

UNDERGROUND NEWS

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Second series Issue number 182

THE TIMETABLE for period beginning

3 July 1977

Sunday 3 July

Repeat of LT 'COP' stock railtour visiting such places as Hounslow Central, Moorgate, Stanmore and Chesham.

Friday 8 July

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

Saturday 9 July

Morning visit to Upminster Depot. and Signal Box. Fully booked.

Saturday 30 July

Morning study tour of the East London Line, led by Mr. B.Nunns. Meet at Whitechapel station booking hall at 0950.

Friday 12 August

First showing of vintage lantern slides, chosen from the Society's collection. Presented by Mr. D.Burton. 1900 for 1915 at Hammersmith Town Hall.

Wednesday 24 August

All day visit to Metro-Cammell Ltd, Birmingham. Fully booked.

Monday 29 August

The Society will have a sales stand at the Horsham Lions rally, Horsham Park, Sussex, 1100-1700.

Saturday 3 September

Morning visit to Northumberland Park Depot. and Cobourg Street Regulating Room (very restricted - fewer allowed than in Depot.). Applications to Northumberland Park visit organiser, 6 Launceston Gardens, Perivale, Greenford, Middx. UB6 7ET, enclosing S.A.E. Please

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signify if you are not applying for the Cobourg St. visit, or if you would still wish to visit the Depot. if your application for the Cobourg St. visit is unsuccessful.

Sunday 4 September

Library evening (the second in a new series). The Society's library open for inspection. 1900 hrs. at 9A Dunrobin Court, 389 Finchley Road, London NW3 6HE.

Friday 9 September

Talk by Mr. P.R.Davis on the Brunel family and the Thames Tunnel. 1900 for 1915 at Hammersmith Town Hall.

Saturday 10 September

The Society will have a sales stand at the Chiltern Omnibus Group's rally at Great Missenden, Bucks. 1100-1600.

Saturday & Sunday 17 & 18 September

The Society will have a sales stand at the Romney, Hythe & Dymchurch Railway Open Week-end, part of its Jubilee celebrations.

Sunday 2 October

Library evening. 1900 at 9A Dunrobin Court, 389 Finchley Road, London NW3 6HE. Nearest stations Finchley Road (LT) and Finchley Road & Frognal (BR).

Wednesday 12 October

Afternoon visit to LT's Aldenham Bus works, originally built as Elstree Depot. for the 'Northern Heights' extensions of the 1935-40 works. Applications to Aldenham Works visit organiser, 6 Launceston Gardens, Perivale, Greenford, Middx. UB6 7ET, enclosing S.A.E.

Friday 14 October

Presidential Address by Mr. J.Graeme-Bruce, "Never a Dull Moment". 1900 for 1915 at Hammersmith Town Hall.

Saturday 22 October

The Society will have a sales stand at the LOTS Spectacular '77, Central Hall Westminster, SW1, 1100-1500.

Friday 11 November

Talk by Mr.D.J.Carson, "Bye-bye Glasgow Subway". 1900 for 1915 at Hammersmith Town Hall.

Saturday 26 November

Morning visit to Down Street closed station, Piccadilly. Applications to Down Street visit organiser, 6 Launceston Gardens, Perivale, Greenford, Middx. UB6 7ET enclosing SAE.

BRUSSELS VISIT.

The Society is planning a visit to Brussels in the Autumn, with the principal object of seeing the new Metro there, but other Belgian Transport will be studied as well. Members interested in this trip are asked to send a stamped-addressed envelope to Peter Davis, 103 North Street, HORNCHURCH, Essex RM11 1ST who will forward details as soon as they are available.

ALL CHANGE ON THE GLC

It is unlikely that there is a London-based member who is not aware that a change has taken place on the political scene at County Hall as a result of the G.L.C. elections on Thursday May 5th. For those who have not yet heard the results, the Tories swept London quite dramatically, and their newly found powerful position at County Hall will mean some drastic changes in G.L.C. transport policy. The change has come shortly after publication of LT's annual report for 1976, which shows a surplus for the year of £200,000 (despite G.L.C. grants of £86 M), and no doubt the new Transport Committee will be looking closely at the figures to see how the rate-payers burden can be reduced. The new leader of the G.L.C. Horace Cutler, likes to be known as a supporter of public transport, (although he openly welcomes private cars in Central London) and has already stated that he wishes to get the Charing Cross - Fenchurch Street section of the Fleet Line underway as soon as possible in order that progress can be made towards building the Dockland extension (which he wishes to call the 'Jubilee Line') as part of the Tory 'Dock re-vitalisation' plan. How he plans to fund this project he has not yet stated, but he could always try using some of the money he hopes to bring in by re-instating parking meters in Greater London. Mr Cutler has also stated that he does not wish LT to increase their fares within the first year of him becoming leader of the G.L.C. (i.e. for a year from Friday 6th May, 1977), although the fares rise planned for later this year (a legacy of the Labour G.L.C.) will still go ahead. Perhaps the most worrying aspect of the potential financial 'squeezer' to be imposed by the Tories policy on fares and grants is the streamlining of LT staffing arrangements into which they have promised an early inquiry. It is optimistically thought that significant reductions in staff can be achieved through natural wastage (for example, retirements) but unless agreements are made very soon between LT, the G.L.C. and the various Trade Unions involved, the whole idea would appear to be a recipe for disaster from the point of passenger service levels. We may again see train and bus service levels fall, not due this time to a lack of potential recruits, but due to political pressure on LT to cut expenditure by means of a reduction in staff.

