

UNDERGROUND NEWS

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AUGUST 1979

THE TIMETABLE

Saturday 4 August

The Electric Railway Society is organising a visit from London to Merseyrail, travelling to Liverpool on a Merrymaker excursion. There may be some spare places for LURS members. If you are interested, please telephone the ERS Visits Secretary, Mr.T.G.Burnham, on 01-300 9079 (evenings and weekends) or write to him at 4 Oaklands Avenue, Sidcup, Kent.

Friday 10 August

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

Wednesday 15 August

Afternoon visit to Chiswick Laboratories. Applications with SAE (1st class) to Mr.D.F.Croome, 6 Launceston Gardens, Perivale, Greenford, Middlesex, UB6 7ET. Minimum age 15 years. Associate Members, please state age when applying.

Tuesday 4 September

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

Saturday 8 September

All-day visit to Keighley & Worth Valley Railway. For details see UN211 page 200. Please apply immediately.

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.

Saturday 15 September

Afternoon visit to Bond Street and Charing Cross (LT) stations. Restricted numbers. 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.

Further Timetable items can be found on page 223.

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JUNE HAMMERSMITH MEETING

The June Hammersmith meeting was a talk on Commercial Advertising given by Mr. J. Putnam, the Commercial Advertising Manager for London Transport.

Mr. Putnam opened this most lively and entertaining talk by inviting the audience to guess how much money was spent on advertising by the country as a whole in one year. All the guesses were far short of the figure given by Mr. Putnam, which was a staggering £1,081 million. The Press takes most of this money, followed by TV and then posters, which account for 4% of the advertising market.

The reasons for the necessity of advertising were then put forward: advertising pays for newspapers and independent television programmes; it gives us choice; and it pumps money back into the economy.

Posters are the cheapest form of advertising - on average a poster is viewed for 0.5 seconds. However, the average time between trains on the Underground being $2\frac{1}{2}$ -15 minutes means that there is, effectively, a captive audience and thus a greater advantage in advertising on the Underground.

Slides were then shown depicting the types of spaces that Mr. Putnam sells for advertising purposes. LT Commercial Advertising covers the whole GLC area, where 14% of the British population are - so this is the most important area in the country from the advertising and marketing point of view.

Advertisements are most expensive on the bus side. The posters are taken up and down high streets on an average twelve mile journey. Rear-end adverts are aimed mostly at car drivers; e.g. 'Clunk-Click' adverts. The poster sites either side of the front and back destinations are predominantly occupied by the entertainment business.

All-over advert buses were taken off for the Queen's Silver Jubilee - the 25 silver buses made £ $\frac{3}{4}$ million in 8 months - it is hoped to have the all-over advert buses back again next year, if Mr. Putnam's department has its way.

On the Underground side, the most popular advertising sites are those opposite platforms. 48 sheet adverts are the largest and cost £120 a month. The 'Borscht & Tears' adverts break all the rules of advertising and illustrate very well how different the Underground is to other poster areas.

People find the most peculiar things offensive and this makes selection of copy very difficult. There have been many complaints about 'knickers and bras'. The rudest poster to have been displayed was for the film 'Henry VIII' and Mr. Putnam expected many complaints - but there was not a single one!

The average journey by Underground is 12 minutes and people like tube car panels to be fun to read in this time. 'Dyno-Rod' improved its business greatly by advertising on tube car panels.

LT are looking into the idea of using holograms - either above escalators or in entrance halls. Advertisers always like to do something different so there would be great competition for this type of advertising if it proved feasible.

The talk was ended by a co-ordinated slide and tape show which is shown to advertisers to sell them advertising space. It was narrated by Michael Aspel and depicted a typical day in London and the types of advertising that people meet on LT.

Mr. Putnam then invited questions from the audience. There were many varied and interesting questions ranging from graffiti to the painting of the outsides of trains - an idea thought to be too dangerous as people could fall onto the track in amazement at seeing a 'Guinness' train - this was aptly demonstrated by Mr. Putnam to the amusement of the audience. Each question received a full answer - often accompanied by some relevant amusing anecdote which Mr. Putnam had a tendency to do throughout the talk.

Mr. Putnam was then given a hearty vote of thanks for such a well presented, lively and entertaining talk.

VAG; 1.7.79.

AFTER WEMBLEY

Following the England v Scotland football chaos on 26th May, detailed in UN211 page 194, the following poem was published in the 'Wembley Observer' dated 1st June 1979. It was written by a member of their staff, Sinclair Short, and with his kind permission is herewith reproduced:

On the 26th of May, 1979,
something went wrong on the Jubilee Line.
The railways had never seen their customers similarly plastered,
since the Great Tay Bridge so efficiently was disastered.
Also it was the height of folly, man,
to travel on the Metropolitan.

The weather was wet and the Scots they were sodden,
determined to revenge devolution and Culloden.
Queen Victoria would not have been amused,
to see John Brown's descendants so thoroughly boozed.
Nor were there any cheers
from the locomotive engineers.

Great was the London Transport Executive consternation,
when the Scots made a mess of Wembley Park station.
'This isn't the time to talk', somebody said,
'You can get out and walk - the drink has gone to your head.'

The stations closed, the trains would go no more.
Thousands of Scotsmen were feeling awful sore.

Cursing the unexpected pause,
they didn't investigate the cause,
why the trains were so unkindly shunted.
Their sense of curiosity was probably blunted.
Although they'd (mostly) bought a ticket,
they told London Transport were to stick it.
The by-laws say they risked a fine,
but thousands walked along the line.

Be that as it may, the general verdict of this Scottish assembly,
was that somehow they would get to Wembley.
All that's left to say is they saw little of the sun,
and the result of the football match wasn't much fun.
Next time they want to wet their whistle,
try somewhere nearer Partick Thistle.

(With apologies to the Scots poet-laureate, William McGonagall.)

Mr. Borley's comments (Underground News 210 for June 1979, page 142) on the former incorporation of 'The' in the official names of stations (Monument, Temple, Tower) suggest a list of other stations where the same thing happened or happens colloquially.

The stations mentioned by Mr. Borley were all named after buildings. Examining an Underground diagram, Bank is another possibility. Would not the road junction at least invariably be referred to as 'The Bank'? Do people refer to 'The Mansion House' in the same way? A select group of stations is called after public houses - Elephant and Castle, Royal Oak, Angel. Are not 'The Elephant' and 'The Angel' again the usual designations of their respective road junctions?

My impression is that only older people refer to 'The Olympia', although cinemas and theatres with similar names would always be so referred to.

A street name that I identify is again one where the use of the article seems to have decreased or is decreasing - Aldwych. Sports grounds comprise Oval (always 'The Oval') and Arsenal (is 'The Arsenal' necessarily confined to the team?) An unusual locality name is 'The Borough'.

It is peculiarly difficult to ascertain what the present situation really is. Perhaps we have some members who work in booking offices or enquiry offices. What do passengers really ask for? Scope surely for a statistical survey!

METROPOLITAN 'MIGHT-HAVE-BEEN'E.D.Chambers

At the end of 1937, Mr. G. Hally, LPTB's Chief Operating Manager (Railways), gave a talk at the AGM of the Pinner South Residents' Association. Selected extracts were relevantly recently republished (Ref.1). A few of these may be of interest because of the rather numerous differences between what was then envisaged of the Metropolitan Line improvements and what actually happened.

