

UNDERGROUND NEWS

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Second series Issue number 191

THE TIMETABLE for period beginning 5 March 1978

Sunday 5 March

Library evening, 1830. The Society's library open for inspection at 9A Dunrobin Court, 389 Finchley Road, London NW3 6HE.

Friday 10 March

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

Saturday 11 March

Annual General Meeting. 1430 at the Council Room, Science Museum, Exhibition Road, London SW7. Admission by current membership card.

Saturday 18 March

The Society will be operating its Sales Stand at the O gauge tram group annual exhibition. Fred Tallant Hall, Drummond St. N.W.1 1430. Near Warren Street and Euston Square stations.

Sunday 2 April

The Society will be operating its Sales Stand at the London Bus Preservation Group's fifth open day and flea market at Cobham Bus Museum, Redhill Road, Cobham, Surrey between 1100 and 1500. Free bus service from Weybridge Station.

Monday 3 April

Library evening, 1830. Other details as for 5 March.

Wednesday 12 April

Afternoon visit to Jubilee Line works, including walk through running tunnels. Applications to G. Finch, 161 Valetta Road, London W.3 7TA.

Friday 14 April

A miscellany of home and overseas electric railway and tramway slides, by Mr. E. Treby. 1900 for 1915 at Hammersmith Town Hall.

Saturday 6 May

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

Sunday 7 May

Library evening. 1830. Other details as for 5 March.

CHRISTMAS COMES BUT ONCE A YEAR

I hope that readers will excuse my 'borrowing' the title I used when I last wrote on this subject in Underground 84 - December 1968!

The decline of services over the years I have been studying the subject (since 1962) is probably only matched by the decline in B.R.'s lines and certain services over a similar period, i.e. 'Beeching Era'. Perhaps we are fortunate that the Underground is thus curtailed on only one day each year; however, this does tend to make that one day a very special one and well worth the while in spending it on the system rather than watching the nth. re-run of a film on T.V.!

As an indication of how things have worsened from the aspect of services offered to passengers over the years, a table showing stations open each year is shown (Appendix/Table 1). Vast sections of lines in suburban areas have been entirely eliminated over the fifteen years shown and an afternoon journey from Amersham/Chesham to Upminster which was possible in 1963 has now been reduced to Harrow to Whitechapel (or Mile End via Central Line). Similarly, a journey from West Ruislip to Epping in 1963 was, in 1977, only possible from White City to Leytonstone.

The situation in 1977 is shown in Appendix/Table 2, which gives all stations open on each line and the service intervals operated between about 0930 and 1600 hours, which were the approximate limits of service operation. The pattern was very similar to the last four years in that respect, although services which were provided between Leytonstone and Hainault, Rayners Lane and Uxbridge (Met) and Acton Town and Rayners Lane in 1976 were not run in 1977. The Rayners Lane service on the Piccadilly Line was diverted to Heathrow Central, which was a wise move since it was well patronised, something never achieved by the Rayners Lane service on Christmas Day.

Heathrow Central only just opened in time for Christmas, it being only the second Sunday of passenger service to the Airport. Balancing this, Hatton Cross closed, having been open only in 1975 and 1976 and thus probably becoming the shortest lived 'Christmas Day Station' in the process! Other stations closed due to lack of traffic (ignoring those where the section of line was closed for the same reason) were Northfields and Euston Square. The closing of Northfields gave the longest non-stop run possible this year, and it was at Euston Square that we observed this year what is now becoming a less rare event - the doors were opened and some-one alighted. In fairness to staff, it is a fact that most booking clerks appear to challenge those who do not state their destination on this day so as to be sure their destination station is open, but there are always season ticket holders who have perhaps not read the reasonably adequate publicity about the holiday services. On that topic, it is quite unbelievable to see the looks on the faces of travellers who are informed that they are on the last train at 1600 hours!

