

UNDERGROUND NEWS

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Second series Issue number 203
THE TIMETABLE for period beginning 3 November 1978

Friday 3 November

Visit to the Waterloo & City Line. FULLY BOOKED.

Tuesday 7 November

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

Friday 10 November

Talk on 'Railway Timetable Compilation' by Mr.D.Fox of London Transport. 1900 for 1915 at Hammersmith Town Hall.

Saturday 25 November

The Society will be operating its Sales Stand at the Transport Enthusiasts' Bazaar, Islington Town Hall, Upper Street, N1, 1100 to 1500.

Monday 4 December

Library Evening 1830. Other details as for 7 November.

Friday 8 December

1900 for 1915 at Hammersmith Town Hall. Details to be announced.

Mr.P.R.Davis, for many years Chairman of the Society and Editor of its periodicals, had to enter hospital for a throat operation in early October. At the time of going to press, he was making progress towards recovery after leaving hospital. The Society wish Peter well.

NOTE: For meetings at Hammersmith Town Hall, please use the southern entrance to Hammersmith Town Hall at the end of Nigel Playfair Avenue which is off King Street. The nearest L.T. station is RAVENS COURT PARK and NOT Hammersmith.

EDITORIAL

This issue of Underground News which is due at the beginning of November, should have reached you by that date. This means that we have caught up with the back numbers of Underground News as promised in UN 197. Having done so, this will make a grand total of 17 issues this year. This has been made possible by many members submitting articles, letters and newsflashes etc., thus making more material available for publication. To those who have helped in this way, I say a grateful thank you, and hope this will continue.

In the few months that I have been Editor of Underground News, I have also received several complementary letters from members, which is very satisfying. It is usually only complaints and grumbles that the Editor receives. To those who have written, again I say thank you. If anyone can offer constructive criticism on improving Underground News further, please don't hesitate to write.

LONDON TRANSPORT MANAGEMENT CHANGES

As promised by London Transport's new Chairman Mr. Ralph Bennett last April when he took over the task, a start has been made in restructuring LT's management, the intention being to attract more passengers and improving both bus and Underground services. Since April, Deputy Chairman Mr. John Stansby has lead a study in management, the result being that some operating responsibility will be transferred from 55 Broadway to local management.

At the top, there will be two Managing Directors, one for buses (Dr.D.A.Quarmby) and one for railways (Mr.R.M.Robbins). Under each Managing Director, there will be an Operations Director (Mr.C.Cope railways and Mr.W.Morgan buses), a Development Director (Mr.R.Dorey railways and Mr.R.Smith buses), a Financial Controller (Mr.J.Allen railways and Mr.C.Hodson buses), and an Engineering Director, one for railways and one for buses, both of who have yet to be appointed.

On the bus side, the four divisions will be abolished, and will be replaced by eight operating districts, each having a District General Manager, who will be responsible for the garages and selected bus services in his area.

The four divisions on the Underground are retained (Metropolitan & Bakerloo - to become Metropolitan & Jubilee when the latter is opened, Northern & Victoria, District & Piccadilly and Central, which will later include the Bakerloo when the Jubilee Line is opened). Each division will have at its head a General Manager who will be responsible for the respective train services and depots.

Two further jobs at 55 Broadway will include a Group Planning Manager (Mr.I.Phillips) and a Group Marketing Manager, who has yet to be appointed.

NORTHERN LINE RAIL TOUR

On Sunday 24th September, London Transport ran another rail tour on the Northern Line entitled 'The Highways and Byways of the Northern Line', running over the same routes and using the same times as did the 1938 tube stock tour on June 4th. The rolling stock provided for this tour was a seven-car 1972 Mk.I stock train formed 3325-4325-4225-3225+3427-4527-3527. A specially painted red head-board (with silver lettering) was attached at the leading end of the train. Northern Line Area Manager Mr.H.Moore who was in charge of the successful 1938 stock tour, was also in charge this time. The advantage of this tour was that a commentary could be given of points of interest throughout the tour over the public address system that this and other modern stock has fitted.

