

UNDERGROUND NEWS

NUMBER 238

ISSN 0306-8617

OCTOBER 1981

THE TIMETABLE

Monday 5 October

Library Evening 18.30. The Society's Library open for inspection at 9A Dunrobin Court, 389 Finchley Road, London, NW3 6HE.

Friday 9 October

Presidential Address by Mr.D.F.Edwards. 'Walter Atkinson; Underground Civil Engineer'. 19.00 for 19.15 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, N.1. 11.00 to 15.00. 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, S.W.1. 11.00 to 16.00. Admission: 30p.

Sunday 1 November

Library Evening, 18.30. Other details as for 5 October.

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 (1947-8) and Underground Centenary (1963). 19.00 for 19.15 in the Tudor Room, Caxton Hall.

Tuesday 17 November

Social evening (buffet and slide show) to celebrate the 20th anniversary of the Society's foundation. For further details see UN 236, page 181.

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AUGUST CAXTON HALL MEETING

The August Caxton Hall meeting was a two-part talk on the Paris Metro. The first was given by Mr. B. J. Prigmore who outlined the history of the system as covered by his book 'On Rails Under Paris' up to the late 1960s. The second part of the talk was given by Mr. D. F. Croome on Metro developments in the last decade or so, how the RER has grown to date, and how it is intended to be completed in the next 5-10 years.

Mr. Prigmore began with stating that urban Paris (within the City wall) was about seven miles in diameter with a population of five million, and suburban Paris about 20-25 miles in diameter with three million people. The idea for an underground railway in Paris was first considered in 1855 for the purpose of connecting the markets with the market gardening areas. However, this did not materialise and it was not until 1895 that a law was passed authorising construction of the first line, which opened on 19 July 1900. This was line No. 1 operated by the CMP (Compagnie du Chemin de Fer Metropolitan de Paris). In 1903 the 'Nord-Sud de Paris' railway company was given authorisation to build underground lines, and these were completed in 1910/11. In 1930 the Nord-Sud was taken over by the CMP, who also took over the Sceaux Line in 1938 and the Paris buses in 1946. In 1949 the CMP was retitled RATP (Regie Autonome des Transports Parisiens) and in 1964 the remainder of the Sceaux Line in the outer suburbs was taken over. Mr. Prigmore then outlined the Paris Metro rolling stock, from the very early 4-wheeled cars, up to the advent of the new stock of 1967. A varied and interesting number of slides then followed, showing early Metro construction, stations, and rolling stock. We were told that the Nord-Sud stock, which operated in tunnels slightly larger than those of the CMP, operated at +600V d.c. overhead, and -600V d.c. 3rd rail. This was altered to the Paris Metro standard after the Nord-Sud was taken over by the CMP in the 1930s. Mr. Prigmore mentioned the disastrous fire at Couronnes (line 2) in 1903, after which the first of the all-steel carriages (1905-10) appeared, having m.u. control and no power lines through the train.

Mr. Croome then continued with the development of the Metro in recent years and explained the creation of the RER. All of this has only been possible with enormous cash investment. Mr. Croome pointed out that it was as late as 1934 when the Metro was first extended beyond the city boundary. Other similar short extensions were made in relatively quick succession up to the beginning of the war, but since then, up to 1970, only four small extensions have taken place: in 1942 (lines 5 and 8), 1946 (line 7) and 1952 (line 13). These extensions were then described, as were those of the 1970s, and the two currently under construction. It was stated that several more extensions were at the planning stage. A selection of modern slides then followed, many showing the rolling stock in service today, and the environment in which it works. This included some shots of the classic stock on lines 2 and 3bis (which were withdrawn this summer), and of withdrawn classic stock awaiting despatch to the scrapyard in Fontenay depot at the time of the Society's visit to Paris last March. Modern stock, of course, dominated the scene, with all types being shown and described. A description of the RER then followed, from its origin, and it was seen how massive engineering works had to be carried out in central Paris. We were then told what the future had in store for the RER, with the extension of Line B north from Chatelet to Gare du Nord in late 1981, and new line 'D' later in this decade.

Members then showed their appreciation to Mr. Prigmore and Mr. Croome for an interesting and fascinating evening. We were left in no doubt that Parisiens must be justifiably proud of their Metro and RER.

UNDERGROUND STATIONS CLOSED AND PARTLY CLOSED

Part I

Stations Permanently Closed

This article falls into two parts. The first, which deals with the 19 permanently closed stations on the London Underground (1), concentrates primarily on events subsequent to closure to public traffic (2). The 15 stations which closed only to be resited nearby are listed below (3), but not otherwise dealt with here. Top station closures and resitings which did not affect platform locations (e.g. Dover Street/Green Park, Euston C & SLR, Hyde Park Corner, Marylebone, St.Pauls, Kings Cross (Piccadilly), Chancery Lane and Highbury) are also ignored, as are stations in use with disused platforms (e.g. Holborn, Aldwych, South Kensington (District), Chesham, Rickmansworth, Liverpool Street (Metropolitan), Surrey Docks, and Kings Cross (Metropolitan)). The original idea and text for this first part was submitted by Andrew D.Russell, but it has been considerably expanded and edited by Brian Hardy and Alan Jackson. The subject of the permanently closed stations will be further developed by Alan Jackson on 12 February 1982, in a talk to this Society.

The second part of the article, by Brian Hardy, with assistance from Alan Jackson and others, will deal with stations which have been closed at various times, but still remain open for passengers today. In this, emphasis will be on stations that are not open throughout each day, and those which are closed at weekends. This part of the article will appear in a future issue of Underground News.

Footnotes to above:

- (1) Excluding in detail, but mentioning at the end, stations used by LT trains (or predecessors of LT), but owned by other undertakings (Hammersmith Grove Road, and Uxbridge Road); excluding stations beyond Aylesbury; and the Tower Subway stations.
- (2) Commentary on Wood Lane (Central London Railway) and King William Street (City & South London Railway) is omitted here, as these were dealt with in depth in 'Underground' Nos. 6 & 7, and No.8, respectively.
- (3) These are as follows (with the last day of public service shown in brackets): Aldgate East MDR 30.10.1938, Carpenders Park LMR 16.11.1952, Earls Court MDR 30.12.1875 & 31.1.1878, Hammersmith H & C 30.11.1868, Hounslow West 11.7.1975, Kings Cross MR 9.3.1941, New Cross ELL 31.8.1886, Shepherds Bush H & C 31.3.1914, South Harrow 4.7.1935, Tower of London MR 12.10.1884, Tower Hill 5.12.1967, and Uxbridge MR 3.12.1938. In addition, further stations resited are Preston Road (on the London side of the road bridge until rebuilt in 1931/32), Stockwell (resited in 1924) and Hammersmith (Piccadilly), which disappeared during rebuilding in 1932.

The 19 permanently closed stations are as follows, with the last day of public service shown in brackets:

Metropolitan:

Lords (Sunday 19.11.1939)
Marlborough Road (Sunday 19.11.1939)
Swiss Cottage (Saturday 17.8.1940)
White City (Saturday 24.10.1959)

Northern:

City Road * (Tuesday 8.3.1922)
King William Street * (Saturday 24.2.1900)
South Kentish Town * (Thursday 5.6.1924)

District:

Hounslow Town (Saturday 1.5.1909)
Park Royal & Twyford Abbey (Sunday 5.7.1931)
St. Mary's (Saturday 30.4.1938)
South Acton (Saturday 28.2.1959)

Piccadilly:

Brompton Road * (Sunday 29.7.1934)
Down Street * (Saturday 21.5.1932)
Osterley & Spring Grove (Saturday 24.3.1934)
York Road * (Saturday 17.9.1932)

Central:

British Museum * (Sunday 24.9.1933)
Wood Lane (Saturday 22.11.1947)

Non-Underground Stations:

Hammersmith Grove Road (see text for dates)
Uxbridge Road (Saturday 19.10.1940)

Note * station in tube tunnel construction.

