

THE TIMETABLE for period beginning
30th April 1977

Saturday 30 April

Visit to London Transport travel enquiry office. Fully booked.

Friday 13 May

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

Sunday 22 May

London Transport are organising a 113 mile railtour using CO/CP stock and visiting such places as Hounslow Central and Stanmore. The starting point is Acton Town. Tickets are available from The Commercial Office, London Transport, 55 Broadway London SW1H OBD. A repeat of the tour is being run on Sunday 3rd July.

Friday 10 June

Talk by Mr M D Grant on 'Forgotten Railways: Underground case studies'. This talk will deal with the practical aspects of exploring the remains of closed lines, and will deal with the development of the Metropolitan main line, and particularly with the Met. in N. Bucks. 1900 for 1915 at Hammersmith Town Hall.

Sunday 12 June

Morning walk along City Widened Lines; fully booked.

Sunday 3 July

Repeat of LT railtour described above.

Friday 8 July

Talk by B N Nunns on the East London Railway. 1900 for 1915 at Hammersmith Town Hall.

Saturday 9 July

Morning visit to Upminster Depot. & Signal Box (fewer allowed in signal box than in Depot.). Applications to Upminster visits organiser, 6 Launceston Gardens, Perivale, Greenford, Middx. UB6 7ET enclosing SAE and stating whether you would still wish to visit the Depot. if your application for the Signal Box visit is unsuccessful.

PLEASE NOTE NEW EDITORIAL ADDRESS: See back page for details.

RELICS & COLLECTORS

Many members probably "collect" certain relics either of general Railway interest or pertaining directly to the Underground. Over recent years, many "Dealers" have sprung to life, buying and selling, often at ridiculous prices all manner of historic relics ranging from printed matter and books to cast and enamelled iron. Unfortunately, in the rush to make money, much of historic interest is all too often lost forever. As a Society, we have for some years been trying to get together items of LT interest, not as "Collectors", but as historians and preservationists. Much potentially good work has been all but ruined by the mindless, money-making attitude that, unfortunately many "collectors" and "dealers" have in common. A recent example that I came to hear of was with regard to Underground destination plates. It was said that 'Alexandra Palace' and 'Bushey Heath' Northern Line destination plates were 'rare' and worth £10 each; this is, of course, rubbish; neither is any less common than any other Northern Line plate, at least 644 (if not more) of each were made, and they are still carried in Northern Line trains today!! In my opinion, anyone who pays more than £2 for any one destination plate has more money than sense. With so many people wanting certain types of relics, it was not unreasonable to expect that, before long, someone would set up making reproductions. Sadly, some of these are now being passed off as the real thing (beware of oil handlamps and pre-grouping railway medals especially) but, as far as I know, nothing specifically Underground in origin (except Met. Loco. nameplates, made from the original patterns) has been forged on a commercial scale as yet.

Probably the biggest part of the problem is, of course, that while ever people will pay ridiculous prices for relics, dealers will get away with charging such prices.

HELP WANTED

The Committee would be pleased to hear from a member who would be prepared to handle all aspects of administering attempts to visit all stations served by London Transport trains in one operational day, in less time than the present record. The job involves correspondance with those making the attempt and Guinness Superlatives Ltd., learning full details of the rules from previous papers, checking the proposed Time-tables for such attempts and arranging 'spot checks' on the day of the attempt. Any volunteers should write to the Secretary,

TLURS,
6 Launceston Gardens
Perivale
GREENFORD
Middx. UB6 7ET

MORE ON 1973 TUBE STOCK.

For the information of those of our members who do not yet have a copy of Capital Transport's 1977 rolling stock book (and to keep everyone else up to date), the following is a breakdown of 1975 Tube Stock movements correct to 15th April 1977. It will be seen that over half of the trains ordered are now in service; the codes refer to notes at the end of the list.

