

UNDERGROUND NEWS

Second series

Number 180

THE TIMETABLE for period beginning
3rd April 1977

Sunday 3 April

The Society will be operating its Sales Stand at the London Bus Preservation Group's fourth open day and flea market at Cobham Bus Museum, Redhill Road, Cobham, Surrey between 1100 and 1700. Entrance 15p., free bus service from Weybridge station.

Friday 15 April

Talk by Mr. F.J. Faulkner on the 'Mechanisation of Permanent Way Work, at Hammersmith Town Hall. 1900 for 1915.

Friday 13 May

Talk by Mr. D.F. Barnes on the 'work of London Transport's Travelling Ticket Inspectors. Hammersmith Town Hall, 1900 for 1915.

Sunday 12 June

Morning walk along the City Widened Lines of L.T. This visit may have to be cancelled at short or no notice if B.R. need to run trains over the C.W.L. Please apply to City Widened Lines visit organiser, 6 Launceston Gardens, Perivale, Greenford, Middlesex UB6 7ET, enclosing SAE and giving telephone number if possible.

Wednesday 24 August

All day visit to Metro-Cammell Railway and Bus workshops at Birmingham. Forward travel on the 0840 train from Euston (0856 from Watford Junction). Return on 1618 from Birmingham. Free travel between New Street Stn. and workshops. Photography will not be allowed. Members travelling from London or Watford must be prepared to travel at the party rate of £3.80 return - this includes seat reservations both ways. Applications to Metro - Cammell visit organiser, 6 Launceston Gardens, Perivale, Greenford, Middx. UB6 7ET enclosing SAE and stating whether intending to join the party at Euston or Watford, or Birmingham. If the former please include cheque/p.o. payable to TLURS for £3.80. Applications to reach us by 18th July.

PLEASE NOTE: NEW EDITORIAL ADDRESS; See details inside.

CHANGE IN EDITORSHIP OF JOURNALS.

As many members may now realise, the Editorship of the Societys' journals has passed from Mike Horne to Dave Burton, mainly due to increasing personal pressures on Mr. Horne. It is with some considerable regret that this situation has arisen, and whilst the Committee acknowledges Mike's work over the last two years, it was thought necessary to relieve Mike of his duties since the Journal frequency was beginning to suffer.

The basic format of 'Underground News' seems to appeal to most of our members, and, with a few minor modifications it is hoped to continue its general appearance into Series 2.

The Handbook has got off the ground well, but whilst the frequency of the main Journal is restored to normal, issues of the Handbook will be less regular.

It is the new Editor's intention that 'Underground' will be pushed up to 4 issues per year during the next 18 months, with articles of an improving technical standard, and notwithstanding the financial and Trade Union difficulties which have gone before.

I think that it goes without saying now that the Editor would be very pleased to receive any items of interest for inclusion in either of the periodicals, or even just suggestions for possible future articles.

New Editorial Address:

The Editor
TLURS
39 Durnsford Road
Bounds Green
LONDON
N11 2EP

UNDERGROUND FILMS

Following the success of the Society's recent film show, the Co-presenter, John Huntley, is eager to compile another showing of different material. Needless to say, although there is quite a lot of suitable film about, it is not always easy to find, especially sequences from feature films which no one can remember the names of. Examples such as a chase along the Central Line tracks near White City represent the sort of thing we're after; any member who knows of any such sequences, or has amateur film of their own which might be used (or copied) - the Editor would like to hear from you (please note new address) - as soon as possible.

CHANGE OF ADDRESS - REGISTRAR.

Would all members please note that the new address of the Society's Registrar (who, by a strange co-incidence is also the Society's Exhibitions organiser) is: The Registrar, 8 Tirlemont Road, South Crydon, SURREY, CR2 6DS.

A PTE FOR LONDON?

A public meeting under the above title was held at Caxton Hall, Westminster, on the evening of Thursday 9th March 1977. Arranged by the Railway Invigoration Society, with the active support of the National Council on Inland Transport and Transport 2000, the meeting was chaired by the president of the NCIT and attended by about 50 people. The principal speaker was Councillor James Daly, Chairman of the GLC Transport Committee, and his talk was followed by more than an hour of lively discussion, many of those present being members of the sponsoring societies or other bodies concerned with the future of passenger transport in the metropolis.

