

# UNDERGROUND NEWS

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AUGUST 1981

## 20 YEARS OF THE SOCIETY

On Tuesday 17th November 1981, the London Underground Railway Society will be 20 years old. To celebrate this, the Society will be holding a social evening in a room above the 'Exmouth Arms' public house, near Euston, from about 19.30, which will be open to members and their wives or girlfriends.

The evening will include a short slide show, covering the period between 1961 and 1981. In addition, a buffet meal will be provided (sandwiches, savouries, etc.). The price per person will be £2.00; this includes the food, room hire and barman's fees. Drinks are not included in the price, but will be available at the bar in the room.

Please send your applications, with SAE for reply, to Mr.B.R.Hardy, 'Heidi', 13 Castleton Road, Eastcote, Ruislip, Middlesex, HA4 9QQ. Please make cheques or postal orders payable to 'The London Underground Railway Society'. Please do not send cash. BOOK NOW: space is limited.

If any applicants have any good quality interesting LONDON UNDERGROUND slides, especially of the early and middle 1960s, please let the organiser know at the time of booking.

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## THE TIMETABLE

### Friday 14 August

Illustrated talk, 'Impressions of the Paris Metro 1900-1981', by Messrs B.J.Prigmore and D.F.Croome. 1900 for 1915 in the Tudor Room at Caxton Hall.

### Saturday 15 August

Morning visit to Morden 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.

### Monday 7 September

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

### Friday 11 September

Talk by Mr.F.W.Ivey, 'Twenty Years since the Metropolitan Electric Locomotives'. 1900 for 1915 in the Tudor Room, Caxton Hall.

### Saturday 19 September

Morning visit to Neasden 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.

### Friday 9 October

Presidential Address, by Mr.D.F.Edwards. 'Walter Atkinson: Underground Civil Engineer'. 1900 for 1915 in the Tudor Room, Caxton Hall.

(Walter Atkinson was the civil engineer in charge of the construction of the Harrow & Uxbridge Railway (the Uxbridge branch of the Met.) and was associated with several other underground railway contracts including the pre-war work on the Central Line extension from North Acton to West Ruislip).

### Saturday 10 October

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

### Saturday 31 October

The Society will be operating its Sales Stand at the LOTS Transport Spectacular, The Old Hall, R.H.S., Vincent Square, Westminster, SW1. 1100-1600. Admission 30p.

### Friday 13 November

London Transport Film Show to celebrate 20 years since the founding of the Society. Films will include 'Moving Millions' (1948), 'Seven More Stations' (1947-48), and 'Underground Centenary' (1963). 1900 for 1915 at the Tudor Room, Caxton Hall.

### Tuesday 17 November

Social Evening (buffet and slide show) to celebrate the 20th anniversary of the Society's foundation. See front cover for full details.

### Friday 11 December

Presentation of cine-films and photographs by Mr.J.H.Blake. 1900 for 1915 in the Tudor Room, Caxton Hall.

## JUNE CAXTON HALL MEETING

For June 1981, the Society had a meeting with a difference - we were addressed on the subject of 'Tube Theatre' by Ken Ellis, an actor who has been performing his own comedy routines in Underground trains for the past ten years. He describes his act as 'like Candid Camera without the unpleasant bits' - a full account was given in UN 184, page 318.

He gives regular performances on the Piccadilly Line, and the audience travel along with him to watch his antics. He showed us some of his

routines, which he performed with the aid of assistants, and which the Caxton Hall audience greatly enjoyed, judging by their reaction. He also told us about some of the amusing incidents which have occurred while he has been doing his act, such as the time he was upstaged by a drunk, and the times when strangers, trying to be helpful, have spoilt his act.

Altogether, we had a very entertaining evening, but if you want to learn more about Ken Ellis's act, you will have to go and see him in action. Tickets can be booked on 01-794 7296, and cost £2.10 each.

NHGM

## LONDON TRANSPORT BRIDGES AND STRUCTURES NUMBERING

by Ian J. Robins

More senior members of the Society may recall an item on bridge plates in the old 'Members Handbook'. This article attempts to enlarge on that information.

London Transport operates several reference systems for various structures on its property, such as retaining walls, pipe crossings, and the subject of this article, bridges and structures. General rules can be applied to this system, but for every rule there seems to be an exception: Pipe crossings have their own numbering system, yet there are several pipe crossings in the bridges and structures system (EL30, NT6A, NT23B, and others). Typical structures included in the list are cable bridges, culverts (definition: a drain or covered channel that crosses under a railway, or a channel for an electric cable), footbridges, road and rail bridges.

Most lines have the identification numbers originating from the London end of the railway. The major exception to this is the District Line 'D' series, which have lower numbers at the western ends of the line, starting at South Harrow. Suffixes are added for new structures built between existing ones. This usually works by adding a letter to the lowest of the two plate numbers; e.g. between S14 (a culvert) and S15 (an under bridge), a cable bridge has been added, S14A. Expanding this system, going north through Wembley Park:

MR32 Station Road.  
MR32B Footbridge.  
MR32C Footbridge.  
MR32A Cable bridge.  
MR32E Cable bridge.  
MR32D Signal gantry.  
MR33 Forty Avenue.

Again, we have exceptions to this rule. MR8A and MR8B are both on the south (London) side of MR8.

The design of the identification plates themselves vary. The commonest type now seen was evolved by the mid-1930s and has been used universally since. Prior to that, individual styles existed, and can still be seen. Examples are shown at the top of the next page.

When London Transport expanded and new lines have been added, the general system has been applied. For the proposed extensions to Alexandra Palace, and Finsbury Park to Highgate, numbers were allocated, but very few structures were taken over. More recently, the Victoria Line has been included, with the 'VT' series. 'MR' plates exist beyond Amersham towards Aylesbury, but these structures are now British Rail's responsibility. Several structures have to be maintained where no railway now runs, and until recently, three bridges were LTs responsibility in North London, having carried tram routes over the new river.

There are well over 1,000 structures in this reference system, and the list below is a general guide. Any amendments or additions would be gratefully received by the author.

INDIVIDUAL PLATE STYLES:



District Line



Metropolitan Line

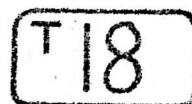
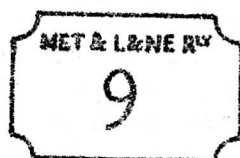
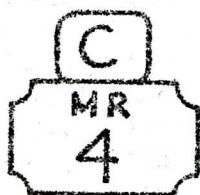


Uxbridge Line

Chesham Line

Watford Line

Tube Lines



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The Numbering System:

AP 1 - 12: ALEXANDRA PALACE

AP 1-12 North of Park Junction to Alexandra Palace station. None taken over by London Transport.

BC 1 - 11: BOROUGH COUNCIL (originally for access to council depot)

BC 1-4 ) Wood Lane station and  
BC 6 ) depot approach.  
BC 8-10 In Wood Lane depot.  
BC 11 Shepherds Bush station.

BT 67 - 71: BAKERLOO TUBE (previously 'T' series)

BT 67 )  
BT 67A ) Footbridges in London Road depot.  
BT 68 Footbridge in Waterloo B.R. station.  
BT 68A South of Queens Park.  
BT 69 South of Queens Park.  
BT 70 )  
BT 71 ) Stonebridge Park depot.

C 1 - 49: CIRCLE LINE

C 1-49 Aldgate station to south of High Street Kensington.

