

UNDERGROUND NEWS

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Second series Issue number 187

THE TIMETABLE for period beginning 5 December 1977.

Monday 5 December

Library evening, 18.30 at 9a Dunrobin Court, 389 Finchley Road, London NW3 6HE.

Friday 9 December

Members' Slide Show. 19.00 for 19.15 at Hammersmith Town Hall. Would members please bring slides of L.T. or other underground railways not shown previously. NOTE: DUE TO AN INDUSTRIAL DISPUTE, THE MEETING MAY HAVE TO BE HELD ELSEWHERE. PLEASE PHONE 01-997 6346 ON 8th or 9th DECEMBER FOR DETAILS.

Friday 13 January 1978

Talk by Mr. P. Cassell. Vegetation Control on London Transport. 19.00 for 19.15 at Hammersmith Town Hall.

Wednesday 1 February

Library evening, 18.30. Other details as for 5 December.

Friday 10 February

19.00 for 19.15 at Hammersmith Town Hall. Title not yet known.

Saturday 11 February

The Society will be operating its Sales Stand at the Transport Enthusiasts' Bazaar, Islington Town Hall, Upper Street, Islington N.1.

Sunday 5 March

Library evening, 18.30. Other details as for 5 December.

Friday 14 April

A Miscellany of home and overseas electric railway and tramway slides, by Mr. E. Treby. 19.00 for 19.15 at Hammersmith Town Hall.

PETER DAVIS

As some members may already be aware, our Chairman, Peter Davis, has resigned with effect from 17 November, 1977. Peter has been Chairman since the Society was formed in 1962, and has been the leading light in its development since that date. In the early years, whilst the Society was still getting off the ground, it is likely that it would not have survived had it not been for Peter's zest and enthusiasm, for not only did he perform the Chairman's duties, but also, for 12 years, he edited the Society's publications. All longstanding members must surely remember the way in which Peter moulded the original duplicated newsheet into the quality litho-produced 'Underground' journal which finally succumbed to financial pressures in 1974. Peter's activities in no way diminished after he relinquished the Editorship; the Chairman's job is in no way an easy one and involves a lot of difficult public-relations work; most of all, Peter's work in establishing a rapport between London Transport and the Society must be remembered as a prime factor in its development. Peter's decision to resign came somewhat out of the blue; although he did discuss the possibility of resigning some years ago, Peter's recent decision, that 15 years was enough came without warning. He will be very difficult to replace. Fortunately we have not yet lost Peter's services altogether, for he remains an avid historian and researcher, let's hope that he can provide us with some interesting reading for future journals.

GLC SHOWDOWN

It is now well over a month since the Tory GLC's transport proposals "London Transport - a New Look", masterminded by the cost-effectiveness supremo Harold Mote - were made public. The proposals are obviously made by an ill-informed car-driver who never comes out of his/her cocoon into the real world to see that a large majority of Londoners really do need a good transport system and not merely want a cost-effective (but of little public service) white elephant. Unfortunately, most of the pertinent proposals have not been released outside County Hall as yet, so we only have a Press Release and a few (well-founded) rumours to go on.

The Bus network gets the hardest rap, with the idea of total one-man operation of LT's bus network so high on the list that one gets suspicious of who has shares in British Leyland. Bus routes are to be totally rationalised the report says, with long and rail-service duplicating routes being cut back and in many cases discontinued altogether. The central area services would become a separate operation, and passengers coming into London from the suburbs would have to change to get anywhere near the

central area. In addition, tickets would go on sale at shops, newsagents - who knows where it would stop - no doubt causing some displeasure to the trade unions concerned. One wise suggestion, which somebody should have made years ago, is to co-ordinate timetables for bus/rail interchange points; many journey times could be significantly reduced if bus and rail timetable planners got together to try and improve the situation at places such as Walthamstow, Turnpike Lane, Newbury Park, Hounslow, Finsbury Park etc. Not surprisingly, photographs are to be introduced on all passes and season tickets; this is a measure which is actually in progress already.

