



UNDERGROUND NEWS

First series Issue number 173

THE TIMETABLE for period beginning 1 June 1976

Friday 11 June

Illustrated talk on the Northern City section of the Great Northern Electrification scheme will be given by Mr K B Payne, Assistant Project Manager (Northern City), BR (ER) at Hammersmith Town Hall, 19.00 for 19.15

Saturday 19 June

Afternoon visit to Harrow Signal Box. Last-minute applications at once, please, enclosing 1st Class SAE to S E Jones, 113 Wandle Road Morden, Surrey SM4 6AD

Friday 9 July

'Drying Out The Drain', an illustrated talk by P J Keeling, Outdoor Machinery Engineer, BR (SR) (Waterloo) and J Vine, Divisional Traction Engineer, SW Divn BR (SR). At Hammersmith Town Hall, 19.00 for 19.15

Thursday 22 July

Morning trip for those who successfully applied before 28 May to go on a Croxley Tip train.

Saturday 24 July

Morning visit to Ealing Common depot. Please apply, enclosing 1st Class (two if also applying for Harrow Signal Box) SAE, to S E Jones, 113 Wandle Road, Morden, Surrey SM4 6AD

Friday 13 August

Normal monthly meeting at Hammersmith Town Hall. Programme will be announced nearer the time.

The entrance to Hammersmith Town Hall is situated at the Great West Road end of Nigel Playfair Avenue, off King Street, Hammersmith W6. (NHB) The nearest Underground station is Ravenscourt Park, NOT Hammersmith.

THE LONDON TRANSPORT COLLECTION

The GLC has now approved the suggestion of having a Transport 'Museum' (The London Transport Collection) in the old Flower Market in Covent Garden. It is significant that this scheme stood out above all the other suggestions for this historic building and should both help revitalize the area and considerably increase the numbers of people visiting the Collection.

The inside of the Flower Market is larger than the area available for the present Collection and should permit the display of far more material than is at present said to be possible. For example, at the moment, small relic displays are grouped together in comparatively small cases where space is extremely restrictive. There is nowhere to put new large exhibits nor working displays, nor such important items as old signs (sadly lacking at present), nor more interesting demonstration displays such as small train-borne equipment nor even proper photographic displays. It is fervently hoped that the new site may find itself home for one of the Metadyne battery locomotives (complete) now rusting forlornly at Ealing Common, before it is too late; it would be a very, very bad thing, for reasons given in UN167, if they were all scrapped.

London's Underground has altered so vastly since the 1950s that it is increasingly important that a reasonably efficient corporate collection is maintained - granted it has to be interesting to the casual visitor, but it must NOT just attempt to make money out of the derelict equipment which, due to the 1968 Transport Act, cannot be destroyed, for if LT have that attitude, it may as well give up and sell ice-cream. It ought to be possible for a coherent and adequate collection to be maintained and for it to be as interesting to the 'expert' as it is fascinating to the tourist - that is what preservation is about.

LT has done well to keep most of the old 'Clapham' items together and to keep them in London and on show. They have now been given a wonderful opportunity to produce a permanent display in Central London and we wish them well and hope their 'museum' is a success - for everyone.

TRANSPORT EXPENDITURE GUIDELINES

Continuing with the intentions revealed in the White Paper 'Public Expenditure to 1979-80' the Government has now circulated proposed guidelines which will be used in accepting future Transport Supplementary Grant (TSG) submissions.

Greater London's share of the total amount available for the five-year period until 1981-2 will be between £621.7 million and £683.9 million at November 1975 prices. This corresponds to £6.1 per annum more per head of population in London compared with the rest of the country. This reflects the unique transportation requirement necessary in Greater London and the strength of previous Transport Policy and Programme (TPP) submissions. Even so, the amount of money which will be made available will be severely limited and it is up to the Transport Committee of the GLC to decide which factors should be given most priority. A balance must be set between building new roads, road maintenance, and supporting public transport services.

The Revenue support to public transport is not included in the guidelines but the White Paper on public expenditure indicates a reduction of 20% in 1977-8 with further reductions in subsequent years. If this policy is implemented serious constraints may result in the context of London Transport's Capital and Revenue Budgets.

However, the Government is presently reviewing its transport policy and is due to publish a review document within the next few weeks

BIG BROTHER IS WATCHING

The closed-circuit television surveillance that has proved successful on the Northern Line is to be extended to include the new stations of the Heathrow extension.