Councillor Daly felt that what the public wants is not always what the experts believe is right, and therefore what is provided in the way of transport is not what is wanted by the users. He said that he could understand the reluctance of administrators to follow new proposals too quickly, as they might well be left holding the baby when the elected representatives were ousted from office or moved on to other departments.

The present split in the transport system in London between London Transport and British Rail meant that the system was not accountable to a central control body, and he considered that it should be under such control, and that the control should be political in the sense that it comprised elected representatives. The Greater London Council area had a population of about 7 million, but many people from outside the area used public transport within it, and it was only reasonable that these should be represented on any elected body.

Cllr. Daly thought that the GLC should be the body providing the basis for a Passenger Transport Authority, but that the Authority, which would appoint the Passenger Transport Executive which would actually provide the services, should have representatives from the counties surrounding London as well. Such an Authority would be in much the same relationship as the GLC is to LT, but would cover the suburban services of BR in addition.

Mr. Daly made the further point that travel in London was deteriorating and if something was not done it would get worse; that the fares structure and ticket availability for intrchange journeys needed much improvement, and that there was too much confusion caused by the separate functions of LT and BR. All these things were done much better in many cities abroad, and could be done just as well here if the desire to do them was there.

He also put forward a suggestion that, to improve access to Heathrow airport, the North London Line should be linked with the Southern Region line at Feltham and so relieve the Piccadilly Line of some Airport traffic. He made the very interesting comment in reply to a question, that it was probably a mistake to do away with the London Tramways.

Representatives of both LT and BR were present, and answered questions in addition to making points of their own. The BR speaker seemed to take the point of view that a PTE would not necessarily improve the position as most of the complaints received were not of the type which could be put right by changes in organisation.

No vote was taken, but the general impression gained was that most of those present wanted something to improve the present position, however it was done.

FURTHER STATION RE-LIGHTING.

Regular travellers on the central sections of the Piccadilly, Bakerloo and Northern Lines may have noticed over the years the increase in the number of stations lit by fluorescent lights. This is part of an on-going programme to improve station lighting generally, but certain stations (for example Trafalgar Square) have been given priority in line with work on the Fleet Line, with which there will be direct interchange at several existing stations.

An interesting by-product of this re-lighting is the detail of the stations, previously hidden in the shadows, which has recently been revealed. The last site to be completed, Russell Square, which is well known for its well preserved tile pattern comes out of re-lighting very well, and the seemingly dull blue/greens of tungsten lit days are very attractive under the new lights. Similarly, Caledonian Road, just re-lit, shows off its excellent but previously unimpressive tile pattern to the full, the new whiter lights highlighting the one place where the tile patterns were not properly matched on the relay rooms, constructed subsequent to the station's completion. South Kensington (Piccadilly Line) is next on the bill, with the fluorescence being turned on from 9 March on the Westbound platform. The similarity of the tile pattern here with that of Green Park is now quite pronounced, with the white light affecting the tone of the tile colours, and posters all but concealing the basic pattern.

We must, however be thankful to see this station under better light as it now is, as it is likely that before very long the Piccadilly Line platforms will receive the same treatment as Moorgate and Old Street (Northern) which have had their original tilework concreted over.

Lancaster Gate on the Central Line is undergoing re-lighting as this journal goes to press.

BOOK REVIEWS.

Cycil M Harris: What's in a Name?- The origins of station names on the Underground; 96pp, paper back; 6 $\frac{3}{4}$ " x 4"; Midas books in association with London Transport; 95p.

The book gives a complete alphabetical list of all stations served by London Transport trains, with a paragraph for each station on the probable origin of its name, and the dates of opening and renaming for each station (with acknowledgements to Charles E Lee). There is also a list of closed Underground stations and a long bibliography.

The terms of reference are taken very literally so that all stations to Watford Junction are included, but Strand, Essex Rd. and Drayton Pk. are excluded. The Brill Branch stations are included in the closed list. Charing Cross/Embankment and Heathrow Central are included. Where there are several stations with the same main name, but prefixed by a compass point, readers are referred to the entry under the main name. This is fair enough but one would have welcomed some remarks on how the perfectly good name of Brompton was displaced by South Kensington, or Roxeth by South Harrow, also how the Underground group invited the public to choose names for the Piccadilly extension sta-

tion of 1932/33.