Certain of the train workings on Christmas Day are always a little unusual, though these tend to decline with the services. The notable ones this year were on the District Line, where all trains at Putney Bridge reversed via the crossover, the 7 car trains being too long for the centre (bay) road. At Barking, all trains reversed via the platform normally used by Metropolitan Trains for the same purpose, whilst one early and one late train reversed at Aldgate East, from West to East. On the Bakerloo Line, reversing at Queen's Park was via the Northbound platform, using the crossover south of the station when returning to London. On other lines there was nothing very unusual and certainly nothing that was ridden by any passenger.

Traffic this year was relatively light, though we did travel on one train with a standing load in the afternoon period; of course, a standing load after a half-hour interval in service is perhaps not too surprising after all!

Looking ahead, the only important question is whether there will be a service at all in the years to come. Assuming that something is offered to the public for a while, it would be wise for anyone interested in the services as operated this time to take a close look at the Northern Line and particularly the Northern branches thereof next December. It is quite a while since any pruning was carried out on these services and the Finchley Central - Camden Town and Edgware - Golders Green sections must be getting very close to a traffic level where they must be deleted. As regards other lines, I imagine that Rayners Lane, having lost its Uxbridge and Acton Town service this year and thus no longer acting as a link between North and West London, cannot justify its existence much longer as a traffic centre in its own right.

APPENDIX

STATIONS OPEN EACH YEAR 1962 - 1977

<u>YEAR</u>	<u>STATIONS OPEN ALL DAY</u>	<u>STATIONS OPEN PART DAY</u>	<u>TOTAL</u>
1962	192	15	207
1963	169	16	185
1964	158	14	172
1965	145	24	169
1966	110	38	148
1967	101	43	144
1968	98	44	142
1969	87	52	139
1970	87	49	136
1971	87	44	131
1972	87	44	131
1973	82	45	127
1974	--	110	110
1975	--	110	110
1976	--	99	99
1977	--	92	92

NOTES ON APPENDIX

Difficulty is experienced in compiling this list, as there are special cases of varying types as time goes by. Some assumptions are made, and these are listed below:-

1. Stations such as Hammersmith and Shepherd's Bush which could be counted as two are taken by their names only and counted once.
2. Euston and Moorgate have, of recent times, been open only for interchange purposes. As they are available to passengers, if only for this purpose, they have been counted.
3. Until about 1970, some stations were only open after 1400 for B.R. trains (notably Barking and Upminster). These are counted in the part-day column, as this survey is only concerned with L.T.

Anyone wishing to check this list is thus asked to allow for a small variation in these respects and to take the list as being a general guide to the situation. Other factors, such as the Victoria Line (where most stations being interchange there was little effect on such a survey) and the Heathrow extension also mean that comparison of the last few years with the first few is not strictly accurate, but the effect of these additions is, in fact, very marginal.

STATIONS OPEN 1977 AND SERVICE INTERVALS

The basis of the 1977 service on Christmas Day, which was broadly similar to 1974/5/6 except for the non-operation of services on some outer sections, was a 30 minute service in the central area and a 60 minute service on outer sections. As will be seen in the summary below, 60 minute interval services are now a rarity, as many of the outer sections have been withdrawn over the years and the only examples now occur on the Metropolitan and Northern lines.

In relation to 1976, the changes that took place in stations open and services provided were:-

- Sections of line closed:
1. Leytonstone to Hainault
(Closing Gants Hill and Hainault stations)
 2. Rayners Lane to Uxbridge.
(Closing Uxbridge station only)
 3. Acton Town to Rayners Lane.
(Closing Ealing Common and Alperton stations).

Additional stations closed: Euston Square, Hatton Cross, Northfields.

Additional station opened: Heathrow Central

SUMMARY OF 1977 STATIONS AND SERVICES (STATIONS OPEN)

BAKERLOO LINE:

Elephant and Castle, Waterloo, Embankment, Trafalgar Square, Piccadilly Circus, Oxford Circus, Baker Street, Paddington, Warwick Avenue, Queen's Park,

SERVICE: 30 minutes throughout. TRAINS IN SERVICE: 2

CENTRAL LINE:

White City, Shepherd's Bush, Notting Hill Gate, Queensway, Lancaster Gate, Marble Arch, Oxford Circus, Tottenham Court Road, Holborn, St. Paul's, Liverpool Street, Bethnal Green, Mile End, Leyton, Leytonstone.

