

# UNDERGROUND NEWS

NUMBER 234

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## THE TIMETABLE

### Wednesday 3 June

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

### Tuesday 9 June

Afternoon visit to Lots Road Power Station. See UN 233, page 113 for further details.

### Friday 12 June

Talk and demonstration - 'Tube Theatre', by Mr.K.Ellis. 1900 for 1915 in the Kent Room, Caxton Hall.

### Saturday 20 June

Morning visit to Ilford Car Sheds, BR, ER. Applications, with SAE, to Mr.G.A.Finch, 161 Valetta Road, London, W3 7TA.

### Wednesday 24 June

All-day visit to Metro-Cammell works, Birmingham. See UN 233, page 114 for further details. The period for applications has now closed.

### Tuesday 30 June

All-day visit to the Tyne & Wear Metro, Newcastle. See UN 233, page 114 for further details, except that the departure time from Kings Cross on the forward journey is now 0800, arrive Newcastle 1119. The period for applications is extended. See back page for further details.

### Tuesday 7 July

Morning 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.

### Tuesday 7 July

Library Evening, 1830. Other details as for 3 June.

### Friday 10 July

Slide Show, by Mr.J.P.Herting. 1900 for 1915 in the Kent Room, Caxton Hall.

For further timetable items, please see next page and back page.

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## THE TIMETABLE (Continued)

### Saturday 25 July

Morning Study Tour from Acton Town to Rayners Lane, Piccadilly Line, led by Mr.A.A.Jackson. This tour involves alighting at each station and passing through the barrier to view station exteriors, so that ordinary tickets (which do not allow break of journey) are not suitable. L.T. are prepared to issue a special party ticket allowing break of journey, at normal fare, but as they must know the exact size of the party in advance, no refunds can be made to any members who have booked but do not attend. All intending participants please send SAE to Rayners Lane Line tour organiser, 6 Launceston Gardens, Perivale, Greenford, Middlesex, UB6 7ET for further details. Those not in possession of a pass or season ticket available over this line should enclose a cheque or postal order payable to 'London Underground Railway Society' for 70p adult, 10p child (ordinary), or 12p adult, 6p child (privilege). Please pay in stamps for values of 12p or below. All applications must be received by 10 July 1981.

### Saturday 25 July

The Society will be operating its Sales Stand at the Royal Tournament, Earls Court, between 1200 and 1930.

## APRIL CAXTON HALL MEETING

The speaker at the Caxton Hall meeting on April 8th, was Mr. John Reeves of the Underground, Operating Department, who described his job as Group Manager of Bond Street, Oxford Circus and Regents Park stations.

First he told of his long railway career which commenced when as a junior in 1939, he started as a 'Cloakroom Boy' at Charing Cross (now Embankment) station. This was very hard work, but it paved the way to his becoming a Booking Clerk as soon as he was old enough. During the war years he was called up to the Royal Air Force, after which he returned to work in booking offices at Aldgate East, Mile End, Bow Road, and those on the new eastern extension of the Central Line out as far as Gants Hill. Later in his career, he qualified as a supervisor, and was promoted to the grade of Relief Clerk, normally being employed in booking offices, but acting as Station Master as and when the need arose. During this time he deputised for Station Masters at most stations on the Central, Northern and District lines.

Full promotion to Station Master later on saw appointment to East Ham station, with responsibility also for Upton Park, a busy station at any time, but at its peak when West Ham F.C. were playing at home. Modernistic thinking later on caused the traditional title of 'Station Master' to be changed to 'Station Manager'.

Drastic changes in 1975 brought about the new post of Group Manager, of which there were two levels. Mr. Reeves was appointed as Group Manager at Plaistow, his group extending from Bromley to Upton Park. Elevation to a higher position came in 1978 when he moved to Oxford Circus, which was grouped with Bond Street and Marble Arch. With the opening of the Jubilee Line a year later, his base was altered to Bond Street, being also responsible for Oxford Circus and Regents Park.

Mr. Reeves went on to compare the supervision of stations before and after the changes of 1975, and of earlier changes in 1970. Before 1970, Station Masters were generally in charge of one or two stations, having under them Inspectors or Foremen, who supervised mainly during the early and late periods of the day, the Station Master usually being on duty from '9 to 5'. The changes of 1975 saw the Group Managers overlording anything up to seven stations, with the Ongar group being such an example.

The place of the Group Manager in the Divisional organisation was the next topic. There are four Divisions on the Underground: Metropolitan and Jubilee lines, Northern and Victoria lines, District and Piccadilly, and Central and Bakerloo. The latest reorganisation provides that the head person is the Divisional General Manager (DGM), who delegates to a Divisional Operating Manager (DOM) on one hand, and to a Divisional Administrative Manager (DAM) on the other, the latter being mainly being involved with staff matters. Within the organisation is also the Divisional Engineering Manager (DEM), the revised position of the former Divisional Engineer. The most obscure of the new positions to Mr. Reeves was that of the Divisional Information Manager (DIM), the audience showing amusement when he said that he thought the shortened version of the title was rather appropriate. As far as he could make out, the DIM was mainly involved in preparing budgets and imposing economies to such an extent that stations are under-manned at certain times. Below these managers are Traffic Managers (four per Division) and Area Managers (three per area) who, between them, overlord the Divisions throughout the traffic day. The Group Manager reports to the local Area Manager.

On appointment to Oxford Circus in 1978, Mr. Reeves found himself in charge of 200 staff at the three stations, the busiest being Oxford Circus, used by 70 million passengers during the course of that year.

Our speaker then turned to the various aspects of station management of which, he said, staff administration is a major part. He has to ensure that sufficient staff are provided to meet the manning requirements of his group. When doing this, he has to take care that staff hours of duty and other working arrangements are kept within the provisions of the 'National Agreements' made between the Trade Unions and London Transport. Staff training is of great importance. At times of emergency, staff must know and understand the role that they are to play, in order to minimise the effect of such situations, and to ensure the safety of passengers and staff. At other times staff must have the knowledge to be able to deal adequately with passenger questions and queries.

Mr. Reeves went on to say that the Group Manager is charged with the efficient running of the stations under his care, although much of the workload is delegated to his Station Managers and other supervisors. Another need of station management was to maintain a good liaison with representatives of other departments, whose staff have cause to work on his stations. He then went on to mention the effect on his group of such events such as sales at the Oxford Street shops, or demonstrators on their way to Speakers Corner.

The Group Manager must see that revenue collection arrangements give the greatest possible return. To achieve this, ticket barriers and booking offices must be fully manned at all times. Automatic ticket machines facilitate quick ticket issue. He said that their scope had been increased by the introduction of new coin selectors, the machines being known as 'Mars' machines.