UNIT (Dm No.)	Date transferred to N'fields Depot.	Date in service	Notes	UNIT (Dm)	Date at N'fields	Date in Service	Notes
100	19.2.75	-	a	101	19.2.75	-	a
102	23.7.76	28.7.76	-	103	12.5.76	14.5.76	-
104	30.1.77	3.2.77	d	105	28.6.76	1.7.76	-
106	21.10.75	27.10.75	-	107	27.1.76	09.2.76	-
108	23.6.75	16.8.76	h	109	08.3.76	15.3.76	d
110	-	-	m	111	09.4.76	24.4.76	-
112	08.3.76	15.3.76	-	113	16.7.76	20.7.76	-
114	21.5.75	-	e	115	21.5.75	-	e
116	30.12.76	14.1.77	-	117	14.1.77	28.1.77	-
118	22.12.75	29.12.75	-	119	21.10.75	24.11.75	-
120	28.5.76	19.7.76	c	121	8.6.76	19.7.76	c
122	12.5.76	14.5.76	-	123	-	-	r
124	-	-	b	125	30.12.76	1.2.77	-
126	24.3.76	25.3.76	-	127	24.3.76	25.3.76	-
128	16.2.77	23.2.77	-	129	-	-	r
130	-	-	r	131	-	-	r
132	23.2.76	1.3.76	-	133	29.4.76	11.5.76	-
134	18.7.75	-	f	135	18.7.75	16.8.76	f
136	23.9.75	25.9.75	-	137	23.6.75	11.8.76	h
138	09.4.76	24.4.76	-	139	23.9.75	25.9.75	-
140	06.8.75	18.8.75	-	141	06.8.75	18.8.75	-
142	15.8.75	15.9.75	-	143	15.8.75	15.9.75	-
144	30.9.75	06.10.75	-	145	30.9.75	06.10.75	-
146	14.4.76	06.5.76	d	147	23.6.76	02.7.76	d
148	-	-	d,m	149	-	-	d,m
150	-	-	d,m	151	-	-	d,m
152	23.6.76	02.7.76	d	153	25.3.76	31.3.76	d
154	17.11.75	24.11.75	-	155	17.11.75	24.11.75	-
156	19.11.75	24.11.75	-	157	22.12.75	29.12.75	-
158	02.9.75	22.9.75	-	159	02.9.75	22.9.75	-
160	31.12.75	09.1.76	-	161	19.11.75	24.11.75	-
162	27.1.76	09.2.76	-	163	17.5.76	17.6.76	-
164	25.3.76	31.3.76	-	165	31.12.75	09.1.76	s
166	28.11.75	05.12.75	-	167	28.11.75	05.12.75	-
168	05.12.75	19.12.75	-	169	-	23.2.76	-
170	-	-	d,m	171	05.12.75	19.12.75	-
172	-	-	d,r	173	30.1.77	03.2.77	d
174	25.2.77	09.3.77	-	175	25.2.76	01.3.76	-
176	-	23.2.76	-	177	05.8.76	18.8.76	-
178	28.6.76	01.7.76	-	179	02.9.76	07.9.76	-
180	-	-	r	181	15.9.76	04.10.76	-
182	-	01.12.76	-	183	24.9.76	30.9.76	-
184	-	-	r	185	07.10.76	15.10.76	-
186	08.3.77	23.3.77	-	187	-	01.12.76	-
188	12.11.76	23.11.76	-	189	12.11.76	23.11.76	-
190	08.6.76	17.6.76	-	191	29.10.76	09.11.76	-
192	17.5.76	07.6.76	-	193	28.5.76	07.6.76	-
194	-	-	r	195	23.11.76	29.11.76	-
196	07.4.77	15.4.77	-	197	10.12.76	17.12.76	-
198	-	-	r	199	16.2.77	23.2.77	-

