

UNDERGROUND NEWS

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JUNE 1979

THE TIMETABLE

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. Open 0930 to 2000
Saturday, 0930 to 1900 Sunday. Free bus to/from Uxbridge.

Monday 2 July.

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

Saturday 7 July

The Society intend to organise a party of members, friends
and families to the Isle of Wight to see the ex. L.T.
standard stock still in service. It is expected that we
shall travel by the 0910 from Waterloo and arrive back at
Waterloo at 2125. Party rate travel will be used between
Waterloo and Ryde and it is hoped to visit some ex. Met.
rigid 8-wheeled coach bodies, now used as beach huts. For
further details, please send a stamped addressed first class
envelope to Mr.G.A.Finch, address above.

Saturday 8 September

The Society is organising a day visit to the Keighley and
Worth Valley Railway which will include inspection of the
restored ex. Met. Rly. 'Dreadnought' coaches withdrawn from
L.T. in 1961. This visit is open to non-members, as there is
no limit on numbers. For further details of party travel
from Kings Cross (depart 0905, return 2007), please send a
stamped addressed first class envelope to Mr.G.A.Finch,
address above.

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APRIL HAMMERSMITH MEETING

The April Hammersmith meeting was a talk illustrated by slides, by Mr.M.Botham, Assistant Chief Engineer of Metro-Cammell Ltd.

The talk started by describing how Metro-Cammell had been formed and how it had developed over the years. It dates back to 1835, when a London coachbuilder, Joseph Wright, set up business at Saltley, Birmingham. It used the name Joseph Wright & Sons until 1862, when it then became the Metropolitan Railway Carriage & Wagon Co. Ltd. The Saltley factory had expanded from a 6-acre site to 40 acres. The Metropolitan Amalgamated Railway Carriage & Wagon Co. Ltd. was formed in 1902 with the merging of Brown-Marshalls, Ashbury, Oldbury and Lancaster R.C.& W. Co., but this name was changed in 1912 to Metropolitan Carriage, Wagon & Finance Co. Ltd. In 1929, Metropolitan-Cammell Carriage, Wagon & Finance Co. Ltd. was formed by absorbing Vickers and Cammell Laird. In 1965, the company became Metropolitan Cammell Ltd., and in the same year, Cravens was absorbed as far as the building of railway vehicles were concerned. The company is now called simply Metro-Cammell Ltd.

Slides were then shown, depicting rolling stock built by the company and their predecessors, which included District B stock (built at Lancaster), Metropolitan 1912 saloon stock, District 1920 F stock, the Pre-1938 tube stock, Metropolitan T compartment stock of 1927, District N class (Q35 - built at Old Park, Wednesbury), the 1935 streamlined experimental stock, 1938 tube stock and aluminium post-war stocks up to the present day.

In addition to building L.T. Underground trains, Metro-Cammell has also built much rolling stock for B.R., including a large order of diesel multiple units in the late 1950's and the 'Blue Pullmans' in 1960, in addition to rolling stock for overseas countries.

Recent work on building Rapid Transit rolling stock includes the 1973 tube and C77 surface stocks for L.T., cars for the Glasgow Metro, Tyne & Wear Metro and cars for the Hong Kong MRT system. It is interesting to note that although the new cars for Glasgow are being built by Metro-Cammell, their predecessors were built in 1896 by the Oldbury Carriage & Wagon Co, which became part of Metro-Cammell in 1902.

A close study was then made of the new Glasgow cars, showing how much smaller they are to ordinary size tube rolling stock and how the difficulties that arose during construction have been overcome. It was seen that the cars were taken by road from Birmingham to Glasgow and were stood on rails on low loading trailers. A similar study was then made of the Tyne & Wear articulated stock and its peculiarities. This stock is taken to Tyneside by rail after completion at Metro-Cammell.

By far the most interesting of recent rolling stock being built by Metro-Cammell, is that for the Hong Kong MRT, which has to be taken by ship. This is done by separating the bodies from the bogies. Views were shown of the cars arriving at their new destination, being unloaded and being taken to the new depot for preparation for service. Emphasis was made to the speed at which the cars are unloaded and despatched from the docks.

The talk concluded with slides taken in and around Hong Kong and of the suburban railway systems. Mr.Botham was thanked for providing a very interesting talk with extremely interesting slides.

OUR APOLOGIES

....For the poor printing that appeared on a few pages of the last issue of Underground News. This was due partly to defective stencils. By the time the defects were spotted, it was too late to stop production.

Although readable (admittedly rather difficult), we will try to make sure that it does not happen again.

We understand that some members received UN209 very late in the month. They were posted on 30th April, well in time for the first item on the timetable, by second class post (well, we thought so, anyway.) This was due to a dispute by some Post Office staff,

NEW WORKING TIMETABLES

During April, and at the beginning of May 1979, new Working Timetables have been introduced to all Underground lines except for the Northern and Victoria lines, which continue to operate as at present. The first timetables to be introduced were for the Central Line during April (No.43 Mondays to Fridays from 9th, No.44 Saturdays from 14th and No.45 Sundays from 15th). This appears to be the last time that separate timetables will be issued for the individual days of the week, as the Metropolitan, District and Piccadilly timetables (from 30th April), the Bakerloo and Jubilee (from 1st May - reviewed in the supplement to this issue) incorporate Mondays to Fridays, Saturdays and Sundays all in one timetable as was the practice a few years ago. For all lines except the East London, the Saturday timetables are printed on green paper and the Sundays on yellow paper.

Central Line (Nos 43, 44 & 45)

The principle alteration is that the off peak services on Mondays to Fridays and Saturdays are reduced to the 1975 pattern. Monday to Friday peak hour services are similar with 75 8-car trains, two 4-car and three 4-car ATO trains in service. In the morning peak, the three Newbury Park workings continue as do the six Northolt reversers. At the beginning of the evening peak, five trains continue to reverse at Newbury Park, but there are now no Northolt reversers after the evening peak. The evening off-peak now starts at about 1845 instead of about 2000. The number of trains in service between 1000 and 1230 is now 35 (formerly 42) and from 1230 to 1530 there are 39 (also formerly 42). The increase in four at midday is the number extra required for the Marble Arch/Liverpool Street workings, which are re-introduced. The midday service intervals are now (previous intervals in brackets): West Ruislip/Ealing Broadway - 12 each branch (10), White City & Marble Arch - 4, 3-6 after 1230 (3-3½), Marble Arch & Liverpool Street - 4, 3 after 1230 (3-3½), Liverpool Street & Leytonstone - 6 (5), Epping/Hainault - 12 each branch (10), Hainault & Woodford - 24 (20), Epping & Ongar - 48 (40). Two trains stabling in Ruislip depot after the morning peak detrain at Ruislip Gardens and run empty to West Ruislip No.23 road (next to the station) and then to depot.

On Saturdays, services are also reduced throughout the day (15 min each branch, 5 min Central area White City & Leytonstone, 30 Hainault & Woodford - 15 mins afternoon, 45 Epping & Ongar. Between about 1630 and 1800, eastbound only, the service is increased to every 4 mins between White City & Leytonstone and every 8 mins Epping/Hainault, for home going shopping traffic. The trains in service on Saturdays is 30 8-car trains (increased to 34 in the late afternoon), two 4-cars for the Epping/Ongar - one for service and one spare, and one 4-car ATO (two in the afternoon) for the Hainault/Woodford branch.

Other timetable alterations applicable to each day is the extra running time allowed for trains travelling into dead-end terminal stations, because of the additional speed restrictions put in some time ago. This applies to West Ruislip and Ealing Broadway. The Epping/Ongar shuttle train is now changed over at about 0630 (Mondays to Saturdays) or 0915 (Sundays), rather than in the late evening on the previous timetables. At Epping, all 8-car passenger trains are now

scheduled to reverse in platform 2, and all 4-car trains are booked to reverse in platform 1.

