



TfL Corporate Archives Research Guides

Research Guide No 32: London Aircraft Production Group (LAPG)

London Aircraft Production Group (LAPG) was set up in 1941 by the Ministry of Aircraft Production (MAP), to manufacture and assemble the Handley Page Halifax, a four-engine heavy bomber. The bomber was designed to be built in sections that could be assembled quickly.

Halifax production started with the Mark II and moved on to the improved Mark III as the war went on.

The first aircraft to be built was a Halifax Mark II, RAF Serial No BB189, officially handed over on 6 January 1942. The last one, a Halifax Mark III, RAF Serial No PN460, named "London Pride", was handed over on 16 April 1945.

Altogether, the LAPG produced 710 aircraft, an important contribution to the war effort.



Overall responsibility for the LAPG was given to the London Passenger Transport Board, and the Group was constituted as follows:

1. London Passenger Transport Board (LPTB), at
 - Chiswick Works (responsible for the detailed parts for the centre section and the front fuselage)
 - Aldenham Works (responsible for the complete centre section, and installation of the front fuselage and engines)
 - White City (responsible for the engine cowlings, stores and spares)

- Leavesden Airfield, near Watford (responsible for final assembly and flight tests before handing over to the RAF).
2. Chrysler Motors Ltd of Kew (responsible for the complete rear fuselage)
 3. Duple Motor Bodies Ltd of Hendon (responsible for the front fuselage shell)
 4. Express Motor and Body Works Ltd at Enfield (responsible for the tailplane and intermediate wings)
 5. Park Royal Coachworks Ltd (responsible for the outer wings and engine cowlings)

All of the separate components were delivered to Leavesden airfield by road, for final assembly.

Key archival records

Ref No	Title	Date
LT001503/001	Baker Street and Waterloo Railway Act	1893
LT000346/090/010	Short History and Description of the Baker Street & Waterloo Railway by Sir Edwin Cornwall MP	1906
LT000346/009/090	London Electric Railway (Bakerloo Line) Extension from Edgware Road to Paddington	1913
LT001208/114	Golden Jubilee of the Bakerloo	1956
LT000512/001-002	Development Proposals – Possible Extension beyond Elephant & Castle	Circa 1930
LT001087/011	Planned Extension to Camberwell & over Southern Railway Routes - Statistics, Correspondence and Maps	Circa 1930
LT002032/104/003	Maida Vale Station Drawings	nd
LT001893/002	A Brief History of the Line	1973
LT000287/217	Opening of Booking Hall at Charing Cross	1983
LT000254/1864/001-002	Bakerloo Line Rolling Stock Formations	1960-1978
LT000261/020	One-person Operation of Trains on Bakerloo: Authority for Station Works, Conversion of Rolling Stock and for Installation of Train Radio North of Queen's Park	1987
LT000044/015	Booklet commemorating opening of new Piccadilly Circus station December 1928; Press Information in connection with modernisation of stations at Waterloo (1962/67) and Marylebone	1928; 1962-1967

(1963)

LT00254/1545	Proposed Extension to Camberwell: Civil Engineering, Rolling Stock Requirements and Cancellation thereof	1930-1951
LT000740/015	London Passenger Transport Pool: Report to Standing Joint Committee on Construction of New Line between Baker Street and Finchley Road, Re- signalling of Existing Bakerloo Line	1937
LT000694/678	Proposed Camberwell Extension	1931-1955
LT000239/018	Correspondence, Reports, Maps and a Copy of an Agreement on the Proposed Camberwell/Peckham Rye Extension	1971-1978
LT000294/103-107	Proposed Peckham Extension	1969-1974
LT000345/017	Report on Tube Extensions in South London	1957
LT000341/159/011	Flood Gates on the Bakerloo Line	1939
LT000294/100	Cancellation and Re-instatement of Services North of Queen's Park	1982-1986