The weather for the tour was fine throughout. The tour started from Golders Green at 10.03 and ran in the same timings as previously finishing at Finsbury Park (Piccadilly Line) at 17.36. The first half of the tour was from Golders Green to Edgware, Morden depot via Bank. After leaving Morden depot (No.18 road), where the only small hitch of the tour delayed an incoming train, the train then continued to High Barnet via Bank for a lunch break. Arrival at High Barnet was at 13.11, some 5 minutes early. A stand selling tea and biscuits did a good trade, as did a book stand, selling bus and Underground books.

From High Barnet, the next point was Park Junction, then Mill Hill East (carrying ordinary passengers between Finchley Central and Mill Hill East), then to Kennington via Embankment, round the loop to Golders Green for a 16 minute break. From Golders Green, the tour continued to Cockfosters (Piccadilly Line) via the Kings Cross loop, used normally only for stock transfers and Ballast trains. The last leg of the tour was from Cockfosters to Finsbury Park. The special train then had to return to Golders Green depot, and did so by reversing in Barons Court siding (west to east) and at Kings Cross (east to north - back through the loop).

This again was a highly successful and well organised tour. We hope that London Transport will allow more tours to take place in the future - how about a farewell to 1959 stock on the Piccadilly? or a 1938 stock tour of the Jubilee/Piccadilly Line?

LETTER TO THE EDITOR

Sir,

On Sunday 24th September, I was one of the guards on the Northern Line Enthusiasts' Tour. As I was waiting for the train to arrive at Camden Town to relieve a guard, a person with a camera and flashlight attachment appeared. I pointed out to him that it would not be sensible to take a photograph of the train entering the platform, especially at a controlled area like Camden Town, but he persisted in taking the photograph with the flashlight. Luckily, the motorman was able to stop the train without incident. As everybody knows when

a flashlight is used, it makes one unable to see clearly for a few seconds, and a great deal could happen in these few seconds, and a serious accident could occur. So I would ask all our members to comply with the rules laid down by London Transport, which are:-

Any person wishing to take photographs for private use must:

- 1) Ask the permission of the Station Supervisor.
- 2) NOT use flashlight or tripods
- 3) NOT inconvenience or obstruct other passengers
- 4) NOT place themselves in danger

If we railway enthusiasts do not obey these simple instructions and use our common sense, this will result in more stringent restrictions.

Yours sincerely,
B.R.Panting,

28th September 1978,
London N11.

STATION INDICATOR ODDITIES

1. Baker Street

Geoff Sarbutt

Several platform indicators have interesting points in their operation. Baker Street Metropolitan Line is particularly interesting; the Inner Rail Circle/Hammersmith indicator on platform 6 shows a fair amount of logic. At times when all trains from the Kings Cross direction are for this platform (i.e. when there are no through trains from the City to the outer sections of the Met. Line), the operation is simple and conventional; it remains blank except for the heading 'First Train' until it is updated as trains leave Kings Cross. It can only show the first train, and should a subsequent train leave Kings Cross before the first has left the platform at Baker Street, the information is stored and displayed when appropriate. The indicator on platform 6 is able to show 'Circle Line via Paddington', 'Hammersmith via Paddington' or 'Putney Bridge' (the last is seldom used, it only being seen by the writer on one occasion when a unit of CO/CP stock was making its last Sunday Circle Line journey, which is normally not indicated at all). It is interesting to note that no displays are provided for Wimbledon (not normally required), Edgware Road (which could be used if provided), or Special.

The interest is when trains are running from platform 2 for outer sections of the Metropolitan Line and train descriptions are being received from Kings Cross for both platforms 2 and 6. If the first train is for platform 2, the indicator on platform 6 fails to show this, and if the second train is for platform 6, it is shown as the first train. If the first two trains are for platform 2, it shows no indication even if the third has left Kings Cross and is for platform 6. In this situation, as the first train crosses the junction at Baker Street for platform 2, and the third train now becomes the second, it is now shown on platform 6 as the first. A passenger at Baker Street

in the peak hours can deduce several points about the order and location of approaching trains: If no train is indicated, then there is either no train for this platform west of Kings Cross, or there are at least two trains for platform 2 before the one for platform 6. If the third is for platform 6 and is west of Kings Cross, the indicator will show, as the first train crosses the points to the east of the platform. If it is not west of Kings Cross and there is only one train for platform 2 in front of it, the indicator will then show it as the train leaves Kings Cross.

