

# UNDERGROUND NEWS

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THE TIMETABLE for period beginning    5 July 1978

## Wednesday 5 July

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

## Thursday 6 July

Morning visit to Parsons Green Works & Building Depot. Restricted numbers. Applications with SAE to Mr.G.A.Finch, 161 Valetta Road, London W3 7TA.

## Friday 14 July

Talk by Mr.P.Cassell. Vegetation Control on London Transport. 1900 for 1915 at Hammersmith Town Hall.

## Tuesday 1 August

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

## Friday 11 August

Talk by Mr.F.G.Rutty, Traction Engineer, London Transport. Train Performance and Testing on London Transport. 1900 for 1915 at Hammersmith Town Hall.

## Saturday 19 August

The Society will be operating its Sales Stand at the B.R. Open Day at Wolverton. PROVISIONALLY 1400 to 1800.

## Friday 8 September

Slide show by Mr.B.R.Hardy. Underground Rolling Stock in Great Britain (London, Liverpool & Glasgow). 1900 for 1915 at Hammersmith Town Hall.

## Saturday 16 September

Morning visit to Hammersmith Depot. Restricted numbers. Applications with SAE to Mr.G.A.Finch, 161 Valetta Road, London W3 7TA.

## Sunday 17 September

The Society will be operating its Sales Stand at the third Gala Day and Collectors' Sale, Syon Park. 1100 to 1800.

## Wednesday 4 October

Library evening 1830. Other details as for 5 July.



As all of the 1938 Tube Stock has since been withdrawn from the Northern Line (the last one in normal passenger service ran on Friday 14th April 1978), and since transferred to Neasden for disposal, the train for the farewell tour had to be borrowed from the Bakerloo Line. The train comprised cars 10205-012292-11205 x 10186-012270-12028-11186 both overhauled 4/78 in bus red livery, and both outer ends had Storno Radio aerials. The train was transferred from Neasden on Friday evening 2nd June. As the tour on Sunday was to include the Kennington loop, therefore making the train 'wrong way round' it was turned 'wrong way' on Friday evening, so as it returned 'right way round' on completion of the tour. Thus on Friday evening, the transfer took place from Neasden via Baker Street, Aldgate, Embankment, Earls Court (District), Acton Town (reverse in west siding), Kings Cross (reverse in eastbound platform to loop), and then direct to Golders Green depot.

On Sunday 4th June, the train departed from Golders Green depot to platform 1, where the fully booked train picked up its enthusiasts. The set number of the train was timetabled to be 436, but 433 was mysteriously carried at one end part of the way. Two specially prepared destination boards (one for each end) were designed as has been familiar to the 1938 tube stock on the Northern Line for many years. Each one-piece headboard (hand painted at Ealing Common) was divided into three sections, reading (top to bottom) black on white 'NORTHERN LINE', white on black 'FAREWELL TOUR' and black on yellow '1938 TUBE STOCK' to read:-

NORTHERN LINE  
FAREWELL TOUR  
1938 TUBE STOCK

These headboards were later auctioned at Finsbury Park at the end of the tour.

The weather was kind at first, being hot and sunny. Each car was visited in turn by the Area Manager accompanying the train who gave a brief introductory chat. Departure from Golders Green was at 10.03 for the short journey to Edgware platform 1 for a photographic stop. From there, the train travelled to Morden via Bank, the longer of the two routes. From Morden, a special trip was made into the depot (No.18 road) and back, the points on route being secured for safety reasons. After a delayed departure from the depot, and then the station, the train left about 20 minutes late for High Barnet again via Bank. The train was only about 10 minutes late passing Kennington, but was slightly delayed again by a points failure at Kings Cross and Euston.

Once out into the open at East Finchley, the weather was not so good, as a storm was brewing. On arrival at High Barnet No.1 platform at 13.28, some 12 minutes behind schedule, a near overhead thunderstorm was in full swing, with torrential rain flooding some station offices. An L.T. stall selling only colour photographs of L.T. buses and trains was set up on platform 1.



