

PRESS RELEASE: 14 November 2018

## ***Rare piece of London transport history to be brought back to life***



- **London Transport Museum to restore the last surviving London Underground Q stock carriages from a classic 1930s design era.**
- **£200,000 needed to complete vital engineering and restoration work to get these rare train cars running again.**
- **Each restored car will tell a different story from the Q stock's long history, from the Second World War through to the prosperity of the 1950s.**

London Transport Museum is launching an appeal to raise £200,000 to restore the last three surviving 1930s Q stock carriages – known as 'cars'. Once in working condition, the aim is for the restored cars to run on heritage services. This will be the first time a Q stock train has operated since 1971.

Q stock trains first ran on the District line eighty years ago in 1938. For more than 30 years they carried people through key moments in London's history – from the dark years of the Second World War, through the post-war years of austerity to the swinging sixties.

Q stock trains became a familiar part of daily life for people travelling to and from central London from the newly built estates in Barking and Dagenham, and the suburbs of Ealing, Hounslow, Richmond and Wimbledon. They took people to the West End theatres and museums, out to Kew Gardens and Richmond Park, and to cheer on their football teams at the Boleyn, Craven Cottage and Stamford Bridge grounds. Londoners and international visitors will have also travelled on Q stock trains to the 1948 Olympics and 1966 World Cup.

Q stock trains represent an experimental era of pre-war modernisation on the Underground – particularly the District line, which enters its 150th year in December 2018.

Unlike modern London Underground trains made up of identical carriages, Q stock trains were formed of a combination of sleek new cars, purpose-built in 1938 to run with a range of older American-style cars dating as far back as 1923. Passengers never knew what formation would pull into their platform. Q stock were the last London Underground trains built in this way, making the three surviving 1930s cars a rare and distinctive part of London's transport heritage.

The interiors of the last three 1930s Q stock cars will be restored to reflect different moments from their long history running on the tracks. One car will explore life in wartime London, sharing the story of evacuation in 1939 which Q stock trains aided. The second will reflect life during the rebuilding of London in the 1940s. The third will illustrate the growing optimism and prosperity of the 1950s.

**Sam Mullins, Director of London Transport Museum, said:** "Q stock trains with their motley formation of old and new cars helped people navigate London for more than 30 years – from aiding evacuation efforts to taking fans to see England seize World Cup glory. The last surviving cars are a distinctive part of our city's transport heritage, which is why London Transport Museum is asking people to help bring them back to life for future generations to learn from and enjoy."

Running together, the different Q stock cars revealed the evolution of train design on the London Underground. The Q stock car built in 1935 is the last-surviving train car in Britain to have been built with a classic American-style raised roof, known as a clerestory. This design was first brought to Britain in 1875 by American engineer George Mortimer Pullman. This car also has a first-class section, last in use on Underground services in 1941.

In contrast, the Q stock cars built in 1938 have smooth, curved roofs. They also have sleek, flared sides, a radical styling unique to the 1930s. The design of these newer cars represents an experimental pre-war period of modernisation ushered in by the establishment of the London Passenger Transport Board in 1933.

Work on the interiors of the cars has already begun, thanks to London Transport Museum Friends and a legacy left by the late Bob Greenaway who served for 35 years with London Underground. Volunteers - including retired train drivers, London Underground engineers and people passionate about preserving the city's history - are helping to get the train back into working condition at London Transport Museum's depot in Acton. But £200,000 is still needed to complete the restoration:

- £5 will light up one of 250 1930s fluted lampshades.

- £15 will decorate the cars with a reproduction poster from the 1930s to 1960s.
- £50 will fit a panel of original lacewood along the interior walls of the cars.
- £100 will help paint the cars in their classic train red, cerulean blue or gold.
- £330 will cover a seat with moquette in a vintage design.
- £8,000 to repair one air compressor needed to power up the doors and breaks of the cars. Two compressors need repairing.
- £25,000 to overhaul the mechanical engineering of a brake van to safely slow and stop the cars once up and running. Two brake vans require restoration.

