

UNDERGROUND NEWS

NUMBER 206

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FEBRUARY 1979

THE TIMETABLE

Sunday 4 February

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

Friday 9 February

Talk 'The D78 Stock for the District Line' by Mr.D.K.Ware, Mechanical Engineer (Design) London Transport. 1900 for 1915 at Hammersmith Town Hall.

Saturday 10 February

The Society will be operating its Sales Stand at the Transport Enthusiasts' Bazaar, Islington Town Hall, Upper Street, N.1., 1100 - 1500. Nearest Underground station is Highbury & Islington. Admission 25p.

Wednesday 14 February

Evening visit to the Post Office Railway station and workshops, Mount Pleasant. FULLY BOOKED.

Monday 5 March

Library Evening, 1830. Other details as for 4 February.

Friday 9 March

Talk 'History and Development of L.T. Lifts and Escalators' by Mr.J.Styles, Lifts & Escalator Engineer, London Transport. 1900 for 1915 at Hammersmith Town Hall.

Saturday 17 March

Morning visit to Cockfosters and Arnos Grove signal cabins. Numbers very restricted. Applications, with SAE to Mr.G.A. Finch, 161 Valetta Road, London W3 7TA.

Saturday 24 March

Annual General Meeting. 1430, The Council Room, Science Museum, South Kensington, London, SW7.

Tuesday 3 April

Library Evening, 1830. Other details as for 4 February.

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DECEMBER HAMMERSMITH MEETING

At the December Hammersmith meeting, Mr. B. R. Hardy gave a talk on The Work of the L.T. Railway Traffic Controllers.

He began with a flashback to the 1933-39 period, when all the line controllers were located above Leicester Square station and had to rely solely on the telephone for receiving information and transmitting instructions. In 1962, the Metropolitan and Bakerloo Line controllers were moved to Baker Street which was the start of the de-centralisation of the control offices. Subsequently the Northern Line controller joined the Victoria Line controller at Cobourg Street (Euston) whilst the District and Piccadilly Line controllers were moved to Earls Court. The Central Line controller, now on his own above Leicester Square station, is due to move to Baker Street in the near future.

The reasons why controllers were needed were explained. Delays could arise from rolling stock, signal or track failures, or actions by passengers or staff, and the controller's duty was to monitor the running of the service and to minimise the effects of delays on service regularity. He needed a constant inflow of information from all points on the line, especially signal cabins, and had to decide whether the items of information received should be merely noted, retransmitted or acted on. The vital needs were the safety of passengers and staff and to confine any disruption to the smallest possible area. A controller thus has to have a detailed knowledge of his line's track layout (diversion and reversing points), rolling stock characteristics, station layouts, working timetables and current distribution, which includes current for lifts and escalators and station lighting as well as traction current. Bearing all this in mind, the line controller maintains close liaison with the various departments especially in the event of failures and delays.

For incidents of any magnitude, the Headquarters Controller at 55 Broadway could call on emergency services such as fire, police or ambulance. The line controller could call on L.T. emergency services such as permanent way or signals. The HQ controller had an information assistant who advises stations (by telephone or general loudspeaker announcements to most ticket offices) of any delays or service interruption. The Area Manager was advised of incidents affecting his area, and in the event of a major incident, an Incident Officer could be appointed, where he could assume full local control.

In the event of a service disruption, the line controller must organise a reduced or partial train service. When less serious incidents arise, and the amount of delay been established, regularity could be restored by cancelling trains, reformation and renumbering, and reversing short. The controller has also to liaise closely with Yard Managers, who look after train crews' duties and meal reliefs.

After mentioning some specialised activities such as dealing with standby trains for special events, balancing rolling stock in depots, restoration of traction current and tracing earth faults, Brian gave a detailed description of the procedures that would be followed if a person fell under a train at Holland Park, which included the possible alterations to individual train workings.

At the conclusion of his talk, Brian answered numerous questions from members of the audience, and the meeting concluded with a hearty vote of thanks for an interesting and informative talk.

DFC 22.12.78.

CHANGES AT THE TOP

Following the retirement of Mr. J. Graeme Bruce as the Underground's Chief Operating Manager (UN205, page 3), Mr. Charles Cope has been appointed in his place. Following the reorganisation of LTs management (UN203, page 588), Mr. Cope's job is now entitled Operations Director.

Appointed as London Transport's Managing Director (Railways), is Mr. William Maxwell, who took over from Mr. Michael Robbins from 1st January 1979. Mr. Maxwell is responsible for railway operation, engineering, development and financial control. Mr. Robbins now becomes a part time member of the London Transport Executive.

CHRISTMAS COMES BUT ONCE A YEAR

P.R.Creswell

In writing this article I have once again borrowed the title I used last year and also in the December 1968 journal. At certain points, to save repetition, I shall refer to last year's article which appeared in UN191, pages 404-408.

The most obvious difference this year was the fact that travel on Christmas Day by both bus and underground was made free. This sounds, to the layman, quite a bargain, until you remember that only 27 trains were running over less than half the usual mileage with only about one-third of stations opened. The situation on the buses was worse, as only 38 routes operated, many of these being short of the full length. It was to be expected that the abolition of fare collection would lead to a heavier patronage and this did appear to happen - though not to a particularly great degree; it is also a fact that there were people travelling who should not have been! This is explained by the old gentleman at Harrow who wanted to get to Northwick Park (closed) and did not feel up to walking (he used a stick) from Harrow - he postponed a visit to his nephew and went home for a drink, taking the philosophical view that he had, at least, 'had a trip out' (and free at that!) More unfortunate was the old lady carefully descending the steps at Harrow to the northbound platform (from which trains were only departing empty for the siding) with a shopping basket of presents for her family - at Amersham! The long queue of people she had to join at the telephone kiosks tended to underline the fact that many people may not have been fully aware of the limitations of the 'free' offer they had accepted from L.T.! These examples were cases which would not (or certainly should not) have happened if fares had been payable, for the booking clerks would (or should) have not issued tickets in these cases, so that these people would not have been either travelling or even found within the limits of the ticket barrier.

A less obvious difference this year was the earlier finish to services (about 1530), all last trains being one hour earlier than in 1977. Of course, this aspect was not advertised as such, by L.T., though the familiar leaflet showing all train times available on Christmas Day was produced as usual, albeit that it only became available seven days before the event this year. This was due to the fact that, although produced in ample time, they had to be held back because of three errors that had crept in, and an amendment slip had to be included with each 12-page leaflet. Whilst this probably did not inconvenience many people, it did mean that this was the first Christmas since I first became interested in the subject that it was impossible to schedule a reasonably interesting look-around the system without being able to cover at least 100 miles!

It is refreshing to report that there were no observed cases this year of doors being opened and passengers deposited at closed stations, though this is not to say that it did not happen, only that I did not encounter this rather unfortunate phenomena! In fact there were very few cases of even stopping at closed stations this year, and I found only two (apart from the Victoria Line which cannot avoid it); both these were for good reason. A stop was made by a southbound Metropolitan train at Neasden (the first year of closure for this station) for crew relief purposes, but this was scheduled in the working timetable. Rather more exciting was the stop at Farringdon on the first Whitechapel train - I was travelling at the rear at the time and was only aware that the driver transmitted something to the guard over the telephone. However, another TLURS member travelling in the front car heard that

there was a fire at Liverpool Street and the regulator was warning the driver of this. There was certainly plenty of smoke and a burning smell at Liverpool Street, and the Inspector in speaking to the guard made a remark to the effect that the London Fire Brigade had doused both the fire and him!