The system, which is to be supplied by British-Relay TV Ltd, will have a single co-axial cable connecting the three stations to the Piccadilly Line Control Room. Separate cables will enable the Line Controllers to remotely control and select the cameras; the output from which will be displayed on either of the two monitors provided at Earls Court. Local monitoring such as the operations room at Heathrow Central will also be included in the system.

RECONSTRUCTION OF 100 PETTY FRANCE

As the project nears completion, the final bill for the reconstruction of 100 Petty France (formerly Electric Railway House) is likely to be £1 496 000, a considerable increase from the original December 1971 estimate of £650 000.

For providing 32 000 square feet of office accommodation, the total estimate including reconstruction, land value and debt interest will be of the order of £2.7 million. However, London Transport estimate the capital value of the completed redevelopment as £4.2 million; this shows a capital appreciation of £1.5 million.

At present LT rents 30 000 square feet of accommodation in Grosvenor Place which will be vacated when the work at Petty France is completed. This saving in rent will more than meet the debt charges on the capital cost of the new building.

Considering the saving in rental charges and the advantages to be gained from centralising the administration on LT in one central complex, this project would seem to be good value for money.

VIOLENCE ON LONDON TRANSPORT

In June 1975 Mr Daly, the chairman of the Greater London Council's Transport Committee, authorised the allocation of £4 200 to be used for a study into violence and assaults on London Transport staff. This study was undertaken by the GLC's Behavioural Science Unit and its report entitled 'A Study of Violence on LT' has recently been published.

While the research unit was producing its report to discover if there was a pattern in the occurrence of assaults, London Transport has attempted to combat this unsolicited problem in a variety of ways.

On the buses, more than 4250 have now been fitted with flashing lights and audible alarms and this system has proved useful in eighty-five cases with more than six arrests. Although a substantial reduction in assaults has been attributed to the fitting of two-way radios in buses in Merseyside, the installation of radios in London Transport buses has been very slow. But it is hoped that the fitting of 1650 sets will be completed by late July. Obviously any measures implemented by LT need the support of the Police; with a good liaison being established this has helped to reduce local 'hot-spots'. Police powers of arrest have also been increased with the passing of the Public Service Vehicles (Arrest of Offenders) Act.

On the Underground, closed circuit television has already been installed at Stockwell, Clapham North and Clapham Common stations and this has been very successful. Similar equipment will be installed on the platforms of Brixton, Balham, Tooting Broadway and South Wimbledon.

In the long term, seminars and guidance have been given to help those mem-

bers of the staff particularly prone to trouble, whilst the facility of free travel on both the buses and the Underground by officers of the Metropolitan, City of London and British Transport Police has a strong deterrent value. There is also the possibility of stiffer penalties being imposed by magistrates.

London Transport will, of course, have to consider the conclusions in the GLC's report and will be reporting back to the Transport Committee progress made in combating hooliganism with its own recommendations.

NORTHERN CITY LINE DESTINATION PLATES

It would seem that when the Northern Heights extensions were intended to be opened, the Northern City Line was still to be operated as a Line in its own right. On the line there was to be operated a number of standard stock trains, which would be restricted to the Moorgate-Finsbury Park local service, and a mixture of standard stock and 1938 stock trains on the Alexandra Palace extension. The programme was modified from time to time and in the event the programmed 1938 stock ended up on the Bakerloo Line. The intended use of standard stock did, however, require the supply of new destination plates distinct from those for the rest of the Northern Line, discussed last time.

Although the proof is not exactly overwhelming, it would seem that the lower plate (the swivelable one) was to bear the legend NORTHERN LINE in small equal height, uncondensed, lettering. Other plates in existence and which are thought to have been intended for standard stock include

DRAYTON PK - (blank) , ELSTREE - SPECIAL , ALEXANDRA PALACE - MOORGATE VIA FINSBURY PARK

On the latter plate, the VIA FINSBURY PARK is in black on yellow, about one-third of the height of the plate, like the more well known plates used on the Central Line, to be described later. These plates are similar in character and are undrilled; they are dissimilar to their known 1938 stock equivalents, not improbably, because they were ordered separately (the responsibility for 1938 stock plates seems to have rested with the car-builders).

Other plates known to have been intended for the standard stock trains were probably (though not necessarily) produced and would have been

BUSHEY HEATH - HIGH BARNET, FINSBURY PARK - EAST FINCHLEY.

