



# UNDERGROUND NEWS

First series Issue number 172

THE TIMETABLE for period beginning 7 May 1976

## Friday 14 May

Mr F J Faulkner, Principal Permanent Way Assistant (Mechanical Equipment) at London Transport will be giving an illustrated talk about the Tunnel-Cleaning Train. Hammersmith Town Hall at 19.15

## Sunday 16 May

London Transport's Syon Park Gala Day at which the Society will be represented. More details in leaflet distributed with this issue.

## Friday 21 May

Member David Carson invites other members to join him in the station buffet at Hammersmith for a social evening. Pictures and decorations of railway interest but no real beer. From 19.00

## Saturday 22 May

Morning visit to Northfields depot. Names with 1st Class SAE to S E Jones, 113 Wandle Road, Morden Surrey, IMMEDIATELY please. Afternoon - Transport Enthusiasts' Bazaar at Hampstead Old Town Hall, near Belsize Park Underground.

## Friday 11 June

Mr K B Payne, Assistant Project Manager (Northern City), BR (ER) will give an illustrated talk on the Northern City section of the Great Northern Electrification scheme. Hammersmith Town Hall, 19.00 for 19.15

## Saturday 19 June

Visit to Harrow Signal Box. Applications, enclosing SAE to S E Jones, 113 Wandle Road, Morden, Surrey, as soon as possible please (separate SAE if also applying for Northfields visit)

Applications are invited for a trip on a train to Croxley Tip Sidings on the morning of Thursday 22 July. Numbers are restricted and, for administrative reasons, applications MUST be received by 28 May. Please (NHD) send SAE to LURS, 39 Durnsford Road, Wood Green, London, N11 2EP.



## LONDON TRANSPORT BUDGET 1976

Although much has already been written about the London Transport budget for 1976, and at the risk of boring the reader further, here is a summary of the projected expenditure for the year.

The budget is submitted for approval to the Greater London Council in compliance with section 11(2) of the Transport (London) Act, 1969. The total expenditure is expected to be £452.4 million, made up of a capital budget costing a total of £77.1 million and a revenue budget of £375.3 million. The actual document itself is approximately sixteen pages in length and makes quite heavy reading. When reading the original submission two things have to be borne in mind; one is that the figures are quoted at some fixed point in time, in this case mid-1975, then a contingency sum or inflation allowance is made. The second point is that the Greater London Council's financial year runs from April to March while London Transport's year is from January to December.

### Capital Budget Expenditure

£000,000

#### RAILWAYS

Extensions	13.2
Stations	5.4
Rolling Stock	15.1
Depots	0.4
Signalling	3.2
Power Supply	2.3
Other work	<u>4.5</u>
	44.1

#### BUSES

Vehicles	12.7
Garages	4.3
Communications	1.5
Other work	<u>1.6</u>
	20.1
Interchanges	0.2
Estate works	2.8
Other (offices, etc)	<u>4.9</u>
	7.9

Less a contingency provision 5.0

67.1

Because inflation will cause prices to rise between the time the budget was prepared and the end of the period, £10 million will be added to this sum to make a total of £77.1 million. The contingency provision reflects the slippage in the Executive's programme and is an attempt to cost the problems of staff changes, delays in approvals and in the supply of materials.

The total estimated capital expenditure will be financed as follows,

£000,000

Government specific Grants (bus and research grants)	7
LT borrowing (extension and estate works)	3
Working balance	2
Council (qualifying for transport supplementary grant)	<u>65.1</u>
	77.1



## Revenue Budget

This portion of the budget is more difficult since there are more variables to quantify. As the original document was published before the Central Government Grant was made known the small predicted excess now becomes a deficit.

	Road £000,000	Rail £000,000	Total £000,000
Working expenses	(211.7)	(163.6)	(375.3)
Traffic receipts	109.0	122.1	231.1
Net working deficit	(102.7)	(41.5)	(144.2)
Advertising and estate income	1.1	4.0	5.1
Revenue from GLC capital grants	8.6	17.5	26.1
	9.7	21.5	31.2
Deficit to be financed	(93.0)	(20.0)	(113.0)

### FUNDS AVAILABLE TO FINANCE THE DEFICIT

	£000,000
Rate subsidy	45
Government grant	38
Fare increase of 25% in mid-1976	33
	116

Owing to the present Government's policy the level of direct Public Transport Revenue will be progressively reduced so that the Central Government Grant for 1976 will now be £36 million. However, in accepting the budget, the GLC have proposed a reduction in short-term services which will not directly affect the maintenance of service levels, but will save £6.5 million.