CMR 1 - 13: CHESHAM LINE

CMR 1-13 From junction to south of Chesham station.

D 1 - 219: DISTRICT LINE

D 1-26 South Harrow to north of Hanger Lane Junction.  
D 27-28 Ealing Broadway to Hanger Lane Junction.  
D 29-31A Hanger Lane Junction to north of Heathrow branch.  
D 31C-60A Hatton Cross to north of junction with main line.

D 1 - 219: DISTRICT LINE (Continued)

- D 61-62D North of Acton Town to start of South Acton branch.  
D 63-64A South Acton branch - all removed.  
D 63-70A Acton Works to west of Richmond branch.  
D 70B North of Gunnersbury.  
D 71-91A West of Turnham Green to east of West Kensington.  
D 92 ) South of Earls Court on westbound Wimbledon line (now  
D 100 ) demolished).  
D 93C-99 South of Putney Bridge to north of Fulham Broadway.  
D 101-131 Earls Court to Campbell Road Junction.  
D 132-219 Campbell Road Junction to Upminster depot.  
D 49B Cable bridge in Brentford High Street, over canal.  
D 107P Footbridge at Lots Road.

E 1 - 22: EDGWARE LINE

- E 1-5 North of Finchley Central to south of Mill Hill East.  
E 6 Mill Hill East station subway (never built).  
E 7 Cable gantry north of Mill Hill East.  
E 8-19 North of Mill Hill East to south of Edgware (not taken over).  
E 20 Culvert in Edgware sidings.  
E 21 LNER bridge over Northern Line - maintained by LT for BR.  
E 22 Flyover (partly built for 1935-40 New Works).

EL 2 - 60: EAST LONDON LINE

- EL 2-40 North of Shoreditch to Canal Junction.  
EL 41-47 Canal Junction to north of New Cross.  
EL 49 North of New Cross Gate.  
EL 51-60 Deptford Road Junction to north of New Cross Gate (all disused, some removed).

ES 1 - 34: EALING & SHEPHERDS BUSH RAILWAY

- ES 1 -34 Wood Lane station to east of Ealing Broadway.

HB 1 - 68: HIGH BARNET LINE

- HB 1-16 South of Finsbury Park (LNER) to south of Highgate (LNER), none taken over.  
HB 17-68 Highgate (subway under disused station) to High Barnet.

HC 1 - 26 and 50 - 60: HAMMERSMITH & CITY

- HC 50-59 Paddington to east of Westbourne Park.  
HC 60 East of Westbourne Park (originally numbered 1A).  
HC 1-26 Westbourne Park to Hammersmith.

KR 1 - 15: KENSINGTON & RICHMOND LINE (all disused, many removed)

- KR 1-4 Between West London Line and Hammersmith & City Line.  
KR 5-15 Between Hammersmith & City Line and junction with District.

MLNE 1 - 11: METROPOLITAN & LONDON & NORTH EASTERN RAILWAY

- MLNE1-11 Watford South Junction to Watford.  
MLNE 1C On Watford North Curve.

MR 1 - 154: METROPOLITAN RAILWAY

- MR 1-43A Baker Street to Harrow-on-the-Hill.  
MR43D-82A North of Harrow to Watford South Junction.  
MR 83-107 Watford South Junction to Chalfont & Latimer.  
MR108-115 North of Chalfont & Latimer to LT/LMR boundary north of Amersham.  
MR116-154 LT/LMR boundary to south of Aylesbury (all BR maintained).

N 2 - 41: NEWBURY PARK LINE

- N 2-41 Newbury Park to west of Roding Valley.

NR 1-3: NEW RIVER - Old Tramway bridges, now local council maintained.

NR 1 Over new river, Bush Hill House, Winchmore Hill.

NR 2 Over new river, Kings Arms, Palmers Green.

NR 3 Over new river, Wood Green.

NT 1-48: NORTHERN TUBE (previously 'T' series)

NT 1-3A North of Morden depot to north of Morden station.

NT 3B-36 South of Golders Green to Edgware.

NT 37-38 North side of Station Road, Edgware.

NT 39-48 Purcells Avenue to Bushey Heath (never completed).

O 1-113: ONGAR LINE

O 1-113 south of Leyton to south of Ongar.

P 1-11: PICCADILLY LINE

P 1-11 North of South Harrow to south of Rayners Lane Junction,  
(P8 on Gasworks spur, now removed).

PT 70-87: PICCADILLY TUBE (previously 'T' series)

PT 70-87 South of Arnos Grove to Cockfosters.

R 1-55: RUISLIP LINE

R 1-55 North Acton Junction to north of West Ruislip.

S 1-18: STANMORE LINE

S 1-18 North of Wembley Park to Stanmore.

U 1-28: UXBRIDGE LINE

U 1-28 West of Harrow flyunder to Uxbridge.

VT 1-13: VICTORIA TUBE

VT 1-9 In Northumberland Park depot.

VT 10-13 Walthamstow to Highbury.