On departure from High Barnet at 13.51, the rain had subsided, but it was still storming in the area. The train proceeded to East Finchley, thence past Highgate depot to Park Junction and down to the now disused L.N.E.R. tunnel mouths, where the southbound electrified line ends with a trainstop and a fixed red light (in the form of an ordinary signal now maintained at danger). At this point, the tunnel mouths have a wire fence across each portal (the up line portal being the original horseshoe shape, and the down line portal being cylindrical, rebuilt after war damage). Before the train could proceed back to East Finchley for another photographic stop, the points at Park Junction had to be secured.

After leaving East Finchley, the tour continued but was used by ordinary passengers from Finchley Central to Mill Hill East and back. The train working that it replaced reversed in the siding at Finchley Central as only one train at a time is permitted on the single line to Mill Hill. Leaving Finchley Central southbound at 14.52, the train continued to Kennington via Embankment and then round the Kennington loop (which made the train the 'right way round') and then back to Golders Green arriving at 15.55.

The final stretch of Northern Line working was from Golders Green at 16.11, to Euston City, and thence via the Euston and Kings Cross loops to the Piccadilly Line and then Cockfosters. From there, the last part of the tour was to Finsbury Park westbound platform arriving at 17.26 where the tour officially finished. Some however continued on to Rayners Lane where the train reversed in the westbound platform before proceeding to Neasden depot for Bakerloo service next day.

Many aboard the train spoke highly of the tour, and credit must be given to the organisers and operators, ensuring a smooth carrying out of the programme, despite some hitches. Appreciation must also be shown to London Transport, who allowed the tour to take place, especially on some normally 'unseen' parts of the Northern Line.

Arising from the tour, points of interest on the Barnet branch were Park Junction signal box, now the only signal box left on the Northern Line (except for Totteridge ground frame), all other semi-automatic signalled areas being controlled from Cobourg Street Regulating Room at Euston. At Park Junction, could be seen where the branch to Alexandra Palace diverged, although very much overgrown with trees and weeds. The junction home signal at Park Junction (on the down line from Highgate tunnels) was still in position displaying a red aspect, although officially disused. It was also noted that the junction route indicator above the signal (for the Alexandra Palace branch) had been removed.


The reversing siding at East Finchley at first glance appears to have no use other than to send trains back to Highgate depot from where they had just come from. It was originally provided however to reverse trains in the off peak from Moorgate via Finsbury Park and




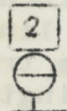
Highgate High Level, but has never been used as such, as the proposals for such a service (well documented elsewhere) have long since been abandoned.

A closer look however (see diagram below) reveals that it is of more use than it first appears.