The indicator on platform 5 is illuminated with the appropriate destination when a train leaves Edgware Road. If a second has left Edgware Road before the first has left Baker Street, the information will be stored until the first train has left. Destinations provided on this indicator are 'Circle Line via Kings Cross', 'Whitechapel', 'Plaistow', 'Barking' or 'Aldgate', no provisions being made for Kings Cross (last train at night), Moorgate, Liverpool Street (both having trains to those destinations late at night) or Special.

The indicators for platforms 1 to 4 are also of interest, showing first AND second trains, and intermediate stations on the outer sections on the Metropolitan Line. The display clears when the signal is cleared to 'green' rather than when the train leaves the platform. These describers have been operated by programme machine since November 1971. The indicators do not display the second train if it is from the same platform as the first, until that train has left the platform. A third panel is intended to show where to change for stations not served by the trains shown as first or second, but is poorly maintained, and with some of the lights out, often shows misleading statements. The following is a list of all possible destinations to be shown (not all at once), the first and second displays having identical facilities.

1st/2nd train displays

Finchley Road	
Wembley Park	
Preston Road	Northwick Park
Harrow-on-the-Hill	
West Harrow	
Rayners Lane	
Eastcote	
Ruislip Manor	Ruislip
Ickenham	Hillingdon
UXBRIDGE	
North Harrow	Pinner
Northwood Hills	Northwood
Moor Park	
Croxley	WATFORD
RICKMANSWORTH	
Chorleywood	Chalfont
CHESHAM	
AMERSHAM	

'Change for' displays

For Stations
Rickmansworth to Amersham
and
Great Missenden to Aylesbury
change at
Harrow-on-the-Hill
Amersham
For Chesham
change at Chalfont
For Stations
Kingsbury to Stanmore
change at Wembley Park
For Stations
West Hampstead to Neasden
change at Finchley Road

A typical display for 1st/2nd trains might thus be:-

FIRST TRAIN LEAVES FROM	SECOND TRAIN LEAVES FROM	
PLATFORM	PLATFORM	
<p style="text-align: right;">4</p> <p>Finchley Road</p> <p>Harrow-on-the-Hill</p>	<p style="text-align: center;">1</p> <p>Finchley Road</p> <p>Wembley Park</p> <p>Preston Road Northwick Park</p> <p>Harrow-on-the-Hill</p> <p>West Harrow</p> <p>Rayners Lane</p> <p>Eastcote</p> <p>Ruislip Manor</p> <p>Ickenham</p> <p>UXBRIDGE</p> <p style="text-align: right;">Ruislip Hillingdon</p>	<p>For Stations</p> <p>Great Missenden to Aylesbury change at</p> <p style="text-align: center;">Amersham</p> <p>For Chesham change at Chalfont</p>
<p>Moor Park</p> <p>RICKMANSWORTH</p> <p>Chorleywood</p> <p style="text-align: right;">Chalfont</p> <p>AMERSHAM</p>		<p>For Stations</p> <p>Kingsbury to Stanmore change at Wembley Park</p> <p>For Stations</p> <p>West Hampstead to Neasden change at Finchley Road</p>

At the top of the third panel, there is a facility to show that the first train will stop at some or most Bakerloo Line stations between Finchley Road and Wembley Park (usually early Sunday morning or late Sunday night), but this facility does not always appear to be used when such trains run.

PRIVATELY OWNED WAGONS

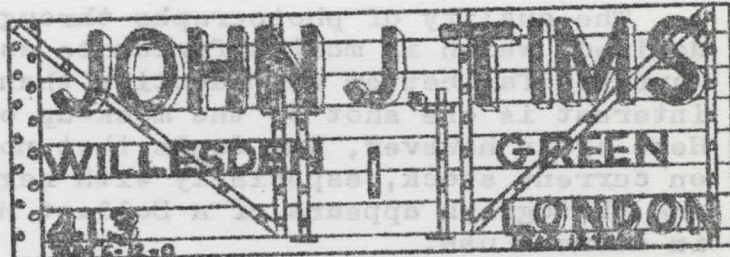
C.A.S. Croome

BOOK REVIEW



LIVERY: Red oxide, Black corner plates
White lettering shaded black.