Before Christmas, there were rumours that there were official plans afoot to decorate all the trains on Christmas Day with a 'Santa Claus' at each end. How true this was I know not, nor did I make special attempts to view the front of trains; however, the north end of Northern Line train 4 was seen at Waterloo with a Santa Claus about 3 feet high pasted to the cab door - it certainly looked impressive! The south end was not decorated, nor was any other train that I travelled on, as far as I could see.

As regards services generally, apart from the earlier finish already mentioned, there were very few changes from last year. Only the Northern and Metropolitan lines had any further station closures (Oval, Tooting Bec, West Hampstead, Neasden and Rayners Lane). The closure of Rayners Lane meant that the section Rayners Lane to Harrow-on-the-Hill lost its service and was also the only section so to do; in passing, this saved one train in service on the Metropolitan.

Special workings (in passenger service) were as detailed in my article last year, though the Metropolitan provided additional interest this year in that the transfer to the southbound Bakerloo (to serve Kilburn) was carried out at Willesden Green (just south of the station) instead of Neasden. It is understood that this was possibly due to the non-arrival of the Neasden South signalman for duty. For the same reason, there was considerable disruption to the early Metropolitan Line services. There was also some disruption to the Victoria Line service which appeared to last from at least midday to the end of traffic, the main cause being the tight reversing times (4 minutes Brixton and 8 minutes Seven Sisters via the sidings - leaving very little room to recover lost time).

Looking back in order to look ahead, I see that my prediction that Rayners Lane would lose its services, made last year, was fulfilled. I will simply reiterate that the most obvious contenders for closure remain the northern sections of the Northern Line, from Golders Green to Edgware and from Camden Town (or possibly Archway) to Finchley Central.

OTHER UNDERGROUND SERVICES DURING THE CHRISTMAS PERIOD

Friday 22nd December 1978 saw the normal timetables in operation on all lines except the Central. This line had a reduced peak service both morning and evening (mostly by reducing the number of Northolt reversers) giving a 2-2½ minute central area service, as against every 2 minutes normally. From midday until the evening peak, the eastern end of the line benefitted from a more frequent service. The intervals from West Ruislip and Ealing Bdy. remained the same at 10 minutes from each branch. The central area interval was the same at every 3-3½ minutes (3 trains every 10 minutes; one from each western branch and one from White City). The more frequent service at the eastern end of the line was achieved by running alternate trains to Epping and Hainault thus giving a 6½-7 minute service interval on each branch (or 3 trains every 20 minutes), instead of having a Liverpool Street reversing service during this period. The Hainault/Woodford branch did not operate a more frequent service during this period, and the intervals remained at every 20 minutes until the evening peak. As the intervals on the western branches did not 'marry-up' with those at the eastern end, services were not self contained and it was thus possible to travel from West Ruislip to Hainault and from Ealing Broadway to Epping, and likewise of course, in the opposite direction.

Sunday 24th December 1978: Normal Sunday timetables and services operated on all lines up to late evening, when certain sections of line using B.R. tracks and stations closed earlier. These sections included East Putney to Wimbledon and Gunnersbury to Richmond (both from about 2115), when trains on the District Line were reversed at Putney Bridge (Wimbledon service) or diverted to Ealing Broadway (Richmond service). On the Hammersmith & City section of the Metropolitan Line, Paddington (Suburban) station closed from about midnight, whilst the LMR services on the Watford Junction and Aylesbury lines finished at about 2330. Apart from the above, all other stations open on a Sunday remained open until the normal Sunday closing time.

Boxing Day 26th December 1978: London Transport services started from about 1000 and finished at Sunday times. A service less frequent than on a Sunday operated throughout the day. LMR services started at about 0800 (Watford line) and 1000 (Aylesbury line).

The service intervals were: (in minutes)

Bakerloo: Elephant & Castle-Baker Street 10, Baker Street-Queens Park and Stanmore 20 (each branch). Station closed - Regents Park.

Central: West Ruislip/Ealing Broadway-North Acton 20 (each branch), North Acton-Leytonstone 10, Leytonstone-Epping/Hainault 20 (each branch). Hainault-Woodford 40 (shuttle). Stations closed - Blake Hall, Chancery Lane, Fairlop, North Weald, Ongar, Roding Valley, Ruislip Gardens, Stratford.

District: Self contained services operated as follows:

Ealing Broadway-Upminster 15

Richmond-High Street Kensington 15

Wimbledon-Edgware Road 15

With a 15 minute Circle Line service, a combined service interval of $7\frac{1}{2}$ minutes was operated between Gloucester Road and Tower Hill.

Stations closed - Cannon Street, Mansion House, Ravenscourt Park, Temple, West Brompton, West Ham.

Metropolitan Hammersmith & City and Circle Lines: Hammersmith-Whitechapel 15, Circle Line 15. This provided a combined service interval of $7\frac{1}{2}$ minutes between Edgware Road and Liverpool Street. Stations closed - Barbican, Cannon Street, Mansion House, Paddington (Suburban), Temple.

Metropolitan Main: Baker Street-Harrow 10, Harrow-Uxbridge 20, Harrow-Moor Park 20, Moor Park-Watford 20-40 (2 trains per hour), Moor Park-Amersham 30 (1 LT and 1 LMR each hour), Amersham-Aylesbury 60, Chalfont-Chesham (shuttle) 30.

Metropolitan East London Line: Whitechapel-Surrey Docks 15, Surrey Docks-New Cross/New Cross Gate (each branch) 30. Stations closed - Shoreditch, Shadwell.

Piccadilly: Heathrow-Wood Green 10, Wood Green-Cockfosters 20, Rayners Lane-Acton Town (shuttle) 20. Stations closed - Aldwych, Covent Garden, North Ealing, South Ealing.

An early morning service was provided for Heathrow passengers in both directions every 20 minutes until the rest of the line started operating at about 1000. The Heathrow service started eastbound from Heathrow at 0800 and westbound from Kings Cross at 0707.

Northern: Kennington-Camden Town via Embankment 10, Camden Town-High Barnet/Edgware (each branch) via Embankment 20. Morden-Camden Town via Bank 20, Camden Town-Colindale/Mill Hill East (each branch) via Bank 40. Stations closed - Borough, Goodge Street, Mornington Crescent, West Finchley.

Victoria: Brixton-Seven Sisters 10, Seven Sisters-Walthamstow 20.

New Years Eve, Sunday 31st December 1978. A normal Sunday service (with the normal Sunday stations closed) was operated until late evening, when selected sections of line remained open to weekday times for New Years Eve travellers from the central area. The following sections stayed open later (all other sections finished at normal Sunday times):

Bakerloo: Elephant & Castle-Queens Park/Wembley Park.
Central: White City-Liverpool Street.
District: Whitechapel-Ealing Common and Earls Court-Putney Bridge.
Metropolitan: Baker Street-Harrow-on-the-Hill.
Northern: High Barnet-Morden via Embankment and Edgware-Kennington via Embankment.
Piccadilly: Acton Town-Wood Green.
Victoria Line: Victoria-Seven Sisters.

Services on New Years Day (Bank Holiday Mondays) will be reviewed in a later issue of Underground News.

