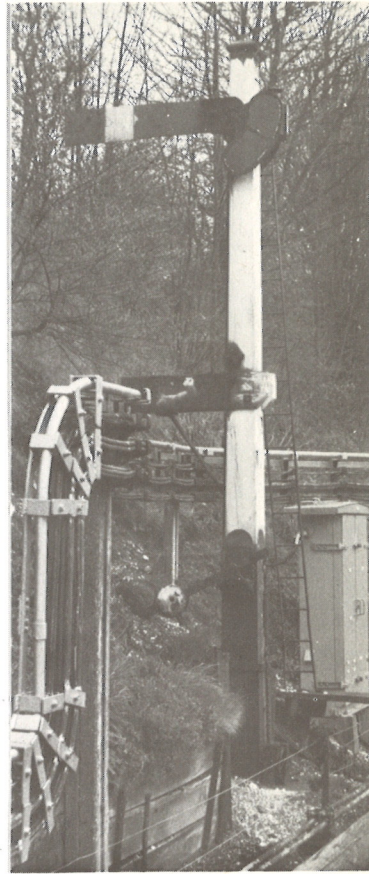


Middle Another view of Chesham station 15-4-67 showing station building, signal box and water tower.



Bottom Semaphore shunt signal at Chesham station 15-4-67.

All photos: R.J. Greenaway



Above Three different wooden-armed, lower quadrant semaphore signals still in use at Chesham, 15-4-67.

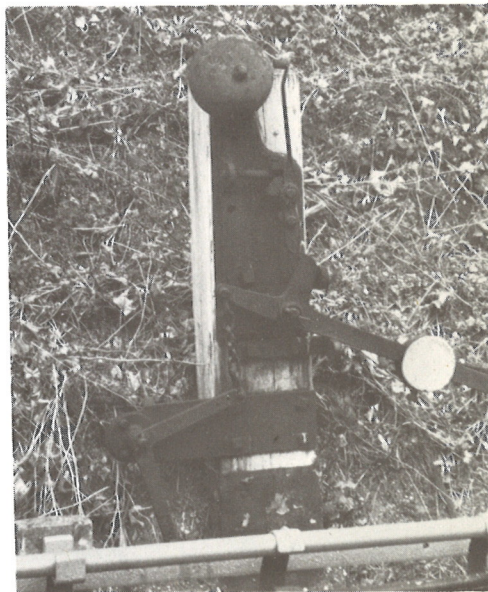
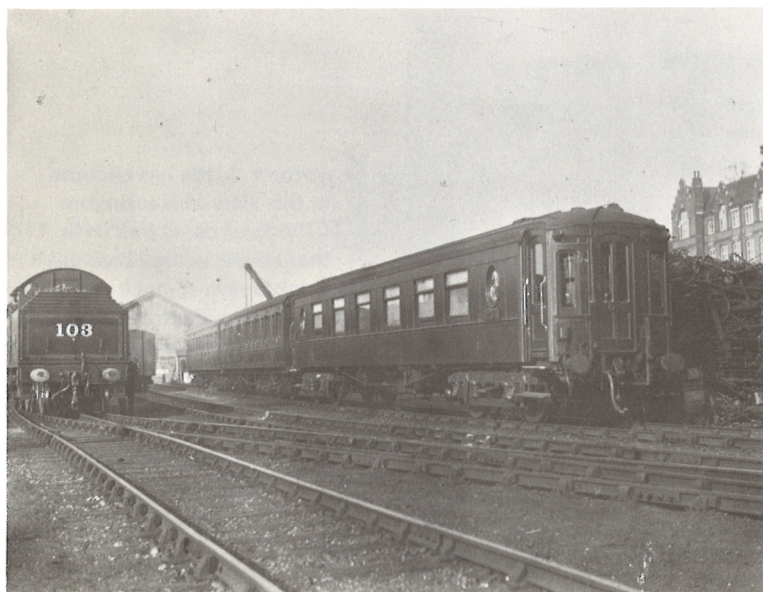
R.J. Greenaway

Below left Met. Railway 4-4-4T No. 103 and one of the Pullman cars in Chesham yard. This train went forward to Neasden on Sunday mornings with the engine next to the Pullman.

Unknown

Below right Shunting bell at Chesham 15-4-67.

R.J. Greenaway





DISTRICT LINE

Top A train of mixed hand-worked door stock at East Ham, headed by a C or D stock motor car.

