

UNDERGROUND NEWS

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Second series Issue number 189
THE TIMETABLE for period beginning 1st February 1978.

Wednesday 1 February

Library evening, 18.30. The Society's library open for inspection at 9A Dunrobin Court, 389 Finchley Rd. NW3, 6HE

Friday 10 February

Talk by Mr V. J. Searson on Protection of Terminal Stations on London Transport. 1900 for 1915 at Hammersmith Town Hall.

Saturday 11 February

The Society will be operating its Sales Stand at the Transport Enthusiasts' Bazaar, Islington Town Hall, Upper Street, Islington, N.1. 1100-1500.

Sunday 5 March

Library evening, 1830. Other details as for 1 February.

Friday 10 March

Talk by Mr. J. H. James, Permanent Way Safety Assistant, LTE.Track Safety on London Transport. 1900 for 1915 at Hammersmith Town Hall.

Saturday 11 March

Annual General Meeting, 1430, Council Room, Science Museum.

Sunday 2 April

Society stand at Open Day of London Bus Preservation Group, Cobham.

Saturday 19 August

Proposed morning visit to Hornsey E.M.U. Depot, British Railways. The Society must apply to British Railways, with numbers attending. If participants travel to Hornsey by rail, the visit will be free, but otherwise B.R. will charge 50p. per head + 8% VAT. (ie. everyone must travel by rail, or the charge will be levied for everyone). Would you please apply for visit in normal way, stating age if under 18, and signifying your agreement to arrive at Hornsey by train. If alternative arrangements have to be made, applicants will be notified. Applications, with SAE, to Hornsey Visits Organiser, 6 Launceston Gardens, Perivale, Greenford, Middx. UB6 7ET.

HEATHROW OPENING

As planned, the Heathrow extension of the Piccadilly Line was officially opened by Her Majesty the Queen on Friday 16 December, 1977, at 12.13 hours. Contrary to predictions made in the press, two escalators were complete, running and carried Her Majesty up to ticket hall level. Apart from a few minor problems, the official ceremony went ahead as planned, the Queen arriving at Hatton Cross to be introduced to civic dignitaries and LT officials, as well as the crew which was to drive her train, before departing by train to Heathrow. After more introductions, the station was declared open and a reception followed.

As a result of the above proceedings, the scheduled Piccadilly Line service was re-organised somewhat, all scheduled alterations being shown in a special Timetable Notice (No.312/77). Since the Heathrow timetable had been in operation since the previous Monday (12 December) an intense Hounslow Line service had to be 'short worked'; 50% of the Heathrow trains were reversed at Hatton Cross, the remainder being reversed at Northfields, via the siding and depot.

This measure remained in force from start of traffic until about 1500 hours, when the public service commenced. Two special trains ran to convey Guests (train 464) and the Queen (train 465) to Heathrow; the Guests train left Northfields at 1055 after having previously ran empty from Northfields Depot - Acton Town (no.21 sdg.) - Northfields where the Guests boarded. The Royal Train ran empty from Northfields Depot (Boston Manor end) at 1059 to Hatton Cross, where the Queen joined the train.

One train stood as spare in Northfields Depot in case either of the special trains failed; this had been treated in a similar way to the other two with regard to cleaning, and it carried a duplicate Royal Train headboard indistinguishable from the one fitted to the west end of the Royal Train. This 'spare train' later ran as train 274 (with its headboard removed), which left Northfields Depot (W) at 1429 and ran empty to Heathrow Central to form the first scheduled passenger train on the Heathrow extension, the 1500 hrs. departure to Wood Green.