ENGINEERING WORKS

1. Neasden to Wembley Park

Throughout Sundays 12th and 19th November and 10th December 1978, Metropolitan Line trains were diverted over the northbound Bakerloo Line from Finchley Road because of work between Neasden and Wembley Park which involved installing flat bottom rails on concrete sleepers fastened by Pandrol clips. At Neasden, passengers had to detrain from Metropolitan Line trains and proceed to Wembley Park by a following Bakerloo Line train. They then had to change again at Wembley Park whilst the original Metropolitan Line train had regained its correct track by running empty through Neasden depot. North of Wembley Park in both directions, the Metropolitan Line service ran in normal Sunday timings except for the fast Amersham service, which reversed south to north at Harrow-on-the-Hill. As the Bakerloo Line service starts later and finishes earlier than the Metropolitan Line on a Sunday, there were some through Metropolitan trains in the early morning and late at night from Baker Street to Wembley Park (some trains 4-cars). These trains entered Neasden depot by reversing in the northbound Bakerloo platform at Wembley Park. At least one Metropolitan train destined for Watford was observed arriving at Wembley Park (Bakerloo) platform at about 0945 (reason not known), but it had to reverse twice (in the platform and then in the depot flyunder) in order to continue to Watford.

2. Ruislip to Uxbridge

Two overbridges were reconstructed between Ruislip and Uxbridge on Sunday 3rd December. They were U17 near Ickenham and U24 between Hillingdon and Uxbridge. Throughout the day, all Uxbridge trains reversed west to east via Ruislip siding, running in the normal Sunday times in both directions. A replacement L.T. bus service (SMS and DMS from Uxbridge garage) operated between Ruislip and Uxbridge (18 minutes running time allowed) and called at Ickenham and Hillingdon. Buses calling at Ickenham however, were not able to stop outside the station due to unsuitable local road conditions and therefore a picking up/setting down point was made at the junction of Glebe Avenue and Long Lane. This meant that passengers had to purchase tickets at Ickenham station and then walk down to Long Lane.

3. Lambeth North to Elephant & Castle

The renewal of the points and scissors crossover just north of Elephant & Castle (Bakerloo Line) station took place throughout Saturday and Sunday 2nd and 3rd December 1978. Throughout both days, all Bakerloo trains reversed south to north at Lambeth North, in the southbound platform. Normal Saturday service intervals were operated, but because of only one reversing platform at Lambeth North and consequential reduced reversing time, 'stepping-back' of crews was in use throughout the day. Trains did not therefore operate self-contained services, but as the crews stepped back onto the following train they thus proceeded back to the same branch from where they had come.

A slightly reduced central area service operated on Sunday 3rd December, operating at 6 minute intervals (12 minutes to each branch) with no stepping back of crews and only the minimum $4\frac{1}{2}$ minutes to

reverse, but keeping services and crews self contained. Passengers on the Stanmore branch benefitted from the special Sunday service, having a train every 12 minutes, as against every 20 minutes normally on Sundays.

With the exception of certain first and last train connections, there was no substitute bus service provided between Lambeth North and Elephant & Castle.

Although the work was completed on schedule, the points were subject to numerous failures during the following week; it has been suggested that the concrete had not set properly. Late running and irregular intervals were made worse by a 10 mph speed trap over the crossover at Elephant & Castle, bearing in mind that the 1938 stock driving motor cars do not have speedometers.

This is the first time for many years that Lambeth North has been in use as a terminus (apart from emergency reversing, which is not that rare); it can be recalled that during 1940 during the reconstruction of the Elephant & Castle sidings, Bakerloo trains had to reverse at Lambeth for some weeks. In order to provide a maximum peak service, an additional home signal was installed whereby trains could reverse south to north in either platform, but this temporary facility was removed after the work had been completed.

4. Earls Court to High Street Kensington

On Sunday 3rd December, the crossover from the District Line to the Circle Line at High Street Kensington (No.101 crossover) was converted to chairlock operation. In consequence there was no District Line service to and from Edgware Road or High Street Kensington, and trains from Wimbledon reversed at Earls Court. Wimbledon trains on Sundays are normally provided by C stock (four trains 60-63), but on this day, only three trains were required, and these were numbered 71-73 and were CO/CP and R stock from Parsons Green sidings. Passengers from Earls Court to High Street Kensington and beyond were directed to Gloucester Road to change onto the outer rail Circle Line.

5. Gunnersbury to Richmond

Also on Sunday 3rd December 1978, Southern Region engineering work at Richmond required all District Line Richmond trains to reverse west to east at Gunnersbury. The method of reversing trains at Gunnersbury was described with an accompanying diagram in UN197 (page 501). The LMR North London Line service was suspended between Acton Central and Richmond, and a replacement bus service was provided between the two points, calling at Gunnersbury and Kew Gardens.

6. Chalfont & Latimer to Amersham

The reconstruction of Blackhorse bridge (MR 111) between Chalfont and Amersham took place on Sunday 26th November 1978, when all Amersham trains were diverted to Chesham. The Chesham shuttle train was cancelled throughout the day in consequence. As Chesham is closed before 0830 and after 2300, trains before 0830 and after 2300 reversed north to south at Chalfont. Varying destinations were displayed on the trains, ranging from Amersham to Chesham and Chalfont.

A substitute bus service was provided by London Country and comprised two SM buses from Amersham garage operating between Chalfont and Amersham. In order to provide connections with the LMR diesel service to and from Aylesbury, the times of these trains were also revised.

A third London Country SM bus provided an unadvertised service from Amersham direct to Chesham in one direction only, running light on the return journey from Chesham. It is not known whether this facility was well used or not.

SIGNALLING ON THE UNDERGROUND

The photographs on the next two pages are designed to illustrate the different types of signals used by London Transport trains throughout the system. There are some examples which cannot be included in this issue, because of the many variations, but can form another photographic series in a later issue of Underground News. Some of the photographs illustrate items which have appeared in previous issues of Underground News as articles or newsflashes. Cross reference to these are made in brackets.

Top left: Golders Green southbound starting signal from northbound platform No.2 with (top to bottom) main signal (G5B), rail gap indicator, which illuminates when traction current is switched off in the section ahead, a theatre-type route indicator for shunt signal G5A which numerically illuminates the route (read from left to right) and the identification plate. Note that this has an arrow pointing to the track to which it refers. G5B is one of several signals on the Edgware branch of the Northern Line that does not have 'pigs ears' at the side of the main signal aspects, which (see other photographs) can allow a motorman to draw up close to the signal and see the aspect of the signal from the side of it. Note also the gantry carrying the signal cables over the track, and also the whistle for the local Interlocking Machine Room at the top left. (Whistles and whistle codes - UN205, page 8.)

Top centre: Standard semi-automatic two-aspect stop signal at Colindale.

Top right: Two-aspect automatic signal at Ickenham. This signal (in common with many others between Wembley Park/Uxbridge and Hammersmith/Westbourne Park) was originally a three-aspect stop signal common to the Metropolitan Line. When the signalling on these sections was improved in the late 1940's for greater line capacity, all signals became two-aspect stop signals. Some of the original signals were retained, but the redundant bottom aspect has been patched over, the 'pig ear' and aspect hood removed.

Centre left: Starting signals at Harrow-on-the-Hill southbound, with junction route indicators above each. Note the floodlit 30 mph maximum speed signs, and one of the recently installed 'whistle' boards on the far left.

Bottom left: On the Chesham branch line, which is a single line, there are co-acting signals at each end of the line. North of Chalfont & Latimer JT83 is seen with Co-acting JT83 a short distance ahead.