FURTHER ROLLING STOCK REPLACEMENT

The CO/CP and 'R' stocks now running on the District Line are reaching the end of their useful lives, and both stocks (it must be remembered that the majority of 'R' stock dates from 1938) are reaching a stage where it becomes more economical to replace the stock than fight a losing battle with increased maintenance. With these problems in mind, London Transport Engineers have, over the past few years been in the process of designing replacement rolling stock for both the CO/CP and 'R' stocks.

The first batch of stock, to be designated 'C77' will be virtually identical to the existing 'C69' stock which currently works the Circle and Hammersmith & City line services. This stock has already been ordered, and is at present under construction in the works of Metro-Cammell Ltd., Birmingham; deliveries should start late this year, and C77 stock will be used to replace the CO/CP stock on the Putney Bridge - Edgware Road service. It is likely that, as a result of the similarity of C77 and C69 stock, both stocks will be handled by Hammersmith (and possibly Neasden) Depot, and that the Putney - Edgware Road service will be re-designated as part of the Hammersmith & City Line. One-man operation of this stock has been borne in mind in the layout of its equipment (as with C69 stock), and LT no doubt wish to take advantage of this as soon as possible.

The stock which is to become the mainstay of the main District Line services is to be designated 'D78' stock; it is basically a surface-stock version of the 1973 Tube Stock now operating on the Piccadilly Line. After gaining G.L.C. approval, the £30M order for the car bodies and trucks was placed with Metro-Cammell Ltd. in early May, 1977; the first of the trains should enter service during 1979. As with 1973 Tube Stock, 'D78' stock trains will comprise six longer cars instead of the seven standard-length cars currently in use; the total train length and seating capacity will be similar to the existing stock, 363ft as against 370ft and 280 seats as against 284. Other 1973 tube stock features to be built in include guard's door controls fitted in the driver's cab (for eventual one-man operation), 'Westcode' electronically controlled braking and a further development of the Train Equipment Panel (the 'Fault Annunciator') which is provided to help the crew trace faults on the train. The train formation will be basically the same as 1973 Tube Stock (ie. DM-T-UNDMXUNDM-T-DM), with the first 20 units being 'Double ended' (i.e. having a DM at each end of the unit) in order to provide some degree of flexibility.

Despite the basic similarities between D78 and 1973 tube stocks, there will be some quite drastic changes on the new District Line trains, the most surprising of which is the re-introduction of 'Passenger Open' door controls. One would have thought that LT would have learned their lesson with this type of system, but despite B.R.'s recent problems with the door operation of Class 313 units on the G.N. suburban lines, LT will persist with passenger door control. Each car will have four 3'-6" single leaf doorways per side, and when the guard releases the passenger open facility, passengers will be able to open doors by means of buttons inside and outside the car; when the passenger buttons are operative, a 'Press to Open' sign will be illuminated. Unfortunately, although the Guard will have control of closing the doors, he will not be able to open all the train doors remotely except in an emergency (a definite disadvantage in the Central area); he is, however, to be provided with a control for re-opening 'sticky doors' which fail to close properly, this function only operating on doors actually not closed when the Guard initiates the facility. Another change on D78 stock is the layout of the Driver's cab; the familiar 'Deadman's Handle' is to go and be replaced by a 'for and aft' joystick type controller (it has taken them all this time since the 1935 streamlined experimental stock to get back to the idea) which must be kept twisted (as opposed to held down) to prevent the deadman device operating. Motoring will be achieved by

pushing the lever forward, and braking by pulling it back; the lever will be positioned to the right of the driver's seat so that those drivers preferring to drive using their left hand will have to stand in the middle of the cab, since the seat will be fixed to the floor rather than folding, as on previous stocks. It is to be hoped that the drivers seat, which has been designed as adjustable and swivelling, affords more comfort than previous seats.

