



UNDERGROUND NEWS

First series Issue number 177

THE TIMETABLE for period beginning 22 October 1976

Saturday 6 November

Study tour between Finsbury Park and Moorgate, including last Eastern Region trains over Widened Lines to and from Moorgate. Tour also includes Northern City Line and seeing last Eastern Region train from Broad Street. Meet Finsbury Park, BR booking office at 08.45, take return tickets to Moorgate via Kings Cross. Tour ends Finsbury Park at 13.05

Monday 8 November

Inception of through services between Hertford North/Welwyn Garden City and Moorgate via Finsbury Park and Drayton Park. First train is 05.00 from Hertford North, calling at many intermediate stations, including Finsbury Park at 05.35. There will not be any organised Society party.

Friday 12 November

Talk by Mr R W Clarke, Commercial Officer, London Transport. 'Fares Policy in London: is it fair?' (illustrated) Hammersmith Town Hall, 19.00 for 19.15

Wednesday 17 November

Afternoon visit to Acton Works. Please send 1st Class SAE to 113 Wandle Road Morden Surrey SM4 6AD by 30 October.

Friday 10 December

Illustrated talk by Richard Graham entitled 'Railways and Refreshment'. Hammersmith Town Hall, 19.00 for 19.15

Saturday 11 December

Morning visit to Lots Road Power Station. Restricted in numbers. Please send 1st Class SAE to 113 Wandle Road Morden Surrey SM4 6AD by 17 November.

(NHE)

COVENT GARDEN MUSEUM

On 7 April 1976, the Covent Garden Committee of the Greater London Council decided that London Transport could lease the ground floor of the Flower Market. This decision followed a London Transport application to use building as a museum in place of the present premises at Syon Park, reported in UN173.

At the meeting of the Covent Garden Committee on 8 September 1976, a further application by London Transport was discussed. Since obtaining the Committee's support for the museum project, LT initiated a structural survey of the market building. The engineers found that the flooring between the ground and basement levels would not support the weight of some of the heavier exhibits. Also that the basement area extends to a distance of 11ft 6in beyond the main structure of the building.

In order to house these heavy exhibits, London Transport now proposes to lease the ground floor of the Flower Market and the covered way alongside the main building. Although the basement extends under the covered way along its length, the bulk of the covered way has a solid base. This, with a moderate amount of support, would be used to accommodate the heavier locomotives, carriages and other heavy items. Temporary under-pinning will only be necessary when the exhibits are moved. This arrangement would alleviate the necessity to reinforce a substantial portion of the main Flower Market area.

London Transport has advised the Committee that it expects to have contractors on site from March 1977 to October 1978, but if the latest lease application were not favourable then this schedule would suffer slippage. The Committee at a meeting on 8 September decided to release the information pertaining to the covered way to the Covent Garden Forum for public discussion. The Committee felt that all practical problems connected with this project should be overcome as soon as possible, preferably within the original time schedule.

It is interesting to note that no mention of the floor loading problem was put before the Committee in the earlier lease application, nor any information relating to any unforeseen difficulties with regard to moving or exhibiting the items from the Syon Park Collection.

BOOK REVIEWS

'London Transport Scrapbook for 1975' compiled by James Whiting. Capital Transport, 1976. £2.90 paperback. A splendid idea, but such a pity that it could not have been put into practice YEARS ago; so much valuable material has already gone unrecorded (the idea is not new, actually, but no-one has hitherto been prepared to do anything about it). Basically, the Scrapbook comprises a photographic record of interesting events during the year (Bus and Underground), mainly incorporating extended explanatory captions. In addition there is a number of small, and four larger, articles to cover events needing a more detailed examination. Items appear in chronological sequence. A random selection of items covered which demonstrates the scope of the book includes, bus route changes each month, Stonebridge Park Underground depot, an article on the Moorgate disaster, removal of the Bond Street umbrella, Cup Final train services, Evel Knievel at Wembley Stadium(!), the Heathrow extension, the bus shortage, single-deck Routemaster, Merlins at Radlett airfield and many other items. The book includes some colour photographs.

On the whole a well-worthwhile publication which we hope will be successful in order that a Scrapbook for 1976 will appear. One or two inaccuracies should have been spotted, though.