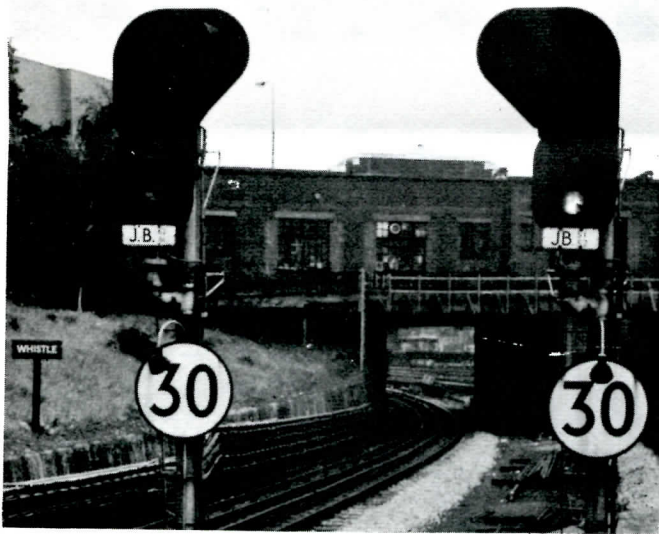
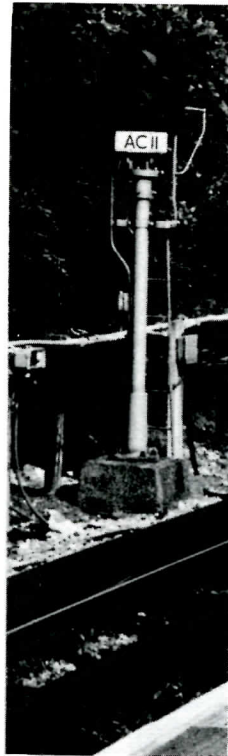
Bottom right: Junction signal at Chalfont & Latimer, northbound. The junction route is for the Chesham branch (seen on the right). The main signal is a three-aspect signal, now only found on the Metropolitan Line from Harrow to Amersham. The 15 mph speed restriction plate applies to the Chesham branch to the right as the main route plate is obscured by the signal. To the right of the bottom (red) aspect is located the auxiliary red aspect (UN203, page 595.)

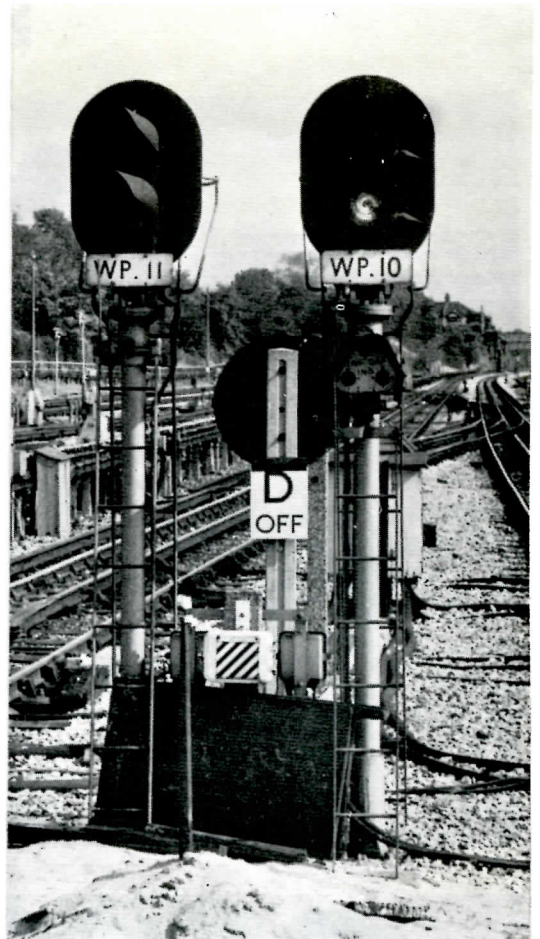
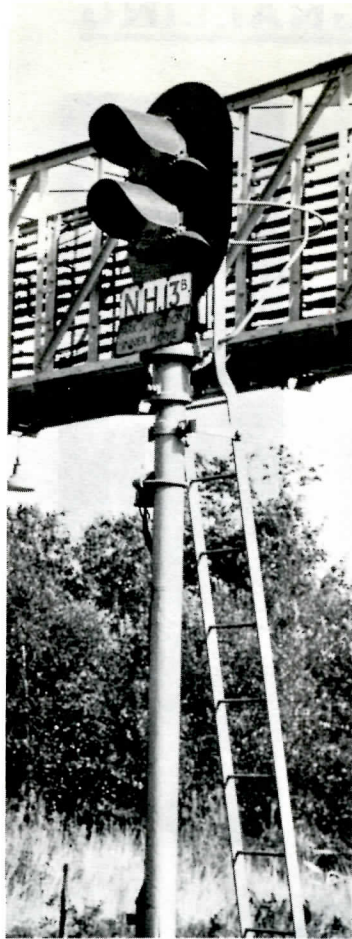
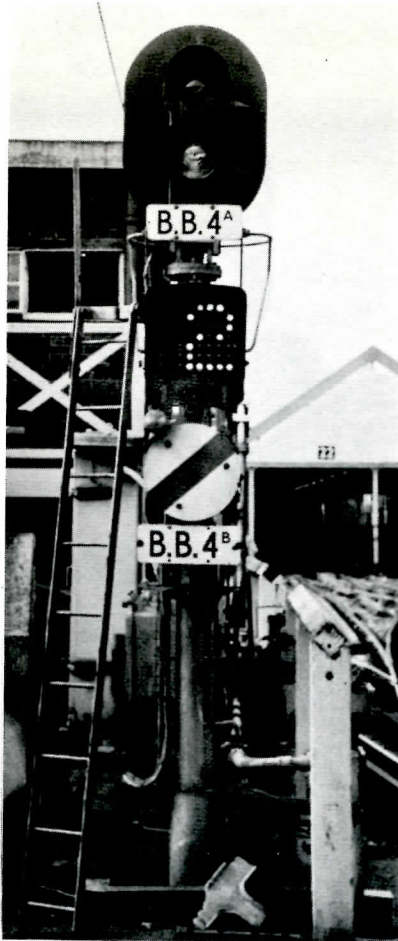
MEMBERS IN THE UNITED STATES

The Society's representative in the United States is Mr. Richard Spotswood who lives at 200 Magee Avenue, Mill Valley, California, 94941.

Thanks to Mr. Spotswood putting an advertisement into the U.S. journal 'Rails' at his own expense, the number of members in the United States has doubled, and now comprises, besides Mr. Spotswood himself, Messrs Bisio, Corsini, Dolid, Hawkins, Livingston, Parry, Rothney, Sparke and Wolinsky and M/S Senter. We are pleased to welcome the new members, and to thank the older members for their continued support.

SIGNALLING





SIGNALLING ON THE UNDERGROUND (Continued)

Top left: Northbound starting signal at Queens Park Bakerloo Line, and shunt signal with theatre-type route indicator. Route '2' shown is for the sidings, and indicates the second route reading from the left.

Top centre: Signal NH13B at Park Junction is seen in the autumn of 1978 with the 'Distant' signal plate still fixed and intact, although distant signals were taken out of use on the Northern Line (Barnet branch) in September 1964. (UN195, page 483, NF2011).