UNIT (Dm No.)	Date transferred to N'fields Depot.	Date in service	Notes	UNIT (Dm)	Date at N'fields	Date in service	Notes
200	-	-	r	201	01.12.76	16.12.76	-
202	-	-	r	203	25.2.77	09.3.77	-
204	29.4.76	30.4.76	-	205	14.4.76	30.4.76	-
206	16.7.76	20.7.76	-	207	07.4.77	15.4.77	-
208	19.8.76	27.8.76	-	209	31.3.77	05.4.77	-
210	02.9.76	07.9.76	-	211	-	-	r
212	-	-	d,r	213	-	-	d,r
214	15.9.76	04.10.76	-	215	-	-	r
216	07.10.76	15.10.76	-	217	23.7.76	28.7.76	-
218	29.10.76	11.11.76	-	219	-	-	r
220	23.11.76	29.11.76	-	221	-	-	r
222	05.8.76	19.8.76	-	223	19.8.76	27.8.76	-
224	24.9.76	30.9.76	-	225	-	-	r
226	01.12.76	16.12.76	-	227	-	-	r
228	10.12.76	17.12.76	-	229	-	-	r
230	14.1.77	28.1.77	-	231	-	-	r
232	-	-	b	233	-	-	b
234	-	-	r	235	-	-	r
236	31.3.77	05.4.77	-	237	08.3.77	23.3.77	-
238	-	-	r	239	-	-	r
240	-	-	r	241	-	-	r
242	-	-	r	243	-	-	r
244	-	-	b	245	-	-	b
246	-	-	b	247	-	-	b
248	-	-	b	249	-	-	b
250	-	-	m	251	-	-	m
252	-	-	r	253	-	-	r
854/5	22.2.77	25.3.77	z	856/7	17.3.77	06.4.77	z
858/9	17.3.77	04.4.77	z	860/1	22.2.77	25.3.77	z
862/3	25.3.77	04.4.77	z	864/5	25.3.77	01.4.77	z
866/7	-	-	x,z	868/9	-	-	b,z
870/1	-	-	b,z	872/3	-	-	x,z
874/5	-	-	x,z	876/7	-	-	x,z
878/9	-	-	x,z	880/1	-	-	x,z
882/3	-	-	x,z	884/5	-	-	x,z
886/7	-	-	x,z	888/9	-	-	x,z
890/1	-	-	x,z	892/3	-	-	x,z
894/5	-	-	x,z				

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NOTES.

- (a) Design Division test train No.1, first at Northfields Depot 19.2.75; not yet in service, 15.4.77.
- (b) Stored at Bicester, 15.4.77.
- (c) Design Division test train No.2, first at Northfields Depot. 18.4.75. Subsequently returned to Ruislip for re-commissioning.
- (d) Stored for some time at Bicester.
- (e) Crew training train at Cockfosters; temporarily out of use.
- (f) Crew training train at Northfields; 134 unit not yet in service, 15.4.77.

- (h) Rolling Stock engineer's training track at Borehamwood. Entered service on one day only for the opening of Euston Cross station, 19.7.75.
- (m) Stored at Metro-Cammell, 1.3.77.
- (r) At Ruislip Depot., 15.4.77.
- (s) Taken before commissioning to Shildon for exhibition as part of the 150th anniversary of railways, August/September 1975.
- (x) Not yet delivered, 15.4.77.
- (y) Not yet in service, 15.4.77.
- (z) Double ended (two driving motor cars) unit.

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DISPUTE AT QUEENS PARK.

An unofficial dispute arose at Queens Park (Bakerloo line) Depot. on Monday April 4th as a result of the introduction of the new timetable, No. 75. Crews at Queens Park would not work the new duty sheets associated with the new Monday - Friday timetable (although they were fully prepared to work the old rosters) and were sent home by LT. The new duties (which were introduced to assist with crew training on 1972(MK.11) tube stock on the Bakerloo line) took away some of the outdoor (i.e. non-tunnel) runs that Queens Park had previously covered, and would have made it difficult for some crews to get to the Depot. in time to book on for certain early morning duties.