Open-Air Stations

The Metropolitan Hammersmith & City Line station at WHITE CITY (originally named 'Wood Lane (Exhibition)', then 'Wood Lane (White City)'. Renamed 'White City' from 23.11.1947). was opened for special events traffic only (White City Stadium, or Queens Park Rangers football ground) after its last day of regular traffic on 31 October 1914. It closed completely after use on Saturday 24 October 1959, as it was destroyed by a fire on that day. It was not repaired as the original buildings were of wood construction (which would have meant a costly operation to repair and reopen), and Shepherds Bush station was less than $\frac{1}{4}$ -mile away. Today, no trace of the station remains.

OSTERLEY & SPRING GROVE on the Hounslow branch at Thornbury Road closed after traffic on Saturday 24 March 1934, and was replaced by a new station 0.15 miles westwards on the Great West Road from the following day. The station platforms are still in situ and have been used over the years for the storage of hydraulic buffer stops. There is no longer stair access from street level, some demolition having taken place in 1957.

HOUNSLOW TOWN station was located on a viaduct finishing on the northern side of Hounslow High Street. It was originally intended that the line should be linked to the LSWR via a bridge across the road, but this was never completed. Lack of passenger traffic led to the station being closed after traffic on 31 March 1886. The station was revived and reopened on 1 March 1903. Electric trains commenced running on 13 June 1905 and reversed in the single platform Hounslow Town station (trains proceeding to and from Hounslow Barracks (now Hounslow West) did so via a newly installed curve, making a triangle junction - in later steam days, trains to the two Hounslow termini divided at Osterley). As traffic and train services increased, Hounslow Town station became inadequate and finally closed after traffic on 1 May 1909. It was replaced the following day by a new station on the 'main line', also known as Hounslow Town (renamed Hounslow East in 1925), but 0.4 miles from its predecessor. A bus garage was built on the site of the old station and was opened in 1912. This itself was replaced by a modern garage in 1954, and a bus station was incorporated in the scheme.

PARK ROYAL & TWYFORD ABBEY closed after traffic on Sunday 5 July 1931 and was located just to the London side of the bridge over the Twyford Abbey Road. It was replaced by a new station 'Park Royal (Hanger Hill)' - (the suffix was added from 1 March 1936, and dropped after replacement of the station name signs in the early 1960s). The new station was about $\frac{1}{3}$ -mile

south-east of the old and on the south side of the Western Avenue A40 road. No trace of the old station now remains, but the old station footbridge remained in position until 29 May 1977 when it was demolished. This was when adjacent bridge D21 (over the Twyford Abbey Road) was rebuilt.

SOUTH ACTON station closed after traffic on Saturday 28 February 1959. The adjacent BR station, on a lower level than the LT station, remains open today, but closes early on weekdays, and is closed all-day on Sundays. Prior to the Piccadilly Line western extensions, South Acton station comprised two platforms, and the line was double tracked from Acton Town. Up to 1914 a connection existed beyond South Acton station between the District and the N&SWJR. The connecting track remained in position until about 1930, after which connections were finally severed. South Acton station was reduced to one platform and the line from Acton Town singled in February 1932. From that time the service was demoted to a one train shuttle to and from Acton Town. After closure the LT station at South Acton was demolished and all traces of it had disappeared by the mid-1960s, after a recreation ground had occupied the site - even the embankment the station was built on has now been levelled.

Sub-Surface Stations

Of the four sub-surface stations to be closed (Lords, Marlborough Road, Swiss Cottage and St.Mary's), only ST.MARY'S retains its platforms, and although tunnel lighting and tunnel telephone wires have been erected on the platforms, much of the platform area has been bricked up. Unlike the three Metropolitan Line stations, St.Mary's has no emergency passenger detraining facilities, as Whitechapel is relatively close. LORDS, MARLBOROUGH ROAD and SWISS COTTAGE stations have had their platforms removed, but in order to provide emergency detraining facilities, small platform sections have been constructed at SWISS COTTAGE (both sides, with exit into the Jubilee Line station subway), MARLBOROUGH ROAD (south-bound side), and LORDS (northbound side). In the case of the last two stations, where an exit is provided only on the side of the short platform, wooden boarded crossings have been provided across the tracks for the detraining of passengers from trains in the opposite direction. This has to be done by walking passengers through the train, and down on to the track at the boarded crossing. It was proposed that LORDS station (formerly named St.Johns Wood Road) would be retained after the Bakerloo Line opened in 1939, specifically for M.C.C. cricket match traffic, but like many other pre-war plans, this was abandoned and the station remained closed, the feeling being that ST.JOHN'S WOOD on the new Bakerloo tube could cope with the extra traffic, thus saving LT money in the upkeep of a little-used station. LORDS had an emergency crossover, but this was taken out of use after traffic on Saturday 24 April 1971 and the mechanical lever Metropolitan Railway signal box closed. Emergency reversing facilities were previously provided at SWISS COTTAGE disused station from Sunday 10 May 1964 with a new interlocking machine room being built on the northbound disused platform, with signalling controlled by a push button panel in Finchley Road signal box.

Tube Tunnel Stations

All of the closed tube stations to be mentioned have had the station lighting removed and all the necessary supporting structures for tunnel lighting and tunnel telephone wires placed where needed but where trains can run through at normal speed. In many instances, the section of the old station tunnel have had the platforms demolished to transform the area, as near as possible, into running tunnel standards. Some of the closed stations have been filled in with bricks to form a running tunnel inside the actual station tunnel, with some gaps being left. At other closed tube stations, the passenger access passages can still be seen from passing trains.

DOWN STREET station, 0.31 miles from Hyde Park Corner, was closed after traffic on Saturday 21 May 1932. Located in a quiet street off Piccadilly it saw relatively little traffic, and closure helped to speed up operation. After closure, a long reversing siding was built between the eastbound and westbound lines, and was available from 30 May 1933. This could easily accommodate two full-length trains, being 836 ft long, but from Friday 17 November 1972 it was modified so that it would hold only one train, thus providing a greater length of safety overrun in tunnel sidings, following a fatal collision in Tooting Broadway siding in May 1971. One of the former lift shafts at DOWN STREET was utilised for ventilation purposes. The platforms were bricked up at platform edge level, with the brickwork extending up to the top of the station tunnel. During the war the Railway Executive Committee set up their headquarters in the disused part of the station, and provision was made also for Winston Churchill and the War Cabinet. When the Hyde Park Corner area was resignalled (operative from Sunday 13 May 1979) and Hyde Park signal box closed, a new interlocking machine room was commissioned on the eastbound platform at Down Street.

