



UNDERGROUND NEWS

First series Issue number 170

THE TIMETABLE for period beginning 28 February 1976

Friday 12 March

Mr P Pettit, Line Engineer at London Transport, will give an illustrated account of the LT Railway Breakdown Organization. 19.00 for 19.15 at Hammersmith Town Hall.

Saturday 20 March

The Society will have a stand at the 'O' Gauge Tram Group Annual Exhibition and Film Show (from 14.30 and 18.00 respectively) at Whitefield Memorial Church (Lower Hall), Tottenham Court Road - nearest Underground, Goodge Street.

Sunday 21 March

A tour by road of Buckinghamshire sites of Underground interest, commencing at Amersham station at 10.30. Those wishing to attend (the details are in UN169) MUST PLEASE BOOK FIRST by sending applications to A D Platzer at 40 Kings Road, Chalfont St Giles, Buckinghamshire; this is so appropriate transport arrangements may be made. If you have your own transport then please indicate when applying, and state how many OTHER members you are prepared to carry. Tea will be provided but a packed lunch will be necessary. A chance to view the Society Library will also be afforded. The programme is expected to end by about 20.00.

Tuesday 23 March

An informal social gathering will take place in the Lounge Bar of the Black Lion in High Street, Plaistow, E13, from 20.00. Turn right outside the station and the Black Lion is two minutes' walk.

Saturday 27 March

Visit to works of Moorgate-Drayton Park tube reconstruction. The number of visitors is VERY RESTRICTED. The entire line will be walked, and Drayton Park area examined. Applications to LURS, 167 Albany Road, Camberwell SE5 OBG, with an SAE.

(MHB) The Society's AGM in the afternoon - see details inside

OBSERVATION

London Transport and its millions of passengers have good cause to be extremely grateful for having a Station Manager with the presence of mind of Mr Sadler at Oxford Circus on the evening of Friday 13 February. Most members will know already of the events during that rush-hour and have cause to be thankful that in this day and age there still are people prepared to risk their lives to try and preserve the safety of others. Mr Sadler's action in ascertaining the contents of the 'suspicious object' and then removing the thing, bomb and all, to a safer place is entirely commendable. The fact that he, technically, ought to have kept himself and everyone else well away from it just shows that one can make what guidelines one likes but it is the person who can make on-the-spot judgements and abide by them, however unpleasant, who will ultimately ensure that what he does is successful. This is a case where 'doing what he should' and cowering behind the 'rules' could have been disastrous - the consequences would have been dreadful. There will be those who disagree, but Mr Sadler's quiet, prompt, positive action was almost certainly 'the right thing' and deserves the greatest credit - as does the person who detected the device so quickly in the first place.

British Rail, having firstly announced their latest fares increase, astounded many people by THEN going on to announce that the service reductions (first announced for January and subsequently deferred) will now take place from 1 March - in all regions. This double action will, no doubt, improve some of LT's finances (though they may lose out on BR through season ticket revenue) but as usual the travelling public have the most to lose - although many people may now have found a good excuse for returning to the goodly art of commuting in their comfortable (and now relatively cheaper) motor-car again. Time, perhaps, for LT to highlight some more 'Park-and-Ride' schemes in outlying areas such as Ongar or Chesham, to attract car-owners from the nearby British Railways system and cash in on someone else's misfortune. Imagine that! The Ongar line might even pay for itself WITH NO CAPITAL INVESTMENT! Or is this perhaps not what is intended; might somebody's carefully nurtured scheme be damaged if the line paid? Never mind, one could always turn the line into a bus-lane, once it finally closes. Mind you, any switch to LT would only be temporary since (following a very much 'closed' GLC meeting) the third stage of London Transport's 120% fares increase has now been announced, to be implemented, if final Council approval is obtained, in July this year - a month later than the date predicted here in August 1975 (UN16³). It is suggested that most fares will rise by 25% this time and some Season Tickets by up to 32%. One of our correspondents recently reported that all easel-mounted posters (amongst others) of a recruiting nature were recently ordered to be removed - in spite of the staff shortage at the moment. One can now see why; the way things are going there will be more than enough staff to deal with the few passengers remaining at the end of this year! Finances will be further plunged into chaos by the recent notions of our revered Chancellor - he is halving the subsidy payable to supplement lines which lose money - something that will hit British Railways very badly and cause additional fares increases. Are the days of economical and reliable passenger transport gone forever? From the passenger's point of view, at least, it is very difficult to accept that they have not.