Plates suspected but not proven include

FINSBURY PARK - MOORGATE, (or FINCHLEY cen - MOORGATE) and

EDGWARE - HIGHGATE.

The 1938 stock motor cars for the Northern City Line would have been equipped with the usual 1938 stock plates and would have had the

VIA FINSBURY PARK - VIA CITY

plate; it now transpires that the back of the VIA WEST END plate was likely to have been blank and Northern City trains were likely to have had one of these for use on local journeys where a 'via' plate was unnecessary.

As is well known, the scheme came to nought and the plates (if ever fitted to trains) were dispersed (they do not seem to have been used on the Northern Line) and were painted or papered over with more useful destinations. If any MOORGATE - FINSBURY PARK plates WERE produced, one would have expected them to have survived until the early 1960s at least, and possibly until the end of standard stock on the Northern City Line in 1966. The lettering on these plates

appears (in all known cases) to be white sunken into a matt black ground, whereas 1938 stock plates all seem to have 'raised' white lettering on a matt black ground. It is to be hoped that someone who can remember Northern City plates will write in and clear up the uncertainty (many plates in later years could have been stickers, but we would still like to know). In later years a motley selection of plates was used including ones with stickers but MOORGATE was sometimes painted on the blank side of a DRAYTON PK plate, and this was really all that was necessary for the curtailed service.

NORTHERN LINE PLATES (an appendix)

In addition to the plates mentioned in the previous article, a corresponding plate to the 'Via Highgate and West End' indication has been discovered. This was to have been

VIA GOLDERS GREEN
AND WEST END

VIA GOLDERS GREEN
AND CITY

No evidence has yet appeared from photographs or memories as to the use of the terms 'West End' or 'City'. All photographs seen of early 1938 stock show VIA CHARING X in non-Johnston lettering; probably stickers, but covering what?

R.A.T.P. PROGRESS REPORT

The 1975 report of the R.A.T.P. (Régie Autonome des Transports Parisiens) recently published shows a rise in total journeys made of 77m (4.6%) made up of 64m bus, 10m urban Métro, and 3m suburban Métro journeys. The 2.2% improvement in suburban traffic was largely due to the extensions to the St Germain and Sceaux lines.

The 1975 operating budget was increased from F3.44b to F3.79b. Fares were raised in July, from F0.80 to F0.90 for a single and F5.60 to F6.50 for a weekly ticket. At this time the 'Orange Card' was introduced; this is a monthly season covering all R.A.T.P. services. Sales of these were 190 000 in the first month, rising to 930 000 by January 1976.

Revenue showed a small increase to F1.415b whilst subsidies rose from F1.398b to F1.605b. Total investment was F1.672b.

The new connection between lines 13 and 14 is due to open in November 1976, the submerged tube across the Seine being completed last year. The temporary terminus of line 13 is the new station of Champs Elysées-Clemenceau.

On the suburban lines, the 5KM tunnel between Auber and Nation is completed, Châtelet and Gare de Lyon stations will be finished this year and services should begin on this line in 1977. The Sceaux line northern extension is now almost two-thirds complete and should also open in 1977. The extension of the Marne-la-Vallée line is about 70% complete although the deep tunnel at Fontenay-sous-Bois (in difficult soil) will not be finished until late this year. Work has begun on the River Marne bridge.

All lines are now subject to centralised train control and programmed running, and ATC was introduced on lines 6 and 9, bringing the number of ATC lines to six. From July 1974 to December 1975, 759 new coaches entered service, 210 of which were pneumatic-tyred. The new stock was allocated to lines 6, 8, 9 & 13 whilst 1951 articulated stock (ex line 13) was refurbished for use on line 10. R.A.T.P.'s largest ever order for rolling stock has been placed; this is for 200 train sets (1000 cars) with a value of F1.2b. This stock, type MF77, will be very modern using, for example, light-alloy body panels, and will be considerably faster.

REVIEWS

THE EAST LONDON LINE AND THE THAMES TUNNEL - a brief history by Charles E. Lee
This interesting little booklet, uniform (except in price) with Mr Lee's other 'brief histories', describes the creation of Brunel's 'Great Bore' and its subsequent absorption by the fascinating East London Railway. The booklet is well illustrated, as usual, but unfortunately some of the photographs are a bit 'tired' having been used in virtually every book, treatise, article or other reference to the railway over the years. Indeed two of the photographs are the same except for the type of rolling stock in the picture.