The results of the action were relatively minor at first, causing some service disruption on the Monday, but there was a number of cancellations of the Watford Junction services in the week (not of the 8 trains ran on Tuesday April 5th) and on the Thursday (April 7th), as a result of support from crews at Elephant & Castle, no trains ran in passenger service between Baker Street and Queens Park.

An interesting by-product of the Watford line disruption was that passengers' tickets booked via Queens Park were made available via Euston main line, a practice common as a result of derailments or engineering work, but unusual as a result of industrial action.

The services over the Easter Bank holiday were not affected, since these duties were not in dispute, and after talks with LT the crews worked the new weekday duties, for four days only from Tuesday to Friday 11th-14th April before resuming the old timetable (No. 71) again on Monday April 18th. LT are now planning a revised "new" timetable for the liney new 1972 Tube Stock crew training is going ahead at what appears to be a relatively swift rate, and one wonders why a timetable change was necessary to facilitate such training.

BRIDGE WORK - APRIL 3rd 1977

On Sunday 3rd April 1977, the Piccadilly line service between Acton Town and Rayners Lane due to engineering work in connection with the replacement of underline bridge no. D.21 which carries the Piccadilly line across Bayford Abbey Road between Park Royal and Alperton Stations. As a result of this service suspension, a special 'coach' service was provided as a replacement. The vehicles used were, in fact (somewhat unusually) LT buses; they were allowed 44 minutes for the journey from Acton Town to Rayners Lane, calling at 'all stations', but many had no difficulty in making the journey in less time

with one being noted as having an uninterrupted run which took only 29 minutes. A total of 55 buses were used, coming from 15 garages around South and West London. It would appear that the last four westbound buses ran beyond Rayners Lane to Uxbridge, calling at all stations to get down only. Member E.D.Chambers raises the point as to whether or not this was a record length of run for an LT replacement bus service.

The trains which would normally have ran to Rayners Lane were diverted (with few exceptions) to Hatton Cross; a number of trains throughout the day (mainly ones booked to reverse at Acton Town) were indicated on the platforms as Rayners Lane trains; this practice is not unusual in such circumstances since many passengers (who will not or cannot read service posters) would have been left waiting for a train to Rayners Lane all day had the platform signs not been set up to get them onto a train to Acton Town.

To date the bridge has not been replaced, which no doubt means that a similar 'shutdown' will take place before very long. The Editor wishes to thank Desmond Croome and Mr.E.D.Chambers for the above information.

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QUESTION AND ANSWER.

QAL8 On the Bakerloo Line, is there any operational reason why the 4-car portion of 7-car trains is nearly always at the south end? On the odd occasion when it is not, what is the reason?

It is normal practice (and has been for many years) on lines which use 'handed' multiple unit stock to keep the stock in order both by keeping all units the same way round and by keeping certain train formations. The former practice is maintained to obviate coupling difficulties which would arise due to odd units getting turned round. With handed stock, it is not possible to couple an A end to another A end or a D end to another D end easily, and the train cannot be operated normally in either case. Hence care has to be taken on lines where trains can get turned in passenger service (e.g. the Northern, Central lines) and a day to day record must be kept of all trains which become the 'wrong way round'. The latter practice of keeping certain train formations is one which depends on the stock, the line and on maintenance requirements. With the problem of keeping all stock the same way round, a standard has been adopted so that the normal configuration for handed stock is with all A ends facing North or West, and all D ends facing South or East; the actual configuration of train makeup is not, however, quite so straightforward; on the Bakerloo Line, the 4 car is usually at the south end of the train, whilst on the Piccadilly Line it is normally at the west end of the train; on the Northern Line, the 4-car portion can quite easily appear at either the north or south end of a train without being 'the wrong way round'. Since it is most convenient for maintenance purposes to keep the 4-car unit at the south end of Bakerloo Line trains, it follows that a change usually occurs when there is either a shortage of stock or when a train can be made to function correctly by interposing the 3- and 4-car portions. Hence in the summer, when the KLL4 rotary compressors fitted to non-ERO 1938 Tube Stock 4-car units overheat in large numbers, similarly large numbers of 6-car trains start to appear on the Bakerloo Line. A common defect which necessitates the interposing of the 3- and 4-car units is that of a defective Auto-coupler 'disconnecting unit'. This is the piece of electro-pneumatic equipment which makes or breaks the electrical connections between units when coupling or uncoupling.