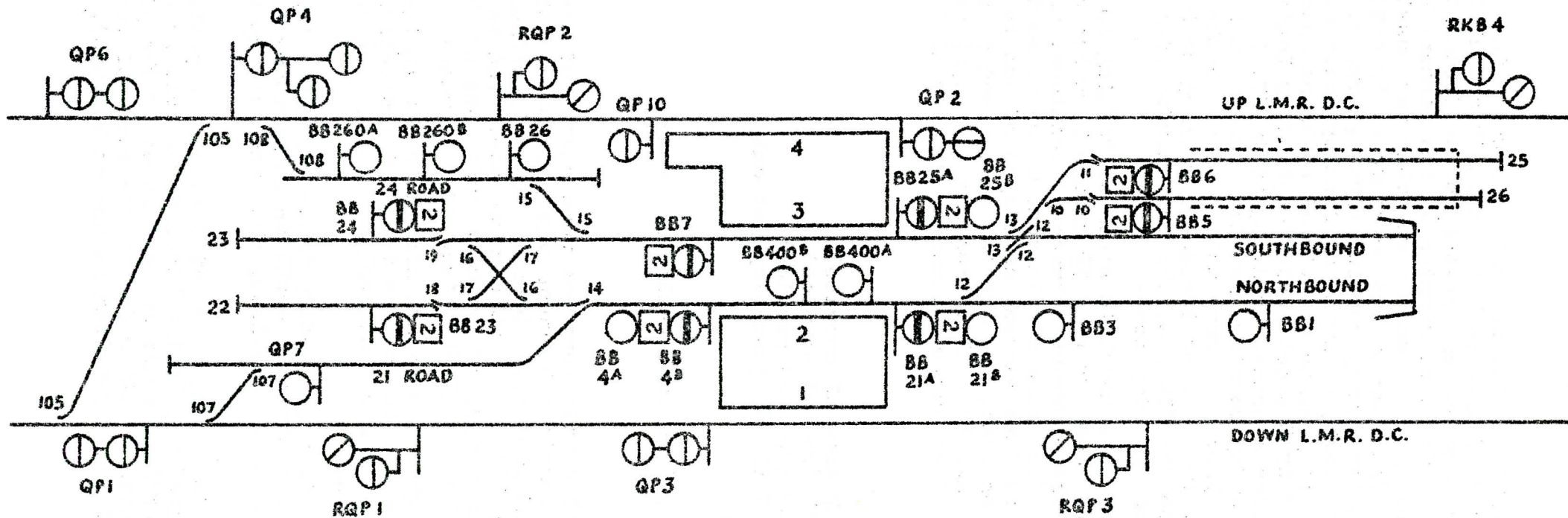
#### ENGINEERING WORKS

##### Queens Park - June 1981




During June 1981, much of the pointwork and drainage at Queens Park on the Bakerloo Line was renewed, involving three weekend occupations by engineers. The first occasion was on Saturday and Sunday 6th and 7th June, followed by Sunday 14th June, when Bakerloo Line trains reversed north to south at Paddington, with a bus service being provided between Paddington and Queens Park (scheduled to take 25 minutes), calling at Warwick Avenue, Maida Vale and Kilburn Park. At the three intermediate stations, buses stopped outside or adjacent to the stations, but at Queens Park buses stopped in the turning circle between Kilburn Lane and Salusbury Road, and at Paddington on the east side of Eastbourne Terrace, the latter involving a long walk from the station booking hall. On all occasions trains ran every 7½ minutes between Paddington and Elephant & Castle. These occasions saw the use of the 'Paddington' destination plate on most trains, although instructions had been issued stating that all northbound trains should display 'Queens Park'. Tickets were also accepted for travel between Queens Park and Euston on the L.M.R. d.c. electric service.

By far the most complicated of the operations at Queens Park took place from Friday 19 June until early Monday 22 June 1981, when Nos. 16 and 17 crossovers (the scissors just north of the station - see diagram on following page) were renewed. On Friday 19 June, work commenced at 12.00, after which all Bakerloo trains reversed north to south in the northbound platform at Queens Park until 20.00, when train services reversed at Paddington, with a bus service between there and Queens Park. With

# QUEENS PARK



**KEY TO B.R. SIGNALS :**

-  SEMI-AUTOMATIC STOP SIGNAL
-  AUTOMATIC STOP SIGNAL
-  REPEATING SIGNAL

**KEY TO L.T. SIGNALS :**

-  SEMI-AUTOMATIC OR DRAW-UP SIGNAL
-  SHUNT SIGNAL WITH THEATRE ROUTE INDICATOR

NOT TO SCALE

only one platform available at Queens Park to reverse in, a restricted service was operated every 5 minutes between 12.00 and 20.00, with train crews 'stepping back' at Queens Park instead of at Elephant & Castle, so that trains could reverse in three minutes at the former. This service operated during the evening peak, and it was thus not possible for the four northbound Watford Junction trains to operate. In consequence, to provide the four trains for Monday morning (22nd), four trains ran empty after the Friday morning peak, arriving at Croxley Green depot at 10.19, 12.28, 12.40 and 12.48. To provide additional stabling space in London Road depot, one train of 1938 stock worked empty from London Road depot to Neasden depot on Friday evening, arriving at 20.57. It returned to the Bakerloo early on Monday morning, leaving Neasden at 04.47 and reversing at Piccadilly Circus, before taking up its booked working at 05.39 from Queens Park. Two ballast trains travelling to Queens Park on Friday 19 June did so via Olympia, the West London Line, Willesden Junction high-level, and the City Loop.

Services continued to reverse north to south at Paddington throughout Saturday and Sunday 20/21 June, with a 7½ minute Bakerloo service throughout both days. As with the previous service alterations, tickets were valid for travel on the d.c. line via Euston. However, on Sunday 21 June, the d.c. electric service into Euston was suspended due to B.R. engineering work in the Euston area, with Euston d.c. electric trains being diverted into Primrose Hill (normally closed on Sundays) until about 16.00. B.R. provided a coach service between Primrose Hill and Euston.

#### Trains in Service:

Friday 19 June:

Morning peak	27 (normal service)
until 12.00	17 (normal service)
12.00 to 20.00	12 (reduced service)
after 20.00	7 (Paddington-Elephant only)

Saturdays 6/20.6.81 and  
Sundays 7/14/21.6.81:

All-day	7 (Paddington-Elephant only)
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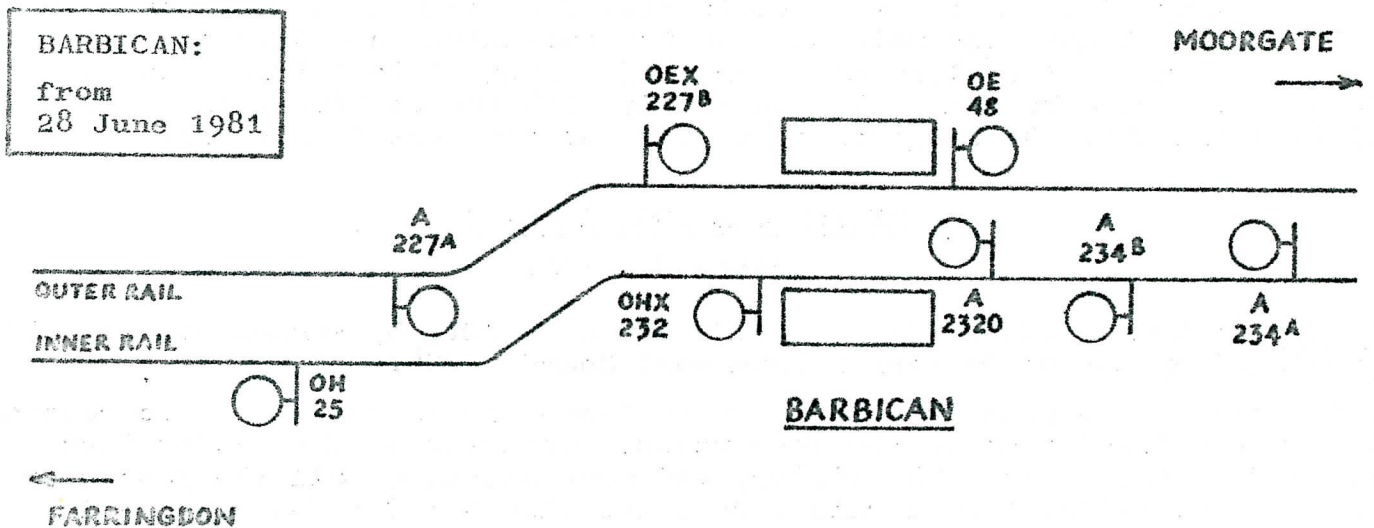
#### Barbican - 28 June 1981

Metropolitan Hammersmith & City services were suspended east of Baker Street and Circle Line services between Baker Street and Aldgate until about 14.30 on Sunday 28 June 1981, because of resignalling work in the Barbican area. The signalling at Barbican was converted to automatic operation from 21 October 1979, after the abandonment of the stabling siding there at the end of April 1979 (see UN 217, pages 13 and 14).

From 28 June 1981, the area was resignalled as shown in the diagram on the following page. One notable feature is the introduction of 'draw-up' signal A2320, which has a red and yellow aspect, but no green. This signal serves two purposes:

- (1) It will stay at red if a preceding train has not yet passed OH25 (Farringdon outer home signal), until an approaching train has reduced its speed to 10 mph or less, when the red aspect will change to yellow.
- (2) If the track ahead is clear, A2320 will display a yellow aspect. This is because signal OHX232 (Barbican inner rail starting signal) remains at danger until a train reduces speed in the platform area to 15 mph (in connection with reducing the speed of trains passing closed stations, of which Barbican is one on Sundays).