SERVICE: 30 minutes throughout. TRAINS IN SERVICE: 3

CIRCLE AND HAMMERSMITH LINES:

South Kensington, Gloucester Road, High Street Kensington, Notting Hill Gate, Bayswater, Paddington, Edgware Road, Baker Street. (Shuttle only)

SERVICE: 30 minutes throughout. TRAINS IN SERVICE: 2

Hammersmith, Shepherd's Bush, Ladbroke Grove, Edgware Road, Baker Street, King's Cross, St. Pancras, Liverpool Street, Aldgate East, Whitechapel.

SERVICE: 30 minutes throughout. TRAINS IN SERVICE: 3

DISTRICT LINE:

Putney Bridge, Fulham Broadway, Earl's Court, Gloucester Road, South Kensington, Sloane Square, Victoria, Westminster, Embankment, Tower Hill, Aldgate East, Whitechapel, Mile End, Upton Park, Barking.

SERVICE: 30 minutes throughout. TRAINS IN SERVICE: 4

METROPOLITAN LINE:

Baker Street, Finchley Road, West Hampstead, Kilburn, Willesden Green, Neasden, Wembley Park, Preston Road, Harrow-on-the-Hill, Rayners Lane.

SERVICE: 30 minutes Baker Street - TRAINS IN SERVICE: 3

Harrow.

60 minutes Harrow -

Rayners Lane.

NORTHERN LINE:

Morden, Tooting Broadway, Tooting Bec, Balham, Clapham South, Clapham Common, Stockwell, Oval, Kennington, Waterloo, Embankment, Leicester Square, Tottenham Court Road, Warren Street, Euston,* Camden Town, Archway, East Finchley, Finchley Central.

Belsize Park, Hampstead, Golders Green, Hendon Central, Burnt Oak, Edgware. * Euston open for interchange with Victoria Line only.

SERVICE: 30 minutes Morden - TRAINS IN SERVICE: 4

Camden Town.

60 minutes Camden Town -

Finchley Central

60 minutes Camden Town -

Edgware.

PICCADILLY LINE:

Heathrow Central, Hounslow West, Acton Town, Turnham Green, Hammersmith, Barons Court, Earls Court, Gloucester Road, South Kensington, Knightsbridge, Hyde Park Corner, Piccadilly Circus, Leicester Square, Holborn, Russell Square, King's Cross St. Pancras, Caledonian Road, Holloway Road, Finsbury Park, Manor House, Turnpike Lane, Wood Green, Bounds Green, Arnos Grove,
SERVICE: 30 minutes throughout. TRAINS IN SERVICE: 5

VICTORIA LINE:

Brixton, Stockwell, Victoria, Oxford Circus, Warren Street, Euston*, Kings Cross St. Pancras, Finsbury Park, Seven Sisters.
SERVICE: 30 minutes throughout. TRAINS IN SERVICE: 2

* Euston open for interchange with Northern Line only.

Total stations open: 92 (91 open to street, Euston only interchange)

Total trains in service: 28

Total stations non-stopped by trains in passenger service: 66
(Bakerloo 6, Central 5, District 14, Circle 0, Hammersmith 10, Metropolitan 3, Northern 11, Piccadilly 13, Victoria 4).

These totals include Dollis Hill (Met.), Chiswick Park, Stamford Brook and Ravenscourt Park (Picc.) at which these lines do not usually call anyway. Victoria Line trains stop at closed stations, but doors remain closed.

P. R. CRESWELL

DRIVING A TRAIN

To drive a train looks easy to most people, but in practice it is harder than it looks. A driver learns about the stock that he is going to work on in the depot; this is called Stock Training, which in general takes up about three days for each stock, and covers such things as composition and location of equipment. The driver then receives what is called Road Training, which varies quite a lot on all lines from three days to as many as eighteen days.