The reduction by £2 million of the Central Government grant will diminish the General Revenue grant that the GLC will be able to make available to LT to only £81 million. The difference is not though sufficient to rethink the financial strategy in the short-term. The Government Grant for 1977-8 will be less in real terms, and also to emphasise their determination to make public transport more self-sufficient, financial sanctions could be made against the GLC if they increased their grant proportionally to cover the Central Government Grant reduction, even assuming that sufficient funds were available.

This policy of financial restraint could have serious consequences on the Fleet Line stage II and the River Line. No go-ahead has yet been given, but when or if it is the level of expenditure will be of the order of £15-20 million per year; this represents 20-25% of the capital budget. The Department of the Environment has reiterated that, even if the project gains Government approval, the expenditure would have to be met from within the existing level of capital budget.

The GLC, wishing to retain the ability to start construction of the River Line immediately government approval is forthcoming, has asked London Transport to create sufficient flexibility in its capital budget to enable an early start on this project.

The budget, although somewhat restrictive, does allow capital investment in new buses and trains, but the intention is that the amount of money available for revenue support will be progressively reduced. This is in keeping with the present cut-backs in the public sector but a policy which could mean further large increases in fares in the future.



LONDON TRANSPORT - RESULTS FOR 1975

Since January 1975 London Transport has been required to submit quarterly monitoring reports to the Greater London Council. The inference drawn from this requirement is that major variations in expenditure or passenger demand can be seen at a much earlier stage than hitherto and remedial action taken. The second quarterly report showed such significant deviation from the 1975 policy options that a major rethink of the budget strategy for the rest of 1975 and 1976 resulted.

The final service results for 1975 are outlined in the table hereunder.

	Passenger Mileage (millions)	Operating Mileage (millions)	% of schedule
BUS			
Forecast	2 940	177.1	84.4
Actual	3 050	178.3	84.9
RAIL			
Forecast	3 204	31.4	98.0
Revised forecast			
12 February 1975	3 200	30.4	95.0
Actual	2 950	29.7	92.9

It is significant that the actual percentage of scheduled rail services was still 2.1% lower than the revised forecast of 12 February 1975. London Transport attribute this shortfall to (i) the increased level of sickness and absenteeism, (ii) difficulties in the maintenance of 1938 tube and surface stock, and (iii) delays in planned service improvements. These represent in train miles

i) Sickness and absenteeism	0.35 million
ii) Maintenance of 1938 stock	0.25 million
iii) Delay in service improvements	0.10 million
	0.70 million
	train miles

(Central Line improvements were introduced as from 2 November 1975)

This reduction in operating mileage represents a loss of 250 million passenger miles, a drop of 7.8% of the revised forecast. The combined bus and rail passenger mileage for 1975 as a whole, was 6 000 million miles, 3.6% less than the previous year. These figures reflect the unprecedented (and unexpected by LT) passenger resistance to the March and November fare increases.

The revenue results for 1975 are outlined in the following table.

EXPENDITURE (Combined Bus and Rail)

	Actual £000,000	Budget £000 000	Variation £000 000
Basic	269.9	270.1	(-) 0.2
Inflation	38.5	34.8	(+) 3.7
	308.4	304.9	(+) 3.5

RECEIPTS

Passenger and other authorities	174.7	175.4	(-) 0.7
GLC-Travel for the elderly	13.1	11.1	(+) 2.0
-Depreciation and Renewal Grant	23.1	22.3	(+) 0.8
Net advertising & estate revenue	4.2	4.1	(+) 0.1
	215.1	212.9	(+) 2.2

GLC GRANT REQUIRED	93.3	92.0	(+) 1.3
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The revenue support requirement totalled £93.3 million, that is, £1.3 million higher than expected. This is because the November fares increase has not completely recompensed the short-fall in receipts following the March increase. The short-fall from the March fares increase was £5.7 million. The yield from the November increase was £4.7 million as against an expected income of £5.4-million. Bus receipts were £4.2 million above the budgeted level, the assumption being that rail passengers were attracted to the cheaper bus services.