'Piccadilly Line - Extension to Heathrow Airport, a progress report' London Transport, 1976. This little booklet, obtainable from Travel Enquiry Offices free, must have cost a lot to produce with its complement of coloured photographs on high quality paper. The line is described by means of a brief text and photographs, with sections devoted to the stations, trains and tunnelling methods. A nice collector's piece but little new information for Society members. The arrival of a similar book for the Fleet Line would, however, be eagerly received (a hint), and more worthwhile. (FHG)

'London's Lost Railways' Charles Klapper. Routledge and Kegan Paul, 1976. £5.50, hardback. 140 + xiv pp and 32pp plates, 233mm x 152mm. Charles F. Klapper, well-known to members of the Society as one of its distinguished Past Presidents, is as well qualified as anyone could be to write on this subject. Having served thirty-five years with 'Modern Transport', seventeen of them as Editor, been a founder member of the Omnibus Society, and President of that body, as well as the Railway and Canal Historical Society and our own Society, he could hardly fail to produce something well worth having.

This he has done, in full measure. It is a fairly short book, and ranges in fact over a wider canvas than its title implies, for it not only covers what was once there and is gone, but also deals with what might have been (abandoned proposals) and what may yet be (existing plans for expansion). There is also a highly informative chapter on the Paris system, which provides a useful comparison with London.

If there is a criticism to make, it is that so much valuable information has been crowded into so few pages that it is, in parts, difficult to absorb everything in one reading. This is, however, a very minor matter, as it is a book which will be read many times and always kept handy for reference. There are two maps in the text, which could, perhaps have been better but which are adequate. The illustrations are good, and in the main well enough reproduced; some are familiar, many are not. Altogether a valuable addition to any Underground library.

SHIRT REVIEW

It is believed that, either through necessity or for enjoyment or interest, many Society members actually travel on the Underground from time to time. It is thought (but this is less certain) that in between observing details of the Underground itself, a few of these members may occasionally look at their fellow-travellers, in which case they will have noticed that this year the upper halves of many passengers are covered in T-shirts, with a great variety of designs in evidence.

It will come as no surprise to these members to learn that one of these designs is an Underground map. The shirt in question is made in Hong Kong by Ross Conway, but the provenance of the map is rather more mysterious. Superficially it resembles the No 1 - 1973 Pocket Diagram (without grid) but a number of elements from other maps have crept in. For instance, Bushey & Oxhey is called 'Bushey', Strand has had its name removed, Epping is called 'To EPPING &' (as on a truncated map), and the legend 'Certain stations are* closed on Public Holidays' has been replaced by 'Certain stations are closed at weekends and during Public Holidays' (as on earlier maps), despite the fact that the shirt gives details of weekend closures.

Mistakes are rife. Apart from spelling mistakes too numerous to mention, West Harrow, Hillingdon and Uxbridge are omitted entirely, Barons Court is called 'Ravens Court', Ruislip Gardens and South Ruislip are called 'Ruislip'

* also

and 'Gardens' respectively, and Hounslow Central has been renamed 'Heathrow Central' (which you must admit is easier than building a new station with that name). All this leads me to conjecture that the map was compiled by three opium-besotted natives, unfamiliar with the English alphabet, and working from different maps.

There are several drawbacks to the T-shirt. The quality of the printing is not marvellous, there is no index on the back, and when the shirt is being worn the map can only be read in a mirror or (with difficulty) upside-down. Also, at parties one is continually being asked to stand still so that people can plan their journeys home (this tickles).

At the time of writing, the shirt is available from Just Pants, 22-3 Cheapside, EC2 at the sale price of £1.99 (reduced from £3.99, which is rather annoying to one who paid the higher price). Stocks are limited, and may all be gone by the time you read this, but other shops may still have some. Your reviewer has also had a brief glimpse of a T-shirt bearing the slogan 'Bakerloo Line Blues' but has no further information as he was unable to question the occupant about it. (N H G Mitchell)

NEW ROAD BRIDGES AT KILBURN STATION

The last two remaining cast-iron arched underbridges on the Underground system are due for replacement during 1977-78. The two bridges, MR16 and MR17 are skew bridges carrying the northbound Metropolitan and Bakerloo Lines across Kilburn High Road and Christchurch Avenue at Kilburn station. Built in 1879, they consist of two 'flattened' cast-iron arches having spans of 78ft and 87ft 9in (24 and 27 metres) respectively.