AGM 'SPECIAL'

This issue of Underground News has been prepared to ensure that our chronic printing difficulties have minimal effect upon the statutory AGM announcements. Consequently, some items have been held over until the next issue.

LETTERS

Sir,

I am writing to you to comment on the diary maps which you mentioned in your December issue. A diary issued by my company and printed by Letts, is one with the extremities missing. The Northern City Line is completely omitted with no sign of the replacement bus service. The destinations are printed in boxes. One error is on the Piccadilly Line where the terminus is still quoted as Hounslow West and not Hatton Cross.

A diary issued by Allied Research Laboratories of Luton is a complete map showing the terminus as Hatton Cross. The printer of this diary is unknown.

Yours faithfully

D Murray

Greenford, Middlesex

Sir,

I wonder whether any of the older members can give me the answers to two questions relating to pre-war rolling stock.

The first concerns the 'F' stock on the District. I spent my early years living in a house backing onto the District Line near Wimbledon Park station and well remember the 'F' stock trains because of their distinctive outline and oval windows. I also recollect that some of these trains - but no others - were in an all-brown livery. Others were red (with brown doors as in other stock) and some eight-car sets included both liveries in the same train. I presume that all the 'F' cars were delivered in brown and became red when due for repaint. Were any other types ever brown or was this livery an experimental one just for this stock?. I thought that they always looked very attractive in brown. I have never seen this matter mentioned in print - it is not even mentioned in 'Steam to Silver'. Although very young at the time I have very clear recollections and would welcome any information.

The second question is not so easy as it concerns one train on the Met about 1938. I travelled daily to school near Baker Street and was familiar with all the varied rolling stock then in service. There was a number of ex-steam 'Ashbury' coaches, some running between more modern 'T' motors and some with 'Ashbury' motors which were distinguished by two very large driving windows. It was one of these eight-car sets which I noticed newly-overhauled and painted. This in itself was unremarkable but the two trailers adjacent to each end motor had the seats removed from the end compartment. The interiors of these compartments had been painted green as was usual for luggage vans and driving compartments. No equipment could be seen - the compartments were just empty and locked out of use. Furthermore, one of the two coaches concerned had been re-upholstered and painted in bright colours and equipped with four shaded lights in place of the usual two or three naked bulbs. The remainder of this train retained its dreary red and black moquette and primitive lighting. I only rode in the train once as soon after I left school and ceased to use the line regularly. After the War all this stock had been scrapped except for the 'Chesham' sets. Can anybody tell me the reason for this conversion? Was it the the intention to modernise and rehabilitate some of this stock? If so, what was the intended purpose of the two compartments stripped of their furnishings? It is a complete mystery to me. No other rail enthusiast I have met remembers ever seeing this train and I have seen nothing in print. I should be grateful if any reader can offer a solution to this mystery.

Yours faithfully

R F Morgan

Cheltenham, Gloucestershire

6 January 1976

Sir,

With reference to NF 1580 (UN 163) I feel it necessary to clarify a few points and set the record straight. Since it is probable that some readers do not know exactly what the 'Balanced Headway Control system' is, a brief explanation might help. The equipment was installed some years ago on both the East and Westbound Piccadilly lines between Green Park and Finsbury Park. In essence, it is designed to provide a constant service frequency regardless of the late or early running of any particular train in the controlled sections.