Key to Diagram:-

 Semi-automatic two-aspect signal

 Shunt signal

 Shunt signal with route indicator

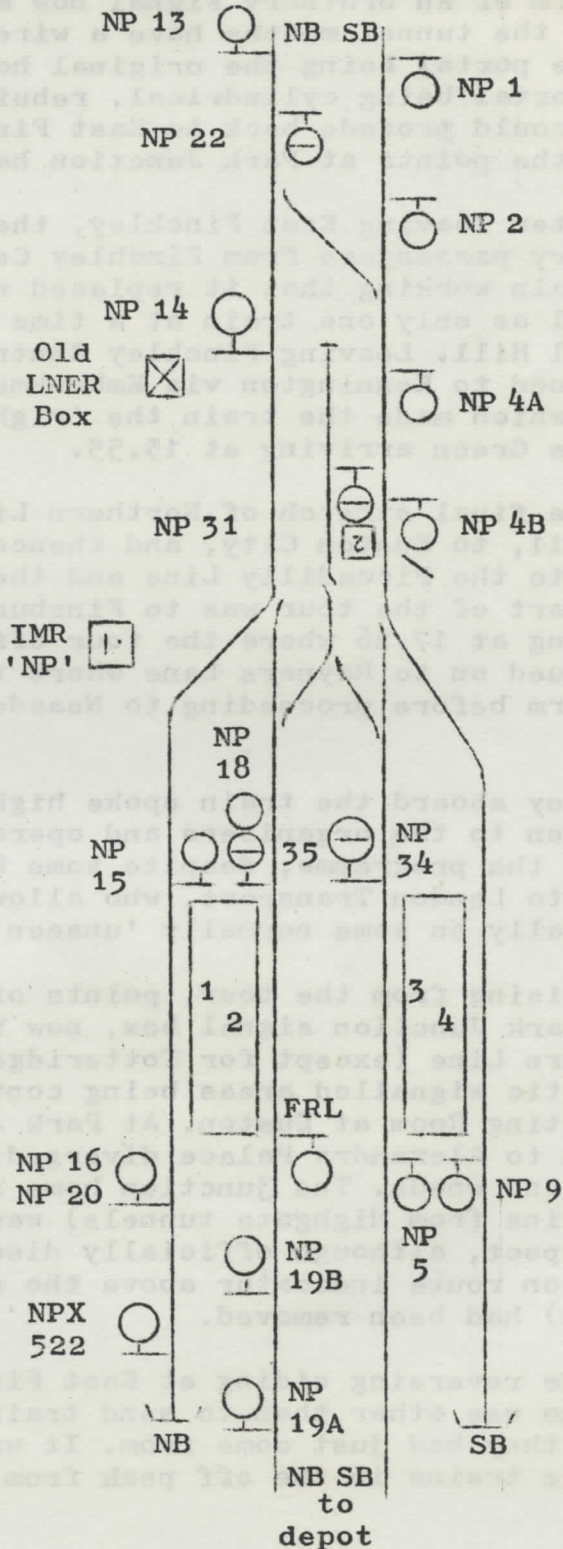
FRL Fixed Red Light

For simplicity, repeater signals and point numbers are omitted.

It is possible for a train in platform 3 to be reversed back into the siding, rather than go to Highgate depot, using shunt signal NP 34.

Two routes exist on NP 31 from the siding. Route 1 allows movement to No.3 platform and subsequently to Highgate depot, whilst route 2 takes a train into platform 2 at the end of which is a fixed red light. Having reversed in platform 2, the train can now proceed northbound.

It can be seen therefore that the siding can be used to reverse north to south, or used to stable a train needing to go out of service southbound, or into service northbound.