Five trains operated a 10-minute service between Baker Street and Hammersmith, and eight trains every 10 minutes between Baker Street and Aldgate via Embankment. Three of the latter 'Circle' trains were crewed by the District Line until 14.30, when the fourth was added as on a normal Sunday.

In the eastbound direction, substitute LT buses operated from Baker Street to Aldgate, calling at Great Portland Street, Euston Square, Kings Cross, Farringdon, Moorgate, Liverpool Street and Aldgate East. On the westbound journey, buses started from Aldgate East, thence called at Aldgate and other intermediate stations back to Baker Street. This unusual working of the bus service at Aldgate/Aldgate East was to provide connections into and from trains, and also because of the one-way road system in the Aldgate area. Buses operated every 5 minutes until normal services were resumed.

#### Greenford - 12 July 1981

Because of drainage repair work at Greenford, the Central Line service to and from West Ruislip was suspended throughout Sunday 12 July 1981. The work involved both the eastbound and westbound lines west of Greenford station, and the eastbound line has been 'slewed' temporarily until all the work has been completed.

West Ruislip trains were diverted to Ealing Broadway, giving that branch a 7-8 minute service (or two trains every 15 minutes after 10.00) instead of every 15 minutes. Between North Acton and West Ruislip, a substitute road service was provided, generally every 7-8 minutes, calling at Hanger Lane, Perivale, Greenford, Northolt, South Ruislip, and Ruislip Gardens.

#### REVIEWS

RAILWAY ACCIDENT: Report of the Collision that occurred on 17 January 1979 between Leyton and Stratford. Six pages plus one folding diagram. Published by H.M.S.O. Price £2.70.

Published in June 1981, some 17 months after the accident took place, the report details the events which led up to the accident, which occurred in overcast weather with sleet and snow falling. At the time, some of the signals were failing.

The accident and the inquiry were described in UN 207 (pages 41-45). The public inquiry was held on 26 January 1981 and was chaired by Major Anthony King of the Railway Inspectorate. The Accident Report, as anticipated, blames the motorman for the collision, and this is best summed up in the 'Conclusion', where Major King states: 'There is no doubt that the motorman failed to comply with the requirements of Rule G7 (ii) and that the responsibility for the accident is his alone'.

### HISTORICAL BOOK REVIEWS

by Peter Bancroft

Number 6: LONDON TRANSPORT. A RECORD AND A SURVEY, by Vernon Sommerfield, published by London Passenger Transport Board, 1934.

This book is designed to describe what London Transport is and to record the events leading up to the then recent formation of the London Passenger Transport Board. The history and development of all the passenger traffic facilities from earliest days are also briefly described and statistical details given of the principal component undertaking of the Board.

A useful map showing the London Passenger Transport Board area is included, showing also the London Traffic area. Outward runnings by the Board and inward runnings by outside proprietors are also shown, though these relate mainly to bus/coach services.

It is convenient to precis the text under the sectional/chapter headings:

THE LONDON PASSENGER TRANSPORT BOARD WHAT IT IS AND DOES. The author tells us that the Board is '... the greatest urban transport system in the world, the only one to combine the ownership of omnibuses, motor coaches, tramways, trolleybuses, underground and surface railways, and also the only passenger carrying organisation to combine undertakings previously under both company and municipal ownership.'

Some 92 concerns had been taken over on 1 July 1933, having a total capital of some £109 million, comprising 5 railway, 17 tramway, 62 omnibus, 4 coach and 4 subsidiary undertakings. These are listed in detail under their separate headings, followed by a brief section giving some statistical details.

THROUGH THE AGES, describes briefly the development of transportation in London, starting with a sentence about the Romans! The development of coaches, the omnibus, tramways, the underground and steamboats each warrants its own heading and description. The inclusion of steamboats is interesting, since the Thames had been without regular public steamboat service since 1907, but the LPTB is empowered to provide such services.

DEVELOPMENT AND EXPANSION, deals mainly with some of the tube railways, starting with the opening of the City & South London, and covering openings and extensions of the Central London and Bakerloo. The Camden Town junction is also mentioned and the chapter ends with a note about the influence of the tubes and buses/trams on housing developments and population.

THE MAN AND THE MACHINE, describes the power houses, car depots, railway, bus and tramcar overhaul works, the bus ticket department at Chiswick and work on the Garages. Longer sections on handling traffic generally, (though mainly the railway operating side) and training the busmen and railwaymen, conclude this section.

There then follows a 'A LONDON TRANSPORT CHRONOLOGY' under 59 separate headings, each listing the principal events and developments in all forms of transport from c1625 to 1934. This is of considerable interest and value. To take 1910 as an example, we are told that:

'Bakerloo, Hampstead and Piccadilly Tubes amalgamated under the title of London Electric Railway. 'General' introduces the 'B' type, the first standardised motor omnibus, after experimenting with over thirty different models.'

The only Appendix is entitled 'HISTORICAL AND STATISTICAL PARTICULARS of the Principal Traffic Operating Concerns vested in the London Passenger Transport Board'. This starts with the railways giving for each: Mileage Owned; Mileage Worked; Locomotives; Passenger Vehicles; Number of Passengers Carried; Car miles run in relation to Passenger Receipts. (All statistics given for the railways are as at 31 December 1932).

Each railway then has its own specialised chronology given in some detail. Dates of openings for lines and stations, details of working arrangements and locomotive/traction changes, modernisation works, financial arrangements and takeovers, are all given.

The omnibuses have their own condensed chronology, including the dates of introduction of various new bus designs.

The tramways receive attention next, including a table showing the various Local Authority and Company systems, their Route Miles, Car Mileage in relation to Traffic Receipts, and the number of Cars Owned. Each system is then described in turn, giving brief historical details. For example, we are told that the Highgate Hill tramway was acquired by the London County Council on 24 August 1909. This was worked by cable prior to electrification by the Council.

The book ends with a series of illustrations, of which the first section entitled 'THE UNDERGROUND' contains photographs with the following captions:

An underground train; An underground car; Escalators Holborn station; Enfield West station; Booking Hall Manor House station; Southgate station; Booking Hall Green Park; Ticket Machines; Car Depot Cockfosters; Booking Hall Stanmore station; Bodyshop Acton Works; Lots Road Power House; The Switchboard 'Lots Road'; Laying a new rail; Boring a new tunnel; Driver and Guard (Railways); Neasden Power House; Daylight Colour-signals; The Canteen Turnpike Lane.

Further photographs relate to the bus, tramway and trolleybus undertakings.

The final diagram is a family tree showing all the railway, omnibus, coach, tramway and other undertakings, as amalgamated at various times and then taken over by the London Passenger Transport Board.

The book is altogether an excellent factual and informative account of all aspects of the London Passenger Transport Board undertaking. Truly a 'RECORD AND A SURVEY' and well worth more than just a cursory glance. It may also serve to remind us that London Transport is about a great deal more than just running trains, and has been even more so in the past, though for those with only this specialised interest the book is conveniently 'sectionalised' as regards the different transport modes.

The 1934 edition described above has the printing reference 10M.5.34 and was printed by the Curwen Press.

There is also a 1935 edition with a printing reference 2500.2.35 which incorporates many interesting statistical alterations and minor changes in the text. The captions of some of the photographs have also been changed, with curiously 'Booking Hall' becoming 'Ticket Hall', 'Underground' becoming 'Tube' and other similar 'House Style' changes! Several photographs have also been substituted, and one major correction to the order of the text, as printed in the first edition, made.