Nevertheless, if one bears in mind the intended readership, and the inevitable limitations on space then this eminently readable booklet is a must.

For some inscrutable reason though, one feels that even less has been said about the ELL in this booklet than the other brief histories have expounded on their subject! The book is priced at 50p and is available from the Society (as are the others).

LONDON UNDERGROUND ROLLING STOCK - by Brian Hardy, published by Capital Transport. This well produced book is essential to anyone interested in current LT rolling stock. It gives a necessarily short history of the stock and a concise list of all cars in use at the time of compilation. Essentially the work is divided into four sections, viz: Tube Stock, Surface Stock, Line by Line unit formations and Service Stock. Each of the first two sections gives a brief history of the stock concerned and is written on a stock by stock basis, a list of all cars in use (or to be put into use) is given here. The third section is largely devoted to unit formations and is done, usefully, on a line by line basis. The fourth section gives a review of service stock (or miscellaneous vehicles) in use. The book is profusely illustrated throughout and there is a large number of footnotes to demonstrate which cars, or batches of cars, have in some way been altered or are otherwise different from the norm. No notes yet on the 1973 stock variants, but there again it is probably too early yet to be able to tell where the 'boundaries' lie.

It is intended to try and keep the book up to date in Underground News since the book's value would diminish otherwise. The work is both valuable (and vastly better than the old Ian Allen equivalent) and at £1.50 quite reasonably priced.

THE BIG TUBE - by J Graeme Bruce, London Transport.

I am not sure what this booklet is trying to be. It is in a totally different format to the brief history series and is broken down into headed sections or rather chapters. Consequently after having ones appetite whetted by the table of contents the actual text proves rather disappointing. Also the impression is that a significant proportion of the text has been rewritten from existing works and the amount of original research is inadequate. The accuracy of some of the sections is also questionable in a number of places. Having (reluctantly) said all that the booklet is thoroughly readable and most of the photographs seem to be 'new'. As an epilogue to LT's operation of the line the book is fitting, at £1.50 however it seems just a trifle expensive for what it is - nothing very much is new.

Copies of the above books are available through the Society from the Assistant Sales Manager, 21 Chestnut Grove, Ealing, London W5.

LONDON TRANSPORT IN 1975.

The difficulty in reviewing any Annual Report is that the report itself is already a massive condensation of facts carefully selected to put across a uniform point of view, and any further condensation or selective comment is difficult.

The document itself is in the usual LT report format with glossy card covers this year bearing a photograph of a C stock train entering the modernized Circle Line platforms at Moorgate. Internally the layout is the same with the major headings each having a text in the form of a chapter and sub-headings forming one or more paragraphs within. The section devoted to the Underground makes particularly interesting reading and gives the latest (the only) Fleet Line progress report as well as information about numerous other developments. The financial report, compared with previous years, made interesting reading as does the review of the various, somewhat large, fare increases.

On the whole most people interested in London Transport will find something of value and consequently it is recommended they purchase a copy - priced at 50p.

BUSES AT BRENT CROSS

To serve the Brent Cross shopping centre, which opened in March of this year, a vast reorganization of buses took place in North West London in order to serve the site. The changes took effect before the centre opened on Saturday 31 January and as part of these changes three existing bus routes were extended to or via Brent Station unserved by buses for many years. The changes had an effect on Brent station (which London Transport desires to call Brent Cross at some future date) firstly by necessitating the closure of the small station car-park in the forecourt and then by the demolition of the railings (at first by the unwieldy buses) prior to their removal in connection with the reduction of pavement width in order to permit the buses to turn more easily. It is of interest to note that the panel-bills on the bus-stop posts refer to the station as Brent whilst the timetable panels and destination blinds refer to the station as Brent Cross. The publicity leaflet refers to the site as Brent (Cross) station. London Transport have not intimated an exact date for the station renaming if, that is, they are to persist in their intention.