The factors influencing the variations in London Transport's 1975 forecast and actual budget have largely been catered for in preparing the 1976 capital and revenue submissions. However, the implication is that, as a result of the November 1975 short-fall, a full year's loss in revenue of approximately £3-million can be expected. This may be offset partially by advancing the bus fares increase for 1976 to June.

The points outlined above indicate the need for an efficient monitoring process continuing throughout 1976, and it will be interesting to see the various options submitted to the GLC in the first quarterly report for 1976, which have arisen since the preparation of the 1976 budget.

#### UNDERGROUND DESTINATION PLATES - AN ATTEMPT

For several years we have been aware that many of our members are interested in destination boards and plates, and blinds. Unfortunately, so little factual is known about them that it has proved impossible for anyone to feel himself sufficiently knowledgeable to write anything, and consequently virtually nothing has appeared in print.

A serious attempt is now being made to rectify the situation but in order to succeed we need the help of some of our members, or at least their memories. This is the first in a series of occasional notes on the subject, setting out what we know so far. If any member feels he can add to our notes we will be delighted to hear from him. When we have accumulated all the data we feel we are going to get, having regard to the 'law of diminishing returns', we will then publish some sort of definitive treatise to record all we know and appending a catalogue of all known types of plate or board and blind.

Northern Line Destination Plates The Northern Line as it is now developed from the interconnection of the City & South London (CSLR) and Charing Cross, Euston & Hampstead (CCEHR) Railways. The CSLR probably felt at first that changeable destination indications were unnecessary (this we don't know for sure) but the rather loose destination 'CITY' is known to have been painted in enormous letters on the front of the original locomotives, just beneath the cab door; assumably 'STOCKWELL' was painted on the other end. The painted destinations may not have been applied until just after the line opened, and we do not know how long the arrangement persisted; however we do know that at some time small destination 'plates' were fitted to the locomotives and CITY (and STOCKWELL too?) destinations provided. The equipping with plates (which were only 1ft 6in or so long) is not thought to predate 1892 but it could have occurred at any time prior to 1906. Destinations known to have been carried in this way include CITY, MOORGATE, EUSTON, CLAPHAM, and those only assumed to have been catered for (about which more information would be welcome) include ANGEL and STOCKWELL. No CSLR plates from this period are known to still exist and so their method of construction is in doubt. Without overmuch evidence, it is thought that the plates were fitted into brackets on the RH side of the original (flush-sided) locomotives and the LH side of later ones - as one looks FROM the loco. They appear to have been with white lettering on an otherwise dark coloured plate.

The CCEHR was the only one of the 'Yerkes' tubes to require changeable



destination indicators on the stock from the outset - due to the bifurcation of the Charing Cross-Hampstead line serving Highgate. Plates known to have existed include GOLDERS GREEN and CHARING X (the X representing a rather more ornate cross rather than an X). Other destinations presumed essential include 'Highgate' and 'Hampstead' though the existence of these has yet to be proved. 'Morningside Crescent' may have been provided also but this is unlikely. From photographs, the plates APPEAR to be similar in size to 'modern' plates. One can only guess at what happened in 1914 when the 'Charing Cross (Embankment)' loop was opened. Perhaps a replacement plate was provided or perhaps CHARING X was left alone and no destination plate made for what had by then become 'Charing X Strand'. Who knows? Certainly there were plates which had CHARING X on them in use as late as 1924.

The opening of the Hendon extension in 1923, with the consequent need for new rolling stock, heralded the arrival of a new form of destination display on the CCEH line - destination blinds. Blind displays known to have been provided include EDGWARE, COLINDALE, HENDON, KENNINGTON, CHARING CROSS and those presumed include GOLDERS GREEN, HAMPSTEAD, HIGHGATE, EUSTON, MOORGATE, TOOTING and MORDEN. Blinds were fitted to the 1923-5 stock but the 1926 and subsequent batches had an improved front end appearance which included the headcode lights all being grouped together and a return to destination plates. At some time after the introduction of the 1926 stock, earlier batches of 'standard' stock were modified to suit. Before this modification was made, the necessity of showing the route arose; the problem was overcome by installing a special rotatable plate beneath the blind. The plate showed one of three faces, viz, blank (black), BANK or CHARING CROSS (both black on white) (vide Underground Vol XIII No 6 p91). From photographs it would appear that there may have been a fixed plate between the blind and the rotatable plate reading VIA.