Q119 The points at the south end of the Southbound platform at Golders Green seem to be normally set for the depot. Is this some sort of safety precaution, and if so are there examples elsewhere?

This is indeed a safety precaution which prevents a train which overruns the station starting signal from fouling the path of any train leaving the adjacent platform. The signalling circuits are so designed such that the points reading into No.26 road ('the depot.') will remain set for that route until the route out towards Hampstead is selected, additionally, the mechanical interlocking is such that the starter from the Southbound platform cannot be cleared until these same points have reversed to allow the train out towards Hampstead.

There are several other examples of this type of arrangement on the Underground, since it is useful to prevent a train from fouling another's path in the case where it may be difficult to fit in an adequate signal overlap, being able to divert a train to another (safe) route in case of error saves having to use a 'draw up' signal. One of the best known examples of such a site is at the exit to Jxbridge sidings, where an accident occurred in 1973 as a result of the Driver of a train making exactly the sort of mistake that this arrangement is designed to take care of, the Driver of the train concerned was killed as the train hit a bridge abutment, but no damage was done to any trains on adjacent running lines. Most of the other examples (Tower Hill, Colindale, etc) are sidings or platform roads which lead out onto specially provided short spurs terminating in sand drags, which act as the alternative paths for over-running trains.

LETTER TO THE EDITOR.

Sir,

Mr.Horne (Q1179) questions the use of a combination of white and purple lights in District railway headcodes in 1887. It seems perfectly clear from the examples that he quotes that the N.D.R. favoured blue for their own use, but it must be remembered that the Metropolitan, which of course worked its trains over District metals on the inner Circle service, favoured a purple light where a two colour code was necessary. (the possibility of the combination of a yellow flame viewed through blue glass giving rise to a false green aspect has, I believe, been previously mentioned.)

Neasden works opened in 1886, in passing, the photograph of locomotive No.10 newly out of shops in Hantury's "chocolate" livery, which has in the past been associated with the old Edgware road works, was almost certainly taken outside the newly completed locomotive shops in that year, No.10 was perhaps the first locomotive to be overhauled there. The function of the peculiar bracket signal applied to the wall was, in that case, to warn of the imminent danger of over-canting stock into the traverser pit in the absence of the functional portion from its normal parking place.

Returning to the main subject; whether or not the entire complex was fully operational at the time of opening is not known, but, as soon as practicable, some, at any rate, of the Met. inner Circle trains were worked to Neasden at the end of their stint, instead of being shunted to odd sidings on the Circle itself. (Liverpool St., Moorgate St., Aldersgate St. and Farringdon St. as well as Gloucester R.C., offered some sort of accommodation, sometimes, as at Moorgate - two short sidings behind the outer Rail bay platform road - very cramped.) It is probable therefore that 1st April 1887 represents the date on which inner Circle trains began to run in passenger service to Baker St., thence empty to Neasden, so giving rise to the "short journey circle" design-

nation, notice of which would have to be forwarded to Baker St. Junction Signal box (was there a special bell code?) and the necessity for an identifying head-code. There was, of course, no facing junction at that time from the inner rail to the extension lines, passengers alighted at the Circle platform, whereafter the train set back to the Outer rail by a crossover at the east end of the platform, then ran forward into the extension line up platform and thence to the Down line. Trains arriving from the High Street (Kensington understood) direction would have had to draw forward over the junction and reverse into the extension line platform, the locomotive then running round via the Down platform road, which at that period terminated in buffers at the junction end, before proceeding. The layout and signalling of Baker St. (East) Station, as it was known, is very obscure prior to the 1892 reconstruction.