Summing up, Mr. Reeves said that a Group Manager's duties are many and varied, a selection being the dealing with escalator accidents, passengers who have been robbed by pickpockets, passenger complaints, submission of reports on such matters, and many others. A good deal of social skill is required to deal successfully with the various problems that come from both passengers and staff. Teamwork is the basic ingredient of running busy and complex stations such as Oxford Circus with its 14 escalators, 25 stairways, and  $5\frac{1}{2}$  miles of platforms and subways. The most unpleasant occasions are when people tragically fall under moving trains. During his career he has been involved in 14 or 15 such incidents and this did not lessen the feeling that 'this is the worst part of the job'.

On a more cheerful note, Mr.Reeves told of how, when at East Ham, he and his staff created and maintained a station garden, which lasted for ten years (in the old bay road - the remains can still be seen). The garden won first prize in the L.T. competition for two years running. For a while he also had a garden at Shoreditch, and that also attracted a first prize.

It was then time for questions from the audience. These were of a various nature, subjects being fraudulent travel, incidents, interchanges, closed booking offices and station control. But from a staff member came the question as to the least delay to the service he had known after a person had fallen under a train. Promptly came the reply 'Nil Delay'. Enlarging on the reply, Mr.Reeves pointed out that a sense of humor has to be maintained even on these occasions, or otherwise the circumstances would be overpowering. Back to the 'Nil Delay', an elderly man had fallen under a train terminating at Whitechapel, which was slowly entering the platform. The train was immediately reversed fractionally and the man extricated, and placed on a stretcher. The station staff took him straight across the road and into the London Hospital, which is opposite. This was to the chagrin of an ambulance crew who were just arriving, who protested, claiming that the victim on the stretcher was 'theirs'.

The talk was rounded off with the tale of a happening at Bond Street that very afternoon. An unattended package had been found in a telephone box, and the police had been called to investigate. Out of the blue, somebody, much to the alarm of those around, picked up the packet, but fortunately it was quite harmless.

The Chairman then thanked Mr.Reeves for his interesting and entertaining address, inviting the audience to add their appreciation, which was shown with suitable applause.

FWI

#### ELECTRIC RAILWAY SOCIETY MEETING - 1 APRIL 1981

On Wednesday 1st April 1981, LURS members were invited to a meeting of the Electric Railway Society, which was given by Mr.J.K.Wright, Underground Engineer, Strathclyde P.T.E., and spoke about the modernisation of the Glasgow Underground, under a title inspired by Her Majesty The Queen, at the opening ceremony on 1 November 1979: 'New Wine Into Old Bottles'.

The story began in the 1970's when the Greater Glasgow P.T.E. was formed on 1 June 1973, taking over, amongst other things, the previous Glasgow Corporation Transport Department. This was the fifth P.T.E. to be formed in Britain under the 1968 Transport Act, but the first (and only one) in Scotland.

One of the first problems that faced the newly formed P.T.E. was what to do with a small but very outdated underground railway system. Three options were considered:

1. To close the system completely.
2. Limited investment, to allow it to continue only for a few more years.
3. Total modernisation.

Option No.3 was decided on, and in November 1973 plans were submitted for approval, costing an estimated £11.7 million, of which 75% would come from an infrastructure grant from the Scottish Government. The work involved in total modernisation included renewing the track, signalling, rolling stock, improving journey times, installation of escalators at some stations, separating platforms at busy stations, new rolling stock maintenance facilities and a new pumping system. Additional facilities required would be a central control system, fire escapes at stations,

a 500 metre length of test track, and a new rectifier substation for the depot.

Experiments with concrete-based track took place in 1974, which included noise and vibration tests. It was originally proposed that the system would not close totally for modernisation, but to be one circle at a time. However, in October 1976 this plan was changed, so that the modernisation period for the whole system would be 16-18 months, instead of a total of 21 months. Because of problems with the tunnel structure at Govan, the system closed down a week earlier than scheduled and the specially printed 'last week' tickets were never issued. The old rolling stock, some of it dating back to 1896, was cleared from the tunnels by 1.6.77 and most had been disposed of by the end of that month. On 1st June 1977 also, the running tunnels were handed over to Taylor Woodrow and the contractor acquired two battery locomotives that were initially used on the Channel Tunnel project (see page 521, UN 199).

The modernisation was then described in depth by Mr. Wright. At stations which had platforms on each side of the track, special safety arrangements had to be made regarding the current rail. This problem was overcome by having the current rail at a lower level (as in the depot) and having wooden protection boards. The work done at the fifteen stations varied from complete reconstruction to just a facelift, but all were rebuilt to take three-car trains and were rebuilt with anti-suicide pits. In addition, emergency fire escapes were provided. While some stations were rebuilt incorporating escalators, Buchanan Street was also given a passenger conveyor to Queen Street B.R. station.

The track in the tube tunnels was set in a concrete base, but in the depot yard the track was laid on ballast. The access ramps from the tunnels to the depot were built on a gradient of 1 in 30. The signalling system adopted was two-aspect colour light, with trainstops. Between Govan and Ibrox, the signalling is controlled by an entry/exit panel. There are thirteen controlled points, plus a number of handworked points in the depot. A 'king switch' is provided for automatic working on the running lines. Elsewhere round the system, the signalling is automatic.

Mr. Wright then described the new depot facilities, including a road and rail 'track-mobile', and an overhead travelling crane, serving several uses. A description of the rolling stock then followed, which consists of 33 identical driving motor coaches which were built by Metro-Cammell at Birmingham. The electrical equipment was provided by G.E.C. with braking equipment by Davies and Metcalfe. The car exteriors are painted in orange with a 150 mm wide white stripe along the sides. Mr. Wright explained that the exterior paintwork was now showing signs of cracking and a repaint of all cars would be required this year, with the possibility of a new livery style being introduced. For communication between control and the train operator, a selective call facility is provided, which eliminates the possibility of instructions being given to the wrong train. Public address on trains and at stations has also been introduced, and closed circuit television at stations has helped to reduce vandalism to a minimum.

The Royal opening on 1 November 1979 was vividly described by Mr. Wright who was presented to Her Majesty The Queen at the opening ceremony. The 'Royal Train' comprised cars 132 and 133, which had never been in the tunnels prior to the opening, except for commissioning trials. Opening to the public was not to be for some time to come, and this took place unceremoniously from 16 April 1980 on a 'short day' until about 1900 hours, and not at all on Sundays. Although traffic was disappointing to start with, the extended opening until about 2300 from 29.9.80 boosted traffic considerably, with 40-50,000 using the system daily, and over 50,000 on the two Saturdays before Christmas 1980. The numbers of

passengers has now levelled out to about 250,000 per six-day week, and this is thought to be partly due to the recent increase in the flat fare from 20p to 25p. Some three-car trains are being operated, although the centre car has the motors cut out. Mr. Wright stated that the ten-millionth passenger used the system on Monday 30 March 1981, with a small ceremony to celebrate the occasion.