Bakerloo (No.1) and Jubilee (No.1)

Operative from 1st May, these two timetables are reviewed in the supplement to this issue. With the opening of the Jubilee Line, the Metropolitan Line timetable had to be altered in order to accommodate both services in the Neasden/Wembley Park area. The revision of the Metropolitan Line services has a chain reaction in that other lines are interworked and thus they too need new timetables - the new Metropolitan, District and Piccadilly line timetables were operative from 30th April 1979.

Metropolitan (Hammersmith/Circle - No.275)

The type of service provided is almost identical to the previous timetables. Minor alterations to timings result from the altered times of 8-car trains through to and from the City in the peaks from Watford, Uxbridge and Amersham. Additional running time has been allowed for trains reversing in bay platforms at Moorgate, Liverpool Street and Aldgate, and into Hammersmith, because of the approach controlled signalling at these locations, which requires trains to stop at them. All C stock trains to and from the District Line between Hammersmith and Edgware Road, are now booked to run empty between the two points; one train after the morning peak and two just before the evening peak are scheduled to reverse in 24 road at Hammersmith (adjacent to the station. Two trains are now scheduled to stable overnight in the bay platforms at Moorgate, one having been transferred from Barbican siding, thus making that siding redundant.

Metropolitan (Main - No.276)

In common with other lines' timetables, additional running time has been allowed for running into dead-end terminal and bay platforms, at Watford, Uxbridge, Aldgate, Liverpool Street and Moorgate. Train numbers on Mondays to Fridays continue to be used on all branches reducing the ease of identification even further. All trains stabling in Neasden depot on Mondays to Fridays after the morning peak, do so via either Wembley Park or Harrow. The trains that used to run on the Bakerloo empty from Baker Street crossing over at Finchley Road, have now been withdrawn owing to the use of that route to depot by some Jubilee Line trains.

When uncoupling is cancelled, four empty workings are scheduled between Rickmansworth and Watford via the North Curve to keep crews familiar with the route. All Metropolitan Line trains entering service from Uxbridge sidings, do so via the station, instead of a few running direct to Hillingdon. Additional reversing time has been allowed at Watford during the morning peak period.

From the commencement of this timetable on 30th April 1979, uncoupling on Mondays to Fridays and Sundays has been re-introduced, but has been abandoned entirely on Saturdays, in favour of 8-car trains throughout the day. The train from Uxbridge sidings, which used to run empty Uxbridge-Harrow-Ruislip-Harrow-Uxbridge on Monday to Friday evenings has been withdrawn. On Sundays, the LMR shuttle service between Amersham and Aylesbury reverts to an hourly service from about 0815 instead of from about 1015 with occasional two-hour gaps. This came into effect with the new B.R. timetable (first applicable from Sunday 20th May) and not when timetable 276 was introduced.

Metropolitan (East London Line - No.277)

Additional running time has been allowed for running into New Cross, New Cross Gate and Shoreditch platforms. Five trains continue to provide the peak service, but they are re-scheduled to run every 15 minutes (previously every 13 mins) to each branch and every 7½ minutes (prev-

iously every $6\frac{1}{2}$ mins) between Surrey Docks and Shoreditch. The Monday to Friday off peak, Saturday and Sunday services continue to operate every 20 minutes (New Cross and New Cross Gate) and every 10 minutes between Surrey Docks and Whitechapel. An early morning empty working on Saturdays to Shoreditch continues to operate for 'rusty rail' working.

District (No.110)

The new District Line timetable is similar to that it replaces, but with increases in running time into terminal platforms at Ealing Broadway, Putney Bridge, High Street Kensington, Mansion House, Tower Hill and Barking. In common with the Sunday practice in recent years, all westbound trains on Saturdays and Monday to Friday evenings after 1920 now run via platform 2 at Gloucester Road. On Mondays to Saturdays, West Ham station now remains open for the last trains, instead of closing at 2350, which it has done for many years. It continues to close at 2355 on Sunday nights. The shuttle service between High Street Kensington and Olympia has been revised with a timetable to operate each day when required. The dates of operation of the service continue to be published in the Traffic Circular. On each day, the service is booked to run at about every 15 minutes with two trains (140 and 141 on Mondays to Saturdays and 150/1 on Sundays).

Piccadilly (No.18)

An additional $\frac{1}{2}$ minute running time has been allowed on the east-bound line between Oakwood and Cockfosters, for the same reasons as on other lines. Two additional trains now start from Uxbridge sidings making four in all and in consequence, Northfields's allocation is reduced from 25 trains to 23. After the evening peak, the number of trains reversing east to west at Acton Town from the Rayners Lane branch to go out of service to Northfields depot has been reduced from seven to two. This is to ease the working of trains through the Acton area.

On the Uxbridge branch, the first train now leaves Ruislip at 0646 instead of 0656 (which came from Uxbridge). The last train to Uxbridge after the evening peak now leaves Hammersmith at 1839 instead of 1816 (but with later journeys to Ruislip up to 1907).

The evening off-peak service is revised to operate as on Saturdays during the day, at the following intervals: Cockfosters & Arnos Grove 8-12 - 2 trains every 20 minutes (previously every $7\frac{1}{2}$ mins). Arnos Grove & Wood Green 4-8 - 4 trains every 20 minutes (previously every $3\frac{1}{2}$ -4 mins). Wood Green & Acton Town 4 (previously every $3\frac{1}{2}$ -4 mins). Acton Town & Rayners Lane 10 (previously every $7\frac{1}{2}$). Acton Town & Heathrow 4-8 - 3 trains every 20 minutes (previously every $7\frac{1}{2}$). In consequence, 39 trains now provide the evening off-peak service instead of 41.

OBSOLETE TIMETABLES

As most lines of London Transport have had new timetables, one section has been withdrawn, never to have an L.T. timetable in operation again. That is the City Widened Lines between Kings Cross and Moorgate, which was closed after the last train on Friday 11th May 1979. The City Widened Lines are to remain closed until 1982 when they will be reopened belonging to the London Midland Region of British Rail as a small part of the Midland Suburban Electrification scheme to Bedford. In the meantime, the track and tunnels will be prepared for the electrification, the L.T. signalling will be removed and replaced by B.R. signalling controlled from the new power box at West Hampstead.

On the last day of operation, the last train into Moorgate was formed of cars M50063-M59008-M50106-M50101. It was due to arrive at

Moorgate at 0926, but was some 20 minutes late due to an engine failure on the previous St. Pancras train at Mill Hill Broadway. The last train in the evening peak was formed of cars M50073-M50870-M59017-M50923 and arrived empty into Moorgate in time for the train before the last (1733 departure, the last being at 1758). However, the last train appeared to be cancelled at the last minute, and the 1733 train was held back to the timing of the 1758. (At this point it must be pointed out that the 1733 runs fast to Mill Hill, while the 1758 calls at all stations). An announcement was made that the 1758 would make 'special' stops, which, to the annoyance of some passengers, made the train fast to Mill Hill. The 'special' stops were therefore those of the 1733, and not all stations of the 1758. From Moorgate, in addition to the few passengers, there were about two dozen enthusiasts.

It was planned to operate a special train on Saturday 12th May, but this was cancelled 'due to the lack of support' says B.R. Perhaps if it had been advertised properly by B.R., it would have run; it was scheduled to run from Marylebone to Bedford via Aylesbury, Verney Junction and Bletchley, and thence to Moorgate direct from Bedford. The return journey would have taken the same route.....if only we'd known!

BANK HOLIDAY MONDAY TIMETABLES 1979

Following recent practices, Bank Holiday Monday services for 1979 continue to start at Sunday times and operate at Sunday intervals, with a finish at weekday times. The Piccadilly Line continues to run an early service westbound only from Kings Cross to Heathrow from about 0540. On the Metropolitan Line, in addition to the one fast and one slow train per hour to and from Amersham, an hourly service also operates between Marylebone and Aylesbury, instead of a shuttle from Amersham, thus giving three trains per hour between Harrow and Amersham.

