

# UNDERGROUND NEWS

NUMBER 209

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## THE TIMETABLE

### Wednesday 9 May

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

### Friday 11 May

Talk 'The Underground Illustrated - Before 1940', by Mr.A.A.Jackson. 1900 for 1915 at Hammersmith Town Hall.

### Saturday 19 May

Morning visit to Hainault depot. Applications, with SAE to Mr.G.A.Finch, 161 Valetta Road, London, W3 7TA. Minimum age 15 years. Associate Members, please state age when applying.

### Wednesday 30 May

'The Great South Bank Electric Railway Show'. Film show arranged by John Huntly at Queen Elizabeth Hall at 1945. Tickets obtainable from Royal Festival Hall, at £1.00, £1.40 and £1.75.

### Saturday 2 June

All-day study tour of the Harrow-Uxbridge section of the Metropolitan Line, led by Mr.A.A.Jackson. Meet at Harrow-on-the-Hill booking hall at 1030. Members who do not hold a ticket or pass allowing unlimited travel on this section will have to be covered by a special group ticket obtained by the Society, allowing break of journey, at the rates per person of 90p adult return (16p privilege rate). The fare will be collected from members on the day of the tour, but participants must notify the Secretary by Thursday 31st May, so that the correct ticket may be obtained. Please write to the Secretary (marking letter 'Uxbridge Study Tour') at 6 Launceston Gardens, Perivale, Greenford, Middlesex, UB6 7ET, or telephone 01-997 6346. Holders of Privilege Ticket Identity Cards, please quote card numbers.

There are further timetable items on page 119.

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## MARCH HAMMERSMITH MEETING

The March meeting comprised a talk by Mr. J. Styles, Lifts and Escalator Engineer, London Transport, on the development of L.T. lifts and escalators.

Mr. Styles first dealt with the history of lifts, and stated that 'hoists' were used many hundreds of years ago operated by ropes and pulleys. It was not until 1852 that a safety stopping device was invented for hoists, and this was by Elisha Otis who was born in 1811. Between 1850 and 1875, the hoists were operated by steam engines, and from 1875 to 1900 by mains water power. The first Underground railway to use lifts in this country, was the Tower Subway in 1870. Both stations had lifts installed and each was capable of carrying seven people. The equipment was driven by steam engine in a bottom machine room.

When the City & South London Railway was opened in 1890, each of the stations were supplied by two lifts by William Armstrong. Each lift had the still familiar 'bostwick' gates and had similar safety gear to that still in use today on some machines. The lifts were worked by pumps located at Stockwell at 1,030 lbs/sq in water pressure, and the pumps were worked by non-condensing steam engines at 90 lbs/sq in at 140 h.p. In 1915, the C & SLR lifts were converted to electric drum drive, and the Hydraulic lifts at Stockwell lasted in service until 1924.

The Central London Railway installed Sprague electric lifts, with bottom machine rooms, swing landing doors, and these were very much different from the Otis type. The Great Northern & City Railway, opened in 1904, had Hydraulic lifts at Finsbury Park and Highbury by C & A Musker. The lifts at Highbury were replaced in 1952 by the Otis type made redundant from Baker Street. The lifts at Essex Road were by Eastern & Anderson of the electric type, and these were replaced during 1960/1 by some made redundant at Hampstead.

For the new tube railways (Great Northern Piccadilly & Brompton, Baker Street & Waterloo and Charing Cross Euston & Hampstead), 130 of the Otis type of lift were installed, although the order at one time totalled 170. Some stations therefore were not equipped with all the lifts that they were designed and built for. At Holloway Road, only one was installed, although the shaft was built for two. Similarly at Covent Garden and Edgware Road a second lift shaft at each station for two lifts only had one each installed. Each Otis lift car weighed 2,000 lbs and travelled at 200 ft/min. The floor area of each lift was 140 sq ft and could accommodate 70 passengers. Most of the machine rooms were located above the lifts.

At present, there are no hydraulic lifts left, and 59 of the electric type are all due for replacement under a progressive lift renewal programme; the first being at Tufnell Park.

The history of escalators does not date back so far. Moving stairs or conveyors was first recorded in use in 1859. In 1892, an elevated walkway was exhibited at the Chicago World Fair. The first use of moving stairs at an Underground station was in 1900 on 59th Street 3rd Avenue station on the New York subway, and was the Reno type. The first installation in this country was in January 1901 on the Liverpool Overhead Railway at Seaforth Sands station. The moving stairs were powered by a 10 h.p. electric motor at a speed of 100 ft/min. In 1906 a spiral moving staircase was installed at Holloway Road built by Reno, but it is thought that it never entered service and was removed by 1911. In 1911, the Otis and Reno companies merged, as did Seeberger and Otis previously.

The first escalator to be installed on the London Underground was in 1911 and was the Seeberger 'A' type at Earls Court, and had a speed of 90 ft/min. On the 'A' type escalators, of which 22 were installed between 1911 and 1915, the steps were flat, and 'shunts' were provided for stepping off which was a sideways movement. The last 'A' type escalator lasted in service until 1953 at Liverpool Street (Broad Street entrance).



Normally, escalators are constructed with two or three machines in a shaft, but exceptions are Liverpool Street (singly in shaft) and Holborn, which has four in one shaft. From 1924, the latest type of escalator (the 'L' type) appeared in a programme of replacing lifts by escalators. Initially, the 'L' type had flat steps and 'shunt' landings, but from December 1924, one escalator at Clapham Common was fitted with cleat steps and combs; the others were subsequently modified. Between 1931 and 1965, a total of 109 escalators of the 'M' type were installed, of which 68 were of the heavy duty 'MH' type with a speed of 180 ft/min with a maximum rise of 90 ft.

The escalators installed for the Victoria and Jubilee lines are the 'MH.A' type, modified from the 'MH' type which include equipment and engineering differences. However, rationalisation in the Otis company recently, has caused the 'MH' type to be no longer available. Thus, further escalator replacement will be by the new 'HD' (heavy duty) type, of which, Archway station will be the first to get them. The 'HD' type are also being used on the new rapid transit systems in Hong Kong, Caracas and Melbourne.

Modification to the 62 'L' type machines started in 1963. In addition to new motors and gear boxes, they were given an aluminium appearance by replacing the wooden treads and balustrades with aluminium. It is a point of interest that aluminium cleat treads were first used in the U.S.A. in 1938, and adoption on L.T. was very much later. The completion of the modification of the old 'L' type has been delayed due to the new machines required for the Jubilee Line. It is expected that the others remaining should be converted in the next year or so.

Modification of the 'M' type has started this year, Archway being the first, having the new 'HD' type already mentioned.

The evening's talk was illustrated by slides showing the various types of lifts and escalators and the equipment. Many questions were asked, and Mr. Styles was thanked for giving such an interesting talk.

#### DEEP LEVEL UNDERGROUND 'TUBE' SHELTERS

Del Lomas

Deep shelters were built for two purposes:-

1. Used as the title suggests for the purpose of sheltering people in the time of crisis.
2. As an express tube system, to be connected up to the existing system.

Altogether, ten shelters were proposed at various locations, and were:-

1. St. Pauls, 2. Chancery Lane, 3. Belsize Park, 4. Camden Town, 5. Goodge Street (all north of the river; 1 and 2 to face east/west, 3, 4 and 5 to face north/south), 6. Oval, 7. Stockwell, 8. Clapham North, 9. Clapham Common and 10. Clapham South (all south of the river and all to face north/south).

Only eight were known to have been built, St. Pauls and Oval being abandoned. St. Pauls was said to be abandoned because of the expected damage to the foundations of the Cathedral (but other written sources suggest that 'considerable delay was experienced' in its construction!) and Oval because of the water encountered. The depths of the shelters varied; the deepest was 105 ft, but the average was about 80 ft. All were constructed beneath the existing tube lines. Each shelter had two shaft heads, one at each end, and each shaft head contained a slow-speed lift capable of carrying five passengers or 900 lbs weight, and a double spiral staircase which go down to the tunnels. In one of the Goodge Street shaft heads, there are two high-speed lifts down to the tunnels for passenger (or shelters') use.

The main tunnels are 1,200 ft. long and are paralalled to each other. Each main tunnel is 16 ft 6 ins in diameter and was built with a floor at diameter level so as to provide accommodation on two levels. The main



tunnels are linked by cross tunnels which contain toilets, medical posts, electrical control room, kitchen etc., while smaller diameter tunnels carry air and services to and from the surface. The cross tunnels were built to a 12 ft. diameter and were either separate on each level, or superimposed (in the shape of a figure '8') one above the other. Each shelter site was given connections with the appropriate Underground station with stairs.

Construction work began at the Chancery Lane site in November 1940, but work at other sites was started much later. The first shelter was completed by March 1942. When completed, they were used as follows:-

Chancery Lane - Records Office for various Whitehall Ministries  
Belsize Park - empty  
Camden Town - by the War Office for accommodating soldiers  
Goodge Street - Eisenhower's Headquarters  
Stockwell - by the War Office for accommodating soldiers  
Clapham North - empty  
Clapham Common - by the Admiralty  
Clapham South - by the War Office for accommodating soldiers.

They were not opened to the public for their intended use as shelters until 1944, after much unrest and pressure, and even then, three were retained for Government use (Chancery Lane, Goodge Street and Clapham Common). The ones made available to the public (and their opening dates) were:- Stockwell (9.7.44), Clapham North (13.7.44), Camden Town (16.7.44) Clapham South (19.7.44) and Belsize Park (23.7.44).

Each main tunnel was equipped throughout with bunks on each side, generally one side having bunks longitudinally (2 tier), the other side transverse (3 tier). They were divided by an off-centre gangway. Eight canteens for light refreshments were provided in each shelter. When built, lighting in the main tunnels was installed every 12 ft and every fourth light was supplied from the L.T. system. It was possible to have the lighting in one of three modes; all on,  $\frac{1}{4}$  on, or dimmed (for sleeping).

At surface level, the flooring was built up a few feet above ground level so as to prevent flooding of the tunnels from a burst water main at road level. The concrete wall surrounding each shaft at top level takes the form of a 'pill box', some 3 ft thick.

Although thousands of Londoners used the deep level shelters (and tube stations) during war time, it was said that they were never full to capacity; at the most being about  $\frac{2}{3}$  full (about 3,200 people in one shelter).

Since the war, the shelter at Clapham South has been used three times; in 1946 as a hostel for Army cadets, in 1948 to give temporary accommodation to Jamaican immigrants and in 1953 to accommodate troops at the time of the Coronation. It is known that on 21st May 1956, a fire occurred in the Goodge Street shelter at about 2145, which was then in use as an Army transit camp. Although there were no casualties, the fire proved very difficult to put out and it was then decided that they would not be used again to shelter people in non-wartime conditions.

Today, the shelters are used for the following:-

Chancery Lane - Post Office (Telephone Exchange)  
Goodge Street - Records Office  
Belsize Park - Rented by a Security Company.

All of the others are said to be empty, and the condition of Clapham North is said to be wet. The condition of Stockwell is remarkably clean and dry. The atmosphere is not musty as one might expect and the temperature pleasantly cool. The majority of bunk beds were still assembled (although some had been dismantled, but lay in the same place where they had been dismantled) as metal frames revealing the springs; those dismantled have been left stacked in piles. Signs are still in position



showing how to get to the canteens, medical posts and to (the now sealed off) Underground station. Each section of main tunnel is named for identification purposes, the first letter of each name identifying the area (Raven, Area, Dicksee to name but three). It is understood that the tunnels at Clapham South are named after English admirals (such as Inglefield).

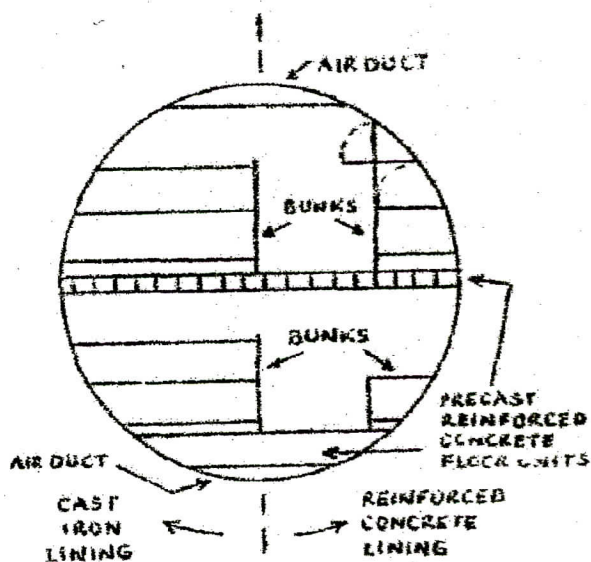
Entrances for each shelter are provided at the following locations, and all except Chancery Lane are recognised by the brick circular 'pill box' structure at ground level:-

- Chancery Lane: Old station lift shaft,  
Furnival Street.
- Belsize Park: Corner of Haverstock Hill & Downside Crescent,  
Tennis courts.
- Camden Town: Stamford Place,  
Buck Street.
- Godge Street: Chenies Street,  
Next to Whiffield Memorial Church.
- Stockwell: Clock Tower traffic island,  
Studley Road.
- Clapham North: Clapham Road,  
Bedford Road.
- Clapham Common: Carpenters Place, on corner of Clapham High Street,  
Clapham Park Road.
- Clapham South: Balham Hill, opposite Gaskarth Road,  
The Avenue.