This is done by checking the time separation of the trains and preventing certain signals from clearing, or, alternatively, giving a train a clear path such that the time separation of trains is kept constant down the line.

The equipment does, however, have some shortcomings (notably the gross under or overloading of trains) which are probably better observed than described, Sunday evenings being amongst the worst times so affected.

The control for the Eastbound and Westbound lines is separate, i.e. each line can have its balanced headway independently switched in or out, and the equipment is normally switched in between the times given below,

Mondays-Fridays

Eastbound 07.10 - 23.00
Westbound 06.45 - 22.25

Saturdays

Eastbound 07.10 - 23.00
Westbound 06.45 - 23.15

Sundays

Eastbound 09.45 - 23.00
Westbound 09.45 - 23.10

Balanced Headway Control is sometimes switched off for train regulation purposes during these times, and normally remains switched out during any service crisis.

Yours faithfully
D J Burton

Clapham Park, SW4
8 February 1976

NEWSFLASHES

NF 1614 It should be recorded that through 'Road-Rail' tickets for use in the Wood Green area were no longer issued to new applicants consequent upon the last Fares increase, having (presumably) been deemed unnecessary in view of red-bus pass extensions to normal Season Tickets. The Road-Rail facilities concerned were introduced on 8 October 1972 and applied to use on bus routes W3 and W4 for tickets originating at Wood Green, W1 and W2 for tickets originating at Turnpike Lane and buses W3 and W7 for those originating at Finsbury Park. The tickets were only valid on the bus route specified, except that during rush-hours those tickets valid for route W7 could also be used on the parallel section of W2. The tickets themselves were of the normal Road-Rail design, i.e. normal card with the top-left portion coloured green and the bottom-right lilac, the border between the two being diagonal; Monthly and Quarterly tickets were issued. Other Road-Rail tickets have only been issued to passengers who have held such tickets continuously from the time of the general withdrawal on 13 October 1967, for use at certain interchange points.

- NF 1615 It has been proposed, and apparently work is proceeding, on a breakdown 'incident vehicle'. It is being converted from Thames Trader breakdown lorry 1282F.
- NF 1616 A 56-minute delay was caused on the Bakerloo Line when two persons were reported to have entered the tunnel at Swiss Cottage (SB line) during the morning rush-hour. Four NB trains were diverted at Baker Street to Queens Park, an equal number withdrawn from service at Wembley Park and eight reversed S to N at West Hampstead. It is not known whether the persons concerned retrieved (or whether anyone actually entered the tunnel at all).
- NF 1617 Re NF 1599 the last Piccadilly Line train in PASSENGER service to be composed of 1938 stock is thought to have run on 2 December 1975 and would have comprised 10029-012470-11029+10022-012216-12108-11022. The train is now on the Northern Line.
- NF 1618 The 'Chopper-train' (3902-4910-4911-3903) caused a 130-minute delay on the Hainault Loop on Saturday 25 October 1975 (very early).
- NF 1619 A 4-car unit of 1972 Mk II stock (3263-4263-4363-3363) has at last been moved to Golders Green in December 1975 from Ruislip where it has been since delivery.
- NF 1620 A 7-car train of the same stock is at Acton for Automatic Train Operation experiments. The train comprises 3242-4243-4343-3343+3434-4534-3534. Another car, 3357, is also at Acton, for rewiring, but the remainder of this unit is at Golders Green.
- NF 1621 A Piccadilly Line guard decided to take over control of the train he was on after it failed to stop in the approved manner at a number of stations. Arrangements were made for the offending motorman to be removed from the train, at Earls Court, by officers of the BT Police. It is understood that he was 'dealt with' at Kensington Police station and in the fullness of time will appear at West London Court charged with being drunk in charge of a train. We are led to understand that nothing else untoward occurred.
- NF 1622 At about 19.30 on 9 February 1976 a Bakerloo Line train (11284-12144-012374-10284+11258-012353-10258) stabling in London Road depot hit the stop on No 10 Road causing the south end cab to be stove-in. The car concerned was 11284, an EHO car.
- NF 1623 The following 1838-stock cars are due for conversion to ballast motor cars, 10034 (to L146), 11034 (to L147) whilst the following have already been converted, 10257 (to L144), 11027 (to L145). Cars 10035 and 11023 are also due for similar conversion.
- NF 1624 1938-stock trailer cars 012256 and 012380 are now due for an EHO (extra-heavy overhaul) to replace 1949-stock trailers 012495 and 012503 which have already had an EHO, but have since been designated 'non-standard' and thus due for early withdrawal.
- NF 1625 London Transport's chairman, Kenneth Robinson, switched into regular use the first of the eight Rolls-Royce Avon gas turbines at Greenwich generating station to be converted to operate on natural gas as well as existing liquid-fuel supplies, on 11 February 1976. It is intended that should the gas supply fail then liquid fuel will be switched-in immediately so that generation will be maintained uninterrupted; nat-