So far this year, the stations closed on Bank Holiday Mondays are:- Aldwych, Barbican, Bond Street (Easter Monday only), Borough, Cannon Street, Chancery Lane, Covent Garden, Fairlop, Goodge Street (1.1.79 only), Mansion House (1.1.79 only), Mornington Crescent, North Ealing, Ravenscourt Park, Regents Park (1.1.79 only), Roding Valley, Ruislip Gardens (1.1.79 only), Shadwell (on 1.1.79 all day - others after 2200), Shoreditch, South Ealing, Temple, West Brompton and West Finchley.

ENGINEERING WORK

1. UPTON PARK

On Sundays 8th and 22nd April 1979, the District Line service was suspended until about 1200 to enable resleepering to be carried out in the Upton Park area. District Line trains thus reversed east to west at Plaistow and west to east at East Ham, with a substitute road service between Plaistow and East Ham calling also at Upton Park. A 10 minute service operated between Upminster and East Ham, with 6 trains. Trains at Plaistow departed in the normal Sunday times every 10 minutes, running alternately to Richmond and Ealing Broadway. Alternate trains reversing at Plaistow did so in the eastbound platform, while others reversed in the bay platform.

2. CHORLEYWOOD/RICKMANSWORTH

Work on bridge MR97 between Chorleywood and Rickmansworth required the Metropolitan Line service to be suspended between the two points throughout Sunday 22nd April. Northbound Amersham trains reversed at Rickmansworth and renumbered to depart at the right time as per working timetable No.273. From Chorleywood to north of Chalfont & Latimer, single line working was set up and operated as follows:- Up to 0930, a 4-car A stock provided the service between Chorleywood and Amersham every 30 minutes (cars 5114-6114-6115-5115). Single line working was carried

out on the southbound line between north of Chalfont and Chorleywood, reversing in the southbound platform. Northbound trains regained their correct line via the crossover north of Chalfont station. After 0930, the service was maintained every 30 minutes between Chorleywood and Amersham, but using alternate L.T. and B.R. diesel trains (every 60 minutes each, with the B.R. train originating from and returning to Aylesbury. The Chesham shuttle unit (train 60) which starts and stables in Neasden depot, was stabled overnight Saturday/Sunday and Sunday/Monday in Chalfont bay platform, returning to Neasden depot early Monday morning 23rd April.

3. RAVENSCOURT PARK

Bridge reconstruction work took place on the eastbound District Line at Ravenscourt Park from 1800 on Saturday 28th April to 1915 on Sunday 29th April 1979. Between these times, all eastbound District Line trains were diverted to run over the eastbound Piccadilly Line track from Acton Town to Hammersmith, calling only at Turnham Green. As trains from Richmond would have been unable to go east from Turnham Green because of the work, all Richmond trains were diverted to run to Ealing Broadway, doubling the service to Ealing. A single line shuttle service with two trains operated from Turnham Green to Gunnersbury, then normal route to Richmond. Trains working on the single line in the wrong direction (i.e. from Turnham Green towards Gunnersbury) had to stop at signal RWK11A before continuing as this is the boundary between L.T. and B.R. A handsignalman was located at that point with flags and detonators. The trains used for the shuttle service were:-

Train 101 - 21146-23309-23423+23541-22638+23583-22683

Train 102 - 21149-23249-23230-23349-23449+23560-22662

They were stabled overnight on Saturday/Sunday in Richmond platforms.

For passengers travelling eastbound, who wanted stations at Chiswick Park, Stamford Brook and (not Sunday) Ravenscourt Park, a road service was provided (by coaches on Saturday, and by L.T. on Sunday) in the eastbound direction only, between Acton Town and Hammersmith, calling at all stations. Ravenscourt Park was of course, omitted on Sunday.

4. WEST HAM

Further engineering work at West Ham took place on Sunday 12th May, with District Line train services operating as detailed on page 75 of UN208. Different replacement road service arrangements were in operation for the period of the work, which was until about 1200. Two services were provided; a 20 minute service between Bromley and Plaistow calling at West Ham, and a frequent interval direct road service between Bromley and Plaistow.

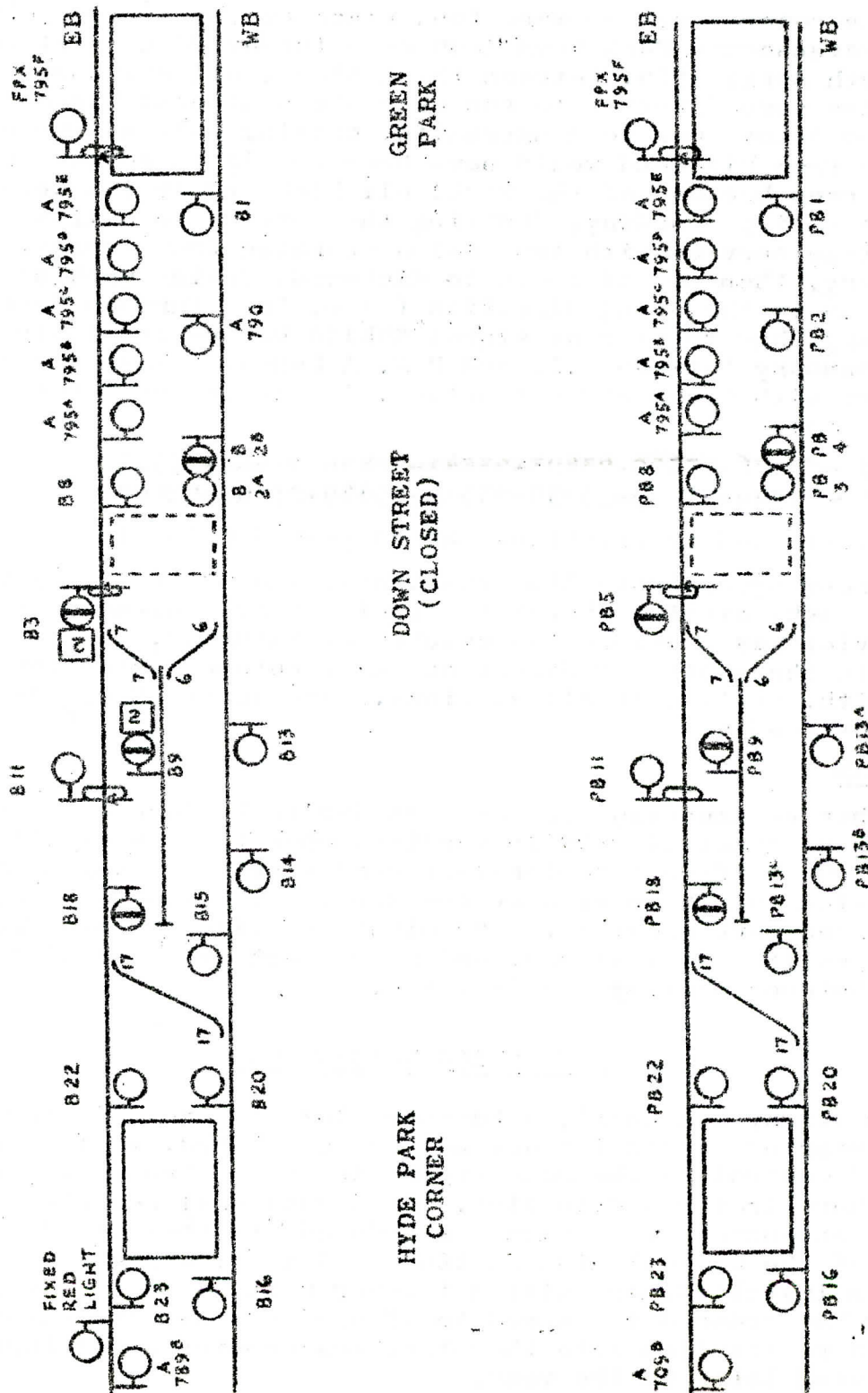
SIGNALLING ALTERATIONS

From Sunday 8th April, a further stage towards the 'protection of trains entering terminal stations' was completed. It involved removing the speed control on the home signal to Ealing Broadway Central Line (WP2), where trains had to stop. The signal will now clear when the speed of an approaching train has reduced its speed to 20 mph or less. In each of the Central Line platforms (5 & 6), a series of trainstops have been installed, and will not lower until a train entering either platform has reduced its speed to 15 mph or less. The existing 10 mph speed restriction into the platforms remains until further work is completed later in the year.