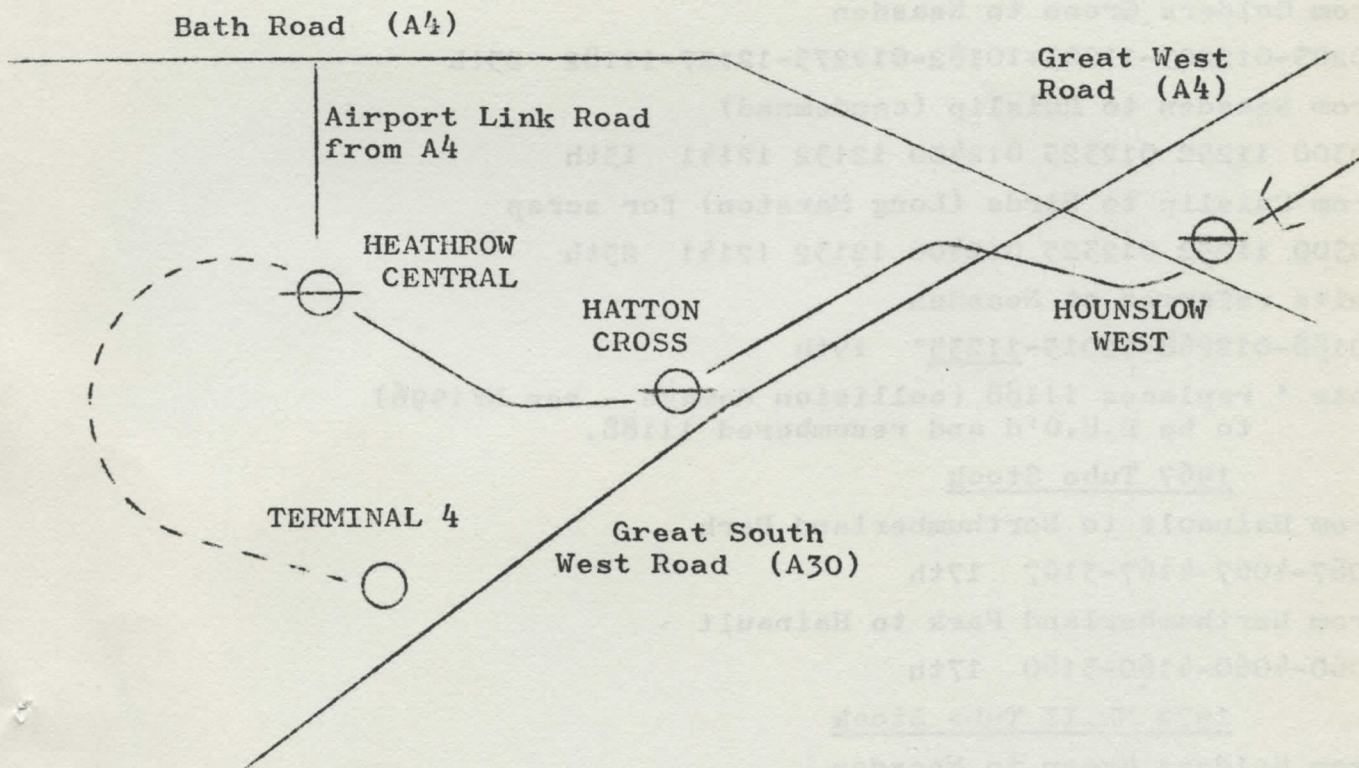




Still in position on the Barnet branch are the L.N.E.R. mileposts which read from Kings Cross via the now non existant line via Finsbury Park and Stroud Green. Three disused L.N.E.R. signal boxes still stand; at East Finchley, Woodside Park and High Barnet. In addition, now disused L.T. signal boxes of modern design are at East Finchley, Finchley Central and High Barnet, which are now used as Interlocking Machine Rooms.

#### PICCADILLY LINE EXTENSION URGED

Coincidental to the note in UN 194 regarding a further extension of the Piccadilly Line beyond Heathrow Central, Mr. Ralph Bennett the Chairman of London Transport has stated that if a fourth air terminal is built, there would be a strong case for extending the Piccadilly Line from its present terminus to serve it. The line would continue on from its present terminus in the shape of a letter 'C' and would be, in relation to the area:- (not to scale)



At present a Public Inquiry is being held into the proposal of Terminal 4, and London Transport are to suggest that if it is approved, the Piccadilly Line should be extended to serve it. Discussions on the proposed project have also begun with the British Airports Authority.



## PHOTOGRAPHS OPPOSITE

Top: 1938 Tube Stock 7-car train at Amersham on braking tests on 30th March 1978. The unit nearest the camera (10136) was previously on the East London Line - the 'Caution' stickers can still be seen in place at the top of the door windows.

Middle: C69 stock train in service on the District Line Edgware Road to Wimbledon section, at Wimbledon Park.

Bottom: The last day of operation of 1938 Tube Stock on the Northern Line on Friday 14th April 1978. The train (with DM 11203 leading) is seen arriving at Finchley Central at 11.02, working the 11.00 Mill Hill East to Morden. A full account of the day's working can be found in UN 193.