The only other closed tube station to be bricked up at the platform edge was at BROMPTON ROAD. This station closed after traffic on Sunday 29 July 1934. The well known severe track curves which start east of South Kensington, finish just west of Brompton Road. Brompton Road station was notorious for trains to non-stop - so much so that a play was entitled 'Passing Brompton Road'. This ran for 174 performances at the Criterion Theatre. The reconstruction of Knightsbridge station, which included a new western entrance at Hans Crescent, opened on 30 July 1934, finally dealt the death blow to Brompton Road. Previous attempts has been made to shut the station: during the General and coal strikes of 1926, it was closed with York Road from 4 May until 4 October. Sunday services were not restored until 2 January 1927. During the war, the Fire Service was housed at Brompton Road.

All other closed tube stations (British Museum, York Road, South Kentish Town and City Road) were not bricked up at platform level, but the platforms have been removed. BRITISH MUSEUM was replaced by new platforms for the Central London Railway near the existing Piccadilly Line Holborn station and with use of the same top station. The siding west of the station was retained but only for use in an emergency: the signal box controlling the layout was transferred to the 'new' Holborn, which opened on 25 September 1933, and the old CLR signal box closed. British Museum was used as an air raid shelter during the war before the platforms were demolished.

YORK ROAD was another Piccadilly Line station with light traffic which was closed to improve average running speeds. Like British Museum station, this had a signal box to control a crossover east of the station. Unlike British Museum, however, where the signal box was moved to the nearest station, York Road retained its cabin for many years after closure. The connection with the Northern Line at Kings Cross was opened as far back as 27 March 1927, but the crossover west of the station between the eastbound and westbound Piccadilly Line was not constructed until the 1950s, being commissioned on 25 November 1956. Up to this time, trains from the Northern Line had to travel to York Road to reverse - the signalman travelling on the train concerned. This was used normally out of traffic hours for engineers trains, at other times the trains travelled to either Wood Green or Arnos Grove to avoid delaying the service. York Road cabin closed from 26 April 1964.

The closure of SOUTH KENTISH TOWN, another quiet station, followed a Lots Road strike between 5 and 13 June 1924. It opened for morning traffic on 5 June, after which it closed, never to reopen again. CITY ROAD station was closed on 8 August 1922 to allow reconstruction of the City & South London Railway. This involved enlarging the running tunnels

from 10 ft 2 in or 10 ft 6 in to the standard 11 ft $8\frac{1}{4}$ in and lengthening the platforms to about 350 ft. It was considered unnecessary to spend money on this work at City Road, which was not over busy, and thus the station remained closed after the rest of the line was reopened north from Moorgate on 20 April 1924. To this day, the station remains in its original C & SLR length. It was used as an air raid shelter during the war.

One station needs a special mention in concluding the first part of this article - Bull & Bush, or North End, situated between Golders Green and Hampstead on the Northern Line. This is not strictly a 'closed' station, but one that has never opened. The platforms and stairs to a lower lift landing were constructed when the CCE & H Railway was built (line opened to passengers 22 June 1907). All further work had been abandoned by mid-1906, with no access to the street provided.(1). The station platforms were demolished during the 1930s, and the station area has been used over the years for storage purposes. During the 1950s a floodgate control room was built near the lower lift landing, and access made to and from street level. This was by narrow spiral stairs. A small lift was also built, but the upper landing was still several feet below ground level, reached by concrete stairs. Perhaps the most activity at Bull & Bush in recent years was in 1978, when during the summer, teams of workmen removed blue asbestos from the southbound tunnel linings between Golders Green and Hampstead, while trains kept running on the northbound line (see UN 200, pages 534-545). Access to the working site was via Bull & Bush. Temporary platforms were set up, and could be seen from passing trains on the single line.

Footnote (1):

(1) A similar situation exists on the Paris Metro - with two stations completed at platform level, but with no street access. These are Haxo (between Porte des Lilas on line 3bis and Place des Fetes on line 7bis), and Porte Molitor (between Porte d'Auteuil and Porte de Saint Cloud between lines 10 and 9). Neither of these, however, can be seen from passenger trains.

Non-Underground Stations

UXBRIDGE ROAD station of the West London Railway, located on the north side of the road with the same name, was served by the Metropolitan until Saturday 19 October 1940, after which the line was put out of use by bombing on that night. It was never reopened but the station remained in position until demolished in connection with major roadworks in the mid-late 1960s. All traces of the station, which was near to Shepherds Bush Central Line station, have now disappeared.

HAMMERSMITH GROVE ROAD station on the Kensington and Richmond Railway was served by the Metropolitan and the LSWR. The Metropolitan Railway service started on 1 October 1877 in the form of a service between Moorgate (Aldgate from 1 January 1894) and Richmond, via the H & C Line into Hammersmith Grove Road via a junction just north of the two stations (Grove Road K & R station, and the H & C station, between which there was a connecting footbridge). Services were cut back from Aldgate to what is now Ladbroke Grove after 31 December 1907, and were withdrawn altogether after 31 December 1910. The connection north of Hammersmith between the K & R and H & C was removed in 1914. Services provided by the LSWR continued until Saturday 3 June 1916, after which the route was closed entirely, having first faded, and then succumbed, to a better electric service of the IDR and H & C nearby. Hammersmith Grove Road station survived until 1954, when it was demolished. Office blocks have been built at Hammersmith on the alignment of the route.

P.S. To be added to this list in about a month's time, will be Blake Hall station on the Central Line, the last day of operation is to be Saturday 31 October 1981 !!

THE UNDERGROUND DETECTIVE

by Jeremy Buck

The Jubilee and Bakerloo platforms at Baker Street station are adorned with pictures of the great detective, Sherlock Holmes, with scenes from some of his cases. This is because Holmes lived at nearby 221B Baker Street, and is probably the most famous historical figure associated with the area. It is surprising, then, that there are few mentions of the Underground in the reports of his cases compiled by Dr. John Watson, considering that such an important station lay on his doorstep. It should be remembered, however, that Holmes' main period of activity was from about 1881 until about 1903 when he retired to the country. He did not, therefore, see the completion of all the Metropolitan's extensions, nor the birth of 'Metro-Land', nor the building of the grand Chiltern Court block we see today. Indeed, he did not see the opening of the Bakerloo station in 1906, and during much of his life, Baker Street was just a stop on the original Metropolitan with, from 1868, the St. John's Wood Railway platforms. It is ironic that the platforms which now bear Holmes' portrait were never used by him, whilst those he did use - today's Circle Line - are not so decorated.

In all of the 60 accounts of Holmes' cases which were published, the Underground is only mentioned four times. In the very first published case - 'A Study in Scarlet', Watson is criticising an article by Holmes and says 'I should like to see him clapped down in a third-class carriage on the Underground'. The next mention is in 'The Red-Headed League' when Watson states 'we travelled by the Underground as far as Aldersgate'. Watson must be referring to the district of Aldersgate here, because this station was known as 'Aldersgate Street' until 1923 (and is now Barbican).

The third mention is brief - in 'The Beryl Coronet'. Watson is peering from the window of 221B and sees someone coming '... from the Metropolitan Station'. Because of the renumbering over the years, it is a subject of some controversy as to where exactly 221B was in Holmes' day - today, this street number is covered by the 'Abbey National' building opposite the station.

The fourth mention is the most important, the Underground forming the setting for much of the case which Watson called 'The Bruce-Partington Plans'. This took place in 1895, and opens with a body being found '... just outside Aldgate station on the Underground system... lying wide of the metals upon the left hand of the track as one goes eastward, at a point close to the station, where the line emerges from the tunnel in which it runs...' The body must have fallen from a train, it is deduced, because a collector is always standing at the station barrier, and would presumably notice a body being carried onto the station. The dead man was carrying secret government papers, now missing.

