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# UNDERGROUND NEWS

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No 166

October 1975

## THE TIMETABLE

Saturday 25 October Visit to Ruislip depot, where the 1973 tube stock is being equipped. Applicants to apply to S E Jones 113 Wandle Road Morden Surrey SM4 6AD and should enclose a FIRST CLASS SAE, IMMEDIATELY.

Wednesday 29 October Greater London Industrial Archaeology Society 'Workshop' at the LT Railway Training Centre (Wood Lane) at 19.30. Also taking part are the LT Industrial Archaeology Group. Among items, this Society's Chairman will speak about our recent Crystal Palace 'dig'.

Saturday 1 November Our Society sales-stand will be at the LOTS Autumn Transport Sale, held this year at Central Hall, Westminster. 11.30 to 16.30.

Friday 7 November 20.30. Informal gathering at The Black Friar 174 Queen Victoria Street EC4 (near Blackfriars station). Among features of interest are an 'Art-Nouveau' interior, by Henry Poole RA, which has to be seen to be disbelieved; hand-pumped Bass, and a fine pub cat.

Friday 14 November (Note, correction to last month's announcement). Talk by H W Hadaway, Chief Signal Engineer, LT, entitled 'Signalling on the Underground'. Hammersmith Town Hall, 19.00 for 19.15.

Wednesday 19 November Afternoon visit to the Ticket Sorting Office, LT, at Harrow. Apply with 1st Class SAE to S E Jones 113 Wandle Road Morden Surrey.

Friday 12 December A talk entitled 'Closed Stations of London Transport' will be given by Richard Graham. Hammersmith Town Hall, 19.00 for 19.15.

Hammersmith Town Hall is situated in Nigel Playfair Avenue, Hammersmith. The nearest Underground station is Ravenscourt Park and NOT Hammersmith.

LATE NEWS - 1 NOV. LT REM-  
OVING STRAND UMBRELLA



## EDITORIAL

In March, the editor published an Editorial here, in Underground News, which pointed out the lack of response by members in general, to requests. The purpose of the piece was to encourage more members to become 'active', even if only to a degree. The response, however, was entirely predictable (as the Editor was warned it would be), although we have gained one or two news-contributors partly as a result - and the Editor extends his thanks to them and urges them to keep up the good work.

Underground News is accepted by nearly everyone as a good thing because, as a medium, it is a much better way of disseminating information than the former method latterly was. The only comments the Editor has had (and this includes the total of ONE written comment!) has been over the content and erratic publication.

Dealing with the publication date first, it has NOT been possible to publish on about the middle of the month (as intended) for a number of reasons; lack of copy, delay to copy, no-one to cut stencils, no-one to print, broken typewriters, to name a few. The delays are inevitably cumulative, to an extent, since it is the same three or so people who have to carry out most of the above mentioned tasks - as well as having to collate, fold, pack and send out the result. Fortunately, things are now a little easier (we convince ourselves) - but next time you are thinking of writing in to ask what progress is being made on the current issue, think how much better you could do by sending some newsflashes instead, or as well.

Dealing with content now, the Editor is amazed to see and notes with great interest the results of certain printed items. And quite rightly too, for the results are remarkable. Remarkable they may be, but are they so surprising really? No, they are not, they are entirely predictable; some agrieved comment on the one hand, and a near-total lack of written contribution on the other. It is only too easy to criticize but unlike a company or industry, societies like this rely entirely on voluntary SUPPORT both financial and moral. So if you are determined to criticize and yet not help, then think twice and be constructive about it. You might also bear in mind that Underground News is NOT Underground (as was) and any attempt to compare the two should be exercised with caution. Bear in mind too, that the Editors both reserve the right to resent some aspects of criticism over some matters. Since they are forced into the position wherein they are accused of being bad timekeepers and yet are expected to produce twelve pages a month out of a hat, virtually, it's not surprising, is it? This society has been going now since 1961 with an ever increasing membership, but a decreasing number of active members; and yet we are, quite rightly, trying to increase the number of services available. Why do we meet with this applied apathy all the time?