As a result of late running and a misunderstanding at Acton Town, those people who went to Heathrow to catch the first passenger train from there were lucky enough to get to Hatton Cross in plenty of time to catch the first passenger train westbound to Heathrow. This would not have been possible had things run to plan, since the first passenger train from Heathrow was scheduled to depart at 1500, and the first passenger train to Heathrow was scheduled to depart Hatton Cross at 1501½, the running time from Heathrow to Hatton Cross being 3 minutes. However, train 275, the

train booked as the 1501½ departure from Hatton Cross was cancelled earlier in the day, and since all train indicator panels had been changed to show 'Heathrow Central' on the previous two nights, the train booked in front of train 275, train 271, was indicated as 'Heathrow Central' all the way from Arnos Grove. Earlier in the day most train describer signs had been turned off to avoid confusion, but in readiness for the opening they were switched on at most westbound platforms at about 1430. Hence train 271 was delayed further by confused station staff and enthusiasts and it finally arrived at Acton Town at 1445, 8 minutes late. The train which had previously formed the Royal Train (formerly 465) had been run back to Acton Town after the official opening in readiness to be re-formed into train 275 (which, in the event was cancelled) in order that a nice clean train could form the first passenger arrival at Heathrow; further confusion arose and this train was re-formed as train 271, delaying it by a further 2-3 minutes. This convinced many enthusiasts - and a fair number of staff too - that train 271 would form the first passenger train to Heathrow, especially since it was so late. However, on arrival at Hatton Cross (at 1503), with the first departure from Heathrow just arriving Eastbound, the sparkling clean train 271 was detrained and ran empty, as booked and at the driver's request, to Heathrow. It must be pointed out here that the behaviour of enthusiasts at Hatton Cross was little short of disgraceful; it is to be hoped that the people involved are not representative of railway enthusiasts in general.

So, finally, train 313 arrived - some 5 minutes late, to form the first passenger train to Heathrow. The driver of this train, Motorman D. Moneyn of Oakwood was pleased to have driven this first train, despite having flashguns going off in front of him at nearly every station westbound. Hence the service got underway, but not without further troubles. Since the opening, the Piccadilly Line has been marred with cancellations, mainly due to the unworkable nature of the timetable; the average number of trains cancelled each weekday peak since the new timetable came into use is 8, with as many as 15 cancellations being a regular occurrence.

There are rolling stock difficulties, but the main problem seems to be that the crews are now having to work hard after having an easy time for some years.

Summary of stock used:-

Guests Train (464):	248-648-448x449-649-249
Royal Train (465):	244-644-444x445-645-245
Spare Train (466):	110-510-310x431-631-231

First passenger departure from Heathrow (274): as train 466.

First passenger departure to Heathrow (313)
104-504-304x403-603-203

NEW WORKING TIMETABLES

New Timetables were introduced on the Metropolitan, District and Piccadilly Line from December 12th 1977.

The principal alterations are:-

MET LINE (Hammersmith and City and Circle)

Additional trains are scheduled to reverse at Plaistow after both peaks and before the evening peak. Provision has also been made for some of the late night trains to work over little used crossovers, at Embankment (Inner to Outer) and Gloucester Road (Inner to Outer), Edgware Road (Platform 1 to 3 via the crossover east of the station). Paths are provided for the C Stock when it is introduced to the District Line Wimbledon/Edgware Road section for certain trains to run to and from Hammersmith, some journeys empty some passenger. They are shown in the timetables to operate "as required" and at present are composed of CO/CP stock and therefore return to the District Line. Service frequencies remain virtually unchanged.

MET LINE (Main)

The services have been completely altered, but at frequencies similar to the past. Amersham trains now depart at 33 mins. past each hour in the off peak from Baker Street (2303 and 0003 after the 2233) and in the opposite direction from Amersham at 35 (2308, 2338 and 0008 after 2135). Trains now depart from Uxbridge at 10, 25, 40 and 55 and from Watford at 01, 16, 31 and 46 (both branches 4 mins. earlier than previous). The timings of Northbound local trains varies only by minutes and half minutes. In consequence, better connections are made (in theory!)

SB Main to SB Local at Moor Park
SB Main to NB Watford at Moor Park
NB Local to NB Main at Moor Park
SB from Watford to NB Main at Moor Park
SB Main/Local to NB Uxbridge at Harrow
SB Uxbridge to NB Main/Local at Harrow.

The services on the Uxbridge branch take into account the alterations to the Piccadilly Line services which were altered with the opening of the Heathrow extension.