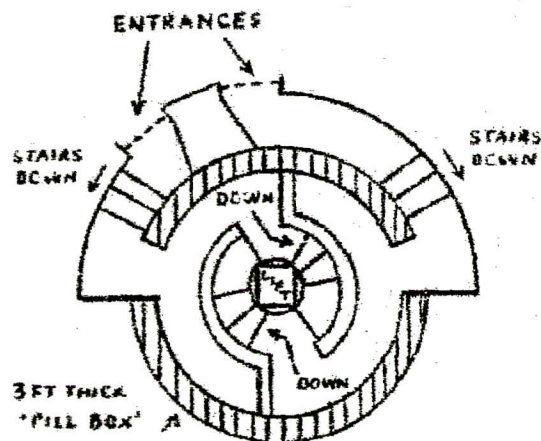
Note that each of the above shelters have two entrances, but for Chancery Lane a third entrance exists through 51-53 High Holborn which is used by Post Office staff. In the Chancery Lane shelter, the Post Office adapted it for use as a telephone exchange. The exchange, known as the Kingsway Trunk Exchange, was started in 1951 and opened in 1954. The entrances for the abandoned shelters were to have been Paternoster Square and Panyer Alley (St. Pauls) and Church Street and vent shaft in road triangle (Oval).

Thus, the option of utilising the shelter tunnels as part of an express tube system has never materialised, and even most of the connections between the shelters and tube stations have been sealed off.

The following diagrams are designed to show general arrangements in shelters, and do not refer to any particular one.



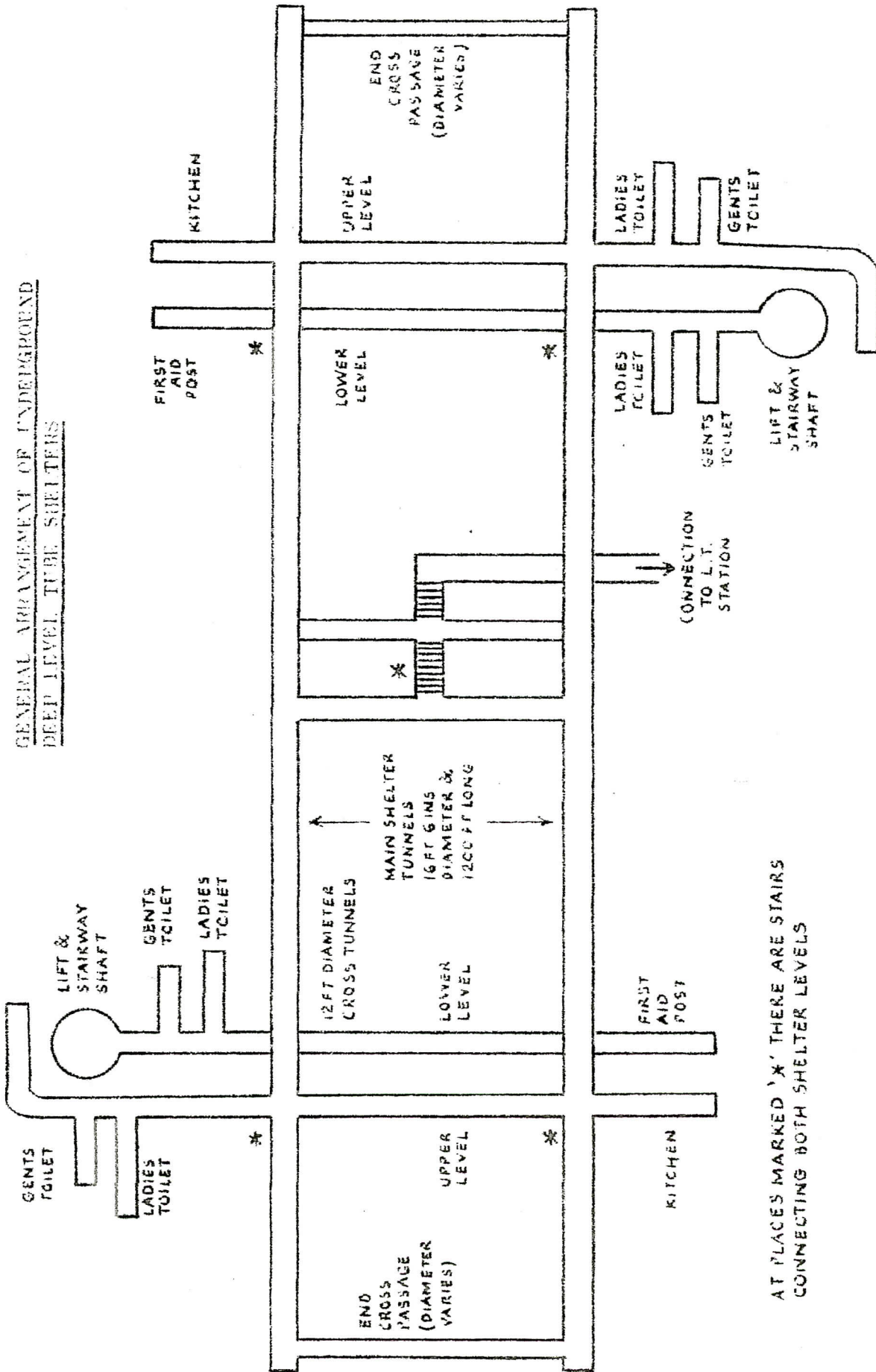
CROSS SECTION OF SHELTER TUNNEL: 16' 6" diameter



PLAN VIEW AT SURFACE



GENERAL ARRANGEMENT OF UNDERGROUND  
DEEP LEVEL TUBE SHELTERS



AT PLACES MARKED 'X' THERE ARE STAIRS  
CONNECTING BOTH SHELTER LEVELS



A plan to use the Goodge Street shelter to store documents from the British Library was reported in the 'Evening Standard' on 6th November 1978, but this plan has since been dropped due to fire risk.

During 1977, the BBC utilised the deep shelter at Camden Town for the making of a 'Doctor Who' programme.

#### THE RISE AND FALL OF PARK JUNCTION

Brian Hardy

A further stage in the decline of Park Junction (between East Finchley and Highgate High Level) occurred from Wednesday 7th March 1979, when the signals at the south end of Highgate depot were removed.

This is therefore, an opportunity to have a brief look at how the area has declined over the years. Actual line history, developments and eventual decline of the services are well documented in Rails Through the Clay (Jackson & Croome) and in London's Local Railways (Jackson), from which more detailed information can be obtained.

The London Transport signal box at Park Junction was opened in 1939 when Northern Line services were extended north from Archway. The LNER carriage depot was altered to accommodate LT electric stock and new sidings were laid adjacent to the Alexandra Palace branch and were known as Highgate Wood sidings. The war delayed completion of the electrification of the Alexandra Palace branch, although much work had been done in preparation, including the installation of much conductor rail.

After the war, the 'Northern Heights' electrification scheme was eventually abandoned, and the accompanying diagrams show the Park Junction layout at its maximum, and then as it is now. The layout was not as originally planned, as an L.T. paper dated April 1938 shows plans for six sidings at Highgate Wood, with access at both ends; direct to and from Cranley Gardens, and at Park Junction itself. In addition to the eight covered roads in Highgate depot, a further two on each side in the open were proposed.

If the electrification had been completed (September 1940 was set for the Alexandra Palace branch) trains would have operated from Moorgate to Alexandra Palace and East Finchley, reversing at the latter point in the siding (see UN196, pages 487/8). Peak services to East Finchley would have been extended to High Barnet. In the event, steam trains continued to provide the East Finchley service. This service ceased from 3rd March 1941, as Highgate L.T. station was opened from 19th January 1941 and thus provided interchange with the High Level station at Highgate. Thus to continue the steam service to East Finchley would have been a duplication of services. The section from Park Junction thus became a non-passenger section of line, being used by empty L.T. trains to and from Highgate depot and Highgate Wood sidings, steam goods trains, and into the early 1960's, by very occasional special trains.

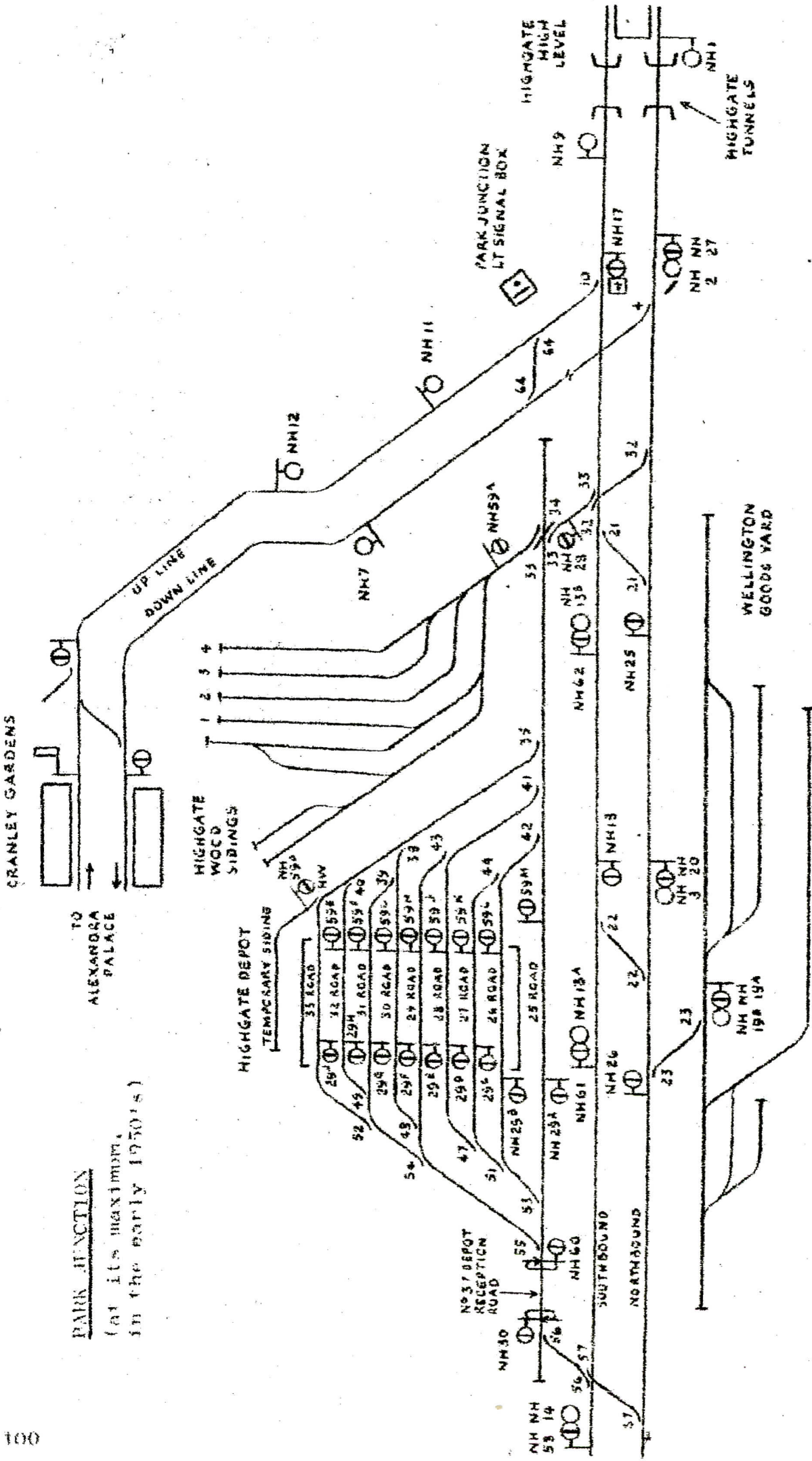
Passenger services on the Alexandra Palace branch last operated on Saturday 3rd July 1954, although services on that branch had been declining since the war; in fact, no service operated at all on the branch between 29.10.51 and 6.1.52. After the final withdrawal of services through the area in July 1954, the Alexandra Palace branch (and also the Barnet/Edgware branches) continued to be served by freight trains. From 8th January 1955, 'No Block' working was introduced on the Alexandra Palace branch whereby the green aspect in signal NH7 was replaced by a yellow, and trains proceeding onto the branch beyond NH7 were required to travel at caution speed. At about the same time, the previously installed but unused conductor rail had been removed.

Muswell Hill goods yard was closed from 14.6.56 and Cranley Gardens from 18.5.57. The track and signalling throughout the branch was removed by early 1958. This involved the junction route indicator above NH2, signals NH7, NH12, NH11, points 4 and 10, and no.64 crossover.



PARK JUNCTION

(at its maximum, in the early 1950's)



Highgate Wood sidings:

- 1 to 4 electrified;
- others P-way sidings.

Routes from NH17:

- 1 to NB/down via 21 crossover
- 2 along SB/up to NH18 signal
- 3 via 33 points to NH28 signal
- 4 via 64 crossover to Alexandra Palace branch

Distant signals:

- Under NH16 } Park Junction
- Under NH12 } Inner Distant
- Two under NH2 - Cranley Gardens Outer Distant
- East Finchley Outer Distant

NOT TO SCALE







Wellington goods yard was closed on 4th June 1964, and further track and signals were removed: NH61, NH62, NH20, NH19A/B, NH18, and 22/23 crossovers. The route indicator on NH17 was altered to read either '1' (to northbound or down line) or '2' (to signal NH28). During the same year, all distant signals were taken out of use throughout the Barnet branch of the Northern Line, following the closure of all other goods yards.