Of the future, Mr. Wright said that a new substation was due to be operative at Broomloan in the near future, which would help solve the existing power supply problems. In addition to the repainting of the rolling stock already mentioned, money has also been allocated to renew existing substation equipment. Apart for this, no other plans were currently in hand for the underground, and nothing more could be foreseen in the future with the current economic situation.

In conclusion, a lively question and answer session followed. After this, our Society's Secretary and Treasurer, Desmond Croome, expressed his thanks to Mr. Wright for such an interesting account of the modernisation. He stated that it was very unusual to listen to a speaker giving a first hand account of a Royal Opening, and this he found most fascinating. The audience then gave Mr. Wright a hearty round of applause.

The London Underground Railway Society wish to thank the Electric Railway Society for inviting them to this very interesting meeting.

Ed.

#### A FINAL FAREWELL TO THE CO/CP STOCK

Following the last passenger trips as detailed in the previous issue of Underground News (pages 116-8), two farewell tours for enthusiasts were arranged for Sundays 12th and 19th April 1981. The two tours were differently priced: £4.50 for 12th April, and £7.50 for 19th April - the very last one of all. Both tours were scheduled to take the same route, and covered most sections of line that the stock has operated in 'normal' passenger service. In addition to the whole of the District Line, this also included the Metropolitan to Uxbridge, the Circle Line and the East London Line. Both tour trains carried the set number '452'.

The planned route was:-

	Note	Arrive	Depart	Route
High Street Kensington			0932	
Olympia *		0937	0949	) -District Line
Upminster *		1049	1101	
Aldgate East	(a)	1138	1143	
New Cross Depot		1157	1208	) -Metropolitan Line
Wembley Park *	(b)	1245	1302	
Uxbridge *		1322	1414	) Piccadilly Line
West Kensington *	(c)	1445	1451	) Acton-Hammersmith
Richmond *		1506	1514	
High Street Kensington *		1532	1542	
Wimbledon *		1558	1613	) via Baker Street &
Aldgate *		1651	1700	) Farringdon
Hammersmith (Met) *		1729	1738	
Edgware Road *		1749	1755	) Piccadilly Line
Ealing Broadway *		1818	1828	) Hammersmith-Acton
Acton Town		1833		

- Notes: \* Photographic stops.  
 (a) Reverse in westbound platform.  
 (b) Platform 1, then fast line to Harrow.  
 (c) Reverse in eastbound platform.

'Normal' sections of line not covered were from Whitechapel to Shore-ditch and to New Cross Gate.

The train formation on both occasions was: 53249-013272-54256+53217-013081-54265 - all cars in bus red livery. The train was restricted to six cars because of the short platforms of the Hammersmith & City Line stations. Close examination of the driving ends of all CO/CP stock motor cars reveals that there is only one grab rail by the centre communicating door. So that the special headboard could be carried (a white roundel on a green (for District Line) background) an extra grabrail was fitted on DMs 53249 and 54265 at Ealing Common depot, prior to the tours. The interior of the train had been repainted and the shoebeams also received a coat of paint. The exterior had been specially cleaned.

Enthusiasts on the first tour on 12th April had to say their 'farewell' earlier than planned. All went well up to the time the train entered New Cross depot, but on doing so, a section of negative current rail became displaced due to a fault on the negative shoe gear underneath the train on car 54256. The first three cars of the train had stopped in the train shed, while the other three were in the 'open'. The last bogie of the last car (53249) was over the points which divide to form No.5 and No.6 roads of New Cross depot. After about twenty minutes or so, passengers were informed that a negative shoe had fouled the conductor rail and had lodged itself underneath it. After a further ten minutes, passengers were told that the train was likely to be there for some time and staff toilet facilities were offered for use. At the same time many enthusiasts took the opportunity of photographing the tour train next to A stock trains, but L.T. staff made sure that nobody wandered up to the main line leading into New Cross station, although current was off in the depot. (The expression on one driver's face as he passed the depot at seeing so many people in the depot at one time, was very amusing !)

After a further twenty minutes had elapsed, the passengers were told that the train would be moved forward to try and dislodge the fouling current rail. This was done, but had not remedied the situation, only made it worse as the current rail had been partially knocked off its insulators.

The L.T. Breakdown gang were summoned to attend to the train, and the Permanent Way department summoned to rectify the displaced current rail. Regrettably the tour had to be abandoned as at 1400 hours the passengers were told that it would be quite some time before the train could be moved, and also it was not possible to guarantee that driving and conducting crews could be arranged. Passengers were transferred to an A stock train on No.3 road and it departed at about 1430 to Whitechapel (also numbered '452') where the enthusiasts dispersed.

Later in the afternoon, the tour train left New Cross depot empty for Ealing Common depot, where it stabled. During the week, the faulty negative shoe gear was repaired, in time for the very last run the following Sunday, 19th April.

All went well on Sunday 19th April, with the train running to time for almost all of the day. The correct headcodes were displayed throughout the tour, with the appropriate destination plates wherever possible. This included 'Hammersmith via Paddington', 'Uxbridge' and 'New Cross', this last destination being where the train reversed on this occasion, instead of in New Cross depot! For 'West Kensington' both 'Special' plates and headcodes were used, while for 'Aldgate East' the 'Aldgate' board and 'Special' headcode was used.

When the train left Hammersmith (Met.) the guard of the C stock service train in front was busy laying detonators at each station from Hammersmith to Paddington! There were more detonators at Acton Town when the train left the eastbound District Line platform back into Ealing

Common depot, with the train whistle being sounded for the entire journey. The driver for the final part of the tour especially wore his double-breasted uniform with silver buttons. Observation saw photographers in almost every location imaginable - probably even more than for the Q stock??

In conclusion, the Editor wishes to thank K.T.Rennie, J.Duraj and G.Eaton for supplying their reports and observations of the rail tours.