A copy of the 1934 edition is available for reference only, at the London Transport Museum Library, but only by making a prior appointment.

A copy of the 1935 edition is also available for reference only, at the Guildhall Library.

Either edition may also be requested through your local library using the inter-lending scheme. Please ask your local library for details.

If anyone would like further information on the book, 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.

#### NOTES FROM MAGAZINES, NEWSPAPERS, RADIO, ETC.

##### Sunday Express - 28.6.81:

The colour magazine of this issue includes an article about a film made featuring the pop group 'Madness'. Parts of the film were made at Aldwych station. There are photographs showing the lift, the subway and the disused platform. The platform used by the shuttle trains is disguised as being Euston on the Charing Cross branch of the Northern Line, but paper stickers have been used over the 'Aldwych' bullseyes.

##### The Railway Magazine - July 1981:

This issue contains two photographs of the Epping-Ongar line, with extended captions noting that the Secretary of State for Transport has refused LT permission to close the line, but to close Blake Hall, and reduce the rest of the service to peak hours only. The photographs show a train of 1962 stock (not 1959 stock as incorrectly stated) at Blake Hall, and a train departing from Epping. In the same issue, under the heading of '50 years ago', a note is made that in 1931 the Metropolitan Railway had, as an experiment, installed penny-in-the-slot chocolate machines on trains operating on the Hammersmith & City Line, and the Inner Circle Line.

(Does anyone remember these experiments, and when they ceased? - Ed.)

##### Harrow Midweek - 12.5.81:

This issue reports that a passenger from Stanmore brought an alligator skin from Christie's auction rooms in Old Brompton Street. Apparently, the skin unfolded to about 12 feet, and for it to be carried, weighed about 80lb. It was carried down the escalator at Green Park for the journey home to Stanmore. A photograph of the unfolded skin, with the passenger and her two sons, was taken at Stanmore station, with a 1972 stock train in the background!

#### POINTS OF INTEREST

Further to UN 227, page 351, The Wembley History Society Bulletin No.3 Vol.10 (March-May 1981), reports that according to the 1897 and 1912 O.S. maps, 6" scale, there was a footpath, by the present Windermere Avenue, meeting the railway and continuing on the other side, which was presumably the 'occupation crossing' mentioned by Mr.R.Graham in the December bulletin. The embankment appears to be cut away at this point but it is not clear whether it was a level crossing or a tunnel. It was certainly not a footbridge. A footpath ran from Harrow School Bathing Place, then by Footbridge over the London & North Western Railway, traversed the Metropolitan as stated and came out by Woodcock Dell Farm at Woodcock Hill. The footpath is marked on the 1864 O.S. map and crosses the L.N.W.R. even then, but of course the Met. was not built at that time.

#### LETTERS TO THE EDITOR

Sir,

With reference to UN 235, page 155, the rebuilding of Richmond station

was completed early in 1938 and I feel sure that the indicator was installed in that year. St.Marys was closed 1 May 1938 and so just escaped inclusion. I think that Mr.Rennie will find Kentish Town West was closed on 19 April 1971 - vandals usually work at weekends. Shoreditch and Haggerston were not included as the Richmond trains did not stop at these stations.

The original panel 'F' included stations on the Poplar line, change at Dalston Junction. This was later partly blocked out and marked 'Closed'. The new panel was provided about 1949 when it had been decided not to reopen the Poplar line. Additional numerals were provided to show 24-hour time when the Railways adopted that method generally.

Prior to the installation of the present indicator a rectangular sign was provided at each barrier. This had eight faces and was turned by hand. I think the indications were: two for South Western trains, three for District trains (Mansion House, New Cross, Barking) and one each for Great Western, Metropolitan and North London trains. The 'octagon' still had these indications long after some of the services had been withdrawn.

Yours sincerely,  
H.V.Borley.

Ruislip, Middlesex.  
2 June 1981.

Sir,

In the interesting article by Mr.Rennie in UN 235 on the train indicator at Richmond, he comments on the absence of 'Shoreditch' and 'Haggerston' from the indicator. This is because by 1937 neither station had a regular service from Richmond.

In steam days, the weekday Richmond used the No.2 lines, stopping only at Dalston and Highbury between Broad Street and Camden Town (now Camden Road). (Robbins - North London Railway). When electric services commenced on 1 October 1916, the No.2 lines only were electrified. Since Shoreditch and Haggerston had no down platforms on the No.2 lines, electric trains could only serve them in the up direction. Initially, up electric trains from Richmond called only on Sundays (Atkinson and Adams - London's North Western Electric) - the Sunday steam service had run on the No.1 lines, calling at all stations except Maiden Lane. This Sunday service continued until both Shoreditch and Haggerston were closed on Sundays from 5 May 1918. In addition, on weekdays from 1 January 1917 the first four up trains in the morning served both stations, also one midday train on Saturdays.

From 1922, only the third up morning Richmond electric called at these stations until 1927, following which no electric trains called at Shoreditch, although this train continued to call at Haggerston until shortly after the start of the 1939-45 war. By 1937, there had been no service from Richmond to Shoreditch for ten years, while only one early morning working calling at Haggerston presumably did not warrant a board on the indicator.

On a point of detail, neither Shoreditch or Haggerston officially closed during the 1940 blitz. Haggerston closed before the blitz on 6 April 1940, while Shoreditch did not officially close until 17 November 1941, although it had not been served by trains since the suspension of the through LMS services to the ex-GN lines during the blitz on 4 October 1940.

I would suggest that the absence of 'St.Marys' is probably because closure was already planned in connection with the relocation of Aldgate East, which work was well advanced at the time of the commissioning of the rebuilt station at Richmond.

Yours sincerely, Dr.H.L.Clarke.  
Whitton, Middlesex.

Sir,

Surface Train Detectors

As we all know, apparatus is provided at strategic places around the underground system to prevent surface stock trains entering tube-sized tunnels; these are at Finchley Road (southbound Jubilee), Barons Court (eastbound Piccadilly) and Hounslow Central (westbound Piccadilly).

However, so far as I can see, there is no such apparatus to prevent a surface stock train proceeding eastbound towards White City. Bearing in mind that, at present, one of the two possible routes for new rolling stock to gain access to the Underground system is via West Ruislip and North Acton Junction, this seems an omission.

Even the instructions set out in the Central Line Supplement to Section 11 of the Appendix to the Rule Book don't make sense.

Yours sincerely,  
V.Badman.

Woking Surrey.

MODELLING SECTION

Electric Motor Offer

The Society has been contacted by PORTESCAP who produce the ESCAP RG 4 series of electric motors specifically designed for 4mm modelling. The RG 4 C1 motor and gearbox unit has a length of 37mm and a depth to driving axle of 27.1mm. It operates on 0-12 volt d.c., has a no load speed of 490 rpm and a maximum power of 0.5 watts.

The RG 4 M1 motor and gearbox unit has a length of 47.25mm and similar depth. It operates on 0-12 volt d.c., has a no load speed of 370 rpm and maximum power of 1.5 watts.

Both motors have a width over motor of 16mm and 9.5mm over gearbox unit.

The manufacturers are offering these motors in boxed sets of 10 at the following rates per box:

RG 4 C1 - £138.60  
RG 4 M1 - £148.50

If any members are interested in taking a part share in any of these boxed sets, or would like further information, would they please contact the Modelling Secretary - address on page 168 of UN 235.