Precisely where the purple lamp was added on these trains is not known to me, but probably, according to the direction of travel, at Aldgate or South Kensington before entering on the M.D.A. section.

It must be remembered in computing the possible number of lamp-position combinations available that confusion could easily arise between single lamp codes located on different sockets on the buffer beam as also between two lamp arrangements of centre and near side buffer and of off side buffer and centre. For either, a marker lamp in the top centre position would be necessary to dispel ambiguities. This difficulty was overcome in some measure by the double (vertical) socket over the off buffer on the M.D.A. and the provision of double (horizontal) sockets over each buffer on Metropolitan engines.

With apologies to John Reed for failing, yet again, to further his own line of enquiry,

Yours faithfully

A Benest

30 March 1977

Claygate, Surrey.

NEWSFLASHES.

NF 174 Re- NF1735 one unit known to have had melamine tape fitted is 1512x 2512x351x1515.

NF 1744 Re- NF 1738 the racing Gazette of 18 March published a photograph showing derailed BR vehicles actually fouling the Central Line tracks. It would appear that the offending vehicles were partially removed but rapidly replaced by BR breakdown gangs early on in the proceedings in order that BR could re-instate their own service first.

NF 1745 Re- NF 1739 the new escalators to the Northbound Bakerloo Line at Baker St. were brought into use from Monday April 4.

NF 1746 Since late February, signs displaying the legend 'WHISTLE' have been appearing at various outdoor locations on the system, mostly at junctions and crossings, and presumably intended as a direction for train drivers to act upon. Whether the direction is to be obeyed literally or whether the train whistle should be used is not specified, and no directions as to the use of the signs has appeared in the Railway Traffic Circular to date. The signs are mounted on posts about 4-5ft high and take the form of a red enamelled ground with the letters in white.

- NF 1747 For part (at least) of Sunday 24 April the service between North Acton and West Huislip was suspended as a result of no signaller being available to operate west Huislip cabin.
- NF 1748 For some months (since before Christmas 1976) there have been several 6-car trains operating on the Bakerloo Line. The trains seem to be of random formation and run in any timetable paths; it has not been unusual over the years to see an odd 6-car train on the Bakerloo, but recently an above average number has been appearing. Occasionally a resourceful crew has been seen to indicate the unusual length of train by chalking '6 cars' or similar prominently on the front of the train, some drivers know exactly where to stop in order to put the Guard in exactly the same place as he would be on a 7-car train, resulting in a hurried run down the platform for any passengers waiting at the front end of the platform.
- NF 1749 During most of Sunday morning, April 3rd, Bakerloo line trains were reversed south to north at Piccadilly Circus as a result of a burst water main at Embankment. Other lines at Embankment were not affected.
- NF 1750 1973 Tube Stock cars 111 and 111 were derailed in Northfields Depot. in the early hours of Monday 20 March 1977. Both cars were re-railed by about 06.00 and the trackwork repaired during the Monday. The mishap occurred as train 320 (the last train to stable at Northfields on a Sunday night/Monday) was entering the depot.
- NF 1751 The first double ended units of 1973 Tube Stock went into passenger service from Northfields Depot. on 25.3.77. Train 70 comprising 060-660-861, 7-5, 7-1, 57 left the depot. at 16.13; train 74 comprising 054-654-855x, 62-562-162 left the depot. at 16.3.
- NF 1752 On Wednesday 2 March 1977 a buffer stop collision at Uxbridge sidings caused damage to 1959 Stock EM 1140; the train was made up of 1140-2140-9141-1141, 1078-2078-1079 and all cars in the train sustained buffer damage.
- NF 1753 On March 14 this year a 1973 Tube Stock double-ended unit was noted as making a test run (un-accompanied) from Northfields to Hatton Cross and return; it is thought that this is the only occasion to date that a single unit of the stock has been worked outside depot limits.
- NF 1754 As a result of leaving Incester Military Railway by a somewhat devious route, 5 1973 Tube stock units have been delivered to Huislip the 'wrong way round', necessitating a devious route to Northfields via Huislip Siding, Mayners Lane, Acton Town, Mansion House (reverse) High St. (reverse), Earls Court and Acton Town. The first such transfer took place on Sunday 30 January 1977, the train being made up of 104-504-304x, 73-57, -17.
- NF 1755 Conversion work on 1950 Tube stock Ballast Motor cars 1150 & 1151 (ex- 10527 & 11527) is almost complete; these vehicles will be fitted with weedkilling equipment which will do in two weeks each April the work at present done by 3 men over a 6 month period.