Shopping traffic was to be encouraged - above all, more travellers must be got to the central areas. Tube trains were not to run to Harrow, but all arrangements were to be made for this if there was sufficient demand at a later date.

The peak service from Uxbridge was to be eight trains per hour to Baker Street and four to Kings Cross. In the slack period there would be four trains per hour to Kings Cross.

The 'main line' peak service would be six trains per hour from Watford to Baker Street, three from Rickmansworth to Kings Cross and three from Amersham to the City. In the slack period there would be two trains per hour from Rickmansworth to Kings Cross and two from Amersham to Kings Cross. A shuttle train would operate between Watford and Northwood. (Remember that siding?)

Harrow would have 21 trains per hour in the peak period and eight during the slack hours. The trains would be 'particularly comfortable in every respect'. (This objective seems to have disappeared with the A60 stock). They would have automatic doors which would only open at the behest of the passenger. (Another lost ideal, evidently?)

A frequent and regular service would be provided without any interference from steam trains. (The steam trains have gone, but the frequent and regular service seems as far away as ever).

References 1. Garrett, A.J. 'A 1937 Annual General Meeting'. The Resident (The Magazine of the Pinner South Residents' Association) Vol.25, March 1974, No.76, pages 23,25,27, quoting report in Harrow Observer of 3 December 1937.

TRAIN DESCRIBER TOPICS

1.Willesden Green

The new train describer at Willesden Green on the northbound Jubilee Line platform has finally been commissioned. It was installed just before that branch of the Bakerloo Line became the Jubilee Line but was first noted in use on 9th June 1979. The layout is:-

FIRST	TRAIN
METROPOLITAN LINE	
WEMBLEY PARK	
STANMORE	
CANONS PARK	NEASDEN TERMINATES HERE NOT IN SERVICE

2.Charing Cross

The northbound Northern Line indicator at Charing Cross (formerly Strand) was noted as being boarded over when the station reopened. However, a glass plate had been installed on the north-facing side only by 16th June, with the following layout:-

3 2 1	HIGH BARNET	
3 2 1	MILL HILL EAST	
3 2 1	FINCHLEY CENTRAL	*
3 2 1	EDGWARE	
3 2 1	COLINDALE	
3 2 1	GOLDERS GREEN	
3 2 1	HAMPSTEAD	*
3 2 1	NOT IN SERVICE	

On the reverse side, the describer is boarded over and the other side was not in use. The destinations marked * will not illuminate with the current system of train descriptions; Finchley Central and Hampstead are provided for the City route only. An omission on this display is 'Archway' which is on the other Charing Cross route northbound describers. 'Archway' is not however provided for the northbound City route. Could it be that the above glass will have to be replaced? An article on the different types of Northern Line train describers is in preparation for a future issue of Underground News.

3.Piccadilly Line oddities

On the western end of the Piccadilly Line, there are a number of platform indicators that have not been fully brought up to date:- On the westbound local (District) platform at Hammersmith, Heathrow trains are still shown as 'Hounslow' on both indicators. Also at Hammersmith, the westernmost describer shows 'Northfield' for 'Northfields' trains on the Fast (Piccadilly) platform. On the westbound local (District) platform at Turnham Green, Heathrow trains are still shown as 'Hatton Cross'.

Certain eastbound describers at Earls Court, Gloucester Road etc., still have the old 'non-stop' stations beneath the actual destinations (Brompton Road, Covent Garden, Caledonian Road, Holloway Road, Arsenal) although of course not illuminated.

4. Metropolitan Line oddities

A relic of the days of Saturday District trains to and from Aldgate remains on the Inner Rail describers from Aldgate to Baker Street. These trains ran to Putney Bridge, but from observation it would appear that at certain stations, certainly at Great Portland Street, they were shown as 'District Line'. Aldgate and Baker Street themselves show 'Putney Bridge'.

The platform describers at Edgware Road seem to be less than informative to passengers. For example, it is not possible to show an Outer Rail Circle description on platform 2, although trains entering service from the sidings use this platform. It is also used at times of 'blocking back' from Baker Street, with the District trains using platform 3. It is also not possible to show Aldgate or Moorgate as a destination although certain trains are booked to terminate there, and sometimes trains are terminated there for service requirements. There is a description reading 'Kings Cross & City' for platforms 1 and 2, but it is rarely used.

The indicators at Edgware Road, like those at Baker Street, date back to about 1926. Prior to 1926, there were many schemes to build a deep level tube system for the Metropolitan Line. There were schemes proposed in 1915, 1919, 1923/4 and 1926, and it was only the last one that ever got Parliamentary power. The proposal was for the Met to diverge south of Willesden Green and run in twin 15'6" tube tunnels to west of Edgware Road, where it would join the Circle Line. There were three intermediate stations planned; Quex Road, Kilburn Priory and one (un-named) near the Regents Canal. It is thought that no work was started on the tube scheme, except that Edgware Road station was rebuilt in about 1926 from a 2-platform station to a 4-platform station. At the same time, new indicators were installed which included stations to Aylesbury and Verney Junction. The diagram (opposite) shows the layout of the indicators today. Like its twin at Baker Street it now has panels that are lit by fluorescent tubes.

If anyone has any further information about the describers as to the original display layout, when they were altered and when they were converted to 'fluorescent' lighting, the Editor would be pleased to know.

There are four indicator panels at Edgware Road; one at each end of each island platform. Not all panels are identical. See diagram.

MERSEYRAIL UNDERGROUND, LIVERPOOL on 11.6.79

F.W.Ivey

First impressions of the system on this visit were seen as far south as Crewe, where approximately 20 cars of withdrawn Northern Line class 502 stock were seen in sidings south of the station, all in blue livery, and presumably for scrap. Amongst these cars were the two trailers which have been in store at Southport sidings since renovation in 1975/6. These (with others) were renovated at Horwich after being stored initially at Bury. After renovation, they were subsequently moved to store at Southport where all but two were used to lengthen 2-car units (primarily on the Ormskirk branch) to 3-car units.

In Liverpool itself, the first obvious feature was that all Garston/Kirkby trains had been strengthened from 3-cars to 6-cars (2x3-car

EDGWARE ROAD - Indicator displays as now.

No.1 PLATFORM FOR TRAIN TO	No.2 PLATFORM FOR TRAIN TO	No.3 PLATFORM FOR TRAIN TO	No.4 PLATFORM FOR TRAIN TO
CIRCLE LINE via KINGS CROSS WHITECHAPEL BARKING KINGS CROSS & CITY	WHITECHAPEL BARKING * KINGS CROSS & CITY * HIGH ST.KENSINGTON EARLS COURT PUTNEY WIMBLEDON HAMMERSMITH * FIRST TRAIN via HIGH ST.KENSINGTON	CIRCLE LINE via HIGH ST.KENSINGTON HIGH ST.KENSINGTON EARLS COURT PUTNEY WIMBLEDON HAMMERSMITH FIRST TRAIN via HIGH ST.KENSINGTON	CIRCLE LINE via HIGH ST.KENSINGTON HIGH ST.KENSINGTON EARLS COURT PUTNEY WIMBLEDON HAMMERSMITH FIRST TRAIN via HIGH ST.KENSINGTON

Note that displays marked * are on some indicators only, and not necessarily on both sides. The 'First Train via High St.Kensington' has been added within the last year or so and is in addition to the arrow indicator for District Line trains in the booking hall at the top of the stairs leading to the platforms. Note also the number of blank spaces.

units) and that the stock (formerly two trains of Northern Line class 502 stock and two trains of borrowed Wirral Line class 503 stock) was still two trains of Northern Line class 502 stock, but one train of borrowed Wirral Line class 503 stock and one train of new class 507 stock.