IJR

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ADVERTISEMENTS

Coach tours to Kent railways - August 16 - £3.50; Isle of Wight - September 6 - £7.50; also Blackpool weekend in October.

Details: Rovaway Tours, 34 Pelham Road, London, N22 6LN.

SA27/236/81

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For Sale - By Postal Auction

First edition 'Rails Through the Clay', very good condition, worn dust jacket. Offers to: I.J.Robins, 47 Buckland Crescent, London, NW3.

Closing date: 22 August 1981. Only successful bidder will be notified.

SA28/236/81

## SOCIETY SECTION

### Society Sales

The following items, new to the sales stock, can be ordered NOW from the Assistant Sales Manager at the address shown on page 168 of UN 235.

1. London Transport Scrapbook for 1980 - Available in softback only, Price: £5.25.
2. Third edition of the 'Quail' LT Track Map, updated with the latest alterations. Price: 65p.
3. Romney Hythe and Dymchurch Railway - A Miniature Guide. Price: 80p.

### Bequests to the Society

On a number of occasions in the past, the Society has been fortunate in receiving collections of relics, books, maps, drawings, posters, magazines, letters and other items of railway interest from members, former members and others who have decided to dispose of such items in their possession. Sometimes, items have been passed to us by the relatives of deceased persons. Material obtained in this way is always made available to all members by placing it in the library collection or, in the case of large and complete collections, by appointing a curator to look after the material and provide viewing access to interested members. Duplicates and items of non-underground railway interest are sold to assist Society funds.

Any member who feels that he would like to assist the Society by ensuring that his collection of 'railwayana' is passed on to others whose interests are similar to his, is asked to consider the possibility of making a bequest to the Society. Members who decide that their interests are no longer connected with the London Underground may also wish to consider offering items of interest to the Society. By these means, some valuable and interesting relics and information will continue to be looked after by those who will ensure that they are secure for the future, rather than, as so often happens, collections end up in dustbins.

For those who wish to have further details, please write to the Secretary.

### Roving Round-Up

Spring has been a busy time for the enterprising people who attempt to visit all 278 Underground stations by train in the shortest possible time, and the dedicated band of Society members who monitor their progress.

Following the attempt reported in UN 233, page 124, another attempt was made on 22 April. For a change, it was not the persistent Robert Robinson this time, but three young hopefuls from Leeds who were having a go: Peter Verbrugge, Patrick Hall and Julia Coope, who were making a sponsored attempt in aid of charity called Leeds Womens' Aid, which provides refuge for battered wives. Unfortunately, fortune did not favour them: they lost time early on when they went to the wrong platform at Hainault and missed their train, and later on they lost more time when they missed a train at Watford. In the end, they gave up at about 19.30, by which time they were running 1½ hours late. A further attempt by the two men was scheduled for 26 June, but had to be postponed due to illness.

On 19 May it was the turn of Jon Brown, Alex Chinafat and Robert Anderson to have a go - they had been and talked to the Midland and obtained sponsorship from the 'listening bank'. They hoped to break the record by 31 minutes, and got off to a good start: at one point they were running 15 minutes ahead of schedule. However, late running trains and missed connections lost them half-an-hour, and they lost another half-an-hour when they missed the vital bus link from Amersham to Chesham, and

in the end they finished the course 15 minutes outside the existing record of 18 hours 3 minutes, set by John Trafford and his son Stephen last year.

Then, on 10 June, John and Stephen Trafford attempted to break their own record, but it was not to be: bad luck with the buses meant they also missed the Amersham-Chesham connection, loosing half-an-hour. They could still have made it, but they had to wait 40 minutes for a 107 bus from Cockfosters to High Barnet, and they abandoned their attempt after that, when it became clear that they had no chance of breaking the record.

Finally, on 23 June, Robert Robinson and Finn Gleeson made their third attempt this year, to try and regain the record which was wrested from them by the Traffords last year. Despite the fact that the Northern Line was suffering from the aftermath of the Goodge Street fire two days previously, which meant that they had to wait half-an-hour for a train to Mill Hill East, and despite making a silly mistake (getting off a Circle Line train at Kings Cross instead of Baker Street), they managed, with the aid of some route changes and some lucky connections, to break the record by 6 minutes.

So now the record stands at 17 hours 57 minutes, and there are several further attempts in the pipeline for later this year. We will keep you informed of progress, but in the meantime our congratulations go to the record breakers, and our thanks to all those Society members who have helped out with the job of monitoring the attempts.

NHGM

#### Society Visit to Metro-Cammell, Birmingham

Twenty eight members participated in a most interesting visit to Metro-Cammell Ltd. and Metro-Cammell Weyman Ltd. on 24 June 1981. The party was taken from Birmingham International station to the workshops at Washwood Heath by coach, and after introductions and morning coffee, was split into groups to visit the railway workshops. The LT D78 stock was much in evidence and members saw the application of pre-assembly techniques, such as fitting the equipment in the roof of the car before joining it to the rest of the body. One car of 1983 tube stock was nearly complete, and some of the members saw the historic occasion of the fitting of the cab end to the rest of the body, prior to strain gauge tests. In the rest of the rail works, the final train of the Tyne & Wear order was seen in the yard, but indoors the space was occupied by the cars for the Hong Kong Mass Transit Railway and the Kowloon-Canton Railway.

After being entertained to an excellent buffet lunch at the Metro-Cammell social club, members were shown round the M.C.W. bus works, where Metro-buses for London Transport, Birmingham and Manchester were seen under construction. The lack of an LT order for Metrobuses for 1982 and reduced orders from other operators had compelled M.C.W. to seek to reduce its bus work force, although some of these workers were being offered jobs in the railway organisation.

The visit concluded with tea, farewell speeches and the distribution of Metro-Cammell literature, with the coach returning to Birmingham New Street.

The Society has thanked Metro-Cammell for arranging such interesting visits and generous hospitality.

DFC

#### Society Visit to Tyne & Wear Metro, Newcastle

Some fourteen members were up early on Tuesday 30 June 1981 to travel on the 08.00 H.S.T. train from Kings Cross to Newcastle, for the first Society visit to the recently opened Tyne & Wear Metro. The party was met and welcomed at Newcastle Central station by Mr.T.Dodds of the Tyne



& Wear P.T.E., who was to be our guide for the day.

To reach the present terminus of the Metro, which is at Haymarket, to the north of the central area, a 'Metro-Link' bus was used, through tickets for our first journey on the railway being purchased on the bus. Such tickets are known as 'Transfare'. The 'Metro-Link' is a temporary connecting service with the Metro, which will be required until such time later this year, when the Metro is extended southwards to Central station and thence across the River Tyne.

At Haymarket, the circular ticket hall building is made up of a framework incorporating large panes of tinted glass, and this provided us with our first impression of modern station design, of which other examples were to follow during our tour. When the party had assembled in the ticket hall, the zone fare system was described, and the unique (for this country) ticket machines explained. The passenger has to select the fare zone and the type of ticket required by pressing appropriate buttons, whereupon the fare to be paid is displayed in illuminated figures. As coins are inserted the balance still required becomes shown instead. Once the amount of the fare has been reached, a ticket drops into the collection tray below, together with change when more than the fare has been inserted.

After this introduction, the party descended one of the two escalators to platform level. During a short wait for a Metrocar to Tynemouth we were able to look at the pleasing decor - a deep yellow incorporating the station name in huge letters of lower case style. To combat the possibility of vandalism the platform wall facing is of stove enamelled metal panels, which are scratchproof.