NF 1756 Battery loco. L37 sustained minor damage at Northfields Depot. when it collided with a buffer stop and sand drag on Easter Sunday this year; this now makes a total of ten battery locos. which are out of service as a result of collisions in the last 16 months. in addition L91, which was recently involved in a collision in Neasden Depot. has to be used with some care since it can only be coupled up at one end at the present time.

NI 1757 1962 Tube Stock trailer car 2608 is to have two types of experimental floorings fitted; the trade names are Becktred and Permatred.

NF 1758 1972 Mk.11 tube stock has been operating on the Bakerloo line since Monday 4th April. Subsequent to the re-introduction of the old timetable, nominally one train of the stock has been running in each peak, with another being available for service should there be a suitably trained crew available to work it. From Monday 18th April, when the old timetable came back into use, 1972 stock worked to Elephant & Castle on southbound journeys, whereas the new timetable provided for reversing of all the 1972 stock trains in London Road Depot. (hence the need to come out of passenger service at Waterloo) since it is possible, with the 'stepping back' of crews at the Elephant during peak hours that a crew not trained on 1972 stock may be left to take such a train over in the event of trains running out of turn. (this has, in fact, happened once already). It is not likely that 1972 stock will ever run on the Queens Park/Watford Junction service (or even to Queens Park itself) although the stock has been gauged for that line and several appropriate destinations are provided on the blinds now fitted.

NF 1759 1959 Tube stock DM 1070 (remnant of the 1973 Unbridge crash) is in Acton works being modified so that it can be turned around to form an east-end DM to replace the bomb damaged DM 1309, which has now been deemed damaged beyond economical repair.

NF 1760 It is reported that the 'Chopper' train (3902-4910-4911-90) will not run in passenger service again in its present form. Its exact future is uncertain.

NF 1761 Further terminal track overrun tests were carried out at Upminster Depot. in January. A 1950 Tube Stock unit was used in conjunction with a specially designed 'sliding buffer' which was fixed to, but allowed to slide along the running rails when pushed by an overrunning train (the '38 t.s.). The builing device engaged with the train's front buffer and was pushed along into a bed of granite chippings, the retarding effect being such that it was found that a train could be safely brought to a stand from speeds in the region of 20m.p.h., with only minimal damage to the train, in about a cars length. This would seem to be a great improvement over the conventional type of sand drag used by LT.

NF 1762 The trials of carpeted car floors on other cars of 1959 Tube Stock unit 1152-2152-915-1153 are not likely to be extended beyond car 915.

