

UNDERGROUND NEWS

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SEPTEMBER 1979

THE TIMETABLE

Bank Holiday Monday 27 August

The Society will be operating its Sales Stand at the Bromley Carnival Fete, Norman Park, Bromley, Kent. 1200 to 1700.

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. The bookings for this visit are now closed.

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.

Sunday 16 September

The Society will be operating its Sales Stand at the LT Aldenham Works Open Day. Open from 1000. There will be no car parking facilities near Aldenham, but a free bus service will operate from and to Stanmore station.

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 years. Associate Members, please state age when applying.

Sunday 7 October

Library Evening 1830. Other details as for 4 September.

Friday 12 October

Talk by Dr.Gordon Taylor, Chairman of the GLC LT Committee. 1900 for 1915 at Hammersmith Town Hall.

Further Timetable items can be found on page 246.

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JULY HAMMERSMITH MEETING

The July Hammersmith meeting was a talk on London Transport trainmen's duty schedules. Mr S.C. Keys, the Duty Schedules Superintendent was unable to be present, but Mr Brian Beer of his office ably deputised.

Before beginning his talk, Mr Beer distributed three sets of papers on (i) The work of the Duty Schedules Office (ii) Main features of the conditions of service of train staff (iii) Examples of the steps used when compiling the duty schedules for the East London Line, typical of most lines except in size.

Mr. Beer explained that the Duty Schedules Office was in the department of the Operations Director (Railways). It was separate from the timetable office, but worked in close liaison with that office, for example on the times and places of stabling trains after service, to reduce wasteful travelling time. It was responsible for rotas for station staffs, as well as duty schedules and rotas for train crews, and ancillary documents which presented the original information in different ways, such as running cards for crews and train analyses for station managers. Some of the ancillary work was done by computer, but not all lines were yet covered. The computer also checked that all trains in the timetable had a crew allocated.

New duty schedules naturally complied with the agreed conditions of service, but were examined by 'scrutineers', representatives from the train crews on each line. Negotiations about disputed aspects of the schedules were conducted between the management and Sectional Council No.3 on which the NUR and ASLEF had roughly equal representation.

The method of compilation varied according to the type of service, i.e. Mondays to Fridays with two peaks, Saturdays with an afternoon peak, and Sundays, usually with a flat service all day.

Compiling was a specialised job, and needed 2½-3 years' training. Precision was vital, and all agreed allowances must be given, e.g. 7 minutes' booking on and off times, train preparation time, and walking time between booking-on point on platform and trains in various depots or sidings, tested at each site with a stop-watch with the Union representatives present. Many factors influenced the preparation of a duty schedule, including efficiency of operation, economy, and giving all crews refresher trips on all parts of their own line and all kinds of rolling stock available for use on that line.

The speaker then explained in detail how the duty schedule for Monday-Friday operation on the East London Line was compiled, with special reference to meal reliefs, night duties and spreadover duties. When the days' duty schedules were finished, they were incorporated into a duty rota which had to provide for rest days, rotations of early, late duties, rest day cover duties, spare crews, cover for annual leave and for compensatory leave for Bank Holidays.

After the conclusion of the talk, questions were invited, but they were few in number, as the subject had been thoroughly covered in all its aspects.

The audience expressed its thanks to Mr Beer for his clear exposition of a complex subject.

The Secretary has five spare copies of the papers that Mr Beer distributed, comprising eleven A4 sheets. Would any member wishing to have a set please telephone 01-997 6346, when names will be taken on a "first come, first served" basis, and arrangements made for the set to be collected or for an SAE to be sent for it.

DFC 30.7.79.

LONDON TRANSPORT AUTOMATIC CAR PARKS

Many London Transport Underground stations now have car parks which are automatically controlled. The first to be installed was at Finchley Road which opened on 20th July 1964 followed by Newbury Park in September 1965. Finchley Road was closed on 29.9.74 because the space it occupied was required for storage. These two car parks had rising-arm barriers as against rising ramps at ground level; the latter type having been made the standard. Newbury Park was converted to 'standard' in April 1977. Automatic car park equipment is the responsibility of the Chief Signal Engineer's department. The car parks are primarily for private cars and motor cycles and vehicles over two tons in weight are prohibited. The majority of automatic car parks were introduced in the period 1968-70, with a fewer number of later additions.

At each automatic car park, there are two lanes provided; one for entry and one for exit, each having a rising kerb the width of each lane (both normally raised about 1ft above ground level).

Entry to the car park

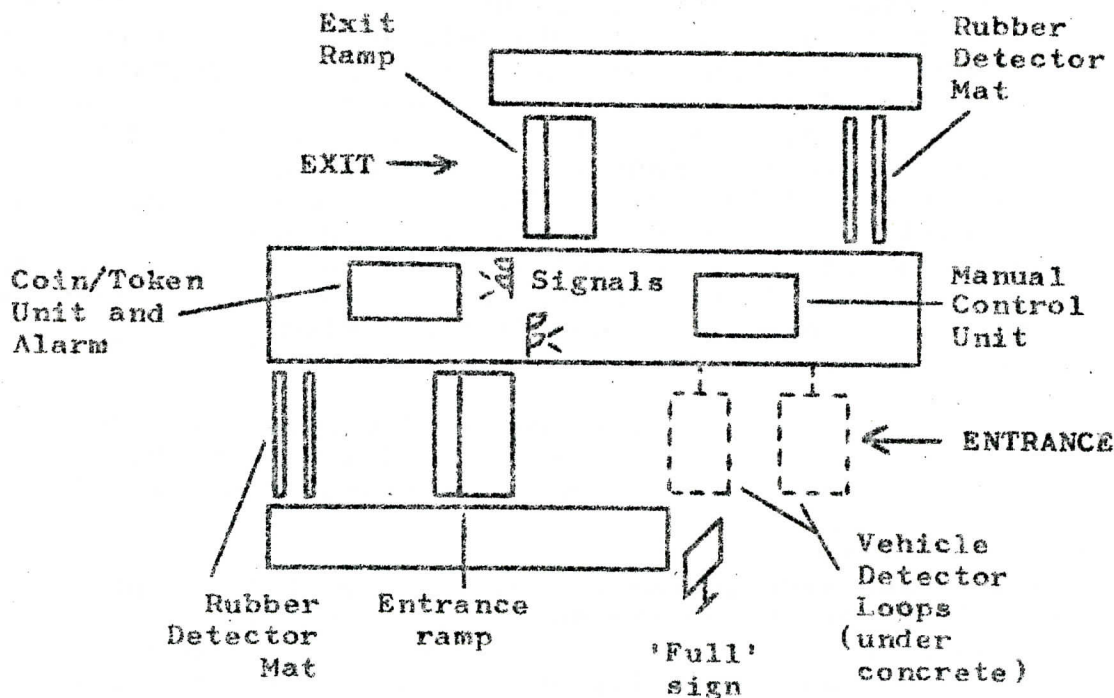
On the approach side to the car park in the entry lane, there are detector loops set below the concrete surface to detect approaching vehicles intending to park. When a vehicle has been detected the kerb will lower automatically and a two-aspect traffic signal will change from red to green. The vehicle will now be able to enter and will pass over detector pads, which are rubber. When the first pair of wheels passes over the detector pads the traffic signal will return to red and when the second pair of wheels passes over them, the kerb will rise to its normal position. It can thus be seen that vehicles with trailers, caravans etc., will cause the kerb to rise under the trailing vehicle, and thus these too are prohibited from using the car park. When the maximum number of cars have entered the car park, a 'Car Park Full' sign will illuminate automatically and will prevent further vehicles entering, even though a vehicle may be standing on the approach detector section, until one or more vehicles leave the park.