The main peak hour alterations are the two through trains from Chesham to Liverpool Street in the morning peak which are returned to pre-Feb. 1977 time, departing at 0733 and 0804 (instead of 0733 and 0819 with a shuttle departure at 0754) with no shuttle from 0659 to 0829.

In the evening peak, the last train from Liverpool Street to Amersham departs at 1801 instead of 1831 and in consequence two less trains are required for the evening peak services (one less was required on the previous timetable).

Additional running time has been included for the temporary signalling alteration for the speed restriction at Kilburn on the northbound during peak periods only.

The working of trains over little used crossovers has been extended to include Northwood siding (normally the siding is kept isolated and the move has not yet taken place!)

Trains are allocated the same series of "set" numbers, but are used indiscriminately to any destination. When this system was introduced some years ago it was usually possible to tell from where the train had come and where its NB destination would likely be.

The format of the timetable has been altered to enable times to be shown for Farringdon, Neasden Depot, Ruislip, Ruislip Siding Hillingdon and Uxbridge Sidings. Intermediate points between Amersham and Aylesbury as well as Stanmore have been deleted.

PICCADILLY

With the opening of the Heathrow extension, one extra train is required for the peak service (total 78 + 1x3 for Aldwych Shuttle), and as in the previous timetable the Rayners Lane branch in the early morning and late evening is worked locally to and from Acton Town. (Mon-Sat and Sunday till 0900) thus all trains to and from Heathrow run through to the Central area. No trains are scheduled to run to Northfields depot after either peak from the Heathrow branch (west of Northfields) all such trains either coming from the central area direct to Northfields, or from the Rayners Lane branch reversing at Acton Town. During the midday off peak services run at 10 minute intervals to Rayners Lane and two trains every 10 mins. to and from Heathrow. With the exception of the one train that stables at Uxbridge at 1911 hours, all Piccadilly trains starting or stabling in Uxbridge siding do so via the east (Hillingdon) end, running empty to or from that station.

Peak hour services on the Rayners Lane branch are revised so that trains run to Rayners Lane, Ruislip and Uxbridge in turn (being 4 min. 4-8 mins. and 12 mins. intervals respectively).

The last Piccadilly train now leaves Uxbridge considerably earlier at 1853, although the last to leave Ruislip is later at 1951. On Saturday mornings before 1000 the interval to Rayners Lane is now 15 mins. (previously 10 mins.). On Sundays four trains (after the last Cockfosters) run passenger to Hyde Park Corner from Heathrow (to enable passengers to get taxis elsewhere if desired) and then return empty to Northfields depot.

An item introduced during 1976 but not previously mentioned is a revised Aldwych service which was reduced from every 7½ mins. to 9 mins. due to additional speed restrictions entering terminal stations. The 3-car unit operating this service now works to and from Northfields depot each day (Mon-Fri).

As in the previous Sunday timetable, the diverting of alternate trains to and from Rayners Lane over the District tracks between Acton Town and Hammersmith is continued, but from about 0930 (previously about 0800) to keep crews 'road trained' as some early morning and late night journeys work via the District tracks and reverse at West Kensington.

In the new timetable empty working via little used cross-overs now takes place at Hatton Cross as well as Hounslow Central. The timetable layout now excludes Piccadilly Circus but includes Hyde Park Corner, Kings Cross and Arnos Grove sidings, and also (westbound only) Osterley.

DISTRICT

Alterations to the peak service include the further reduction of District trains reversing east to west via Barking sidings. Following the evening peak a more frequent service operates on the Wimbledon branch until after 2000. Off peak services have been revised to provide 2 trains every 15 mins to Richmond and in consequence the Ealing service has been reduced to one train every 15 mins.

Midday off peak services are self contained:-

Richmond to Upminster/Dagenham East

Ealing Bdy. to Tower Hill

Wimbledon to Tower Hill.

Paths have been provided pending the introduction of 'C' stock for 6-car trains to work to Hammersmith (Met) depot via Edgware Road.

Working of trains over little used crossovers have now included Bromley as well as East Ham, Hornchurch, Putney Bridge and Embankment (the last done by a Circle Line train). On Saturdays a 10 minute Edgware Road service is scheduled from 1000 (previously 1100) until 2000 (previously 1800).