More detail on the train service is forthcoming: 'The trains which traverse the line are those which run west to east, some being purely Metropolitan, and some from Willesden and outlying junctions'. There was not a ticket in the dead man's pocket, which prompts Holmes to say 'According to my experience, it is not possible to reach the platform of a Metropolitan train without exhibiting one's ticket'! So Holmes rushes to Aldgate to investigate - he notes that 'Aldgate is a junction, and there was a network of points'. He asks a railway official 'I suppose there are no great number of points on a system such as this?' and receives the reply 'No, there are very few'. It is interesting to learn that the train which the body was believed to have fallen off 'had been broken up by now, and the carriages redistributed'. No set formations in those days!

Holmes deduces that the body was on the roof of the train, and did not fall from inside. His main argument for this is that it is more than a coincidence that the body was found at the very point where the train

pitches and sways as it comes round on the points. Holmes goes on to prove that the body was placed on the roof - not dropped, because 'the roofs are slightly rounded and have no rails'. He goes on: 'You are aware that the Underground runs clear of tunnels at some points in the West End. I have a vague memory that when I have travelled, I have occasionally seen windows just above my head'. The body was therefore placed on a train roof whilst halted below one such window.

By consulting a list of 'known enemy agents' and their addresses, the window is pinpointed to that of 13 Caulfield Gardens, and Holmes walks along the track from Gloucester Road station to test his theory. He says 'the backstair windows of Caulfield Gardens open onto the line, (and) owing to the intersection of one of the larger railways, the Underground trains are frequently held motionless for some minutes at that very spot'.

Holmes must be referring to the junction on the Circle north of Gloucester Road where the District Line service from Earls Court to High Street Kensington and Edgware Road comes in - by Triangle sidings. Watson always thinly disguised place names in his reports of the cases - thus Caulfield Gardens is almost certainly Cornwall Gardens.

An investigation of the area today, however, reveals that none of the back windows of Cornwall Gardens are close enough to the line to enable a body to be placed on a train roof. It also seems unlikely that a body placed at Kensington would not fall off until Aldgate - there are several other points before then, and numerous station stops. One must therefore come to the conclusion that Watson thought he would add a bit of spice to a fairly mundane murder case, in order that the public would more readily buy his account of it!

The foreign spy is eventually caught and the plans recovered, and the Underground never featured again in Holmes' cases. It is a shame he did not continue to practice into the 1920s and 1930s, as just think what crimes he could have solved in those miles of tube tunnels!

ENGINEERING WORKS

Chiswick Park - Sunday 23.8.31

Westbound District Line Ealing Broadway services were diverted over the westbound Piccadilly Line between Hammersmith and Acton Town until about 16.20 on Sunday 23 August, due to the retimbering of bridge D65 west of Chiswick Park. Westbound District Line trains to Richmond continued to use the local (District) line, but Ealing trains using the fast (Piccadilly) line stopped at Stamford Brook - a rare occasion of this platform face being used by passenger trains. With Chiswick Park thus devoid of a westbound service, such passengers had first to travel east to Turnham Green, and thence back west to their destination.

REVIEWS

HAMPSTEAD AND HIGHGATE IN OLD PHOTOGRAPHS 1870-1918; by Christina M. Gee; published by High Hill Press, 1974. Price £3.50. 163 photographs, size: 185 mm x 250 mm (7 $\frac{1}{4}$ " x 9 $\frac{7}{8}$ ").

This book comprises photographs of houses, shops and local events in Hampstead and Highgate. Its chief interest for the Underground enthusiast is indirect, as several of the photographs were taken by E. Milner, staff photographer of the Charing Cross, Euston and Hampstead Railway as an official precaution against fraudulent claims for compensation for damage by residents in houses above the line of the route. If cracks or subsidence were alleged to be the result of tunnelling for the tube, the photographs would show whether the cracks had been there before 1903 (March-June). The series of photographs within the London Borough of

Camden (Tottenham Court Road to beyond Jack Straw's Castle) was presented to Hampstead and St.Pancras Libraries by London Transport in 1961.

The only photographs of direct Underground interest are views of the outside of Swiss Cottage station (Met. Railway) in 1892 and a distant view of Finchley Road station in the same period. There is also a 1900 poster advertising the North London Railway as the Open Air Route from Hampstead to the City in 16 minutes by non-stop trains. Road transport is well represented, and there are several good views of the Highgate Hill cable trams. The steepness of the hill and the lack of other road traffic are striking - one picture shows two small girls peering down the slot between the tracks to see the cable. The last page has two spectacular accidents in Archway Road - one a two tram collision in 1906, the other of a nasty accident to a Vanguard double-deck bus, in which the whole platform and back stairs have been torn off, and the front axle and wheels are lying in the road at the rear.

DFC

PARIS TRANSPORT - THE POCKET GUIDE, by N.R.Bartlett, published by Westbury Marketing. 64 pages, card cover, 21 photographs, 3 maps. Size: 5 $\frac{3}{4}$ " x 4" approx. Price: £1.60.

This pocket booklet provides a guide to the public transport operating in and around the city of Paris. This deals with the Metro system, the RER, the suburban SNCF lines, and the buses. The first part of the book gives a brief introduction to the city of Paris itself and the organisation of public transport. Three pages are devoted to the RER and about nine to the Metro. Not all the details in the Metro section are correct, however. The text states that there are no short workings - these exist on line 8 to Maisons Alfort les Juillottes (except evenings), on line 9 to Porte de Saint Cloud (end of peak short workings), and on line 10 around the Auteuil loop (except evenings). It states that daytime services between the peaks are about 10 trains per hour - all lines have 12 or over. The intervals between trains at this time vary between 3 min 15 sec to 4 min 30 sec, according to line. The statement that all lines are ATO is also incorrect, as lines 10, 3bis and 7bis are still manually operated. In the list of lines and the stock types operating on them, the author has correctly left out the Classic stock on line 12, as this was withdrawn from that line in December 1980, but fails to include that line 11 has a small allocation of MP73 trains. Some of the numerical information is also not correct.

The choice and quality of some photographs and the paper they are printed on leaves a lot to be desired, and that of an RER 'Z' train on page 12 is blurred. The price of £1.60 is far too high for such a low quality publication. A great opportunity has been lost here as no other work exists on the subject. It is a shame that such an interesting work has been poorly presented.

LONDON PASSENGER TRANSPORT No.8. July 1981. Published by the London Passenger Transport Research Group, 24 Cranbourn Street, London, WC2H 7AA, to whom all enquiries about the group should be sent.

This issue of LPT is the first in a pleasing new format: fully printed on semi-gloss paper, and also includes twelve photographs. The articles in this issue include passages from a meeting at County Hall in February 1981, the building of the original section of the Metropolitan Railway, the 1980 Transport Act, North London Orbital Railways, and the XRM bus project. In addition, there are two articles devoted totally to the London Underground - these are about the delays in the completion of the Central Line eastern extensions, and a description of FACT (Fully Automatically Controlled Train) on trials on the Hainault-Woodford branch of the Central Line.