On Road Training a driver not only learns 'the road' but also the position of rail gaps, telephones - in fact anything by or on the track. When the driver has finished his training he is allowed to take a train out by himself.

The driver has two keys; the first is the control key which livens up the driving controls in the cab from which he drives; the second key is known as the reverser key and this enables the driver to open the DBVIC and to select in which direction the train travels. When the driver is ready to go he must depress the master controller (the 'Deadmans Handle'), push the reverser key to a motoring position, and then turn the master controller

through the inch and series positions to the full parallel position. The train will now move and run to full speed until the driver shuts off the master controller and applies the brakes, when the train will slow down and stop.

REVIEWS

"THE LATER YEARS OF METROPOLITAN STEAM" by H. C. Casserley, published by D. Bradford Barton Ltd., Truro, Cornwall. 96 pages. 8½" x 8½", 103 half tone photographs with short descriptive captions, price £3.95p.

The author surveys the Metropolitan scene from May 1925, with brief excursions to view District steam locomotion at Lillie Bridge and to other places further afield in following the declining years of the Met. locomotives transferred to the L.N.E.R. in November 1937. Other shots include a taste of electric traction at Rickmansworth, passenger rolling stock - including a couple of Dreadnoughts in the original L.P.T.B. finish, 'Mayflower' and a vehicle rarely recorded, a horsebox!.

Vantage points extend from New Cross Gate (an enthusiasts' special) to Verney Junction, where a little patience enabled the inclusion of the Bletchley - Oxford local, headed by a 5' 6" Webb 2-4-2T (two for the price of one). Waddesdon (Manor until 1922), seldom photographed, and closed in 1936, shows a departing motor train and a very nice pair of shunt semaphore arms with back extensions, standard between 1879 and 1909 when the 'Brighton' type was introduced by E.A. Wilson. In noting small modifications peripheral dogs replacing the original dart and locking wheel on the 'H' class for example - one is reminded that the Met., on all but their yard locos., retained to the last the archaic side-chains: these appear to have persisted on the L.N.E.R. on first overhaul, only to be later discarded. At some time also, the hook-ended and link-ended chains appear to have been interchanged.

Good coverage has been given to the post-war period, with examples of the variety of engines, L.N.E.R. and B.R., which worked the Met. services over the Joint lines. A very fine selection ends after the close of the steam era with a 1970 view of No.23 at Clapham Museum.

One regrets the passing for ever of the best wine; standards of maintenance fall, along with lack of cleanliness; the astronomical rise in costs did not bypass photography with a large plate camera and tripod, and one seems to miss the magnificent clarity and depth of focus which gave an all but three-dimensional quality to the pre-war pictures. It is at least arguable that the subject matter, in all its filth, does not merit the expense of recording to the same high standards (nor, be it said, the sheer physical effort required to carry all the necessary

equipment) when a smaller modern camera will reveal more than that of which one may wish to be reminded.

Regrettably, there are some errors of fact to be borne in mind. Note A to the table of Met. engine classes quotes incorrectly the numbers of the 'A' and 'B' classes which should read 'A' class: Nos. 1-33, 39-49 'B' class: 34-38, 50-66. Nos. 34-38, built in 1879, took the numbers left vacant by the withdrawal of the St. John's Wood 0-6-0T engines when the District acquired its own rolling stock in 1871 and the Met was left with a surplus in consequence.

The statement that No.23 (L45) has been preserved in its original condition is quite wrong. Mechanically, the restoration was to its 1903 state with the livery first applied by J. J. Hanbury in 1886.