A number of serious railway bridge failures occurred during the XIX century which resulted in a ban on the use of cast-iron for railway underbridges. This restriction, first imposed in 1883, has subsequently been extended by British Standards and Department of the Environment regulations to prevent the use of cast-iron from any part of new bridges except when subject to direct compression forces only.

Routine inspections of these two bridges over a number of years has shown movement in certain joints suggesting a build up of tensile stress. During 1973 full-scale loading tests were carried out which confirmed that some joints were particularly prone to this type of stress under certain load conditions. In the interest of safety, it has been decided, therefore, to replace both of the bridges in the latest Bridge Renewal Programme.

London Transport is to reconstruct both bridges completely with steel decks. The work, which is expected to commence in January 1977, will be particularly difficult because of heavy traffic on the road beneath and the close proximity of other rail bridges. It is anticipated that line closures will be necessary during certain times but provision of a replacement bus service and additional British Railways trains should offset any inconvenience to the travelling public. This project, which is the largest single work in the renewal programme, is expected to cost in excess of £1.37million. Planning applications have been lodged with both the London Borough of Brent and Camden since the bridges are sited on the borough boundary. Assuming that the permissions are granted and that work starts on schedule, it is anticipated that completion will be towards the end of 1978.

PROMOTION OF NEW LEGISLATION

The London Transport Executive has petitioned the GLC for permission to submit a Private Bill to Parliament in the 1976-7 session. The Executive wishes

to promote a Bill for an extension of time to complete works authorised in earlier Acts and to apply for new powers. The GLC's consent is required under Section 6 (2e) of the Transport (London) Act 1969.

An extension of time is required for a ventilation shaft and subway at Mansion House. These works form part of the Fleet Line Stage II workings. The construction was to have been on land owned by the City of London but is now to be made on land part-owned by the Executive. It is also required for the construction of a new subway at Holborn, authorised by the London Transport Act 1974, but which is unlikely to be started before the expiration date of 31 December 1977. This work is necessary to facilitate interchange at the lower levels.

New powers to be incorporated into the new Bill include powers to compulsorily purchase land and construct an extension to the switch house for the Central Line at Mile End. Powers will also be applied for in order to consolidate Section 54(1) of the British Transport Commission Act 1949, to make permanent the powers of search and arrest conferred upon any constable. Due to inflation an increase in the amount of fines and penalties which could be imposed for contravention of the railway bye-laws, felt necessary as a deterrent to would-be offenders, will also be applied for.

Although consent for such undertakings is required by the Executive, by granting its consent to the application, the GLC is not inhibited in negotiating special clauses for any undertaking in protection of its own interest or of the Council's property.

LETTERS TO THE EDITOR

Sir,

Purple Lights. I was interested to read George Jasieniecki's extra information on this subject, though the use of BROWN-painted lamps is puzzling, as Circle trains were by that time in red livery!

My original queries were, (a) what colour glass was used in OIL-lamps to give a blue/purple aspect, bearing in mind that an oil-lamp flame is yellow, and (b) were the descriptions 'blue' and 'purple' used indiscriminately to describe a single bluish-purple aspect? This is my strong suspicion, i.e. that two separate hues, so 'near' to each other, were not used. As I mentioned earlier, when I viewed a candle-flame through an ultramarine 'Vick' bottle the flame appeared purple, surrounded by a blue area. All the foregoing refers to OIL-lamps; I see no problem with electric lamps, which, being almost white compared with oil lights, would presumably give an exact reproduction of the glass colour. In other words, as Mr Densham confirmed, a purple ELECTRIC light would need a purple glass.

