

# THE COMPRESSOR

News from the London Transport Traction Group

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Christmas 2020

## From the Committee

It seems that this would be the ideal space to welcome all our new members into this new society. I know that I can speak for all of us when I say thank you for wanting to become part of what we as a group are hoping to achieve and thank you for the practical support which you have shown through your willingness to become a member of, or donate to, a brand-new society.

Maybe this would then be the ideal time to lay out some of the history of where this group has come from, its ideas and ideals, so a substantial portion of this inaugural newsletter is devoted to explaining the origins of the group and where the project is today.

## The Committee

As well as welcoming our new members and explaining the origins of the LTTG, this would also seem to be the ideal place to introduce our committee with details of how to contact us.

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We are currently seeking someone to fulfil the role of technical advisor. Experience working on and maintaining tube stock is preferred, with experience maintaining 1938 Tube stock – especially latterly on the Isle of Wight – being especially valuable. Those who are interested are advised to contact the secretary.



*483006 at Ryde Pier Head on the day of her return to traffic, 19/12/20. This unit is to be preserved by the LT Traction Group. Photo taken by Alfie Crouch.*

## The Island Fleet

The past month has been an interesting one for Island Line. At the beginning of November, two units -483006/008- were in operation. On November 19<sup>th</sup> Ryde Depot gained its first new resident since 1990 with the arrival of 484001 for testing. During the following week, on the 25<sup>th</sup>, 483006 was pulled from traffic with dropped axlebox liners, leaving 008 providing a I-train service. Some parts were removed to assist with finishing the overhaul of 483007. 008 continued to provide a I-train service until December 4<sup>th</sup> when it failed its weekly inspection, this time with at least one wheelset requiring replacement. There was consequently no service until December 11<sup>th</sup>, when 007 returned to service for the first time in three years. Also, on the 11<sup>th</sup>, 006 went into the works for repair. 007 then promptly failed halfway through the following day, leaving no service once more. The service briefly returned with 007 on Monday 14<sup>th</sup> before an electrical supply fault saw it cancelled once more on Tuesday and Wednesday. Wednesday also saw 007 fail its start of day tests. This once again left a large gap in the service until Saturday 19<sup>th</sup> when 006 returned to traffic following replacement of the axlebox liners, an

axle, and a bogie on car 226. On Friday 18<sup>th</sup>, 008 had been brought back into the works to allow parts to be removed to allow 007 to be returned to service. Although it has been suggested that SWR would like to see all three units running for the final weekend of 483 operation on January 2<sup>nd</sup>/3<sup>rd</sup>, Ryde Depot is unable to provide more than two units for traffic at present.



483006 at near Sandown (Left) and Shanklin (Right), 19/11/20. Photos by Jiří Illovy and Alfie Crouch, respectively.

### **Ticket from Ryde**

As many of you will be aware, the initial major cost facing the LTTG is that of the initial movement of our vehicles (126 and 226) from Ryde to the Epping Ongar Railway. We feel that as the group's first fundraising target we ought to offer an indication of how much needs to be raised to cover this. Although the loading point has yet to be confirmed, we have received a quote from Reid's haulage at the following rate per car:

£2295+VAT, Sailing £395+VAT

Meaning a total of £6456 for the two vehicles of set 483006, including VAT.

The vehicles are to be removed in March 2021 and to date £3763.34 has been raised towards this cost, with additional funds pledged. The quote is a very reasonable one as this sort of haulage goes and has been made possible by negotiation with Reid's to allow our vehicles to be transported on lorries returning to the mainland following the delivery of the 'new' class 484 EMUs to the Island.

### **Electrifying Stuff**

The next stage, besides a largely cosmetic restoration of the unit, will be the conversion to battery power. The final plans for this have yet to be drawn up and depend on various factors that had not been clarified before this issue went to press. Nevertheless, discussions with Clayton Equipment Ltd have been encouraging and a rough order of magnitude estimate has been agreed at £100,000 for the supply of the battery unit and associated charging unit. It is currently estimated that the weight of the battery unit would be

between 8 and 12 tonnes, supplying 630v DC as a direct substitute for the current third rail supply. The cost estimate does not include fitting, which we would be undertaking ourselves.

### **The Origins of the LTTG**

Initially, as with many preservation projects, the LTTG started with a series of conversations of a 'what if' nature. I remember some of these taking place at various stations around the Circle and District line, even out into the wilds of Metroland, while chasing the LT museum's 1938 stock set on a railtour in February 2019. The question arose "what is going to happen to the 1938 stock when it is withdrawn from the Isle of Wight?"