Top right: Semi-automatic starting signals at Ealing Broadway (Central Line) which are remote controlled from White City cabin. Note the de-icing board showing 'D-OFF' and below that the signal telephone (black and white striped box). Note also the rail gap indicator beneath WP10, which indicates when current is switched off from the adjacent line. It only illuminates however, when the points are set for that route.

Bottom left: One of the B.R. type signal heads and rectangular backing plates (UN197, page 503) at South Ealing, unique at the moment to the Hounslow branch of the Piccadilly Line. Beneath the main signal, note the Fog Repeater signal, normally situated about a train's length to the rear of the signal it is repeating. The yellow aspect of all Fog Repeaters has a black 'F' inset, but the top (green) aspect does not. On the Metropolitan Line north of Harrow-on-the-Hill, the top aspect of Fog Repeaters is lunar white with an inset black 'F'. This is because in multiple aspect signalling areas, a green aspect indicates to a driver that at least two signalling sections are clear.

Bottom centre: Four-aspect starting signal at Harrow-on-the-Hill from platform 1. The aspects are arranged (from top to bottom) yellow, green, yellow and red. Apart from some combined stop and repeating signals all on one post, the red aspect on L.T. signals is at the bottom. This is for visibility reasons, as at the bottom, it is the one least likely to be obscured by snow. Note the auxiliary red aspect underneath the signal number plate and the shunt signal at ground level which is for reversing north to south beyond the station. The last time that shunt signal JB92 was used on a regular basis was during the Kilburn bridge renewals, when additional B.R. diesels were operated from Marylebone as far as Harrow only.

Bottom right: The signals used by Bakerloo Line trains from Queens Park to Watford Junction belong to British Rail L.M.R. (UN195, pages 476/7.) The main signal aspect is at the top and being of the searchlight type, is able to show red or green (and sometimes yellow, according to the location). The marker light (red) is the top aspect on the lower part of the signal and underneath that is the calling-on light (in the event of a train being detained at the signal, or failure). Note in the background that a repeater signal differs from a 'stop' signal in that the marker light is offset to the left of the signal post. The signal identification plate (in this case QP3) is a recent replacement; the original type (still to be seen at the northern end of the line) has the letters and numbers over the top of each other (see diagram on page 476 of UN195).

All photographs on both pages, Brian Hardy.

LIBRARY NOTICE

The Society's reference Library continues to grow, and donations of suitable items of Underground interest are welcomed. The Library contains a large variety of material and all members are welcome at Library Evenings, which take place at 9A Dunrobin Court, 389 Finchley Road, London, NW3 6HE (opposite Langland Gardens). The nearest stations are Finchley Road (LT) and Finchley Road & Frognal (BR).

Library evenings are held ten times a year, generally in the first week of each month, and remain popular. An added attraction has been

introduced in the form of a small selection of items surplus to the Library's requirements, which will be on sale at future Library Evenings.

Nick Mitchell (Librarian)

HELP REQUIRED

Mr.D.Kiddle would like to see the first twelve volumes of 'Underground' If any member can help, please contact Mr.Kiddle at 26 Main Street, Pembroke, DYFED, South Wales. All cost would be met.

Mr.S.Tish is making a study of the eastern end of the Central Line at the time of electrification (1946-57). Any information regarding this in the form of magazine cuttings, L.T. Appendix to Traffic Circulars and subsequent closures of goods yards is required. Offers of help to Mr.S.Tish, Flat 5, Dennis Court, Hainault Road, Leytonstone, London, E11 1EN.

PERSONAL VIEW

THE WIMBLEDON LINE

David A.Croft

I would like to put forward one of my ideas for extending the Underground. It takes the form of a new line, which I will call the 'Wimbledon Line' for ease of identification.

The Wimbledon Line would run from Edgware Road to Addiscombe (Bingham Road) with a possible extension to New Addington. It would take over operation of the District Line Edgware Road to Wimbledon service, and via a connecting link at Wimbledon, it would take over the British Rail Wimbledon to West Croydon service electrifying to London Transport standards. It would take over all the stations along the line except Morden Road, which would be resited southwards in a combined station with the Northern Line at Morden. The section between Waddon Marsh and West Croydon would not follow the original British Rail track, but would be contained in tube thus giving the correct alignment for the three stations at East Croydon, Addiscombe and Addiscombe (Bingham Road).

If the financial times improved, an extension could be made to the large housing area of New Addington via two stations; Shirley and Spring Park. This would serve an area with no railway facilities at present.

The stock for running on the Wimbledon Line could be surface type stock (C77 ?), but as the tube sections would cost nearly twice as much as a smaller size tube, tube size trains could be used. Platform heights would of course, have to be altered to a suitable height. The depot for storing the rolling stock could be Hammersmith in the case of surface stock, or Morden if tube stock was employed. Additional sidings could be constructed at Addiscombe.

The possible advantages and benefits of the Wimbledon Line and its proposed extensions are:-

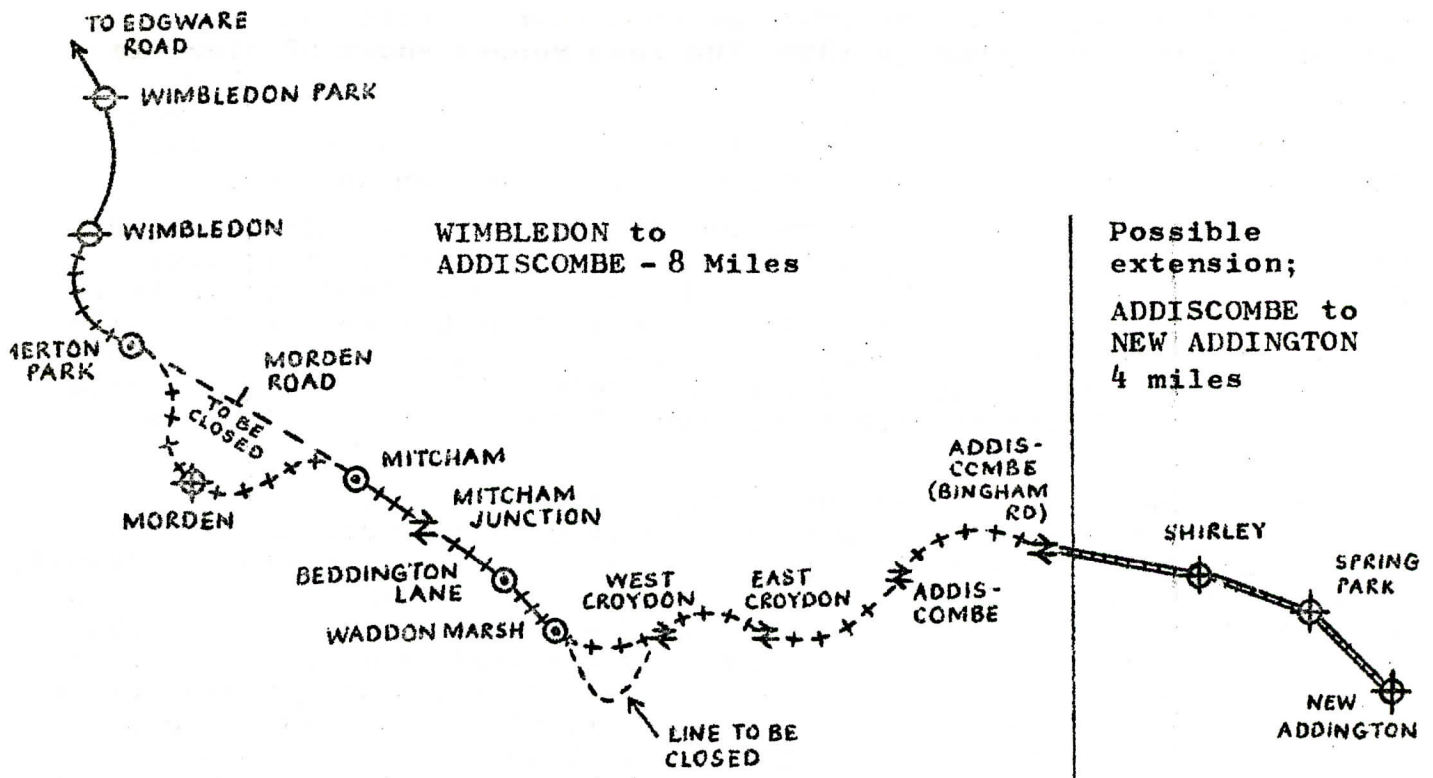
- 1) Because it will use a large proportion of ready laid track, the costs would be cheaper than for a completely new line.
- 2) British Rail are currently losing money on their Wimbledon to West Croydon service. The new image and direct routes may attract more customers.
- 3) The operation of the District Line would be simplified and therefore improved.
- 4) The large new estates of New Addington and Spring Park would have a direct rail link to Croydon and London.
- 5) East and West Croydon would have a direct link, thus helping British Rail passengers between the two stations.
- 6) The British Rail section between Addiscombe and Addiscombe (Bingham Road) could be closed down.