Apart from Highgate depot and Highgate Wood sidings used by L.T. trains, there was very little use left for the lines south of Highgate tunnels. These were used only for L.T. stock transfers to and from the Northern City Line at Drayton Park. Up to 1966, stock transfers over this section were not frequent, as Drayton Park depot did all the maintenance. The only need for a stock move was a car or cars needing overhaul at Acton, apart from one Sunday in 1964 when the 1923/7 stock was changed over for later 1931/4 stock. The 1931/4 Pre-1938 tube stock lasted until late November 1966. From then, three or four-car units of 1938 tube stock took over on the Northern City Line, but apart for daily routine maintenance, more important work required the stock to be returned to the Northern Line for attention at either Golders Green or Morden; Drayton Park was unable to look after this 'modern' stock, and thus its 'depot' status was reduced to a 'stabling point' from that time. Stock moves from Park Junction to Finsbury Park and then down to Drayton Park thus became fairly regular; on average, twice weekly, although this varied according to requirements. This continued until 29.9.70, when the last stock move over this route took place. Transfers of Northern City stock then took place from Neasden via a more complicated route. Towards the end of stock moves between Park Junction and Finsbury Park, all moves had to be done on the southbound or up line due to an additional support being required under the bridge at the disused Crouch End station, which fouled the down or northbound line. The tracks south of Highgate tunnels were removed by the end of 1971 and the tunnel mouths were sealed up.

Prior to the last stock move (on 29.9.70), the south end of Highgate depot (26-33 roads) was taken out of commission on Sunday 12th July 1970. The signals (NH59D/E/F/G/H/J/K/L) remained in position but points 35,41 and 42 were secured out of use. Stop lamps and timber baulks were placed across the tracks. It was not until Wednesday 7th March 1979 that NH59D - L and NH27 were removed.

#### NORTHERN LINE EXTENSIONS - DISTANCES BETWEEN STATIONS

Following on from the above article, research has 'dug up' information on the distances between stations on the extensions that were never completed. This includes the Bushey Heath section as well.

Alexandra Palace and Muswell Hill	0.50 miles
Muswell Hill and Cranley Gardens	0.55 "
Cranley Gardens and Highgate	0.90 "
Highgate and Crouch End	0.91 "
Crouch End and Stroud Green	0.58 "
Stroud Green and Finsbury Park	0.74 "
Finsbury Park and Drayton Park	0.80 "
Mill Hill East and Mill Hill The Hale	1.83 "
Mill Hill The Hale and Edgware	1.27 "
Edgware and Brockley Hill	0.78 "
Brockley Hill and Elstree South	1.17 "
Elstree South and Bushey Heath	0.91 "

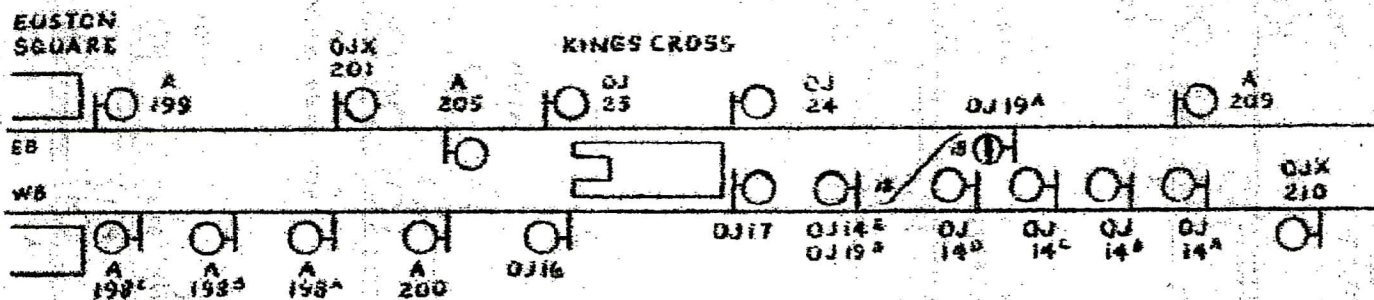
#### SIGNALLING ALTERATIONS AT KINGS CROSS

As the City Widened Lines are being incorporated in British Rail's Midland Suburban Electrification scheme from Moorgate and St.Pancras to Bedford, alterations have been made to the CWL signalling at Kings Cross, by removing those not required and transferring the remainder to

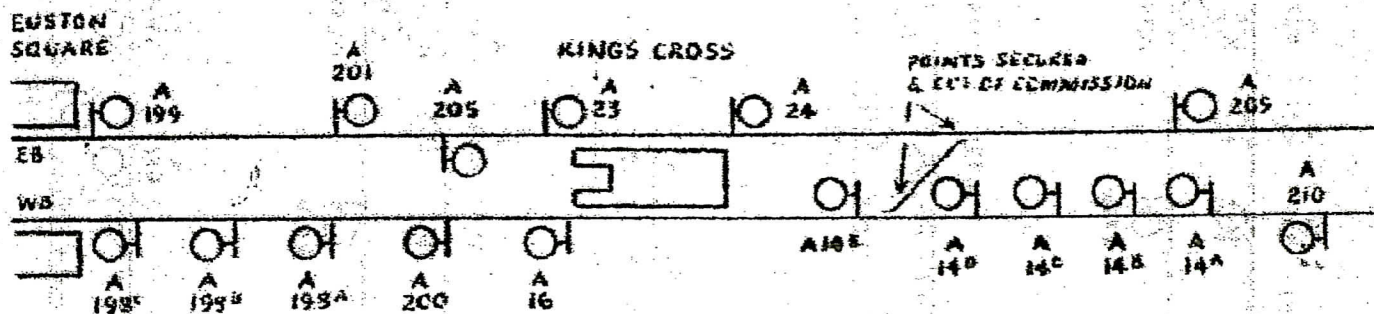


Farringdon cabin (UN200, page 554), a further stage affecting the Metropolitan and Circle lines came into effect from Sunday 14th January 1979. From this date, the area, which comprised an emergency crossover east of the station, was temporarily converted to work automatically with Kings Cross cabin being closed and subsequently demolished. From 25th February 1979, the signalling equipment was restored to working order, but is now controlled by push-button operation from Farringdon cabin. In the interim period, the signals were temporarily renumbered, two were taken out of commission, as was the emergency crossover. The diagrams below illustrate the normal layout and the temporary arrangements.

NORMAL LAYOUT: Before 14.1.79 and after 24.2.79



TEMPORARY LAYOUT: between 14.1.79 and 24.2.79



ENGINEERING WORKS

Cockfosters - Sunday 4th March 1979

No Piccadilly line service operated between Oakwood and Cockfosters on Sunday 4th March until 1400 because of work connected with the modernisation of the signal equipment at the latter. The equipment in the relay room was transferred to a nearby temporary relay room. Call-in-on signal 244/45/46 (used for coupling up in the platform - disused since 1950) was taken out of commission at the same time.

Up to 1400, eastbound trains reversed east to west at Oakwood via the depot reception lines. Normally each Monday to Friday night, five trains are scheduled to stable in the sidings near Cockfosters station, but on Friday night 2nd March, these trains stabled in the depot and similarly started from depot on Monday morning 5th March.

Between Oakwood and Cockfosters, a replacement L.T. bus service operated. The route was via Cockfosters Road and Bramley Road, turning in Oakwood station forecourt and in Cockfosters bus loop and lay-by. The service was provided by four DMS vehicles from Edgware garage, but only two were observed in service at one time. One of the buses observed was displaying route 292.

PICCADILLY LINE RE-SIGNALLING

Re-signalling has been carried out between Barons Court and Knightsbridge on the Piccadilly line from 3.9.78 (westbound line) and 17.12.78 (eastbound line).



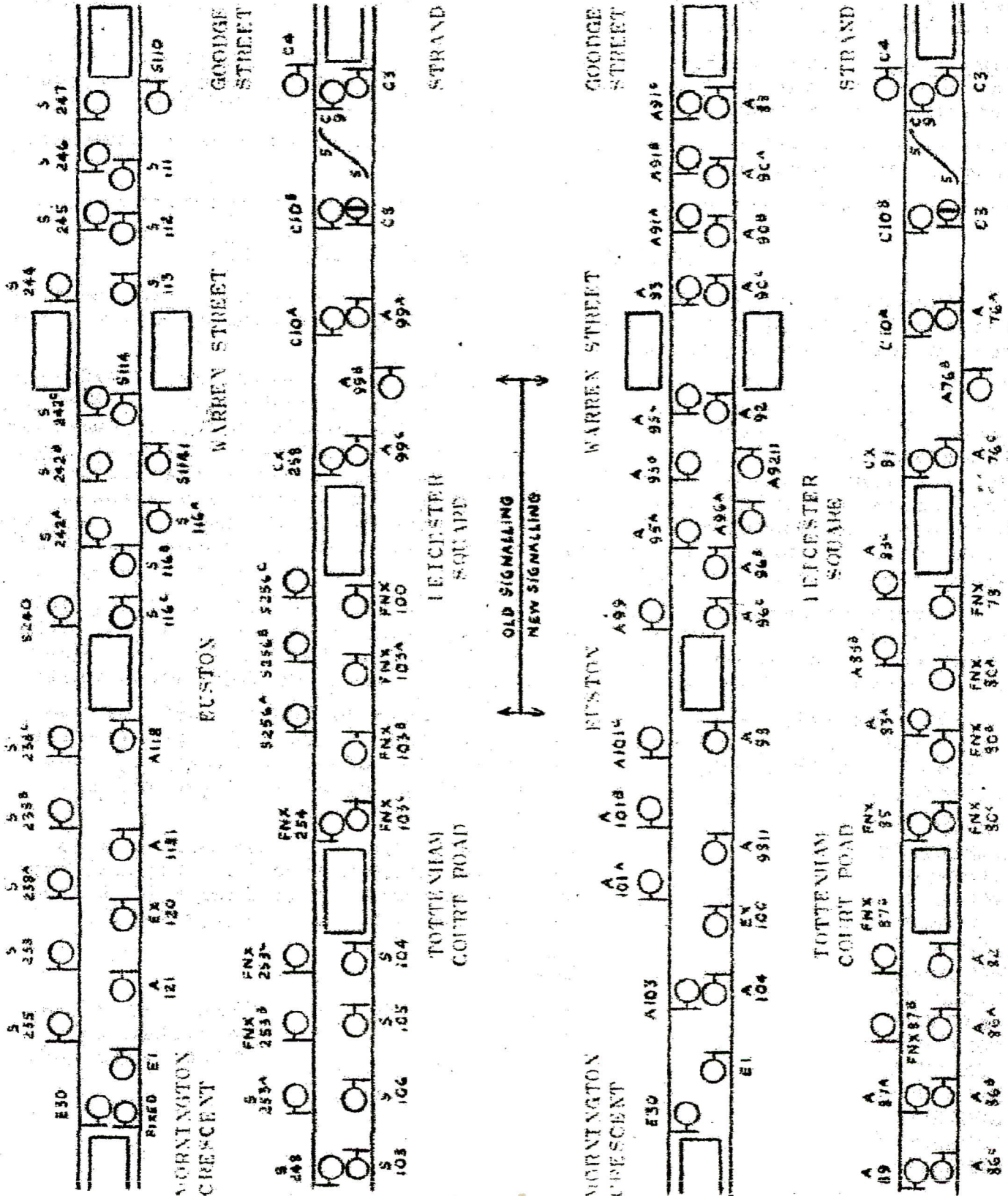




NORTHERN LINE RE-SIGNALLING

The modernisation of automatic signalling on the Northern Line between Strand and Mornington Crescent has recently been completed and was commissioned in four overlapping stages:-

- Euston to Strand southbound, From Sunday 20th October 1978,
- Strand to Euston northbound, From Sunday 12th November 1978,
- Mornington Crescent to Warren Street southbound from Sunday 28th January 1979,
- Warren Street to Mornington Crescent northbound from Sunday 11th March 1979.



DIAGRAMS NOT TO SCALE

## UNDERGROUND POT-POURRI

The photographs in this issue of Underground News, illustrate items which have been described in recent issues as newsflashes or articles. Reference to the written description is made in brackets.

Top left: The poster that advertised free bus and underground travel on Christmas day, 1978.

Top right: One of the trains on the Northern Line that had 'Father Christmas' self-adhesive stickers. (UN206 page 22, UN206 NF2200 and UN207 NF2217).

Lower left: The poster that appeared on underground stations from early December 1978, advertising the closure of the L.T. Collection at Syon Park. The background colour was yellow.

Lower right: One of the 'new design' of posters for engineering work introduced recently. These are not pasted on to the advert walls, but are normally attached to station blackboards. (UN207 NF2244).

Photographs by Brian Hardy. The posters are reproduced with permission from London Transport.

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## MERSEYRAIL UNDERGROUND - MARCH 1979

Further to the article in UN205, further observations were made on Tuesday 27th March 1979, primarily on the Northern Line to observe the new and old stock situation.

The new class 507 units have mostly been delivered; only 507029/30 of the current order awaiting delivery to Birkenhead North. At Birkenhead North depot were units 507021/2/4-8. The others had been commissioned and were on the Northern Line. However, 507012 was in Hall Road depot having returned from the Research Centre at Derby the previous day. Units 507016/23 were observed on crew training duties between Liverpool and Southport. The use of the new stock at this stage was very much 'half and half'. It is understood that a further three class 507 units are to be built and are likely to be delivered late this year.

Observing peak hour workings at Sandhills from 1615 to 1740, only two trains out of a total of twenty one seen, were six cars; all others three cars. Two trains were still on loan from the Wirral Line, operating on the Kirkby-Garston service, along with two 1938 stock units.

On this trip, a chance was taken to observe the contents of two different types of destination blinds. None of the old type were seen, but on the 1938 stock, the destinations included are (this type was introduced in May 1977 when the Kirkby branch was electrified.)

### DEPOT

SANDHILLS  
AINTREE  
FORMBY  
GARSTON  
KIRKBY  
WATERLOO  
LIVERPOOL  
EXPRESS  
SOUTHPORT  
EXPRESS  
HALL ROAD  
SOUTHPORT  
LIVERPOOL  
ORMSKIRK

Although it has not been possible to check the contents of the original type, they were known to include (apart from those destinations normally used):

CROSBY  
WATERLOO  
VIA MARSH LANE  
TO ORMSKIRK  
VIA KIRKDALE

} This display was described in UN200, page 548.