Exit from the car park

Payment for the use of the automatic car park is made when a vehicle leaves. A car moves to the exit lane, which has the kerb raised and has another traffic signal displaying a red aspect. Into the kerb face are set four 'cats eyes'. The vehicle owner must pay the appropriate fee (cash or token) according to location and having done so, the kerb will lower and the signal change to green. Having passed over rubber detector mats, the signal will return to danger and the ramp will rise.

Certain car parks have had the rubber detector mats replaced by detector loops under the concrete surface. At the exit position a button is provided for use by passengers in the event of an equipment failure; a bell thus rings on the station for the Supervisor to attend.

Many of the car parks have been built on the site of former goods yards. Some are subsidised by local councils and are free of charge on certain days of the week. Where this is the case, the ramps are kept lowered by the Station Supervisor removing the air from the ramps, control for which is located in the vicinity of the coin/token unit on the centre island.



Fees

Current automatic car-park charges are either 10p or 20p according to whether the relevant local council provides a subsidy. Where the 20p charge is in operation, 'tokens' are available in packets which cost 75p for five. This allows a discount of 25% for regular parking. Auto car parks that operate at 10p do not accept tokens.

Tokens are red plastic and are magnetised in station ticket offices and then made up into packets each containing five tokens. When a token is inserted into a barrier for payment (a separate slot to where the coins are inserted), the token becomes de-magnetised, and at a later date can be re-magnetised for resale. Tokens may be used at any LT automatic car park where tokens are accepted, which means that the motorist does not have to use the same car park each day.

The following is a list of automatic car parks and their capacities:-

20p or token

Arnos Grove (342)	Canons Park (93)
Chorleywood (104)	Cockfosters (440)
East Finchley (333)	Finchley Central (365)
Hainault (90)	Leytonstone (269)
Newbury Park (411)	Osterley (86)

Pinner (330)
Redbridge (186)
Sudbury Town (96)

Queensbury (92)
South Harrow (77)
Tottenham Hale (92)
Wembley Park (634)

10p; no tokens

Amersham (245)
Buckhurst Hill (94)
Croxley (106)
Eastcote (118)
Epping (592)
Hounslow West (271)
Loughton (421)
Rayners Lane (152)
Ruislip (121)
South Woodford

Blackhorse Road (380)
Chalfont & Latimer (357)
Debden (207)
Edgware (209)
High Barnet (168)
Ickenham (100)
Northwood (186)
Rickmansworth (260)
Snaresbrook (142)
Stanmore (450)
Woodford (217)

The following locations are free of charge each day, but started out as automatic car parks:-

Hillingdon (auto from 27.9.70) - free from 10.2.75
Woodside Park (auto from 1968) - free from 29.9.75
Willesden Green (auto from 27.9.70) - closed on Saturdays from November 1973 for a Saturday market; became free shortly after.
Chesham (auto from February 1968) - free on Saturdays from 8.3.69, free each day from 24.6.69. (The Bucks Council has since taken over Chesham car park and although the park is on LT property, the LT equipment has been removed. The Council has installed their own car park equipment and have their own scale of charges).

Certain other automatic car parks have been made free of charge on certain days only:-

Leytonstone (Kirkdale Road) free on Saturdays from 25.4.70
Finchley Central free on Saturdays from 26.9.70 until the end of the year.
Ruislip and Eastcote free on Saturdays from 20.12.69. Ruislip reverted to payment on Saturdays after 24.7.71.
Ruislip, Eastcote and Ickenham free daily from 10.2.75 until 5.10.75. From that time, payment for Saturday parking was reinstated at Eastcote.
South Harrow free daily from 29.9.75 until 17.7.76.
Cockfosters free Sundays and Bank Holidays from 27.5.79.
Northwood free Saturdays from 4.8.79.
Rayners Lane free Saturdays, subsidised by Harrow Council.

Miscellaneous auto car park notes:-

The original Hounslow West auto car park was closed from 29.6.75 for preparation of the Hatton Cross extension.
Additional spaces (238) were provided at Wembley Park from 12.4.76 when new entry/exit lanes were provided north of the original.
Blackhorse Road, Tottenham Hale and Redbridge are the only auto car parks to serve lines actually underground.
The newest car parks to be installed are at Cockfosters (north side) from 26.5.79 and Northwood from 15.1.79.

TRAIN DESCRIBER TOPICS

South Harrow

P.Wragg

The indicator at South Harrow platform 1, westbound, is the only indicator installed on the westbound Piccadilly Line between Ealing Common and Uxbridge.

The indicator had, for many years, been of little informative use to passengers. In peak periods, when some trains ran through to Uxbridge, the indicator would have a permanent display of 'UXBRIDGE' irrespective of whether or not the next train was for Rayners Lane only. At all other times 'RAYNERS LANE-CHANGE THERE FOR STATIONS TO UXBRIDGE' was illuminated.

This may have been only slightly confusing, but confusion was considerably increased from 21st February 1977, when Ruislip siding came into use additionally for terminating Piccadilly Line trains in peak periods. The South Harrow indicator continued to be used as previously, which now meant that passengers could not be sure of the destination of an incoming train, either by checking the indicator or the destination on the front of the train. This was because, at this time, a large number of 1959 stock trains were still working on this line and Ruislip was not included on their destination blinds; crews were instructed to display 'RAYNERS LANE'. Therefore the ridiculous situation was arising of 1959 stock trains entering South Harrow platform, bound for an ultimate destination of 'RUISLIP', displaying 'RAYNERS LANE' on their blinds and the indicator on the platform showing 'UXBRIDGE' !

Quite frankly, at that time, it would have been far less confusing for the indicator to have been removed altogether, and I thought this may have been in the pipeline when it ceased to function for a short period, just prior to the transfer of operations of this section from Rayners Lane signalbox to Earls Court Regulating room on 17th July 1978. However, this was not so, the indicator was at last transformed into a usefully informative device. Ever since, approximately 30 seconds before the next train enters the platform, the correct destination, albeit 'RAYNERS LANE', 'RUISLIP' or 'UXBRIDGE' is displayed on the indicator.

The South Harrow indicator displays are now as follows:-

NEXT	TRAIN
RAYNERS LANE CHANGE THERE FOR STATIONS TO UXBRIDGE	PICCADILLY LINE FOR VICTORIA & CITY CHANGE AT HAMMERSMITH
STOPS HERE	UXBRIDGE
	RUISLIP

The 'PICCADILLY LINE-FOR VICTORIA & CITY CHANGE AT HAMMERSMITH' display presumably dates back to the early days of this indicator and would be used for trains terminating at South Harrow and returning to London - nowadays a rare occurrence, only two trains very early in the morning, at at other times only in an emergency. I have also never seen the 'STOPS HERE' illuminated in normal use, but I did see it displayed when the bulbs were being tested during the Earls Court changeover.