The London Transport Museum's 1938 Stock set at Rayner's Lane, 24<sup>th</sup> February 2019. Photo by Daniel Nash

Another meeting on LT metals followed, this time pursuing Met No.1 and No.12 Sarah Siddons along the District, and I believe it was on this trip that the inspiration first hit some of us that a preservation bid for an example of what had become South Western Railway's class 483 might just be feasible, though at that time I doubt that any of us thought that we would be involved.

It was towards the tail end of 2020's first UK lockdown that minds began to return to the subject of Class 483 preservation. At this time, it appeared that no groups were interested in acquiring a complete Class 483 set. Daniel, now our secretary, had just completed the last of his A Level work and, after some light-hearted discussion towards the end of May, he created the original version of the website and began making some serious enquiries into the possibility of acquiring one of the units.

By the beginning of June, the project was beginning to be set into motion – Emails had been dispatched to South Western Railway, to potential homes for any unit we might acquire and to



potential suppliers of the equipment needed to power a unit in preservation.

As our Treasurer relates from his experience in the church, the best way to scupper any forward-thinking plan is to appoint a committee to put it into action, but as none of us had the unlimited time or resources to pour into trying to preserve a unit alone, we decided that we would have to do this together. A constitution was drafted and approved with the organisation being formalised by the end of July. By this point the unit's home had been tentatively agreed with members of Epping Ongar Railway arrangement, following the revelation that the Isle of Wight Steam Railway was preserving a unit themselves. Our investigation into taking a unit of ours to the IoWSR was short-lived but a good working relationship has developed between the two organisations, with some spare parts destined for the LTTG currently being stored at Havenstreet.

On July 29<sup>th</sup>, South Western Railway announced the formal process for applying to preserve a Class 483 unit. By good fortune we had already been in discussions with them, but by the middle of August a formal application had been submitted, which was finally approved in November. It was at this stage that membership was opened, and we are sure that many of you will be familiar with developments since then.

### **Our Unit, 483006 (Part I: LT Service)**

*Daniel Nash – With Thanks to Brian Hardy.*

The two cars that today form Class 483 unit No.483006 were originally delivered to London Transport from Metro-Cammell on July 1<sup>st</sup> 1940, as 1938 Stock Driving Motor cars Nos.10297 and 11297. They began life on the Northern Line at each end of a 4-car set, owned by the LNER, albeit operated by London Transport and painted in LT Train Red. This was due to the agreement between LT and the LNER which allowed the Northern and Central Line extensions to happen, using LNER suburban lines. Although delivered in July 1940, the unit was kept in storage until February 21<sup>st</sup> 1942, when it finally entered service. Thereafter it had an uneventful career with London Transport. In common with 35 other units, the cars underwent an Extra Heavy Overhaul in the early-mid 1970s, followed by transfer to the Bakerloo Line later that decade. The last 1938 Stock train ran on the Bakerloo Line on November 20<sup>th</sup> 1985, with our unit having been withdrawn prior to this date. This

was not to be the end, however, and in August 1986 a rehabilitation scheme was announced although this had been under preparation for much of the previous year. Five trains were refurbished at Ruislip Depot, re-entering service on the Northern Line between September 15<sup>th</sup> 1986 and January 19<sup>th</sup> 1987. Their renewed time in service was short, however, and the trains were withdrawn from the Northern (Again) by the end of May 1988.

As I am sure our members will be aware, this is far from the end of the story for cars 10297 and 11297 and details of their further service on the Isle of Wight will be provided in a future issue.

### **Bibliography:**

Connor, P. (1989), *The 1938 Tube Stock*. Harrow Weald: Capital Transport

Hardy, B. (2003) *Tube Trains on the Isle of Wight*. Harrow Weald: Capital Transport

Hardy, B. (2001), *Underground Train File – Tube Stock 1933-1959*. Harrow Weald: Capital Transport



*483006 at Ryde St John's Road in September 1996.*

*Photo by Graeme Gleaves*

### **And Finally...**

As this our Christmas issue we thought that we'd have a little game at the end; "Guess the LT EMU that the cab in the blurry image belongs to." The winner will be drawn at random from correct answers received, winning an exclusive LT Traction Group mug. Entries to be sent to [lttgsecretary@gmail.com](mailto:lttgsecretary@gmail.com).



Photo from Wikimedia Commons.