SIGNALLING ALTERATIONS - HYDE PARK CORNER

From Sunday 13th May 1979, the control of the signalling on the Piccadilly Line at Hyde Park Corner (formerly code 'B') was transferred to Earls Court Regulating room. A new Interlocking Machine Room has been built on the eastbound disused platform at Down Street, while the former signal cabin at the west end of the eastbound platform at Hyde Park Corner has been closed and will be demolished. The code letters for the area are now 'PB'.

The diagram below shows the before and after arrangements; note that repeater signals are not included - they are omitted for clarity.



Once a passenger has completed his journey and his ticket is handed over to the collector, the journey for the ticket itself is far from over, for all tickets collected at L.T. staffed stations (as opposed to B.R. staffed stations with an L.T. service, such as Ealing Broadway) are not discarded as the casual observer might imagine. All used tickets are sent from each station to the Ticket Sorting Office at Harrow-on-the-Hill, where they are analysed for auditing, traffic surveys, and for settling accounts with B.R. for through tickets from B.R. Similarly, L.T. issued tickets for journeys ending at a B.R. station would be sent to the B.R. Regional Offices, by B.R. (The location of the Ticket Sorting Office at Harrow-on-the-Hill has only been in recent years, it was formerly located at Earls Court).

So how do these tickets get from the ticket collector to Harrow? Answer - by special baskets which travel to and from Harrow with the guard on L.T.'s own passenger services. These cane baskets, which are a familiar sight to the observant regular passenger in some areas, are sent out from Harrow to certain nominated stations throughout the Underground system. Each basket has a black enamelled plate with the basket's number and the nominated base station. Beneath the base station's name is a list of subsidiary stations and the route by which the basket should return to Harrow. When a basket returns to its base station, it should contain an empty sack for each of the stations named on the plate; each of these sacks is stencilled with a station name, the number of the basket and a number showing its position on the list of stations on the basket's plate (the base station being 1, the first subsidiary 2, and so on). The sacks are then distributed amongst the listed stations for filling with collected tickets. On a pre-arranged day of each week the base station places its filled sack in the basket and sends it on to the next station by a convenient passenger train; at this station, the other sack will be added. Once the basket reaches the last station on the list, it is then sent to Harrow by the route specified on the plate, again with the guard of a passenger train. Three central area stations collect sufficient numbers of tickets to justify their own exclusive baskets; these are Oxford Circus, Piccadilly Circus and Victoria.

The main point of interest in these baskets, is in their routes to Harrow. Surface line baskets along with Central Line baskets from east of Mile End and the Angel to Moorgate basket, travel direct to Harrow if possible, or via Baker Street, Euston Square, High Street Kensington, Earls Court or Mile End as necessary. The 'All Change!' has recently occurred in the tube line baskets as these were routed via Wembley Park and the Bakerloo Line; those from the Piccadilly Line changed at Piccadilly Circus, those from the Central Line (west of Mile End) at Holborn and Piccadilly Circus (to avoid congestion at Oxford Circus), those from the Northern Line via Leicester Square and Piccadilly Circus or direct at Elephant & Castle. Stations with more than one line, but a common ticket hall generally have only one basket from one of the lines, so the Victoria Line has few or no baskets; Walthamstow to Highbury are included with the Finsbury Park Piccadilly Line basket. Since the opening of the Jubilee Line, Piccadilly Line baskets now change at Green Park and Central Line baskets at Bond Street for Wembley Park. New plates have been affixed to show the new routes. A typical plate would be:-

32	STANMORE	32
Canons Park,	Queensbury,	Kingsbury,
Thence to T.S.O. Harrow via Wembley Park		

Some oddities still survived until recently; which included ALDERSGATE on Aldgate (20) basket and SIRAND on Euston (37) basket.

With his stimulating Personal View (UN208), Brian Hardy has achieved one of his objectives by persuading somebody else to follow his example and set pen to paper.

I agree with his underlying assumption that L.T. should be able to provide a better service for passengers from Aylesbury than B.R., whose main interests lie in non-commuter services. It also seems illogical to have two under-used lines running parallel to the Metropolitan whose metals become severely congested at times, as anybody who has had the misfortune to encounter blocking back from Baker Street at Preston Road will confirm. (It would also be pleasant to ride on flat bottomed track rather than the Metropolitan line's corrugated bullhead laid on fully pumping sleepers. Is it by chance or intention that some of the worst riding occurs within sight of the Railway Training Centre at Neasden?) I also support Brian Hardy's implication that Marylebone (B.R.) is today an anachronism; supporting two services it is unlikely ever to be economic.

Where I differ from his views is in the conclusion he draws, and my argument hinges on the continued use of Marylebone (B.R.). It has very little to offer as a terminal station. It has no direct road or rail links to the City, and its surface routes to the West End are worse served by public transport than Baker Street. Its only advantage would seem to be its position upstream of Baker Street on the Bakerloo for the morning rush hour, but on closer examination this is more theoretical than actual. For the connections to the Metropolitan and Jubilee at Baker Street, induce a reasonable number of Bakerloo passengers to alight there. Therefore, 'no' to Marylebone as a terminal station, even of an enhanced and electrified service. The problem which must be solved if the Aylesbury traveller is to enjoy an improved service, is how to make the best use of the G.C.R. and/or any other metals to get the passengers where they most want to go, which is not the northern side of the Marylebone Road, but the West End or City. If possible, this should be achieved in conjunction with relieving pressure on the more congested parts of the Metropolitan.

Considering first the West End, the problem is now being solved by the introduction of the Jubilee Line. Admittedly, trains on the G.C.R. metals would not have the cross-platform interchange at Finchley Road, but against that at Baker Street, they would have the option of Bakerloo or Jubilee for their onward journey.

Turning now to the City, the only alternate routes available seem to be the following:-

(a) West Hampstead/Kentish Town West/Highbury and Islington/Dalston/Broad Street.

(b) West Hampstead/Kentish Town/Kings Cross (CWL)/Farringdon (CWL)/Moorgate (platforms 3 and 4).

Route (a) is about $1\frac{1}{2}$ miles longer and would provide only one station in the City, quite apart from timetabling problems with the existing all-stations service. Route (b) is about the same length as the present route and would save one stop. It would have greater passenger appeal than route (a), but would be dependent on compatibility with the L.M.R. overhead system and availability of train paths. For these reasons I suspect it would not prove practicable.

The only other possibility is to investigate whether the G.C.R. tracks could be used to relieve congestion on the Metropolitan in the Baker Street area. Most of the delays there stem from the close proximity of the extension lines junction with the turnouts controlling the approaches to platforms 1 to 4. With only one train separation between these two sets of junctions, it is inevitable that delays must interact and hence be compounded. (In this context, it would be inter-

-esting to know how many members consider the post-Moorgate policy of bringing a train to a complete stand before setting the road for a terminal platform not only causes unnecessary delay but actually runs counter to true safety by ensuring that trains now enter terminal roads under power, where previously they would have coasted in.)

One of the ways to ease this mutual blocking would be to increase the distance between the two sets of junctions. This could be achieved by constructing a new junction to the west of Baker Street from which a spur would run to the G.C.R. tracks, probably meeting them somewhere near the present diesel fuelling point. Now that the Marylebone Road has been widened to carry 6 or 7 lanes of traffic, it should prove relatively easy to engineer at Baker Street two westbound departure platforms to replace the present platform 6, with the extension route diving under the H & C eastbound track thereby avoiding the problems associated with the present flat junction.

The way I visualise this operating is that all trains terminating at Baker Street would use the present Metropolitan lines and reverse in any of platforms 1 to 4. Trains for the City would be either the fast services from Chesham or Aylesbury, which would have been routed through platform 2 at Harrow and therefore be right for arrival at the new platform 5 at Baker Street, or they would be semi-fasts from Uxbridge or Watford which would be switched to the G.C.R. tracks via new fly-overs/unders, probably in the region of Preston Road where local geography should assist. It would probably be necessary also to instal a flat scissor crossover in the vicinity of the Grand Union canal for emergency use.