Finally, one would have thought that the blank position could be used for 'HILLINGDON', where at least two trains terminate at the end of both the morning and evening peaks, prior to stabling in Uxbridge sidings; 'UXBRIDGE' being displayed for these trains at present.

ENGINEERING WORKS

1. Oakwood and Cockfosters

On Sunday 17th June 1979, no Piccadilly Line trains operated between Arnos Grove and Cockfosters, due to signalling alterations at Oakwood and the renewing of Nos. 17 and 18 crossovers at Cockfosters. Between Arnos Grove and Cockfosters, a special LT bus service operated until 1330, when normal rail services were resumed. Five buses from Potters Bar garage worked the substitute service. Up to Arnos Grove, the Piccadilly Line service operated at the normal Sunday times and intervals: Heathrow-Acton Town 5-10 (two trains every 15 minutes), Rayners Lane-Acton Town 15 (shuttle to Acton Town only until 0900), Acton Town-Wood Green 5 (7½ before 0930), Wood Green-Arnos Grove 5-10 (two trains every 15 minutes).

2. Southfields

Southern Region engineering work at Southfields on Sunday 1st July 1979, required the District Line service to be suspended between Putney Bridge and Wimbledon until 2000. All trains thus reversed in the bay platform at Putney Bridge; the service on Sundays working to and from Edgware Road all composed of C stock. Normally four trains work the service, but only three were required until normal services were resumed at 2000. Between Putney Bridge and Wimbledon, LT provided the substitute bus service with 20 buses throughout the day, being provided by Merton (2), Battersea (2), Sutton (4), Wandsworth (2), New Cross (4) and Victoria (6). A special timetable notice (182/79) applied for the work, which superseded 107/79; it was originally intended that the District Line service should be reversed at East Putney with a substitute road service being provided between there and Wimbledon.

3. Canons Park

On Sundays 22nd July and 5th August 1979, the reconstruction of the station platforms at Canons Park took place as noted in UN211 top of page 196. The arrangements for the Jubilee Line service being suspended between Wembley Park and Stanmore and the substitute road service between those two points were the same as detailed on page 192 of UN211, which also applied on 13th May.

SPECIAL TIMETABLES

Jubilee Line

Now that the Bakerloo Line no longer operates to Wembley, it has been necessary to revise the train service on that line when major events take place at Wembley. A special timetable for Saturdays has thus been issued and operates when those events warrant it. The basic Jubilee Line service on Saturdays, under normal traffic, comprises 11 trains, with an additional 5 in service between 1000 and 1800. This gives service intervals as follows:- Stanmore-Wembley Park 15 (10 between 1000 and 1800), Wembley Park-Charing Cross 7½ (5 between 1000 and 1800). When the special service is operated, an extra two trains are put into service (making 18 in all) between 1200 and 1500 and 1630 and 1800 for forward and return traffic, giving a 5-minute interval service throughout the line between Stanmore and Charing Cross. In addition to the 18 trains in service, a further two are available as spare, for use 'as required' as traffic demands.

It is also worth looking at what the special arrangements were, before the Jubilee Line was opened, when the Stanmore branch was part

of the Bakerloo Line. On Saturdays up to 1200 and after 1800, the Bakerloo service intervals were: Stanmore-Wembley Park 20, Wembley Park and Queens Park-Baker Street 10 each branch and Baker Street-Elephant & Castle 5. Between 1200 and 1800, the intervals were more frequent being 15, $7\frac{1}{2}$ and $3\frac{1}{2}$ -4 respectively. For special events at Wembley, intervals were as follows between 1200 and 1500, and 1630 to 1800: Stanmore-Wembley Park 10, Wembley Park-Baker Street $3\frac{1}{2}$ - $6\frac{1}{2}$ (two trains every 10 minutes) Queens Park-Baker Street 10, Baker Street-Elephant & Castle 3- $3\frac{1}{2}$ (three trains every 10 minutes). The Queens Park branch thus suffered a service reduction from every $7\frac{1}{2}$ minutes to every 10 minutes during the period of the Wembley forward and return traffic.

District Line

On Mondays to Fridays during the Wimbledon tennis fortnight (25-29 June and 2-6 July) additional District Line services were provided on the Wimbledon branch. The normal service interval of 15 minutes was reduced to every $7\frac{1}{2}$ minutes, achieved by extending the Edgware Road-Putney Bridge service to and from Wimbledon. This meant that train 74, normally stabling after the morning peak, was kept in service right throughout the midday off peak, and provided the extra train required, along with trains 60-63. Similar arrangements applied after the evening peak, but the interval to and from Wimbledon was every 10 minutes (20 minutes to Edgware Road, 20 minutes to Tower Hill). For this service, train 60 was kept in service later until about 2215, when the normal timetable reverted.

On Saturdays 30th June and 7th July, no additional trains were necessary, due to the fact that a frequent service is provided on that branch throughout the day.

OTHER UNDERGROUND RAILWAYS

Glasgow

Underground enthusiasts are in for a 'treble treat' this October, when the Glasgow Subway reopens as the 'Metro', BRs new Argyle Line opens, which is part underground, and the new section of the Museum of Transport opens its restored Subway, depicting Merkland Street station as it was, with or without the 'smell'. Monday 15th October is the date set for the grand opening, and it is understood that on Sunday 14th October, the Argyle Line will be open to the public, free of charge. It is doubtful whether all Metro stations will be completed in time, in which case, some non-stopping may be worked.

New York

Julian Wolinsky

A scandal of major proportions concerning the newest of New York's subway cars has forced the resignation of the NYCTAs senior executive officer. It began when the New York Times began publishing a series of investigative reports which revealed that large cracks had been discovered in castings on the bogies of hundreds of R-46 subway cars built by Pullman Standard Co. So far, 235 of the 754 R-46 cars have been taken out of service for repairs, when an intensive inspection programme revealed dangerous cracks. Altogether, over 900 cracked castings have been discovered since deliveries were begun, the last of which entered service in December 1978 - three years behind schedule.

The City of New York has now filed suit against Pullman Standard for 112 million dollars and is anticipating requiring Pullman to replace all 1,548 trucks with an older, proven design bogie.

FROM THE PAPERS

Daily Telegraph

6.7.79 Plans for London bus and underground fares to rise by 12½% from September 9th are expected to be approved by the GLC Transport Committee next week. Underground fares will rise by up to 20p for long journeys and season ticket rates will rise by 14½%. Children up to the age of 16 will be allowed child's fare travel on trains, and there will be substantial concessions for family travel on the Underground in the off peak. Underground season ticket holders for over six miles will be allowed free travel throughout central London at lunchtimes, in the evenings and at weekends.

7.7.79 An investment plan of over £1,000 million for London Transport for the next ten years has been announced. Around £200 million has been earmarked for new buses and £150 million for trains, for the District, Jubilee and Central lines. £20 million has been provisionally included for a Piccadilly Line extension to the proposed fourth terminal at Heathrow. Other projects include £68 million for the modernisation and improvement of stations, £85 million for automatic fare collection on the Underground, £43 million for Underground depots and workshops and £76 million for bus garages.