With another era of London Transport's rolling stock now at an end, it remains to summarise the few remaining cars left for miscellaneous duties, and for scrapping. Correct to 5 May 1981, those cars still left (excluding those at Ruislip) are as follows:-

Units/Cars	Future Use
53038-54038 ) 53257-54057 )	To be retained for brake tests, currently located at Ealing Broadway.
53235-54233	54233 to be preserved by Quainton Railway Society, 53235 for scrap. Both cars currently at Ealing Common.
53198-013159-54050	At Ealing Common, for scrap.
53202-013145-54231 ) 53217-013081-54265 ) 53249-013272-54256	Motor cars reserved for possible preservation. 54256 to be preserved by Passmore Edwards Museum, East London, other two cars for scrap.
53256-014094-54202	At Ealing Common, for scrap.
53267-013149-54201	At Ealing Common, for scrap.
53003-54003 ) 53210-54210 ) 53223-54035 ) 53262-54211 )	Pilot units for new and scrap stock, to be replaced by R stock pilots in near future.
53028-013063-54235	Ruislip depot pilot unit.
53218-014260-54214 ) 53220-54264 ) 53268-54239 )	Stores units, Acton Works.

#### ON THE TRAIL OF THE GREAT CENTRAL

by Jeremy Buck.

As mentioned in UN 233, a B.R. 'Merrymaker' excursion entitled 'Great Central Railway Trail' is being offered on several dates this year. This involves travel by train to Aylesbury, then by coach to Loughborough, following the GCR as closely as possible, and a ride on the preserved section of line to Rothley.

I decided to sample the first of these excursions, on Sunday April 26. As readers may recall, the weather that weekend was, to put it mildly, of a wintry nature, and although London escaped the worst of the snow, this was not the case in the Midlands. This was to have some effect on the day's itinerary.

The trip started from Baker Street station on the 0903 to Amersham - it seems odd to start a B.R. tour on an L.T. train - and departure was on time and arrival at Amersham equally so. On alighting here to board the DMU for Aylesbury, a loudspeaker announcement informed Aylesbury-bound passengers to head for the station forecourt, where a bus was waiting to complete the journey. Apparently, there was engineering work on the line, and although it had been planned to operate single line working, this did not come about. Alas, no bus was waiting, and it was some 20 minutes before a very well-laden Leyland National,



supplied by London Country, arrived from Aylesbury, unloaded and loaded up again. (Incidentally, the Chesham branch was also being covered by a bus service from Amersham, and the vehicle departed - empty- whilst we were waiting.)

As the single-deck was well over-loaded, we changed to a double-deck AN vehicle at Amersham Garage, and completed the journey to Aylesbury, calling at Great Missenden and Wendover en route, in greater comfort. Arrival at Aylesbury was some 45 minutes later than scheduled, but our coach for the tour - a Bedford-Plaxton, supplied by Keith's Coaches - awaited us. We were greeted by the coaching Director of that concern, who introduced Roger Bowen, our guide for the day, and then we set off on the tour proper, with 23 passengers aboard.

The weather had worsened since leaving London, with much slush and snow on the ground. We travelled via Quainton Road station, where we paused on the bridge whilst Roger described the scene, then continued via Edgcott, Calvert and Gawcott, seeing disused cuttings and bridge abutments. At Brackley, the remains of the recently demolished viaduct were seen, and then the party left the coach to inspect the station buildings at Brackley. Most soon returned, however, as an Arctic wind had arisen! Soon after Brackley, heavy snow started to fall, but we pressed on via Helmdon - where a fine viaduct remains - Sulgrave and Culworth to Woodford Halse. Here were situated an important junction and large works of the Great Central Railway - now covered by a trading estate.

We continued to Byfield, where a stop for lunch was made at a small pub. Due to a power failure, hot meals could not be provided, but some soup and rolls were produced, and a friendly atmosphere prevailed in the cosy bar with its log fire! Whilst here, the people from Loughborough telephoned to ask if we could make an earlier train than planned. They wanted to cancel the last train, on which we were booked, so that their staff could get home early on account of the bad weather - Roger Bowen said we would try!

Leaving Byfield, the snow was really thick on the ground, and an attempt to view Catesby tunnel was abandoned on the advice of a passing motorist. Instead we continued via Daventry, Rugby and Leicester to Birstal, where the relatively intact station was inspected. This is where it is hoped the present preserved line will be extended to, when funds allow.

Pressing on to Loughborough, we arrived in good time for the 1600 train to Rothley, hauled by a B1 locomotive 'Mayflower'. The run to Rothley and back takes about an hour - luckily, the vintage carriages were well heated, and the buffet car in operation!

On return to Loughborough, there was a chance to visit the shop and museum, and then a guided tour of the locomotive works was given. There was much of interest here, although most locomotives are in a dismantled state while being restored. Of particular note are 'Duke of Gloucester' and an N2 tank, once used on the Alexandra Palace branch.

Rejoining the coach, we returned to Aylesbury via the M1 motorway, arriving at 2040. Thoughtfully, the buffet had been kept open for us. The DMU service to Amersham was now running, and arrival back at Baker Street was on schedule at 2215.

An enjoyable excursion, despite the weather, and I can recommend it to members. It is due to operate again on 28 June, 30 August and 25 October. The fare is £9 for adults, £6.50 child, and bookings are handled by Marylebone station.

## PERSONAL VIEW

### A ROUNDELAY

by John Reed

Some years ago, London Transport redesigned their famous ring-and-bar and announced that it would no longer be used to carry information (thus bringing it into line with B.R.'s wordless barbed-wire symbol, for the benefit of people who can't read; sorry, I mean foreign tourists). The resulting roundel therefore had a shorter, narrower bar, and looked good enough used on its own, almost like a seal, at the foot of posters.

It soon became clear, however, that it was too useful to remain wordless in every situation, for despite 'No Smoking' signs with alien blobs being produced, new cap badge roundels soon appeared lettered London Transport in full, which were certainly non-standard in proportions. L.T. have since doggedly persisted with the new roundel and have forced lettering on it, as on recent London Tube folders. On the reduced-size bar, the lettering is too small, and the amount of blue background to it is too small to look right.

Before L.T. get round to removing the ring-and-bar (or alternatively, the wording) from all their 'xxx' thousand bus stop signs, or over-pasting them with roundel-stickers where the words are too small to read: why don't they restrict the use of the roundel to its unlettered form as on posters at present, and reintroduce a ring-and-bar with wider bar for use when carrying words?

Another point - when the new roundel appeared in colour it seemed to be the intention that it should be all-red in most locations. As if to emphasise the difference in colour between it and B.R.'s flame red arrow-of-indecision, L.T. darkened the red to a dull blood-red that can almost appear maroon in some lights (for instance, the one on North Harrow station bridge). Whatever the colour, though, what does an unlettered street roundel tell the average person? Another small sign I know bears the B.R. symbol, an unlettered roundel and a little man walking; this can only mean 'pedestrian access to B.R. and something-owned-by-L.T.'; whether it be tube station or bus terminal, one can only guess.

If unlettered roundels are to be used in the street, why not restrict the use of the all-red variety to bus locations and keep consistently to a red-and-blue type for Underground stations, and educate the public in their meaning by adequate publicity?