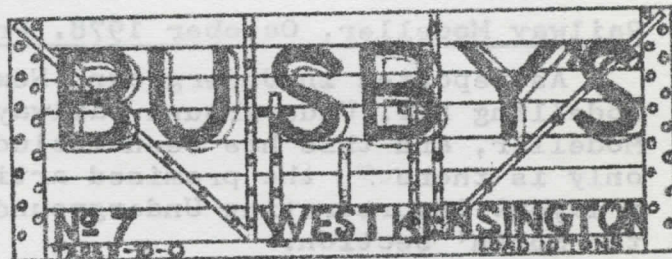
LIVERY: Red oxide, White lettering
shaded black.



These sketches have been compiled in the hope that they will help members modelling the Metropolitan Railway (& District) as such information is difficult to find. This field is much neglected, even though most photographs of the Met. show private owner wagons and I hope to publish some further articles on Met. wagonry. In this connection I am seeking details of Brill Brickworks wagons so if any reader could oblige would they please write to me C/O the Editor.

The underframe used on these private owner wagons was a standard RCH (Railway clearing house) 9 or 10 foot wooden underframe, probably with brakes on one side only. These sketches should be taken as guides only as other wagons belonging to the same owner often had an amended livery, a different door arrangement and even different nos. of planks.

LIVERY: Red oxide, White lettering
shaded black.



LIVERY: Red oxide, black corner plates
white lettering shaded black.



BOOK REVIEW

London Transport Rolling Stock & Locomotives

Published by Ian Allan, 1978.

64pp, size $7\frac{1}{4} \times 4\frac{7}{8}$. Price 95p

This is Ian Allan's first attempt this decade to publish details of London Transport Rolling Stock and can only be described as disappointing. One feels that an excellent opportunity to provide an up to date study of the present state of the system and stock has been lost in an attempt to cover too much within a few pages. Insufficient space has been devoted to current stock, while as a history it must be regarded as second best to existing works on the subject.

The quality of photographs throughout the book leaves much to be desired, which is most unfortunate as in some cases the subject matter warrants far better reproduction than has been given here. Of particular interest is one shot of the mock-up of the once proposed 1952 tube stock. Here again however, one feels that not enough emphasis has been placed on current stock, especially with regard to the service stock where not one photograph appears of a Ballast Motor Car or Battery locomotive in current use.

The lists of car formations at the back of the book have been abbreviated to the point where they could cause confusion, and no fleet list appears for service stock, purely a bare summary of individual stock totals. However, at 95p it represents good value at today's prices, even as a second best, as it is an informative little book quite worthy of a place on members' bookshelves. There are regrettably several errors in the text, photograph captions and in the unit formation numbers.

JPH

MAGAZINE REVIEW

Railway Modeller, October 1978. Price 40p

As reported in Underground News 198 (NF 2036), an article on modelling L.T. Underground railways would be appearing in Railway Modeller, and this has been included in the October 1978 issue. Not only is there the promised article, but also an added bonus of a layout incorporating Underground rolling stock in the 'Layout of the Month' section.

The 'Layout of the Month' takes the form of a railway in the 1950's operating both steam and Underground trains, based on a station called Epton (after Epping and Loughton). Two model Underground trains are operated (a two-car 1935 experimental flat-front tube stock, and a three-car Pre-1938 tube stock - both models hand built). There are 10 black and white photographs and two colour photographs of the layout, of which eight appertain to the Underground interest. Note should be made of the details which show the four rail system, imitation track-side cables and section switch boxes.

The main article on the Underground is modelled by a Dutch reader Mr.C.Tiddens. He has built his 'Underground' line beneath his 'main line' layout using plastic water piping of two different diameters; one for the tube tunnels and a larger one for the station. For observation, the latter pipe has a 'cut away' section. The layout includes a connection to the main line station. Mr.Tiddens has modelled two three-car trains; one of 1959 tube stock (incorrectly described as 1960 stock) and one of 1973 tube stock.

It seems that there is an interest in modelling L.T. trains (there probably has been for many years), and at last magazines are beginning to accept this and show interest. The October issue of Railway Modeller is well worth having, at 40p.

BRJH

QUESTION & ANSWER

QA 25) In L.T. multiple-aspect signalling areas (Harrow and north thereof), there appears to be a single light auxiliary signal beneath the main three or four aspects. What is the function of this, and when illuminated, what does it mean to a driver?