Although the publication is a welcome improvement on the previous duplicated style, and agrees with the statement made in the Editorial in that '... we cannot imagine anyone wanting to revert to the duplicated format which was inflexible and scarcely did our writings justice.' But, the current subscription rate is £6.50 to UK subscribers, and the LPTRG state in their advertising leaflet that this covers 'about three issues'. This makes each issue of this new glossy magazine cost over £2 to each subscriber!

It would be very helpful to know the sources of LPTs information, as they are obviously well informed, and so that the serious student of transport in London could follow up with further investigations. However, the complete anonymity of the authors, and the Group itself, leaves one with a feeling that perhaps much of the information contained in the magazine is merely speculation, or informed guesswork?

THE LONDON UNDERGROUND - Diagram of Lines.

An L.T. Underground diagram of radically different appearance from any of its predecessors appeared in the early summer. It is still a folder with three leaves, but the diagram of the Underground network inside is flanked on the bottom and right hand sides by a fringe of advertisement blocks, each measuring 65 mm x 27 mm. There is one double-height advertisement (54 mm) for the H.M.V. record shop in Oxford Street; the remaining eleven are single-height, comprising seven for L.T.'s own fare, ticket and travel enquiry services, and four for outsiders - Madame Tussauds, Pal Joey (musical), Time Out (magazine) and Wimbledon Lawn Tennis Museum. The diagram itself, apart from slight changes to the tones of line colours and a thicker line for the Circle Line, is identical with the one on the previous diagram (No.1 1979) except for Charing Cross and Waterloo station names being shown in black instead of red because of the closure of their LT travel information centres, and the (unfortunate) disappearance of Mr. Paul Garbutt's name as designer.

The outside of the folder has a cover with blue bands at top and bottom with white letters. The top band shows 'The London Underground - Diagram of lines' (all enthusiasts will be glad that the inaccurate 'London Tube' has gone) and the bottom band shows a small red roundel and 'Going places' in white. The part between the bands is occupied by a photograph of a repeating motif of the front of a white tube train in a blue tunnel on a background of white tiles, with part of a very large red roundel superimposed. The second leaf has seven advertisements for 'Underground bargain tickets' (four of which are for the same facilities as the advertisements on the inside) and the third leaf has the index to stations.

The dimensions of the old and new diagrams are:

	No.1 1979 (7/80 reference)	No.1 1981 (5/81 reference)
Box enclosing the actual diagram	214 x 141 mm	214 x 141 mm
Overall size when open	221 x 147 mm	296 x 209 mm
Overall size when closed	74 x 147 mm	99 x 209 mm

The diagram is printed by Colibri Press Ltd. (Ref: 581/1896M/1000000)

Assuming that we must have advertisements to help out with London Transport's finances, the new diagram conveys a generally favourable impression.

DFC

Night Bus Booklet

A free 50-page booklet of L.T. all-night bus services includes one page of the times of last underground trains from Central London, and another of British Rail night services.

MAGAZINES & PERIODICALS

MODEL RAILWAYS - September 1981

On page 106 of UN 232, it was noted that a model of the Crystal Palace pneumatic railway had been built by Mr.M.Nicholls, and was displayed at the Model Engineer Exhibition at Wembley. More important, the model won a gold medal at the event. In this issue of 'Model Railways', the builder of the model describes how it was constructed. Over five pages are devoted to this, and in addition to the text there are seven photographs and seven diagrams. Mr.Nicholls has not only modelled the carriage, tunnel entrance and station, but also the finer details, such as the control room, fan and engine shed, although he admits that some details are based on inspired guesswork.

MODERN RAILWAYS - September 1981, and ELECTRIC RAILWAY SOCIETY JOURNAL - September/October 1981.

Both journals have accounts of a discussion between British Railways and 'a delegation representing Island interests' (MR) or 'the Member of Parliament'(ERSJ), about future rolling stock for the Isle of Wight railway. Modern Railways also includes corrections by a 'Southern Region spokesman'. The original report from the delegation said that the current Standard stock on the island would be replaced by Waterloo & City stock in 4 to 5 years' time, but the spokesman denied this.

If all the reasons why other stock is unsuitable are conclusive, it seems that the Standard stock will have to on for ever. These are:-

1938 tube stock -

No inspection pits in Ryde depot (ERSJ)

Effect of sea water on exposed gearing of motor bogies (MR)

Waterloo & City stock

Needs extensive reconstruction to be suitable for a journey of more than a few minutes (especially for passengers with heavy luggage) - (MR)

Class 503 Wirral stock

This has a reduced profile, but would still infringe the Isle of Wight loading gauge (MR)

1959 tube stock

Available in 10 years, and 'most likely contender' (MR)

Expensive to make them resistant to salt spray on Ryde Pier (ERSJ)

The MR report concludes that the standard stock is in reasonable mechanical condition, and can receive extended maintenance during the less busy winter months, whilst ERSJ envisages the need for another 10 years' life for this stock.

This issue of the ERSJ has much of interest to London Underground enthusiasts, with full-length reports of ERS visits to the Isle of Wight, and the East London Line (to inspect modernisation progress), and an article by Dr.H.L.Clarke on the standard tube stock on the Isle of Wight. Details of membership of the ERS and of subscriptions to the ERSJ, can be obtained from the Subscriptions Secretary, 29 Philip Avenue, Romford, Essex, RM7 0XD.

PARIS ROUND-UP

1. In a publicity leaflet for St.Germain en Laye, a list of notable dates in the town's history gives only three for the 20th century: Peace Treaty with Austria in 1919; the Liberation in 1945; and the arrival of the RER in 1972!
2. A motif embodying the letters 'N-S' may still be observed on some of the tiled advertisement surrounds of the former Nord-Sud line 12.

3. Many more trains of MI79 stock were in service on RER line B than in the Society's visit in March. In the off-peak these were noted on the long distance services to St.Remy les Chevreuse. Trains have also been noted operating on the SNCF out of Gare du Nord of MI79 stock, doubtless to try out operating on 25kV a.c. (the RER is 1,500V d.c.) and the folding steps at suburban SNCF stations.
4. A leaflet on RATP tourist tickets stated that the charge for 2-day tickets would be unaltered until 31.10.81. The current charges, and those for comparable London tickets are:-

	RATP Billet de Tourisme		LTE Go-As-You-Please
	French francs	Sterling equivalent at 10.62	£
2-day	35	£3.30	-
3-day	-	-	10.50
4-day	53	£4.99	13.00
7-day	88	£8.29	18.50

5. To confirm the report in UN 236 (NF 151/81), line 8 is now worked entirely by MF77 stock. Line 7 is still operated with a mixture of MF67F and MF77 stock, although to date, four trains of MF67F stock have been transferred to line 5.
6. La Murette station on line 9 was noted as having a false ceiling curved inwards from half way up the walls, and with yellow-on-brown station names. However, gaps in the false ceiling revealed vertical walls and white-on-blue name signs.
7. Yellow-on-brown station name signs are not wholly outmoded. The comparatively new station of Maisons Alfort les Juillottes (line 8) has such colours, possibly to contrast with the white-on-blue 'Sortie' signs which are integral with the name signs.
8. The original glass type station entrance shelter at Abbesses station (line 12), which was being renovated in March, is now finished, and makes a handsome sight.
9. Abbesses, Pigalle and Rennes stations (all line 12) are in a rather bare and untidy state at platform level, giving the impression that modernisation work has been started and then halted. Rennes station is one which closes at 20.00 on Monday-Saturday, and is closed all day on Sundays and public holidays.
10. At Montparnasse Bienvenue, on the line 6 platform towards Nation, there is a small display of historical Metro photographs in honour of M.Fulgence Bienvenue (1852-1930) who planned the original system and the early extensions. The station was thus renamed in 1942 from two separate stations (Montparnasse on lines 4 and 12, and Bienvenue on lines 6 and 14. The latter name was first used in 1933). The display was erected in 1975.
11. The funicular railway at Montmartre, leading up to the basilica of the Sacre-Coeur, is operated by the RATP and has the same automatic entry gates and the excellent local street maps that all Metro stations possess.
12. For the first time ever, there were no scheduled Classic stock workings on the Paris Metro during August. This is because the only line to have them (line 9) could suffice on its newer stock - in August a much reduced service is in operation, the lowest of four levels.
13. The extension of line B north from Chatelet to Gare du Nord is now expected to be opened to the public on 1 December 1981. This will be for about a year, after which services are expected to be projected to Roissy and Aulnay. A crew training trip by a train of

MI79 stock was seen passing Fontenay sous Bois on line A of the RER on Friday 4 September 1981.