Before anyone takes exception to this, these words are NOT aimed at those who GENUINELY are very busy people; it is aimed at those who look, but don't see, those who hear, but don't listen and above all, those who learn, but keep silent. It is not suggested that details of EVERY new railway installed should be recorded, but there are many things which do not get recorded, which OUGHT to. There are also things which are recorded, but whose reason is not; out of our several hundred members, will NO-ONE enlighten us? It is unreasonable to suppose that SOMEone will not know the answer.



The function of Underground News is to act as a monthly 'news-bulletin' - a means of disseminating Society and Underground information to members, current news and points of interest, also for the Editor to attempt to promote interest both in the Society and the Underground and its operation. 'Underground', on the other hand, is supposed to act as the main product of the Society, containing definitive material, technical and historical, for the purpose of providing an accurate reference source for the future. It is new - it has yet to finish acquiring a character of its own, but it is there.

One of the problems associated with attempting to generate a greater throughput of information is accuracy. Answers given by people who are paid to, or otherwise obliged to give only information 'approved' by their employers, or those providing information under pressure, can never be relied upon to offer unquestionable veracity; cynicism apart, any serious researcher knows this. On the other hand, one of the functions of the society is to record 'history' as it happens - accuracy is essential.

'Believe nothing that you hear (or read) and only half of what you see' is an expression eminently suitable to be borne in mind by a recorder of facts. It is completely impractical, of course, but the spirit of the thing is worth noting. Check everything yourself, as far as you can; don't rely on other people's efforts. Their notoriety for pitfalls is only exceeded by their neat avoidance of difficult historical problems. In any case (though this may be a grossly unfair generalization), a work's accuracy seems to be inversely proportional to its published circulation. There is no need to clam up on things which you cannot check up on JUST because you cannot check up on them though - but please beware of jumping to conclusions, it is very easy; someone may read them as being the reason for something, and all manner of trouble results. Please, therefore, CHECK EVERYTHING as far as you can; it makes everybody's life easier in the end and it's much more satisfying to write something without the risk of being contradicted or corrected.

This Society is not the Committee's, nor any individual's, it is yours. In order to learn (we presume that is why you are a member), one must also teach what one knows (not necessarily the same as what one imagines one knows), and in order to record for those who follow us, one must write down what one knows and sees.

Finally, it should be pointed out that the contributions from ordinary members would generally fill a two-page Underground News per month, including the Timetable. Members get, on average, a twelve-page issue. This huge drag on the system can not continue. Two pages a month? The choice is yours....

#### LETTERS TO THE EDITOR

Sir,

The question has arisen in discussion 'Why do all trains have to stop at Mansion House?' and answers have ranged from 'a right conferred upon the Lord Mayor' to 'a time-allowance for the driver to recharge his billy-can'.

May I quote an extract from the weekly Traffic Circular, dated to the week ending 17 December 1909, which has recently come under my notice?

"Signal Alterations, Mansion House.

On Saturday night next, 11th instant, the Mansion House Westbound Starting Signal No. 2, and Draw-ahead Signal No. 9, from No. 2 Road



will be moved Eastwards 130 feet.

The locking will be altered so that Trains from Cannon Street will be permitted to run into Mansion House Station at the same time as Trains are running into or out of No. 4 road.

From this date all Trains, Up or Down, of every description, must be stopped at Mansion House Station platform."

It would appear, therefore, that this instruction was introduced when, to facilitate the movement of traffic, the interlocking between the westbound home signal and the points connecting No. 4 road with the westbound main line at the west end of the station was removed. This would have the effect of reducing the safety overlap from some 400-500 feet to about 3-cars length or 150 feet. This distance was regarded as ample on a starting signal when all trains expected to stop, but would nevertheless be risky if non-stop traffic was to be expected. The eastbound road was physically unaffected by this arrangement, but was doubtless brought under the restriction to avoid any confusion - few trains were worked non-stop in any case, so there was little real loss or inconvenience.

In case the nomenclature of the instruction should occasion bewilderment it must be recalled that, prior to the rearrangement of 15 January 1911, the present Westbound Main was the Bay Road, and the middle Bay Road was the old Main Line.