ural gas will be the normal fuel. Both Greenwich and Lots Road will be fully converted within the next year; a London Transport spokesman said, 'Together they generate sufficient electricity to supply a city the size of Leeds'.

NF 1626 A poster map (posted at Hornchurch in October) failed to show either the Bakerloo or Victoria Lines, or the River Thames.

NF 1627 Enormous and indescribably-shaped stickers have been fixed over the Northern City Line area of the plastic car-diagrams on 1972 Mk I trains. The stickers bring the maps almost into line with the contemporary paper ones in use on other Northern Line stocks.

NF 1628 The following units of 1959-stock have now been transferred to the Northern Line,

November 1975	1188-2188-9189-1189+1190-2190-1191
November 1975	1180-2180-9181-1181+1130-2130-1131
December 1975	1128-2128-9129-1129+1126-2126-1127
January 1976	1084-2084-9085-1085+1282-2282-1283
January 1976	1216-2216-9217-1217+1010-2010-1011*

*unit 1010 etc is 1956-stock

The trains operate in set paths (some working all day) on Mons-Fris.

NF 1629 A-stock cars 6218, 6219 and 5219 have been in store for some time in West Ruislip depot while 5218, the original 'Air-Metacone suspension' car was refitted with 'Air-Bags' (a new type of suspension) at Birmingham. It was due to return to the Met on Wednesday 11 February 1976.

NF 1630 The train-to-train radios (used for 'calling-on' purposes) fitted to the 1967-stock on the Victoria Line are reported as being taken out of use and removed.

JUST FOR THE RECORD

Consultancy. In 1970, London Transport set up a consultancy service to capitalise on the numerous requests for advice from public transport agencies throughout the world. This service has gradually expanded over the years under the auspices of Mr A Knight, who has now been appointed full-time manager of the service.

Division. London Transport and British Railways believe in dividing their responsibilities exactly in half, or so footbridge D200 at Elm Park would indicate. Painters from both companies have now completed their respective portions of the bridge, even painting the bolt on the boundary exactly down the middle. Apparently British Railways paint their portion of the bridge every six years whilst London Transport do theirs every eight. Assuming nothing unforeseen occurs, the schedules of the two companies should coincide in 1999. Unfortunately, the colours will probably still be different.

GALA DAY

LT are holding another Syon Park Gala Day, on Sunday 16 May. It is anticipated that it will be even better than the last, and the Society is, once again, participating.

RAIL TOUR

LT are running a 103-mile tour using 1938 tube stock on 2 May. More details in the next issue, but book with 'Commercial Officer, LT, 55 Broadway SW1H 0BD'. Fare £3.00.

NOTICE OF ANNUAL GENERAL MEETING.