Thanks are due to D.F.Croome, F.W.Ivey, G.A.Sarbutt and J.Wright for the above notes, compiled during July and August 1981.

END OF PARIS METRO CLASSIC STOCK

It is hoped that we will be able to find out:-

1. The last day in service of Classic stock, and/or -
2. Any commemorative event (such as a special tour, or an exhibition) that might be arranged by the RATP.

This expected to be sometime in early 1982.

Any member who would like to be advised of the relevant dates of events are asked to send note and FIRST CLASS SAE to: Mr.B.R.Hardy, 'Heidi', 13 Castleton Road, Eastcote, Ruislip, Middlesex, HA4 9QQ. Advice will be given when the information becomes available, but we CANNOT BE RESPONSIBLE IF THE INFORMATION IS NOT RECEIVED IN TIME, or if no special event takes place. No Society visit will be arranged, but enthusiasts will be able to make their own arrangements at the time.

LETTER TO THE EDITOR

Sir,

I read with great interest the article by Desmond Croome on the 'Dot Matrix' train describer in use, and my first impression is that he does not like it! I have a few comments myself to make about this apparatus. Firstly, for a 'Circle' description, 'VIA LIV ST' is slightly smaller, by one dot, I think, than the word 'CIRCLE'. Secondly, the 'next train is here' arrow points to the station the train is standing at. Everytime I have seen it, it has always shown the train as being at Victoria station, except on 10.7.81, when after an LURS meeting I saw an empty display, and after a '1 UPMINSTER 5 MINS' came up, the display actually showed the train at South Kensington, but it did not show its position again until the train was at Victoria.

The writer also mentions in his article that a similar describer would be more useful on the westbound platform. Lo and behold, on 11.7.81 I was again at St.James's Park and there was a similar describer at the east end of the westbound platform, albeit with a white sticky-tape cross on both faces, similar to a 'signal out of commission' sign. On 14.7.81 I was again at St.James's Park; the white tape had been removed but the sign wasn't working, but the eastbound one had been altered again. It does not now show:

TIME
NOW
1237

but shows:

-0- 1237 -0-

The roundels and time occupy the full width of the two line display. Furthermore, it showed the time and destination continuously, first one, then the other. But there was a slight alteration in the method of showing the time. The 'curtain' effect of revealing the time had gone. Now it starts in the centre and moves left and right to the edges, pausing slightly having revealed the time, before going on to reveal the roundels, and the same in reverse, vertically, not horizontally, from the edges

towards the centre, pausing slightly when the roundels have gone, then on to obliterate the time. Incidentally, readers may be interested to know that this describer is ultimately intended for the Northern Line.

Yours sincerely,
S.W.Lemm,

London, SE22.
1 August 1981.

FROM THE PAPERS

Daily Telegraph

People using LT buses and trains in the home counties face a 12% fare rise this autumn when the price of tickets will be cut by an average of 25% inside the GLC area. LT wants at least £3 million extra from the county councils of Bucks, Essex, Herts, Kent and Surrey.

3.7.81 - The merchant banking side of Barclays Bank is exploring the possibility of raising the cash for a private-enterprise telephone network linking London, Birmingham and Manchester. A new network of cables would be laid along the tracks of BR and the London Underground, with the expertise coming from Cable & Wireless.

8.7.81 - The Town Crier of London, Mr. Peter Moore, was fined £125 yesterday for speaking too loudly to a policeman who ordered him to put out his cigar on the Bakerloo Line.

11.7.81 - In a report on West End theatre-going by NOP Research, the greatest problems were said to be the cost and difficulty of getting into London and the unsuitable times of the last trains home. The cost of travel in London presented considerable problems, especially at family level, and tube travel was regarded as very expensive. There was also anxiety about being mugged on the tube or in the streets.

1.8.81 - Contingency plans are being made for both houses of Parliament to meet in the Connaught Rooms, off Kingsway, if the Palace of Westminster is flooded before the Thames Barrier is completed at the end of 1982. These are close to the GLCs flood command centre in the former Kingsway tramway subway.

6.8.81 - The GLC is seeking Government approval for a £1,200 million two-year public transport programme, including extra support for LT to help pay for the planned fare cuts. The GLC wants to spend £804 million on overhauling the buses and tubes, and to increase the size of its transport budget in 1982-83 to £566 million.

12.8.81 - LT has told the GLC that it will need subsidies totalling £630 million over the next five years for the 25% fares cut in October and keeping fares frozen thereafter. It has also presented plans to spend £1,323 million over the next ten years to modernise bus and Underground services, with almost 75% of the sum going to the Underground.

13.8.81 - £34,500,000 will be spent on reconstructing the Alexandra Palace, Wood Green, extensively damaged by fire last year. There will be recreational facilities of all kinds, and much of the work should be completed in two years.

13.8.81 - David Leahy of East Acton was in court yesterday on the charge of starting a fire at North Acton station, and causing damage worth £18,000. He was granted bail for four weeks on condition that he was banned from all London Underground stations.

18.8.81 - Two boys and a 15-year old girl, tired of waiting for the next train on the Stockholm underground, began to walk through the tunnel to the next station. The girl was killed, but the boys were unhurt.

29.8.81 - The GLC announced yesterday that, from September, anyone licensed by a 'People's Busking Jury' would be free to play in any London

Transport Underground station. A Mr. Kris Frederickson, flute, who plays the Tottenham Court Road tunnel ('very good acoustics for wind instruments'!) said that his take rose from £3 to £5 per hour when he played classical music.

M/S London

3.8.81 - A 20p leaflet available at the LT Museum is about London's earliest underground railways. It has maps, pictures and details of buildings to visit; the dedicated tuboholic can follow a two-hour historical trail.

POINTS OF INTEREST

1964 was a memorable year in so far as reducing the train services on the Underground was concerned. This started on the Friday prior to the August Bank Holiday, when this was the last occasion that District Line trains on the Wimbledon to Edgware Road service were extended through to Aldgate between 13.00 and 15.30. This was a long-standing pre-bank holiday custom.

New timetables for most lines were scheduled for introduction from Monday 7 September, but these got deferred and became operative from Monday 12 October 1964. This was the date that saw the introduction of 6-car trains of CP stock on the East London Line, with the service reduced from 6 to 7½ minute intervals. This brought about one less train in service at peak periods, as the longer trains occupied more stabling space in New Cross depot (the following year, 4-car Q stock trains returned, restoring the former frequency).