In the peak period, a greater number of 6-car trains were seen in service of both old class 502 stock and new class 507 stock, compared with the previous visit. The highest numbered unit of new stock seen in service was 507025, although all had been delivered by the end of April.

On the previous visit (27.3.79) a unit of class 502 Northern Line stock and a unit of class 503 Wirral Line stock were observed together on the non-electrified part of Southport, in sidings on the 'Manchester' side, ex. Horwich Works in overhauled condition. On 11.6.79, both units were still at Southport although they had been moved to the 'electric' side, albeit on non-electrified sidings. One wonders if any other units of Wirral stock are away for overhaul and are similarly being delayed on return, probably due to Birkenhead North being unable to cope with the commissioning of new stock and preparation of overhauled units. The return to service of units from overhaul is not such an easy task as it might seem; the body work is done at Horwich whilst the motors are dealt with at Birkenhead and thus the motor cars have to travel to and from Horwich on temporary bogies.

It may also be possible, although by no means certain, that the overhauled Northern Line unit may not re-enter service, but if it does, will probably be short-lived. However, there have been unconfirmed whispers that some of the better units of class 502 stock (blue/grey livery, recently overhauled) may be retained.

Since the last visit, a reformation was noted, whereby a mixed 3-car unit of class 502 stock has been seen in service, comprising two cars in blue/grey (DM and T) and one car in all blue (DT).

Away from rolling stock on Merseyrail, the public timetable display for the Wirral Line is mis-spelt as Wirrel Line!

DERAILMENT AT WATFORD SOUTH JUNCTION

On Wednesday 13th June, a northbound Metropolitan Line train became derailed at Watford South Junction. The train was the 0514 staff train from Neasden depot to Watford which was being diverted to run via Rickmansworth because of the theft of signal cable from that area overnight. The derailment occurred on the movable angle points north of the junction to Watford, at where the main and local lines join at Croxleyhall. Initially, services were suspended between Harrow and Watford/Rickmansworth, with shuttle services operating between Rickmansworth and Amersham/Chesham (LT) and Amersham/Aylesbury (BR). Later, services were extended from Harrow to Northwood, reversing in the northbound platform. The LMR operated additional services from Aylesbury to Marylebone via High Wycombe. Services were restored from late afternoon, but no trains were able to cross between the fast and local lines until repairs to the movable angles were completed. Buses and coaches were provided between Northwood and Watford/Rickmansworth, which included some vehicles from London Country.

About the above derailment, John Reed writes:

'I went to catch the usual 0715 from Stoke Mandeville. The booking clerk told us of the trouble and advised travel by way of Aylesbury, which most of the 25 or so regulars did. A southbound 8-car DMU soon arrived, the guard said he was reversing at Rickmansworth, so I boarded

with cycle. We were turned out at Amersham, louspeaker advised London passengers to travel via Aylesbury when the DMU reversed into platform 1, which most of them did. Owing to the crowds, I did not try and get bike over the bridge; I cycled home 13 miles to collect thoughts, get refreshment and try again.

I found that hourly trains were still leaving Aylesbury via High Wycombe at the usual London-bound time of 40 past the hour, so I caught the 1040 which I was told would stop at West Ruislip, but not South - it didn't at either! - it was non-stop to Marylebone and arrived at about 1145. A notice there advised passengers for Aylesbury to use the Banbury service and change at Risborough on to a connecting shuttle service. There were no DMU trains to Harrow, so I walked to Baker Street where only Uxbridge trains seemed to be running.

I took a train to Harrow arriving at about 1220, where louspeakers announced a special bus from Harrow to Northwood, then another bus from there to Rickmansworth. I then bussed to work arriving at about 1230!

After work, I was given a lift to Northwood to get the special bus but found there wasn't one, only one from Croxley to Rickmansworth. I just missed a Watford train (the first for $\frac{3}{4}$ -hour apparently) but happily one came in 20 minutes (by then it was about 1630). At Croxley, almost all the passengers got on to one Premier-Albanian coach; numbers travelling were extremely small. At Rickmansworth, a Chesham train waited in the platform, which along with other Aylesbury line passengers, I took as far as Chalfont. We soon caught an Amersham train which had reversed at Rickmansworth and arrived at Amersham at about 1745, which connected with a DMU which left immediately almost in its usual timings. On arrival at Stoke Mandeville at about 1806, we were told that the line had just been cleared.

Presumably London Aylesbury passengers had been going via Wycombe all day, but what happened to all the travellers to intermediate Metropolitan Line stations? There was no sign of large crowds coming back southwards from Aylesbury - perhaps other correspondents will provide the answer?

QUESTION & ANSWER

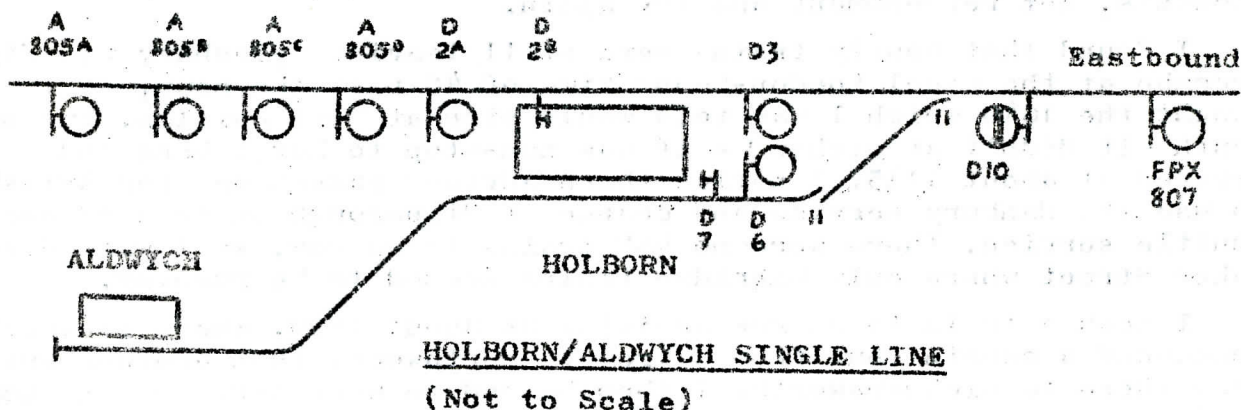
QA29) How does the Holborn/Aldwych shuttle get on to the single line at Holborn, and what type of service is worked?

A) The only connection with the single line to Aldwych is at Holborn on the eastbound Piccadilly Line east of Holborn station. Thus the shuttle must come from the west and reverse back beyond the station. Holborn (Piccadilly Line) cabin controls only the eastbound line and single line connection. It is thus open when required to allow the train onto the single line (usually at about 0700 Monday to Friday) or to allow it back to depot (at about 1900 Monday to Friday).