The Underground doesn't really come off any better; it is proposed that certain stations, which are claimed as 'little used' should be closed. This is ironic when the 'little used' East London Line is having £4M of GLC money pumped into it as part of the Dockland re-development scheme. Even more worrying is the idea put forward that where BR and LT duplicate services on parallel lines, one set of services should be axed. Mr Mote seems keen to axe the North Acton - West Ruislip section of the Central Line, which he thinks is duplicated by BR services. What he hasn't noticed (he probably never uses public transport) is that BR services only run between Paddington and South Ruislip in the peak hours, and there are no BR platforms at any stations until South Ruislip. No doubt he is thinking also of axing LT services between Baker St. and Harrow/Amersham - and why stop there?

LT's reaction to the proposals - particularly the proposal that 5000 staff would have to go over the next 5 years - was initially shock, since they had not been consulted over the proposals. Next the Chairman sent out a letter to all staff basically condemning the proposals and assuring staff that any staff cuts would be derived from natural wastage. Comment in LT news a week later suggested that redundancies would be necessary, and now no one knows what to believe, and the Unions are a long way from trusting any management proposals. What happens next is anybody's guess, but if the GLC are really so keen on getting value for money out of their Transport system rather than producing a public service, then perhaps they should put their own house in order first, and try saving money by not taking out court action on Soho pornography dealers and by reducing expenditure on roads.

CAR LINE DIAGRAMS

During the past few months, many changes have come about with respect to extensions, re-namings, etc. and as a new order for Car Line diagrams has become necessary for most lines, these changes have been reflected in the car maps. The new Piccadilly Line map was one of the first to appear; it differs from its predecessor in as much as the interchange bars at Kings Cross and Finsbury Park pass right through the station circle, whereas previously they stopped at the edges of the circles. Additionally, the bar at Finsbury Park is split blue/white to show Victoria Line/BR interchange; previously it was plain blue. The 'UNDER CONSTRUCTION' wording on the Heathrow extension is shown in blue, as opposed to red previously. All station names are in upper case lettering.

The Northern Line map, which has been revised several times recently has now reached a stage where all station names are in upper case lettering and Embankment is shown as such and there is a large space between Embankment and Leicester Square, presumably to leave room for Charing Cross (formerly Strand). Brent has become Brent Cross and the Northern City line has disappeared completely. As a result of this, the shape of the bifurcated central section has changed slightly in order to fill the available space. Elephant & Castle is shown as having BR interchange. The diagram is printed by Impress (Acton) Ltd. and it is thought that this is the first work that that particular printer has undertaken to be set in Johnston type, suggesting that they have been added to the somewhat elite list of printers holding stodes of the type.

The Bakerloo Line diagram is a departure from what is becoming the accepted norm in as much as not all stations are printed wholly in upper case. Alterations from the previous diagram are the re-naming of Charing Cross to Embankment and the inclusion of BR interchange at Elephant & Castle and West Hampstead. C69 stock on the Hammersmith & City and Circle Lines is gradually having its diagrams changed to the new District/Hammersmith & City type, as used on C77 stock. These diagrams are melamine, and it takes a complete working day to change all the diagrams on a 2-car unit. Similarly, as a result of 'A' stock now working on the East London Line in addition to the Met. main, new paper labels have been progressively applied over the existing melamine diagrams. These have station names in upper case lettering and include the East London Line in outline, as opposed to a filled in line.

The District Line has a new diagram which, with the exception of 'Embankment' appearing instead of Charing Cross is almost identical to its predecessor.

The Central Line diagram, again with all its station names in upper case, appears to differ from the previous version only in as much as two BR interchanges are shown at Liverpool St., one for Liverpool Street and one for Broad Street.