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## ROLLING STOCK ALTERATIONS

MAY 1978

### 1938 Tube Stock

From Golders Green to Neasden

10203-012203-11203+10182-012275-12127-11182 25th

From Neasden to Ruislip (condemned)

10300 11252 012325 012400 12132 12141 15th

From Ruislip to Birds (Long Marston) for scrap

10300 11252 012325 012400 12132 12141 25th

Units reformed at Neasden

10188-012268-12015-11235\* 19th

Note \* replaces 11188 (collision damage - see NF1996) to be E.H.O'd and renumbered 11188.

### 1967 Tube Stock

From Hainault to Northumberland Park

3067-4067-4167-3167 17th

From Northumberland Park to Hainault

3060-4060-4160-3160 17th

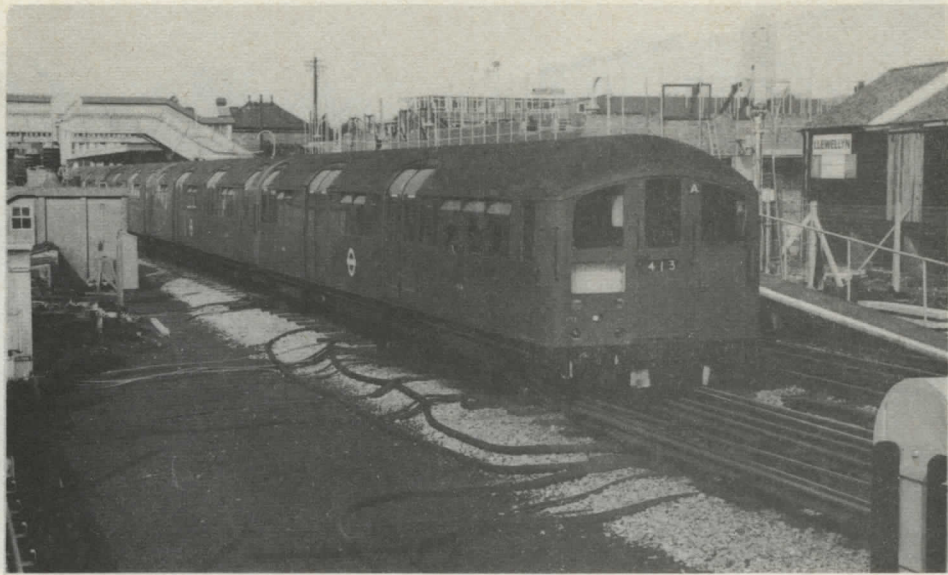
### 1972 Mk.II Tube Stock

From Golders Green to Neasden

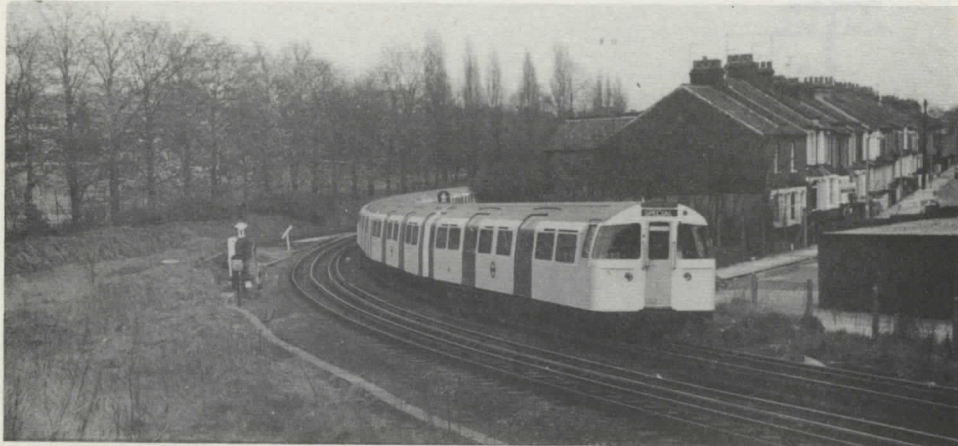
3240-4240-4340-3340+3448-4548-3548 19th

From Neasden to Golders Green (and subsequently Morden)

3243-4243-4343-3343+3434-4534-3534 23rd (ex. Design Division).