Unless something positive is done to enhance passenger and train flow at the London end, I think that electrification to Aylesbury would be no more than electrification for its own sake, and not primarily in the best interests of the travelling public. My suggestion would not be cheap, but I believe it could be funded partly by the sale of the now redundant Marylebone (B.R.) station and adjacent land, and partly by a governmental infra-structure grant by virtue of its improving rail services for all Metropolitan line passengrs and not just the minority from north of Amersham.

Having 'done my bit', who will pick up Brian Hardy's challenge and give the next 'Personal View' ?

LETTERS TO THE EDITOR

Sir,

While accepting that the idea behind the Personal View feature is good, surely the pointlessness of speculative, even utopian schemes such as those in the February and April issues being given space, was exposed by a letter in Underground News No.186 from Jonathan Roberts.

In the Aylesbury article, the author is kind enough to suggest the closure of the Neasden-Northolt line, on the grounds of alternative services being available. Anyone who has to travel, say, from Sudbury Hill to Wembley Complex on the 92 bus route, has my sympathy. Moreover, I am surprised to infer that Buckinghamshire County Council would be more generous in helping to finance the suggested electrification than they have been in paying for services already provided by London Transport!

To judge from a letter in Underground News No.208, there appears to be some confusion about stations described as South Harrow. Reference to various published works by Messrs H.V.Borley, C.R.Clinker, D.F.Croome, George Dow and Alan A.Jackson, and other sources elicits the following:-

- (1) South Harrow, opened by G.C.R. 1.3.06, renamed Sudbury Hill, Harrow 19.7.26.

- (2) South Harrow & Roxeth, opened by the L.& N.E.R. on 19.7.26 was renamed Northolt Park for Northolt Village on 13.5.29 and Northolt Park on 13.6.55.
- (3) South Harrow, opened by the Metropolitan District Railway on 28.6.03. The original station was closed and resited on Northolt Road by L.P.T.B. on 5.7.35, the original station building still surviving today.

Yours sincerely,
Richard Graham.

Wembley, Middlesex.
10th May, 1979.

'When Roxeth is called South Harrow, a good deal is lost' - Michael Robbins.

Sir,
The 1976 booklet 'Piccadilly Line - extension to Heathrow Airport' said that the symbol of the internationally recognised aircraft silhouette would be incorporated in the 'Heathrow' destination blind on the front of trains, and in the 'Heathrow' destination platform indicators throughout the line. I have seen the former, but what ever happened to the latter?

Yours sincerely,
D.F.Croome.

Perivale, Middlesex.
7th May, 1979.

Sir,
With reference to the 'Points of Interest' written by Mr.J.Ward in UN209, I would like to wholly endorse the promotion of the term 'Underground' in referring to London's very fine central and suburban electric railway system, and on which I travel daily between Eastcote and Great Portland Street.

In connection with the term 'one pence', how ever 'un-English' it is, it is nevertheless a new tradition. In the respect of the continued use of Middlesex in Brian Hardy's and my own address, I am proud of the county name in which I was born, educated and still reside, and which boasts fine cricket and rugby union teams, among other sporting traditions. Long may the name 'Middlesex' live.

Yours sincerely,
Tony Morgan.

Eastcote, Middlesex.
10th May, 1979.

Sir,
As a new member of the Society, I would like to take this opportunity to congratulate the Editor and his team for their excellent work in publishing Underground News.

I am most pleased at the complete yet concise detail of the articles dealing with the operations of the Underground, such as those on the unfortunate collision at Leyton (UN207), Christmas period services (UN 206) and the ongoing series of updates and Newsflashes on new stock and changes in services. The only suggestion that I can offer is to ask for additional maps or diagrams on some of the more complex articles for those of us not familiar with all sections of the system.

The stories on Glasgow and the Tyne & Wear Metro systems (UN208), were also very welcome as information on these is hard to obtain in the United States. Since UN appears to be interested in news of rail transit systems outside of London, would the Editor wish to receive short articles or items for 'In the Papers' regarding North American undertakings? If so, I would be happy to provide it. As a television journalist, I have rather

complete files on the subject of rapid transit systems on this side of the Atlantic and if any Society member needs specific information, I would be pleased to provide it.

Those interested in modelling rapid transit stock might be interested to learn that HO-scale cars of the Washington, D.C., Metro and BART (San Francisco's Bay Area Rapid Transit) will soon be available from: American GK Locomotive Works,
Post Office Box 625,
Chatsworth, California 91311,
U.S.A.

However, be advised that the owner of the firm, Mr. Paul McKeehan, is having severe problems with his suppliers and isn't certain when these items will be ready for sale.

Unfortunately, I cannot attend the Society's monthly meetings, nor take part in its visits to L.T. facilities, but I take pleasure in doing so vicariously through the pages of UN.

Yours sincerely,
Julian Wolinsky.

Los Angeles, California, USA.
10th May, 1979.

Editor's note: I have replied to Mr. Wolinsky regarding items for UN, but members wishing to write to Mr. Wolinsky themselves can do so by writing to him at:- 9833 Kincardine Avenue,
Los Angeles,
California 90034,
U.S.A.

POINTS OF INTEREST

On Metropolitan Railway Wagons, Mr. D. Kiddle writes:

"I was most interested in the letters from Mr. Bevin and Mr. Edwards and would make the following comments on them. The Hinchliffe merchant at Pinner was another of the London 'multiples' of which there is a drawing in A.G. Thomas' 'Private Owner Wagons' Vol. 3. I also remember Moira wagons on the Met. but as there were several varieties from different places, I do not recollect which. Apropos coke, I think that there were also Gas Light & Coke Co. wagons.

I believe that the Roxeth (South Harrow) gas works trains were only propelled in the early days of the Uxbridge branch and even then there was a restriction on the number of wagons; if above the limit, the train had to proceed to Ruislip and the engine run round its train in the yard there. In early days, there were no crossovers or yard at Rayners Lane.

With regard to the Met's own wagons running on other railways, I have a photograph of a wagon at Swindon. There was an article a few years ago in the model press about the wagons going to a small station in the Pennines (Midland Railway?) and I was struck by the regularity that Met. wagons were recorded.

I am very puzzled by Mr. Edwards' letter. I was brought up near the Met. goods yard at Ruislip. I do not recollect wagons lettered Manor Homes or a narrow gauge line. I can remember walking the new estate roads laid out before the houses were built. Also, the estate was on the opposite side of the railway to the goods yard."

In reply, Mr. D. Edwards writes:

"With regard to the query raised by Mr. Kiddle about my picture of the 'Manor Homes' wagons at 'Ruislip', the 1934 brochure of the Ruislip Manor estate states that the picture and the narrow gauge contractor's line was 'at Ruislip'. However, I have recently showed my picture to an ex. Metropolitan driver who remembered seeing narrow gauge lines running from the sidings at Rayners Lane to the Nash housing estate south of ..

the railway about this time. He was of the view that my picture was indeed at Rayners Lane and that the author of the Manor Homes booklet in fact used a bit of 'advertising licence'. So perhaps, as Mr. Kiddle says, there were never any special light railways at Ruislip Manor.

Incidentally, the story of contractor's railways and their part played in the early days of the Underground is a subject that has never been really researched. There was a light railway along which the soil from the cuttings on the Harrow & Uxbridge Railway was removed. It ran from a point near the present Hillingdon station, over what is now the Hillingdon Show Grounds and crossed Park Road by the present day Ski Slope. There is still a gap in the hedge here by the footpath sign. The line then crossed the side of Uxbridge Common and went down Gravel Hill behind the water tower. Its final course down to the river Colne, where the soil was dumped, is now a footpath behind the houses in Beacon Close. My information comes from a copy of the Uxbridge and District History Society Journal published some three or four years ago.