# UNDERGROUND POT-POURRI



## LAST CHANCE




### London Transport Collection

At Syon Park, Brentford, you will find the London Transport's collection of historic vehicles - but only until 31 December. It then closes its doors to prepare for its move to Covent Garden, where it will open late in 1979. Take this last chance, then, to see the Metropolitan Locomotive No. 23, the 'Dicker' trolleybus, the 'Garden Seat' horse-bus, the 'B' and 'K' type motor-buses, the 'Padded Cell' Tube car in their countryside home at Syon Park. The London Transport Collection is open daily 10.00-18.00, admission 40p, children 25p.

Underground to Hammersmith then bus 267, or Gunnersbury, then bus 237, 267. British Rail to Syon Lane then walk. Bus 177, 203, E1, E2.

## Engineering Works



### METROPOLITAN & CIRCLE LINES

Bridge reconstruction at Liverpool Street  
**SUNDAY 28 JANUARY  
 UNTIL 20 30**


The Circle Line service will be suspended between MOORGATE and ALDGATE and Hammersmith & City Line trains will not run between MOORGATE and WHITECHAPEL.

Passengers travelling to and from Liverpool Street should use the Central Line.

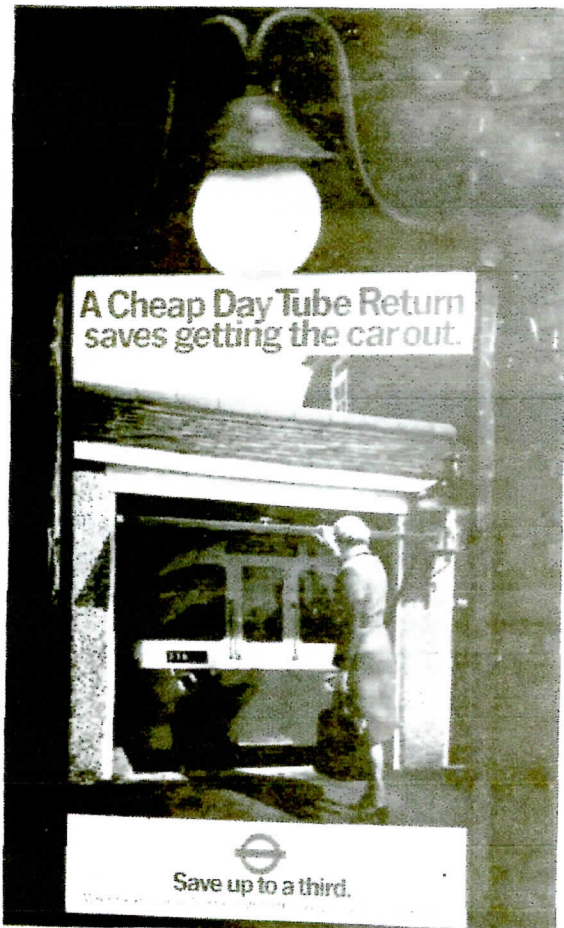
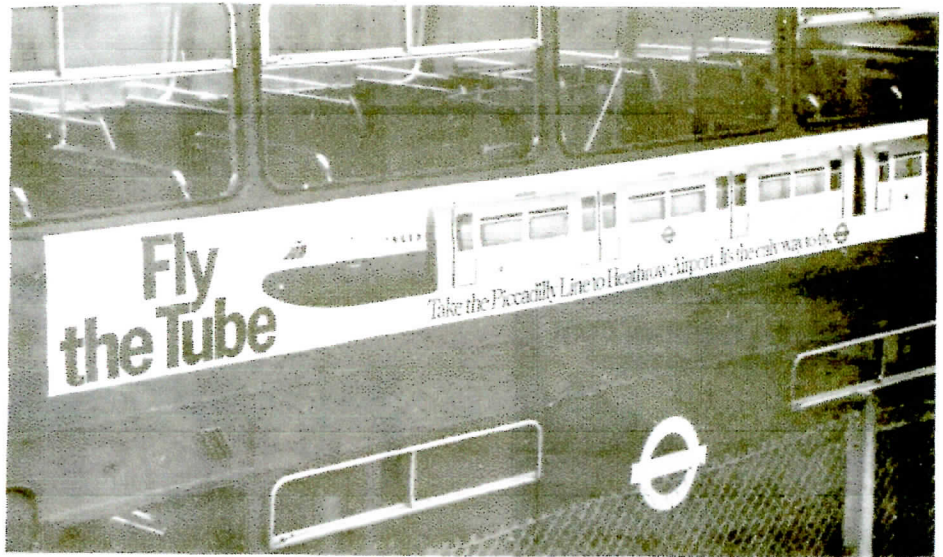
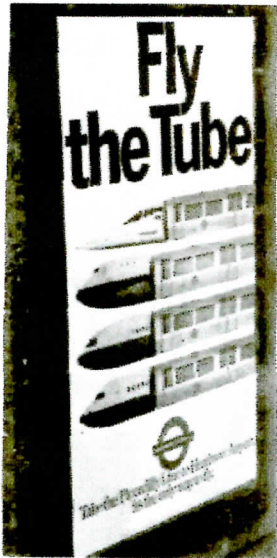
If you normally travel through Liverpool Street on the Hammersmith & City or Circle Lines please use the most suitable alternative Underground routes, travelling via the District and/or Central Lines as necessary.

Try to allow up to 25 minutes longer for your journey through the affected area. Passengers travelling on first train routes arrive up to 25 minutes later at their destinations.

London Transport regrets the inconvenience to passengers.







**London Transport Bulletin** 

JANUARY 1979 No. 1

## COMING SOON - LONDON'S JUBILEE LINE

LONDON'S latest tube railway - the Jubilee Line - stage 1 - will open next Spring and give a new Underground link between central London and the heart of the West End.

The Jubilee Line, specially named to commemorate the Queen's Silver Jubilee year, will take over the 4.5-mile Sturgeson branch of the District Line as far as Baker Street and then run through new 100ft tunnels to Charing Cross. It will take service at Bond Street, for interchange with the Central Line; and Green Park for the Victoria and Piccadilly Lines. By the Jubilee Line, the West End stops and Chancery will be only minutes away from the north-west London suburbs.



**LESS CROWDING**

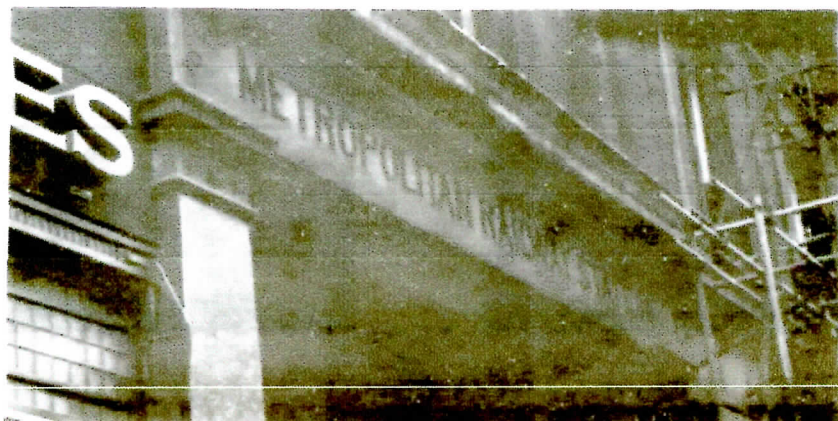
The Jubilee Line will have 100ft wide tunnels, 100ft high, and 100ft wide platforms. It will have 100ft wide tunnels, 100ft high, and 100ft wide platforms. It will have 100ft wide tunnels, 100ft high, and 100ft wide platforms.

**THE STATIONS**

The Jubilee Line will have 100ft wide tunnels, 100ft high, and 100ft wide platforms. It will have 100ft wide tunnels, 100ft high, and 100ft wide platforms.

**THE SERVICE**

The Jubilee Line will have 100ft wide tunnels, 100ft high, and 100ft wide platforms. It will have 100ft wide tunnels, 100ft high, and 100ft wide platforms.





# UNDERGROUND POT-POURRI

**Merry Christmas from London Transport.**



The rides on all buses and Underground trains continue on Christmas Day. Get a Christmas Service leaflet from any Underground Station.




# LAST CHANCE



**London Transport Collection**

At Syon Park, Brentford, you will find the London Transport's collection of historic vehicles - but only until 31 December. It then closes its doors to prepare for its move to Covent Garden, where it will open late in 1979. Take this last chance, then, to see the Metropolitan Locomotive No. 23, the 'Dicker' trolleybus, the 'Garden Seat' horsebus, the 'B' and 'C' type motor-buses, the 'Puddled Cow' Type car in their country-side home at Syon Park. The London Transport Collection is open daily 10.00 - 18.00, admission 40p, children 25p.

Underground to Hammersmith then bus 267, or Gunnersbury, then bus 237, 267. British Rail to Syon Lane then walk. Bus 117, 203, E1, E2.

## Engineering Works



**METROPOLITAN & CIRCLE LINES**

Bridge reconstruction at Liverpool Street  
**SUNDAY 28 JANUARY  
 UNTIL 20 30**

The Circle Line service will be suspended between MOORGATE and ALDGATE and Hammersmith & City Line trains will not run between MOORGATE and WIDECHURCH.

Passengers travelling to and from Liverpool Street should use the Central Line.

If you normally travel through Liverpool Street on the Hammersmith & City or Circle Lines please use the most suitable alternative Underground routes, travelling via the District and/or Central Lines as necessary.

Try to allow up to 25 minutes longer for your journey through the affected area. Passengers travelling on first train roads arrive up to 25 minutes later at their destinations.

London Transport regrets the inconvenience to passengers.



Underground Pot-Pourri (Continued).

Top: 'Fly the Tube' posters that have been widely used since the opening of the Piccadilly Line extension to Heathrow. In addition to be displayed at stations (left), some L.T. buses have also had an altered version of the poster (right).

Centre left: In mid-1978, a poster advertising Cheap Day Tube Return tickets was introduced, depicting a 1973 stock train in a garage. (UN198, NF2037).

Centre right: No.1 of the 'Bulletin' series of posters, keeping the public informed of L.T. developments. Since this photograph was taken in January 1979, No.2 has appeared which is devoted to Shillibeer bus celebrations, and D stock for the District Line.

Bottom: The inscription over an arch leading to Moorgate Metropolitan Line station entrance, now demolished. (UN203, NF2105).

Photographs by Brian Hardy, published with permission from London Transport.

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MERSEYRAIL PROGRESS (continued from page 106).

The destination blinds on the class 507 stock are in lower case lettering and are black on white. Both Wirral Line and Northern Line destinations are incorporated, so it is possible that when the Wirral Line 1938 stock is replaced in 1982, the stock may become interchangeable. Some destinations (marked \*) are not served by electric trains, as they form part of future Merseyrail electrification projects.

West Kirby  
Rock Ferry  
New Brighton  
Liverpool  
\*Hooton  
Birkenhead Park  
Birkenhead North  
Birkenhead Central  
Special  
Depot  
\*Hough Green  
Garston  
Liverpool Central  
Hall Road  
Freshfield  
Southport  
Ormskirk  
Kirkby  
\*Skelmersdale (original station closed years ago)  
\*Headbolt Lane (not even a station exists, yet!)  
\*Wigan Wallgate

Note that Liverpool Express, Southport Express, Formby, Sandhills, Aintree and Waterloo are not included.

Most of the brick built approaches to the old Liverpool Exchange station had been demolished, and Liverpool Exchange itself is now a large car park.

Just available at the time of writing, is the new B.R. timetable for the period 14th May 1979 to 11th May 1980, and thus the opportunity can be taken to review the forthcoming alterations to Wirral and Northern Line services.

The Wirral Line services are almost identical to the old timetable, except that an additional late train departs New Brighton for Liverpool at 2310 Mondays to Saturdays. The peak hour services are the same as described in UN205 (January 1979), page 6 (far right column of table), in that the services are still less than in pre-loop days (!)



The Northern Line timetable has changed considerably, however. The off peak service intervals to each branch remain, but at slightly altered times. The first train from Liverpool to Southport will be at 0631 (Monday to Friday) and 0646 (Saturdays) instead of 0605 (Mondays to Saturdays). Last trains are also altered, but only by a few minutes.

Services on the Kirkby/Garston branch will be standard throughout each Monday to Saturday, at 20 minute intervals. Previously, some peak times had to be altered by a few minutes to accommodate the other peak services.

With the new timetable, the solitary working to Formby has been discontinued, but two journeys to Hall Road have been introduced, as has an additional Southport Express (making three in all). The Southport Expresses leave Liverpool at 1657, 1722 and 1751 (previously 1700 and 1730) and in the mornings from Southport, express to Liverpool at 0715, 0750 and 0823.

The following table is thus a summary of the services:-

Morning, arrivals at Liverpool Central between 0730 and 0930.

From	Old Timetable	New Timetable
Kirkby	8	8
Ormskirk	9	8
Southport line*	13	14

\* includes 1 ex. Formby and 2 Express services (old timetable), 3 ex. Hall Road and 3 Express services (new timetable).

Evening, departures from Liverpool Central between 1600 and 1830

To	Old Timetable	New Timetable
Kirkby	8	8
Ormskirk	9	8
Southport line*	14	17

\* includes 1 to Formby and 2 Express services (old timetable), 2 to Hall Road and 3 Express services (new timetable).