The principal alterations to the Sunday service is the discontinuation of the Dagenham East reversers, all trains now going to Upminster at 10 minute intervals.

VICTORIA

A new timetable for Mondays to Fridays was operative from 23rd January 1978 with slightly increased running times all day including peaks. Services to Walthamstow in the off peak run every 6½-7 mins. (3 trains every 20 mins., compared with a 6 mins. service previously). The Central area service is consequently reduced from 3 to 3-3½ min. Evening frequencies are 4 mins. Central area, 8 mins. Walthamstow and 5-7 mins. (2 trains every 12 mins.) to Brixton.

Periods of 'stepping-back' at Brixton have been extended. To explain 'stepping back', crews (or ATO's) are allowed 4½ mins. to 'change ends' (on an 8-car train). Running a 2-2½ min. service into a 2 platform terminus this would be impossible if the crew had to take the same train away. Therefore at the start of each stepping up two crews (or ATO's) are in position to take the first two nominated trains away, one from each platform. The crews that are relieved then change ends and remain on the same platform until the next train arrives, which they take over. The crew then relieved change ends and the process repeats itself until the end of the 'step-up' period, when two crews or ATO's proceed back to their depot.

'Stepping-back' is also performed at Elephant & Castle (Bakerloo) and will probably be in use when Charing Cross (Jubilee Line) is opened.

SUMMARY OF TIMETABLES IN OPERATION FROM MONDAY 12TH DECEMBER 1977

	Monday to Friday	Saturday	Sunday
METROPOLITAN			
No. 1	268	269	270
No. 2	271	272	273
City Widened Lines	267	No service	No service
East London	260	260	260
BAKERLOO	76	72	73
NORTHERN	32	31	29
VICTORIA	16*	9	11
DISTRICT	107	108	109
PICCADILLY	15	16	17
CENTRAL	42	41	37

* from Monday 23 January 1978.

STORED 1973 TUBE STOCK UNITS

As most enthusiasts will know, some units of 1973 tube stock were stored at the Bicester Military Railway and at Metro-Cammell. Some were delivered to Ruislip and then returned to either Bicester or Metro-Cammell, whilst some were delivered direct to Bicester. The last units to be stored at Bicester were delivered to Ruislip on 21.9.77 and only one six-car train remained in store at Metro-Cammell on 1.1.78 (148 - 548 - 348 x 349 - 549 - 149). Details of these particular units are shown below.

In order to save space, the following abbreviations will be used:

- B Bicester Military Railway
- M Metro-Cammell, Birmingham
- R Ruislip Depot, LT

Unit	Original Delivery	Subsequent Transfers
104	Bicester 15/4/76	B to R 24/11/76
110	Bicester 4/9/75	B to M 16/9/76 M to R 15/7/77
122	Ruislip 26/11/74	R to M 5/5/75 M to R 29/8/75
123	Ruislip 26/11/74	R to M 5/5/75 M to R 23/7/76
124	Ruislip 3/12/74	R to M 26/11/75 M to R 1/7/77
125	Ruislip 3/12/74	R to M 15/5/75 M to R 10/9/76
128	Ruislip 18/12/74	R to M 26/11/75 M to R 22/10/76
129	Ruislip 18/12/74	R to M 26/11/75 M to R 29/11/76
130	Ruislip 31/12/74	R to M 17/2/76 M to R 26/11/76
131	Ruislip 31/12/74	R to M 17/2/76 M to R 23/12/76
146	Ruislip 10/4/75	R to B 11/9/75 B to R 19/1/76
147	Ruislip 10/4/75	R to B 11/9/75 B to R 19/1/76
148*	Ruislip 16/4/75	R to B 17/9/75 B to M 25/4/76
149*	Ruislip 16/4/75	R to B 17/9/75 B to M 25/4/76
150	Ruislip 25/4/75	R to B 17/9/75 B to M 2/5/76
		M to R 18/3/77
151	Ruislip 25/4/75	R to B 17/9/75 B to M 2/5/76
		M to R 18/3/77
152	Ruislip 7/5/75	R to B 3/9/75 B to R 23/1/76
153	Ruislip 7/5/75	R to B 3/9/75 B to R 23/1/76
170	Bicester 4/9/75	B to M 16/9/76 M to R 15/7/77
172	Bicester 9/9/75	B to R 15/11/76
173	Bicester 9/9/75	B to R 15/11/76
212	Bicester 15/4/76	B to R 24/11/76
213	Bicester 15/4/76	B to R 24/11/76
232	Bicester 20/8/76	B to R 1/7/77
233	Bicester 20/8/76	B to R 1/7/77
868	Bicester 4/2/77	B to R 21/9/77
870	Bicester 4/2/77	B to R 21/9/77