There is a confusing reference on P.50 to the District Railway 'which in addition to its own lines in the eastern and western suburbs of London, also operated jointly with the Metropolitan the southern half of the Inner Circle.' In fact the M.D.R. built its own lines from west of Earls Court to High Street and to Mansion House (and of course later to Putney Bridge and Studland Road Junction and, with L.S.W.R. tracks intervening, from west of Turnham Green Station to Acton Town, then Mill Hill Park and beyond). The Met. ended their line between the east end of S. Kensington platforms and the junction with the M.D.R. tracks. Following a boundary award of John Fowler dated 27.7.1871 S. Kensington, Gloucester Road and High Street became a joint holding with a Joint Committee of Management. East of Mansion House to Whitechapel was jointly owned with the Met. as far as St. Mary's Junction; only the final 12 chains were solely M.D.R. property until the station area (6 chains) was made joint property of the Whitechapel and Bow Railway which extended to Campbell Road Junction. Further east, all lines were the property of the London Tilbury and Southend Railway.

The dating of the picture of Chalfont station (P.82) anticipates events by precisely 20 years; 1935 should read 1955, in the last line.

The price, as for all books, may be considered high, though by no means excessive. If the reader can look to acquire a comparable collection at an average of less than four pence a picture, please inform the writer where if he decides to pass up the opportunity the loss will be his!

KB

'The Later Years of Metropolitan Steam' is available from:-
The Assistant Sales Manager, 21 Chestnut Grove, S. Ealing,
London, W5 4JT. Price: £3.95p. Post free to members.

This book, reviewed previously in UN178, has now been published in paperback. Published by Pan books, the 250 pp. volume costs 80p. which, even these days, is expensive for a paperback. For those who missed the earlier review, the book describes the events which take place in a fictitious London flood; references are made frequently to the Underground, which nearly all have errors in them, as do the references to government installations. The book is over-dramatised to the point of being corny; sadly, the grim picture of how serious London flooding could be is very near the truth. Worth reading, but probably not worth buying from an Underground point of view.

T. V. Review

SUPERMIND GOES UNDERGROUND

Supermind, BBC 1, 8:15 p.m., 3 January 1978.

Magnus Magnusson chaired this annual battle of brains in which four quiz champions competed for the title 'Supermind 1977': the winners of the BBC quiz programmes 'Mastermind', 'Top of the Form' and 'Forces Chance', and David Shenkin from Mensa, who won the 1977 'Brain of Mensa' general knowledge competition.

There were several rounds, starting with a 'Mastermind' style one in which contestants had 1½ minutes to answer questions on a specialist subject of their own choosing. Mr. Shenkin, who is a civil servant, opted for 'The History of London's Underground' as his specialist subject. These are the questions, as asked on the programme; how many can you answer in 90 seconds?

1. Who was the originator of the idea of the Metropolitan Railway, the first Underground Railway in the world?
2. Which line in London formed the world's first tube railway, but was later closed?
3. At which Underground Station was an escalator first satisfactorily installed?
4. What role did 'Bumper' Harris play in the history of London's Underground?
5. What began life as Oliver Cromwell but ended life as Thames Lord?
6. Who was the future Prime Minister who joined the shareholders in a trip a year before the official opening?
7. In which fashionable road did the Metropolitan erect false fronts to hide the railway?

8. What was Down Street Underground Station later to be called?
9. Why were the early City and South London Railway coaches known as Padded Cells?
10. Which tunnel became known as 'The Great Bore'?
11. Which uncompleted section of railway was used as an aircraft component factory during World War II?
12. Which was the first railway in the London area to run early morning workmen's trains?
13. On what service on the Metropolitan Railway was it possible in 1910 to catch a theatre special at 11.35 and have a late supper on the train home?

These questions were set by Professor T. C. Barker, and the answers, as given on the programme, will be found on a later page. Mr. Shenkin scored 10 points out of 13; one for each question except for Q.1 where he passed, Q.10 to which he answered 'The Waterloo and City', and Q13 where he said 'Northern Line from Leicester Square'. He also answered 'Leinster Terrace' to Q7 but was awarded the point. Altogether a commendable performance for someone who was obviously under considerable stress.

The name 'Thames Lord' in Q5 was obviously a slip of Magnus Magnusson's tongue - it should of course have been 'Thomas Lord'. More seriously, Q8 was wrong; it was Dover Street that became Green Park, while Down Street became the wartime headquarters of the Railway Executive Committee. Luckily for him, David Shenkin said 'Green Park' and got the point!