The 1926 and 1927 stocks were delivered with a destination indicator box able to display two plates of which the lower one was the route plate and usually displayed VIA CHARING CROSS in rather condensed lettering or VIA BANK, both seemingly in white lettering on a black ground. A version VIA CHARING X is also reported but the usage of this plate is not known to be general. It is assumed that one route was on the back of the same plate used to show the other route, but it is not known whether the plate was removable or a fixed swivelling one such as those known to have been used on standard stock later and still in use on CO/CP stock. The former method seems the more likely of the two in which case both displays could have been the same way up (on swivelling plates it was essential that the displays were mutually upside down in order for the arrangement to work).

If not much is known about route plates, even less is known about the standard stock destination plates in early days. We know that EDGWARE, HENDON, GOLDERS GREEN and CLAPHAM COMMON exist and can suggest that COLINDALE, HAMPSTEAD, HIGHGATE, EUSTON, KENNINGTON, TOOTING and MORDEN would have been essential. Possibly STOCKWELL and STRAND would have been desirable, as would MOORGATE. HENDON and CLAPHAM COMMON appear on the same plate, the lettering on the latter being full height and thus very condensed. A GOLDERS GRN plate has also been reported but we don't know when nor where.

The advent of the 1938 stock brought about a complete changeover of the plates in use on the Northern Line. Three positions for the display were provided and the name of the line was now shown. Curiously, two types of 'line' plate appear to exist; one has NORTHERN LINE in full-height lettering, though slightly condensed, and the other has slightly smaller, uncondensed lettering with the last three characters slightly smaller still. Only the latter variety has been in use for many years, but in old photographs the former type predominates. Both varieties are in black lettering on a white ground; conceivably







in any form to indicate such, we have identified enamelled plates of the period (now black lettering on a yellow ground) using the nomenclature 'City' and 'West End'. The plates known to us are

VIA CITY	-	VIA FINSBURY PARK
VIA HIGHGATE AND CITY	-	VIA HIGHGATE AND WEST END

Immediately after the war, contemporary photographs show the familiar VIA CHARING CROSS and VIA BANK plates being used, as does a prewar photograph of the stock upon delivery. Perhaps the inference here is that the enamelled plates were never used. There would also, presumably, have been a VIA WEST END plate, in which case, what was on the back of it?

It would seem that there have been no new enamelled destination plates on any line since 1940 and new wordings have been generally applied by means of printed paper or vinyl labels, though other measures have also been resorted to. Back on the Northern Line, the route plates for 1938 stock divide roughly into three types. VIA CHARING X - VIA BANK in large condensed equal-height lettering appears to be the first type used. The second type incorporates the same wording, but in smaller, uncondensed lettering in the centre of the plate. The current type (introduced probably in the early 1960s) of having a small VIA on the upper left hand part of the display, with CHARING X or BANK centred in the rest of the area, in fairly large uncondensed lettering, is still with us. These displays consist mainly of vinyl stickers, or hand painted or transfers, but strangely, have been applied to blank yellow-enamelled plates, and not as one might expect, to the defunct CITY - WEST END type.

These notes lay down what is readily to hand about Northern Line destination plates - it is really surprising how little we know, especially about standard stock plates. The Editor urges all interested to try and do some digging into the subject - literally, if necessary, and report their findings. One would imagine LT would keep some records on the matter, but old photographs may prove of help (beware! - some have had destination indications deliberately altered on the negative); many obscure plates may well be lurking unrecorded in people's private collections, in which case great benefit might be brought to all if they were dusted down and shown the light of day for a while - recorded carefully at least, and photographed if possible.

#### REVIEW

Railway Accident Report - Bridge Street station, 4 February 1975. This report is of interest because it refers to an accident on the Glasgow Subway. The incident occurred at about 13.22 on 4 February 1975 and concerned the collision between two passenger trains at Bridge Street station, just about the only type of serious accident that can happen on Glasgow's twin, continuous circle lines with no crossovers or points.