NOTICE is hereby given that the Annual General Meeting of the Society for the year 1976 will be held in the Council Room, Science Museum, Exhibition Road, South Kensington, London SW.7, on Saturday 27th March at 14.30 for the following purposes :

1. To receive any apologies for absence.
2. To have read the Notice of Meeting.
3. To hear the Chairman's Statement.
4. To receive the Report of the Committee for the year 1975.
5. To receive the Accounts for the year 1975, and the Report of the Auditors thereon.
6. To confirm the Election of J.R.Day Esq., as President of the Society.
7. To confirm the Election of J.G.Bruce Esq., as Vice-President of the Society.
8. To elect four members of the Committee.
9. To elect Auditors.
10. To conduct any other Competent Business.

113 Wandle Road,
Morden,
Surrey. SM4 6AD
29th. February 1976

By Order of the Committee
S.E.Jones.
Secretary.

REPORT OF THE COMMITTEE FOR THE YEAR 1975.

In the year under review Society membership showed another increase reaching 350 for the first time with members in six countries overseas. This increase helped to improve the Society's income as did a substantial improvement in sales, but as would be expected in a period of general inflation, expenses climbed sharply, particularly postage and printing.

This latter problem has been one of many difficulties facing the Editor and his publication team during the year and a separate report on the Society's publications is appended.

The year was a very satisfactory one for visits and meetings. The latter were almost too well attended on occasion and steps have been taken to secure a larger meeting room whenever possible. The Society exhibition activity also increased with frequent appearances in and around London and as far north as Shildon.

Preservation work on the C&SLR car has proceeded slowly and members have had the opportunity of seeing the results of this work whilst visiting Ruislip. Some work has also been carried out on the Q-Stock car at Ashford and it is hoped that this will continue during the current year.

During the year the Society has participated in the investigations at Crystal Palace and it is also hoped that this work can continue when the ground improves. This particular activity, like so many others, depends on the working support which it receives from members and the Committee would like to stress that they are always pleased to hear from anyone who can usefully assist in the work of the Society.

The Committee would also like to extend their thanks to all those who have helped with the work of the Society in the course of the year. Much assistance has been received from members and non-members alike and grateful thanks are expressed to them all.

BY ORDER OF THE COMMITTEE.

S.E.Jones. Secretary.

PUBLICATIONS

1975 was the first year of the re-organized publications system and it is this factor which makes it particularly regrettable that the production was overtaken by a number of crippling crises beyond the comparatively minor irritants we have learned to expect. We appreciate that whatever the problem it is the members who suffer; but those responsible for the production are particularly disappointed that the project, into which considerable effort has been put, should have been forced to suffer in the way it has. Even so, the new arrangements are an unqualified success, and if this year we are permitted to do what we wish, unhindered, then the membership will derive the benefits of an enormous amount of hard work on the part of the few who are prepared to devote the effort.

The revised system was subject to rather a sudden start and it took a few months to settle. When it did the policy was to promote 'Underground' as the official Journal of the Society (devoting itself to authoritative articles intended to 'show off' the corporate knowledge accumulated in a suitable way) and to use 'Underground News' as a 'newspaper' and updating medium also containing other articles or items of interest, and to provide a suitable medium in which members could communicate their knowledge or feelings - an option only partly exercised.

We became aware at a fairly early stage that much of the information we wished to publish was not entirely suited to the publications available, and this problem, plus some timely criticism, precipitated the foundations of what has now become the Handbook - a scheme of humble beginnings but of nearly uncontrollably rapid growth. It is sincerely hoped that members will eventually derive considerable benefit from the principle. Members who imagine that the Handbook operates in a rather 'controlled' manner are right - unfortunately this has to be the case at the moment. It cannot be overemphasised that the Handbook is a definite 'extra' and should not be considered as a right, nor can it be overemphasised that its very existence is (or will be) somewhat precarious and that misuse could well lead to its demise.

Nevertheless - the gods being willing - we hope that we may dodge impending crises this year and that our publications will be slightly less reticent in being forthcoming - something the publications group knows the membership wants, only too well.

M.A.C.Horne. Editor.