Claygate, Surrey  
16 September 1975

Yours faithfully,  
K Benest

Sir,

In last February's 'Underground News', one of your contributors quite rightly pointed out that some members of the Society might be willing to start a research project with the object of edifying both himself and other Society members, but that such projects often fail because the member feels that he is unable to write definitively about that subject.

This is something which has bothered me for some time: over the past few years I have learned a little about a lot of things, and I have thought of a number of useful subjects worthy of study, among them being the following,

1. LT cap badges (prompted by Mr Brook Smith's letter to the Editor in the October 1973 edition of the Journal)
2. A description of the work performed by various grades of employees, perhaps with personal interviews.
3. London Transport clocks
4. LT Internal Telephone System
5. LT power supply
6. Weekly ticket over-print numbers
7. Kilometre posts and mileposts.

I have some information concerning the last three items, and, given time, could write up some form of article. In fact, I have the framework of an article on kilometre posts which only needs a bit of polishing up.

A disadvantage of keeping to oneself a research project is that, later, one may find that another member is working on a similar subject and may even spike one's own guns by getting his work published first!



I know that ample suggestions for articles have been made in the past and I make no apology for again bringing up the subject. No doubt the above topics may fan the flames of a member's enthusiasm to do a bit of research and write an article (or book). Additionally, by giving publicity to one's intentions so to do may also prompt other members to co-operate or offer help or suggestions.

May I conclude by saying that, as a reader of Underground News and Underground, I am always grateful for the fact that someone has provided me with something to read, and having myself offered an article or two for publication, I am aware of the inward glow of satisfaction of having achieved something.

So, to all budding researchers, I would say come on, let's get on with it.

Woking, Surrey  
17 September 1975

Yours faithfully,  
V Badman

Sir,

I would try and adjust some of the potentially misleading statements contained in Mr Hafter's letter about destination boards and associated matters which appeared in Underground News 163. The letter reads like some of the dubious propaganda disseminated by the Public Relations Office over the F E Wilkins signature which can be found virtually every week in the London evening newspapers and, similarly, reveals the appalling gulf that seems to exist between certain personnel and reality. This state of affairs is not, of course, confined to London Transport, but it is this organisation with which we are concerned here.

Mr Hafter completely misses the point in making the lame excuse he does for the lack of destination equipment on the day in question. The majority of names on those boards still in use are made up of paper labels or plastic stickers attached to older metal plates. There can be no really good reason why the necessary labels could not have been provided; after all, it was done a few weeks later for a temporary extension of bus route A1 as described in Underground News 164.

Roller blinds on C69 stock haven't got 'more than 50 different indications on them'. There are, in fact, fewer than thirty and there should be no difficulty at all in adding the four needed for the extension of C stock working to Wimbledon even without removing the one or two redundant ones like 'Charing Cross'. New ones required would be Wimbledon, Putney Bridge, and perhaps Parsons Green and Earls Court as High Street and Edgware Road are already on. There are only 4 destinations on the 'Main Line' included on these blinds so what is the implied difficulty in having to decide '....how many....can be eliminated'? Surely they could remain to be used on future special services to Wembley.

Northolt, Middx  
19 September 1975

Yours faithfully  
A Hayward

Sir,

Peter Davis' article 'Echoes of the Early Met' was full of interest. The reference to blue headlights reminded me that according to lists of head-codes quoted in Ian Allan LT booklets, blue lights were to be seen on the Met until the latter days of steam - by then restricted to LMR Moorgate trains.



I wonder if any reader can say exactly what colour glass was used in such lamps? The glass used in oil-lit signals is almost peacock blue, the flame giving an emerald green aspect, but when experimenting recently with a humble ultramarine-blue medicine-bottle held before a flame, I noticed that the flame appeared magenta-purple through the glass, the surrounding area being blue. Is it possible that ultramarine glass was in fact used in blue headlights - and were 'purple' lights (often referred to in old books) really the same colour?

A final query; I recall seeing a small, dim purple SIGNAL light (electric of course) fitted below the eastbound starter at Baker Street at one time; perhaps someone can shed some (purple!) light on its purpose.

