

FROM THE PAPERS

Items for “From the Papers” should be sent to John Wilson at 44 Pleydell Crescent, Sturrey, Canterbury, CT2 0LQ (or E-Mail wilsonja1954@gmail.com), and not to the Editor of this journal. Please ensure that contributions are identified by date and source publication.

DAILY TELEGRAPH 06.12.1922 – One hundred years ago, this issue reviews the work being undertaken on the Hampstead Railway and the City & South London Railway which began back in June (1922). It predicts that in a year’s time, the new work will allow a service from Edgware to Clapham Common and then the following year from Clapham to Carshalton (sic). It notes that work continues apace in connecting the C&SLR with the Hampstead by extending the present C&SLR terminus at Euston to the Hampstead at Camden Town. The lines are being interlaced and will converge between Mornington Crescent and Camden Town, and for a short distance there will be six tube lines within a very short distance of each other. The existing junctions between the Hampstead and Highgate branches at Camden Town do not cross each other on the level because the northbound lines are above the southbound. The new tunnels are to be constructed in the same manner, keeping northbound and southbound completely separate from each other. It also notes that the existing C&SLR tunnels are being enlarged from 10ft 6in to 11ft 8¼in to match those of the Hampstead, thus allowing through running. It is observed that the proposed station at Burnt Oak “is in the middle of a green field where cattle are grazing and ... the next few years will see thriving shops and pretty villages adjoining a station where Londoners will begin and conclude their daily business journey”.

Editor’s note: The link at Camden Town opened later than predicted on 20 April 1924 and the extension to Carshalton (sic) not the following year but (to Morden!) on 13 September 1926.

THE RAILWAY MAGAZINE May/June 1945 – In the section “Notes and News”, it states that additional information had been received from B.J. Prigmore and A.R. Grierson¹ about electric train speeds, following information that was published in two previous issues. Mr. Prigmore notes that the metadyne controlled trains were not used on the tubes but on the surface lines, more particularly on the Hammersmith & City service and between Baker Street and Uxbridge. On the latter, when running non-stop between Finchley Road and Wembley Park, the trains at times reached 60 mph through Neasden. Mr. Grierson added that in acceptance tests, one of the trains reached 75 mph. Regarding the 1938 Tube Stock, Mr. Prigmore continued that it was designed for use in tunnels of 11ft 8¼in diameter ... and that the trains rarely exceeded 50 mph. He added that the “bouncing” of the trains on the LMSR line between Queen’s Park and Watford could be due to the fact that the packing of rail joints on this section was less tight than normal LPTB standards. Mr. Grierson added that a speed of 62 mph had been recorded on a 1938 Stock train on the falling gradient between Golders Green and Hampstead. He also commented that travellers (on the Watford line) were almost unanimous in putting the LMSR centre corridor stock (i.e. the Oerlikon Stock) first for smoothness of riding, followed by the tube trains and lastly the LMSR Compartment (GEC) Stock.

29.11.22 ISLE OF WIGHT COUNTY PRESS – The company that supplied the Island Line trains for the Isle of Wight has announced it has filed a Notice of Intention to appoint administrators. Vivarail not only supplied the new trains for the Isle of Wight, it currently provides some technical support and parts for the trains on the Island Line. A South Western Railway spokesperson said: “We are monitoring developments at Vivarail and, if they were to appoint administrators, would work closely with them to ensure the continued smooth running of our trains on the Island Line”. “Whatever the resolution to their situation, we’re confident we will be able to continue to obtain the support needed to maintain the fleet effectively going forward”. (Island Line has been struggling to maintain services due to a lack of signalling staff.

02.12.22 NEW CIVIL ENGINEER – Transport for London has committed to continue developing proposed rail schemes including Crossrail 2, the West London Orbital (WLO) and extensions of the Bakerloo Line and Docklands Light Railway. In its draft *Business Plan for 2023*, TfL says that it will “continue feasibility work” on all of the schemes. However, it adds that “any network extensions depend on securing additional funding as the significant capital requirement is not affordable from our operating revenue alone”. TfL began winding down activity on the Crossrail 2 scheme at the end of 2020 as part

¹ Both B.J. (John) Prigmore and A.R. (Alec) Grierson were members of this Society in years past and often contributed to the magazine’s earlier issues. John Prigmore was an expert in technical matters. Much of his working life was spent as a Lecturer in Electrical Engineering at Imperial College, London.

of conditions attached to its £1.8bn emergency funding package from government. Land for Crossrail 2 has been safeguarded as part of measures implemented by the Department for Transport (DfT). Likewise, land for the Bakerloo Line Extension has been safeguarded so the project can be restarted when funding becomes available. The project involves building two new stations between Elephant & Castle and Lewisham. They are likely to be named Burgess Park and Old Kent Road based on views from a consultation exercise. TfL has been working on a feasibility study for extending the DLR south eastwards from its current terminal at Beckton to a new station at Thamesmead. This would include a new station at Beckton Riverside before crossing the Thames to terminate at Thamesmead. It is believed to have the potential to “unlock” 20,000 to 30,000 homes in East London. On the other side of the city, the WLO would see the London Overground extended westwards from West Hampstead and out towards Hounslow using existing “underused” railways. It would stop at Old Oak Common Lane station, which will be linked with the under construction HS2 Old Oak Common station, and a few other new stations on the way. It is promoted as having the potential to support 15,800 new homes. The plan will be considered by the TfL Board on 7 December.