The local newspapers of the time (c 1901-4) make only slight mention of this light railway. The local newspaper published a special supplement on the opening of the line to Uxbridge and amid the wealth of background detail, there is mention of a light railway 'to bring gravel' from Denham. Was this the same line? Here is a mystery for someone to work at."

On station names, Mr.J.Britton writes:

"I have been interested in reading some recent correspondence in Underground News on station names and intended names. I have a District Railway ticket from Blackfriars dated 4 June 1879 which shows the name as Blackfriars Bridge. I would like to know whether Blackfriars Bridge was an intended name for the station or whether it can be assumed to be a printers error, possibly confused with Westminster Bridge, which was the correct name for Westminster at that time.

On the subject of changes of station names, I see reported as NF2148 in UN204, the fact that the old name Trinity Road was exposed. This name changed a mere 28 years ago. There are in fact, large parts of the old names of two other Northern Line stations that changed names more than 70 years ago. These are 'Euston Road' on both the northbound and southbound platforms at Warren Street (name changed 7.6.08) and 'Tottenham Court Road' on the northbound platform at Goodge Street (name changed 9.3.08)."

In reply, Mr.H.V.Borley writes:

"Blackfriars was sometimes given as Blackfriars Bridge in early years, but not in Bradshaw. No other timetables were then available. Temple was often given as The Temple, as was The Monument and The Tower. No definite date can be given when Temple lost 'The', but The Monument became Monument in 1902 according to Bradshaw.

I too saw one old name exposed a few years ago, which read: 'EATH STR' (Heath Street). This was at the end of one of the platforms at Hampstead. A friend wished to photograph it, but when he came with his camera, it had been completely covered."

BOOK REVIEWS

LONDON TRANSPORT 1978 - Annual Report. Published by London Transport Executive, 55 Broadway, SW1. Price £1.

The 1978 Annual Report is in the same format as in previous years, with the front cover showing a DMS bus on a snow-covered road, and the back cover a 1973 stock train entering Cockfosters depot, again in the snow.

The 1978 deficit was £1.9 million, compared with £9.0 million budgeted and £2.8 million in 1977. Grants from the G.L.C. totalled £94.3 million. Rail passenger journeys increased from 546 million in

1977 to 569 million in 1978 (676 in 1969) and rail passenger miles from 2699 million to 2800 million in 1978 (3105 in 1969). Railway route mileage was 238, the same as in 1970.

The report contains 11 colour and one black-and-white photograph. An interesting map shows all rail improvement schemes for Docklands. Inside the front cover, there is the usual scale map of the L.T. area and Underground lines, but inside the back cover is a diagram showing L.T. stations partly or wholly modernised or restored, or renovated or repaired, in 1978. The names of B.R.-owned stations are omitted.

In the body of the report, all major (and many minor) Underground developments are described. A map of the world shows the cities in which L.T. International is engaged in consultancy projects.

The report is available for £1, post free to UK members, from the Assistant Sales Manager, 21 Chestnut Grove, South Ealing, London, W5 4JT.

DFC

A fully-illustrated fold-out leaflet 'London Transport Report Extra' is available free from L.T. at 55 Broadway, SW1. This is a brief version of the annual report, but has more information and pictures on radio communication, centralised control of trains and buses, and also on station cleaning. The bus section has several amusing cartoons.

DFC

THE STORY OF MERSEYRAIL. Published by B.R. and Merseyside P.T.E. A4 size with numerous black & white and colour photographs, 24 pages.

The Story of Merseyrail is a brief pictorial record of Liverpool's Merseyrail Underground system. It deals especially well with the construction of the new loop and link lines and shows the official Royal opening on 25th October 1978. A booklet well worth having.

Copies can be obtained from: The Manager, Mersey Bookstalls Central Station, Birkenhead, Merseyside, L41 9DB. The price is 50p which includes postage.

Ed.

LONDON'S TRANSPORT PHOTOGRAPHERS - FRED IVEY. Published by Bandwagon. 56 pages, A4 size, Price £3.60.

The first book to be solely devoted to one person's photographs of London's transport, our member Fred Ivey, is now available, and never before have I seen such a variety of road and rail subjects all in one publication, over a wide period of time, from the late 1940's to the present day. The book, with an attractive colour cover, contains a brief written description of Fred's approach to his photography and interests in transport over the years, followed by a lavish display of buses, trams, trolleybuses, B.R. trains and L.T. trains. The photographs selected have been thoughtfully chosen; many show (as in buses and trams, for example) in addition to 'just a vehicle', signs, name-plates etc., which reflect the quality of Fred's photography. On the debit side, one photograph is printed back-to-front (I'm not saying where - that's up to you to spot!) The book is therefore a must, irrespective of one's interest in London's transport. It is without doubt that your own interest will be there.

Copies of 'London's Transport Photographers - Fred Ivey' can be obtained from the Assistant Sales Manager, address above.

Other new publications available from the Society are the Spring 1979 issue of the London Bus Magazine (price 50p) and The London Bus Review of 1978 (A4 size - price £2.75). Also available is an updated edition of the LT track map which incorporates all the amendments on the previous list. Price is 65p.

Ed.

MAGAZINE NOTES

Railway World, May 1979. Ian Allan Ltd. 40p.

This issue contains an excellent seven-page illustrated article by Alan Jackson on the Ealing-Greenford branch of B.R. and the history of its services since opening in 1903, including local services on the G.W.R. High Wycombe line.

Model Railways, June 1979. Model and Allied Publications Ltd. 45p.

This publication contains three items of Underground interest:-
(i) An article by Alan Cruikshank on locomotive construction, illustrated by photographs of 'S-gauge' Metropolitan steam locomotives of three types. (ii) An account of a gauge-1 garden layout 'Turnham Green to Richmond', with a 'B' stock District train built with assistance from Piers Connor and (iii) a letter to the Editor on 'LT Memories'.

DFC

MODELLING REVIEW

GS Models F-class 0-6-2 tank engine body kit.

This much heralded kit has arrived, and is on sale now from the Society's Assistant Sales Manager (address on page 143), price £12.50 post free (rrp £13.50).

The kit is well packed, and includes a sheet of water-slide transfers for the L.T. version of the livery. It comprises 41 cast white-metal parts and eight brass parts, a moulded plastic locomotive crew and wire for the handrails etc. A three-side instruction sheet is included, one side being a large exploded diagram showing the location of all parts clearly. The instruction sheet is reasonably clear, my only complaint being that the sketches are not very explicit. As far as construction goes, the main parts are well provided with lugs and ribs to ensure that they interlock properly, but one must assemble the parts in the right order. Most of the castings are cleanly cast, but there is one area where I was not satisfied - the boiler, which is cast in two halves, split along the horizontal axis, had some nasty mould-marks on it, and the joint needed rather a lot of filling.

The cab details are neatly designed, and fit together without too much filing. One other shortcoming (due, I think to the complexity of the casting) was the lack of locating holes for the buffing and drawgear, which I had to drill myself. The kit contains a large amount of detail and has been thoroughly designed; I have yet to notice any part that has been omitted. It is based on an attractive prototype, and should prove popular with L.T. modellers everywhere.

The price is a little on the high side compared with other white-metal body kits on the market, but as (being frank with ourselves) the kit caters for a minority interest compared with the locomotives of the 'Big Four', the economics of kit production dictate that the price must be higher for a relatively short production run.

A GS chassis kit for this model will be available later, and will be announced in Underground News, as and when.

C.A.S.Croome.

Model Advertisements

Dart Castings of 4 Bridgetown, Totnes, Devon, produce a range of 4mm scale railway posters. Their latest addition is a set of 19 London Underground posters reproduced on a quarter-plate colour print. The posters, which are accurately scaled from the period prints available from L.T., comprise 16 Double Royal size 25 x 40 inch including 'Avoid Delay, Our Road is Our Own' of 1910 and the 'Imperial War Museum' of 1936, and 3 Quad Royal 50 x 40 inch including 'Southend By District

Railway' of 1915 and 'Circus' of 1936. The reproduction on a silk-finish plastic coated paper is very sharp, but the colours lack the brightness of the originals. On our samples, the paper could be peeled from the plastic print surface to give a better effect to the posters when mounted on a model.