#### BOOK REVIEWS

UNDERGROUND by David Macaulay. 112 pages. 11 $\frac{1}{4}$  x 9 $\frac{1}{4}$ . Published by Collins, 1978. Hard-bound. Price £3.95.

At first glance, this looks like a children's book. All the illustrations are drawings by the author, and each page is partly or wholly occupied by an illustration. However, the text is designed for adults, and on the whole it seems to be accurate and informative.

The book deals with all man-made installations beneath the streets of a typical city (except the military installations that 'Beneath the City Streets' covers). It is divided into three main sections, with 38 pages on the construction of large buildings, 46 pages on utility services and 18 on the construction of underground railways.

It was first published in the USA in 1976, and, apart from including London-type tube railways in the third section, does not appear to have been adapted for British variations in practice. The first section, dealing with the excavation and piling needed for tall office blocks, is impressive. The various types of piles or piers are drawn as though the earth had been removed and one were looking upwards. These piles are so deep and numerous that they severely restrict the route of any new underground railway. It is in the second section that the differences from British practice begin to obtrude; e.g. circular sewage pipes instead of oval, steam pipes, and the boxing-in of electric or telephone ducts in solid concrete. The railway section briefly relates the methods of constructing cut-and-cover and tube tunnels.



An interesting and unusual book, but doubts on how many of the features described apply in Britain detract from its value.

D.F.Croome.

LONDON UNDERGROUND ROLLING STOCK, 1979 Edition, by Brian Hardy. 104 pages A5 with over 90 photos, plus thin card covers. Published by Capital Transport, £1.75. Obtainable from TLURS Sales.

In the 'fifties and 'sixties, when I was compiling 'Tube Stock to 1951' (an Electric Railway Society Monograph, long sold out) I was conscious of the need to compile an overall record of tube stock for enthusiasts whilst the information was available, and I was grateful to the late F.G.B. Atkinson and John C. Gillham for making their observations available to me. At that time London Transport was not actively encouraging enthusiasts, and I had no wish to become a nuisance to them. By the late 'sixties Ian Allan's handbooks were reasonably documenting the then current situation, and I was becoming older, so I felt that 'Tube Stock Since 1951' should be for my younger associates to compile.

By then, the ambience had changed: LT was becoming actively helpful to enthusiasts: enthusiasts employed by LT no longer needed to hide their lights under bushels - and, in 1976, 'London Underground Rolling Stock' by Brian Hardy appeared. At once I said that it was a bigger and better job than I could ever have done: it contained 'Tube Stock Since 1951' and everything else as well. I hope that is an instant and enthusiastic tribute to the enterprise - and I am honoured to be asked to review the 1979 Edition, recently available.

It starts with a brief overall review of stock types, and in lieu of 'Headcodes' (now abandoned) is 'Weights and Dimensions' (hitherto, to me, a significant omission). It follows with a type-by-type review of stock, continues with stock formations, and concludes with service stock. Each type, each variant and all major exceptions are illustrated (e.g. 10306, the 1938 car with standee door-windows) so that the observer can see clearly what is significant. Despite LT's active interest in enthusiasts and the availability of official records, Mr. Hardy and his friends have had to do an immense job of sifting and sorting: we must all be grateful to them.

I personally cannot see the point of listing all car numbers, and, even more, all unit formations. Grouped numbers and lists of exceptions could contain the information more compactly, but I will accept the author's judgement that many enthusiasts want the information in that form. I would like each stock review to contain a few lines on the motor type, rating, voltage, gear ratio; and on the control equipment (how many notches for each function? - there are several variants of PCM) and maybe even a reference to the issue of whichever technical journal contains a formal description of the stock. Once this information has been collected, it could go forward and much enhance the reference value of each edition.

My only active complaint is the mediocre quality of reproduction of what are good photos - offset in part by my pleasure that there are towards 100. On very few photos can one see anything at all of the bogies - never any worthwhile detail. In particular, on page 12 the photo caption draws attention to the outside springs of 1949 tube stock (photo of 012498), yet one cannot make this out on the photo as reproduced. Maybe one has to accept this in a book priced at under 2p a page?

The LT specialist will continue to want every edition, the broader electric railfan should have an occasional copy, and any railfan visiting London should get one in advance, so that he uses his Underground travel time really efficiently. I shall certainly be early in the queue for the 1980 edition!

B.J.Prigmore



## REVIEW OF MAPS

### Southern Region Suburban Track Map Southern Region Country Track Map

The latest maps to be published by the Quail Map Co. of Exeter, and drawn by John Yonge, are a set of two, both of the Southern Region system showing both electrified and non-electrified tracks. One deals with the London Suburban area, whilst the other covers the outer areas.

The suburban map on one side, shows the track layouts from London into the suburbs, which includes crossovers, sidings depots, tunnels and their lengths etc., while the other side is devoted to more complicated areas on a larger scale, which cannot be shown clearly on the general map (such as Clapham Junction, Waterloo, and various large depots). Also included is the Waterloo & City Line, and shows the layout of the depot at Waterloo and the connection line to the hoist to 'main line' level.

The country area track map covers the outer sections of the system from Weymouth and Dilton Marsh in the west, Reading in the north, and eastwards to Ramsgate in Kent. This map is also printed on two sides, and also shows selected areas on a larger scale.

Both of these maps are highly recommended. They cost 80p each, or £1.50 for a set of two (one of each type). With the Underground book reviewed on the previous page, they can be obtained from The Assistant Sales Manager, 21 Chestnut Grove, South Ealing, London, W5 4JT. Members are reminded that for orders costing under £1, to include an additional 10p for postage charges.

### Inner Circle Railway Track Map

Also available from the Assistant Sales Manager at the above address is a historical map of the Inner Circle, drawn by John C.Gillham. The map includes the Hammersmith & City and East London branches. The map was originally drawn in 1954, but this edition is updated. Where layouts have been substantially altered, both current and previous track plans are shown. The map contains a wealth of information regarding dates. Certain areas are enlarged for clarity. The map is certainly a bargain for 40p, and is a 'must' without any doubt.

Ed.

## RADIO REVIEW

The B.B.C's Radio 4 has suffered lately, first at the hands of its former Controller who apparently considered his listeners had only limited attention spans, and then as a result of the wavelength changes. That the broadcasts of the B.B.C's World Service - at least in English - are of a generally higher quality has now become an open secret, and after the unearthly buzzes, howls and wails of Radio 4 - almost like Radio 1! - it is a relief to turn to them.

On 2nd January last, their Outlook programme was a feature on and around the Circle Line. The half-hour programme began with an interview with Charles E.Lee on the history of the line, and contained material on Sherlock Holmes, the L.T. Lost Property Office, Holland Park (reached from High Street Kensington), and the City of London School. In summary, this programme, although not exploring new ground, was a pleasant change from the pap that the B.B.C. considers suitable for its domestic listeners.

Richard Graham.

## LETTERS TO THE EDITOR

Sir,

Mr.Echlin's letter on page 55 of UN207 reminds me of at least two other instances of B.R. steam trains reaching platform 6 at Harrow-on-the-Hill. The first was in the late 1940's after the completion of the



six platform layout, when a Manchester to Marylebone express, presumably Pacific hauled, had to be terminated at Harrow. The second incident involved an Aylesbury to Marylebone local one Saturday morning in the late 1950's hauled by a Fairburn 2-6-4T. On both occasions after the unfortunate passengers had been transferred to L.T. services, the B.R. trains were eventually set back into Harrow Goods Yard from where they could regain their proper route. Presumably this happened on the occasion quoted by Mr. Echlin. There used to be official provision for a B.R. steam train assisting a defective L.T. train into Harrow, for the L.T. train to be pushed onto the southbound fast line beyond Peterborough Road bridge, but I have no knowledge of this ever happening. In the early 1960's, an LMR 4-car DMU ran to Neasden depot, reversing in Harrow Goods Yard, in connection with tests using coupling adaptors with 'A' stock.

In the northbound direction at Harrow-on-the-Hill on at least one occasion in the late 1950's, and electric locomotive hauled Liverpool Street to Aylesbury line train reached West Harrow by way of the former loop or 'high level' route. The passengers had to return by ordinary service to Harrow for a northbound connection while the train ran on to Uxbridge sidings for the locomotive to run round.

On page 53 of UN207, the ban on 'A' stock reaching Hammersmith (H&C) results from the altered layout at Paddington which was made in 1967. Originally, 'A' stock was allowed to run to Hammersmith using the middle roads at Edgware Road (platforms 2 and 3) and Paddington Suburban (platforms 14 and 15). On the occasion of the Metropolitan's Centenary in 1963, an 'A' stock train worked from Paddington to Moorgate. As delivered, 'A' stock trains had 'Circle Line' included on their blinds. I believe it was the original intention to use 4-car trains on the Circle Line on Sundays, presumably as a means of equalising car milages, but the route restrictions mentioned on page 53 precluded any such use.

Yours sincerely,  
N.J.C.Hyde.

Weybridge, Surrey.  
7th March, 1979.

Sir,

May I add, a little belatedly, to the notes in Underground News 204 and 205, on 'Teaspoons to Trains'. As stated in the correction, the exhibition, which was extended to 7th January, did boast a descriptive folder. Unfortunately, it did not quite live up to Pick's attention to detail, in for example, the reference to lithograph D6b 'At the Proms'. The poster referred to 'treasons', the folder to 'treasures' in quoting from 'The Merchant of Venice'.

Incidentally, Horace Taylor's poster 'Brightest London is Best Reached by Underground', reproduced on the front of the folder was also the front cover of the V. & A. Day Lectures leaflet for October to December.

Finally, I understand that Christian Barman's biography of Pick will be available by the time this letter is read, published by David & Charles.

Yours sincerely,  
Richard Graham.

Wembley, Middlesex.  
9th March, 1979.

Sir,

In a photograph of Alpertton station when it had been reconstructed in 1932, both positive conductor rails are on the platform sides of the track. The same applies to a view of the old Osterley station, just before closure in 1934. Was this seemingly-dangerous arrangement the standard practice at the time, and if so, when was the standard altered?



A further point to be raised when travelling on the Underground, is that one sees more and more passengers indulging in the anti-social habit of putting their feet on the opposite seats, yet L.T. seems to pretend that the problem does not exist. There are notices about keeping luggage off seats, but luggage is usually cleaner than shoes. I feel that appropriate notices would deter some of the culprits, and would help L.T. staff to advise the offenders.

Yours sincerely,  
Desmond F.Croome.

Perivale, Middlesex.  
26th March, 1979.

#### POINTS OF INTEREST

John Reed writes:

'Regarding Mr.D.Kiddle's letter about Metropolitan coal wagons (UN205, January 1979): At one time, the three coal offices adjoining Willesden Green yard (Nos. 1,3 and 5 Station Approach) were occupied by E.Beckett, H.Howes and John J.Tims respectively, though Beckett may have vacated by the time I first became familiar with the premises at about 1950. No.1 was later taken over by J.J.Tims, as well as No.3, but had also gone by about 1960.

Regarding Tims' lettering being black, shaded white; it was certainly this way on his coal office(s), though here the background was bus red, not red oxide.'

Mr.J.Ward writes:

'I wish we could start a campaign to educate the media to use the Underground name, especially on television, where the current description is usually 'choob', but I expect that it would be lost on a population that calls a penny 'one pence' and accepts the Post Office use (as in the Editor's address) of a county that ceased to exist more than 10 years ago.

Londoners used to be proud of their Underground, but there is not much evidence of that spirit now.'

#### ROLLING STOCK ALTERATIONS

March, 1979

##### 1938 Tube Stock

From Neasden to Stonebridge Park\*

10151-012309-11151+10156-012248-12119-11156	1st
10299-012240-11299+10142-012227-12112-11142	6th
10155-012247-11155+10250-012257-12016-11250	15th
10219-012303-11219+10012-012256-12027-11012	16th
10181-012274-11181+10188-012268-12015-11188	21st
10168-012258-11168+10116-012211-12087-11116	23rd
10291-012371-11291+10284-012374-12144-11284	29th
10195-012289-11195+10162-012367-12139-11162	30th

Note \* Stored until 1st May, when Bakerloo segregated and Jubilee Line is opened.

##### 1959 Tube Stock

From Northfields to Golders Green

1160-2160-9161-1161+1118-2118-1119 28th

##### 1967 Tube Stock

From Northumberland Park to Hainault

3060-4060-4160-3160 25th



1967 Tube Stock (continued)

From Hainault to Northumberland Park

3061-4061-4161-3161 25th

1972 Mk.II Tube Stock

From Golders Green to Neasden

3260-4260-4360-3360+3456-4556-3556 15th

3234-4234-4334-3334+3451-4551-3551 22nd

3242-4242-4342-3342+3461-4561-3561 27th

3239-4239-4339-3339+3442-4542-3542 29th

CO/CP Stock

Cut up at Upminster by Cashmore's

53238 54027 013058 013061 w/e 9th

53022 54022 w/e 16th

Units reformed at Northfields, 1973 Tube Stock

From

208-608-408 208-688-889  
888-688-889 888-608-408 20th - see NF2315, page 125.