The entries are generally of great interest, and explain such things as the apostrophe in Earls Court, but the lack of one in Barons Court, and how Queensbury came to be next to Kingsbury. There is evidence of imperfect proof reading in the entries for Elephant & Castle and Charing Cross/Embankment.

The illustrations (black and white sketches) seem to be refugees from a general tourist guide, and although a few show landmarks from which station names are derived, many are irrelevant to the subject of the book. What appears to be a reproduction of a whale is attributed to the Science Museum, although the real reproduction is in the Natural History Museum.

The front cover illustrates a selection of station name bullseyes, illustrating the different styles.

Highly recommended for those with historical interests.

Brian Hardy: London Underground Rolling Stock (1977 edition)

Pub. Capital Transport; size: 45, 88pp, 80 black & white illustrations.

This new edition of Mr. Hardy's book, which comes hot on the heels of last years edition is an extremely useful consolidation of rolling stock developments up to 31st December 1976. At £1.50, the book is very reasonably priced when one considers that it contains nearly half as many photographs again as its earlier edition; I feel that it must be said, however, that this edition follows its predecessor a little too soon, in my opinion. Nevertheless, Mr. Hardy has again done an excellent job in his compilation, and errors are very few, with the exception of what is probably a printers error in the column headings for Central Line unit formations. All in all, then, a worthwhile buy for all those with an interest in LT rolling stock - keeping tabs on LT stock changes these days is VERY difficult.

(Editors note: Capital Transport's new companion to this book is 'London Transport Buses, compiled by Lawrie Bowles, and, again good value for money at £1.25. Both books may be obtained from the Society's Assistant sales officer)

Model Railways Magazine-March 1977-35p.

This issue includes a four page article on the Brill Branch of the Metropolitan Railway, with a short history and a suggested track plan for a model in 'N' gauge. There are nine photographs, six familiar, and three which are less common.

STATION RE-DEVELOPMENT.

London Transport was granted an office development permit in February by the Department of the Environment in connection with the plans to re-develop the Hammersmith District and Piccadilly Lines station site. The re-development project will, when (if) completed, take in all of the existing Butterwick Bus station and Riverside Bus Garage, as well as all of the existing station site. There would be covered, heated areas for bus passengers and new ticket halls for rail travellers. Shops and other public amenities would be included, as

well as the large office development which LT no doubt wish to build as a possible source of valuable income. The total cost of the project, if it goes ahead, is likely to be of the order of £50 million, but LT have not, as yet, announced how they intend to finance it. Full planning permission has not yet been applied for, and the whole floor area involved in the development is in excess of 600,000 square feet.

NEWSFLASHES.

NF 1733 1962 tube stock unit has had melamine (as opposed to the usual paper) car line diagrams fitted for some time; the 'Central Line' bullseyes which are mounted on either side of the diagrams are also melamine.

NF 1734 In mid-February 1977, Two defective 5-car 'R' stock units were re-formed to make one good one. The original formations were: 21125,23212,232A07, 23325,23440 and 21141,23231,232A35, 23344,23444.

The new formations are:

21125,23212,232A35, 23344,23444 and

21141,23231,232A07, 23325,23440(good unit)

It was intended put the units back to their original formations when the defective unit had been repaired, but this is not now likely to be done.

NF 1735 The passenger door control on the Great Northern suburban class 313 units was being removed during the weekend of 19/20 March, 1977. Leaflets advising passengers that the guard would be in full control of the doors from Monday, 21st March were distributed at Moorgate on Thursday 18th March.

NF 1736 The (relatively) new crossover at Stockwell (Northern Line) was used (it is thought for the first time, except for testing) on Thursday 17th March 1977 to reverse a defective 1959 Tube stock train.

NF 1737 The following 1938/49 tube stock cars have been scrapped since 1st January, 1977: 10265-012357-11265, 012504, 012506, 012356, 11269-012344-10269, 10246-012341-12024-11246, 11239-012339*-10239, 12007, 11014-12000-012238-10014, 10041-012199-11257, 012515, 10243-012336-11243, 12082-11120, 10218-012304-12422-11218, 10281-012388-11281.

* -car fitted with 'perch seats' in double doorways.