### LETTERS TO THE EDITOR

Sir,

#### Marylebone and Chesham Service

With reference to UN 231 page 81, the Great Central Railway commenced a through service between Marylebone and Chesham on 1 March 1906 and for several years there was a small number of through trains on weekdays and Sundays. In later years the service was reduced and was temporarily suspended for a few months in 1951. In the last few years the only train (weekdays only) was the passenger parcels train referred to by Mr. Hyde. This was withdrawn with effect from Monday 16 October 1967.

#### Metropolitan Railway: Harrow-Uxbridge Line

Some confusion appears to exist about the opening of this branch. The ceremonial train with decorated engine illustrated in Mr. C.E. Lee's book ran on Thursday 30 June 1904. The branch was opened to the public on Monday 4 July 1904. The first train left Uxbridge at 0530, while the

first train from Harrow left at 0605, calling at Ruislip (0615), arriving at Uxbridge at 0620. This information is clearly given in Metropolitan Railway Minute books, contemporary issues of Harrow and Uxbridge newspapers and The Railway Magazine 1904.

East London Railway: Headcodes - October 1884

The train service was provided by three companies; the engines carried the following headcodes:

London Brighton & South Coast trains:-

- New Croydon - Two discs diagonally, Green with white rim.  
At night: Two green lights, same positions.
- New Cross - Two discs vertically, Green with white rim.  
At night: Two green lights, same positions.
- Peckham Rye - One green disc top of smoke box.  
At night: One green light, same position.

District Railway trains:-

- Putney - Two white lights vertically, off side end of buffer beam.
- Richmond - Two white lights, one centre one off side buffer beam.
- Hammersmith - Two white lights, one each end buffer beam.
- Baling - Two white lights, one on smoke box, one near side buffer beam.

Metropolitan trains:-

- One blue light near side buffer beam, one white light off side buffer beam.

The East London Railway to Liverpool Street

The extension of the East London Railway to Liverpool Street Great Eastern Railway was opened to the public in the early hours of Monday 10 April 1876, the trains being provided by the London Brighton & South Coast Railway. The 'City Press' gives details of the number of passengers. The suggestion by some modern writers that the service did not begin until a day or two later is therefore incorrect.

Upton Park Station, London Tilbury & Southend Railway

Upton Park station, London Tilbury & Southend Railway was opened in 1877 as recorded in contemporary newspapers. It first appears in the timetables for October 1877. In 1895 the London & North Western Railway opened a goods station nearby and some writers have confused the two dates.

Great Central Coal Trains to Neasden

A timetable of coal trains to Neasden to operate from Monday 25 July 1898 was agreed between the Great Central and Metropolitan Railways, as follows:

	MX	MX		
Woodford	0110	0310	0450	1000
Quanton Road Junction (pass)	0227	0427	0606	1117
Neasden	0420	0620	0759	1310

Note 'MX' - Mondays excepted.

Times were also agreed for the return of empty trucks.

Although the first two trains were Mondays excepted, the G.C. most unwisely sent a train forward approximately in the times of the first train, whether the Met. signalman at the junction actually accepted the train is not known. As stated in 'Great Central' by George Dow it was refused admission onto the Metropolitan Line and was hauled back

to Calvert later, on the up line, by another engine which arrived, presumably with a wrong line order.

It is improbable that the G.C. men had sufficient knowledge of the road to Neasden, but the Met. would naturally want an Inspector or Pilotman on the first train and there was no such person at Quainton Road. It is improbable that the signal boxes were manned. Aylesbury was then under Great Western control.

Both G.C. and Met. records state that the service began on Tuesday 26 July 1898. The engine carried one white light at base of chimney and one at middle of buffer beam. A speed limit of 5 mph was imposed at Quainton Road Junction as the layout was not favourable to the Great Central.

Yours sincerely,  
H.V.Borley.

Ruislip, Middlesex.

### HISTORICAL BOOK REVIEWS

by Peter Bancroft

Number 5: BRITISH RAILWAYS AND THE GREAT WAR - VOLUMES I AND II, by Edwin A.Pratt, published by Selwyn and Blount Ltd., London, 1921.

Continuing the wide variety of subjects covered in this series, I have chosen to review the Government control of railways, particularly those in the London area, and the use of the underground and tube railways for the purpose of sheltering, during World War One. These matters are covered in some detail in parts of these two volumes by Edwin Pratt, also author of 'The Rise of Rail-Power in War and Conquest, 1833-1914', 'A History of Inland Transport and Communication', and 'Railways and their Rates'.

The Government, we are told, declared a state of war with Germany as from 11 p.m. (London time) on August 4th 1914. An order covered by Section 16 of the Regulation of the Forces Act, 1871, was duly made and the President of the Board of Trade took possession of the railways of Great Britain. The railways so taken over would be controlled by an Executive Committee formed of the General Managers of ten major railway companies, chaired by Mr.H.A.Walker, the General Manager of the London & South Western Railway.

However, some 46 railway companies were not taken over for various reasons, including the following: Central London, City & South London, Great Northern Piccadilly & Brompton, London Electric, Lots Road Power, Underground Electric, Watford Edgware and London. But of the 130 companies taken over by the Government, the following are of interest: East London, Metropolitan, Metropolitan District, North London, West London and West London Extension, Whitechapel and Bow.

The significance of certain of these smaller lines, as regards their having been considered alongside the great trunk lines, for the purposes of being taken over, is of some importance. For instance, some short railways in the London area, '...afforded connections of much practical advantage between main-line railways north and south, or west and east of London.' The North London, Hampstead Junction and North & South Western Junction lines are examples. These are drawn together on a map, showing the multitude of connections available from their group of lines.

The Metropolitan Railway - Widened Lines, are also of some importance in this respect. Between the outbreak of war and February 25th 1915, some 2,738 troop trains had used the widened lines. In the first two

weeks of 1915, the number of goods trains handled was 2,935 - an average of 210 per day (apart from troop trains, and ordinary local passenger services!) Some detailed statistics regarding military traffic over the widened lines during the whole war, are also given. There is a detailed gradient diagram of the widened lines, including the Great Northern Railway connections at Kings Cross. The severe gradients and limited capacity of these lines meant that normal services were suspended for long periods, except during rush hours, and banking engines were required. The tunnels from the Great Northern caused additional problems due to loading gauge restrictions. Certain types of traffic could not therefore use these lines.

The strategic importance of the West London and West London Extension Railways is also described, together with a further detailed map.