09.12.22 RAILTECH – Pioneering British firm Vivarail is on the brink of demise. The company has given notice to appoint administrators – a legal obligation for a company facing bankruptcy. The downturn in fortune for the company, famous for its repurposing of redundant London Underground stock, has come as a shock to the industry and to economic analysts across the UK. There is real concern that the potential demise of Vivarail is the portent of a huge crash in the British economy. The firm, founded a decade ago and based in the English West Midlands, had been applauded for providing affordable cutting-edge technology solutions for zero-emissions transport. Their radical resurrection of a London Underground train, rebuilt to run on batteries, was the darling of the COP26 meeting in Glasgow last year. Business sources were taken aback by the sudden announcement last week that Vivarail was in trouble. After a slow start, since incorporation in 2015, the company has been gathering momentum and orders for its range of hybrid and battery-powered trains. They have been making headway into metro, commuter and regional operators, both in the UK and abroad. Their Fast Charge battery bank infrastructure, which stores off-peak power from renewable sources, has been widely applauded. The company already has trains on the tracks or orders in the books with several UK operators, including West Midlands Trains and Transport for Wales. They recently provided an entire fleet for the Island Line – a modest system on the Isle of Wight, where restricted tunnel clearances make their small, former underground, class 230 trains an ideal solution. Operators there have said they are confident that their maintenance contracts will be honoured, come what may.

12.12.22 NEW CIVIL ENGINEER – Transport for London has appointed Dr Sauer and Partners to carry out a feasibility study for the proposed Bakerloo Line Extension. The proposed extension will take the Bakerloo Line from Elephant & Castle to Lewisham. It will also add a new Bakerloo line ticket hall at Elephant & Castle, take the route along the Old Kent Road where two new stations are proposed, and create a new station at New Cross Gate. TfL will undertake feasibility studies for five packages of tunnelling works at four locations on the extension: Lambeth North, Elephant & Castle, Lewisham station and Lewisham Way shaft. It will also investigate one further package for the route wide construction of cross passages between the two running tunnels.

EVENING STANDARD 13.12.22 – A man has been charged with death by dangerous driving after the car he was driving crashed onto the Piccadilly Line track at Park Royal station on 22 August 2022 (see pages 632-633, October 2022 issue) and is to appear in court in January. One female passenger in the car died at the scene of the crash.

14.12.22 OXFORD MAIL – Tributes have been paid to the founder of Chiltern Railways, who has passed away aged 74. Adrian Shooter CBE, who started his career with British Rail in 1970, is considered one of the leading architects of the modern railway. Mr Shooter was a fellow of the Royal Academy of Engineering, the Institution of Mechanical Engineers and of the Chartered Institute of Transport. He worked at and led maintenance depots throughout the country, managed London St. Pancras station and held various senior positions within the industry. He is especially famed as the founder of Chiltern Railways and the Chairman of DB Regio UK, which later became known as Arriva Rail. In August, a nine-foot bronze statue and plinth of Mr Shooter was unveiled on platform 1 at London Marylebone station. The Chiltern train that bears his name is unit 168.001 – this was the very first train ordered following rail privatisation in the UK.

15.12.22 EVENING STANDARD – The London Underground is polluted with metallic particles small enough to enter the human bloodstream, researchers revealed on Thursday. However, it is unclear whether these “ultra-fine” iron oxide dust particles pose a risk to public health, though they have previously been linked with asthma, lung cancer, dementia and cardiovascular disease. Cambridge University researchers say traditional air pollution monitors may underestimate the number of ultra-fine particles due to their low weight, and further efforts to improve air quality may be needed. Measures could include screen doors between train and platform, magnetic ventilation filters in ventilation, and track and tunnel wall cleaning. In a study supported by Transport for London, they used magnetism to study dust samples from Underground ticket halls, platforms and driving cabs. A total of 39 samples were collected in 2019 and last year from the Piccadilly, Northern, Central, Bakerloo, Victoria, Northern, District and Jubilee lines. King’s Cross, Paddington and Oxford Circus were among the stations tested. Samples contained high levels of a type of iron oxide called maghemite. This suggested the particles were suspended for long periods in the air due to the poor ventilation of the network, particularly on platforms.