The current arrangements are that the 3-car unit comes each morning (Monday to Friday) from Northfields depot. During the evening it returns to Northfields via Wood Green, or Arnos Grove. The stock used is usually 1962 stock unit 1750-2750-1751, but any 3-car 1959 stock 3-car unit fitted with two compressors may be used as required. On one occasion, a 3-car 1973 stock unit was used (see UN192, page 431, NF1955).

Until mid-1975, the shuttle train worked from Northfields depot on Monday and Thursday mornings only, and returned on Wednesday and Friday nights (Saturday afternoons until June 1962), being stabled overnight in Holborn platform on Monday, Tuesday and Thursday nights.

The line is worked by the 'one engine in steam' (!) principle and no signals are necessary for operating between Holborn platform and Aldwych.



There is no ticket office as such at Aldwych; tickets are sold in the lifts. To advise the lift operators that a train is due, a bell push at Holborn is operated by the guard of the shuttle train when it is ready to depart. The lift is then taken down by the lift operator, and by the time the passengers reach the platform, the train should have arrived from Holborn.

Train services

Up to 1964, when 2-car trains of Pre-1938 stock were operated on the 0.39 mile branch, trains ran every 5 minutes; 1 minute for the journey in each direction and $1\frac{1}{2}$ minutes to reverse at each terminus.

When 3-car 1959/62 stock trains were used from mid-1964, the service was subsequently altered to operate every $7\frac{1}{2}$ minutes, giving additional reversing time at the terminus stations due to the longer trains.

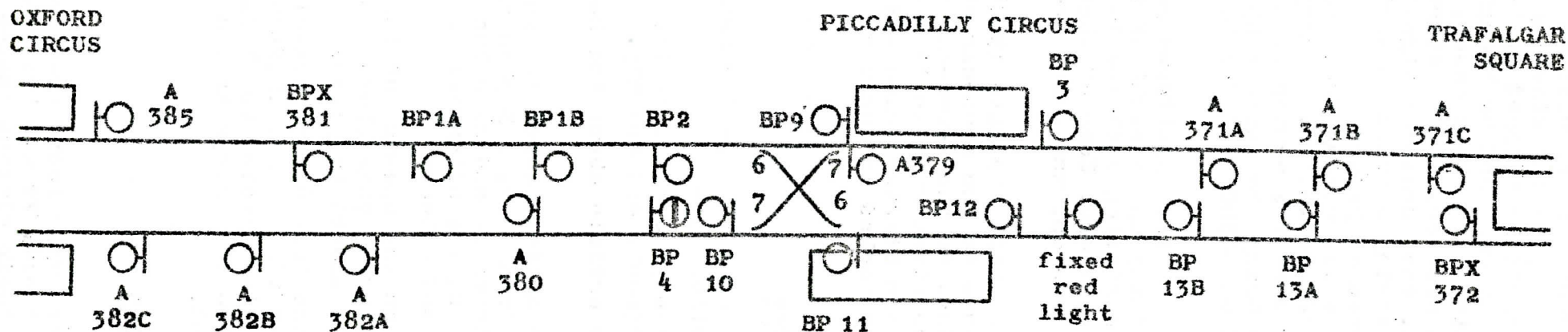
The frequency was again widened from July 1976 to provide a 9-minute interval service, when additional speed restrictions were introduced, allowing $1\frac{1}{2}$ minutes for each trip in each direction. This is the service which is operated today.

Referring to the diagram above, at the time of writing, certain signals at Holborn on the eastbound line were due to be altered from Sunday 15th July. This involves removing the speed control on A805A/B/C and D2A, removing signal A805D, removing train-stop D2B and renumbering D2A to D2.

QA30) About signals on the northbound platform of the Bakerloo Line at Piccadilly Circus, especially BP11. Can you explain the function of this signal? It changes from clear to danger after approximately half the train has passed it in line with the other signals. However, it returns to clear very soon after a train has passed and long before the platform repeater has. It certainly cannot be a starter because the driver is past that position when his train has stopped in the station. Are there any signals like this and what is their purpose?

A) The purpose of signal BP11 dates back to 3.9.39, when the present signal cabin at Piccadilly Circus was opened. The layout from that time comprised a scissors crossover and trains could arrive from the north and reverse in either platform.

PICCADILLY CIRCUS - as at 3.9.39.



A train reversing south to north in the northbound platform at Piccadilly Circus would have to be completely clear of No.6 points. To proceed north, a signal is thus required to read over No.6 points and this was the purpose of BP11. The 'real' starting signal is BP10, which is situated beyond the crossover, and this is operative for northbound trains from either platform.

No.6 crossover and the junction route indicator over BP2 signal were taken out of use from 5.12.71 and thus the reversal of a southbound train can only be done in the southbound platform. When this move is done, an approaching northbound train would be held at BP12, as BP11 would not give the required safe braking distance if a train were to over-run it whilst reversing in the southbound platform. From the above diagram, it can be seen that the protection of a train reversing in the northbound platform was given by signal BP13A. As this move is no longer possible, certain signals have been renumbered, from 6.4.73. BPX372 became A372, BP13A became BPX374 and BP13B became A376. At the same time, the fixed red light was removed.

Today, BP11 appears to serve no useful purpose other than to 'read' over and prove the position of No.7 crossover. Also at BP11 is located the northbound tripcock tester light, illuminating on the approach of a train and extinguishing after the completion of a satisfactory test.

So far as can be recalled, there are no other places on LT which have signals like BP11. However, BP11 must not be confused with the many 'permissive' or 'draw-up' signals which can be found in station platforms with a converging junction a short distance ahead. An approaching train will

slow down and the red aspect of the 'draw-up' signal will change to yellow, allowing movement at caution speed up to the starting signal. If a train did not reduce its speed, it would be tripped on the 'draw-up' signal (which would have remained at danger) and be brought to a stand at a safe distance before the junction. In these cases, the starting signals cannot provide the safe overlap. If the starting signal is clear before the train arrives, the 'draw-up' signal will also clear to display a green aspect, allowing a train to arrive at normal speed. 'Draw-up' signals can be seen at places such as Edgware Road and Baker Street (Met.), Moorgate (Met.), Queens Park, Earls Court (District), Whitechapel (District/Met) and Kennington. Although automatic but approach speed controlled, they bear the number of the starting signal, but with one or two '0' added to bring the numbers up to three figures (e.g. the 'draw-up' for MB5 would be MB500, and for EC28 would be EC280).

Also to be found in some central area station platforms are signals which form a complex of multi-homes. Anything up to eight of these signals can be found on the approach to a station with the last one actually in (or underneath) the station platform. Some of these in the platform do not have signals, only a train-stop, and these are known as 'policemen'.

Also to be found in station platforms until the late 1960's, were '9-car' starting signals, which were unique to the open-air stations on the Edgware branch of the Northern Line. At the seven-car mark was the first starting signal and this was suffixed with an 'A' - such as A405A, and at the 9-car mark was the second starter which was suffixed with a 'B' (A405B). The platform repeater worked in conjunction with the 'B' signal.

MAGAZINE NOTES

Recent monthly magazines have had several interesting articles on Underground subjects, and include the following:-

Railway Magazine, May 1979 - contains a 4-page article on the Stanmore branch by E.Treby. It contains six photographs and one map.

Modern Railways, June 1979 - has a 4-page article about the Budapest Metro, with one map and six photos.