We are very pleased to see another accessory for L.T. modellers but feel that the set should have included the characteristic Underground system map which was probably more widely displayed on other lines than any of the examples in the set. It is unfortunate too, that over a third of the print area is taken by the manufacturer's heading, and that the posters span so many years which reduces their usefulness on any period of layout. However, we look forward to further sets of L.T. posters, and in a smaller time span.

L32 'London Underground Posters' - price 30p per set, available from dealers or from Dart Castings direct.

J.S.Brook Smith.

EXHIBITION REVIEW

Britain at Bay

The 'Britain at Bay' exhibition at the Imperial War Museum, which lasted until 20th April 1979, included a few items of Underground interest. Probably the most interesting was a pad of tickets (reddish in colour) entitled 'L.P.T.BOARD SPECIAL TICKET' and available 'From Station of Issue By London Transport Train to Wimbledon FOR EXCHANGE TO SOUTHERN RLY.' There was also a fair selection of material on tube shelters; most was forseeable, but a painting by Anthony Gross of 'Southwark Tunnel' seemed to show the disused C.& S.L.R. tube.

There was quite a lot else as well, and worth the 60p admission charge.

EDC

SOCIETY BADGES, KEY FOBS and TIECLIPS

The Society has recently obtained a new supply of Society badges. Since the original purple colour is no longer available and the replacement insipid pink is felt to be inappropriate, the new badges are bright red and chrome. The price is 50p (post free) and are available to members only from the Assistant Sales Manager, address on page 143.

A new venture is the sale of key fobs and tie clips incorporating the Society badge. The key fob has the badge in red and chrome with a black leather backing, and the tie clip has a gilt finish, with the badge in red and gilt. Both these items are 75p each (post free) and are also available from the Assistant Sales Manager to members only. All these items will be available at Hammersmith meetings on production of your membership card.

ADVERTISEMENT

Wanted...L.T. Transport Postcards. Nos TC28,33,40,42. If you have any of these, please write to Mr.P.Devivo, 4 Overton House, Tangley Grove, Roehampton, London, SW15 4DN. Please state your price (not too expensive please!)

SA1/210/79.

SOCIETY OFFICERS

Further to the list in UN209, pages 118/9, the London Underground Roving Secretary is Mr.M.J.Sherman, 25 Queen Elizabeth's Drive, Southgate, London, N14 6RG.

FROM THE PAPERS

Daily Telegraph

14.4.79 The 1½ year old Metro in Tashkent, Soviet Central Asia, is claimed to be earthquake-proof, as it is built in hinged concrete sections, so that the whole tunnel and stations can bend on joints. This construction has already withstood a force 5 tremor. The female guards are dressed like airline hostesses. There is a flat fare of under 4p, and a 3-minute interval service. Digital clocks show the time in minutes and seconds from the previous train's departure. Each station has a different, ornate, ornamental theme, and names include October Revolution, Friendship of Nations, and A Small Town of the Aeroplane Constructors.

17.4.79 Movement for London, a motoring lobby, claims that about two-thirds of Londoners use private transport (car, van, or bicycle), a 10% increase in a decade, but that the roads programme has been deliberately starved of funds.

1.5.79 A study published by the Urban Institute says that New York City is spending only one tenth of the amount necessary to maintain its infrastructure, including the subway tracks.

26.4.79 It is thought that gangsters in New York may have used a disused railway tunnel to bury 60 victims of 'contract' killings. The New York police have been searching the tunnel in Manhattan.

The City Recorder

7.3.79 A party of pressmen, and G.L.C. Planning and Transportation Committee Chairman Miss Sheilagh Roberts were taken on a tour of the disused tunnel between Holborn Viaduct and Farringdon. B.R.'s plans to reopen the tunnel with a station at Snow Hill, is being backed by the G.L.C. It will then be possible for trains from the Southern Region to run through to West Hampstead, although work on the scheme is unlikely to start until the 1980's. The present estimated cost of restoring the link is between £10m and £20m.

3.5.79 An altercation between eight men in para-military uniform and two Asians lead to the arrest of the former just before midnight at Liverpool Street on a Central Line train on 21.4.79.

STATION INDICATOR ODDITIES

Further to Mr. Fall's letter in UN206, page 35, the full display of Barking's westbound District Line indicators is as follows:-

NEXT TRAIN	PLATFORM 6
DISTRICT LINE	METROPOLITAN LINE
CHARING CROSS	LIVERPOOL STREET
VICTORIA	KINGS CROSS
FOR METROPOLITAN LINE	NEXT TRAIN TO FENCHURCH ST
CHANGE AT ALDGATE EAST	PLATFORM 5
PROCEED TO PLATFORM 3	PLATFORM 8

Most sections of the display are however, no longer shown and can only be seen by standing close up to the boards. On 20.4.79, observation of the indicator for District Line trains showed (apart for 'Next Train Platform 6' which is continuously illuminated) 'DISTRICT LINE' and nothing else. It is assumed that 'METROPOLITAN LINE' only would be displayed for those trains, which are limited to the five in the morning and one in the afternoon which enter service from the sidings; all others reverse in platform 3.

ROLLING STOCK ALTERATIONS

April, 1979

1938 Tube Stock

From Neasden to Stonebridge Park*

10179-012262-11179+10220-012305-12129-11220 4th
10207-012296-11207+10242-012369-12116-11242 5th
10319-012393-11319+10248-012226-12431-11248 29th

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

1959 Tube Stock

From Northfields to Golders Green

1208-2208-9209-1209+1106-2106-1107 9th

1972 Mk.II Tube Stock

From Golders Green to Neasden

3246-4246-4346-3346+3460-4560-3560 3rd
3250-4250-4350-3350+3441-4541-3541 5th
3263-4263-4363-3363+3445-4545-3545 10th
3232-4232-4332-3332+3435-4535-3535 12th
3235-4235-4335-3335+3431-4531-3531 19th
3254-4254-4354-3354+3440-4540-3540 24th

1973 Tube Stock

From Ruislip to Northfields

148-548-348+349-549-149 5th

Entered service, Piccadilly Line

148-548-348 26th

C0/CP Stock

From Ealing Common to Ruislip (Condemned)

53050-013074-54262 26th

Miscellaneous Movements

L152-11189-L153 Acton to Neasden after repair 27th

Units to Acton Works for Overhaul

Victoria 3065-4065-4165-3165 4th
District 23555-22652 10th
Bakerloo 10254-012363-12433-11254 10th
District 23570-22667 19th
Northern 1134-2134-1135 20th
Central 1450-2450-9451-1451 23rd
Metropolitan 5230-6230-6231-5231 25th

Units from Acton after Overhaul

Northern 3402-4502-3502 2nd
Victoria 3047-4047-4147-3147 4th
Central 1434-2434-9435-1435 5th
Bakerloo † 10214-012295-12014-11214 10th
District 23550-22655 11th
Metropolitan 5505-6505 17th
District 23571-22665 19th
Central 1428-2428-9429-1429 24th
Metropolitan 5228-6228-6229-5229 25th

Note † last unit in train-red livery with gold transfers, now repainted in bus-red with white roundels etc.