Under the car body, the trucks (bogies) are to be of a completely new design, based on experience gained with bogies built for the experimental articulated unit (which are now under 1972 Mk.II car 3363). The trucks, two of which have been on trial under 'A' stock car 5218 for some months, take the form of an 'H' frame and will have no end-members ('headstocks'); construction will be by the welded-steel, box-section method. The motors will be 300V type LT118, as used on 1973 Tube Stock, and the motors will be completely interchangeable between the two stocks. The 31" diameter wheel sets are also the same as those used on 1973 Tube stock, and D78 stock will continue the practice of having two 300V motors per truck wired in permanent series. Inside the car the seating plan is to be basically the same as the existing stock, with mainly longitudinal seats; only one centre bay of transverse seats will be provided however. Heating and ventilation of the passenger saloon is to be improved by means of fans in the ceiling; these will not be exposed as on C69 stock, and it can only be hoped that they do a better job than the heaters on that stock.

As many readers will realise, the advent of D78 stock will mean the end of painted surface stock; we are told that, unlike 1973 Tube Stock, there will be no colour relief whatsoever on D78 stock, a reversion to plain aluminium.

SOCIETY LIBRARY

As many members must realise, the Society Library has, for the past two years, been out of London in the care of Tony Platzer. During this time, the committee has been trying to find a suitable librarian and home for the library back in Central London, since its temporary location in Chalfont St. Giles was inaccessible to most people. We are happy to say that a new home has been found, and that before long the library should once again be available to members. The new librarian is eager to re-introduce Library Evenings, and details will be published in UN in the near future. Although the library has not had many visitors in the last two years, it has been growing steadily, and the committee would like to express its gratitude to Tony Platzer for maintaining and housing what is probably the Society's largest single collection.

The Editor and the new librarian hope, before long, to be able to make LT Press-Releases available for inspection at the library, this being a new service since Press-Releases have previously been kept as part of the editorial files.

STOP PRESS....The first of a series of Library evenings will be held on Sunday, 7th August, at 1900 hrs. The event will take place at 9A Dunrobin court, 389 Finchley Road, London NW3 6HE. The Librarian will seek the views of those attending the first three Library evenings in order to judge whether or not to hold Library evenings on days other than Sunday.

BOOK REVIEW - 'LONDON TRANSPORT IN 1976'

London Transport in 1976: Pub. London Transport Executive; 40pp; A4 booklet; Price £1.00

LT's annual report for 1976 was published on 28th April, just a week before the GLC elections mentioned earlier in this issue. The introductory section expresses concern about financial cutbacks and warns of the difficulties likely to arise out of reduced maintenance caused by these cutbacks; the general air of the rest of the report is not quite so despondent, with the usual year in, year out parade of new works and new buses, and, of course, the breakdown of LT's accounts for the year 1976. Considering the price (which has doubled since last year - presumably to keep in line with fares rises over the same period) the report is very thin on the ground photographically; it was with dismay that the reviewer learned from the photographic credits that LT still do not have their own photographers. The report is available from the usual LT offices and from the Society's Postal Sales Officer at 21 Chestnut Grove, South Ealing, London W5 4JT, price £1.00.

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UNGER EXHIBITION REVIEW.

Anyone who takes an interest in London Transport advertising will be familiar with the name, and the work, of Hans Unger.

Unger was born in Prenzlau, Germany, in 1915, the son of a lawyer. He wished to study medicine, but being Jewish was unable to do so under the Nazi regime. Instead he studied Graphic Art with Jupp Wiertz who was then one of Germany's most prominent poster designers. It was a fortunate choice of career. By the time of his untimely death at the age of 60 in 1975, Unger was world famous, and a small group of his friends wishing to record his outstanding contribution to design in Britain recently mounted an Exhibition of Posters, Mosaics, Stained Glass and other work of his. This took place at the Reed Gallery in Piccadilly and showed clearly the range and value of his work.

For many years much of his work was for London Transport, but he also created some striking designs for the Post Office and other organisations. Many examples were on show, including a number of the originals prepared for London Transport posters. Of those perhaps the most striking to be seen was the exquisite mosaic for the London Zoo Aquarium poster which nearly everyone will remember brightening up Underground stations a few years ago.

Altogether a most interesting exhibition, tastefully arranged and planned to emphasise the versatile nature of Unger's career as one of the leading designers of the 20th century.

QUESTION AND ANSWER.

QA20 On the Northbound Bakerloo Line between Queensbury and Canons Park, a repeater signal appears to go to yellow before the corresponding automatic stop signal goes to red. How standard a practice is this?