Brent station is no longer a bus terminus however because furious local residents angered by buses trundling down their quiet residential streets appear to have won a campaign to terminate the buses at the shopping centre instead. It may be pointed out here that until the early 'fifties bus route 18B operated on a very similar route but it is not known whether the residents complained then as well (the 18B latterly turned in the forecourt instead until 1958 or 9 as did the 112 for a while afterwards). Route 210, extended from Golders Green to the shopping centre via Brent station, continues alone. The reason for the withdrawal? The 'official' reason (a Press Notice) attributes it to the 'lack of demand' but the real reason for the withdrawal appears to be 'objections by local residents'. The two routes were withdrawn after the last bus on Wednesday 19 May and it is understood that locals want their car-park back now the unnecessarily rebuilt forecourt is not really needed for the remaining bus route.

(The Brent station bus routes which were curtailed at Brent Cross shopping centre are routes 142 and 182).

JUST FOR THE RECORD.

INEXPERIENCED Enthusiastic, but totally inexperienced volunteers running a train from Aylesbury to Baker Street contrived to derail it at Wembley Park station. Other trains were not greatly delayed, but it was many hours before that particular train was back on the tracks! - excerpt from Wembley Observer-News Friday 7 May 1926.

QUICK WORK During the week of the bomb blasts on LT, London Transport, Metropolitan Police, Home Office and Central Office of Information met to discuss strategy. As a result two films (both shot at Edgware) were made in just 36 hours for screening on television. The films covered the rules for dealing with suspicious packages and one specifically encouraged passengers seeing something suspicious to ask about it and if necessary call attention to it. The films were screened on both ITV and BBC channels.

GONE AWAY The scare-crow at Golders Green referred to in UN 171 was observed to have been removed.

EASTER BUNNY (well nearly) Dubious though it may seem an Evening Standard some weeks ago reports that Central Line motorman J. Hunt whilst innocuously tending his duties at Blake Hall, fell victim of a drunken rabbit which, leaping through the cab window, proceeded to set about the motorman. He was subsequently (the note goes on) taken to hospital suffering from 'bites and scratches'. Several different versions of the story are extant and it seems that in actual fact the train may or may not have been stationary, the door may or may not have been open, the motorman may or may not have been in the cab and the drunken rabbit (which may or may not have been wearing a top hat) may or may not have had myxomatosis! Nevertheless, the poor motorman involved is understood to have fully recovered from the incident.

LETTERS

Dear Sir,

DESTINATION INDICATORS

My memory was stirred by the article in last issue on above, which incidentally I think covers ground which well merits recording.

I would like to be clear that this goes back to when I was between two and ten years old, around 1912-1920 period. I can fix this as we periodically came to stay in London from Southampton.

The picture which came to mind was of the original CCE&H trains in their particular red livery with a destination board along the bottom of a window in each car, I'm almost certain it was metal. I don't think every train had it, memory suggests it was 'Charing Cross & Highgate', if I'm correct, then the Golders Green trains had no board. It may have been the other way round but I don't think so. Perhaps someone will now also remember.

In support of this I know I had a very advanced reading age as far as destination and station signs went, even if I could write them down at the time, with luck I could persuade an adult to do it. BAKERLOO - In the same period the Watford extension produced signs in the stations - 'The WHITE trains run to Watford', based of course on the fact that the stock used Central London and later joint LER & LNWR, both had white panels.

At a later date, the all red cars on this route carried a wide band at window level for some time. I do not mean the stock which was painted white above waist level 1926? These were otherwise all red, I'm sorry I cannot give a date for this, possibly brief arrangement.

Yours faithfully,

H. Lourdes-Cresswell

Sir,

Reference p 189, May 1976, Underground Destination Plates. Early in the present century the CSLR had small destination plates: CITY, MOOR-GATE, ANGEL, EUSTON, STOCKWELL, CLAPHAM. I cannot recollect the colour. CITY originally applied to King William Street but was later used for a time for Moorgate. ANGEL and STOCKWELL continued to be necessary as a few trains terminated and were stabled there. It was at that time usual to refer to a terminal in the City of London as 'City'. The guards and station staff on the Central London Railway always announced 'City train' and many North London Railway stations carried a board outside reading 'Frequent trains to the City' or 'Quickest route to the City'.

The Hampstead Tube had destination indicators CHARING CROSS, HIGH-GATE, HAMPSTEAD, GOLDERS GREEN. In addition on the side of some of the cars was a four-sided wooden indicator with a square end fixed into two sockets. This bore the four destinations and was turned by the guard or driver at the terminus. These were gradually abolished as they wore out and platform indicators were provided. For a few years from opening only a quarter of the trains went through to Golders Green, the normal sequence being: Highgate, Hampstead (reverse), Highgate, Golders Green. I never remember a Mornington Crescent plate, and after the loop at Charing Cross was opened the Charing Cross plate continued to be used. However whilst the extension to Kennington was under construction 'Strand' plates were provided as Highgate trains terminated there. Trains carried headlights according to destination and large posters were exhibited at stations: 'Recognise your train by the headlights'.