The East London Railway also has its own separate map showing connections and a further detailed gradient diagram. The East London Railway was, at this time, leased by some six companies, including the Metropolitan and Metropolitan District. Severe gradients again posed some problems, and ordinary traffic was suspended at times to increase capacity for special military traffic. A large number of ambulance trains taking this route, used the Thames Tunnel as an air-raid shelter during enemy attacks over London. A total of 1,002 such trains used the route during the whole of the war, with a similar number of return workings conveying the crews only.

The section entitled 'Total Enlistments' tells us that the total number of men withdrawn from railway service was 184,475 - some 49% of all the staff of military age on August 4th 1914. From an extensive list, the following statistics are given:-

East London Joint - Number released: 49 (54% of total staff)

Metropolitan - Number released: 1,181 (29% of total staff)

Met. District, etc. - Number released: 3,086 (49% of total staff).

The number and type of air-raids throughout the country is described in some detail, particularly as regards the London area.

The section entitled 'The Tubes as Shelters' tells us that the Metropolitan Police '...would be sent out from all police stations exhibiting a placard printed as follows:- POLICE NOTICE TAKE COVER. The population could use police stations, picture galleries, museums and public libraries for the purpose of sheltering. The Crypt of the Guildhall and the basement of the Old Bailey were also used as air-raid shelters. But the tubes were the obvious choice for safe sheltering. The dates of several of the more severe air-raids, and the numbers sheltering in the tubes are given. Some shelterers apparently preferred riding on the trains to relieve boredom, and we are told that, '...the inner circle trains were much appreciated.'

Some control was therefore necessary to restrict people who had become used to camping out in the tubes, including those riding around the system, even when no alert had been given. The Underground Electric Railways Company therefore made an announcement on 28th September 1917 to the effect that the tubes would only be available for sheltering after an alert had been given. Also that, 'Birds, Dogs, Cats and other Animals, as well as Mailcarts' would not be allowed on the Company's premises. A public notice to this effect was displayed at tube station entrances, and is illustrated in the book. It finishes with the words, 'BY ORDER Electric Railway House, Broadway, Westminster.'

On February 18th 1918, some 300,000 persons took shelter in the tubes, this figure establishing a record. Approximately  $4\frac{1}{4}$  million people used the tubes as shelters in World War One. The Metropolitan and Metropolitan District companies also undertook the manufacture of war materials in their workshops.

So, there is a wealth of detail and facts about railways in World War One, in these two volumes, and I have only the space to review some of the main points as regards the London area railways etc. But the whole work is well worth reading, despite its length, its scope being far greater than I have mentioned here.

A copy of both volumes is available within the Surrey County Library collection, if your own local or County libraries do not have copies. In this case they can be requested using the 'Interloan' service, for a cost of about 25p per volume.

If anyone would like further information or has problems obtaining copies, please write, enclosing a stamped addressed envelope for reply, to:

Peter Bancroft, 16 Gosden Road, West End, Woking, Surrey, GU24 9LH.

#### BOOK REVIEWS

LONDON UNDERGROUND ROLLING STOCK by Brian Hardy, 112pp, 148mm x 210mm, plus card covers: 88 photos. Published by Capital Transport, 1981, Price: £2.75.

When you see the wonderful colour reproduction of '1938 stock at Willesden Junction' on the front cover, you get a measure of the quality of this year's LT stock book, and when you discover that 80 of the photos, different from last year's, were taken by the author, you realise how much the enthusiast owes him for this most informative work.

Following an introductory review of stock types and equipment (control, brakes, doors, etc.) come chapters on each extant type of stock, with useful photos adding to a concise yet remarkably comprehensive history, which mentions all the peculiar vehicles and concludes with complete lists of car numbers. This reviewer thinks that such extended presentation is a waste of space (which he feels could be better used to tell us the motor types, powers, gear ratios and nominal driving wheel diameter) but is told that it helps to sell the book, so had better cease arguing!

Next comes a chapter listing unit formations in extenso. In view of the preceding remarks...enough said!

Then come interesting and profusely illustrated chapters on Battery and Sleet locos, Pilot and Ballast Motor cars, right up to the Tunnel Cleaning and Track Recording trains. 'Sold and Preserved Stock' gives three pages with four pictures to updating the Isle of Wight story (of sentimental interest to the reviewer): a final section reviews Depots and Sidings.

With the departure of the CO/CP stock, this is probably the last edition which will give six pages with five photos - so if you don't buy one every year, this one you ought to get. You will also learn (page 42) that 1973 tube stock can squeeze through the Northern Line tunnels!

If you are an annual purchaser, you will find this 1981 edition better than ever, so tell all your friends!

BJP

LONDON, TILBURY & SOUTHEND ALBUM by George Dow, 120 pages, 9½" x 7½", Illustrated text, published by Ian Allan Ltd., Price: £8.95.

This book is the latest by George Dow, a former B.R.Divisional Manager, and author of a number of books on railway subjects. As the title suggests, the book is concerned with the locomotives, rolling stock and stations of the London, Tilbury and Southend Railway Company.

The text is divided into three parts. The first describes the early years of railways in Essex, ending with the emergence of the LTSR as an independent company in 1882. The next section deals with the following thirty years of independence, finishing with the takeover by the Midland in 1912. The final part is described as an MR-LMS-BR postscript and brings the story up to date. All three sections are illustrated by a large number of photographs, virtually all of which have been reproduced to a high standard.

The main interest for the Underground student is, of course, the 13-odd miles of the LTSR from Bow Road to Upminster. This is recorded by a large number of illustrations. There are some interesting views of Upminster Bridge, Becontree and Elm Park when new. Becontree with its four platforms in use and Elm Park with its 'Art-deco' booking office finishes. The older stations at Upminster and Dagenham are also shown as well as the exteriors of East Ham and Plaistow, showing them little changed today. The four stations on the Whitechapel and Bow Joint Railway are featured too, with only Mile End being substantially rebuilt since opening. The famous Ealing-Southend through trains are not forgotten with four views of the District Railway electric locomotives in use. Two of the shots are well known, but the other two are somewhat rarer. It is also recorded that in 1908, the LTSR purchased 74 electric motor cars and trailers from the District Railway for working a share of the services to and from Barking, then newly electrified. One of the cars (No.434) is illustrated in LT&SR livery.

The years following nationalisation and electrification are hardly glimpsed at. This is perhaps the book's main criticism. There is only one shot of a locomotive in B.R. livery (a steam special), whilst the last twenty years of electric operation are confined to three official B.R. Publicity shots of the early 'sixties.

It may be argued that the EMU's now in use have no connection with the old LTSR company - this is indeed true. However, the same can be said for the many Midland and LMS locomotives which the author has seen fit to illustrate. One suspects that the author has rather more interest in steam traction than electric.