It is standard LT practice, wherever a repeating signal is provided in isol-

ation, to arrange for that signal to change to 'yellow' immediately that a train has passed it running in the normal direction of traffic. In order that this may be done, separate track circuits are provided to operate the repeater. The repeater aspects are fed over contacts of a relay known as the Repeating Signal Relay, this relay only being energised when the appropriate track circuits are CLEAR, the REPEATED signal is CLEAR and its trainstop is proved to be DOWN. Hence as the train passes the repeater, its first controlling track circuit becomes occupied and the repeater changes to yellow. Where a repeating signal is provided on the same post as a stop signal, the repeater will be extinguished (i.e. show NO aspect) when the stop signal above it shows red. Fog Repeaters work in basically the same way as ordinary repeaters, but they have, in addition, a separate switch and relay to enable them to be switched off and on as required. Platform repeaters are wired in a slightly different way (in fact these are wired in a variety of ways at different locations) and do not usually have their own relay.

NEWSFLASHES.

- NF 1770 Re- NF's 1733 and 1743, further observations from members have brought the following 1962 TS cars to the Editors attention as having melamine car maps: 1508-2508-9509-1509; 1702-2702-9703-1703
- NF 1771 On Thursday June 9th, special late night trains ran on the Underground to deal with extra traffic caused by the Jubilee firework displays; last trains ran up to an hour later than usual on most lines. As a result of over-crowding, Westminster station had to be closed for three periods during that day.
- NF 1772 The experimental opening of Barbican station on Saturdays is to continue until the end of this year, the experiment having been extended from its original 6 month period.
- NF 1773 Metadyne battery loco. L43 is likely to be retained by the Design division at Acton for use as a test loco. The other two metadyne locos., L41 & L42, have been awaiting scrap at Ealing Common Depot. for some months now, and recently parts have been removed from both of these locos. for use on collision damaged Battery locos., several of which are due to visit Acton Works in the near future.
- NF 1774 Battery Loco. L40 sustained collision damage on Sunday June 19th, it is thought at New Cross Depot, where it was involved in a collision with an 'A' stock unit. There are at least 11 Battery locos. currently out of service due to collision damage, L46 having recently emerged from Acton Works, and L51 being usable only if coupled at one end.
- NF 1775 From Monday, 12th June, 1972 (Mk. II) tube stock has been operating throughout the day on the Bakerloo Line (Stanmore branch), as opposed to peak hours only. It is still doubtful as to whether the stock will ever run on the Queens Park branch.

NF 1776 From Sunday, June 12th, the 1938 Tube Stock running on the East London Line was replaced by 'A' stock as used on the Metropolitan Line services. The first 'A' stock unit to enter service on the Sunday morning, running to a slightly modified timetable for that morning only, was 5166-6166-6167-5167, which was followed by 5150-6150-6151-5151 later in the day. The last two trains of 1938 Tube Stock which left New Cross on that same Sunday were each formed of 8 cars, and were, in order of departure, 10110-012190-12069-11110x10056-012221-12074-11056 and 10106-012169-12094-11106x10084-012217-12090-11084. These 1938 TS units were scheduled for scrapping, but at least one has gone into service on the Bakerloo Line since it was withdrawn from the East London Line.

NF 1777 As a result of a shortage of rolling stock arising out of vandalism after the England v Scotland football match at Wembley on Saturday June 4th, two 7-car 1938 Tube Stock trains were transferred from Golders Green depot. to Neasden depot. on Tuesday June 7th. These were formed of: 10264-012355-12137-11264x10233-012330-11233 and 10288-012373-12060-11288x10168-012258-11168. Both trains went into service on the Bakerloo Line with virtually no Bakerloo car line maps at all; two weeks later one train was still seen to be in a similar state.

FAIR FIGHT?

Many readers will no doubt have been aware of the reluctance of a certain group of travellers who have banded together under the name 'Fare Fight' to pay the increased fares imposed by London Transport since last year. The objectors pay their fares by means of a 10p ticket and a deferred payment slip which requires LT to write and ask for the balance of the fare for the journey travelled, a practice which the protesters consider will bog LT down in paper work and hence deter them from collecting the fares. Not surprisingly this problem has been of some concern to LT, and they recently spent £10,000 in legal fees in order to recover an outstanding £9.95 from one particular objector in what is thought to be a test case against the campaign in general. Marylebone Magistrates ruled that the objector concerned was guilty of 'travelling on the railway not having previously paid the fare, with intent to avoid payment', contrary to the Regulation of Railways Act, 1889. The outcome of this action will no doubt be for LT to attempt to recover unpaid fares from other Fare Fighters; the Fare Fight campaign itself will, no doubt, be stepped up as a result of the fares increase due to come into force on Sunday, July 17th this year.

EXPERIMENT

The amount of items shown in the Timetable of this issue has been increased experimentally in order to assess members' views with regard to periodic long term timetables. Certain members have already made it known that they would like to be able to know of Society events with a greater amount of notice, and if opinion warrants it, longer timetables will be put in the Newsletter from time to time.