Yours faithfully
H V Borley

Ruislip, Middlesex
18 May 1976

QUESTION AND ANSWER

QA 17 Why and how is the signal cabin at Wood Green operated, and when was the operating system introduced?

The Piccadilly northern extension was opened as far as Arnos Grove on 19 September 1932 and signal cabins were provided at the latter station and at Wood Green. A feature of the cabin is that it can be closed down and trains still reversed there by means of remote control from Arnos Grove. Remote control started regularly on 26 March 1933 and worked as follows. When three king levers were operated a northbound train described as Wood Green would (25 seconds after its arrival at the latter station) be automatically sent into the siding there; the points would be reset and the northbound starter cleared for a through train.

Trains from the siding to the southbound (i.e. westbound) platform are controlled by the Arnos Grove signalman who transmits the descriptions of trains from Arnos Grove or Wood Green siding in the order they will leave Wood Green. The same transmitter at Arnos Grove is used for all westbound trains, but for a train starting from Wood Green siding a special lever is reversed in the frame at Arnos Grove. When the road is clear and a Wood Green 'starter' is due, the route from the siding is set up automatically. It seems that, when necessary, Arnos Grove could be switched out and Wood Green controlled from Oakwood.

The foregoing was correct at the time the system was introduced but may have been amended subsequently.

TUBE TOUR - MAY 1976

A member contributes the following notes on the 2 May tube tour:

An eight-car 1938 stock train, carrying an attractive special destination-box display and the mysterious unexplained number '413' left Baker Street promptly. The first mild surprise was diversion to the local road from Wembley Park to Harrow. No engineering work was visible on the through road to account for this. A pause and a reversal at Watford, and via the north curve to Amersham, where peculiar things began to happen.

Somebody unspecified had decreed that the advertised reversal via the sidings would not take place. This reduced the possibilities of photogenic positioning considerably. An uninspiring reversal via the crossover, and off again on an optimistically advertised non-stop run back to Baker Street, reaching a mile-a-minute on the down grades after Chalfont and Latimer. Alas, for no apparent reason a red signal opposite North Harrow platforms, telephoned enquiries and an erratic approach to Harrow on the Hill, where the special was apparently deliberately arranged to follow a train from Uxbridge - again on the slow road to Wembley Park. An inevitable and apparently completely unnecessary six minutes late arrival at Baker Street.

Dinner, and a London Transport bookstall, at Baker Street, and off again to the East London Line. Rough rides over the St Mary's curve junctions, and through wet Wapping to New Cross Depot, where no passenger train had ever previously turned a wheel. Right into the shed and off the conductor rail, the emergency lights coming on. Reversal, starting using the jumper cable (?), and back via the District Line to Kensington (Olympia), whose (British Rail) gentlemen's toilet was not only open but provided that commodity long unknown to London Transport, soap.

An inexplicable attempt to get the train away five minutes early, and to the highspot of the day. Lillie Bridge depot via the north approach. Intriguing service vehicles visible in all directions; exit via the vicious curve to West Kensington, thence on to the Piccadilly Line.

Piccadilly Line train, diverted to local road, overtaken at Turnham Green, only to get in front again rather pointlessly at the approach to Acton Town. Via the little used outside road from Acton Town to Northfields. Hatton Cross still new-smelling showed train description quite irresponsibly as 'Acton Town', encouraging normal passengers to board. Staff toilets discovered on platforms, exactly where passengers require them - don't passengers' requirements exceed those of staff?

Last lap, outside road from Northfields again, then deliberately behind Piccadilly Line train from Acton Town; signal stops again around Earle Court, ordinary train allowed to precede special again for no apparent reason. Uneventful circuit of Circle and punctual arrival back at Baker Street.

Congratulations to organisers on ingenuity and interest of route; timings in most cases improved on quite considerably, suggesting built-in pessimism in schedules; provisional black marks to operating staff, several suspicious signal stops suggesting deliberate delays - or failure to read notices?