The essence of the accident seems to have been that because of a delay at Bridge Street, the following train was held at West Street and while this second train was waiting there, an off-duty driver offered to relieve its driver, a probationary, probably thinking he was doing him a favour. While the off-duty driver was chatting to the rostered one, the conductor closed the doors and gave the starting signal even though the starting signal was at danger. Without either of the drivers checking the signal, the train was started and almost immediately halted by the action of the train-stop. The driver most improperly reset the tripcock and proceeded at normal speed to Bridge Street



where his train collided with one already in the platform. He said he did this because he assumed the West Street starter was clear and that his train was stopped by a 'bobbing' trainstop (a not infrequent manifestation on Glasgow's Subway). Fortunately, there was only minor damage.

The report is quite fascinating and gives a good insight into the workings of the Subway in general and of the events causing this accident in particular. Published by HMSO, 6 pp foolscap, 35p, November 1975.

#### LETTERS

Sir,

I thought I would raise some points in regard to the District Line. Firstly, crossovers. At the Barking end of East Ham station there is a crossover from the east to the west-bound line. This has been unused for some years now. The signal on the westbound platform facing Barking is permanently red. If there is no use for this, why not remove the crossover and the signal?

Whilst travelling on a District Line train from Elm Park, the train slowed rather quickly approaching East Ham. I noticed that there had been some activity near the crossover. Could men have been preparing to remove the crossover?

Secondly, I would like to raise a point regarding Upminster Monday-Friday off-peak services. I feel that the headway between trains could be reduced from fifteen to ten minutes. I think that this measure could eliminate trains terminating at Dagenham East off-peak.

Yours faithfully,  
S Quick

Elm Park  
Essex

Sir,

As a member of less than a year's standing, I don't know if the information I am about to give has been recorded before.

It concerns a wartime relic on St James's Park station, on the eastbound platform at the Westminster end. A danger notice by the door of a switchroom still advises anyone discovering fire to summon the National Fire Service, a body that disappeared, I think, in 1946.

Another relic that can still be seen, though better known than the one described is the 'Dig for Victory' poster on the disused Smiths bookstall on the westbound at Blackfriars. I would have thought that a 'collector' would have removed it long ago!

Yours faithfully  
P Roberts

Upminster, Essex  
8 February

Sir,

I would like to thank Mr Connor and Mr Ward for their comments on 'F' stock livery. The information corroborates my own observations.

The Ashbury train still remains a mystery. It is possible that the trailers seen by me were those mentioned by Mr Connor but if they had run like this since 1921 I cannot understand why I had not spotted them before as I used the line regularly since 1932. Possibly my attention was drawn to this



~~train because it had been overhauled and repainted and one coach had received special treatment in improved lighting and seating. I do not think that there was any connection with the odd coach seen by Mr Ward in the early thirties.~~

On the subject of liveries it is perhaps not generally known that a complete train of 'Dreadnought' stock was painted olive green with a red waistband. This set ran on the Aylesbury line for a time. A further set (or the same set repainted) appeared in bright green with a similar waistband. I believe these were experiments undertaken with a view to changing the entire Met livery. Both examples looked particularly horrible alongside the traditional teak and were fortunately shortlived.

A few 'T' stock coaches and, I believe a 'Dreadnought', appeared in all red livery for a time. No complete train was treated thus and no Met saloons were ever red, apart from the Circle Line conversions.

So far as I know these experimental liveries have never been mentioned in any publication and a direct approach to LT failed to produce any information about the 'F' stock. Unfortunately I did not take a note of the stock numbers of the vehicles concerned. Perhaps other members with long memories or detailed records can help.

Yours faithfully  
R Morgan

Cheltenham Gloucestershire  
9 April 1976

Sir,

Having read the report of the Piccadilly Circus derailment in UN167, I am surprised to see Mr Gillham's very different description of the events. Whilst I appreciate that Mr Gillham's letter does air one or two hitherto unmentioned points, I think it is undesirable that such a misleading account should stand as a 'final word'. I feel it is fairly evident that Mr Gillham neither read the original note, nor checked his information thoroughly, if at all.