(Incidentally, Mr. Shenkin went on to win the contest and the title. His victory was largely due to his getting 12 points in a subsequent round of 'Mensa' type questions, while the other contestants scored only three points between them. In that round only, three points per question were awarded, and went to the first person to give the correct answer. Many people who watched the programme have criticised this scoring system as giving Mr. Shenkin an unfair advantage in his 'specialist' round, and letters to this effect have appeared in the Radio Times).

NHGM

ANSWERS (As given on the programme).

1. Charles Pearson, Solicitor of the City of London.
2. The Tower Subway.
3. Earls Court.
4. He was hired to ride up and down the first escalator (he had a wooden leg).
5. Electric Locomotive No.2 (Metropolitan, but this was not stated)
6. Gladstone.
7. Leinster Gardens.
8. Green Park.
9. They had very shallow windows, and the upholstery was carried nearly up to the roof.
10. The Thames Tunnel.
11. The Central Line extension in the East.
12. The Metropolitan.
13. Baker Street to Aylesbury.

NEWSFLASHES

- NF 1921 1938 T.S. unit 10306 - 012498 - 11306 was transferred from the Northern Line to Acton Works on 7.2.78. It is due to be used to haul the Experimental Tube Train unit 892-692-893 between test sites, since the 'Chopper' equipment on this train could interfere with the safety signalling equipment and hence the train is not allowed to run under its own power on the majority of the system. Accompanying 10306 unit on the transfer was 10150 unit, which also accompanied it on a turning trip via Mansion House and High St. Kensington. 10150 unit has subsequently been moved to Ealing Common depot where it awaits a further 4-car unit to despatch to Upminster for further dead-end tests.
- NF 1922 Cars in the batch of C69 stock trailers fitted with de-icing equipment have recently started acquiring 'D' letters below their exterior car numbers.
- NF 1923 It is now certain that all stock with the possible exception of CO/CP stock, is scheduled to be fitted with cab 'J' door locks, as previously mentioned in UN. It was thought at some stage that these locks would not be fitted to 'R' stock, 1938 Tube Stock or CO/CP stock.
- NF 1924 There were no Bakerloo Line trains to Watford Junction on the evening of Wednesday 1 February, with consequential cancellations the following morning. On Friday evening, 27.1.78 (and consequently Monday morning 30.1.78) all the Watford Bakerloo trains were formed of 1972 Tube stock.

- NF 1925 A further 'C69' stock train to Uxbridge was the 2245 ex-Baker Street (forming 2350 ex Uxbridge) on Saturday 28.1.78.
- NF 1926 'C77' stock trailer cars 6701-670 and 6709 ONLY have 'UNDERGROUND' transfers applied to the exterior.
- NF 1927 1938 stock EHO unit 10156 left Acton after ordinary overhaul on 1.2.78 re-painted in bus-red livery, but still without a stabling light fitted.
- NF 1928 A number of station sign changes have taken place recently at at least three stations: at Kingsbury the station name signs on the non-covered section of the platform were replaced by the now standard 'flanged' type of enamelled name sign in mid-January. In late January, most of the obscured-glass 'Way Out' signs at South Kensington (both District and Picc.) were renewed with panels showing 'Way Out and Museums'; several enamelled station name-signs on the District Line platforms were also changed, and the replacement have 'Way Out and Museums' appended in black-on-yellow at the bottom of the sign. Finally, several of the signs in the interchange subway between the Bakerloo and Northern Lines at Elephant & Castle were renewed on 9.2.78.
- NF 1929 On 11.1.78 1973 stock car 540 was involved in a minor fire incident at Earls Court (EB) whilst running as train 336. The Fire Service was called, but the flames had subsided before they arrived. The fault was later traced to the speed-sensing relay on car 540. The train make-up was 140x199 units.
- NF 1930 On 25.1.78, a southbound Met. train, running over the local road to cover a gap in the Bakerloo service, was given the wrong route at West Hampstead. Fortunately the train stopped short of the surface-stock detector on the S.B. Bakerloo between West Hampstead and Finchley Road; the train later set-back in order to be re-routed to Baker Street (Met.).
- NF 1931 The Klaxon fitted adjacent to the floodgate chamber at Waterloo (NB Bakerloo) was removed sometime during 5/6 February 1978.
- NF 1932 The tunnel cleaning train is scheduled to make its first 'Test Run' outside of a depot on the night of 15/16 February, on the test roads between Acton Town and Northfields.
- NF 1933 A number of 1973 stock cars have been noted in service with cab 'J' door locks fitted with the glass panel fitted; this is somewhat odd, since no Piccadilly Line crews have been issued with the special keys for these locks yet!