Note: * Units outstanding delivery at 1.1.78.

REVIEWS

"UNDERGROUND" A Thriller play by Michael Sloan
Wimbledon Theatre 12th - 17th December, 1977.

The entire play takes place in the rear car of a District Line Underground train and involves ten passengers and the Guard. The train is in motion when the curtain opens (moving tunnel wires and suitable sound effects) but suddenly stops whilst still in a tunnel and remains stationary for the rest of the play.

The plot is unbelievable, and includes two sessions of total lights failure and gun shots in the dark - the bodies are carried off stage into the adjoining car!

Worth seeing if only to look at the stage set.

A. HART 27.12.77

BOOK REVIEW

'METRO MEMORIES' D. F. Edwards & R. Pigram. Pub. Midas Books
128pp. £5.25

This largely photographic record of the development of 'Metroland' is well worth having if only from the pictorial aspect. It is well produced and smartly bound; all the photographs are clear and generally well captioned. Besides having some 'new' railway photographs in its pages, this book depicts many views off the railway showing house styles and landscaping which grew up with the Metropolitan Railway.

Having said that, it is a pity that this publication is marred with a few minor errors and that it has not appeared in the form originally intended. Previously it was to have been titled 'Metroland Memories', casebound, with a special dust jacket at a price well below £5. The captions appeared to have suffered from lack of proper proof reading and as a result several errors appear; one of these perpetuates the incorrect rumour that 'Cockfosters' was to have been called 'East Barnet'; in fact 'Enfield West' was to have been called 'East Barnet' and although destinations were provided to show 'East Barnet' (and it appeared as 'Under Construction' on some pre-diagrammatic Underground maps), no station ever opened with that name; the incorrect caption concerned appears beneath an obviously posed photograph on page 62. Nevertheless, as previously stated, well worth having and available from the Society's Postal Sales Officer, 21 Chestnut Grove, South Ealing, W5 4JT.

DJB

MODEL ENGINEER EXHIBITION

This years Model Engineer Exhibition, at Wembley Conference Centre was as expected a very impressive display of modelling skill, featuring models of practically every imaginable subject except Underground railways. Buses and trams were well featured including three fine models in about 1:144 scale of various Leyland bus types.

Casually flicking through the current Hornby Catalogue however, revealed that Hornby intend producing a 'London Transport Goods' train set. The set (R690) consists of 5 standard Hornby goods vehicles, a locomotive and an oval of track (2 rail). The locomotive featured is 0-6-0 L90, with London Transport and L90 written on the sides.

From the colour photograph, the orange-red plastic the locomotive is moulded in appears much too bright, and the mould itself is probably the same as the one used for the Hornby 0-6-0 G.W.R. Locomotive they produce. As the loco has a separate catalogue number (R048) it is probable that Hornby intend selling is separately. Although listed in the current Catalogue the Salesman on the Beaties stand thought that the set would not be available until the summer.

On a slightly different vein, a Dealer specialising in old toys and models reported that the Ever-Ready tube train model was still fairly common, and he would expect to sell a mint condition set for £30.

Although another interesting and impressive display, though somewhat disappointing from an Underground point of view.

I.J.R.

LETTERS TO THE EDITOR

Sir,

In the March 1977 issue of Model Railways, there appears an article by G. Barnabe on the Brill Branch, or Oxford and Aylesbury Tramroad.