Stoke Mandeville, Bucks  
23 September 1975

Yours faithfully  
John Reed

#### RECENT ADDRESS AND OTHER CHANGES

First of all, we have to thank Piers Connor who has resigned as Treasurer as a result of ever-increasing demands on his time from all directions. Piers performed his thankless but nevertheless essential task for many years even though he didn't want the job in the first place, and we are grateful to him for continuing bravely for as long as he could. The new Treasurer is

Desmond Croome  
6 Launceston Gardens  
Greenford, Perivale  
Middlesex UB6 7 ET

The Chairman, Peter Davis has moved from what was, perhaps, the Society's best-known address, and now lives at

103 North Street  
Hornchurch  
Essex RM11 1ST

Bob Greenaway, the Society's Sales Manager, has also moved house and in his case the new address is,

26 Fishery Road  
Boxmoor  
Hemel Hempstead  
Hertfordshire HP1 1ND

However, members are asked to please remember that (unless otherwise stated) all orders for material from the Society's Sales List should continue to be sent to

The Assistant Sales Manager  
21 Chestnut Grove  
South Ealing  
London W5 4JT

and to observe other special arrangements insofar as they apply, as detailed in the periodical lists.

All other correspondence, except Editorial material, should be addressed to the Secretary,

S E Jones  
113 Wandle Road  
Morden  
Surrey SM4 6AD



NEWSFLASHES

NF 1554 The LT-type ticket machines for the Waterloo and City Line at Bank have now been replaced by BR-type. It is thought the alteration took place some time ago - does anyone know when?

NF 1555 The Moorgate (Northern Line) platform modernization scheme is now well under way. Work has advanced rapidly on the NB line where a 'false' platform wall is under erection and fluorescent lighting has been introduced. The false ceiling is also well advanced. Work on the Booking-hall commenced in March.

NF 1556 Trains on the Northern City Line had been provided with stickers marked OLD STREET for use as a destination display following the closure of Moorgate. The stickers, which were printed in black on white, were smaller than the usual destination plates onto which they had been stuck.

NF 1557 It would appear that LT may not now buy the extra train of 1973 stock they had wanted although they have had permission to purchase it. It was intended to act as a test train for new equipment but it now seems likely that another train will be made available. The extra train was itself wanted because of the abandonment of the proposal to order a 'prototype tube train' of advanced design.

NF 1558 Four more Piccadilly Line cars are to receive carpets - all are non-smoking cars and (together with the existing car, 9153) will normally operate in the same train.

NF 1559 Ruislip Siding Interlocking machine room and associated signalling in the siding and depot connecting line was commissioned from Sunday 28 September. At the same time (start of traffic) the existing station signal-box was taken out of commission, together with the crossover, and signals altered for automatic working; the new IMR is remotely controlled from Rayners Lane signal-box. The link was also electrified from the same date.

NF 1560 Recent activities involving 1973 tube stock included a period of testing on the Victoria Line at night.

NF 1561 Widespread advanced publicity was given to the temporary closure of the Piccadilly Line west of Northfields for Sunday 14 September. In the event, the task to take place (a bridge renewal at Hounslow Central) was cancelled due to the inclemency of the weather; but the train service was suspended anyway since the Signal Engineer's staff were working west of Hounslow West. The bridge was renewed on Sunday 5 October.

NF 1562 It is understood that the practice of charging a proportion more on season tickets during the month prior to a fares revision is not to take place this time (2 November fares revision). Furthermore it seems that (for the first time?) all season tickets and weekly tickets will have a fixed relationship to each other. That being a  $7\frac{1}{2}\%$



discount on the appropriate number of the next shortest period of ticket.

NF 1563 The last of the Moorgate cars (10175) was taken very cautiously out of Drayton Park depot on Tuesday night, 30 September. It was manoevered delicately up to Highbury Vale sidings by battery locomotives and left there for a scrap merchant.