It is likely that these changes would not have appeared so early - ie. the diagrams would not yet have been printed but for the fact that the Fleet (Jubilee) Line is so far behind schedule; one thing, that does stand out is the number of 'stickers' which it has been necessary to apply to the melamine diagrams on 1967 tube stock (Victoria Line) and 1972 MkI stock (Northern Line); as a pointer to the misguided fatuity of the GLC's renaming policy, C77 stock will actually enter service with already sticker - modified maps, the 'Fleet' line having been shown as interchange at Baker Street.

REVIEWS

'MODERN RAILWAYS' November 1977 (35p)

Seldom can so many articles about the London Underground system have appeared in the same issue of this journal. They comprise of:-

1. 'In search of perpetual motion' Mr. W.W. Maxwell's Chairman's address to the Railway Division of the Institution of Mechanical Engineers, on conserving the environment, energy, money and manpower, in the London Underground sphere, and concluding that circumstances will compel the adoption of no-man trains by the end of the century.
2. 'Between the Lines'. A correspondent's view of trends on London's Underground system. Traffic and financial statistics from LT annual reports from 1972 to 1976 are analysed, and make gloomy reading. Passenger-miles at 81% of 1972, AM peak arrivals in Central London 84%, costs per passenger mile 286%, receipts per passenger-mile 196%. The writer sees great difficulty in reducing costs in proportion to the fall in traffic, and doubts whether traffic can be increased. He concludes that the GLC must either restrain the motorist or continue to pay up, and doubts the wisdom of extending the Fleet (Jubilee) Line and thereby widening the scope for losses.
3. 'The Epping-Ongar branch'. Illustrated by three photographs and a map, this article describes the geography, history and present state of the branch. It concludes with the thought that overall transport resources might be better allocated by closing the railway and augmenting the parallel bus service (London Country 339).
4. The 'Home News' section includes paragraphs on the Heathrow extension (with service and fare details), photocards, Alperton bridge renewal, car park pricing, and the NUR withdrawing from OMO talks.

'CLASSICS OF MODERN DESIGN EXHIBITION'

Classics of Modern Design; open till 18 December at Camden Arts Centre, Arkwright Road (corner of Finchley Road), London NW3. Opening hours: Mon-Sat 1100 to 1800, Sun 1400-1800; late night opening till 2000 on Fridays. Admission Free, nearest underground Finchley Road.

This exhibition, which opened on 28 October, includes a small section devoted to London Transport design during the Frank Pick years from 1912 to 1940.

On display are posters, Johnston type, examples of moquettes, and Underground maps designed by H.C. Beck (including a photograph of Beck's original sketch for the design, which he drew in an exercise book). The exhibition also includes photographs of Holden's Piccadilly Line stations, and of buses, bus stops and shelters.

The exhibition is well worth a brief visit if you are in the area, but there are not enough LT items to justify making a special journey.

NHGM

NEWSFLASHES

NF1855 Re - NF1845 - The EDO units have yet again been split up and are running on the Piccadilly Line coupled to conventional 1959 tube stock units.

NF1856 Since 18 October an experimental leaf-clearing train has been operating between Rickmansworth and Amersham on Mondays - Fridays and some Sundays. The composition (from North to South) was originally L68, L63, Rail Grinding Car, (RG803), Flat Wagon (F311), Brake Van (B556), Mat. Loco. No.12; the flat-wagon carries the pumping equipment which sprays water onto the running rails at a pressure of 1000lbs/sq. inch. This treatment has been found necessary due to severe slipping and spinning of train wheels during Autumn. At some point, L63 sustained severe drawbar damage and has been omitted from the formation since then.

NF1857 1973 tube stock car 125 carries an enamelled number plate from car 104; this is occasionally covered with a paper label.

NF1858 The car number plates on 'C77' stock are to remain just above 'J' door rather than being put on the ventilation grill in order that it is easier to read the car number from all points in the car.