A) On the ex. Met & G.C. line north of Harrow where L.T. electric and B.R. diesel trains use the same tracks, some extra precaution must be taken to provide continuous signalling for B.R. trains, should either a red aspect lamp or the signal main supply fail. This precaution is not necessary normally on L.T. railways since if the signal main supply fails, all trainstops will correspondingly fail in the 'up' or 'on' position, the system being 'fail safe'. Similarly, even if a signal red aspect fails, the trainstop will be in the raised position and any train attempting to pass that signal will be 'Tripped'. B.R. diesel multiple units are not however fitted with tripcocks and hence the auxiliary aspect which shows red when illuminated, is arranged to come on automatically should either the main red (or yellow) aspect fail, or, in a number of cases, should the signal main supply fail. In the latter case the auxiliary aspect is fed from an emergency supply. All drivers are instructed that any signal at which this auxiliary aspect is illuminated, must be treated as being at danger, no matter what the circumstances, and by this means, B.R. drivers are always shown an aspect at a signal which is at danger, even if the main aspect fails.

QA 26) What are the official inter-station distances on the Heathrow extension?

A) The distances quoted in the working timetables for the Piccadilly Line are:-

Hounslow Central to Hounslow West (new station) - 0.91 miles
Hounslow West (new station) to Hatton Cross - 1.81 miles
Hatton Cross to Heathrow Central - 1.37 miles

ROLLING STOCK ALTERATIONS

SEPTEMBER 1978

1938 Tube Stock

From Neasden to Ruislip (condemned)

10228 11228 12125 12438 012322 012348 17th

Renumbered and E.H.O.

11235 to 11188

1972 Mk.II Tube Stock

From Golders Green to Neasden

3238-4238-4338-3338+3458-4558-3558 12th

1973 Tube Stock

From Ruislip to Northfields

882-682-883+884-684-885 29th

Entered Service Piccadilly Line

134-534-334 29th

CO/CP Stock

From Ealing Common to Ruislip (condemned)

53242-54040+53007-013066-54007+53205-54268 21st

From Ruislip to Cohens (Kettering) for scrap

53002 53032 53045 53049 54032 54046 54048 54204 14th

A62 Stock

To store Neasden, in steam shed

5171-6171 16th

New Service Stock: Ballast Motor Car

L154 ex 1938 Tube Stock DM car 10141.

Withdrawn Service Stock: Scrapped by Cashmores

Week-ending 16th: Match Wagons MW531, MW532 MW540 MW541. Tunnel Line
Cleaning Wagons TLC1 TLC2. Metadyne Battery Locomotives L41 L42.

Week-ending 23rd: Pre-1938 Ballast Motors L68 L74 L75 L77.

All scrapped at Ealing Common.

on 25th: Match Wagon MW518. Acton Works Locomotive L10.

scrapped at Acton Works.

Week-ending 30th: Ballast Motors L63 L64 L71 - scrapped at Neasden.

Miscellaneous Movements

L53 Acton to Ealing Common after repair 8th

21107-23311-23407 Acton to Ealing Common after repair 11th

Miscellaneous Movements (continued)

L152-3037-L153 Northumberland Park to Acton for repair 11th
10188-012268-12015-11188 Acton to Neasden after E.H.O. 13th
L126-23342-L127 Ealing Common to Acton for repair 15th
L152-L77-L153 Golders Green to Ealing Common for scrap 19th
L152-L74-L153 Golders Green to Ealing Common for scrap 21st

Units to Acton for Overhaul

Victoria 3036-4036-4136-3136 3rd
Bakerloo 10184-012272-12123-11184 6th
Central 1470-2470-9471-1471 11th
Northern 1194-2194-1195 13th
Metropolitan 5216-6216-6217-5217 13th
Central 1414-2414-9415-1415 19th
Victoria 3046-4046-4146-3146 20th
District 22600-23500+22610-23515 21st
Central 1464-2464-9465-1465 21st
Bakerloo 10258-012353-11258 22nd
Northern 1084-2084-9085-1085 26th

Units from Acton after Overhaul

Victoria 3044-4044-4144-3144 3rd
District 21103-23303-23403 5th
Bakerloo 10162-012367-12139-11162 6th
District 22650-23507 11th
Central 1676-2676-9677-1677 11th
Central 1636-2636-9637-1637 19th
Victoria 3064-4064-4164-3164 20th
Central 1736-2736-9737-1737 21st
Bakerloo 10168-012258-11168 22nd (E.H.O.)
District 53056-013164-54197 25th
Metropolitan 5214-6214-6215-5215 26th

NEWSFLASHES

NF 2099 With reference to NF2095, the 1973 stock cars with 1938 stock grip handles are cars 132 and 890 (the latter not yet in service), and unit 175. Further observations would be welcome.