Members' Handbook: Structure number sequences and locations. E2.3. I note that your reference to bridge-numbers MR125-156 is given as 'Great Missenden to'. From observation, I would suggest that the highest number in LT territory at that time was MR154. LT bridge plates were provided as far north as the LT/LMR boundary post that had been provided (but soon rotted off) opposite Stoke Mandeville Hospital. MR 154 was a culvert over a stream forming the Stoke/Aylesbury boundary, and 155 and 156, bridge and culvert respectively, were the first two on the BR side; it would seem that these two have never been LT property. I believe, but am not certain, that the boundary was known as 'Aylesbury South Junction' (a 'paper' junction only), sometimes confused with the location of Aylesbury's southernmost signal box, which bore the same name. Can someone confirm, please? Since the LMR takeover

north of Amersham, I now believe that the highest numbered LT bridge has been MR 115. Can someone confirm please?

Yours faithfully
John Reed

Stoke Mandeville, Buckinghamshire
26 August 1976

Sir,

With regard to 'Monkey Business', p222, June 1976 issue, I am tempted to think that the incident is connected with a report which I remember reading many years ago. The heading was 'Monkey Boards Bus' and described how the animal joined a bus at Camden Town much to the consternation of passengers.

I have a theory that the animal was temporarily staying at Olympia, where it was a star in the circus. It was obviously an intelligent creature and decided to take a trip to visit a relative whom it knew lived at Regents Park. Donning a hat and coat over its circus suit it entered the Underground system at Olympia without difficulty and travelled successfully as far as Charing Cross. Here it became bewildered by the many directional signs and ended up on the Northern Line instead of the Bakerloo. The monkey obviously became very agitated when it arrived at Strand and it was here, I suggest, that the misrepresentation of its breaking loose took place. In fact it was reassured by a passenger and instructed to travel to Camden Town and there catch a 74 or 169 bus. If the monkey had not drawn attention to itself on discovering it was on the wrong line, it is probable that the journey would have been accomplished without any of the monkey's fellow-passengers noticing anything unusual. Or is there some other account of this episode still to be found....?

Yours faithfully
Tony Newman

Purley, Surrey
31 August 1976

CORRECTION

In NF 1706 (UN 176, p242) please note that the details of the 1938 stock exhibit being prepared for Syon Park/Covent Garden is not quite as stated. The exhibit is the front of car 11149 cut off immediately behind the second set of passenger windows and does NOT extend as far back as the first double doors.

HEATHROW AIRPORT- LATEST

The latest information on the naming of the Airport station comes from a GLC Transport Committee meeting on Tuesday 19 October. After some debate on the LTPC's objection to LT's name of HEATHROW CENTRAL, the Transport Committee eventually decided that the name of the new station at Heathrow Airport would be, surprisingly, HEATHROW AIRPORT. London Transport are reported to be most unhappy at this state of affairs but their original arguments were quashed. As an example, the Transport Committee say that it is MOST unlikely that further Airport stations will be built for a very long time (viz. Perry Oaks, wherever that is).

IF AT FIRST YOU DON'T SUCCEED, TRY, TRY AGAIN

Yet another type of confectionary contraption is appearing on the system, notably on the Victoria Line. The original machines on this line, though attractive, were not a success and were replaced by more conventional types (from the passengers' point of view even less successful). The new types are presumably more robust and reliable and have a rather striking white front.

ASSESSMENT OF MEMBERS' INTERESTS

A thank you to all members who have bothered to return the sheets. However, a significant number of members known to hold strong views, and express them on occasion, have not yet returned their sheets. We really do want your views so, if you want your thoughts to be considered by us, please return your replies to the address on the form to arrive by 5 November.

We can already make the following observations, however,

- i) we have had only ONE reply so far from overseas members (whose views we seek particularly)
- ii) several people have used up all the available writing space telling us how little writing space we have allowed them. A significant number of others have enclosed letters with the forms, expanding on their replies. On the whole we would much rather have a letter, however long, explaining WHY the sender filled in the reply the way he did, than just have the reply form half-heartedly completed with the results of little value.
- iii) only a few replies put forward NEW ideas or suggestions (and there is much uncovered by the form). Please feel free to suggest anything not on the form; enclose a separate note if necessary.
- iv) the returns from Society officers are significantly lower than from ordinary members.

PLEASE - HELP US TO HELP YOU - Return your completed form before 5 November.