The caption to one of the illustrations accompanying this article makes reference to Thame Lodge as an unofficial stopping place for trains on the line.

I have long suspected that on such a rural backwater such unofficial stops were made, at least during the earlier years of the tramroad, and would be interested to know if any readers have evidence of other stopping places not appearing in the timetable.

Yours faithfully,
Peter R. Davis.
Hornchurch, Essex.
December 1977.

Sir,

I flew into Heathrow on the 16th December at about 2.30 and was struck by the lack of clear signs to the Underground.

The entrances in terminals 1 and 2 were closed temporarily with queues forming at each. By 3.02 there were long queues at all the new ticket counters. A large proportion of the travellers were obviously enthusiasts buying up to 17 platform tickets each.

There were lots of helpful staff everywhere all in their new uniform and with name-tags on their left lapel.

The ticket office layout was clearly at fault with passengers who had tickets having to fight through queues of passengers waiting for tickets.

The new video route map created a lot of interest, however the wall mounted ticket machine that accepts 5, 10 or 50p. coins and issues tickets with change was hardly noticed.

Coming in from terminal 2 all escalators and travolators were working normally - with the exception of the one from the ticket office to the platforms.

The Queen's train presumably only went to Hatton Cross and the first train in was formed of 244-644-444x445-645-245. The train was due at 3.04 but arrived at 3.09 ... "delayed due to enthusiasts" was reason given on public address.

The train was very clean and the floor boards had been scraped and re-varnished. New track diagrams were fitted showing Heathrow as just another station. I travelled in car 245 to make these observations but I believe they applied to all the cars in the set.

The train left at 3.12 after the first standard train had arrived at platform 2. All the other trains looked very dirty and had Heathrow shown as 'under construction' on the maps.

The station logo was very poorly painted and looked like the early Concord postage stamps.

It was nice to be present at a new station's opening for a change!

Yours faithfully,
W. E. HILLIER
Evesham. Worcs.
18 December 1977.

NEWSFLASHES

- NF 1893 The EDO 3-car unit (1023-2022-1022) entered Acton Works for overhaul and re-conversion to air doors on 22.12.77
- NF 1894 As is usual at Christmas a Circle Line car was decorated by Students; this time car 6599 received the festive treatment on 23.12.77.
- NF 1895 Re-NF1856, it now appears that the reason that Sarah Siddons was used on the experimental leaf clearing train was as a result of the only flat wagon being available having no ward coupler at one end. Hence it could only be coupled at that end by means of screw couplings, with the side buffers down. Due to the non-availability of Battery Locos., Sarah Siddons was the only alternative motive power.
- NF 1896 Several 1972 MkII Stock cars have been seen running on the Northern Line, with handgrabs and steps already fitted for transfer to the Bakerloo Line.
- NF 1897 A crew-operated 3-car 1962 tube stock unit has been operating on the Woodford-Hainault shuttle intermittently for some months when the non-availability of auto-trains demands it. The formation is 1532-2532-1533, 9533 having been damaged in a derailment at Hainault some time ago. 9533 was transferred to Acton Works between pre-38 pilot cars on Thursday 12.1.78.
- NF 1898 1973 tube stock cars 223 and 357 have one odd blue 'No Smoking' bar each; all other no smoking signs in these cars are of the white disk type.
- NF 1899 The 'Way Out' subway from the Eastbound Piccadilly Line at South Kensington has been out of use since 11.1.78 due to flooding on the stairway in the subway. Canvas and sand appear to have been used to restrain the water; temporary 'way out' stickers have been applied to the 'No exit' signs at the end of the other subway on this platform.
- NF 1900 8-car 'A' stock trains have been running to Stanmore during recent weeks for de-icing purposes. These trains do not run in passenger service.
- NF 1901 All sleet locomotives, except those based at Hainault, are not being used outside depots this year. The reason given is that it costs too much to train crews; since depot ('ground') shunters are familiar with the locos they are being used to keep depot tracks clear of ice and snow, where a serviceable loco is available.