19.7.79 Plans to extend the Jubilee Line are to be halted while the Government and the GLC examine the possibility of cheaper alternatives to meet the 'pressing constraints' on public spending, Mr. Norman Fowler, Transport Minister, said in a Commons written reply yesterday.

1.8.79 From 'London Day by Day'. 'The most woebegone advertisement I can recall appears in the latest issue of the Railway Magazine. It reads: 'Enthusiast, getting married, everything must go, complete collection of signs, nameplates, lamps, magazines, paperwork, and much more...' Much more, indeed!'

Morning Advertiser

13.7.79...noted that a glittering candlelit silver service luncheon was held on the platform at Aldwych station on 3.7.79. The paper had a good photograph of the luncheon taking place, with the Aldwych shuttle train in the background.

Wembley Observer

24.7.79 The LT Passengers Committee rejected a complaint from a passenger regarding the stopping of the 0726 from Northwick Park at Neasden for crew relief purposes. The Committee stated that it would be wasteful for LT to employ more staff to get round this problem, and in any case, only one minute was added to the journey time between Wembley Park and Finchley Road. The number of Metropolitan trains that stop there is only a small few. However, schedules having been recently altered, the 0746 from Northwick Park no longer stops there and only two other trains do.

THE LT PAY DISPUTE

Now that the pay dispute affecting Underground workers has now been settled, the following is a selection of press items covering the progress.

Daily Telegraph

5.6.79 Yesterday, the NUR called off a meeting with LT to discuss its claim for a 17% increase in wages, against an offer of 10.3%.

6.6.79 London Underground members of the NUR have backed a call for a strike from June 18. ASLE & F and TSSA are pressing claims of 11-19% for various grades.

7.6.79 Sidney Weighell, NUR general secretary, has asked the Minister of Transport, Mr. Norman Fowler, to intervene in the pay dispute with LT.

8.6.79 The Advisory, Conciliation and Arbitration Service (ACAS) has had talks with LT and with the three rail unions.

13.6.79 The talks between the rail unions and LT broke down, and the strike is 'on'.

14.6.79 The President of the NUR says that the strike is 'on' unless LT 'throws more money on the table'.

15.6.79 A peace formula on the LT rail pay claim was reached late last night at the ACAS offices.

16.6.79 The strike has been called off, pending arbitration.

23.6.79 The NUR has called off the threatened strike after accepting an arbitration award of 15-18%. LT said the award would cause 'acute financial difficulties'.

LT News

6.7.79 Although the pay offer has now been accepted by the three rail unions, a meeting between LT and the unions has been arranged for Wednesday 11.7.79 to discuss the 'implications' of the award.

20.7.79 Agreement has been reached by LT and the three rail unions for the implementation of the ACAS pay award. Also included in the discussions was the introduction in the near future of one-man operation on the Hammersmith & City and Circle lines, and later, the District and Metropolitan lines.

ERRATUM

In Underground News 212, page 217, it was suggested that the Royal Agricultural Show in 1879 was held on a site between the Met. and the LNWR - it was between the Hampstead Junction Railway and the LNWR. The present Kensal Rise and Queens Park stations were at diagonally opposite corners. West Hampstead station was over a mile away.

LETTERS TO THE EDITOR

Sir,

Here is an opportunity for readers of Underground News to help finish off the restoration of 1938 tube stock car 11182, due to be installed later this year in London Transport's new museum at Covent Garden.

The staff at Acton Works have been able to restore most of the fittings which, over the years, have been altered or removed. To complete the restoration to a late 1950s appearance, we hope to fit the car with period advertisements but not surprisingly very little original material seems to have survived. We need to borrow, for a short period, photographs of car interiors or better still actual tube cards so that reproductions can be made.

If anyone can help by loaning photographs or other material, I would be grateful if they would contact me at our Baker Street offices.

Yours sincerely,
Robert Bird.

Senior Museum Assistant
London Transport Museum.

Please note: members able to help should write to Mr. Bird at:-
LT Baker Street Offices, Allsop Place, London, NW1 5LJ or telephone
01-935 6688, extension 48.

REVIEWS

Reproduction Car Cards

The Vintage Carriages Trust has recently had printed, reproductions of five Metropolitan Railway/Line car cards for use in their three restored Metropolitan 'Dreadnought' compartment coaches on the Keighley and Worth Valley Railway. In view of the relatively small quantity required for this purpose, they are also being offered for sale, and at present the Society is offering four for sale. These are:-

- 1) Metropolitan Railway 'spider'-style map entitled 'Metropolitan Railway and Connections'. This depicts the Inner Circle as an ellipse with all the branches except north of North Harrow curving away from it. The date is approximately mid-1920's and the whole is printed in red and black. Price 70p.
- 2) Metropolitan Line main line diagrammatic route map of 1933, showing the line from Rickmansworth to Chesham, Verney Junction and Brill only. This is printed in black and must have been short-lived, since the Brill branch closed in 1935. The reference number of the original from which the reproductions were made is 33.2122, although this is not reproduced. Price 50p.
- 3) 'What to do in Air Raids' printed in dark blue throughout, reference number 940 5740G (not reproduced) indicating a late 1940 date. Price 50p.
- 4) 'In Air Raids/In the Blackout' printed in red and black, reference number 441-2044G (not reproduced) indicating an early 1941 date. Price 70p.

These diagrams/notices are very well reproduced on substantial paper 8 $\frac{1}{2}$ " x 24 $\frac{1}{2}$ ". In place of the original reference numbers, there appears 'VCT 1978', and while it is justifiable to add the publisher's initials to indicate the fact that the prints are not originals, it seems a shame that they had to replace the original reference numbers altogether. Apart from this small point, these are an interesting addition to the range of Underground miscellanea available at present. They are available from the Assistant Sales Manager, 21 Chestnut Grove, South Ealing, London, W5 4JT and will be sent rolled to minimise damage in transit.

Underground Line Badges

The Society now stocks the range of Underground line badges produced by R.E.V.Gomm Ltd. Two have been available for some years and are of the normal enamel and chrome style used for this type of badge. These are for the Metropolitan in the form of the Metropolitan Railway coat of arms, and the Victoria Line. This takes the form of a red and blue 'bullseye' with 'Victoria Line' written across the bar, and a light blue area between bar and circle.

The remainder of the lines are represented by badges of a different type and have come on the market rather more recently. They consist of a standard chromed metal backing 30mm in diameter, with a multi-coloured printed design attached to the front, each line being represented by a different design with appropriate main colour as follows:- Bakerloo (Brown), Central (Red), Jubilee (Grey), Northern (Black), Piccadilly (Dark Blue), District (Green) and Circle (Yellow). The designs include an appropriate type of train, a roundel, the line name and main terminal and some other station names.

The resultant product is most attractive and appears durable. All the above badges are provided with a 'pin clip'-type fastening and are available from the Assistant Sales Manager, address above. The

only criticism is that the range of new-style badges is not complete - it would be nice to have the Metropolitan and Victoria lines as well.