Sleet Locomotive Movements

ESL106 Highgate to Golders Green 21st

Miscellaneous Movements

L144+L140+L145 Lillie Bridge to Acton (fire damage) 2nd

L142 Acton to Ealing Common after repair 7th (Pilots not known)

L150+L151 Ruislip to Acton (Weed Killer Ballast Motors) 12th

L154+L56+L155 Acton to Ealing Common (ex. collision) 15th

L152+112+L153 Acton to Northfields (ex. collision) 15th

208-608-408 Acton to Northfields (ex. collision and fitting of  
prototype 1983 tube stock bogies) 16th

1422-2422-9423-1423 Ex. Design Division to 25th  
1444-2444-9445-1445 Acton for overhaul

Units to Acton for Overhaul

Metropolitan 5228-6228-6229-5229 2nd  
Northern 1174-2174-1175 8th  
Piccadilly 1176-2176-9177-1177 9th  
Bakerloo 10167-012250-11167 13th  
Central 1436-2436-9437-1437 14th  
Metropolitan 5536-6536 20th  
Metropolitan 5222-6222-6223-5223 20th  
Northern 3203-4203-4303-3303 27th  
Northern 1136-2136-9137-1137 29th

Units from Acton after Overhaul

District 23553-22656 2nd  
Metropolitan 5226-6226-6227-5227 2nd  
Northern 1116-2116-9117-1117 2nd  
Bakerloo 10229-012307-11229 13th  
Central 1432-2432-9433-1433 14th  
Piccadilly 1118-2118-1119 20th  
Metropolitan 5224-6224-6225-5225 20th  
Central 1466-2466-9467-1467 27th  
Northern 1184-2184-9185-1185 29th

FROM THE PAPERS

Unless stated otherwise, all items are noted from the Daily Telegraph.

13.7.78 London Transport chose 'Liberty Land' near Great Missenden, as one of the rambles for its new Country Walks book. After the opening of



the Metropolitan Railway to Aylesbury in 1892, Sir Arthur Liberty (founder of the Regent Street store) took the train to London on most weekdays. Previously, the journey had taken 4½ hours by coach. Sir Arthur thought that the public road from his home to the station was too steep for horses, so he had a private road built, with his family having the keys to the gates. At Marylebone station, he had his own marble seat installed.

10.3.79 Metro-Cammell has secured a £40 million order for 135 cars for the Kowloon-Canton railway, making a total of £170 million-worth of bus and railway equipment on order for Hong Kong undertakings.

15.3.79 The NUR announced a ban on its LT Underground members from collecting excess fares on one day in protest against the report to the GLC that ticket collectors were pocketing £2½ million a year from excess fares.

14.3.79 The scheme for the redevelopment of Piccadilly Circus has been finally agreed. This includes resiting the statue of Eros more than 30 yards to the south, and modernising the Underground station under a £2.75 million programme.

22.3.79 In order to combat a serious rise in crime on the New York subway, with 320 robberies in January and eight murders in 1979 up to mid-March, the authorities have decided to put uniformed police on all 600 subway trains between 1800 and 0200, and post police at nearly all stations. This involves increasing the police force from 500 to 900, and for the City police to help the Transit police with manning stations.

9.3.79 (Greenford Gazette) Members of the West London branch of ASLEF are angry about the reduced service provided by the forthcoming new Central Line timetables, and have called public protest meetings on 15th and 19th March. London Transport said that the reductions were justified by low traffic levels.

23.3.79 (Greenford Gazette) At the meeting on 15th March, the Ealing branch chairman of ASLEF put forward the view that Central Line cuts are planned to release staff for the Jubilee Line. He asked the public to write to their GLC member and MP in protest. An LT spokesman said that the Jubilee Line recruitment would not affect other lines, and that Central Line reductions would not affect peak-hour services.

3.4.79 2nd April was the day that LT ticket collectors refused to accept excess fares, although on duty and collecting tickets. It appeared that collected tickets were not being checked.

#### LONDON TRANSPORT PUBLICATIONS REVIEW

##### Underground Diagram No.1. 1979

Printed by Impress (Acton) Ltd., as was No.2 1978, the map face of this folder has only minor alterations from the previous edition. The Jubilee Line is shown completed from Stanmore to Charing Cross, and the latter station is printed in red to show a Travel Enquiry Office. Naturally, the name 'Trafalgar Square' has disappeared. The differences on the title page are more profound. The all-red, unlettered roundel has been replaced by a blue-bar-on-red-circle bullseye with 'Underground' on the bar, and the 55 Broadway postcode has been added. So far, so good, but L.T. then betrays lack of knowledge of the shape of Metropolitan and District tunnel construction by making the title 'London Tube - diagram of lines'. To quote the Railway Magazine of 1906, when commenting on the name 'Bakerloo' - 'For a railway itself to adopt its gutter title is not what we expect from a railway company. English railway officers have more dignity than to act in this manner.'

##### Bus Map No.1. 1979

The title page has been completely redesigned, and is basically black on white, with the Shillibeer 'floral bullseye' in red. On the map side, the yellow background has been abandoned in favour of white, the Jubilee



line is included, and the map is up-to-date for the bus route changes planned for 31st March.

#### Easter Services, 1979

This paper leaflet devotes two pages to summarise the Underground services from 12th to 17th April, and one page to a brief summary of bus services, with a plug for the bus rally on 15th April. The starting time of the free bus service from Sloane Square has been advanced from 1030 to 0930 since the green Shillibeer leaflet was printed.

#### London Transport shops catalogue, 1979

A much more opulent publication than the previous folders, the full-colour catalogue is now in booklet form, measuring 11 $\frac{3}{4}$ in. by 8 $\frac{1}{4}$ in., with 16 pages. Many vintage posters are reproduced in full colour, as are many colour postcards and photographs of rolling stock. Special reprints of posters designed by R.T.Cooper include 'The Sporting Londoner', captioned as '1930' but dated '1935 - London Transport' on the face of the poster. Simplified street maps show the streets surrounding Griffith House and 55 Broadway, and the Jubilee Line booking hall at Charing Cross, where a third L.T. shop will be opened. A handsome, informative and well-produced catalogue, which would have justified making a nominal charge instead of being free.

Members please note that many of the items listed in the L.T. catalogue are available from the Society's Assistant Sales Manager, 21 Chestnut Grove, South Ealing, London W5 4JT. Please see February sales list.

DFC.

#### LONDON UNDERGROUND ROLLING STOCK

The following errors have crept in to the 1979 edition, and readers may like to amend their copies:

- 1) Page 49, last paragraph, the R59 NDMs 'were numbered 23248-23250, 23348-23350, 23448-23450 and...'
- 2) Page 94, Brake Vans B555-560 were built by Hurst Nelson, Motherwell.

In addition, although not an error, it is rumoured that the D stock numbering may be altered. If so, the numbers quoted on pages 63, 70 and 71 will be incorrect. Any alterations to those pages will be recorded in Underground News when known.

#### SOCIETY NOTICES

##### Postal Auction

The Society has for sale a small number of copies of the commemorative book 'Underground to Heathrow' issued for public sale soon after the Heathrow extension was opened. Only 400 copies were issued and were all numbered individually. They are complete with protective packing and special envelope and are available to members by postal auction.

Any member wishing to make a bid should write to the Sales Manager, 26 Fishery Road, Hemel Hempstead, Herts, HP1 1ND to arrive on or before 31st May 1979. Bidders should state their bid but send no money. No acknowledgements will be sent, but the successful bidder(s) will be asked to forward their remittance, upon receipt of which the book will be forwarded by post, or made available for collection (at a meeting, for instance). The Society reserves the right not to accept any bid.

Late bids (such as those from overseas members) will be considered, provided all copies have not been allocated.

##### Announcement from the Registrar

1. All members should now be in possession of 1979 membership cards. If any member has not yet received theirs, please contact the Registrar.
2. It is thought that any queries addressed to either the present or previous Registrar have now been settled. If any member still has



queries outstanding which were posted prior to 1.4.79, would they please also contact the Registrar. (This applies mainly to new members who sometimes raise queries with their membership applications).

5. Members who have ordered badges are asked to remain patient for a while yet! We are in the process of ordering further supplies and they will be sent out as soon as possible.
4. The addressing of your journals has recently been transferred to stencils and the opportunity was taken to revise all addresses to the latest information we had available from either your renewal slip or your initial membership application. Please look at the envelope in which this journal was posted (or next months if you have already destroyed this one!) and contact the Registrar if there are any errors at all.

The address to write to regarding any of the above items is:

The Registrar, TLURS, 67 Weltmore Road, Luton, LU3 2TN.

#### Announcement from the Visits Organiser

Further to the note in UN208, page 89, regarding Society visits, the following information from members would be appreciated when applying for visits:-

1. Applicants to give a telephone number (where possible) where they can be contacted (preferably during the day time). This will be used only if there is a last minute change of plan, or, in the case of a cancellation, an offer of a place on a visit where previously unsuccessful.
2. Due to the recent increase in membership (now at about 400) and the consequential increase in the number of members applying for visits, failure to turn up for a visit may jeopardize members chances of successful application on future visits.

#### Society Officers - their jobs and addresses

It was intended to publish this list in the January and July issues of Underground News, but owing to the constant changes taking place at the time (Committee resignations etc.) it was decided to leave the list until after the A.G.M. in hopes that the situation might be more static. That now being so, this list is for the half-year January to June; a further list (amended where necessary) will appear in the July issue. This will ensure that all new members will receive an up-to-date list of Society Officers, irrespective of when in the year they join.

The object of the list is to ensure that the right people receive the appropriate correspondence relating to their particular task within the Society. Members are reminded that the addresses are for correspondence only, NOT FOR CALLERS.

The President of the Society is Mr.G.H.Hafter, O.B.E.

The Committee of the Society consists of Messrs. P.R.Connor (Chairman), G.Jasieniecki (Vice-Chairman), P.R.Creswell, D.F.Croome, G.A.Finch, R.J.Greenaway, B.R.Hardy, N.H.G.Mitchell, A.B.Nicholes.

The Society Officers are:-

Chairman, and Curator of Cartographic and Thomson Collections -  
P.R.Connor, Flat 1B, 1 Marchwood Crescent, London, W.5.

Vice-Chairman and Curator of Photographic and Poster Collections -  
G.Jasieniecki, 6 Redcliffe Street, London, SW10 9DS.

Assistant Sales Manager - I.J.Dyckhoff, 21 Chestnut Grove, South Ealing, London, W5 4JT.

Assistant Secretary and Publicity Officer - G.A.Finch, 161 Valetta Road, London, W3 7TA.

Curator of Tickets - J.M.Crowhurst, 35 Walton Street, St.Albans, Herts, AL1 4DQ.



Registrar and Despatch Officer - P.R.Creswell, 67 Weltmore Road,  
Luton, LU3 2TN.

Editor of Underground News - B.R.Hardy, 13 Castleton Road, Eastcote,  
Ruislip, Middlesex, HA4 9QQ.

Librarian - N.H.G.Mitchell, 9A Dunrobin Court, 389 Finchley Road,  
London, NW3 6HE.

Modelling Secretary - I.J.Robins, Garden Flat, 47 Buckland Crescent,  
London, N.W.3.

Sales Manager, Exhibitions Organiser, Preservation Co-ordinator, Sound  
Librarian - R.J.Greenaway, 26 Fishery Road, Boxmoor, Hemel Hempstead,  
Herts, HP1 1ND.

Secretary and Treasurer - D.F.Croome, 6 Launceston Gardens, Perivale,  
Greenford, Middlesex, UB6 7ET.

United States Representative - R.D.Spotswood, 200 Magee Avenue,  
Mill Valley, California 94941, U.S.A.

#### THE TIMETABLE

Continued from front cover, page 93.

##### Sunday 3 June

Library Evening, 1900. (Please note later starting time). Other details  
as for 9 May.

##### Sunday 3 June

L.T. Rail Tour 'Auto Tube Rambler'. It is understood that this tour is  
already fully booked. Route: Seven Sisters (depart about 1000), Walth-  
amstow-Finsbury Park-Hammersmith-Ealing Broadway (District-Central)-  
Hainault-Woodford-Leytonstone (lunch break). Then via Ruislip depot to  
Ruislip siding-Harrow-Baker Street-Aldgate-Hammersmith (via Embankment)-  
Finsbury Park-Seven Sisters. (return arrival at about 1800). Rolling  
stock will be 8-cars 1967 tube stock.

##### Friday 8 June

Talk 'London Transport Commercial Advertising' by Mr.J.Putnam, London  
Transport Commercial Advertising Manager. 1900 for 1915 at Hammersmith  
Town Hall.

##### Saturday 16 June

Morning visit to Golders Green depot. Applications with SAE to Mr.G.A.  
Finch, 161 Valetta Road, London W3 7TA. Minimum age 15 years. Associate  
Members, please state age when applying.

##### Saturday & Sunday 23 & 24 June

The Society will be operating its Sales Stand at the Hillingdon  
Shillibeer Showbus Rally, PROVISIONAL. See June UN for confirmation.

##### Monday 2 July

Library Evening, 1830. Other details as for 9 May.

##### Friday 13 July

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

##### Saturday 14 July

The Society will be operating its Sales Stand at the Lea Valley Railway  
Club exhibition. 1000 to 1900 at Riversmede School, Cheshunt, Herts.  
This event is PROVISIONAL, confirmation at a later date.

##### Friday 10 August

Talk 'The Search for the Crystal Palace Pneumatic Railway' by Mr.P.R.  
Davis. 1900 for 1915 at Hammersmith Town Hall.

##### Friday 14 September

Talk 'Promoting the Underground' (Metropolitan Railway publicity and the  
work of Frank Pick) by Mr.D.F.Edwards. 1900 for 1915 at Hammersmith  
Town Hall.



## MOVEMENT OF VEHICLES FROM SYON PARK TO COVENT GARDEN

We are privileged to announce dates on which some of the rail exhibits will be moved from Syon Park to Covent Garden. It must be stressed of course, that the dates may be altered at the last minute to suit requirements, and in any case, no times are available.

Tuesday 15th May - Chesham Shuttle Coach - Ruislip to Covent Garden  
Wednesday 16th May - Brill Loco - Syon Park to Covent Garden  
Saturday 19th May - Q Stock Car - Syon Park to Covent Garden  
Wednesday 23rd May - Padded Cell Car - Syon Park to Covent Garden  
Thursday 24th May - Milk Van - Syon Park to Covent Garden.