NEWSFLASHES

- NF2330 Further to the review in UN209, the symbol for 'interchange with B.R. within walking distance' is shown at Embankment station for the benefit of District Line passengers, and it could be argued that this is unnecessary now that two tube lines link Embankment and Charing Cross. West Ham is shown as a B.R. interchange station, in readiness for the new station on the Camden Road-North Woolwich DMU service. This new B.R. Monday-Friday diesel service via Stratford and Canonbury began on 14th May 1979. It has its own separate table in the B.R. all-lines timetable (table 6) and is also shown in table 59 (Euston/Broad Street-Richmond/Watford). Generally, there are three trains per hour in the peaks and two in the off-peaks. The interchange with the District Line was available for use from the start of the new service, but structural work was not completed. A publicity leaflet allowed a free trip in the west-bound direction up to 18th May.
- NF2331 With the new B.R. timetable operative from 14th May 1979, two important changes were made to the Great Northern electric services, underground from Moorgate. In the peaks, the three trains per hour that reversed at Gorden Hill were extended to Hertford North (giving it nine trains per peak hour instead of six). All day on Mondays to Saturdays, the DMU shuttle which formerly ran at about two-hour intervals between Hertford North and Huntingdon has been cut back to Hitchin. Between Hertford and Hitchin, it has been replaced by a basic hourly projection of electric trains from Hertford North to Letchworth via Stevenage and Hitchin (two trains per hour at peak times). Thus, one can travel through from Moorgate to Letchworth, if one can stand the 69-minute all stations journey!
- NF2332 Referring to the article in UN196, page 489, the favoured plan for an extension of the Piccadilly Line to Heathrow Terminal 4, is for a single-line tunnel terminal loop from Hatton Cross to Terminal 4 and on to Heathrow Central, even though this will involve trains being turned 'wrong way round' for which the 1973 stock were not designed.
- NF2333 Mr. Roger Hiskey, the G.L.C. Conservative member who released the two confidential letters from L.T. to the G.L.C. about estimated loss of excess fares because of their retention by ticket collectors, has had his membership of the G.L.C.'s London Transport Committee terminated.
- NF2334 A small photographic exhibition at Fulham Library depicted road and rail passenger transport in the Borough of Hammer-smith & Fulham from the early days to 1933. A 20p booklet was on sale, with brief but adequate notes on the history of all public passenger transport in the borough, with photographs and a useful map covering past and present railways.
- NF2335 On 11.4.79, on 1972 Mk.II stock DM car 3336, a draught screen by 'B' door was observed to be missing completely.
- NF2336 A 1947 advert drawn by Eckersley was seen displayed about half-way down the down escalator from Euston L.T. booking office to the Charing Cross branch of the Northern Line. It was an L.T. advert advising passengers to stand on the right and let others pass on the left. It was noticed in position from 1.5.79 until 10.5.79.
- NF2337 R stock DM car 22638, painted in the standard green/cream interior colours, was noted on 16.5.79 to have a J door (the one between the saloon and the cab) painted in grey/cream - presumably after robbing it from another car.

- NF2338 A correspondent reports that while stopping at the Membury service station on the M4 motorway recently, he noticed two road trailers minus tractors, loaded with what appeared to be two tube cars. On close examination, they proved to be trailers C736 and C737 built by Metro-Cammell in Birmingham for the Hong Kong M.R.T. system. They were presumably on their way to Southampton to be shipped off to Hong Kong. Both cars were minus bogies, but were complete in other respects.
- NF2339 The last 1972 Mk.II stock train to run in passenger service on the Northern Line before transfer to the Bakerloo/Jubilee, was formed of units 3235 and 3531 on 11.4.79 in the working of train 152 in the morning peak.
- NF2340 C69 stock units with Jubilee Line interchange at Baker Street are 5513, 5577. Unit 5545 has 'Jubilee' stickers over the original 'Fleet' interchange.
- NF2341 It is understood that two of the three Pre-1938 control trailers that were sold to the Army at Shoeburyness in 1961 have been scrapped by scrap merchants George Gladwin of Southend at about the end of March 1979. It is also reported that only one of the 1938/49 UNDMs is left at Bramley - reports please? - also when did the other two go for scrap and where?
- NF2342 Ballast Motors L146/7 and 1967 tube stock trailer car 4137 have been formed together and have made several test runs recently:-
 Thursday night/Friday 19/20.4.79 - Northumberland Park to Ealing Common depot
 Monday night/Tuesday 23/24.4.79 - Ealing Common to Victoria Line
 Tuesday night/Wednesday 24/25.4.79 - on Victoria Line and then to Golders Green.
 Thursday & Friday 26 & 27.4.79 - Golders Green & Kennington during day.
 Sunday 29.4.79 - Golders Green & Kennington and then to Neasden via Kings Cross, Arnos Grove, Rayners Lane.
 Monday & Tuesday 30.4 & 1.5.79 - Harrow & Baker Street during day
 Wednesday 2.5.79 - Stanmore & Charing Cross (Jubilee Line - in the evening after the peak).
 The train returned to Northumberland Park on Tuesday night 8.5.79 and the Ballast Motors to Ruislip on Wednesday morning 9.5.79
- NF2343 Early on Thursday morning 26.4.79, Hopper Wagon HW409 on Engineers train 571 sustained locked wheels. It was moved to the westbound loop just after the start of traffic, where it remained all day. The defective train was moved to Hainault depot Thursday night where the defective wagon was uncoupled. The rest of the train then returned to Ruislip depot.
- NF2344 Three full-size driving cabs have been supplied by Metro-Cammell for the training of operators on the Hong Kong MRT, to the same design of the main rolling stock for the system. These three cabs will be used as simulators and they have been completed by Redifon Simulations Division of Crawley.
- NF2344 On Saturday 21.4.79 the 2300 Baker Street to Watford operated via Rickmansworth, where Amersham passengers were advised to change.
- NF2345 Similar in appearance to the E.R. class 313 EMUs and the L.M.R. class 507 EMUs, the first of 14 3-car units for Glasgow's Argyle underground line has been delivered from York. The units are known as class 314 and will operate on the 25kv a.c. overhead system.

- NF2346 On Friday 14.5.79, at about 1005, a 7-car CO/CP stock train was tripped on some object whilst entering Ealing Broadway and came to a stand over the points with all positive shoes out of contact with the current rails. A delay of about 30 minutes occurred and at least one Tower Hill train was diverted at Earls Court to High Street Kensington because of late running, and some Ealing Broadway trains were diverted at Turnham Green to Richmond.
- NF2347 A visit to Kentish Town L.T. station on 11.5.79 revealed that the line diagram opposite the platform on the southbound Northern Line platform has had its Fleet Line interchanges at Charing Cross and Bank covered up with paper stickers showing the present lines serving these stations; i.e. Jubilee/Bakerloo/B.R. and Central/District/Circle (no B.R. Waterloo & City) respectively. The map on the wall opposite the stairs to the same platform has had the Fleet Line interchange at Bank painted out in white paint (still visible though) and the one at Charing Cross covered by a plate showing Jubilee/B.R. (and no Bakerloo). The Metropolitan main diagram at the end of Moorgate inner rail bay road platforms still showed Bakerloo at Wembley Park and Finchley Road on 12.5.79 and the one on the outer rail concourse still showed Fleet Line at these stations on the same day.
- NF2348 A door replaced on CP stock car 54223 has come from an R stock car. It is still painted silver, and looks rather peculiar on a train painted red!
- NF2349 A new line diagram has been fixed in position on the bridge over the tracks at Liverpool Street station and shows B.R. interchange at West Ham.
- NF2350 An advertisement has appeared on some Bakerloo trains for Sealink services to Dieppe which occupies three adjacent positions in the advertisement holders above the line diagram. The design continues from one panel to the next.
- NF2351 Pre-1938 tube stock on the Isle of Wight with grey doors now include units 033/4/5 and 042/3/4/5, and some cars of 032. Under a proposal to renumber B.R. EMUs prefixed with the 'class' number, the Isle of Wight units would become 485.801-6 (ex.041-6) and 486.001-5 (ex.031-5). It is not yet known if or when the renumbering will commence.
- NF2352 All 30 class 507 EMUs for Liverpool's Northern Line had been delivered by late April.
- NF2353 On the auxiliary set of stairs connecting the two H & C/Circle platforms at Baker Street at the west end of platforms 5 and 6, there is an enamel diagram still showing a station at White City on the Metropolitan Line, with no sign of any plate ever being fixed over it.
- NF2354 Piped music was being played in the subway to the Earls Court exhibition on 24.3.79.
- NF2355 On Good Friday, a Piccadilly Line 1973 stock trailer car was seen in service with an out-of-date central area map. It showed the Northern Line Highbury branch, and also Strand station. Embankment was still Charing Cross.

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