7) Two previously suggested points for the Underground to reach, would have been reached in this scheme (but in a different way), namely 'Route C', where it was suggested for it to run to East Croydon and Addiscombe, where it was suggested that the fourth stage of the Fleet Line should run to.

Wimbledon Line - Interchange Stations

Edgware Road	Hammersmith & Circle Lines.
Paddington	Paddington Main Line, Bakerloo, Hammersmith & Circle Lines.
Bayswater	Circle Line.
Notting Hill Gate	Central & Circle Lines.
High Street Kensington	Circle Line.
Earls Court	District & Piccadilly Lines.
Wimbledon	B.R., Waterloo/Guildford/Portsmouth services.
Morden	Northern Line.
Mitcham Junction	B.R., Victoria/London Bridge/Horsham services.
West Croydon	B.R., Victoria/London Bridge/Epsom services.
East Croydon	B.R., Charing Cross/Victoria/London Bridge/Brighton/Oxted/Eastbourne services.
Addiscombe (Bingham Road)	B.R., Sanderstead/Elmers End services.

MAP OF THE WIMBLEDON LINE - Not to Scale



Key to Diagram

- | | | | |
|-----------|---|---|---|
| ————— | Existing District Line | ⊙ | Current Under-ground station. |
| ----- | B.R. line to be closed | ⊙ | Current B.R. station to become Wimbledon Line station |
| +++++ | Wimbledon Line in new tube | ⊗ | B.R. Interchange station |
| + + + + + | Wimbledon Line using existing B.R. tracks | | |
| ==== | Possible further extension | | |
| ⊕ | New Underground station | | |

LETTERS TO THE EDITOR

Sir,

I was interested to read the extract from a contemporary local paper (UN204, page 611) about the naming of Hounslow East, Central and West. Accuracy in these matters has often been disregarded in the past on the quite reasonable grounds that if you cheat a little in this way you can hope to attract some extra traffic. When the new halt at what is now North Harrow was almost ready, Selbie, the Metropolitan General Manager suggested to Fay, his GCR counterpart, that it should be called 'East Pinner' or perhaps 'Belmont Park' (after a new housing estate nearby), but Fay sensibly insisted on 'North Harrow', even after Selbie had pointed out to him that it was situated in the parish of Pinner. And of course it was Harrow that was growing out in this direction at that time (1914) and creating the demand for new facilities.

Yours sincerely,
Alan A. Jackson.

Ashtead, Surrey.
8th December, 1978.

Sir,

Points of Interest - UN 204

Mr. Prigmore is quite correct in questioning the number of electric locomotives owned by the Central London Railway. I too had noticed the discrepancy and took advantage of a visit to the Public Record Office to examine the C.L.R.'s half-yearly reports and accounts of the period. From December 1900, the company returned two steam locomotives until December 1919; one was withdrawn in 1920 and the other in 1922. (It is to be noted that as the line did not open to public traffic until 30th July 1900, the company were not required to make a return of rolling stock until the report of December of that year, albeit that these locomotives were acquired in 1899. The same report shows 28 electric locomotives and this figure is nowhere exceeded. Two were withdrawn in 1905 and 24 in 1906, leaving two in service until 1928 in which year one was taken out of service with the closure of the Power Station. The other survived at Wood Lane depot until withdrawn in 1942.

It is to be regretted that the original quantity is misquoted in London Transport's popular publications on the subject, viz. 'Tube Trains Under London' by J.G. Bruce, and 'The Central Line' by C.E. Lee. Fortunately, the correct figure is quoted in 'The Central London Railway' by B.G. Wilson and V. Stewart Haram and in Michael Robbins' monumental 'The History of London Transport' volume II. There seems little doubt that the electrics took the numbers 3 to 30 and so helped to establish the myth of 30 electrics.

Another point was cleared up (I hope) on the same visit. When Mr. Bruce referred to the old District Railway battery locomotives (L8 and L9) in a press article published at the time of their withdrawal, he stated that the batteries had been removed prior to 1925. It is now possible to tie the date to an entry in the published accounts of the M.D.R. for 1918. Under 'Table 9 - Proposed Appropriation of Net Income' appears 'Loss re demolition of Putney Pier and dismantling batteries of 2 battery locomotives - £4299-8-7d'. Under 'Capital Account' appears 'Rolling Stock...Cr(edit) £2136-12-1d, which apparently represents the book value of the assets. The statistical tables normally included with the accounts were omitted in the years 1916-18 as an economy measure during the first World War. Prior to 1913, only Revenue-earning stock had been reported since the 1905 electrification, but the battery locos were shown among the service stock detailed for 1913-15. When these details were again published, for the year 1919, the battery locos had disappeared, but a new column showed 'Yard Electric Locomotives - 2' thence forward to the end of the company's separate identity in 1933.

Oddly, these returns show an accession of 10 electric locomotives in late 1905 (originally intended for Middle and Outer Circle trains, but later put to other uses). These were augmented in early 1909 by the two battery locos, but in late 1912 there was a loss of four - unaccounted for - leaving in the reorganised returns of 1913 (whole year) 6 electric locos and the 2 battery locos. Apart from the change in status of the latter in 1919, mentioned above, all is quiet until 1924 - the year of the Phoenix? - whenceforth there were 7 electric locos with nothing to indicate the origin of the addition. Its half a century ago, but has anyone any ideas as to what it was doing in the previous 12 years? It would be interesting to know.

Yours sincerely,
K.Benest.

Claygate, Surrey.
14th December, 1978.