It is also important to stress that the above information is for photographers on the public highway, and in no circumstances must the entrances of Syon Park, Covent Garden or any L.T. establishment involved, be obstructed by enthusiasts. This will reflect on whether future movements will be made available.

### NEWSFLASHES

- NF2277 On 22.3.79, the BBC TV programme 'Tomorrows World' devoted a few minutes to LTs experiments with fire-resistant cables. The experiments are being carried out in the disused C & SLR tunnels at London Bridge. It was seen that the normal PVC insulated material used on existing cables gives off a dangerous corrosive gas when smouldering. The new cable's insulation, ethylene vinyl acetate, does not produce acid gasses when smouldering. Instead, it absorbs heat and produces water to quench flames. Any smoke that appears to be produced is thus steam and not dangerous smoke.
- NF2278 A new wheel lathe, costing £200,000 is expected to be delivered to Acton Works in the near future, and will be in use by the end of the year. It is the second of its kind on LT; the first was installed at Neasden some 18 months ago. Up to 15 pairs of wheels can be dealt with each day on the new machines, compared with only two on the older type of wheel lathe.
- NF2279 From Monday 5.3.79, the control of five Central Line substations (Wood Lane, Notting Hill Gate, Bond Street, Holborn and Liverpool Street) was transferred from Mansell Street (Aldgate) to Leicester Square.
- NF2280 On 17.3.79, on the occasion of the Football League Cup Final between Nottingham Forest and Southampton, the southbound platform at Queensbury was decorated from its lamp posts with strings of alternate pieces of red and white plastic (Nottingham Forest colours) of the kind more usually seen protecting road works.
- NF2281 The station line diagram for the Victoria Line in the lower circulating area at Stockwell northbound, shows at Green Park, interchange with the Piccadilly Line and British Rail!
- NF2282 At Kings Cross Piccadilly Line, platform 6 (northbound - although officially eastbound) the line diagram opposite the old entrance to the platform, shows Finsbury Park station with a black disc screwed in place and the note saying 'Change for Northern Line'. Has the Northern Line returned there in disguise?
- NF2283 On Easter Sunday 15.4.79, the 1505 southbound Metropolitan Line train from Amersham became derailed south of Chalfont & Latimer, on the downhill run to Chorley Wood, because of a buckled rail. Seven pairs of wheels were derailed. Single Line Working was introduced from 1830 between Rickmansworth and Amersham using one train. The derailed train departed at about midnight to Neasden after being rerailed. However, damage to track was severe and repairs were not completed until about 1330 on Easter Monday. The single line service until 1330 on Easter Monday was noted to be



formed of A stock units 5135 (north) and 5173 (south), working as train no.2. A member has subsequently reported that he travelled on the 2003 from Baker Street to Amersham (which is normally Finchley Road, Harrow, Moor Park, Rickmansworth and then all stations), stopping at Finchley Road, Wembley Park and then all stations to Rickmansworth via Watford. Passengers then detrained from the southbound platform at Rickmansworth where they changed to the single line shuttle to Amersham (which departed at 2107). Services were also delayed on Easter Monday morning, and DMUs were shuttling between Amersham and Aylesbury as on Sundays. These troubles also had further repercussions in that the 'Quaintonian' DMU between Aylesbury and Quainton Road was also affected. This service was held at Aylesbury when necessary to connect with late arriving trains from London. The unit involved in the derailment was A stock 5130.

- NF2284 On Sunday 8.4.79 a special 6-car 1973 tube stock train operated on the Piccadilly Line for the distribution of staff uniforms. The 'set' number allocated for the duty was '250' which is normally reserved for the Holborn/Aldwych shuttle service on Mondays to Fridays, which is, in any case, a 3-car 1959/62 stock unit. The special train ran from Northfields depot to Ealing Common depot via Acton Town for loading, and then to Acton Town, Heathrow, Cockfosters and then Northfields depot having stopped at nominated stations to off-load uniforms.
- NF2285 A new poster (dated 2/79) has appeared on some Northern Line stations and platforms, giving details of the pattern of services operated on that line. It states that the Northern Line is one of the most complicated Underground lines in the world. It then describes the peak-hour services; in that all destinations are served by both Bank and Charing Cross trains, except for Mill Hill East, which is served by the latter. The off-peak services are then described (Mill Hill East/Colindale to Morden via Bank and Edgware/High Barnet to Kennington via Charing Cross). A map of the off-peak services is situated adjacent to the writing, which shows the services as Mill Hill East/Edgware (!) to Morden via Bank and Colindale (!)/High Barnet to Kennington via Charing Cross.
- NF2286 The two 350ft long black and white mosaic murals at Charing Cross (formerly Strand) were unveiled on 13.3.79. They were designed by David Gentleman, known for his British postage stamp designs, and portray the building of the old Eleanor Cross at Trafalgar Square nearly 700 years ago. David Gentleman's previous design work for London Transport has included three posters - In London Town (1956), London Centenaries (1961) and Victorian London (1974). Each mural is an integral part of the complete platform design, which includes the main station name signs and small sites for London Transport information posters, in such a way that the visual story is broken only by the gaps for entrance and exit passageways. The panels were manufactured by Perstorp Wareite Ltd., of London, who enlarged the prints of the four-inch-high originals to about 6ft and impregnated the black designs into a series of eight-foot-high plastic-coated panels shaped to the curve of the wall. The upper part of the panels contains the station name and Northern Line roundel, repeated as a frieze along the platform length. The whole mural is set in a black 'frame' formed by a shallow plinth at the bottom, subway entrances at the sides and the cover of the cable duct at the top; this cover also conceals continuous lighting. The cost of the two murals is about £50,000, while a further £450,000 has been spent on modernising the other parts of the two platforms. The floors have been renewed using white terrazzo tiles containing black marble chips. The ceilings above the platforms are now covered with orange melamine panels, fitted to the curve of the tunnel, and the ceilings over the tracks and



the trackside walls have been painted dark olive green, except the sections by the exit subways, where a yellow band has been provided on the ceiling over the platforms so that passengers can spot the way out easily. The refurbishment is completed with new train describers, platform equipment and illuminated signs. The work at Charing Cross has been carried out by W & C French (Construction) Ltd., under the overall direction of London Transport's architectural department. The Northern Line platforms at Charing Cross are to be opened to the public from 1st May 1979, when the Jubilee Line is opened to the public, thus opening the interchange complex at Charing Cross which will link with the new Jubilee Line platforms and the existing Bakerloo platforms at (at the time of typing) Trafalgar Square which will also be renamed Charing Cross.

- NF2287 The station line diagram at Redbridge does not show British Rail interchange at Stratford, Liverpool Street, Ealing Broadway, West Ruislip and Greenford. Also, there is no interchange shown at Notting Hill Gate (District/Circle) and Ealing Broadway (District). It does however show Jubilee Line interchange at Bond Street, and at Leytonstone - 'change for Epping & Ongar'.
- NF2288 On Friday 16.3.79, westbound Piccadilly Line trains were delayed for about 20 minutes when a large advertisement fell onto the westbound track at Bounds Green and caught fire.
- NF2289 In the basement of a restaurant built in the old British Museum station, there is a manhole cover with the letters C.L.R. (Central London Railway.)
- NF2290 In late March, a plate was attached to the station line diagram at Piccadilly Circus, eastbound Piccadilly Line, with a new 'colour key' including the Jubilee Line, despite there being no Jubilee interchanges east of this station; by about ten days later, the plate had been removed to the line diagram on the westbound platform (for the benefit of Green Park). At about the same time, one of the line diagrams on the tunnel wall of Baker Street northbound Bakerloo Line platform 9 was replaced by a new 'Queens Park branch only' sign without paper amendments to show (until 1st May) the Stanmore branch.
- NF2291 In some cars of 1972 tube stock, the paint on the fluorescent light reflectors has been observed flaking off. On Mk.II stock car 3340 by doors 'A' and 'C', the paint is almost completely flaked off. Some cars of 1967 and 1973 stock have also been observed in similar condition, although not quite as bad.
- NF2292 Our contemporary, GLIAS Newsletter No.60, advertising a social evening at the Wheatsheaf in Rathbone Place on 4th April, tells us that 'Gouge Street' is a convenient station - ouch!
- NF2293 Further to the East London Line improvements detailed in UN205, page 4, a further £3.2m is to be spent on improvements, separate to the previous £2m but has yet to be approved by the D.O.E. although approved by the G.L.C. The stage II improvement plans include a new ticket hall at Shadwell in Cable Street with two lifts to a footbridge across the platforms. At Rotherhithe, escalators from an enlarged and modernized ticket hall would improve access to the platforms. It is proposed to rebuild the ticket hall and stairways at Surrey Docks.
- NF2294 On the former Northern City Line Highbury Branch, now B.R. (E), at most stations a notice has recently appeared about the cleaning of carriages with mechanical washers. British Rail apologise, that due to the recent bad weather, the washing machines had broken down, which has meant that carriages were not getting cleaned regularly, and that everything is being done to rectify the defects.



- NF2295 London Transport station ticket offices are now being supplied with cheque card print machines, called Data Card. When a cheque card is placed in the top, it prints the number on to the cheque, which is placed under the machine.
- NF2296 Further to NF2212, 1962 stock car 1513 has been observed also having melamine maps. Another variation is that Holborn is shown as 'Holborn Kingsway'.
- NF2297 London Transport has stated that 1978 was a good year for the Underground, operating almost all of the planned mileage for that year. The bus side however, was disappointing, with only 92½% of the scheduled mileage actually operated. Three reasons have been stated for the cause for this poor result; traffic congestion, mechanical problems with vehicles and the difficulty in recruiting staff. In all, a profit of £4m was made for the year; originally a £9m deficit had been expected. Part of the profit was due to the reduction of bus mileage operated.
- NF2298 London Transport plan to repaint stations every three years instead of every six years, after a request by the G.L.C. to make Underground stations more attractive to passengers. Subject to additional staff being available to do the extra work, the scheme will add an extra £½m to the £1½m already allocated for station renovations.
- NF2299 As is well known by most rail enthusiasts, ex. G.W.R. steam locomotive 6000 'King George V' made a special trip from Paddington to Didcot (but did not return as originally intended) on 1st March 1979. Photographers lined the route and the sale of platform tickets at Royal Oak set a probable all-time record of 35 tickets sold; normally only one or two per week are sold. However, several hundred people were thought to be on Royal Oak station platform at the time!
- NF2300 Approval has been given by the G.L.C. to modernize the Bakerloo station area of Baker Street station. The work will cost £1.7m and will include platforms 8 and 9 and the escalator shaft to and from the southbound platform. The platforms will have new ceilings, tiles and floors. New signs and train describers will also be installed. The work is separate to that almost completed for the Jubilee Line (existing Bakerloo platform 7). A further plan is to be submitted to the G.L.C. for the modernisation of the Metropolitan platforms and to modernise and combine the main ticket halls. At the beginning of April 1979, work had started on installing fluorescent lighting at Baker Street (Met.) and at the time of typing, platform 4 had been completed and in use (21.4.79).
- NF2301 On Saturday 31.3.79, there was no crew for the Chesham shuttle train, and also there were no buses or coaches available. In consequence, the 1133, 1233 and 1333 from Baker Street to Amersham were diverted to Chesham, providing a 60 minute service to both Amersham and Chesham.
- NF2302 Several 1972 Mk.II stock units on the Bakerloo Line have missing two-level armrests; in some of them, the missing ones are being replaced by the straight type. Unit 3238 has the straight type in all positions in all cars.
- NF2303 The repair of Pre-1938 stock Pilot Motor L130 is almost complete. It was observed out of the repair shop at Acton on 27.2.79.
- NF2304 On 23.2.79, a poster was seen at Dagenham Heathway being pasted (or posted?) showing times of trains from 'Finchley Central to London'. The Bill-Poster (not Bill Stickers' brother - sorry!) insisted that the reference number on the back of the poster indicated that this was the correct location. It has subsequently been removed.



NF2305 Fire-damaged Ballast Motor car L140, transferred from Lillie Bridge to Acton on 2.3.79, will probably be scrapped at Acton. It was taken there in between Ballast Motors L144 and L145. After uncoupling, L144 'ran away' and hit A62 trailer 6207 (6207-6206-5206) which was then pushed into Sleet loco ESL107. The coupler of 5206 went through the front cab door of the Sleet loco. There was extensive damage to L144. It is now possible that two withdrawn 1938 DM cars awaiting scrap at Ruislip may now be retrieved as replacements. L140/4 are both 'A' cars, although L144 was facing east at the time of collision.

NF2306 A 4-car unit of 1962 stock has again been adapted for use as a Track Recording unit. Again, it operated over most parts of the L.T. railway system. At the time of typing (21.4.79) it had entered Acton Works for overhaul - see Rolling Stock Alterations, this issue.

Sunday 25th February

Northfields-Heathrow-Northfields (out of service due to defect)  
Northfields-Cockfosters-Uxbridge-Neasden depot.

Monday 26th February

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

Tuesday 27th February

Ruislip depot-Hainault-Woodford-Leytonstone-Epping-Leytonstone-Woodford-Hainault-Hainault depot-Ealing Broadway (via Newbury Park)-Acton Town-Northfields depot.

Wednesday 28th February

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

Thursday 1st March

Northfields depot-Aldgate East (via Embankment)-New Cross Gate-Whitechapel-New Cross-Edgware Road-Aldgate-Neasden depot.

Friday 2nd March

Neasden depot-London Road depot-Queens Park-London Road depot-Finchley Road-Ruislip siding-Acton Town-Northfields depot.