On the District Line, the Hounslow service was withdrawn (last trains ran on Friday 9 October) reducing the number of trains per hour through the central area from 36 to 32. At this time also, the non-stopping of certain trains in the peaks (Hounslow trains at Stamford Brook and Ravenscourt Park, Richmond trains at Barons Court and West Kensington, and Ealing trains at Gloucester Road and South Kensington) was abandoned, eliminating more District Railway history. District Line trains no longer stabled at Northfields depot (previously three 8-car R stock, two 6-car R stock, and one 8-car Q stock) and correspondingly Piccadilly Line trains no longer stabled at Ealing Common depot (two trains 1938 stock, and two trains 1959 stock). This timetable took into account the revised layout at Acton Town, to come with the introduction of Programme Machine signalling, which occurred in 1965. For the first time, Q stock trains were scheduled in eight-car formations to operate only in the peaks, previously, six and eight-car trains operated each day of this stock. This meant that only R stock trains were scheduled to couple and uncouple. The most significant alteration to the Sunday pattern of service was the elimination of the east to west 'Charing Cross' reversers - these being extended to Mansion House.

Major alterations to the Metropolitan Line services were also introduced. On the Barking line, the first trains to and from Barking were made later on Mondays to Fridays (06.51 instead of 05.32 from Aldgate East, and 06.34 instead of 06.05 from Barking). On the Metropolitan main line, the Saturday peak service was reduced so that a 10-minute 'all-stations' service operated to Uxbridge and Moor Park, four trains per hour going on to Watford, and two to Rickmansworth. The fast Amersham service continued to run every 30 minutes, and these trains became the only ones to and from the City on Saturdays.

On the Bakerloo Line, the first southbound train from Watford Junction was scheduled to depart at 07.04 instead of at 05.25 - it was the following summer that saw the end of the all-day service! Also, from 7 September 1964, the date the new services should have been introduced, the LMR officially withdrew platform attendance between Kensal Green and Watford Junction during off-peak periods.

HISTORICAL BOOK REVIEWS

by Peter Bancroft

Number 7: THE RAILWAYS TERMINATING IN LONDON WITH A DESCRIPTION OF THE TERMINAL STATIONS, AND THE UNDERGROUND RAILWAYS, by Samuel Rea, published by the Engineering News Publishing Company of New York, 1888.

In criticising 'The Railways Terminating in London', a recognised authority on United Kingdom Railways - The Railway News and Joint Stock Journal - said that, 'Mr. Rea writes in a thoroughly impartial spirit and with the sole object of giving a clear and fair view of the subjects of which he treats. After some general remarks on the growth of the railway system of the country, he proceeds to treat in detail of the ten leading companies with termini in London, and the underground system. His descriptions are clear and concise, and his information accurate and to the point... The excellent map published by the District Company, and another map showing the position of the great Metropolitan termini will be of considerable assistance to those not intimately acquainted with London, in following Mr. Rea's remarks.'

Mr. Rea visited England in the spring of 1887 and was impressed by the development of the railway system in London, especially the terminal facilities, and the book is the result of his apparently extensive studies. Details given include: an authentic statement of their mileage; their financial condition at the present time, with some reference to their history; the amount of their revenue as derived from passenger and freight traffic and from miscellaneous sources; the number of passengers conveyed by them; and the proportion per cent of working expenditure to gross receipts.

The study commences with a brief section entitled 'Some General Statistics and Comparisons', and is followed by 'Special Descriptions of the Railways and their Termini'. These are presented as follows:

1. The London, Brighton & South Coast Railway, and its London Bridge station.
2. The London and South-Western Railway, and its Waterloo station.
3. The Great Western Railway, and its Paddington station.
4. The London and North-Western Railway, and its Euston station.
5. The Midland Railway, and its St. Pancras station.
6. The Great Northern Railway and its King's Cross station.
7. The North London Railway, and its Broad Street station.
8. The Great Eastern Railway, and its Liverpool Street, and Fenchurch Street stations.
9. The South-Eastern Railway, and its Charing Cross, and Cannon Street stations.
10. The London, Chatham and Dover Railway, and its St. Paul's, Ludgate Hill, Holborn Viaduct, and the Victoria stations.
11. The Underground Railway System, composed of the Metropolitan Railway, the Metropolitan District Railway, and a number of other lines forming a part of the system, with connections to trunk roads - short for Rail-Roads!

The description of 'The Underground Railway System' (Section 11) will be of particular interest and may be briefly summarised as follows:

The Underground Railway System of London, as it is termed, is made up of the lines of the Metropolitan and Metropolitan District Railways, their various branches and extensions, and such other connecting railways as are operated in connection with them. Mr. Rea goes on to state that the system has acquired local names, being 'Inner Circle', 'Middle Circle', and 'Outer Circle'. Apparently these were a source of, '... much confusion to the stranger.' But a useful description of the make-up of the areas served by the various 'Circles' is included, being a quotation from

Francis George Heath's 'Pictorial Magazine'. The 'Inner Circle' lines were the first to be built, running beneath the streets and buildings with occasional openings for ventilation. The later branch lines and extensions are mostly in open cuttings and short tunnels, and sometimes on brick viaducts. In the case of the Fulham extension, viaducts were adopted to permit later extensions across the Thames at Putney Bridge, to connect with the London and South-Western Railway in the vicinity of Wimbledon and Kingston. This extension was under construction at the time of Mr. Rea's research for the book, and there was a prospect of it being opened late in 1888.

The Metropolitan Railway in 1886 had 24 miles of line, 22 being double track and two having four tracks. It comprised the northern half of the 'Inner Circle', the St. John's Wood Branch to Harrow-on-the-Hill and Rickmansworth, which left the 'Inner Circle' at Baker's Street, and the Hammersmith and City Junction Railway by joint operation with the Great Western Railway. It also owned jointly with the Metropolitan District the 'Inner Circle Completion' and the fork to St. Mary's, the latter having then recently been opened to traffic.

The Metropolitan District Railway in 1886 comprised 13 miles of double track and one mile of single track, which includes the southern half of the 'Inner Circle' from South Kensington to Mansion House, the Richmond, Ealing and Fulham extensions and the short link from St. Mary's to Whitechapel. It also owned jointly with the Metropolitan, the lines mentioned before and the 'Inner Circle' from High Street Kensington to South Kensington, and controls the Hounslow and Metropolitan Railway under an operating contract.

Rivalry between the two companies had been costly and involved constant litigation, ended in 1886 by the passing of an Act of Parliament which appointed a permanent arbitrator with power to adjust all differences arising between the two companies.

Constructing the 'Inner Circle' was, '... enormously expensive,' involving cuttings 40 feet deep at Campden Hill and a tunnel 1,200 feet long, necessitating a grade of 75 feet per mile which was the maximum grade employed on the 'Inner Circle'. At Clerkenwell the cuttings reached a depth of 30 feet and there is a tunnel 2,000 feet long under Farringdon Road, where the rails are about 60 feet below the surface at the highest point over the tunnel. Another more recent tunnel of about the same length called the 'Widening' tunnel, crosses under the 'Inner Circle' tunnel, and is in connection with the Metropolitan Extension of the London Chatham and Dover Railway. Some details of the relationship between the various rail levels throughout the system and the tidal Thames are also given.