NF 2100 The additional E.H.O. units of 1938 tube stock have been fitted with BLACK plastic armrests. The red type still remains on units receiving ordinary overhauls. One of the additional units (10299) left Acton for Neasden on 22nd August with a centre cab door on 10299 in a green/yellow colour undercoat. The door was replaced at Acton after the car had left the paint shop. On arrival at Neasden, it was found that the door had no provisions for the 'set' number plates, and was replaced again by a door off a scrap DM which is in 'train red' livery. It is still in service in that condition.

- NF 2101 1962 stock unit 1660 has been seen in service with the black plastic armrests, but later units from overhaul (1636 and 1736) have the 1959 stock type 'blue'.
- NF 2102 The non driving motor cars of the two latest E.H.O. units have not had the tip-up seats panelled over at the car ends, and are still available for passenger use. Those on the trailers (as with the main batch of E.H.O. trailers and NDMs) are panelled over.
- NF 2103 Following the note that Merseyrail (Liverpool) Wirral and Northern Line units are being taken to various B.R. depots for wheel attention (UN200, page 548), one has ventured south as far as Hornsey depot E.R. The cars concerned were M28376M-M29822M-M29146M - all of 1956 stock.
- NF 2104 For those who like to keep in touch with the Pre-1938 tube stock on the Isle of Wight, the situation was as follows on 19.8.78. The following units were correctly formed:- 031/2/3/4, 041/3/4/5. Unit 042 had trailer S29S missing making it a 3-car unit which was coupled to unit 032 making a 6-car train formed M-T-M+CT-T-M instead of a 7-car (its getting like the Bakerloo!). Unit 046, which has motor car S25S out of service because of fire damage, was coupled to 045 making a 7-car train formed M-T-T+M-T-T-M. The spare motor car S10 was coupled to 035 to form 4-cars which were coupled to 3-car unit 033 formed M+CT-T-M+CT-T-M. So far, complete units with grey doors are 033/4/5, 044 and 045. Cars treated individually are S92 (trailer in 032), S37 and S43 (trailers) and S19 (motor), all three in unit 043.
- NF 2105 Opposite the entrance to Moorgate Metropolitan Line station entrance is a block of shops and offices currently being demolished, which includes two arcades. The southern-most arcade in Moorgate itself (looking towards the Met. Line station in Moorfields) has an inscription over the top reading 'To the Metropolitan Railway Station' - a real piece of history!
- NF 2106 Most stations have had their litter bins restored, following their removal in 1976 because of terrorist activities.
- NF 2107 A 1959 stock train was de-railed leaving Morden station for the depot at 19.00 on 26th September 1978. In consequence, only one platform was available at Morden for the reversing of trains for the rest of the day. The offending car (1243) was re-railed at about 23.20 and the train proceeded to depot at about 00.10.
- NF 2108 A 1938 stock train in service on the Bakerloo Line has been seen displaying 'WATFORD LMS'. In recent years destination plates have been altered to read 'WATFORD LMR'.
- NF 2109 Further to NF2004, C69 stock unit 5504 also has grey painted interior car doors with the exception of one door on trailer car 6504, which is obviously a replacement.