Modern Railways, July 1979 - has a 2-page article about 'LT in 1978' with three photographs and following on from that, a 3-page article on the Jubilee Line. This has seven photographs and also has plans of the four stations at platform level showing the alignment of the station tunnels, location of escalators and subways.

Railway Magazine, July 1979 - has a note on the opening of the Jubilee Line with one photograph, but on the following page shows a photograph of a 3-car D stock train at Metro-Cammell almost complete.

Railway World, July 1979 - includes an excellent 6-page article on the history and layout of the Waterloo & City Line by Mr.M.R.Bonavia. Several new photographs are included. A page is also devoted to LT in 1978 and has a good photograph of two Bakerloo 1938 stock trains alongside LMR class 501 EMUs at Croxley Green depot.

FROM THE PAPERS

Daily Telegraph

1.6.79 Two L.T. track maintenance workers were found dead in a cabin at Oakwood depot which is used to store tools. It was believed that they were suffocated when trying to dry their clothes soaked in a rain-

storm. The door and windows were shut, and a gas fire was on.

9.6.79 Yesterday, Mr. Norman Fowler, Minister of Transport, made a fact-finding tour of commuter trains on the Southern Region, but the District Line was upset by cancellations and a points failure, so he travelled by car from Fulham to Wimbledon.

14.6.79 D.T. bus and Underground fares will rise again by about 13% in September 1979.

15.6.79 The Neasden No.1 Branch of the NUR have decided not to report for duty when Scotland next play England at Wembley.

26.6.79 The Thames Flood Barrier is set to cost at least £100m more by the target completion date of end-1982. The chances of a flood occurring before the barrier is finished are put by the GLC at 50-1.

4.7.79 Botany Bay Wines arranged a candle-lit lunch on Aldwych platform at midday yesterday, to publicise Australian wines. The food arrived by train.

Kilburn Times

22.6.79 Looking back 100 years ago, it was seen that at that time a vocal and instrumental concert was given by the Willesden Glee Society to the workmen building the new Metropolitan Railway at Neasden. It was also anticipated that new stations would be opened at Finchley Road and West Hampstead by the end of July. Apparently, it was originally intended that West Hampstead was to have been called West End Lane. (Incidentally, the extension to West Hampstead on 30.6.1879 coincided with the opening of the Royal Agricultural Show at Kilburn. The site was between the Met. and the LNWR which now includes Queens Park).

Ruislip & Northwood Gazette

14.6.79 For the Ickenham Residents' Association annual exhibition, Mr. Dennis Edwards, LURS member and co-author of 'Metro-Memories' arranged an exhibition of over a hundred 'Metroland' photographs. The photographs are due to be on display in Uxbridge Library from mid-July for about two months, and should be well worth a visit; a sequel to the book Metro-Memories is a new book 'The Romance of Metroland' due for publication in the late summer.

Evening Standard

21.6.79 An Italian designer, Mr. Marcello Minale, has been awarded a contract to improve the design of 12 Northern Line stations between Morden and Borough. Modernisation is expected to start in the next year and will include platform murals, although the actual themes have not yet been decided.

Daily Mirror

2.7.79 Perhaps one of the most surprising items seen in the papers recently was a letter submitted to the 'Live Letters' section. A reader states that a friend was walking in the vicinity of the old Crystal Palace when she fell into a hole, and in that hole she saw a train buried in a tunnel. When she later returned, the area had been wired off and the hole bricked over. The reply given states that the person probably stumbled into a ventilation shaft of the Crystal Palace 'atmospheric' railway of 1864.

Sunday Mirror

8.7.79 The NUR are seeking to help working mothers by the suggested setting up of 'creches' (children's nursery) at Underground and main line stations.

LETTERS TO THE EDITOR

Sir,

On 31st May, the very day I read in UN210 the article 'All Change for stations to Harrow-on-the-Hill', I spotted a sack of tickets, unattended and with top unfastened, lying at the guards end of the southbound Bakerloo Line platform at Paddington during the evening rush-hour. Next morning at the same station I spotted a quantity of loose tickets lying scattered at the bottom of the track pit at the guards end of the northbound Bakerloo Line platform.

The loss of tickets in transit to the Ticket Sorting Office would doubtless frustrate any person or mechanical beast there, labouring to reconcile the numbers of tickets issued with those returned, as well as rendering inaccurate the information gathered from them.

On Sunday 3rd June at 2035, the guard of a southbound Northern Line at Kings Cross station became aware of the presence in one of the carriages forming the rear portion of a suspicious, unattended object which had wires protruding from it. He promptly evacuated passengers from that portion into other carriages to await the arrival of someone to inspect the object.

Nearly fifteen minutes later, no one had arrived to pronounce upon the object and the following train had meanwhile drawn up and was standing just outside the station, a few yards behind and almost nose-to-tail with, the first. After inspection of the object by the driver and guard of the first train, the latter informed a station official who had just appeared on the scene that he intended to run the train empty to Morden, where the problem could be sorted out, and so that the following train could enter the station and carry the delayed passengers on their way. The train was duly cleared of passengers and left the station, empty, fifteen minutes after it arrived.

This course of action protected the passengers who had been on the train from any risk and minimised the delay to them and to those detained in the tunnel aboard the following train. However, it placed the crew at risk in the event of fire or explosion, including the magnified risk in the more confined space of tunnel sections, all the way to Morden, as well as exposing the passengers waiting on the platforms at the nineteen stops on the way to possible risk as the train passed them. A man on the platform appeared to query with the guard the wisdom of moving the train with the object aboard, to which he replied that it would be alright if no one touched it. The object would apparently have been found upon examination to be harmless as it was not reported to my knowledge by the news media.

Yours sincerely,
Michael Pantlin.

London, SW17.
5th June, 1979.

Sir,

At certain stations London Transport supply and issue tickets for journeys which are actually local to British Railways. These tickets are all headed London Transport but the type varies and I consider it desirable to put on record the present position.

Tickets from Seven Sisters and Tottenham Hale to Great Eastern Line stations are normal size green tickets in the case of singles but only the fare is shown. Day returns are white and give both destination and fare. The passenger retains the whole of the ticket until he arrives back at the issuing station. Privilege tickets are green of three separate categories; (a) single, (b) forward, (c) return. Each ticket

is of normal size, but destination is not shown.

From Moorgate and Old Street to Great Northern stations, all tickets are normal size. Singles are light green and destination and fare is shown. Day returns are brown of standard type and here also destination and fare is shown. The passenger surrenders the forward half at destination. Privilege tickets, singles only, are dark green and indicate only the fare and are identical with those issued to LT stations outside the zone. Kings Cross and Highbury & Islington have special yellow singles to GN stations showing destination station. For Day>Returns, two separate tickets are issued, the forward one being yellow and the return red. Destination is printed. Privilege tickets, singles only, from Highbury are special green tickets giving destination and fare.

From Highbury & Islington to North London Line stations, ordinary station of origin yellow tickets are issued. Returns are not issued but the cross-town Broad Street-Richmond are normal size reddish-brown tickets which one retains complete until arrival back at Highbury. Privilege tickets are light green with destination and fare. Tickets for children are endorsed CHILD in red and usually follow the same pattern as tickets for adults except yellow tickets. As children may not use automatic barriers, green tickets are used in such cases. Child tickets Highbury to North London Line stations give destination.