Just published: 'The Romance of Metroland' by D.F.Edwards and R.Pigram, price £6.50 from the Assistant Sales Manager. It is well worth having and will be reviewed in the next issue of UN.

POINTS OF INTEREST

Mr.J.Wolinsky writes: (being one of our members in USA)

'I was interested in Mr.A.B.Morgan's article on the trains at the Houston and Dallas-Fort Worth airports. In America, these systems are called 'Peplemovers' and are in use in a number of airports and amusement parks such as Disneyland. A more ambitious system in Morgantown, West Virginia is now operating, connecting the downtown area and two campuses of the University of West Virginia. Three additional systems are supposed to be constructed in as many U.S. cities as part of a demonstration project by the Federal government to try and move people efficiently through downtown business districts. One of the projects would be located here in Los Angeles, although I must say I am more than personally sceptical of the whole idea. Both Cleveland and Minneapolis have rejected offers of Federal money to build Peplemovers because local officials thought the idea unworkable and/or foolish. It has just been announced today (2nd August) that Houston, Texas has also rejected a planned Peplemover.'

In the 3rd August issue of LT News, a member of staff writes about the proposed Piccadilly Line extension to Terminal 4. Having stated that to rely on a service which originated at Cockfosters and was subject to delay on route, he then suggests a sub-surface mini-tram system, which the Americans call Downtown People Movers! It is also suggested, that by the time approval is given for Terminal 4, any snags in the Peplemover system should have been ironed out.

Del Lomas writes regarding the train describers at Edgware Road, UN212 pages 210/211:-

'Some years ago, when the Olympia service used to operate from Edgware Road, they used platform 3, whilst the Putney Bridge and Wimbledon trains used platform 2. Whilst there was an 'Olympia' description in Edgware Road cabin, Putney was displayed on the platform indicators. However, to inform passengers of the Olympia service, a plate was hung covering up the Putney indication.'

MODELLING

Historic Underground Modelling

The February 1934 issue of 'The Model Railway News' devotes pages 41-45 to the LPTB model railway, and includes three photographs and two diagrams.

Located in the booking hall of Charing Cross (now Embankment - remember those exhibitions?) station, the railway was set up to operate during the Christmas 1933 period between 15.12.33 and 27.12.33. The whole work was completed in one month, being designed by Bassett Lowke, and different levels of Underground railway operation were decided upon. The area of layout was 20ft x 10ft and comprised a single track oval. The rolling stock chosen for the layout was a (then) new 3-car Pre-1938 Piccadilly tube stock train in the red/cream livery of that time. Two trains were built for the layout, as it was proposed to

operate two at once, however later decisions allowed only one, but with the other as a spare in case of failure, as the railway was to be operative for 18 hours each day. The train worked automatically, stopping in each of the two stations for 5 seconds each. One of the station designs was a typical suburban station at ground level, the other a 'cut away' underground station with top station buildings based on Arnos Grove, designed by Charles Holden. At underground platform level, a working model escalator was incorporated.

One wonders what happened to the models - were they ever exhibited again. Can any of our senior members help?

As an interesting tail piece, an advertisement in the same magazine for Bassett Lowke models, offers an 'O' gauge LT type station of the 'Holden' design for 25/-, with an island platform version as an alternative for 19/6d, both versions 52 $\frac{1}{2}$ " long. Looking at the advert photograph, it comes complete with scale imitation station lamps and adverts.

The Editor is grateful to Mr.E.D.Chambers for making this information available. Any other information regarding Historic Underground models would be most welcome.

Members may like to know of scale model drawings that are available from the firm of John E.Skinley of Southend. Many Underground rolling stock subjects are covered, such as (in no particular order) Metadyne stock, 1938 tube stock, 1931-4 Piccadilly stock, F stock, G/K/L District stock, many Metropolitan Railway stocks, District C & E stocks and the comparatively modern 1959 tube and R stocks. It is suggested that members requiring a complete list write to: John E.Skinley, 23 Branscombe Gardens, Southend-on-Sea, Essex, SS1 3PJ, enclosing an SAE.

SOCIETY SECTION

Preservation of Q35 Trailer car 08063

Due to the very rapid increase in Society membership recently, there are at present a great many new members, many of whom will not be familiar with the saga of 08063.

Car 8063 (as it was originally numbered) was built by the Metropolitan Carriage, Wagon and Finance Company (later Metro-Cammell) as one of a batch of 26 N class trailers for the District Line. It entered service with London Transport on 12th June 1936 with hand-worked doors and 1st and 3rd class accommodation, and travelled a total of 1,489,910 miles before withdrawal after the special 'Last Q Stock' run on 26th September 1971.

During its life on LT, it had seen heavy overhauls as follows:- December 1938, November 1943, May 1948, October 1951 (when it was probably converted to air-worked doors and re-numbered 08063), January 1955, December 1959 and June 1964.

In its earlier years, there are several periods where it appears to have been out of service for some unknown reasons. These were:- December 1941-March 1942, May 1945-May 1946 and August 1947-April 1948.

From 19.7.67, it is recorded as being in 'block' formation as follows: 4418 (Q38), 08812 (Q31), 08063 (Q35), 4327 (Q27) until August 1969 when 4418 was sent to Acton for rewiring and replaced by Q23 motor 4204. In this formation, 08063 took part in the 'District Centenarian' tour on 24.8.69. This formation seems to have lasted

until the end of June 1971, after which time LT formed up a 6-car train of clerestory-roofed Q stock as follows:-

Q23 motor 4248 (ex G class)
Q31 trailer 08812 (ex L class)
Q35 trailer 08063 (ex N class)
Q27 motor 4311 (ex K class)
Q35 trailer 08076 (ex N class)
Q27 motor 4361 (ex K class)

This formation was used for three commemorative runs organised by the RCTS on 12.9.71, LT (as Train 100) in the evening peak on 24.9.71 and a privately organised final 'Last Q Stock' run on 26.9.71.

On 1.10.71, 08063 was transferred with five other withdrawn Q stock cars to Ruislip depot for disposal, with Q38 motors 4416 and 4417 (now L126 and L127) acting as pilots. Two of these six withdrawn cars were put aside for preservation - 4248 for the LT Collection, and 08063 for the LURS.

We had selected 08063 for preservation as it was one of the last batch of cars with clerestory roofs to be built for any British Railway company. It also represents the final development in a long line of Underground stock of American-influenced design, and typifies a style of vehicle familiar from the early years of this century until the early 1970's. Important changes in many aspects of design, affecting both styling and technical features, took place after the formation of the LPTB in 1933, and 08063 now represents the end of the 'pre-LT' period of Underground rolling stock.

The car was formally purchased from LT in early April 1973, but movement from Ruislip depot (where it had remained under cover) did not take place until June 1974. It had been difficult to decide where the car should be housed, but finally it was decided that the South Eastern Steam Centre at Ashford was the best choice. It was rail connected, easily reached by train from London and security seemed to be better than the alternatives at that time.

The move was done in several parts:-

3.6.74 B579, F328, B560, Match Wagon, 08063, Match Wagon.
Shunted to Ruislip connecting spur.

Night of 3/4.6.74 Above formation transferred with two battery locomotives to Neasden depot.