- NF 2110 1938 stock NDM 12048 in 10297 unit has had 'E' door replaced and in consequence has one 'train red' door in a 'bus red' unit. The replacement door came off a withdrawn 1938 stock car (11277) and the defective door off 12048 put in its place.
- NF 2111 On Friday 15th September 1978, a metallic obstruction on the track on the Bakerloo Line caused an earth and surge, causing four trains to smoulder south of Piccadilly. This in turn caused an interruption to the traction current supply from about 07.00 to 10.00. In the meantime, Bakerloo services were badly disrupted, and some Metropolitan trains were diverted to call at Bakerloo stations between Wembley Park and Finchley Road.
- NF 2112 Initial Tunnel Cleaning Train trials were carried out at Bond Street, both in the running tunnels and the station platform area on 13th August 1978.
- NF 2113 London Transport has placed the first contract in the U.K. for a telephone link using optical fibres instead of conventional copper circuits. The link will be between Earls Court and Acton, a distance of 7km, and will run alongside the District Line. The cable will be manufactured by Telephone Cables Ltd., using fibres produced by the London Electric Wire Company, both being part of G.E.C. who will themselves supply the terminal equipment. The system will be capable of carrying 120 separate channels which will be transmitted as a stream of 8 million light pulses per second. It is expected that the new system will be in service by Spring 1979.
- NF 2114 Up to 21.9.78 cars for the Glasgow Metro had been delivered up to and including 118, making 15 outstanding delivery.
- NF 2115 The latest development on the 'No-Smoking' labels is a bigger version of the cigarette with a diagonal bar through (i.e. the multi-lingual sign). The format is exactly the same as the smaller version which is located near the emergency stop buttons, although the size is much bigger. A correspondent reports that he noted one next to 'B' door in the west end of a 1973 stock unit. The label was stuck (very badly) in the top right-hand corner of the window on the outside (inside the saloon) of the glass. This was additional to the normal red and blue type situate in the normal position.
- NF 2116 It appears that this Christmas, similar services to those operated in 1977, will operate on Christmas Day; i.e. from about 09.00 to 16.00 on selected bus routes and some sections of the Underground. All travel this year on L.T. on CHRISTMAS DAY ONLY will be FREE, thus loosing about £13,000 in revenue. This will be off set by the consequential reduction in the number of staff required to work. There will be no ticket collectors or booking clerks on duty, but some station staff (railways) and bus conductors will be required to work for safety reasons.

- NF 2117 London Transport's first female 'motorman' has qualified for her job, and is working on the District Line. Mrs. Ann Dadds was formerly a ticket collector at Tower Hill. Female guards have however been working on the Underground for over a year.
- NF 2118 Further to NF2081 regarding the experimental brake blocks fitted to 1938 stock units 10164 and 10318; another two units (10172 and 10167) have been so fitted.
- NF 2119 The instances of 'gold' number transfers being used as interior car numbers increases, especially with the latest four E.H.O. 1938 stock units. Several A stock and CP and R stock are similarly treated. One A stock car noted however (5172) has red transfers at one end of the car.
- NF 2120 The training of crews on Sleet Locomotives on the Northern Line began on Sunday 10th September 1978 at Golders Green.
- NF 2121 Further gauging with a train of 1973 tube stock took place on 28th/29th September from Uxbridge to Ruislip siding and thence to Ruislip depot.
- NF 2122 In connection with the re-signalling of the Piccadilly Line with eventual supervision from Earls Court Regulating Room, the westbound line between Hyde Park Corner and Earls Court has recently been re-signalled.
- NF 2123 It is still possible to buy certain tickets from Brent Cross station with only 'Brent' printed on the ticket, although the station was renamed in 1976.
- NF 2124 On Sunday evening 27th August 1978, a 7-car R stock District Line train was mis-routed at Acton Town and terminated at Northfields. The train (21113-23322-23416+23543-22601+23518-22628) returned to Ealing Common the following day.
- NF 2125 CO/CP stock 3-car unit 53056-013164-54197 left Acton for Ealing Common after overhaul on 22nd September 1978. At the moment, this is expected to be the last CO/CP stock train to be overhauled.
- NF 2126 Only eight 1938 tube stock motor cars remain to be fitted with Sforzo Radio equipment. These are:- 10168, 10255, 10261, 10299, 11106, 11178, 11188 (the replacement car) and 11250.
- NF 2127 There are six 1938 stock DMs reserved for possible conversion to Pilot Motor cars (10170, 11170, 11203, 10203, 10136 and 11277) and a further four for Personnel Cars (11150, 10182, 10165 and 11165). All these cars are at Neasden together with other 1938 stock awaiting disposal. It is not yet known whether all cars will be converted or not.
- NF 2128 1972 Mk.I stock trailer 4209, which was fitted with ceiling mounted fans from September 1975 to May 1977, still retains the specially made slots on the car roof, used for expelling air.