Earls Court and Royal Oak Stations

A search through various London newspapers including The Illustrated London News also the records of the Railway Companies reveals that both Earls Court (first station) and Royal Oak were opened for public traffic on Monday 30th October 1871. At that time, Royal Oak had two side platforms. The down platform was removed and the up platform converted to an island platform in 1904 at the time the GWR were widening their line.

Members who have records of openings may like to make necessary amendments.

Yours sincerely,
H.V. Borley.

Ruislip, Middlesex.
25th June, 1979.

Sir,

On page 2 of the January issue you proclaim 'Welcome to the new A4 size of Underground News and the new design of front cover.' You say welcome. Maybe, but by whom? Committee members and other officers of the LURS? It would be interesting to know exactly how many ordinary members of the Society really like this sized journal.

I cannot remember now whether I have spoken to you about this, but I have spoken to one or two other people at various meetings expressing my dislike of this size, and asking why it could not be issued in a folded format, only to receive some banal reply about impossible to do on the typewriter I think, or some such trivial excuse. But may I draw your attention to the following facts?

The first thirteen volumes of 'UNDERGROUND' THE JOURNAL OF THE LONDON UNDERGROUND RAILWAY SOCIETY was published in folded foolscap size, which was a nice convenient size for binding, or putting into binding cases, similar to most other duplicated journals. Then from 1975 to 1978 you switched to unfolded Quarto, which wasn't too bad, but made binding a bit difficult, NOW, in 1979, you switch still further by going to the ungainly size of unfolded A4. Why cannot you issue it in folded A4 size? It would be much easier to handle. It

would only require one staple, which, now I come to think of it, is one of the reasons given for not folding it, and would be near enough to the old folded foolscap size.

As, so it seems to me, Editors are rather loth to publish anything that appears to be adverse criticism, I don't suppose you will publish this letter under 'Letters to the Editor', but it would be interesting, for all that, to know how many, if any, other members share my views.

Yours sincerely,
Stan Lemm.

London, SE22.
25th June, 1979.

Editor's Reply:

Firstly, regarding 'Editors are loth to publish anything that appears to be adverse criticism', this Editor is not loth at all, as a letter from Richard Graham was published in UN210 (page 139) suggesting the pointlessness of the 'Personal View' series. Apart from this, there has been no real detrimental criticism of the journal (yet).

The size of the journal appears to be liked and accepted by most members, as, up to now, I have had no adverse comments. The change to A4 size was made to 'keep up with the times' so to speak, in that the metric A4 size paper would probably be easier and cheaper to purchase in the future.

If the current A4 size journal were to be folded, so that a double sided sheet (now 2 pages) were to become 4 pages, the larger diagrams would have to go because we would only be able to use the centre page spread - to put large diagrams on two separate stencils in hopes that they would marry up when folded and stapled, would become very untidy and probably wouldn't work anyway. In addition, a terrific amount of extra planning on the layout would have to be done for each issue. Whilst typing the first page (say), what is to go on the back would also have to be typed at the same time, unless the stencil was put in the typewriter twice. A larger typewriter would have to be purchased and the top card piece of the stencil would have to be folded back for sideways typing. This method would also be less efficient in the use of paper; having to cater for the extra margins.

Regarding binders, the Society has no plans at present to issue binders for Underground News, but members can investigate the possibilities for themselves, with access to a good Stationers. Personally, through the kind help from Joe Brook Smith, I have been shown an 'Accohide Accogrip' binder, which does the job admirably for around 75p, although one binder will hold only 6 months issues, with the number of pages currently being produced. For the professional finish, investment in a sheet of 'Letraset' will complete.

The fact that the first 13 volumes of the original 'Underground' were in folded foolscap size is not applicable today as most of them, apart for the first few issues, were professionally printed, with a lesser number of pages than is being published today. Underground News today is typed by your Editor and his wife, duplicated by Bob Greenaway and Tony Morgan, whilst the collating, stapling and dispatch is done by Bob Greenaway and Paul Creswell and their wives. This takes a lot of our time each month and all of us have many other commitments. The current system is the cheapest and most practical system available within the current subscription rate (just !)

When I became Editor, we had some 300 members. We now have close on 500. The 'new' size seems to be acceptable? Well members, do you agree, after all it is your journal?

POINTS OF INTEREST

Mr.D.F.Edwards writes on the Harrow & Uxbridge branch Contractor's Railway:-

'I have further information about the contractor's line that ran across the fields from near the present Hillingdon station to the Grand Union canal. The line was standard gauge and worked by a 13 inch cylinder 0-6-0 locomotive (probably 'Lillie'), with two wagons at a time. Gradients on the 1½ mile line varied from 1 in 60 to as steep as 1 in 29. The line started from a wharf on the Grand Union canal near the modern A40 bridge, crossed the River Frays by a 50ft span bridge and then climbed the hill by means of two back shunts, one up the present trackway that emerges into Harefield Road by Frays Lodge. The second shunt was by Beacon Close. Then the line climbed again along the present footpath and up Gravel Hill, where there was a passing loop.

The bricks for the Harrow & Uxbridge Line were mainly supplied by Nash of Slough and brought by canal to the wharf at a cost of 29/- for 1,000. Beside the wharf a gravel pit was opened up using a Priestman Grabber powered by a 5-ton steam crane, the whole being mounted on a specially built floating platform. A total of 100,000 cubic yards of very high quality gravel was excavated at a cost of only 2/6 a cubic yard, and it was loaded into an average of 40 wagons a day. Spoil from the vast cuttings that had to be made for the Uxbridge Goods yard and Belmont Road terminus (about 400,000 cubic yards) was conveyed back down the line and used to fill in the gravel pit.

Apparently, Walter Atkinson, the Civil Engineer for the Harrow & Uxbridge Railway, was very pleased with the light railway and particularly the free gravel supplies, as they saved a considerable amount of money. It was due, though, to the generosity of Col.Cox of Harefield Place (which is in Ickenham, not Harefield) who allowed the line to cross his land. He was a director of the Harrow & Uxbridge Railway.

A further point of interest - a second contractor's line was built from Rayners Lane down to Roxeth to allow materials to be carried for the building of the viaduct to South Harrow. The laying of the bricks was in charge of two gangs under foremen called 'Busy' Dave Seamons and 'Norfolk' Joe.'