5.6.74 L21, Match Wagon, 08063, Match Wagon, B581, L27 left Neasden and going via Rayners Lane, ran to Lillie Bridge where the train was remarshalled as follows:-
B581, Match Wagon, 08063, Match Wagon, B557.

Night of 10/11. 6.74 Via the Olympia branch from Lillie Bridge to Earls Court, reverse and thence to Wimbledon for the five vehicles to be collected by BR.

11.6.74 Transfer to Ashford, arriving behind 33.057 diesel loco at 1330.

12.6.74 Entered South Eastern Steam Centre yard. (The brake vans and Match Wagons returned to London sometime later; date unknown).

Up to this point, work on restoration had not been possible and so it was hoped that this could start in earnest now it had arrived at Ashford. Unfortunately, it soon became obvious that this would not be as easy as we had thought. There were practical and administrative restrictions placed on groups working there that had not been appreciated when the decision was taken to go to Ashford.

These were:-

- 1) No more than 4 people would be allowed in to form a working party - not 4 at any one time, but 4 in total! This hindered us, but a group with 5 coaches to restore had the same condition to comply with, and were therefore much worse off.
- 2) No publicity could be circulated in any way unless it had previously been approved by the management of the Steam Centre.
- 3) Working parties had to give two weeks written notice of who was going to the Centre.
- 4) Water, washing and toilet facilities were not made readily available, although electric power was available via a 'coin-in-the-slot' meter.

Several working parties made the journey to Ashford, and we even took a Sales Stand on one of their 'Steam Up' days which was the only time the public were allowed into the Centre. It became clear however, that the Centre was not successful, and had little prospect of becoming so without drastic change. We were in a difficult position: we didn't have enough money to move the vehicle again, and options as to where it could be suitably housed were very limited. It was therefore decided to live with the situation for the time being.

After a number of rumours of what was and wasn't happening at Ashford, and having seen some of the better locos etc. going elsewhere, we finally heard in August 1977 that the BR Property Board (as the owners of the site) had taken the Trustees of the Centre to Court and won. The County Sherriff was then put in charge of the Centre and all those with vehicles told to get them out by Christmas 1977, when the track would be lifted. As mentioned in UN211, we launched an appeal for funds to move 08063 by rail (road access to the Steam Centre was tortuous for large vehicles) and asked BR Southern Region Freight department to organise the move.

By this time, we had had an offer of temporary storage and use of LT's surface stock match wagons for 08063's transfer. It soon became obvious however, that the BR (SR) freight department could not meet the Property Board's deadline, and although we had achieved a good response to our appeal, the move would not take place until sometime in 1978.

We waited patiently for BR to give us the 'go ahead' to set things in motion, but not until the middle of 1978 we were told that 'as nearly all the other locos and coaches have gone, you can move your coach up towards the exit road.' This was done in two stages, firstly by using a small diesel locomotive to shunt 08063 near to the exit, and secondly on 29.7.78, after the diesel (the last usable motive power) had gone, right up to the exit road. This involved a 'Z' shaped shunt on a slight gradient, and it all had to be done by hand with the use of 'pinch bars' acting on the wheels! Although hard work, this was achieved satisfactorily by five people and we immediately informed BR that the car was ready for collection and transfer.

That was on 3rd August 1978. 08063 didn't move until 17th May 1979! During that time, anything and everything that could thwart the move happened. This ranged from the match wagons being used for transfer of scrap CO/CP stock (their rightful purpose) to delays in BR yards due to strikes, the realisation that the match wagons would only couple to 08063 if they were the right way round, disabled Plasser tamping machines blocking the exit from the Steam Centre, etc., etc., finally culminating with the refusal by the SR CM&EE staff to let the match wagons return from Ashford until certain repairs and maintenance had

been carried out. However, eventually all this was overcome and 08063 left Ashford on the night of 17.5.79 for Norwood Junction. On 18.5.79 it was transferred from Norwood to Acton Main Line yard and sometime over the weekend of 19/20.5.79 transferred to Park Royal yard (west of North Acton station). The final move was in the morning of 21.5.79 when it was taken back to Ruislip depot and thus returned to the exact spot it had left almost exactly five years earlier.

So far, the story has not been one of great success. We have been able to purchase the car and thus save it for posterity, but by far the greatest amount of time and energy has been spent in organising its purchase, transfer to, and subsequent removal from Ashford. It has spent 5 years in the open air, largely protected from the weather except for one side which has suffered somewhat. In general, its condition is still substantially good, but we are now in a position to be able to do something regarding restoration and we must make the most of this opportunity. Over the years, there has been considerable support for this venture, and a fair number of people have offered their assistance, only to find that their offers have not been acted upon. Perhaps it is now clearer as to why this occurred. If you have offered your assistance at any time, then you can be sure that we still have a record of it. Individuals will be contacted directly in the near future, but if you are one of those who have not previously been involved with this project and you would like to assist in some way, please don't hesitate to contact us at the address below as a first step, there is no commitment in doing so.

A continuing requirement of course, is for financial assistance. The moves to and from Ashford have cost more than three times the initial cost of the vehicle and funds are consequently very low at present. Donations, large or small, should be made payable to 'LURS' and sent to LURS c/o R.J.Greenaway, 26 Fishery Road, Hemel Hempstead, Herts, HP1 1ND. All donations will be very welcome, but will not be acknowledged unless a stamped address envelope is enclosed.

Study Tour of the Isle of Wight Saturday 7th July 1979

The visit to the Isle of Wight took place as announced in UN211, when 27 members, relations and friends used Southern Region services to reach Ryde Esplanade station. Some relations and friends proceeded independently, but most of the party took a bus to St. Helens, where the party leader, Bob Greenaway, led the party down the road to the sea-front to inspect the twelve ex-Metropolitan 'rigid-8' coach bodies, of which the majority are in use as beach huts. After lunch, most of the party returned back to Ryde Esplanade by the same route, and took the first train to Shanklin. At Shanklin, most of the remaining party dropped back to the next train, and used the time to inspect the station. A similar procedure was followed at the other intermediate stations of Sandown, Brading and Ryde St. Johns Road, followed by a tea break at Ryde Esplanade and a walk along the pier in time to catch the 1817 boat from Ryde Pier Head. The participants enjoyed fine weather throughout the visit, and our thanks are due to Bob Greenaway for making a preliminary visit and for leading the tour.

In UN211, Brian Hardy recorded the latest position with the Southern Region tube stock on the island, and the following developments and observations are recorded for reference:-

- 1) Car S27S is another example with LT seating moquette.
- 2) The BR diesel shunter 05.001 was observed stabled at Sandown.

3) The following cars have been taken from their original units and formed into a 4-car unit. Reading from the north end:

Car No.	Type	Original Unit
S8	'A' DM	046
S36	CT	035
S49S	T	046
S11	'D' DM	035

The remaining trailers from the two units S96 and S46S were in St. Johns Road depot, where the other car from the two units, S25S remains fire-gutted.

4) Car S95 has been removed from unit 045, being stabled in Ryde St. Johns Road, the remaining cars operating in service as a 3-car unit.