NF 2129 In the absence of the Track Recording Unit (1960 stock DMs 3910 and 3911 currently out of service at Acton), a newly overhauled unit of 1962 tube stock has been temporarily converted to do this task. The unit (1636-2636-9637-1637) has recently been engaged on this work over most parts of the Underground system. The following is a brief summary of the trips made:-

Friday 22.9.78

Acton Town-Uxbridge (for initial testing)

Sunday 24.9.78

Northfields-Heathrow-Kings Cross-High Barnet-Edgware-Cockfosters-Uxbridge-Neasden.

Monday 25.9.78

Neasden-Watford-Northwood-Amersham-Harrow-Rickmansworth-Baker Street-Stanmore-Baker Street-Rayners Lane-Acton Town-Ealing Broadway-White City-Ruislip.

Tuesday 26.9.78

All of the Central Line except Epping/Ongar.

Wednesday 27.9.78

Northfields-Edgware Road-Hammersmith (Met)-Upminster-Putney Bridge-Edgware Road-Northfields.

Thursday 28.9.78

Northfields-New Cross Gate-Shoreditch-New Cross-Edgware Road-Aldgate-Neasden.

Friday 29.9.78

Neasden-London Road-Queens Park-London Road-Rayners Lane-Acton Town-Northfields. (The first trip into London Road was diverted instead to Elephant & Castle because of no signalman at Lambeth North).

Sunday 1.10.78

Northfields-Kings Cross-Euston-Kennington-Golders Green (both via City)-Morden depot-Finchley Central (both via Embankment)-Park Junction-Highgate Woods-Finchley Central-Kings Cross-Arnos Grove-Northfields.

Monday/Tuesday 2/3.10.78 (night)

Northfields-Finsbury Park-Walthamstow-Brixton-Seven Sisters-Finsbury Park-Ruislip.

NF 2130 For future advertising Cheap Day Tube Return Tickets, filming has been taking place at Upminster and Heathrow. On Wednesday 4th October, a 6-car 1973 stock train (units 232 and 884) was transferred from Northfields to Upminster. A garage 'set' was erected around the train, the purpose being to show a lady opening her garage and finding a train inside to take her to her destination (like the station poster - NF2037 refers). After completion of filming on Friday 6th October, the train returned to Northfields. Further filming took place during Saturday evening (7th October) on a special run from Northfields to Wood Green and back, and during the

night at Heathrow Central, after the close of traffic.

- NF 2131 The recent scrap moves of CO/CP stock from Ruislip to Cohens of Kettering take an interesting route. A diesel locomotive (originating from Bletchley) picks up the scrap stock at West Ruislip and then travels via High Wycombe, Princes Risborough, Aylesbury, Quainton Road, Claydon, Verney Junction, Bletchley flyover, Bedford and Wellingborough. Recent pursuit of these trains for photography has proved frustrating and disastrous. The first move (see Rolling Stock alterations - page 596) was over a week late departing from Ruislip, whilst that on 3.10.78 departed some five hours late, albeit on the same scheduled day!
- NF 2132 Ex. T stock sleet unit ESL118A/B made a test run from Neasden to Uxbridge and back at about midday on 21.9.78.

FOR SALE

The Society has recently obtained complete sets of the following weekly periodicals originally published in the 1970's. They are now being offered for sale AS COMPLETE SETS only:-

History of Railways (48 parts)	£10.00
History of Aviation (72 parts)	£15.00
Great Trains (24 parts)	£5.00

Any member who wishes to purchase any of these sets should contact the Sales Manager at 26 Fishery Road, Hemel Hempstead, Herts, HP1 1ND enclosing a cheque or postal order payable to T.L.U.R.S. It would be greatly appreciated if they could be collected at a Society meeting or other event, but if this is not possible, then 10% should be added to cover postage and packing.

PHOTOGRAPHS

In U.N. 194, an appeal was made for photographs for an intended future publication, to which the Editor had only one reply. Have we only ONE MEMBER that takes black and white photographs (or has older ones in his collection)? If you can help, please let the EDITOR know as soon as possible.

SUBSCRIPTIONS - 1979

Renewal notices for 1979 should be enclosed with this issue. The subscription for 1979 remains at £5 full membership and £3 associate membership. If a renewal notice is not received, please ring the Secretary on 01-997 6346.

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