PHOTOGRAPHS OPPOSITE

Top: 1960 Tube Stock 3-car unit (with converted 1938 stock trailer) in store at White City depot.

Middle: On at least one occasion, the crew training train on the Bakerloo Line between Queens Park and Watford Junction/Croxley Green depot was worked by 1972 Mk.II Tube Stock. The train is seen leaving Watford High Street for Queens Park. The single line to Croxley Green and the depot can just be seen in the background.

Bottom: 1972 Mk.II Tube Stock train leaving Watford Junction for Croxley Green depot after an evening peak working from Elephant & Castle. The photograph shows the now unique type of signalling on this B.R. owned line. (see UN 195).

All photographs (both pages): Brian Hardy.

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Rolling Stock Alterations (continued)

1973 Tube Stock

From Ruislip to Northfields

240-640-440+886-686-887 26th

C77 Stock

From Metro-Cammell to Ruislip

5728-6728+6729-5729 9th

From Ruislip to Hammersmith

5712-6712+6717-5717+6718-5718 23rd

5702-6702+6703-5703+6704-5704 31st

Entered Service Hammersmith & City and Circle Line

5724-6724+6725-5725+6726-5726 2nd

5712-6712+6718-5718 26th

5717-6717 27th

Miscellaneous Movements

208-608-408 Northfields to Acton (collision) 9th

5190-6190-6191-5191 Acton to Neasden (ex. roof damage) 11th

L148-3906-3907-L149 White City to Acton 26th

New Ballast Motor Cars

L152 and L153 (ex. 1938 Tube Stock DMs 10266 and 11266 respectively)

Repainted Service Loco. (red to maroon)

L13A and L13B

Ballast Motor Car Scrapped

L65 cut up at West Ruislip.



### Units to Acton for Overhaul

District	53249-013272-54256	3rd
Central	1424-2424-9425-1425	3rd
District	21102-23302-23402	8th
Bakerloo	10197-012287-11197	8th
Victoria	3062-4062-4162-3162	9th
Bakerloo	10242-012369-12116-11242	10th
Metropolitan	5112-6112-6113-5113	11th
Bakerloo	10299-012240-11299	17th (for E.H.O.)
District	53057-013187-54257	18th
Central	1402-2402-9403-1403	18th
Victoria	3010-4010-4110-3110	24th
Central	1748-2748-9749-1749	25th
District	22640-23534+22671-23565	31st
Central	1404-2404-9405-1405	31st

### Units from Acton after Overhaul

District	53046-013121-54246	3rd
Central	1400-2400-9401-1401	5th
District	21109-23317-23411	8th
Victoria	3042-4042-4142-3142	9th
Northern	1090-2090-1091	10th
Bakerloo	10186-012270-12028-11186	10th
Metropolitan	5204-6204-6205-5205	11th
District	53004-013077-54004	18th
Central	1746-2746-9747-1747	22nd
Victoria	3040-4040-4140-3140	24th
Central	1712-2712-9713-1713	25th
District	22633-23536	31st
Central	1744-2744-9745-1745	31st

### NEWSFLASHES

- NF 2020 From Tuesday 14th June 1978, five C stock trains are scheduled to work on the District Line at peak periods.
- NF 2021 Approval is being sought by London Transport for the equipping of the Northern Line and its rolling stock with radio communication between train drivers and the control office, of the type that is now being fitted to the Bakerloo Line. However, the Jubilee Line is next to be fitted, followed by the Hammersmith & City and Circle Lines. The Northern Line would be next if the scheme is approved.
- NF 2022 Further to NF 2016 regarding the exhibition on the up escalator at Green Park Victoria Line, commencing Monday 12th June, it was observed that three of the display frames were blank. It is not known yet whether they were stolen or removed deliberately. They have subsequently been replaced.