In particular, the train which derailed was NOT a ballast train but a 1938 stock passenger train; it did NOT happen at night but at about 19.55 in the evening.

What happened was that the leading wheel of the leading bogie of the fourth car (10146) derailed at the tip of the switch blades of the leading pair of points of the crossover. The derailed car was then dragged into the tunnel headwall at speed causing severe structural damage to the car and some signalling equipment. It also derailed the previous car. The resulting mess took until about 17.00 on the following day to clear, the track was repaired, then the signalling (this was only done in the small hours of yet the following day). Following the derailment a number of trains was trapped in the tunnel and once the passengers had been cleared these were taken away to the nearest depot, some on the wrong road.

On the day after the derailment, several Met trains (SB) stopped additionally at W... en Green and Neasden and in addition a number of Met trains in both directions was worked over the Bakerloo Line (as far as this is possible) FROM SW... OF TRAFFIC. The Bakerloo services ran very much as stated in UN 167. That is, TWO single-line workings (one in each tunnel) between Elephant and Trafalgar Square, also Oxford Circus and Baker Street. Shortly before 17.00 and additional single-line working was instigated between Baker Street and Swiss Cottage. A restricted service ran on the Paddington to



Queens Park section (about two trains) and from West Hampstead to Stanmore (about six trains). Indeed the latter two services were provided as soon as possible following the derailment itself (about 21.00 roughly).

I suggest then, that Mr Gillham's letter gives a quite wrong impression of the incident and hope that it is not characteristic, though it does contain some points of interest.

Commenting now, if possible, on Mr Newman's letter, the nameplate does indeed display 'Nightingale Lane' and has done so for some time, the slightly inadequate 'Clapham South' sticker being a relatively new addition. I am not yet certain but I consider that the name was altered to Clapham South within the four months prior to its opening (in the Summer of 1926). The unusual thing about the way these nameplates were altered is that it was not until one of the new plates fell out that it was possible to realise that the plates HAD been altered and did not, in fact, display CLAPHAM SOUTH. It seems that the replacement bar was firmly clamped over the old one by specially modified wooden beading. Usually replacing plates are smaller than the area within the beading and are secured by a large number of screws of the like, as was done at Tooting Bec or Earls Court, for example.

Yours faithfully

F H Gillesmore

Sudbury, Middlesex  
23 April 1976

#### BEQUESTS AND THE SOCIETY

Many valuable items, and in fact whole collections, are often lost to the world on the death of their owners. This happens because the deceased's heirs, having different interests, do not realise the value of their inheritance and throw away material which may have taken years to collect together and which would be of inestimable value if it reached the right hands.

This situation applies to railway collections as much as, if not more than, to collections of other material. But there is a solution. Any member (or, for that matter, anyone else who reads this note) who wants to avoid the dispersal or destruction of his or her amassed Underground-related (or other transport or London) material can bequeath it to the Society, to be added to the material already in the Society Collections, or if sufficiently valuable as such, to form a new Collection. These Collections are already quite extensive, but through lack of a Society Headquarters or Club Room, are not as well known to our members as we would like them to be; a situation which the Committee hopes to be able to remedy in the coming years. We already have an excellent Library (available for inspection by arrangement), and separate collections of Tickets, Photographs, Sound Recordings, Posters and Relics. All of these collections, although only available for inspection occasionally, are safely housed and properly looked after by their respective Curators. So, if anyone feels disposed to bequeath his collection to the Society, he may rest assured that it will be well cared for and in due time it can be expected to be made available to the members for study and research - and even be available to the public eventually if Society resources, or contacts with other organisations, make available suitable premises.

Should any guidance be needed in drafting an appropriate clause to be inserted in a Will, the Secretary (at 113 Wandle Road, Morden, Surrey, SM4 6AD) should be approached for advice, which will be given willingly.