All in all, the book can be recommended for those interested in the LTSR or the District Line and its predecessors, but at £8.95 the book seems rather expensive - even at today's prices.

KTR

#### POINTS OF INTEREST

Roy Bevin writes:

'NF 5/81 reminded me that, before the opening of the tube tunnels between Baker Street and Finchley Road, ballast trains and Bakerloo stock going to and from Acton for overhaul, travelled via the West London Railway between Earls Court and Willesden Junction, via Addison Road (now Olympia).

Further to UN 231, page 81, on diesel banking engines at Farringdon on the City Widened Lines, the banking engine siding in steam days was located in the angle between the lines to Snow Hill and the lines to Aldersgate, parallel to the Snow Hill line. Only from 13 July 1958 was this spur abolished and replaced by a new spur just west (on the Kings Cross side) of Farringdon station. This was to permit operation of longer freight trains to the Southern Region via the Widened Lines (increased from 30 to 50 wagons).

With reference to the review of 'London Passenger Transport' in UN 231, the article on fog repeating signals contains at least one error. The

author writes: 'The lines north of Harrow-on-the-Hill to Watford, Chesham and Aylesbury continued to be .... worked under standard block regulations practice using, generally, semaphore signals until the late 1950s....'. What nonsense! I went to live in Argyle Road, North Harrow in September 1926 in a house backing on to the railway and, although a small boy at the time, I clearly remember the signalling. It was three-aspect colour light from Harrow-on-the-Hill inclusive to Rickmansworth exclusive with no fog repeaters. The only semaphores were those controlling the exits from goods yards and sidings, plus one each at the London ends of the two down platforms at Harrow-on-the-Hill. These signals controlled the departure of down trains which terminated in the platforms and returned southbound via crossovers without going into the sidings north of the station. This was not a very frequent movement as most terminating trains went into the sidings. These semaphore signals were themselves replaced by colour light signals sometime before the two additional tracks between Harrow-on-the-Hill and Wembley Park were brought into use. The signal boxes at Pinner (where I lived from 1932 to 1939) and Northwood were normally only switched in when access was required to the sidings.'

Nigel Hyde writes:

'In addition to the note on page 81 of UN 231, was it possible also that freight trains on the East London Line were assisted by banking engines? There are examples of LT tour trains working with electric locomotives at both ends such as the brake vans tours of 1972 and the 'John Milton' special which worked to New Cross Gate with a locomotive attached at the rear as there was no run round facility at New Cross Gate for an electric locomotive hauled train.

Further to the diagram on page 75 of UN 231 of Liverpool Street Metropolitan Line, a permissive (draw-up) signal was provided in more adventurous days (!) allowing a train to draw up to starting signal OD2, while access to and from the bay platform was required.

Regarding the LT/BR boundary at Amersham, this was established 6,843 feet north of the north end of the southbound platform at Amersham (i.e. 1,000 feet north of the repeater for the southbound home signal).

As one who has been acquainted with the Paris R.E.R. system since 1973, non-stopping (see diagram on page 52 of UN 230) as observed at Vincennes and Fontenay-sous-Bois (where I stay overlooking the railway!) suggests that this is done at normal service speeds. As the original line terminated at Nation until 1977, some peak hour trains then doubled back empty to make further trips. The construction of the junction with the Marne Valley Line (to Noisy) in 1975 just west of Fontenay-sous-Bois station involved single line working over the westbound line. The eastbound platform at Fontenay-sous-Bois was temporarily extended eastwards and the closed circuit TV screens at the 9-car stopping mark were also moved forward.'

Correspondents report observing scrap Metro stock in Fontenay SNCF yard awaiting movement to the scrap dealers. In January 1981, one such train had been moved from Fontenay yard further down the line to be stabled between Sucy-Donneuil and Boissy St.Leger, awaiting collection by the SNCF.

Further to the notes above, and those on page 81 of UN 231, Uxbridge Line freight trains were not banked, neither were those on the East London Line. The latter is confirmed by one of our members who used to be a B.R. fireman on such trains, and the former by a member who was a signalman on the Metropolitan Line in the late 1940's and 1950's.



ROLLING STOCK ALTERATIONS

April, 1981

1972 MkII Tube Stock

From Neasden to Ealing Common

3253-4253-4353-3353+3445-4545-3545 10th

From Ealing Common to Neasden

3253-4253-4353-3353+3445-4545-3545 13th

1973 Tube Stock

From Northfields to Highgate

894-694-895 5th (E.T.T.)

From Highgate to Northfields

894-694-895 12th

CO/CP Stock

From Ealing Common to Ruislip (Condemned cars)

53244-014070-54195 1st

53216-013144-54271 2nd

53222-54208 6th

53195-013084-54206 10th

53039-54039 15th

Ruislip to Birds, Long Marston, for scrap

53020 53048 53197 53236 54020 54198 54248 013184 014074 8th

53216 53222 53244 54056 54195 54208 54271 013144 014070 15th

R Stock

From Ealing Common to Ruislip (Condemned cars)

23504-22604 8th

23585-22685 16th

CO/CP & R Stock

Ruislip to Booths, Rotherham, for scrap

53255 54055 23525 22605 23574 22675 23582 22680 1st

53039 53195 54039 54206 013084 23504 22604 23522 22677 23585 22nd

D Stock

From Metro-Cammell, Birmingham, delivered to Ruislip

7060-17060-8060+8061-17061-7061 9th

7062-17062-8062+8063-17063-7063 30th

Ruislip to Ealing Common

8059-17059-7059 8th

7058-17058-8058 9th

7060-17060-8060 24th

8061-17061-7061 27th

Entered Service, District Line

7052-17052-8052+8053-17053-7053 23rd

8043-17043-7043 30th

Miscellaneous Movements

5602-6602 Hammersmith to Acton (collision) 6th

L38 Acton to Ealing Common after overhaul 6th

L152+1096+L153 Acton to Golders Green (ex-derailment) 22nd

3412-4520-3520 Golders Green to Acton (derailment damage) 26th

Units to Acton for Overhaul

Northern	3217-4217-4317-3317	2nd
Central	1498-2498-9499-1499	2nd
Central	1534-2534-9535-1535	9th
Bakerloo	10177-012265-11177+10188-012268-12015-11188	10th
Northern	1274-2274-1275	13th
Victoria	3079-4079-4179-3179	14th
Metropolitan	5538-6538	16th
Central	1560-2560-9561-1561	22nd

Units from Acton After Overhaul

Northern	3216-4216-4316-3316	2nd
Central	1642-2642-9643-1643	2nd
Bakerloo	10231-012314-11231+10284-012374-12144-11284	8th
Central	1580-2618-9581-1581	9th
Northern	1242-2242-1243	13th
Victoria	3041-4041-4141-3141	14th
Metropolitan	5066-6066-6067-5067	15th
Metropolitan	5519-6519	16th *
Central	1614-2614-9615-1615	22nd
Northern	3414-4514-3514	24th

Reformations

From

To

1959/62 Tube Stock

1050-2096-9097-1097	1050-2050-1051
	1096-2096-9097-1097
1580-2580-9581-1581	1580-2618-9581-1581

A60 Stock

5042-6042-6043-5043	5042-6042-6043-5056	- collision damage to DMs
5057-6057-6056-5056	5057-6057-6056-5043	

1972 MkI Tube Stock

3412-4512-3512	3412-4520-3520	- derailment damage
3420-4520-3520	3420-4512-3512	

Note \* C69 DM 5519, which had experimental seating moquette as a trial for D stock, has reverted to normal moquette seats after overhaul.