NF 1934 The new car-examiners call point/office at Baker Street (Bakerloo) was opened from Monday 12 February 1978. This office has been built as part of the new Jubilee Line works and is situated between the NB Bakerloo and Jubilee platforms. A similarly situated new Station Managers office was due to come into use on Sunday 19 February.

LETTERS TO THE EDITOR

Sir,

Very recently one of the four 'VIA CHARING CROSS' glasses of the First/Second train indicator board on the Northern Line (Northbound) platform at Stockwell has been replaced by 'VIA EMBANKMENT'.

Consequently, and perhaps confusingly for strangers, three different routes can light up i.e. 'VIA BANK' 'VIA CHARING CROSS' 'VIA EMBANKMENT'.

I thought 'VIA CHARING CROSS' was going to remain standard and wonder whether any other 'VIA EMBANKMENT' replacements have been spotted by members?

Yours faithfully,

A. Hart.

Wimbledon.

January 1978.

Sir,

I was most interested to see the list on page 380 of the last 'Underground News' No.189, listing the storage details and movements of 1973 tube stock units. You may well be aware, but this list is at variance with the details formerly published in Underground News No.181; the points of difference being as follows:-

Unit 109 Not mentioned in UN189, listed in UN181 as 'stored for some time at Bicester'.

Unit 124 Listed in UN189 as R to M and M to R, but noted in UN181 and 'London Underground Rolling Stock' as stored at Bicester 4/77 and 12/76 respectively.

Units 244/5) All stored at Bicester for some time (noted
246/7) there myself on 2.7.77) but not listed in UN189.
248/9)

If the information is available, I am sure there are a number of members, including myself, who would like to see a list of delivery dates of the remaining 1973 stock units to LT published in the 'UN'. If it is thought that this would take up too much space, perhaps just a list of the early units delivered out of sequence, due to 'building problems'(!) would be possible.

Yours faithfully,
M. Kennard.
Woking, Surrey.
February 1978.

NOTE: It is correct that unit 124 was stored at Bicester, and on the list should be shown as M to B 20/8/76 and B to R 1/7/77.

Units 244/5, 246/7 and 248/9 were delivered to Bicester on 3.11.76, 15.11.76 and 23.11.76 respectively. They were then transferred from there to Ruislip on 18.7.77, 29.7.77 and 30.9.77 respectively.

Unless any member can offer further information as to details of unit 109 quoted in UN 181 as being stored for some time at Bicester, then that note should be ignored.

Sir,

Heathrow Opening

With reference to P.375 of Underground News. I was on the platform at Hatton Cross on opening day from 14.30 and walked along the platform several times speaking to friends and to the staff. I saw nothing in the way of 'disgraceful' behaviour.

When a westbound train arrived at 15.03 many people entered it in an orderly way, but immediately alighted when requested to do so by the station staff, I saw no disorder. About two minutes afterwards another train arrived which the waiting passengers boarded, again, as far as I could see in a perfectly orderly manner.

The indicators at stations showed 'Heathrow Central' all the morning, but were switched out in the early afternoon. This I consider to be a mistake and caused some confusion especially as no announcement was made at Hammersmith, nor at Acton Town.