- NF1859 New timetables for the District and Piccadilly Lines are to be introduced on December 11 in readiness for the opening of Heathrow Central on December 16. Through running to Heathrow should start on the morning of 12 December; from that time, very few trains will be scheduled to reverse at Hatton Cross.
- NF1860 The 'Royal Train' to Heathrow on 16 December is likely to be formed of 1973 tube stock units 244-245. It is to be crewed by Motorman Belcher and Guard Rowland of Oakwood depot. Special uniforms are being made for these staff for the occasion, which indicates the low opinion of the LT uniform which is held by LT management.
- NF1861 1938 tube stock car 10306 (the 'Sunshine' car) has been bought for preservation by a private individual, but it is not likely to be withdrawn from service until mid-1978.
- NF1862 1938 tube stock cars 10249 and 11214 have been fitted with 'Storno' radio equipment.
- NF1863 1972 tube stock car 3538 has both plain and split level armrests fitted.
- NF1864 'A' stock car 5203 has its sleet brushes permanently in the 'down' position.
- NF1865 'A' stock unit 5054 - 6054 - 6055 - 5055 has returned to service recently after being stopped at Neasden depot for nearly 2 years due to a shortage of spares. As a result, unit 5175 - 6175 - 6174 - 5174 was taken out of service to provide parts.
- NF1866 'R' stock cars 21129 - 23330 - 23429 involved in the Barking sidings fire in October 1975 have been in the process of being cut up at Upminster Depot by scrap merchants A.W. King of Norwich since 14.11.77.
- NF1867 Four complete units of 1973 tube stock are now in service fitted with ceiling mounted heat and vent. fans. The first unit was 227 on 1.11.77 which was followed shortly afterwards by 110 unit, 231 unit and 130 unit. At least one train has been cancelled as a result of the presence of these fans, the function and operation of which has not been mentioned to train crews.
- NF1868 The last non-EHO units to run on the Bakerloo line were 10076 - 10302 units which formed train 115 on 5.11.77.
- NF1869 The Met. Line leaf clearing train visited Chesham on Tuesday 15 November as a result of an abundance of leaves affecting the signalling equipment. As only one train can run on the branch at any one time, a 38 minute delay resulted.

- NF1870 A 1962 stock unit has been reformed: it now comprises 1434 - 2642 - 9643 - 1643.
- NF1871 R. Travers - Morgan, consulting engineers, have now ruled out the need for an Underground in Belfast, as it would not generate enough traffic. Aside from that fact, N. Ireland Rlys. Ltd. have a good cross-city line from Portadown to Bangor.
- NF1872 1972 MkI stock car 3412 was transferred from Golders Green to Acton Works on 18.11.77 between pre-'38 pilot cars L130 and L131.
- NF1873 'A' stock unit 5060 - 6060 - 6061 - 5061 has been fitted for some time with experimental Davies and Metcalfe braking equipment.
- The unit is now restricted to operating on its own and is confined in passenger service to the East London Line, it was transferred on Sunday 20th November 1977.

SALES NEWS

METRO MEMORIES by Dennis Edwards and Ron Pigram is now in stock. Published by Midas Books, this new, casebound book has over 150 illustrations on 128 pages, 297x210mm., and is available from the Assistant Sales Manager, 21 Chestnut Grove, South Ealing, London, W5 4JT for £5.25p.

The book takes an affectionate look at the years before the second world war when the Metropolitan Railway reached out into the heart of rural England, creating a new way of life-known as commuting. Those who could afford to live in the countryside and work in London bought homes beside the railways and enjoyed the romantic spirit of pre-war England in Metro-land.

Metro Memories is more than a railway book, it faithfully reflects a period of history remembered with affection by those who lived through it.

Q 35 CAR 08063

Following the announcement by British Rail to close the South Eastern Steam Centre at Ashford, and the circular sent to members, there has been an encouraging response. Nothing has yet been finalised, but the Society is currently engaged in discussions with British Rail concerning the removal of 08063 from Ashford, as removal by road seems to be impossible. Members and other interested parties will be notified of developments in due course, but the uncertainty is not yet over, as we still don't know whether sufficient funds will be available.