Sir;

I would like to amplify the notes on Station Indicator Oddities in UN204. The platform indicators have, in fact, a third display. When Hammersmith & City services are running through from Barking, the 'Change at Aldgate East for Metropolitan Line' display is switched out. The indicator then reads:-

FIRST TRAIN DISTRICT LINE EMBANKMENT VICTORIA
--

The style of indicator shown on page 609 of UN204 does not, however, appear at Barking where British Rail type indicators are fitted. Both indicators on the westbound District/Metropolitan Line platform display as follows:-

NEXT TRAIN PLATFORM 6
DISTRICT LINE

Until recently, 'Victoria' also appeared on the indicator, but they currently show the above. Presumably there is also a display for Metropolitan Line trains, as they use platform 6 on leaving Barking sidings in the mornings. However, I have never been there at this time so cannot provide this information. Metropolitan Line trains reversing at Barking do so via the bay platform and so do not use platform 6.

All the 'Underground' platform indicators at Barking are BLUE LETTERING on a BLACK BACKGROUND.

One other station between Barking and Stepney Green has a different shape of indicator. This is at Bromley-by-Bow where the indicator is as follows:-

FIRST TRAIN DISTRICT LINE VIA EMBANKMENT AND VICTORIA For Metropolitan Line Change at Aldgate East
--

The displays for the District and Metropolitan lines are therefore side by side. At all other stations from East Ham to Stepney Green, the District Line display is above that for the Metropolitan Line as shown on page 609 of UN204.

Yours sincerely, N.E.Fall.
Ilford, Essex.

ROLLING STOCK ALTERATIONS

December 1978

CO/CP Stock

From Ruislip to Ealing Common (Pilot units)

53003-54003+53262-54211 28th

R Stock

Cut up at Ealing Common by Cashmore's

21118-23318-23420 w/e 8th

C77 Stock

From Ruislip to Hammersmith

5731-6731+6732-5732+6733-5733 13th

Miscellaneous Movements

L152-F332-L153 Ealing Common to Acton for repair 1st

WPW1000 Neasden to Acton for experimental work 5th (Pilots not known)

12-B556-F311-B554 Neasden to Acton after Leaf Clearing 6th

Sleet Locomotive Movements

ESL104 Golders Green to Highgate 5th

ESL106 Highgate to Golders Green 5th

ESL104 Highgate to Golders Green 20th

ESL106 Golders Green to Highgate 21st

Units to Acton for Overhaul

Metropolitan 5220-6220-6221-5221 1st

Northern 1126-2126-1127 1st

Central 1688-2688-9689-1689 8th

Northern 1116-2116-9117-1117 11th

Bakerloo 10050-012476-12425-11050 12th

District 22656-23553 14th

Northern 3402-4502-3502 15th

Central 1708-2708-9709-1709 18th

Victoria 3050-4050-4150-3150 19th

Piccadilly 1118-2118-1119 20th

Metropolitan 5168-6168-6169-5169 22nd

Units from Acton after Overhaul

Northern 1194-2194-1195 1st

Central 1442-2442-9443-1443 8th

Northern 1084-2084-9085-1085 11th

Bakerloo 10216-012300-12122-11216 12th

District 22653-23556 14th

Central 1438-2438-9439-1439 18th

Victoria 3063-4063-4163-3163 19th

District 21104-23304-23404+23562-22611 21st

Northern 1130-2130-1131 21st

Bakerloo 10178-012271-12051-11178 29th

NEWSFLASHES

Correction to NF 2169 in UN205: West Acton to read East Acton. Apologies !

NF2190 Road works in the Hanger Lane area appears to involve building a new bridge over the Central Line and B.R. tracks at the west end of the station. It was only about four years ago that road alterations in the area were completed, when the North Circular Road bridge over the lines was widened.

NF2191 An 8-car train of 1962 tube stock (units 1422 & 1444) from the Central Line, has been running between Amersham and Rickmansworth on brake tests, on the following dates:-

- NF2191 12th to 15th December 1978, 28th/29th December 1978, and 2nd (ctd.) January 1979. On 9th January, the train travelled from Ruislip depot to Ealing Common depot to be loaded with weights, and further tests were carried out on 10th/11th/12th January, again between Rickmansworth and Amersham. On 12th January, the train returned to Ealing Common depot.
- NF2192 The enamel diagram on the station wall at Waterloo northbound Bakerloo Line platform had not been replaced in connection with the Jubilee Line by 14th December 1978. It was observed on that day full of interesting points:-
- 1) The station name 'Embankment' with line interchanges in a coloured box to the right had been fixed over the original 'Charing Cross'. This is quite a contrast in the style of lettering.
 - 2) The interchanges for Baker Street and Finchley Road are shown in green, which surrounds the station names. This must date this museum-piece to when the Bakerloo opened to Stanmore in 1939 ?
 - 3) Wembley Central is a replacement panel over (presumably) Wembley for Sudbury, from which it was renamed in 1948.
- NF2193 It is reported that a start has been made in demolishing the now disused Northern City Line car sheds at Drayton Park. Further information and progress wanted, please !
- NF2194 Most diaries for 1979 assume the Jubilee Line to be open (little do they know!). The smaller size diaries by 'Letts' still show the new line as the 'Fleet' Line.
- NF2195 Certain open section sidings have been fitted with trainstops to control the speed of trains entering sidings to 15mph or less. Failure to travel at this reduced speed or less will 'trip' the train and bring it to a stand, thus avoiding a buffer stops collision. The sidings so far treated are Northfields (from 19.11.78), Epping (18.12.78), Debden (both, 19.12.78), Newbury Park (both, 20.12.78) and Woodford bay platform (from 21.12.78). According to location, the trainstop is fitted at about 110/122 feet into the siding, the distance being taken from the siding outlet signal.
- NF2196 Further to NF2178, Heathway Substation Control Room closed from Monday 18th December, when Upminster depot substation was transferred to the control room at Mansell Street.
- NF2197 C69 stock unit 5533-6533 has seats similar to the C77 type, with an enlarged area of plastic protection on the front edge of the transverse seats.
- NF2198 The Piccadilly Line diagram at Northfields station has been replaced and shows Green Park as interchanging with the Victoria and 'Fleet' lines, but that at Eastcote shows the appropriate interchange stations as 'Jubilee' Line. Hounslow West diagram has also been replaced, but the Victoria Line only is shown at Green Park as the other line's interchange is temporarily covered by paper. It has yet to be revealed whether it says 'Fleet' or 'Jubilee'.
- NF2199 Rail Grinding Car RG803 has been repainted at Ealing Common depot (paint date 11/78).
- NF2200 It was originally intended to decorate stations and the front of trains this year with self-adhesive 'Father Christmases'. Not enough time was allowed however, because of staff shortage to put them up and remove them, and it was only a handful of Northern Line trains that sported 'Father Christmas' during the Christmas holiday period.

NF2201 Referring to the article on Baker Street train indicators, the right hand panel has the following display towards the top:-

TRAIN AT
PLATFORM
1 2 3 4
CALLS AT

West Hampstead Kilburn
Willesden Green Neasden

On the indicator opposite the War Memorial, there are some additional unused panels which are believed to have given the platform of the next City train. This facility has been removed to avoid peak hour passengers stampeding between platforms 3 and 5, as at times when both platforms have trains calling for the City, the frequency is claimed to be such that passengers should wait at either platform. In place of this, fixed indicators were installed to show:-

FREQUENT TRAINS TO CITY
FROM PLATFORMS 3 & 5

or

TRAINS TO CITY FROM PLATFORM 5

NF2202 The reconstruction of the station platforms at Queensbury commenced in November 1978, the work being expected to take about nine months. Part of the station car park has been fenced off in consequence. The original timber platforms are being replaced by reinforced concrete. Progress so far has mainly been concentrated on the north end of the station, away from the buildings.