ROLLING STOCK ALTERATIONS

June, 1979

1938 Tube Stock

From Ruislip to Birds (Long Marston) for scrap

10136 10203 11136 11203 11277 11300 12427 012203 6th
10235 10277 11166 12020 12127 012252 012275 27th

1959 Tube Stock

From Northfields to Golders Green

1176-2176-9177-1177 20th

D Stock

From Metro-Cammell, Birmingham,
delivered to Ruislip

7500-17500-7501 29th

D Stock (continued)

From Ruislip to Ealing Common

7500-17500-7501 29th

Sleet Locomotive Movements

ESL104 from Highgate to Golders Green 6th
(Pilot loco ESL106 used from and to Golders Green)

Miscellaneous Movements

23535-22639 Acton to Ealing Common, after repair 11th
L20+PC852 from Lillie Bridge to Acton for repair and overhaul 19th
5530-6530 from Acton to Hammersmith, after repair 28th

Units to Acton for Overhaul

Piccadilly	1154-2154-1155	1st
Bakerloo	10220-012305-12129-11220	12th
Central	1456-2456-9457-1457	13th
Metropolitan	5006-6006-6007-5007	19th
Metropolitan	5515-6515	21st
Central	1448-2448-9449-1449	21st
Northern	3201-4201-4301-3301	26th
Northern	1128-2128-9129-1129	28th

Units from Acton after Overhaul

Piccadilly	1176-2176-9177-1177	11th
Bakerloo	10254-012363-12433-11254	12th
Central	1450-2450-9451-1451	13th
Metropolitan	5230-6230-6231-5231	19th
Metropolitan	5536-6536	21st
Central	1468-2468-9469-1469	21st
Northern	3203-4203-4303-3303	26th
Northern	1136-2136-9137-1137	28th

SOCIETY NOTICES

Society Officers - their jobs and addresses

To keep all our members in the picture regarding Society Officers jobs, so that they can send their queries to the right person, the list is reproduced below (for the benefit of our new members). A further list (updated if necessary) will appear at the beginning of 1980.

It is emphasized that the addresses are for correspondence only and 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, W5.

Vice-Chairman and Curator of Photographic and Poster Collection -
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.

London Underground Roving Secretary - M.J.Sherman, 25 Queen Elizabeth's Drive, Southgate, London, N14 6RG.

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, NW3.

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 205.

Saturday 29 September

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

Sunday 7 October

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

Friday 12 October

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

Saturday 27 October

It is understood that the Midland and Great Northern Joint Railway Society is organising a visit to the Tyne & Wear Metro by special train from St.Pancras, adult fare £7.28 second class, £9.25 first class. If interested, please write for information or bookings to M.& G.N.Tours, 37 Childrey Way, Tilehurst, Reading. (0734 412266)

Saturday 27 October

The Society will be operating its Sales Stand at the LOTS Transport Spectacular '79, 1100 - 1530 at the Central Hall, Westminster, SW1. Admission 30p adult, 15p child.

Tuesday 6 November

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

Friday 9 November

Talk 'The London Transport Covent Garden Museum' by Mr.P.D.Stephens, Director, L.T. Museum. 1900 for 1915 at Hammersmith Town Hall.

Saturday 24 November

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

Underground News Press Dates

Will members please note that the latest date that articles etc., can be accepted for Underground News are:-

September issue - by Wednesday 8th August 1979.

October issue - by Saturday 1st September 1979.

Postage of UN211

Underground News No.211 (July) was posted on 23rd June 1979.

Hammersmith Meetings for 1980

There are at present, a few spaces left in the Timetable for 1980 meetings at Hammersmith. The Society would like to hear from members that might have suggestions for subjects and/or speakers. Please submit your ideas to The Editor, who will then pass them to the Committee for consideration.

'Family' Membership

The Committee is shortly to consider the feasibility of Family Membership of the Society. If anyone reading this has any opinions on the subject, would he please communicate them to the Society at 6 Redcliffe Street, London, SW10 before the end of August.

United States Members

The Society was pleased to welcome Mr.R.D.Spotswood (the Society's United States representative) to London recently. He attended the South Bank electric railway film show, where he was introduced to several Society officers; on the following day he met the Chairman and Secretary, and on Saturday 2nd June he participated in the Uxbridge branch study tour.

We were also pleased to see Mr.J.A.Livingston at the Hammersmith meeting on 8th June.

NEWSFLASHES

- NF2377 Two 2-car units of CO/CP stock have been withdrawn from passenger service and adapted for use as D stock pilot units. The units are 53003-54003+53262-54211 and were taken to Ruislip on 27th June, pending delivery of the first unit, which was on 29th. Just after midday on 29th, the pilots took the first D stock unit to Ealing Common for commissioning. Stencilled at each end of each unit on each side is 'D stock pilot units - not for scrap'.
- NF2378 A Pub Shop has been opened in the old ticket hall at Oxford Circus selling pub paraphernalia. The shop is built like an old London pub and sells over 300 different items, including dominoes, darts, ale mugs, wine goblets, pub signs, pictures, horse brasses, shove halfpenny boards and dice.
- NF2379 The brick-arch back wall of the disused eastbound District platform at South Kensington is being cleaned, starting from the west end. The cleaned portion is startlingly bright, presumably as it looked when opened in 1868.
- NF2380 The Kings Mall shopping precinct in King Street, Hammersmith is now open, with most shop spaces let. At first floor level there are two pedestrian bridges across the District and Piccadilly Line tracks to a multi-storey car park. These also span the remains of the disused LSWR viaduct which once carried the Richmond - Kensington tracks to Shepherds Bush and the West London Line. From this level, there are fine views of

- the District/Piccadilly ramp climbing the 1 in 44 from Hammersmith to Ravenscourt Park.
- NF2381 It is reported that L.T. has ordered all planning work to cease on the Hammersmith Broadway island site development.
- NF2382 The clauses in the GLC's current Money Bill relating to the Jubilee Line Stage II have been withdrawn, to give time for further consideration following talks between the Minister of Transport and Sir Horace Cutler.
- NF2383 It is reported that the 1938 stock scrap train that left Ruislip on 6th June for Birds of Long Marston was noted at Oxford on 9.6.79. By 11.6.79, several of the cars were observed burnt out, only 11136 and 10203 being identified. It is understood that vandals were the cause of the fire. All cars were moved from Oxford on 14.6.79 by loco 37 224.
- NF2384 A correspondent has noted that most of the 1972 stock units on the Jubilee Line have been remapped with Jubilee Line maps throughout. The following units have not yet been checked however: 3233/60, 3543/4/9/60. Reports please?
- NF2385 Ongar station made an appearance in the TV programme 'Wildlife On One' at 2000 on BBC1 on 21.6.79. The programme was devoted to scorpions and Ongar station was used as an example of one or two rare places in Britain where a colony of small scorpions live. The scorpions appeared to be about 1 - 2" long and we were assured that their sting is harmless. An expert on scorpions of all types revealed this to a somewhat startled L.T. official, who felt that if the public knew, it would scare off some of the few passengers they had at Ongar. However, it should be pointed out to any scorpion enthusiasts (!!) amongst our members that they are fairly rare and should not be collected or disturbed. Several scenes of the station as well as shots of the shuttle were used.
- NF2386 Further to NF2374, a new timetable poster for the Uxbridge line appeared from mid-June. It is still dated 30th April 1979 at the top, but the reference number at the bottom is 579/2322M/200(A), and shows Jubilee Line interchange at Wembley Park and Finchley Road.
- NF2387 Further to NF2372, the Palm trees at West Hampstead have been dug up and removed completely.
- NF2388 Now that the first D stock unit has arrived, it appears that the de-icing trailers will be on single cab units and not on the double-cab units as was originally expected.
- NF2389 Recently, four 1972 Mk.II stock motor cars have been observed with the old 'Bakerloo' blinds still in use (the larger style of lettering) - these being cars 3252, 3542, 3550 and 3563.
- NF2390 On Wednesday 30th May, extremely heavy rain and thunderstorms at the end of the evening peak caused Earls Court Regulating room to lose all indications in the area bounded by Earls Court, High Street Kensington and South Kensington, which resulted in an almost total shutdown from about 1930. The Edgware Road/Putney service was suspended, and Circle Line trains not 'trapped' on the District Line side ran between Aldgate and Edgware Road. The Hammersmith & City worked as near to the timetable, but with delays due to the congestion at Edgware Road. A spasmodic working was resumed at about 2130 when Circle train 214, the 1928 Edgware Road/Whitechapel via Embankment arrived at Aldgate Inner Rail platform. Another correspondent reports that at 2130 the same evening, Paddington

(District & Circle) station was closed, with a notice stating 'no service District & Circle lines'; by 2230, the station had reopened with notices of restricted services. Later, notices elsewhere informed of flooding at Gloucester Road, Kilburn Park and Shepherds Bush (Central).