NF 1564 A power failure at Lots Road generating station caused severe delays on several lines during the peak and evening on a day in September. Further delays occurred on the Piccadilly Line during the morning peak the next day, but it remains unclear whether it was a recurrence of the Lots Road fault or some other problem.

NF 1565 It is thought that every line now has a Scotsman's Guide (a car-card advertizing several pubs on that line selling Youngers Tartan Beer). The Northern Line one advertizes the 'Swinging Sporrán' at Essex Road among its quota. This station is no longer LF property. The District Line one advertizes a pub in Tottenham Court Road and claims the nearest station is Warren Street!

#### ITS A LOVELY DAY TOMORROW

The Bethnal Green tube disaster, ATV (Networked) 20.30, 8 October.

The interesting thing about this programme is that it lasted for an hour and a quarter. It dwelt on the circumstances of the shelter (Bethnal Green station on the unopened eastern extension of the Central London Line) and its shelterers, one family in particular. On the whole, though, the programme was good stuff and the facts were scarcely 'dressed-up' at all. It is a shame that so much of the programme was devoted to irrelevant prior events and not to the far-reaching repercussions caused by the disaster.

Someone went to considerable efforts to check their facts over the way Rolling stock would have appeared during the war. A 1938 tube car was shown as a Central London train (unfortunate perhaps, but on the other hand where do you get a Central London car from?) The window netting seemed reasonably authentic and the positions of the car-cards and line-diagrams were correctly transposed. On the other hand several scenes showed fully working escalators as being in position which they were certainly not. The whole point of the incident is that it took place on a poorly lit temporary stairway. This, and one or two other scenes, would have been far more realistic and appropriate if they had been filmed in a studio.

To anyone who has used the station, it was painfully obvious that most of the 'shelter' scenes were photographed at Aldwych. WHY - Bethnal Green during the war looked very little like a railway station and it would have caused less inconvenience to film the pertinent scenes in a studio. Still perhaps people who did not realize this enjoyed it more. Well worth watching next time it comes round, and, at an hour and a quarter, it must.

#### NEW POSTER MAP

A new poster version of the diagrammatic map appeared, upon the closure of the Moorgate to Drayton Park shuttle. It appears to be similar to its immediate predecessor except that the shuttle is shown in a much 'lighter' form than hitherto (like the Waterloo and City) and it disappears from the colour-key. The map also carries an explanatory note reading: LINE CLOSED. RE-OPENS AS PART OF BRITISH RAIL IN SPRING 1976. There is not yet any sign of the new pocket map, but its appearance may be delayed by the large stocks of No 1 1975 maps still held.



POSTER OF THE YEAR

The validity of recent allusions to declining standards, whether in London Transport or elsewhere, may be tested by a most unusual situation on display at most Underground stations this month.

The latest in LT's permanent series of pictorial posters, commissioned from the best of contemporary artists, was designed over thirty-five years ago, and displaying it now, alongside two examples of current poster design, tells its own story and demonstrates, almost traumatically, just how standards really have changed. The poster in question, advertising the Natural History museum at South Kensington, amongst the last of E McKnight Kauffer's works, was commissioned in 1939 and had been proofed (in colour) by the Curwen Press when international events intervened and further work on such projects was suspended. It is not known whether the proofs were ever submitted to the LPTB, but the poster certainly did not appear that winter as had been intended. The original proofs recently came to light during an internal reorganisation at the printing works and were of sufficient quality (as may be expected from the Curwen Press) to be used as artwork for the preparation of new plates; LT, to its credit, felt that the poster was still worth releasing. It must be the most beautiful poster to have been issued by LT for many years. It may be observed wryly in passing that not everything has declined over the years, as none of the wording of the original poster had to be altered; all the times of opening and so on are still in force in 1975.