I was in the ticket hall from about 15.10 but did not observe passengers having to 'fight through' others waiting for tickets as stated by Mr. Hillier, who, if he does not wish to use 24 hour time should, I submit, add p.m. to his times.

I think on the whole the opening arrangements were carried out satisfactorily.

Yours faithfully,
H. V. Borley.
Ruislip, Middx. February 1978.

Sir,

As a Piccadilly Line Motorman and long time Society member, I resent the inference in your 'Heathrow Opening' article (UN189) that trainmen's unfamiliarity with hard work is the 'main problem' with the Piccadilly Line service to Heathrow.

Any cancellations not attributable directly to the high number of signal equipment and points etc. failures since the opening are the result of absence and sickness amongst train staff. The Piccadilly Line is on a par with other lines in this respect, not surprising considering the conditions and pressures that trainmen as a whole have to work under. Being the staff very much in the front line, any absence is immediately noticed by all and has an obvious effect on the train service, whereas should the whole of say, the Chief Signal Engineer's department go absent what passenger would know (or care)?

As you mentioned earlier in the article, the timetable has proved unworkable, and there appears to have been a distinct lack of foresight in only building two platforms at such a busy terminus as Heathrow Central.

Since the change of editorship, there has been a regrettable tendency in Underground News to denigrate both London Transport and its staff. If this attitude persists, this could well lead to London Transport not affording to this Society the co-operation and hospitality shown in the past.

Yours faithfully,

D. Taylor.

London.

February 1978.

EDITOR'S NOTE

It is indeed regrettable that such provokative comments have to be made before any reaction feeds back from the members at large. Predictably, it is the same people who react all the time, which indicates to me that most members are totally apathetic and could not give a damn what they read in UN, if indeed they read it at all!!! I am beginning to know just how the previous Editor felt, and the only possible consequence is that the journal quality will suffer.

Incidentally, I am not running a personal vendetta against LT using UN as a mouthpiece, and hence apologise here to London for any comments they consider harsh or unfair. It would indeed make a change to be able to write something of LT's positive achievements.

"LONDON UNDERGROUND ROLLING STOCK"

The 1978 edition of Capital Transport's book "London Underground Rolling Stock" by Brian Hardy will be available early March.

Copies will be obtainable from:

The Assistant Sales Manager,
21 Chestnut Grove,
South Ealing,
London, W5 4JT.

The price for the 1978 edition remains at £1.50 post free.

It includes 8 more pages this year (96 in all) with over 80 new photographs. Some existing subjects are expanded and, new to the 1978 edition is the inclusion of preserved LT vehicles and former LT stock working for other railways.

ADDRESSES TO REMEMBER

Due to the Editor's present domestic state, all correspondence for UNDERGROUND NEWS should be sent to the Assistant Editor until further notice, at:

13 Castleton Road,
Eastcote, Ruislip
Middlesex, HA4 9QQ

and NOT as shown on the front page of this issue.

All membership queries etc. should be sent to:

The Registrar,
8 Tirlemont Road,
South Croydon,
Surrey, CR2 6DS.

Correspondence regarding visits and meetings should normally be addressed to:

The Secretary,
6 Launceston Gardens,
Perivale, Greenford,
Middlesex, UB6 7ET.

except where specifically stated otherwise.



1972 MkII and 1938 tube stocks at Willesden Green during the first of the engineering works on the bridges at Kilburn on 18-9-77. The 1972 stock is seen on the Southbound Metropolitan track bound for Elephant and Castle, whilst the 1938 stock is on the Southbound Bakerloo track, working "wrong road" Northbound to Stanmore (B. Hardy)

C69 stock "gauging" train at Earls Court 23-11-1977. (D. J. Burton)





The Tunnel Cleaning Train TCC 1 to 5 at Ealing Common Depot 23-10-77. After many years development, this train has recently commenced tests between Acton Town and Northfields. (D. J. Burton)

Pre-1938 tube stock on the Isle of Wight at Ryde St. John's 26-11-77 showing the doors painted grey. All cars are now being outshopped in this livery after overhaul. (B. Hardy)