Monday night/Tuesday 5th/6th March and 19th/20th March

Northfields depot-Finsbury Park-Walthamstow-Brixton-Seven Sisters-Finsbury Park-Ealing Common depot.

Sunday 11th March

Northfields depot-Kings Cross-Euston-Kennington-Golders Green (via City)-Morden (via Charing Cross)-Finchley Central (via Charing Cross)-Highgate Wood sidings-Finchley Central-Kings Cross-Arnos Grove-Northfields depot.

Sunday 18th March

Northfields depot-Heathrow-Kings Cross-High Barnet-Mornington Crescent-Edgware-Kings Cross-Cockfosters-Northfields depot.

The sections not covered were Lambeth North-Elephant & Castle, Finchley Central-Mill Hill East, Holborn-Aldwych and Chalfont-Chesham. It is not known whether Epping-Ongar was covered this time. Whitechapel-Shoreditch was also not covered.

NF2307 Ballast Motor cars L146/7 and tube stock gauging car G663 have been formed together for gauging runs on the Central Line, and have been used so far, as follows:-

Sunday night 18th February: North Acton-White City depot, both.  
Sunday night 25th February: White City-Queensway siding and westbound platform.

Sunday night 4th March: Queensway-Marble Arch siding and westbound platform



Sunday night 11th March: Marble Arch-Holborn siding and west-bound platform.  
Sunday night 18th March: Holland Park-Queensway-Holborn siding and westbound platform.  
Sunday night 25th March: Holborn-Liverpool Street siding.  
Sunday night 8th April: Queensway siding-White City westbound.

NF2308 As a postscript to the winter weather articles, and following Mr.Bartrip's observations of train 111 at Wembley Park at 0758 (UN208, page 75), this was the first train southbound (and prior to that, northbound) due at Wembley Park at 0551. This train having 'got through' albeit a bit late (!) was lucky, as the second train (113) stalled north of Queensbury and the fourth train (114) was sent to assist. (It should be pointed out at this stage that the third train to Stanmore should have been 151 from Elephant & Castle but this became stalled on Kilburn viaduct). The 14 cars (trains 113 and 114) eventually arrived at Stanmore where they could not uncouple. The L.T. Breakdown gang attended at Stanmore, and the Stanmore branch service commenced in the early afternoon. At the time the 14 cars were at Stanmore, the sidings were also full of trains.

NF2309 Further reversing sidings to be fitted with 15mph approach-controlled train stops are Willesden Green (from 1.4.79), Golders Green (24 and 25 sidings from 1.4.79) and all three east sidings at Acton Town (from 8.4.79).

NF2310 From Saturday 31.3.79, a local combined road/rail ticket was introduced in the Watford area. It is known as a 'Travelwide' ticket and is available for unlimited travel during a specified period on local road and rail services. This includes the Metropolitan Line stations between Watford, Moor Park and Rickmansworth. The ticket costs £3.30 (weekly) and £13.00 (monthly).

NF2311 During the nights of Friday/Saturday/Sunday 17th/18th/19th March, sleet train working between Edgware and Golders Green was provided by 4-car 1959 stock unit 1120.

NF2312 Following the transfer of the 1973 stock E.T.T. to Hainault, it has been on test on certain nights between Grange Hill and Roding Valley.

NF2313 C77 stock units 5723/4/8 have been on brake block tests between Amersham and Rickmansworth on 28th and 29th March, and at other times at night between Acton Town and Northfields.

NF2314 The middle cabs (33xx) of 1972 Mk.II stock transferred from Golders Green to Neasden either have:-  
1) The Northern Line blind (or empty blind box) in position with the set number brackets in position, or -  
2) With both of the above items completely removed.

NF2315 As detailed in Rolling Stock Alterations (page 115, this issue) it must be noted that the first units of 1973 tube stock have now been reformed, not (surprisingly) through accident damage, but as an indirect result of it. Car 208 collided with Pre-1938 Pilot car L130 at Northfields on May 5th 1978 (UN194, NF1990). After repair at Acton, it has been fitted with prototype 1983 tube stock bogies which have been built by Gloucester. It also has 'D' stock type secondary 'blob' suspension. In order to test the car as a three-car unit, and 208 being the west end DM of a single-cab unit, 208 has been reformed into a double-cab unit, displacing car 888. The displaced car 888 has in consequence been reformed into a single-cab unit. The test train (208-688-889) was on test between Rickmansworth and Harrow on Tuesday and Wednesday 10th/11th April 1979. Unit 888-608-408 was observed in service with another 3-car unit on 11.4.79 working as train 344.

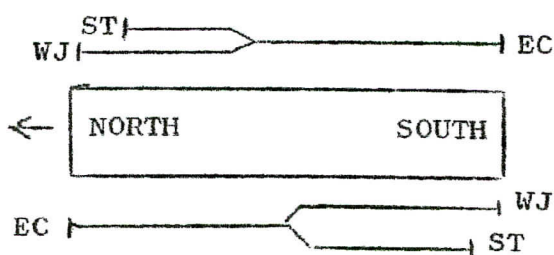


- NF2316 Observations at Metro-Cammell on 12.4.79 saw the first 3-car D stock unit almost complete and on proper bogies, but without car numbers. The unit had a red-painted half front like the 1973 tube stock. A further four units were in the stages of construction and a further two were at 'underframe' only stage.
- NF2317 Jib Carrier JC683 now repainted yellow, was returned to the Permanent Way sidings on 5.4.79 to be re-united with converted diesel crane C606.
- NF2318 1938 stock units noted so far with 'blue' 'Trist Draper' brake blocks are: 10032, 10106, 10116, 10162, 10164, 10167, 10172, 10181, 10195, 10204, 10211, 10216, 10220, 10225, 10229, 10231, 10236, 10240, 10258, 10275, 10279, 10284, 10291, 10318 and 10321.
- NF2319 A member has kindly sent us his observations of 1938 stock unit 10214 (the last in train red with gold numbers and lettering) prior to its transfer to Acton for overhaul and repaint:-  
 24.10.78 in service  
 2.11.78 in depot  
 18.11.78 in service  
 22.11.78 in service  
 27.11.78 in service  
 10.12.78 in service  
 11.1.79 in depot  
 2.2.79 in service  
 5.2.79 in service with 10297, train 151  
 6.2.79 in service with 10297, train 141  
 7.2.79 in depot  
 8.2.79 in service with 10xxx, train 135  
 10.2.79 in service with 10231, train 166  
 12.2.79 in service with 10231, train 146  
 13.2.79 to Acton.
- NF2320 Swiss Cottage station line diagrams have been renewed at platform level, with Jubilee Line maps. At the same time, the platforms have been renumbered from 3 to 1 (northbound) and 4 to 2 (southbound). The original platforms 1 and 2 were for the Metropolitan platforms, closed many years ago. The original diagrams for the Bakerloo line were observed still in position on 20.4.79, so passengers could travel from platform 1 or 3 northbound on the Bakerloo or Jubilee Line (all from the same place).
- NF2321 Two new posters have appeared from the beginning of April. One has a print number 379-1805H-750 and is labelled 'General' and the other is 379-1801H-250 'Bakerloo Line'. 1801H reads 'JUBILEE LINE OPENS 1 MAY./REVISED BAKERLOO LINE SERVICE/When the Jubilee Line opens on 1 May, the Bakerloo Line service will run only from Elephant & Castle to Queens Park. Passengers for the Jubilee Line to Stanmore should cross the platform at Baker Street. There will be more trains throughout the day with some peak hour services extended to Stonebridge Park. The four peak hour trains from and to Watford Junction will continue to run as at present'. 1805H reads 'JUBILEE LINE OPENS 1 MAY/TRAFALGAR SQUARE STATION RENAMED/Starting 1 May, when the new Jubilee Line opens, the present Trafalgar Square station on the Bakerloo Line and the former Strand station on the Northern Line will be renamed Charing Cross. The new station will give direct access to the British Rail station and interchange between the Jubilee, Bakerloo and Northern Lines'. 1801H has been observed on the northbound platform at Oxford Circus, while 1805H has been seen at all stations White City to Oxford Circus on the Central Line and at Oxford Circus northbound Victoria Line.
- NF2322 There is now two-way Radio communication between the station supervisors at Oxford Circus and the Bakerloo Line Traffic Controller at Baker Street via the Storno Radio system.

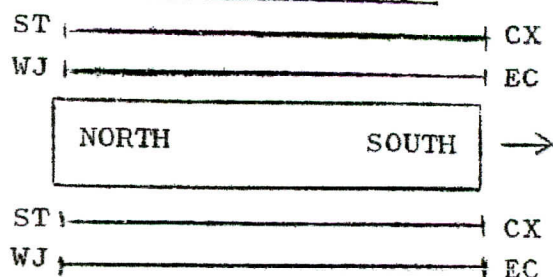


- NF2323 From 1st April 1979, the use of the sidings at Elephant & Castle was 'blacked' by crews because of no walkways and poor lighting. The trains that were abandoned in the sidings on Saturday night 31.3.79 were units 10231 + 11032 (north siding) and 3236 + 3532 (south siding). Both these trains were moved out sometime on Monday 2.4.79 to allow work to commence.
- NF2324 On 4.4.79, the crew training train (set 125) to Stonebridge Park was reversed south to north at Lambeth North instead of London Road depot at about 1455.
- NF2325 1938 stock DM 10143 has been fitted with a speedometer, in working order.
- NF2326 Battery Loco L15 has been painted in yellow livery with a brown roof and red lettering, and was completed on 23.3.79.
- NF2327 Further to the article on C stock (UN208 page 86), the following C69 stock units have been seen with 'hit & miss' vents in the door pockets: 5506, 5509, 5521\*, 5535, 5569, 5574, 5584, 5587 and 5599. The unit marked \* does not have them at the longitudinal seat positions; i.e. like 5567.
- NF2328 It is well over a year ago that a start was made on putting the letter 'D' under car numbers on de-icing trailer cars. However, to date, the following cars remain to be dealt with:  
A Stock: 6100, 6106, 6114.  
C Stock: 6543, 6547, 6555.  
1972 Stock: 4352.  
1973 Stock: 606, 622, 630, 638, 640, 648, 652.
- NF2329 From the end of March 1979, new line diagrams have been appearing on Bakerloo Line 1938 and 1972 stocks. On tube stocks, car line diagrams are usually found in pairs along the car sides above the windows, and it is the left hand map of each pair that has been replaced. On 1938 stock, the replacement map (578/2048/5000) shows the Bakerloo Line from Elephant & Castle to Watford Junction only, while the 1972 stock map (578/2050/6000) shows the Jubilee Line from Charing Cross to Stanmore. Both of the new maps have had a sticker reading 'This map not yet in use, watch for announcements'. From about the third week in April, a further sticker appeared reading 'This map in use from 1 May'. On the Bakerloo maps, Trafalgar Square is renamed Charing Cross with Jubilee, Northern and B.R. interchanges and Baker Street has Jubilee interchange additionally. but no longer shows B.R. interchange at nearby Marylebone, that interchange being confined to Marylebone itself. The chance has not been taken to show the Queens Park/Watford section differently (e.g. as a hollow brown line as on the main Underground system map) as a peak hour extension. The Jubilee Line maps show all the correct interchanges including that with B.R. at West Hampstead, which was a new feature on the last Bakerloo map. Both the new Jubilee and Bakerloo maps are in upper case lettering throughout and both face geographically in the 'right' direction when in position. In recent years, it is only the Victoria Line car line diagrams that have been handed, the idea being phased out many years ago (any dates or further inf please - Ed?).

Old Style, one map.



New style, one map.





## MODELLING REVIEW

The Model Railway Club Exhibition, Central Hall, Westminster.  
April 1979

This is perhaps the most important exhibition of the year for the hobby, and therefore it tends to reflect the prevalent trends. I was pleasantly surprised to notice a grand total of about fifteen models with L.T. interest on show.

The most important were two loco. kits. Firstly, the GS Models' F class was on show on the EAMES stand, in LT livery and with full cab details. I understand that the kits are at last available, delays being caused by a mistake in the masters. Secondly, K's showed a very nice model of an A class tank engine, which will be in their 'Milestones' series. It's nice to know that they consider the Met. tanks as milestones! It is understood that the kit should be available in six to eight weeks. Both these kits will be available from the Society (see below).

Other LT models included a gauge one Met. electric loco. on the Gauge One society stand. The S gauge society showcase had another model of an F class tank engine and about eight Met. wagons, including two brake vans. An S gauge A class tank was on display in the Historical Model Railway Society's stand.

Lastly, five of my Ashbury stock models, using Joe Brook Smith's plastic sides, 'sneaked in the back way', as a space filler on the MRC stand.

This turnout of Underground models augurs well for the future.

Clive Croome, 18.4.79.

Note that the GS Models F class body kit is now available from the Society at £12.50 (r.r.p. £13.50). A chassis kit will be available later. It is intended that the Society will have also the A class kit when available. Do not order yet, but keep watching for further announcements in Underground News. The price will be about £15 which will include motor etc.

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### AS A POINT OF INTEREST

John Reed writes:

'The latest (and last?) occasion when snow disrupted services on the Aylesbury line was as recently as Thursday 22nd March when the 0710 from Aylesbury diesel was stopped at Moor Park from about 0745 to 0815 as a Met. had stalled ahead.

The first time this winter when I was concerned with rail travel and weather conditions was on Saturday 23rd December 1978 when I met a rambling group from Harrow-on-the-Hill at Wendover. Although we walked the Chilterns in deep snow, trains were unaffected; the comparison of dates emphasises the length of this winter.'

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We apologise to those members who received the April issue of Underground News later than usual. This was due to the industrial action by some Post Office staff and was entirely beyond our control.

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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.