Additional note: A further visit was made by Brian Hardy on Monday 23rd July and it was noted that 035 was again correctly formed, but operating as a 4-car unit with spare car S10. It was coupled to another 'hybrid' unit comprising 3-cars as follows:-

Car No.	Type	Original Unit
S8	'A' DM	046
S32	CT	034
S94	T	034

The other cars at Ryde St. Johns Road were S46S, S49S and S25S (all from 046) and S7 (from 034). It thus appears that reformations are made on an 'as and when' basis, which appears to be very frequent.

Underground No.5

Enclosed with this issue of Underground News is Underground No.5. We would like to apologise for the delay in sending it out, but this has been entirely due to the printers. The copy was sent to the printers in Birmingham on 26.2.79 with an explanation that Underground No.5 would be distributed with the May UN. This was confirmed by the printers at the end of March, but by the end of April, excuses concerning postal delays and damaged type equipment were given for the lack of progress. Further enquiries up to early July always elicited reassurance that production was well in hand and would soon be ready, but due to a 'bereavement', 'holidays' etc., it never seemed to get any further forward. By this time, as our membership had increased dramatically, it was decided that we would have to increase the number of copies from 500 to 600. This the printers have done but it has obviously caused the Society extra expense, in addition to the increase in VAT which would not have been levied if the printers had not been so late. Just to complete the picture, Underground No.5 arrived less than one day after UN212 was posted!

However, we hope you enjoy Underground No.5, but we would further apologise for the quality of the photographs. They appear unduly dark, and based on experience with other photographs and other printers, this would seem to be due to the printers. Although these printers are very accurate, over the two years we have used them, photographic reproduction has not been particularly good and other printers have done much better. It is very likely therefore, that we shall not be using these Birmingham printers again. This will probably involve more expense, but if we get better results, with better service, it will be worthwhile. Any comments, suggestions or offers of future articles should be forwarded to the Editor of Underground, Dave Hayward at 85 Francis Road, Hounslow West, Hounslow, Middlesex, TW4 7JT.

Additional copies of Underground No.5 are available from the Assistant Sales Manager, price 70p plus 10p postage.

Postage of UN212

UN212 was posted on 23rd July, 1979.

Index for 1979 - Underground News

Following the relatively small response from the note on page 2 of UN205 regarding the Index, it is intended that the index for 1979 will be sent out with the January 1980 UN, to allow for all events concerning the Society in 1979 to take place.

Underground News Press Dates

The closing dates for articles, newsflashes, small adverts etc., for Underground News is:-

October issue-by Saturday 1st September 1979.

November issue-by Monday 1st October 1979.

Society Officers

Members are reminded that the last comprehensive list of Society Officers and their addresses was in UN212, pages 222/3.

THE TIMETABLE

Continued from page 229.

Wednesday 17 October

Afternoon visit to Acton Works. 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 27 October

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

Saturday 27 October

Visit to the Tyne & Wear Metro, organised by the M & GN Jt.Rly.Society. See UN212, page 223 for details.

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, LT 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 to 1500.

Monday 3 December

Library evening 1830. Other details as for 4 September.

Friday 7 December

Symposium - 'Centenary of Electric Railways - Progress in Underground Railway Technology since 1890'. 1900 for 1915 at Hammersmith Town Hall. Speakers:-

Mr.B.J.Prigmore, on the development of the technology of power supplies.
Mr.R.D.Maiden, on the development of London Transport signalling.
Mr.B.J.Prigmore, on the development of the technology of rolling stock.

ROLLING STOCK ALTERATIONS

July, 1979

1938 Tube Stock

From Ruislip to Birds (Long Marston) for Scrap

10228 11228 12043 12125 12438 012322 012348 5th

1956/59 Tube Stocks

From Golders Green to Northfields

1000-2000-9001-1001+1158-2158-1159 18th

From Northfields to Golders Green

1000-2000-9001-1001+1158-2158-1159 26th

} For
Brake
Tests

D Stock

From Metro-Cammell, Birmingham, delivered to Ruislip

7502-17502-7503+7504-17504-7505 13th

7506-17506-7507 26th

From Ruislip to Ealing Common

7502-17502-7503 13th

7504-17504-7505 14th

7506-17506-7507 26th

Miscellaneous Movements

L18+L38 Ealing Common to Acton (Collision repair) 17th

Units to Acton for Overhaul

Northern 1122-2122-1123 5th

Central 1462-2462-9463-1463 6th

District 23575-22668 6th

Victoria 3015-4015-4115-3115 10th

Bakerloo 10249-012320-11249 16th

Bakerloo 10222-012310-12026-11222 25th

Victoria 3066-4066-4166-3166 31st

Units from Acton after Overhaul

Metropolitan 5198-6198-6199-5199 2nd

Northern 1134-2134-1135 5th

Victoria 3065-4065-4165-3165 10th

District 23570-22667 11th

Bakerloo 10139-012342-11139 16th

Central 1458-2458-9459-1459 17th

Northern 1192-2192-9193-1193 18th

Victoria 3006-4006-4106-3106 18th

Central 1408-2408-9409-1409 20th

District 21105-23305-23405 20th

NEWSFLASHES

NF2409 To interest and educate children in public transport, LT have sent some of their more experienced motormen to London schools to give illustrated talks about their jobs.

NF2410 C77 stock units 5723-5724-5728 which have been taking part in braking tests as recently reported in UN, are now in service with the new blocks. As higher air pressure settings are required, the train is operating as a 'block' train until further units are modified.

- NF2411 During the night of Wednesday 11th July, or early the following morning, thieves stole copper from the signal wires in the vicinity of Ruislip siding. This badly disrupted both Piccadilly and Metropolitan Line services as no Piccadilly Line trains could use the siding (one in three are booked to reverse there) and signals at danger delayed the Metropolitan service to and from Uxbridge. This is the third time that copper signal cabling has been stolen; the first was reported in UN212, page 212/3. The second instance not reported yet, was on the Chesham branch.
- NF2412 LT Staff News dated 8.6.79, reported that ex-Metropolitan Chesham coach No.400 (LT 519, LPTB 6703) has been moved to the LT Museum at Covent Garden, after the completion of restoration at Ruislip depot. Other vehicles have since been moved from Syon Park, and some of these were listed in UN209. For the record, the list following shows the dates of vehicle movements so far; all moves (apart from 14.8.79) being undertaken by Messrs. Sunters.
- | | | |
|------------------|---|----------------|
| 15th May 1979 | Met coach 400 - ex Ruislip | } ex Syon Park |
| 16th May 1979 | Brill loco | |
| 19th May 1979 | Q23 motor car 4248 | |
| 23rd May 1979 | Padded Cell car | |
| 24th May 1979 | Met. Milk Van | |
| 7th July 1979 | Feltham Tram | |
| 14th July 1979 | West Ham Tram | |
| 21st July 1979 | LCC Tram | |
| 14th August 1979 | Cab end of 1938 stock DM 11149 - ex Neasden | |
- NF2413 1938 stock unit 10167, which was ex-Acton after overhaul on 9.5.79, was finally moved from Neasden to Stonebridge Park during the evening of Sunday 15.7.79.
- NF2414 Further Battery locos to be painted yellow are L29 (Acton 7/79) and L23 (Ealing Common 8/79).
- NF2415 Central Line 1962 stock DM 1422 was given a 'half' red painted front at Ruislip on 18.7.79. This was followed by 1445 on 3.8.79. Like the 1973 stock, the red painted ends extends round to the cab door. The two units now work as a 'block' 8-car train and the whole eight cars have had an acrylic liquid 'barrier' applied, presumably to try and improve the exterior of aluminium stock. The train entered service in the morning peak of 8.8.79 from Ruislip depot, and a member reports seeing it on train 62 (ex-Hainault depot) the following morning.
- NF2416 Further to NF2331, regarding the extension of some of the Moorgate-Hertford North trains to Letchworth, new blinds have been supplied for the stock, being black on white.
- NF2417 Further to NF2383, the cars of 1938 tube stock that were burnt out at Oxford were 10136, 11300, 11277, 12427 and 012203. Only three cars escaped damage: 10203, 11203, 11136 plus LT flat wagons F305 and F328.
- NF2418 To celebrate 'The Centenary of Electric Railways', a special exhibition of electric railway vehicles is on display in the National Railway Museum at York. There are however, only a few items of Underground interest; being the Waterloo & City loco (on display and being repainted at the same time), a model of a Battery loco, and restored LMS 'Oerlikon' motor car 28249 in LMS maroon livery. In this condition, these cars used to operate in service between Queens Park and Watford alongside Bakerloo Line Pre-1938 tube stock and latterly (up to about 1951) 1938 tube stock.