Donate here: <http://bit.ly/2JTCiXx>

## ENDS

**For media requests, interviews and images please contact:**

<b>London Transport Museum</b>	
<p>Esther Rush – Communications Manager Phone 0203 054 6504 Email <a href="mailto:esther.rush@ltmuseum.co.uk">esther.rush@ltmuseum.co.uk</a></p> <p>Candice Jones – PR and Marketing Manager Phone 020 7565 7448 Email <a href="mailto:candice.jones@ltmuseum.co.uk">candice.jones@ltmuseum.co.uk</a></p> <p>Claudia Pearson – Marketing Executive Phone 020 7126 1807 Email <a href="mailto:claudia.pearson@ltmuseum.co.uk">claudia.pearson@ltmuseum.co.uk</a></p>	<p>For further information, please see: <a href="http://www.ltmuseum.co.uk">www.ltmuseum.co.uk</a></p> <p>Follow us on Twitter and Facebook at: <a href="https://twitter.com/ltmuseum">https://twitter.com/ltmuseum</a> <a href="https://www.facebook.com/ltmuseum">https://www.facebook.com/ltmuseum</a></p>

### Notes to editors

- London Transport Museum has five Q stock cars. The oldest date from 1923 and one can be seen on display in the Museum in Covent Garden, exactly as it was when taken out of service in 1971.
- The 1930s cars being restored are:
  - 08063 (Q35), formerly N stock built in 1935 by Metro Cammell in Birmingham. This car was preserved by the London Underground Railway Society in the 1970s and transferred to London Transport Museum in 1997.
  - 4416 and 4417 (Q38), both built in 1938 by Gloucester Railway Carriage and Wagon Company.
- In 1933 the London Passenger Transport Board – a predecessor of Transport for London – was established to unify transport services, which had previously been operated by competing companies. In 1935 a New Works Programme was launched to modernise the London's underground, tram, trolleybus and bus services. This ushered in a new era of design for London's underground trains, as new stock was built for the Central, District, Hammersmith & City and Metropolitan lines. This programme of modernisation was overseen by the Board's Chief Mechanical Engineer, US-born William Graff-Baker.
- William Graff-Baker was born in Baltimore on 14 November 1889. He joined the Metropolitan District Railway in London as an apprentice in 1909. He rose up the ranks and in 1935 he became Chief Mechanical Engineer for the newly established London Passenger Transport Board. He is credited with importing American engineering ideas into the design of London Underground trains, including new traction control systems, door systems, automatic couples and electro-pneumatic brake systems.
- On the eve of the Second World War, London Passenger Transport Board was tasked with coordinating the evacuation of children, mothers with infants and other vulnerable people from London. This plan was overseen by the Vice-Chairman, Frank Pick. As part of this plan, from September 1939 Q stock trains were used to carry children out of the Capital to safety.

### About London Transport Museum

- London Transport Museum is situated in the heart of Covent Garden and filled with stunning exhibits; the Museum explores the powerful link between transport and the growth of modern London, culture and society since 1800. Historic vehicles, world-famous posters and the very best objects from the

Museum's extraordinary collection are brought together to tell the story of London's development and the part transport played in defining the unique identity of the city.

- The Museum is a charity and the world's leading museum of urban transport and a place for everyone to come to understand and enjoy the story of London's journey. No other capital city is defined and shaped so much by its transport as London. Yet the scale of influence of transport can be invisible to those who use it every day. The Museum and its collections are a window into the past, present and future of how transport keeps London moving, working and growing, and makes life in our city better. The Museum's charity number is 1123122.

#### **Ticket information**

- Adult prices from £16.00 (concessions £13.50).
- Cheapest tickets available online. Kids go free.
- Adult tickets allow unlimited daytime access for the Museum for a whole year.

#### **Travel to London Transport Museum:**

- Address: Covent Garden Piazza, WC2E 7BB.
- The nearest stations to London Transport Museum are:
  - **Underground:** Covent Garden, Leicester Square, Charing Cross, Embankment, Holborn
  - **National Rail:** Charing Cross and Waterloo
  - **Boat:** Embankment or Westminster pier
  - **Bus:** Strand or Aldwych

#### **Public information:**

- Talks & events bookings: +44 (0)20 7565 7298
- Switchboard: +44 (0)20 7379 6344 - general information
- 24-hour information: +44 (0)20 7565 7299

[www.ltmuseum.co.uk](http://www.ltmuseum.co.uk)