- NF 1763 The disused signal boxes at Ealing Broadway and Sudbury Hill had both been completely demolished by March 1977. Sudbury Hill's redundant box has, in fact, been missing for some time; can any member supply a precise date as to when it went?
- NF 1764 1972 Mk.11 tube stock car 3542 has been seen running on the Bakerloo Line with a 1972 Mk.11 window- i.e. one with a conventional 'bullseye' no smoking symbol instead of a plain blue bar. (the plain blue bars have, as reported previously, been appended with red semi-circles in order to make them more noticeable.)
- NF 1765 'A' stock is to replace 1930 Tube Stock running on the East London Line from Saturday 11th June. The changeover is likely to be complete by Monday 1st July. Gauging runs have already taken place and an 8 car train comprising 5016-6016-6017-5017x5022-6022-6022-5022 has been in Barking sidings since Tuesday April 12th for the purposes of crew training.
- NF 1766 The LT enthusiasts tour to be run on May 22nd (and repeated on July 3rd), is to run in passenger service between Chalfont and Chessham, since it will be taking the path of a normal service train.
- NF 1767 In early May, 'A' stock car 5210 (which was fitted with experimental suspension) was in collision with 1930 Tube Stock car 10096 in Neasden Depot. Subsequently, on May 18th, car 10096 was replaced by car 10097 to form a unit 10097-012207-12097-11066, with cars 10096, 012471 and 11097 being withdrawn from service.
- NF 1767 From 22nd April, 1973 Tube Stock double-ended units 856-656-857 and 862-662-863 have been stabled in Ealing Common Depot. to enable further crew training to take place.
- NF 1768 On 5th and 6th May, the following CO/CP stock cars were transferred (as two separate 4-car trains) from Ealing Broadway to Ruislip Depot. pending scrap: 54031-53206-54051-53047-54025-53025-54013-53203.
- NF 1769 Early in April, LT asked the Police and local council to stop traffic from using an overline bridge near Chorleywood as a result of a road vehicle hitting and loosening part of the brick parapet. LT said that they would put emergency repairs in hand, but two weeks later, much to the annoyance of local residence, the road was still closed and no work had been done. The local Council issued an ultimatum that work should be completed by April 16th, and warned that the road would be re-opened on that date in any case.

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TRLEET.

As all readers will know, the Society owns an ex CSLR steel bodied coach which is at present at a temporary site for restoration purposes. It would appear that most (if not all) the CSLR coaches had personalised, etched 'CSLR' windows fitted in each of the four sliding car end-doors; we were lucky enough to find our car with these still intact, but last year, during the Autumn, the

car was broken into and the windows in the doors remaining on the car (two of the doors have been taken elsewhere for restoration) stolen. The thief knew exactly what he/she was after and did a very professional job in removing the glass without doing any damage to it. Although it is probable that we have seen the last of these unique items and that they are most probably adorning the thief's own walls, it is possible that they may be offered for sale through any of the reputable or disreputable railway channels; there can be no question of identification since we have the other two glasses from the same car, and no two cars were the same. If any member should see anything he/she thinks might be the items in question, either for sale or not, then the Committee would be very pleased to hear from that member.

PRESERVATION.

The Society's second City & South London Railway coach is now in a position to be moved, for the first time in about 50 years. The body, which has resided on a plot of private land near Windsor since shortly after it was withdrawn from service, is of very sound Teak construction; as with our other coach, there are no trucks with the body, unfortunately. Various members of the Society, both on and off the Committee, have been working the move out for over a year, since the coach is in a particularly inaccessible spot; the body has now been jacked up and placed onto the chassis of an ex-London Transport 'RF' class single deck bus, on which it will be towed for nearly half a mile before it can be put onto a low-loader lorry. So far we have managed with the same few helpers on each occasion, but, since this is a particularly labour intensive project we would like more people to come forward to help with the final stages of the move. Anyone who feels that they may be able to give up a Sunday to help us out should get in touch with the Editor as soon as possible, giving a telephone number where possible. Anyone who does come along to help will at least have the satisfaction of knowing that they are doing something that the army said they would not attempt!

APOLOGY.

Yet again the Editor apologises for the delay to Underground News; this was due to continued typing problems (which now look as if they might be all but solved....) and the non-functionality of the Society's duplicator. The Editor would like to state that he still intends to catch up on the backlog of journals so that members will have received 24 issues of UN over the two years 1976/77. The committee is still trying to ascertain how we can get 'Underground' printed whilst the print unions insist that they prepare all artwork (up till now we have always prepared our own artwork); the next issue of Underground is in hand, however, and the Editor would still like to receive items for possible publication in future issues of both journals.

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