- NF2419 Park and Ride: Not new, but possibly never yet recorded in UN. There is a sign on the A40 about half a mile west of Hillingdon Circus saying 'Hillingdon Station - London by train - 40 minutes - parking - $\frac{1}{2}$ mile.'
- NF2420 On Thursday 9.8.79 torrential rain and hail-storm hit the Victoria area at midday. Water poured through the roof of Victoria (District & Circle lines) station and the issue of tickets was suspended from 1215.
- NF2421 It is reported that the City Widened Lines are being relaid in paved concrete slab, to reduce rail height by 300 mm, to give extra clearance for the 25kv overhead. However, it will also be necessary to use rolling stock 230 mm lower than BR standard profile. New suburban stock on order for the Southern Region is of similar height, and would be able to work through to West Hampstead via Snow Hill. The existing SR stock is too high.
- NF2422 On the day of the 'Auto-Tube Rambler' (3.6.79), participants noticed a 6-car C69/77 stock train in platform 2 at Baker Street being diverted from the Circle Line to work the 1620 all stations to Amersham. The Circle Line set number 211 was kept, and the blind at first showed 'Harrow-on-the-Hill'. It was subsequently turned to blank and a card placed in the offside cab window reading 'Amersham' in red.
- NF2423 East Putney station, belonging to the Southern Region of BR but only having an LT District Line service, has finally had its BR regional signs replaced with the standard black on white type. Until then, the station had a complete set of green ones including exterior signs, platform numbers (3 and 4), 'Way Out' notices and signal box name-plate. Their departure must be mourned as this must be the last station served by LT trains with regional signs, unless there are any on the Watford line. Reports, please?
- NF2424 The large expanse of wall opposite platform 1 at South Kensington has been selected as one of the London sites in the Arts Council of Great Britain national competition to enliven public places.
- NF2425 On Saturday and Sunday 28th and 29th July, a 6-car train of 1973 tube stock ran from Northfields to Charing Cross Jubilee Line for preliminary ATO tests. Composed of units 882 and 878, it worked one morning and one afternoon trip to Charing Cross and completed each day by working one trip to Amersham.
- NF2426 BR DMUs operating from Marylebone along the Met. to Aylesbury are now appearing in blue/grey livery. One such car, M51876, was seen passing Kilburn on Saturday 28.7.79. This means that at present, there are now three liveries; the latest, the white with a blue waist stripe, and the original all blue. As it has been common to see trains of mixed livery formations recently, one wonders if 4-car trains will be seen with all three livery variations in the near future.
- NF2427 The terminal protection for Ealing Broadway Central Line was described in UN211, page 183. Similar arrangements at Edgware on the Northern Line were introduced from 22.7.79.
- NF2428 It is reported that 1972 Mk.II stock units are having their missing handgrips replaced with the black type from 1938 stock.
- NF2429 Further to NF2395, preparations have been made in providing a similar overbridge on the westbound Piccadilly Line at Kings Cross.

- NF2430 Further tests with the prototype 1983 tube stock bogies under 1973 stock car 208, this unit (208-688-889) was transferred from Northfields to Neasden on 8.8.79 and returned on 10.8.79.
- NF2431 Following completion of work by the Southern Region of BR at Richmond, C stock was authorised to work there from 16.7.79. It will do so only in an emergency of course, or when gaps in the service require it to.
- NF2432 It appears that the new blinds on 1972 Mk.II stock on the Jubilee Line are being replaced as many of the older type have now been seen. These are: 3233, 3533, 3535, 3537, 3538, 3544, 3553, 3554, 3562 making (with those in UN212, NF2389) a total of 13.
- NF2433 For tests, Victoria Line 1967 stock unit 3071 has been transferred to Highgate depot. It works between about 1000 and 1500 on Mondays to Fridays, in the Park Junction area.
- NF2434 1959 stock unit 1134 ex-Acton has had stainless steel or aluminium seat risers fitted instead of the normal blue aerowalk.
- NF2435 On Friday 10.8.79, there was a 27 minute delay at Regents Park at 1837, due to pickpockets on northbound Bakerloo train 123.
- NF2436 Further to NF2402, the two ex-LT cars transferred from Bramley to Reading, were finally moved to Bicester on a local trip freight on 9.7.79 by diesel 47 122.
- NF2437 First noted by a correspondent on 3.8.79, was that the line name above the station name roundels on the platforms of St.Johns Wood and Swiss Cottage stations were missing. When the Jubilee Line opened, Jubilee Line stickers were pasted over the Bakerloo Line names, but now neither name is in place, just dirty tiles! However, at the south end of Swiss Cottage southbound platform on 14.8.79, one plate remained, displaying 'Bakerloo Line'!
- NF2438 The draught screen by 'E' door of 1972 stock trailer 4335 was observed to be missing on 27.7.79.
- NF2439 The remaining 1959 stock units on the Piccadilly Line tend to be in service fairly regularly, following reports from various members. Also a common sight on every day, including Sundays, are 6-car CO/CP stock formations on the District Line, where 7-cars are scheduled.
- NF2440 'Warm weather working' - drivers and guards of 1973 stock leaving their cab doors open - from the guard who had the centre door open passing Stamford Brook westbound, to the driver arriving at Hammersmith eastbound with the right-hand cab door partially closed onto an empty tin of the 'Coca-Cola' variety!
- NF2441 It is understood that LT have ordered a telescopic jib rail crane from Cowans Sheldon of Carlisle, and will be able to travel through tube tunnels.

Underground News is printed and published by the London Underground Railway Society. Correspondence for this journal should be sent 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.