UNDERGROUND QUIZ

At the time of writing we have had NO REPLIES AT ALL to the quiz in Underground News. Why? Perhaps it is too difficult; perhaps YOU are too busy; perhaps the time limit is insufficient? We therefore extend the closing date to 5 November - also the possibility of a prize cannot be ruled out.

POSTAL AUCTION

A copy of the very scarce first edition of Howson 'London's Underground' (London, Ian Allan, 1951) is available for disposal by Postal Auction. All bids should be sent c/o The Editor, Underground News, 33 West Avenue, Hendon London NW4 2LL, to reach him by 5 November. Only the successful bid will be acknowledged, unless an SAE is enclosed with the bid.

NEWSFLASHES

- NF 1711 The purchase of eleven six-car trains of 'C' stock for the Putney Bridge to Edgware Road service is now expected to cost £7.7million. The new trains, known as 'C77' stock, are being built at Birmingham by Metro-Cammell. Delivery is scheduled for 1977-8.
- NF 1712 A public enquiry into the proposed redevelopment of Liverpool Street and Broad Street stations is to be held in mid-November 1976. The enquiry, called by the Secretary of State for the Environment, will encompass such items as British Rail/London Transport interchange, access between Central and Circle & Metropolitan Lines and the proposed bus station on the Broad Street station site.
- NF 1713 Charing Cross Embankment station was officially renamed EMBANKMENT on Sunday 12 September. Most station signs were altered accordingly by that day. Trains on the Northern Line still carry 'via Charing X' (or 'via Charing Cross') descriptions and train route indicators

because, though the station does not exist for the present, it will become the name of the Strand/Trafalgar Square complex. It must nevertheless be very confusing to the non-Londoner traffic.

NF 1714 Alterations have recently taken part at Wembley Park. The existing crossover from the NB Metropolitan Line to platform 2 has been replaced by a scissors crossover arrangement thus enabling trains from either the depot or the NB Met to enter either platform 1 or 2 (NB fast and slow lines respectively) or from either of the aforementioned platforms to the depot. The crossover was installed on the morning of Sunday 10 October causing some interesting service alterations (more in due course) and was commissioned on the night of Sunday 24 October, together with some necessary signalling alterations.

NF 1715 At the same time as some new Central Area diagrammatic maps are being posted up on trains, the colour of the 'masking' tape stuck between these and the particular line's diagram seems to be being altered from pink to blue. Although not previously recorded it is thought that when the Central Area diagrams were pasted in this position initially, the masking tape was brown. Can anyone remember, on 1938 stock, when the LINE DIAGRAMS were first pasted in the present position?

APOLOGY

In issue 176 (p241) we promised a batch of Handbook amendments. In fact a batch of Handbook amendments had been prepared AND PRINTED but due to certain difficulties on the Committee, shortly to be resolved, some of the information was rendered inaccurate, we hope only temporarily. Consequently it proved necessary to provide a new stencil and get it printed thus causing a delay, hopefully not cumulative. The Editor is confident that the revised amendments and a new batch of Handbook will, circumstances permitting, be sent out with the next issue.

By the way, some concern has been expressed about the fact that it appears we will not make our twelve issues this year. Circumstances again permitting, we aim to produce the requisite number of issues during the specified period. A further supplement is also in course of preparation and Underground News - Second Series will hopefully be starting shortly.

ONGAR LINE

From Monday 18 October only one train has been in use on the Epping-Ongar line and although, technically, the signal frame has not been taken out of use, the points have been secured for through running through platform 2 at North Weald.

JUST FOR THE RECORD

Moth-eaten. Mr Michael Theobald, writing to the Evening News for 15 October, takes an interest in moths. He notes that exotic moths have been reported in the Gardens at Buckingham Palace and points out that equally exotic moths seem to be travelling by Underground, together with other (unspecified) winged creatures. On one occasion he noticed a moth had taken an interest in a gentlemen's suit, in front of him, whilst about to leave a train. Resisting the urge to tell on it, he followed the man into the street whereupon the moth flew off - to Buckingham Palace no doubt. There must be an enormous variety of (some not altogether tasteful) creatures which have travelled on the Underground at some time or another - apart from humans. Anyone else any stories? One which keeps recurring is about the sheep at Earls Court....