Since there are still some crews who are still technically 'trained' on the locos (ie. they have worked them within the last 6-months) it is feasible that the odd loco may creep-out from a depot other than Hainault. The Hainault locos work Newbury Park - Woodford - (via Grange Hill), Woodford - Loughton and Epping, and Epping - Ongar.

- NF 1902 The Autumn 1977 edition of the Festiniog Railway Society's Magazine records that that Society's London Area Group recently spent two and a half weekends recovering some 400 track yards of flat bottom rail from the car shed at Drayton Park. The rail is said to be in good condition, something under 60 lb./yard weight and some having a 1903 rolling date. It was transported by rail, the only way out of the car shed, to Porthmadog B.R., and thence to the Festiniog's Minffordd P.W. Depot by the Company's lorry. It will probably be used for relaying below Minffordd Quarry Lane (Lottie's) Crossing in November.
- NF 1903 In November, the Association of University Teachers bought 1200 tickets for their members arriving by special train at Euston. The reason was that due to an inter-union dispute, the Association of Scientific, Technical & Managerial Staff (ASTMS) had organised a march outside Euston Station to try and attract members from AUT; needless to say the AUT members were whisked straight down to the underground and never even saw the ASTMS marchers!
- NF 1904 Several 'R' stock trains have been noted in service with Cab 'J' door locking handles fitted. 1967 stock is virtually completely equipped with locking 'J' door handles and 1962 Tube Stock cars 1438 and 1439, 1576 and 1577, 1402 and 1403, 1732 and 1733 were the first cars of this stock to have the handles fitted on 17.1.77. It is likely that 'A' stock and 'C69' Stock will be similarly modified next. A start has been made on the Northern Line 1959 stock.
- NF 1905 The use of Headlight destination codes on the District Line was discontinued from 1.1.78. This is thought to be as a result of the impending introduction of 'C77' stock on the Edgware Road - Putney service. Initially, crews were instructed to display ALL headlights on both 'R' and 'COP' stocks; this meant that the only code that was regularly right was for 'Barking', when a Barking train was formed of COP stock. Subsequently, certain headlight glasses have been painted out to leave two headlights showing. In most cases the two lower lights have been left so that trains now display the code that was formerly 'Richmond' (WB).

- NF 1906 All west end Piccadilly Line 1959 stock DM cars are now fitted with destination blinds capable of showing 'Heathrow'. In addition, east end DM 1135 has a similar blind fitted. These blinds are paper-impregnated linen (not plastic like their immediate predecessors) and have been made at Aldenham Bus Overhaul Works where bus blinds are made. The Northern Line 1959 stock blinds are also of this type and were also made at Aldenham.
- NF 1907 The last Piccadilly Line double-cab 1973 stock unit (890 - 690 - 891) has had its number mis-applied at corner A2 of car 891 - it reads 981.
- NF 1908 1960 Tube stock auto-train cars 3904 - 4904 - 4905 - 3905 have all had an additional external indicator light fitted on the roofs; it is not known if these are additional door fault lights.
- NF 1909 Several units have been noted leaving Acton Works recently (after overhaul) without overhaul dates applied.
- NF 1910 DM 1124 ran briefly without 'Heathrow' blinds and instead the blank white was displayed on which was handwritten 'Airport'.

QUERY

Some time ago, the residents of the London Borough of Hammersmith got up a petition for 'East Acton' station to be renamed 'North Hammersmith'. If any member has further information, the editor would be pleased to hear from them.

ROLLING STOCK QUERY

During 1936, three 'steam stock' compartment coaches were repainted in various trial liveries, which were not adopted. The liveries were olive green, Underground red and light green with a red waistband. Further information as to the car numbers and how long the experiment lasted would be appreciated by the editor.

HAMMERSMITH MEETING - FRIDAY 13th. JANUARY

Mr. P. Cassell was due to address this meeting on "Vegetation Control on London Transport", but was unfortunately involved in a road traffic accident on that evening, and was slightly injured. The Society has expressed its sympathy to him, and his talk has been rescheduled for 14th. July 1978.