NEWSFLASHES

NF 99/81 Following a collision in Neasden depot in March, involving two 'A' end DMs (5042 and 5056) of A60 stock, a 'good' unit has been formed, and comprises two 'D' end DMs - see reformations above. Note also that the first known reformation has taken place of 1972 MkI tube stock.

NF 100/81 Following the installation and commissioning of fluorescent lighting in the 'open' section of West Hampstead, new station name signs have also been installed, incorporated in some of the new lamp standards. During the first week of May 1981, both the new signs and the old signs (LT bullseyes on concrete) could be seen side by side - a total of ten name signs in a space of about 200 feet! This was not to remain for long, however, as shortly afterwards, the nameplates were removed from the concrete stands. The concrete stands are still, at present, standing, although looking a little bare without their plates.

- NF 101/81 Yet another almost total power failure occurred on the Underground on Monday 13 April 1981, at about 1555, just at the start of the evening peak. It is thought that an operator at Lots Road Power Station inadvertently pressed an emergency stop button, and although the back-up supply at Greenwich was running on 'standby' at the time, it was unable to cope with the sudden demand for power, and therefore Greenwich tripped out also. A small part of the Underground system is supplied by the national grid but trains on these sections soon became affected as they arrived at sections not covered by the national grid. There are no facilities to connect the national grid supply to the Underground system, and it is understood that there are no plans for this to be done in the future. All lines were affected and parts of the Central Line were the last to have current restored, an hour and a half later. Needless to say, all underground lines were in total disarray, most of them for the rest of the evening.
- NF 102/81 A member reports that on Monday 27.4.81, he arrived at Barons Court station on a westbound District Line train. A Piccadilly Line train was in the adjacent platform, with the indicator for that train showing 'Heathrow'. However, the platform repeater signal showed the route as set for the centre siding. The train was still carrying passengers and was not being terminated, so he boarded. After a short discussion between the driver and an LT official the train doors closed and the train moved off. The train entered the siding and there stopped. Shortly afterwards an Uxbridge train, followed by a Heathrow train passed on the westbound Piccadilly track. Meanwhile an announcement was made over the train's public address system apologising for the delay due to 'regulating alteration'. The train then moved onto the westbound line and into Hammersmith station. Here, an announcement was made saying that the train would now terminate at Northfields. It then proceeded as normal. Our correspondent alighted at Acton Town. He states that as a traveller on this route for some years, it is the first time that he has seen a train pass through the siding in NORMAL passenger service!
- NF 103/81 Not reported previously, and observed on the Society's trip to Paris by a member, was dissatisfaction at the R.E.R. service on Line A, where, at the eastern end, some trains non-stop Nanterre Ville and Nanterre Prefecture. In white-wash and in lettering about 4 feet high on walls near Nanterre Ville and Nanterre Universite stations, 'ARRET DE TOUS LES RER A NANTERRE !'
- NF 104/81 A 15-year old boy was arrested for delinquency in New York on 31.1.81, after taking over the controls of a subway train in Manhattan. According to the police, he took charge after the driver complained of feeling ill. The driver tested the boy's ability over a two-stop stretch and then handed over to him for the rest of the run, stopping at six stations. He was accused of endangering the welfare of a minor!
- NF 105/81 At Upminster station, there is a sign giving times of the stations that are open only for short periods during the week. One of the stations still states 'Essex Road, Northern Line'.
- NF 106/81 A correspondent reports that on a visit to Paris on 7.5.81 there were still five trains of Classic stock in service in the evening peak on Line 2, although they were expected to be withdrawn 'at any moment'. Some of these trains continue to work on Line 9 in the peaks, and the complete service (four trains) on branch line 3bis.

Additional Notes for THE TIMETABLE

TYNE & WEAR METRO VISIT

The Authorities have now agreed to a depot and control room visit. It is also hoped to ride on the new extension to Bank Foot, to be opened during May 1981. The closing date for applications has therefore been EXTENDED to Wednesday 10 June 1981. Further details are on page 114 on UN 233.

Sunday 5 July

LURS members are invited to join in the North London Transport Society's third annual Memorial walk of the Northern Heights extensions from Finsbury Park to Alexandra Palace, Edgware and beyond. The walk will start from Finsbury Park at 1030. For details, please write, enclosing SAE, to Mr.A.Hayward, 48 Grange Road, Orpington, Kent.

Thursday 16 July

LURS members are invited to this meeting of the West Middlesex Railway Society, which is a talk by Mr.B.R.Hardy on the work of the L.T. Traffic Controllers (first given at a LURS meeting in December 1978). 1945 at the Southall Community Centre, Bridge Road, Southall (close to Southall WR station).

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NEWSFLASHES (Continued)

- NF 107/81 A special Royal Wedding day ticket, offering almost unlimited travel on London buses and the Underground, has been prepared by London Transport for July 29. The ticket, called The Royal Wedding Warrant and costing £2 for adults and 50p for children will go on sale from July 1. Designed to be kept as a souvenir of the occasion, the ticket will show Prince Charles and Lady Diana Spencer, Buckingham Palace, St.Paul's Cathedral and a map of the wedding procession route. The warrant will be available at all Underground stations and bus garages, at London Transport Travel Information Centres, or by post from the L.T. Commercial Office, 55 Broadway, London, SW1H 0BD. The ticket will not be available for travel on the Bakerloo Line north of Harrow and Wealdstone, nor on special bus services such as the Airbus.
- NF 108/81 On Tuesday 31.3.81 it was announced that the Transport Secretary, Mr.Norman Fowler, rejected LT's application to close the Epping-Ongar line. However, he agreed to the closure of Blake Hall station (17 passengers a day) and that the line should be operated only at peak hours to reduce losses. Subsequent to this announcement, the four units reserved for the Epping Forest Railway are now to be scrapped. (See NF 66/81)

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