NF2391 On Friday 22nd June, the 0839 DMU from Rickmansworth to Aylesbury arrived from Marylebone at 0842 and was unable to re-create vacuum. It eventually reversed empty to the south refuge siding at 0909. Metropolitan train 11, the 0846 Rickmansworth to Amersham, terminated in the southbound platform and reversed via the north sidings to resume service southbound at 0920. Train 2, 0900 Rickmansworth to Amersham, was held at Moor Park until the DMU shunted clear, and departed about 12 minutes late to Amersham. The defective DMU was observed still in the siding at 1116. Uncoupling on the Amersham line service was thus cancelled that morning, due to the occupation of the siding.

NF2392 Due to extended gaps in the Metropolitan (main) service on 11.7.79, Circle train 213 was diverted at Baker Street to and from Watford, departing Baker Street at 1905. It kept the set number 213 and was formed of units 5559+5725+5502. Because Watford is not on C stock blinds, 'Special' was displayed at both ends for the northbound trip

NF2393 1962 stock unit 1444, which was used for track recording in February/March 1979, and was subsequently overhauled, was used again on another series of track recording tests in June 1979, as follows:-

Sunday 10th June

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

Monday 11th June

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

Tuesday 12th June

Ruislip depot-West Ruislip-Hainault-Woodford-Epping-Leytonstone-Woodford-Hainault-Ealing Broadway-Acton Town-Northfields depot.

Wednesday 13th June

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

Thursday 14th June

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

Friday 15th June

Neasden depot-Northfields depot via Rayners Lane and Acton Town (Transfer only)

Sunday 17th June

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

Monday night/Tuesday 18th/19th June

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

- NF2394 In the 'Conservation' tent at the Hillingdon Show (23/24 June) signatures were being collected by the Windsor Street Conservation Panel, urging that Uxbridge station (1938) should be 'listed' by the DOE as being of architectural and historical interest.
- NF2395 Regular travellers standing on Kings Cross Victoria Line platforms may have noticed a new 'bridge' which goes across each platform towards the northern end. This will form part of the new subway interchange with Kings Cross Midland, being rebuilt for the Midland Suburban electrification.
- NF2396 The following information has come to hand regarding the names used in some of the deep level tube shelters (UN209, page 97). Clapham South is named after British Admirals, Clapham North after Poets and Philosophers, Stockwell after Engineers, Architects and Explorers, Camden Town after Generals and Belsize Park after Artists.
- NF2397 Since the closure of the City Widened Lines in May, weeds have been noted growing on the permanent way surprisingly high! However, on Sunday 8.7.79, a 7-car B.R. train was observed at Farringdon platform 4, whence it travelled wrong line to Moorgate platform 6, arriving at about 1505. The formation was: DM-T-DM x Test Coach Iris x DM-T-DM.
- NF2398 By the beginning of June, paper stickers reading 'Charing Cross for Trafalgar Square' had been applied to the platform roundels at Charing Cross Bakerloo Line.
- NF2399 1973 tube stock car 208, fitted with prototype 1983 stock bogies, is now in service on the Piccadilly Line, still as a reformed unit.
- NF2400 Presumably as a result of the interchange problems at Baker Street (Jubilee-Bakerloo), a new poster had appeared on the Jubilee Line between St. Johns Wood and Stanmore from about the first week of July. It reads 'A CHANCE TO SAVE CHANGING TRAINS If you travel to the Oxford Street shops or work near Oxford Circus, you may find that Bond Street station, about $\frac{1}{4}$ mile away, could be as convenient. It saves a change at Baker Street too. Unexpired season tickets to Oxford Circus can be changed without charge for tickets to Bond Street. Just apply at the ticket office.' The reference number is 679/2420R/100.
- NF2401 Observed at Marylebone B.R. station on 4.7.79: a poster advertising Wimbledon tennis - 'Cross the road for special coach service to and from the ground (post on easel at Southfields station)' !! On 6.7.79 the poster was noticed to be crossed through.
- NF2402 Two of the three ex. L.T. 1938/49 stock UNDMs sold to the Army at Bramley have been observed in sidings north-west of Reading, between brake vans and Army match wagons. According to the 'Exceptional Load' label, they left Bramley on 28.6.79 and were destined for Bicester. However, they were still at Reading on 4.7.79. It is thought that the cars will probably be used on the Military Railway at Bicester (confirmation and reports, please?) rather than be scrapped, as the general condition of the cars appears to be quite fair. The cars are 3028 and 3030 (formerly 30005 and 30043) which leaves 3029 (30026) at Bramley, still.
- NF2403 A correspondent reports that of the four 'Chesham' coaches on the Bluebell Railway that have been out of use for some years, three are in the process of being restored. One of each type

is being restored (an ex. motor car, an ex. driving trailer and a trailer) while at present, the fourth car (trailer) is being stripped for spares. It is not known yet when the three restored coaches will re-enter service or if the fourth will eventually be restored.

- NF2404 Investigations are going on into the cost and practicability of painting some sort of green stripe or stripes onto the exterior of D stock. The green colour is to co-incide with the green colour used for the District Line on Underground maps. Various designs are being considered and a decision is awaited with interest. The first units are being given a red painted lower front similar to the 1973 tube stock, but this would be short-lived if any of the other schemes are adopted. It is understood that an 'A' end DM, which will be 7508, has already been fitted with two green stripes. It is doubtful though, whether it will be delivered in that condition.
- NF2405 1962 stock trailer car 2704, at present surplus due to the Leyton collision in January 1979, is to be used to provide a spare trailer car to allow additional time for work on replacing floor plates to proceed during overhaul. It is thus possible that there may be reformations within the 1962 stock units. 2704 has itself been overhauled (6/79) and is waiting to be turned before being used as a spare trailer. All of the cars affected are trailers built by Derby.
- NF2406 By mid-June, most of the track in the old Willesden Green goods yard had been removed, as had some of the rails on redundant crossovers 38 and 39.
- NF2407 L.T. posters travel far and wide - a second version of the 'New Line in Stations' (UN210 Supplement, page 169) was seen at Portsmouth & Southsea on 2.6.79. It is headed 'Get Out of Charing Cross, Fast', but the rest is the same as the original.
- NF2408 A 15 mph approach-controlled trainstop has been installed in No.23 siding at Parsons Green, with effect from 8.7.79.

POSTAL AUCTION

The Society has for sale a set of books 'Electric Trains' by Agnew, which includes the 1938 stock supplement, all in good condition.

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

Please note: If the successful bidder wishes the books to be sent by post, postage charges will be additional to the bidding price, due to the weight and bulk of the books.

THE SOCIETY'S Q STOCK CAR

Due to the lack of space in this issue, this item will be held over until the September issue.

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.