S.L. Poole



Middle E stock motor car heading a 4-car train at Kensington (Olympia), known as Addison Road until 1946, and having all four lines electrified.

R.J. Greenaway collection



Bottom Little has changed in this view of Kensington (Olympia) compared with that above, except that the stock is new R stock with non-stop indicators on the side, and the stairway from the platform has gained a roof.

R.J. Greenaway collection.

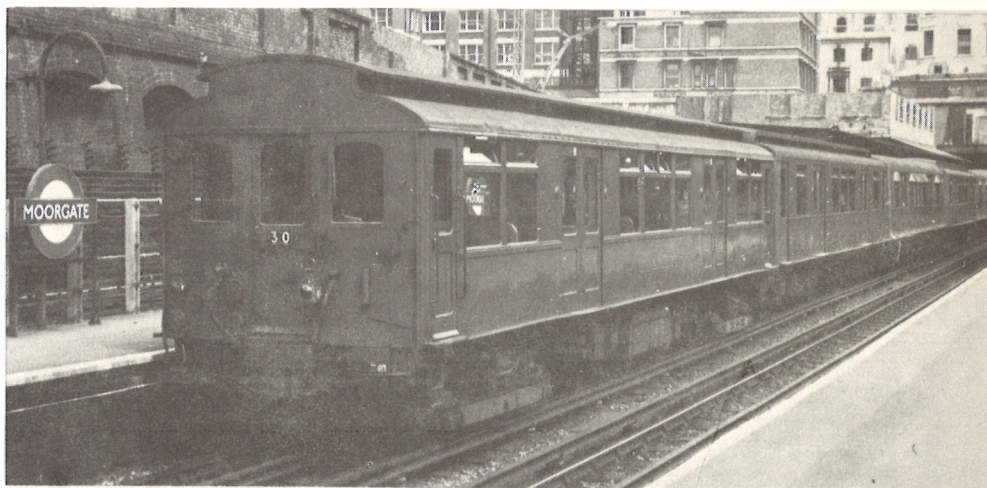
Top CO/CP stock Circle Line Train at Notting Hill Gate, 13-6-71.

R.J. Greenaway



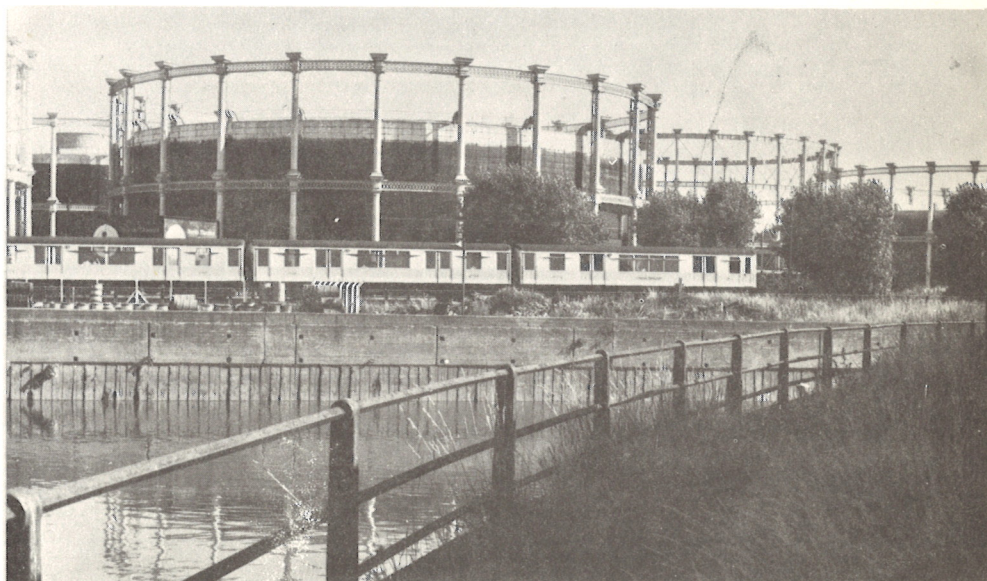
Middle One of the occasional District workings east of Edgware Road. This very mixed Q stock train has Q23 car 4160 bringing up the rear on 3-8-62 at Moorgate

P.W. Boulding



Bottom R stock train near Bromley-by-Bow, 15-7-71.

R.J. Greenaway



FOR BEDFORD PARK

TURNHAM GREEN

← WAY OUT