## NEWSFLASHES

- NF 1638 The enormous majority of London Transport's public litter-bins were removed during the week 29 March-3 April, including the 'built-in' ones on the Victoria Line. This seems to be part of the general precautions against terrorism. Strangely, the amount of platform rubbish does not seem to have materially increased as a result, though broom-wielding platform staff have been far more obvious than before.
- NF 1639 An appeal for tenders was recently made by the Greater Glasgow Passenger Transport Executive for automatic fare-collection equipment for the Glasgow Underground. The successful candidate probably will have to produce a remarkably all-embracing tender, although the PTE will accept part tenders. The work requiring to be done includes the design, manufacture, works testing, delivery to site, off-loading on site, installation, site testing, setting to work and maintenance for the maintenance period of automatic fare-collection equipment comprising ticket-issuing machines and automatic barriers. It should be interesting to see how the result compares with the various London practices, or with the other AFC installations which BR use near Glasgow.
- NF 1640 A plastic sticker worded 'Strand station Closed during Fleet Line Construction' has appeared adjacent to Strand on Northern Line station line diagrams. It replaces a similarly-sized sticker which bore the legend 'Strand Station Closed June 1973 to 1976'.
- HF 1641 1962-stock unit 1542-2542-1543 on the Piccadilly Line has been lengthened to 4 cars, car 9543 having been overhauled at Acton following several years in store at Ruislip depot. The formation is now 1542-2542-9543-1543. Car 9727 has gone to Acton for similar reasons and will eventually be reunited with 1726-2726-1727.
- NF 1642 Re NF1636, it is understood that unit 3909 has now been modified but is not yet thought to be in passenger service. The trailer, 4929, has had its roof painted BLACK instead of the usual grey.
- NF 1643 The two 1938-stock trailers 012256 and 012380 were moved from Neasden to Acton on 11 March 1976 for EHO (they are to replace '1949' trailers 012495 and 012503).
- NF 1644 A collision in Lillie Bridge depot on 5 March between battery locomotives L32 and L54 caused considerable damage to the cabs of both.
- NF 1645 Car 3357 returned to Golders Green between two Pilot-cars having been at Acton for repairs following a 'burn-up'.
- NF 1646 It is understood that LT staff uniform badges are to be altered later this year. Proposals include substitution of a Roundel-based arrangement for the current bullseye badges in use.
- NF 1647 The Washington DC Subway opened on 27 March 1976 it is reported. The line (which cost over £1000 million) was four years behind schedule and cost vastly more than was estimated. Passengers were given free rides on the first day. The stations have been designed to be 'nugging'-resistant; they are austere and brightly-lit with no pillars for people to skulk behind and are under constant TV-surveillance.



- NF 1648 The car damaged at Wood Green by a bomb was 1309. 1029 had taken its place by 14 April 1976.
- NF 1649 Car 576 (1973-stock trailer) became derailed at Cockfosters depot on 22 March 1976, and is believed to have ended up straddling three tracks.
- NF 1650 Unit 25 (3025-4025-4125-3125) has recently been fitted with resilient wheels, and is now in service on the Victoria Line again.
- NF 1651 There were 52 trains of 1973 tube stock completed at the end of February, but only 14½ available for service. The maximum number of trains (22) stored at Ruislip had been reached and so storage was still necessary at Bicester as well as at Metro-Cammell's.
- NF 1652 10306 - the prototype car for the 1952 tube stock that was never built - was still in service on the Northern Line on 19 March 1976.
- NF 1653 The car fitted some years ago with vinyl tiles instead of slatted maple flooring is COP trailer 013159.
- NF 1654 It has not previously been reported that as a result of the 6 February incident at Finsbury Park, Cockfosters depot was some 23 trains short at close of traffic and this resulted in the following, slightly unusual stabling arrangements. One train each at Down Street siding, Acton west siding, Northfields siding and Acton Works reversing road, two trains at Acton east sidings and nine trains between Acton and Northfields on the WB local line. The stock was worked back to Cockfosters depot the following day.
- NF 1655 The GLC now intends to back BR in their Liverpool Street redevelopment scheme. BR have apparently amended this scheme but a 1,000,000 sq ft office development is still intended. The GLC now hope to link Liverpool Street with the East London Line which would give a useful boost both to the delapidated East London Line and dockland. The 'Liverpool Street Station Campaign' are not in favour of the improved scheme.
- NF 1656 A 4½-hour delay was caused on Wednesday 17 March by a Northern Line train causing damage to the tunnel telephone lines between Colindale and Hendon Central (southbound). The train involved was no 110 and the incident occurred at about 17.00. Nearly a train's length of wire became entangled under the train itself which took some time to remove; the train then ran on to Golders Green where it was taken out of service, presumably due to the floor of car 3301 being completely covered with the offending wire.