By coincidence, our Metrocar to Tynemouth was No.4077, which was exhibited at the National Railway Museum at York during 1979 in connection with the Centenary of Electric Traction. Features of operation, signalling and stations were described as we went along, including the need for a greater overhead line height on the outer section, to permit BR freight trains to operate over the Metro line. At present, only a short section is in tunnel, the surface being reached at West Jesmond, where the former BR line is joined.

On arrival at Tynemouth the party dispersed for lunch, afterwards returning to ride to South Gosforth for a brief visit to the Control Room, where staff were supervising both the train service, and unstaffed stations using closed circuit television, and platform loudspeakers for communication. The distribution of electric current to the Metro (at 1,500V d.c.) is also controlled from this room.

Next we rode on the brand new branch to Bankfoot (opened 12 May 1981). The contrast of smooth riding on newly laid track was noted by members, comparing with that on the former BR metals, where the track had been well used. (On some sections of the line to Tynemouth, broken current rail supports from the electric services withdrawn in 1967, were still in evidence). On the Bankfoot branch there are two ungated level crossings, a flashing white light indicating permission for trains to cross. At Bankfoot station, a full track layout has been installed to permit an extension to Newcastle Airport in the future. Leaving Bankfoot, we alighted at Regent Centre, in order to visit the car depot at South Gosforth. Here we saw cars under repair in the lifting shop, and were able to inspect at close hand the trucks from a lifted car. A pair of 'plug' doors was seen under test conditions, continuously opening and closing several times per minute - the test is to simulate several months' operation over a few days. Inside the main area of the depot we were shown how the shed areas had been adapted for Metro use, from that of the former BR owners. A wheel lathe inherited from BR has been found to be unsuitable for Metro cars, and a replacement will be needed in time.

The depot concluded our tour, apart for our ride back to Haymarket from Regent Centre. Return to London was by the 16.40 H.S.T. from Newcastle. On leaving Newcastle, we were able to see from the train the new bridge built across the River Tyne for Metro trains. We were told by Mr. Dodds that current had been switched on between Monument and Kirkstone on 8 June 1981, and it was hoped to start passenger services to Heworth later this year.

On the return journey members were able to exchange notes on what had been a comprehensive study of the Metro in a very short space of time. Our thanks and appreciation to the Tyne & Wear P.T.E. for providing the visits to the Control Room and Car Depot, and to Mr. Dodds for conducting us on the tour are expressed, and in particular to his patient answering of the many questions asked by members of the party.

FWI

Answers to Quiz in UN 235

- |                                  |  |
|----------------------------------|--|
| 1. Bumper Harris                 | 2. Princess Alexandra                                      |
| 3. J.P. Thomas                   | 4. Lord Ashfield (of Southwell)                            |
| 5. Charles Holden                | 6. City Road   |
| 7. Down Street                   | 8. Wood Lane   |
| 9. St. Marys                     | 10. York Road  |
| 11. Wapping and Rotherhithe      | 12. District Line 'R' stock                                |
| 13. The Tower Subway             | 14. Holborn  |
| 15. District Railway 'B' stock   | 16. False (the other way round)                            |
| 17. False                        | 18. False (it was at Wood Lane)                            |
| 19. True                         | 20. True (in the morning peak, change at Liverpool Street) |
| 21. Arsenal                      | 22. South Woodford   |
| 23. Hillingdon                   | 24. Chancery Lane  |
| 25. West Ham                     | 26. Leicester Square                                       |
| 27. Chancery Lane                | 28. Hampstead  |
| 29. Chalk Farm                   | 30. Elephant & Castle                                      |
| 31. Kennington                   | 32. Bayswater  |
| 33. Heathrow Central (at 01.20½) | 34. Ladbroke Grove   |
| 35. Belsize Park                 |  |

ROLLING STOCK ALTERATIONS

June 1981

CO/CP Stock

From Ealing Common to Ruislip (Condemned cars)

53202-013145-54231 9th  
53217-013081-54265 18th

Ruislip to Booths, Rotherham for scrap

53056 53198 53256 53267 54050 54197 54202 013159 013164 014094 2nd

R Stock

From Passenger stock to Pilot Motor cars

23544-22624  
23519-22629

From Ealing Common to Ruislip (Condemned cars)

21127-23212-23325-23410 11th  
21104-23207-23304-23404 16th  
23526-22621 22nd  
23503-22603+23564-22670 23rd

CO/CP & R Stock

From Ruislip to Booths, Rotherham for scrap

53202 53217 54231 54265 013081 013145 23503 22603 23564 22670 30th

A62 Stock

Scrapped at Neasden by Thomas Hill of Derby

6170 3rd  
5170 5th

D Stock

From Metro-Cammell, Birmingham, delivered to Ruislip

7068-17068-8068+8069-17069-7069 16th  
7070-17070-8070+8071-17071-7071 30th

Ruislip to Ealing Common for commissioning

8065-17065-7065 9th  
7064-17064-8064 11th  
8067-17067-7067 16th  
7066-17066-8066 18th

Entered service, District Line

7060-17060-8060+8061-17061-7061 12th  
7062-17062-8062+8063-17063-7063 24th

Miscellaneous Movements

L152+2438-9439+L153 Acton to Ruislip (ex-collision) 1st  
3910-3911 (plus 1962 stock pilot unit) White City to Ruislip 3rd  
L152+L32+L153 Ruislip to Acton (burn out) 3rd  
L18+B557+54233+54211-53262 Ealing Common to Neasden (for preservation  
at Quainton Road) 8th  
L152+9609+1439+L153 Acton to Ruislip (ex-collision) 11th  
L152+L40+L153 Ruislip to Acton (collision) 29th

Units to Acton for Overhaul

Central 1578-2578-9579-1579 2nd  
Metropolitan 5064-6064-6065-5065 3rd  
Northern 1248-2248-9249-1249 3rd  
Central 1572-2572-9573-1573 8th  
Victoria 3001-4001-4101-3101 9th  
Northern 3420-4512-3512 15th  
Northern 1290-2290-1291 17th  
Central 1550-2550-9551-1551 18th  
Metropolitan 5545-6545 23rd  
Bakerloo 10279-012345-11279+10172-012259-12061-11172 30th

Units from Acton after Overhaul

Central 1498-2498-9499-1499 2nd  
Northern 1260-2260-9261-1261 3rd  
Jubilee 3239-4239-4339-3339 4th  
Central 1534-2534-9535-1535 8th  
Northern 3217-4217-4317-3317 11th  
Northern 1246-2246-1247 17th  
Central 1560-2560-9561-1561 18th  
Metropolitan 5538-6538 23rd  
Metropolitan 5000-6000-6001-5001 25th  
Bakerloo 10177-012265-11177+10188-012268-12015-11188 30th

## Service Vehicles

Scrapped at Northfields by Thomas Hill, Derby:

ESL 112

Scrapped at Neasden by W.H.Davis, Shirebrook:

HW 401 HW 409 HW 411 HW 431

Livery Alterations:

ESL 106 to yellow (at Golders Green)

ADD for March 1981:

Additional unit to Acton Works for Overhaul:

Jubilee 3239-4239-4339-3339 3rd

## NEWSFLASHES

Firstly, an APOLOGY:

Re-NF 133/81: (line 13) - 'This train was then pushed by the guard, and stabled in Plaistow bay platform'. This deserves a little further explanation to avoid misunderstanding. The term 'pushed' is often used by staff, which, in this context means the train was driven from the rear by the guard, and NOT literally 'pushed'!