NF2203 The Experimental Tube Train has been on tests recently in the Cockfosters area. It left Northfields at about 2000 on Tuesday evening 12th December (with the 1938 stock pilot unit) and returned on Sunday 17th December, leaving Cockfosters at about 1050. Surge tests were carried out during the nights of 13th and 14th December between Cockfosters and Wood Green on the westbound line.

NF2204 Further to NF2164, when the Aldwych service is to be worked by 1959 stock units from Golders Green, they will carry Northern Line route maps. Additional information about this will be displayed on station platforms at the time. The changeover date is not yet known.

NF2204 Battery Locomotives are to be painted yellow in the future. This will be done on an 'as and when' basis.

NF2205 Battery Locomotive L31 that caught fire in Ruislip depot on 25.7.78 is to be rebuilt. Consideration was given at one stage to scrap the locomotive and to build a new replacement, but this was rejected on financial grounds.

NF2206 Lost Property charges have been increased by L.T. from 1st January, including those items which are claimed at stations.

NF2207 The first of the four Bakerloo trains to Watford Junction (1938 stock) was in trouble at Harrow & Wealdstone at 1754 on Wednesday evening 20.12.78, with a suspect motor defect, which was really ice on the current rails. Having detrained at Harrow & Wealdstone, it then became stalled north of the station until 2007, and then at Hatch End until 2135. From there, a 6-car L.M.R. train assisted, using the rarely used adaptor between the L.M.R. stock and the 1938 tube stock. It was pushed to Watford Junction, arriving at 2202, and Croxley Green depot at 2310 - over 5 hours late. Behind the stalled train, apart from L.M.R. trains, were two trains of 1972 stock and another 1938

- NF2207 (ctd.) stock. These three trains worked back to Croxley Green depot before the disabled train by reversing at Watford High Street. Emergency drawgear is provided on the 10xxx DM of 4-car units of 1938 stock to enable a defective train to be assisted by an L.M.R. train. This does not apply conversly; i.e. an L.T. train is not allowed to assist an L.M.R. train in trouble. With the adaptor on the 4-car unit, it is thus appreciated why 6-car trains (two 3-car units) are rarely worked beyond Queens Park. Drawgear for 1972 stock trains is kept at Queens Park, Wembley Central, Harrow & Wealdstone and Watford Junction, and also on the Neasden breakdown lorry.
- NF2208 Further to NF2166 in UN204, it is interesting to note that A60 stock trailer 6081 (normally a smoking car) is also in service with just one no-smoking label on a window at one end of the car. It was seen in service at Ruislip on 16.12.78. It is not known if there has been any passenger aggro. yet!
- NF2209 Each of the two 2-car Pilot CO/CP stock units at Ruislip depot (53247-54053+53001-54193) have had stencilled at each end of each car, on each side 'Not Scrap' so as not to be confused with those CO/CP cars which are to be scrapped.
- NF2210 The D78 stock for the District Line is now to be known as 'D' stock. The following are plans for 1979, but must not be taken to be exact predictions:-
- The first unit (7500-17500-7501) is expected to be delivered to Ruislip during April 1979, complete with all equipment except for shoebeams. These will be fitted at Ealing Common, which is where all commissioning will be done. This means that the new stock will be transferred 'dead' from Ruislip to Ealing Common (by Battery or Pilot Motors?). The first car of the first unit is virtually complete, and the other two are progressing well. The second unit will be delivered about three weeks after the first and the two units will form the first train, which will be used initially by the C.M.E. Design Division for testing. This is likely to be done between Ealing Common and South Harrow, rather than between Acton Town and Northfields. The second train (2 units) is expected to be delivered in mid July, which will also be used by the C.M.E. The third train will be delivered at the end of July and will be for the training of Rolling Stock staff. Trains 4 (mid August) and 5 (end of August) will be used for District Line crew training. Following this, one train every 10 days is then expected, making completion in 1981. Entry into service will probably be at the end of 1979.
- NF2211 At Holborn station, there is a passenger flow experiment, which operates from 2000 on Mondays to Saturdays and all day Sundays. Passengers now have to use the 'No Entry' subway to both lines while the other subway is closed. On the westbound Piccadilly Line platform, there is a sign 'Way Out and to Central Line Platform 1 & 2'. It should of course read 'Way Out and to Central Line Platforms 1 & 2'.
- NF2212 One of the 4-car units of 1962 stock on the Central Line is having its experimental melamine route maps replaced by the conventional paper type. The melamine maps still show Oxford Circus without a Victoria Line interchange, and British Railways interchange at Liverpool Street, Stratford etc. The melamine maps are dated 1968.
- NF2213 The latest car maps to be applied to 'A' stock (NF2188) are melamine, stuck over the originals.
- NF2214 On Sunday 7th January, two C stock trains operated from Hammersmith to Richmond for gauging with the stock in Richmond platforms. The two trains were (402) 5513-5716-5567 and (403) 5541-5509-5729.

NF2215 Despite a sleet crew being rostered to the Bakerloo Line at Neasden this winter, it has still been necessary to use Metropolitan Line A stock on the Stanmore branch. These have of course been worked by Metropolitan Line sleet crews, but piloted by Bakerloo sleet crews. An 8-car A stock train visited the branch in the early hours of 6.1.79. The lack of A stock sleet units caused another rare visitor to the line in the early hours of 11.1.79, when a 6-car C69 stock train ran for de-icing. The train (5568-6568+6603-5603+6550-5550) made two trips between West Hampstead (siding) and Stanmore. More about winter weather in next U.N.

THE REGISTRAR

The Society's Registrar, Trevor Haynes, has resigned from this position, The Society wish to thank Trevor for his work in the past, which also included the task of Dispatch Officer until the beginning of 1978.

The Dispatch Officer and Registrar is now Paul Creswell, to whom all membership queries should be sent forthwith.

Paul's address is 67 Weltmore Road, LUTON, LU3 2TN.

FOR SALE

The following items of Triang-Hornby 00 scale model railway equipment are available, but IN BULK ONLY.

The items include two diesel locos, one electric loco, 4-car diesel pullman, 2 blue DMU power cars and trailer cars, a Trix 4-car Trans-Pennine diesel unit, 4 Inter-City coaches, 9 blue/grey coaches, 2 buffet cars, 2 sleepers, 1 parcels brake (all in blue/grey), a green utility van, 2 Hornby SR emu dummy coaches, 2 Tri-ang SR emu dummy coaches and four brown/cream pullman cars.

In addition there is a lot of system 6 track (which needs cleaning), Many straight and curved platform pieces, ramps and canopies, 3 isolating sections, overhead catenary, part of a terminal station, several colour light signals and other accessories. All in good condition.

Price: £80 for everything, no separate sales. Apply to the Editor, address below.

WANTED

The following publications are required, and offers of help should be addressed to the Editor.

- 1) The Liverpool Overhead Railway, by C.E.Box.
- 2) London Bus Magazine No.3.

Reasonable prices will be paid.

INFORMATION

If any member has any interesting experiences of the recent winter snow on the Underground, please let the Editor know so they can be included in UN207 (March issue). Closing date for publication will be Saturday 10th February, 1979.

Underground News is printed and published by the London Underground Railway Society. Correspondence for this journal should be addressed to the Editor Underground News, 13 Castleton Road, Eastcote, RUISLIP, Middlesex, HA4 9QQ. Members requiring a reply to their correspondence are asked to enclose an SAE.