#### CORRECTIONS TO UN

Re NF 1620, car 3242 should have read 3243. Please note that on page 172 (UN171) the headings 'Outer Zone' and 'Inner Zone' were inadvertently transposed and members' copies should be altered.

#### JUST FOR THE RECORD

Door Fault Readers may have noticed that all 1959-stock DMs now have a small hole drilled somewhere in the end cab door into the passenger saloon. Rumour (yet again) has it that these are drilled by one motorman, as the opportunity arises, on the Piccadilly Line, though the holes appear in a large variety of positions. Naturally, as the trains pass through Acton Works, the holes are blocked up again which for a time may result in such comments as 'faulty hole in cab door' being noted on the trouble card. Sooner or later it is unblocked



and, presumably, brought back into full use! Why do some doors have TWO holes?

New Staff A life-sized scare-crow recently appeared by the shunters' cabin at Golders Green, presumably to protect a nearby garden patch, though this is not obvious from passing trains!

Holy Water The following intriguing cutting from the Daily Mail (9 February 1976) was recently received by the Editor: 'Meanwhile there were tears of despair when six spanking new Underground coaches were sprinkled with holy water and blessed by Archbishop Luigi Rovigatti only to be shunted into a siding because there is no use for them. The authorities have not even a shed to protect the coaches during the two years they will have to wait before the city's new Metro is ready.' - ceremony for over-gauge Piccadilly stock?

Dire Warning The following LT poster was recently reproduced in The Times - a dire warning to all. 'PLEASE PARK ONLY IN THE SPACES PROVIDED - Parking along the centre of the car park causes destruction ⊕'. It was in situ in Snaresbrook station car park.

#### 1973 tube stock 'IN SERVICE' DATES

The following units entered passenger service on the dates shown in brackets. 106 (24OC75), 107 (06FE76), 108 (19JY75), 109 (12MR76), 118 (29DE75), 119 (24NO75), 126 (by 25MR76), 127 (25MR76), 132 (01MR76), 136 (25SE75), 137 (19JY75), 139 (10OC75), 140 (18AU75), 141 (18AU75), 142 (14SE75), 143 (14SE75), 144 (6OC75), 145 (6OC75), 153 (31MR76), 154 (24NO75), 155 (17NO75), 156 (24NO75), 157 (29DE75), 158 (18SE75), 159 (18SE75), 160 (09JA76), 161 (24NO75), 162 (20FE76), 164 (31MR 76), 165 (10JA76), 166 (04DE75), 167 (04DE75), 168 (19DE75), 169 (23FE76), 171 (19DE75), 175 (01MR76), 176 (23FE76).

The following units are used for the puposes shown. 100 & 101 (first test train), 114 & 115 (Cockfosters training train), 120 & 121 (second test train), 134 & 135 (Northfields crew-training train).

#### SALES NOTICES

Cavalcade Remembered 1925 (84 pages and 65 photographs) - a record of the 1925 Railway Centenary Procession. Published by British Rail at £1.00.

The East London Line and the Thames Tunnel by Charles E. Lee. The latest in London Transport's series of brief Line histories. 50p.

London Transport 1975 Annual Report for 1975, published by LT at 50p.

All the above are available, post free to members, from the Assistant Sales Manager, 21 Chestnut Grove, South Ealing, London W5.

Members' Handbook Binders Special binders for keeping sections of the handbook together in the right order are now available. They work on Hunt & Broadhurst's 'Loxon' principle and thus combine the 'loose-leaf' facility without the fixed capacity disadvantage of ordinary ring-binders. The covers are dark blue with the title printed in gold. Price 95p to holders of the Handbook but please indicate when ordering whether able to collect at Society events, in order to save postage. ALL ORDERS for BINDERS ONLY to LURS, 79 Morley Avenue, London N22.

#### AN EXPLANATION

Owing to the very complicated contents of this month's mailing, and postage rate considerations, Underground Vol XIV No 3 will be despatched with the NEXT Underground News.