NF 139/81 Further to the article about the dot matrix train indicator at St.James's Park on the eastbound platform, a similar describer was installed on the westbound platform on Friday 10 July 1981, although at the time of this item being typed, it had not yet been commissioned.

NF 140/81 Following the fire in the tunnel between Goodge Street and Warren Street from about 17.15 on Sunday 21 June 1981, the Public Inquiry was held at 55 Broadway on Thursday 16 July. Fuller report in next issue.

NF 141/81 With effect from Saturday 18 July 1981, access to Neasden depot from the northbound Metropolitan Line at Neasden station was taken out of use. This involved taking out of commission No.37 points and shunt signal MF57. This route was used only by one train each day, being an empty Circle Line train from Baker Street.

NF 142/81 Perhaps the most surprising rolling stock move for a long time occurred on Thursday 16 July 1981. On the previous day battery locomotives L18 and L38 took 1934 pilot motors L130 and L131, plus rail grinding car RG803 from Ruislip to Wimbledon Park SR depot. On Thursday 16 July, L130+RG803+L131 departed from Wimbledon Park depot at 10.31 and ran to Kingston down bay platform, from where three test trips were made to and from Shepperton for rail grinding purposes on the Southern Region. The train returned to Wimbledon Park depot at 15.23. Return to Ruislip depot was on Friday morning 17 July. For working on the SR 3rd rail system, the negative shoe gear was lifted and isolated at Ruislip depot, which explains why L130 and L131 could not work from Ruislip to Wimbledon and back under their own power. This is probably the only occasion when Pre-1938 tube stock has worked on the Southern Region in different locations on the same day on its own power. At the same time as L130-RG803-L131 was operating between Kingston and Shepperton, SR class 508 EMU 508 002 was also

- NF 143/81 (ctd.) working on test between Strawberry Hill and Shepperton. Whether this train was connected with the LT test train is not known, but much lineside activity by SR engineers near Sunbury was observed on several occasions.
- NF 144/81 On the Isle of Wight, three cars of unit 043 were derailed at Brading late at night on 23 February 1981. Services were disrupted until about 10.00 the following morning. Newly formed unit 036 (formerly three cars of unit 046 - see NF 78/81) has been outshopped from Ryde Works in a new interior livery of mustard yellow ends and eau-de-nil window frames in early March 1981.
- NF 145/81 Radio 4's Weekend programme on Sunday 7 June 1981 included an item on the Underground by Ron Aldridge, including excerpts from a cab trip from Russell Square to Northfields late at night, and interviews with LT employees, including this Society's Secretary and Treasurer, Desmond Croome. This part of the programme was first broadcast on Tuesday 28 April on the afternoon 'Woman's Hour' programme.
- NF 146/81 Planning permission for residential development by London Transport next to the Piccadilly Line at Wood End Road near Sudbury Hill has been refused by Harrow Council.
- NF 147/81 One of the series of 'consultation' meetings organised by the G.L.C. to discuss ways of implementing the election pledge of reducing London Transport fares by an average of 25% was held in the Church Hall of St.Mary the Virgin, Kenton, on 18 June 1981. About 70 people attended, most of whom appeared to be politicians and LT bus employees. The discussion was well conducted, but tended to be rather one-sided.
- NF 148/81 The Underground signs mounted above the subway entrances at Chancery Lane station now consist of flat metal roundels fixed to the framework. The roundels consist of red circle, blue bar with 'UNDERGROUND', and enclosed white semi-circles.
- NF 149/81 The booking hall ceiling and platform valancing at Greenford station have been repainted in a bright yellow.
- NF 150/81 By mid-July, new white enamel roundels with the station name 'Wembley Park' had been fixed in position on the new lighting standards on platforms 1 and 6. At the time of typing this item, the old bullseye signs were still in position beside the new signs.
- NF 151/81 A member reports the following changes to the rolling stock on the Paris Metro, during a visit made at the beginning of July. There were no Classic trains left on either line 2 or 3bis, all being operated with modern stock - five cars MF67E and three cars MF67E stock respectively. This means that the Classic stock is confined to a few peak hour workings on line 9. The longest line of the Metro, line 8, now appears to be all MF77 operated although three trains of MF67E stock were seen at various parts of the line, stabled in sidings.
- NF 152/81 'Much of London's Underground system is aged, inefficient and tatty', admitted the managing director of London Transport's railways, Dr.Tony Ridley, on 10 July 1981. Giving a 'Centenary Briefing' on the future of the Underground to the London Chamber of Commerce at their Cannon Street headquarters, Dr.Ridley made an urgent call for an increase in capital investment in the Underground - 'the backbone of the whole public transport system.' Dr.Ridley made a particular plea for modernising and brightening the Underground stations.

NF 152/81  
(ctd.)

Many of them, he said, were 70 years old and in need of more than an occasional lick of paint to make them efficient and environmentally acceptable. Dr. Ridley said that because of the vital role it played in the life of the community, public transport was a very live political issue. Even so, the long-term future of the capital's underground railways was too important to become enmeshed in short-term political cross-fire. He feared that Tube investment, currently about £80m a year, might suffer 'if the flak flies across the Thames between Whitehall and County Hall'.

In 1983, said Dr. Ridley, LT would be replacing its more-than-40-year-old Bakerloo Line trains. After that, LT would not be buying any new stock until 1989 - for the Central Line. 'So there is a period during this decade when we can, if we wish, attack the neglect of recent years on the rest of the system. My question is, do we have the sense, the drive and the political consensus to do so? We have lived off the fruits of the wise men of the past. Unless we make a determined effort now, we shall hand a dreadful legacy to future generations.' The scale of the problem, said Dr. Ridley, was that the oldest part of the system was nearly 120 years old and about 80% of it more than 70 years old. Modernised stations, improved passenger information and up-to-date fares collection, argued Dr. Ridley, would not only be appreciated but would attract extra passengers. A system which has been London's pride and the envy of the world could, over the next decade, become an embarrassment to the nation's capital unless more was spent on renewal and improvements.

With determination, said Dr. Ridley, London could have a modern, attractive and efficient system to be proud of.

'Without it I fear another generation will say that we have not taken care of the future of the Underground - that we have not allocated enough money to what is truly a Capital investment.'

NF 153/81 C69 stock trailer 6564 has, for some reason, the large melamine panel to the left of the communicating door at the uncoupling end, replaced by one, apparently, from a C77 stock car. A very lopsided effect results from the difference in height of the bulkhead car-card frames either side of the door. (Does this mean that somewhere, a C77 car is running with a C69 bulkhead panel?)

NF 154/81 The London Transport Museum have a special display 'Royal Connections' which recalls the past 90 years that members of the Royal family have been involved with the underground. The first occasion was back in 1890 at the opening of the City & South London Railway, the latest occasion being in 1979 when Prince Charles opened the Jubilee Line.

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Underground News is printed and published by the London Underground Railway Society. Correspondence for this journal should be addressed to the Editor Underground News, 'Heidi', 13 Castleton Road, Eastcote, Ruislip, Middlesex, HA4 9QQ. Members requiring a reply to their correspondence are asked to enclose a stamped addressed envelope. When writing to any Society Officer, please quote your membership number on all communications, including applications for visits.

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