1973 STOCK TRAINS

At the time of writing there were three 1973 stock trains in service in each Monday-Friday peak hour. They were operating the following journeys:

<u>Order No</u>	2	3	2	3	1	1	2	1	3	2	1
Rayners Lane			0652	0704						1802	1822
Hatton Cross	WW	WW	-	-	0708	0947	WW	WW	WW	XX	XX
Acton Town	0613	0626	0710	0723	0726	XX	1555	1616	1635		
Piccadilly C			0729	0742	0745		1614	1635	1655		
Kings X			0736	0749	0752		1621	1642	1652		
Wood Green			0751	0803	0806		1636	1656	1716		
Arnos Grove					0811		1641	1701	1721		
Cockfosters					0818				1728		

<u>Order No</u>	2	3	1	2	3	1	2	1	3
Cockfosters						0827			1736
Arnos Grove						0834	1649	1709	1743
Wood Green				0801	0813	0839	1653	1713	1747
Kings X				0817	0829	0855	1709	1729	1802
Piccadilly C				0824	0836	0902	1716	1736	1809
Acton Town	0624	0634	XX	0844	0856	0922	1737	1757	1828
Hatton Cross	-	-	0701	YY	YY	0940	1756	1816	YY
Rayners Lane	0643	0653							

Notes - The Order No denotes the order in which timetabled paths were inaugurated.

WW from Northfields depot (passenger ex Northfields)

YY to Northfields depot (passenger to Northfields)

XX to or from Northfields depot (empty)

It is understood that a fourth train has been introduced (operating from Cockfosters). Details next month.



### SPECIAL WORKING

Since 1966 a special empty stock working has been arranged in an evening path between the sidings at Uxbridge and Ruislip. The train (an A stock) set out from Uxbridge sidings and reversed on the crossover at Ruislip then returning to Uxbridge where it stabled. The path was presumably arranged following the need to keep the crossover at Ruislip clear of rust, since it carried no regular service after the cessation of freight traffic. In November 1970 an additional run was inaugurated, after the train returned to Uxbridge, to Harrow and back where the train reversed in platform 5 and set back over another little used crossover.

The train still operates on Monday to Friday evenings, but due to the alterations at Ruislip the train now operates as follows: Uxbridge sidings to Harrow (platform 5) to Ruislip siding to Harrow (platform 5) to Uxbridge sidings.

### STOCK TRANSFER

Because of the closure of the Northern City Line (or Northern Line - Highbury Branch as it was latterly and inappropriately known) it was necessary to withdraw the 1938 stock and return it to Neasden depot. To facilitate this, two Battery locomotives were transferred on Friday 3 October from Neasden to Drayton Park. These returned the next day (Saturday) taking a 6-car train between them. Four Battery locomotives were run during the same afternoon from Neasden to Drayton Park where they stabled. The three remaining 1938 stock trains provided the service on the line, meanwhile.

On the Sunday (the line having shut the previous evening) two trains of 1938 tube stock were hauled by the two pairs of Battery locomotives back to Neasden. One leaving Drayton Park at about 10.00 and the other at 12.15.

Two Battery locomotives left Neasden shortly after 13.30 to haul the final train of 1938 stock away; this left Drayton Park at about 17.15.

The route the trains followed was the normal maintenance transfer path viz: Drayton Park, Canonbury 'C' Ground Frame, Finsbury Park signal boxes 1 and 2 (or 6 if journey to Drayton Park), Holloway South, York Road (or Kings X plat 16 if journey to Drayton Park), Kings X CWL, Farringdon, Barbican, Farringdon, Baker Street, Neasden.

### NEW LONDON'S RAILWAYS MAP

A new version of the above recently appeared. The main map remains virtually unchanged; significant changes are extension of Piccadilly Line to Hatton Cross and interchange shown between the three stations at West Hampstead (West End Lane having been renamed). On the other hand interchange is NOT shown between Warren Street and Euston Square now it has been re-allowed. The Northern termini of the Northern Line have been re-drawn, but the Drayton Park line is still shown normally-as open. Hatton Cross has been included on the index by reducing Harrow-on-the-Hill to one line.

On the reverse side, the Underground (Central Area) black and white diagram has been redrawn completely. The Northern City Line is shown in light form - extended to Finsbury Park. It is marked Great Northern Suburban. A note indicates the line is shut. but no indication of a temporary replacement bus service is given.

There are two varieties of the map. One is dated 1974 and the other is (correctly) dated 1975. Apart from this, the two types would appear to be absolutely identical.