NF 1738 Due to a derailment on the Western Region of British Rail on 17th March outside Ealing Broadway, the Central Line service between North Acton and Ealing Bdy. was suspended for a time during the early morning and morning peak. Trains were passed on the Central Line by handsignalmen from about 10.00 until the incident was cleared.

NF 1739 The long awaited renewed escalators to the Northbound Bakerloo (and Fleet) lines at Baker Street were exposed to the public (but not in use) from March 23rd, after having been shrouded with hoardings for 2½ years.

- NF 1740 The modernised (LHDM) escalator at Shepherds Bush (Central Line) was brought into use as the 'up' machine from Mon. 14th March.
- NF 1741 The 1938 Tube stock unit allocated to the Railway Training Centre at White City (10173-012260-11173) was moved to Ruislip Depot. during the week commencing 20/2/77. Later in the same week a replacement arrived direct from Golders Green comprising two units thus: 10271-012279-11081x10299-012240-12043-11299.
- NF 1742 1972 Mk. II trains 3262-4262-4362-3362x3462-4562-3562 and 3244-4244-4344-3344x3444-4544-3544 have been at Neasden Depot for crew training purposes since the first week in February and the first week in March respectively. The latter train has had special footsteps and handgrabs fitted across the ends of the outer driving-motor cars in order to enable access to the cab to be made by the Driver through the front door of the car. 1972 Mk.II stock is scheduled to start operating on the Bakerloo line in Passenger service from 4th April this year.

JUST FOR THE RECORD...

Good Signs- A number of signs dating from the pre- LPTB era were recently discovered in a seldom used shaft at Regents Park station. These included the major part of a Met. style diamond/bullseye station name sign from Kilburn Park, as well as two well preserved (but dirty) 'Regents Park' 'Chromo' enamelled bullseyes and some smaller miscellaneous enamelled signs. These were removed to storage in early March and are likely to be displayed eventually in the London Transport Collection.

Post haste? - A large advertisement on the track side wall of the eastbound Piccadilly line platform at Kings Cross, apparently advertising caravans, seems to have gone wrong somewhere in the posting process. Someone has evidently gone to some trouble to make the pieces fit, and it now reads "LEAVE IT AA CARAVAN MAKES IT POSSIBLE.LL BEHIND". Members wishing to see the correct version should try the southbound Bakerloo line platform at Piccadilly Circus.

Test Match Latest- Notice seen one evening recently at Dagenham East station- "Passengers are reminded to keep a look out for any unattended packages or bags. Australia all out for 138".

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APOLOGY.

The Editor apologises for the lack of a properly printed front cover on this issue of Underground News. It is hoped that this will not happen again, the situation having arisen due to the commencement of 279

the second series of Underground News at issue no. 180 and the need to make slight changes to the front cover design due to the change in editorship. Any member who thinks that he/she may be able to offer any useful criticism of the present form of the Journal is invited to do so- this may result in the new editorial set-up seeing some problems which have not, as yet, made themselves evident.

MEMBERSHIP RENEWALS 1977.

Members are reminded that the subscription fee of £5 for 1977 became payable at the 1st of January 1977. For those members who have not yet renewed for 1977, this will be the last issue of Underground News dispatched to 1976 members.

SOCIETY BADGES.

It is now some considerable time since the Society's existing badge was designed, and the Committee now feels that a change in design is preferable to placing a new order for the existing design. It has been decided to let you, the members, design a suitable emblem as the basis of a new society badge, with a prize of a years FREE membership going to the member who produces a design which the Committee considers the most appropriate for adoption. There are no real 'rules' to the competition, except that only MEMBERS may submit designs for judging, although it should be borne in mind that the design should not be too complicated, since it will be intended for a fairly small lapel type badge.

All entries should be submitted to: Badge Competition
LURS

39 Durnsford Road
London N11 2EP,

including details of colouring and size. The closing date for the competition is FRIDAY, 24th JUNE 1977.

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Note: All members should receive with this issue of UN a copy of the current SALES LIST. All prices were correct when the list went to press.

APPENDIX TO NEWSFLASHES

Will all readers please note that newsflashes marked with ** may be treated as amendments to Brian Hardy's book 'London Underground Rolling Stock' (1977 edition)