NEWS FLASHES

NF 1657 Southern Region will be adding the words 'also available to Chiswick Park' to season tickets issued at Gunnersbury when new stock is supplied.

NF 1658 Work on the 'down' escalator at Clapham Common, which started on 3 March 1975 and is still uncompleted, should have been completed at the end of May. Work on the 'up' escalator will then commence and

ought to be complete by next January. Passengers entering the station will by then have had to walk down to the lower concourse, which is fairly deep, for about 21 months.

- NF 1659 The LT Passengers' committee do not agree that the extension of the East London Line into Liverpool Street (see UN 172) is preferential to their previously suggested scheme for the resumption of through services to the City via St Mary's Curve. They are still pressing for sub-surface stock rather than tube stock on the line.
- NF 1660 Posters have been prepared directing passengers to the appropriate stations at Hammersmith following complaints about poor and inadequate signposting.
- NF 1661 London Transport are to increase slightly the lengths of the tripod arms on manually operated turnstile ticket barriers in an attempt to reduce further the possibility of someone 'squeezing through' without paying.
- NF 1662 New WAY OUT signs have been introduced at Bank (Northern Line) with exit directions both to the Bank or Monument exits.
- NF 1663 A new type of ticket machine is in use in the District Line booking-hall at Victoria. It dispenses (only) tickets for 10p and when it was observed only accepted 10p coins. It is a somewhat vast machine for the job it seems to do being about 5ft high, 3ft wide and 2ft deep. It is fitted with an electronic 'matrix type' display panel of insignificant dimensions which bore the legend EXACT FARE ONLY but no doubt it can display a number of other legends. The machine is essentially blue with a grey front. Unlike previous devices it has a 'cancel' button.
- NF 1664 It is thought that Charing Cross will be renamed Embankment in September of this year.
- NF 1665 With the next fares increase (18 July) all printed season tickets from Charing Cross will be marked 'EMBANKMENT' (only). Tickets to or via Charing Cross from other stations will be marked EMBANKMENT when new stock is required, as mentioned in NF 1608.
- NF 1666 Metropolitan Line trains once more uncoupled during Monday-Friday off-peaks and on Sundays.
- NF 1667 Services on the Metropolitan Line were delayed on Easter Monday due to a derailment at Neasden, in the early morning.
- NF 1668 Brent Council have deferred judgement on whether to build a small residential development on the site of Willesden Green Goods Yard until an examination of long term lorry parking possibilities has occurred.

NF 1669 The CME test train (1960 stock unit 3910-4902-4903-3911) has been stabled outside Ealing Broadway station since just before Christmas. Periodically it disappears for about 48 hours at a time.

NF 1670 The prices of RED BUS PASSES were increased to an interim rate on and from 23 May, prior to the main rise on 20 June. There was absolutely no direct publicity for this move at all. The same thing is likely to happen with the rail fares due to be implemented in July. Go-As-You-Please tickets are due to increase in June now and not in October as was once suggested (October being at the end of the tourist season). It seems that there is no intermediate rate on this latter type of ticket though.

APPEAL

In accordance with the wishes expressed at the last Annual General Meeting of this Society an appeal has been organized in connection with the shooting of the Hammersmith and City Line motorman after the West Ham bombing incident earlier this year.

Persons wishing to contribute to the fund are asked to send their donations to:

Appeal Fund
c/o the Secretary
113 Wandle Road
Morden
Surrey

It is essential, as always, for people to make it quite clear for what purpose they are enclosing the money. Cheques should be made payable to the London Underground Railway Society.

QUESTIONABLE CONNECTION

On 15 January 1867 forty people were drowned in a skating accident on the lake at Regents Park ('Regent's Park', Ann Saunders).

The soil excavated from the tunnel of the Metropolitan and St Johns Wood Railway (opened between Baker Street and Swiss Cottage on 13 April 1868) was used to reduce the depth of the lake ('The Metropolitan Line a Brief History', Charles E Lee).

An illustration exists of 'Works in the bed of the Regents Park Lake' (Illustrated London News - exact reference unknown, probably 1867, relevant text on page 566). This shows two contractors' locomotives in action.

Did a connection ever exist near the Regents Park bridge at Lords (St Johns Wood Road), or elsewhere?

UNDERGROUND

All recipients of this copy of Underground News should note that with it should be enclosed a copy of Underground volume XIV No 3.

HANDBOOK BINDERS

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