Mr. Rea states that a 10-minute service operated on the 'Inner Circle' from 6.00 am to 8.00 pm and a 15 minute service from 8.00 pm till midnight. The 'Middle' and 'Outer' Circles, and Richmond, Ealing and Hounslow extension trains ran every half hour. East end, New Cross and Putney Bridge (Fulham Extension) lines had a 15-minute service giving in all a 3-4 minute service on the southern half of the 'Inner Circle', and a 4-5 minute service on the northern half. The 13 mile long 'Inner Circle' involved 27 stations and took about an hour.

In the 'Comparison of Local and Suburban Traffic in London and American Cities', the point is made that Railroad Officers in the United States think that, '... the local passenger business don't pay, and they would be better off without it,' unlike the railway companies of London, who consider the passenger business, especially the suburban traffic, of great importance, deriving considerable profit therefrom. A 'Comparison of the Construction and Management of English and American Railroads is also made.

In making 'A Few Suggestions to English Railway Companies for Peace and Profit', Mr. Rea thought that the intra-metropolitan railways should be consolidated under one management so far as their operations are concerned,

with a joint board of control, and a pooling scheme for receipts. He felt that the District might otherwise be forced into the hands of a receiver.

Pull-out tables at the end of the book comprise:

Statement A - Railway Returns for 1886 for Railways terminating in London, including the Metropolitan Railway and for the United Kingdom showing the capitalisation and traffic statistics (including total mileage).

Statement B - Railway Returns for 1883 (details as for Statement A).

Statement C - Railway Returns for 1875 (details as for Statement A). (In all these Statements values have been reduced to Dollars at the then, '.,. usual rate of five dollars equal to one pound.' Details for all the London Railways covered by the book are given).

The 'District Railway' Map of London, Jubilee Edition, would of itself require several pages of description, but may already be well known to some members. It shows also, Omnibuses and Trams run in connection with the District Railway, and Railways, in construction or authorised, and proposed, together with considerable street, park, places of interest details, piers on the river Thames, and main line railway services. The top left hand corner states that the map is part of 'Railways Terminating in London - Samuel Rea.'

The somewhat smaller 'Illustrated Map of London' is equally interesting with a three dimensional approach for the important buildings and Railway termini. This was produced by C. Smith & Son, 63 Charing Cross, London, again marked with the book title and author's name.

A very worthwhile descriptive survey of London Railway facilities in the late 1880s for both main line and the underground railways. This, together with the maps and tables, makes interesting reading and study.

An author's signed copy is available for reference only in the Guildhall Library.

SOCIETY SECTION

Underground News No. 237

Our apologies to all members for the slightly poor quality of some pages of UN 237 which was a result of difficulties with newly-acquired duplicating equipment.

For the same reason, 50 copies of UN 237 had to be despatched with an almost unreadable page 216. All members who received such a copy should find, enclosed with this journal, a further (readable!) copy of pages 215/216 and we hope that those who wish to do so will be able to replace the page with little difficulty.

The 'COP' Stock Story

This month marks the beginning of a new venture for the society with the publication of our first book 'The 'COP' Stock Story' by Piers Connor. There have been many occasions in the past when we have considered the possibility of producing our own publications. There has been no lack of suitable material but the costs have always been beyond our resources without too high a risk. We have, however, been fortunate in finding a printer who has produced a number of issues of 'Underground' for us at a reasonable cost (comparatively), in reasonable time and of good quality. The Committee therefore felt, after careful investigation into costs and the possible market, that the time was right to go ahead with a publication of our own.

As members will appreciate, there is still a good deal of risk in publishing. The cost of producing a book is very high and a large amount

of money is tied up until sufficient copies of the book are sold to cover printing costs. If our new venture is to be a success therefore, we have to sell as many of the books as possible within a reasonable space of time. If we are able to do this, we will go ahead with further publications. Books are planned on the R stock and other stocks and we will consider other subjects if the venture proves a success. Naturally, books on rolling stock have the best sales appeal so these are foremost in our plans but there are plenty of other subjects which we would like to see become part of our publications list.

The production of 'The 'COP' Stock Story' has not only involved the author, but a great deal of work has been done by Brian Hardy and Bob Greenaway in the preparation of the numbering lists and the layout of the work for the printer. There is now more work to be done to ensure that the book sells successfully. This is where YOU, our members, can help. We have calculated that if every member was to buy three copies of the book; one for himself, as he would naturally want to be in possession of the first edition of the first society book, and two which he would re-sell to non-member friends, we would cover our costs and begin to make a profit which will be used to fund the printing of the next book.

If you want to see this society, YOUR SOCIETY, produce a series of unique publications about the London Underground Railways, this is the time to act. Buy your copies NOW!

The price per copy is £1.95 (post free) and orders should be sent to: LURS Sales, 21 Chestnut Grove, South Ealing, London, W5 4JT. Trade terms are available for bulk orders.

Subscriptions for 1982

With notification received that charges for hire of meeting room, postage and telephones will be increased by or near the end of 1981, and with other costs continuing to rise, the Committee has reviewed the rates of subscription that it would be desirable to charge in 1982 to keep the Society solvent. Bearing in mind the effects of the depression on members' personal finances, the increase has been kept as low as possible at 50p (7.14% increase on the present rate for full members living in the U.K.); the 50p will also apply to Associate Members' subscriptions and to the postage supplement for overseas members (the present £2 rate represents about half of the average amount of extra postage that the Society has to pay to send journals overseas, even with the present postage rates).

Therefore, the subscription rates for 1982 will be:

- Full Members £7.50
- Associate Members (aged 12-15 years inclusive) ... £4.50
- Postage Supplement for overseas members £2.50

A Renewal Notice for overseas members is enclosed with this issue, but members living in the U.K. are requested to take no action until they receive the renewal notice with the November issue of Underground News.

The Society has opened a National Girobank account, number 501 5952, for subscriptions, and overseas members may use this method to send their subscriptions if they wish (where there is a corresponding bank in their own country).

D.F.C.,
29.8.81

ROLLING STOCK ALTERATIONS

ADD for March 1981:

Ruislip to W.H.Davis for modification with concrete mixers

F342 F343 F345 F350 F351 F355

July 1981

R Stock

From Ealing Common to Ruislip, condemned cars

21106-23306-23406 3rd
23549-22634 8th
23560-22662 9th
21102-23302-23402 10th
23554-22664 15th
23528-22607 22nd
21114-23316-23417 23rd
23532-22644 27th
21119-23208-23329-23425 30th) units 'wrong way round'

From Ruislip to Booths, Rotherham, for scrap

21104 23207 23304 23404 23560 22662 23526 22621 23549 22634 22nd

D Stock

From Metro-Cammell, Birmingham, delivered to Ruislip

7072-17072-8072+8073-17073-7073 15th
7074-17074-8074+8075-17075-7075 24th

From Ruislip to Ealing Common for commissioning

8069-17069-7069 3rd
7068-17068-8068 9th
8071-17071-7071 31st

Entered service, District Line

7064-17064-8064+8065-17065-7065 24th

Miscellaneous Movements

L130+G663+L131 Acton to Ruislip 3rd

L130+3910-3911+L131 Ruislip to Hainault 4th

ESL107 Ealing Common to Acton 8th

L59 Acton to Ealing Common (ex-collision) 8th

L18+L130-RG803-L131+L38 Ruislip to Wimbledon SR 15th

L18+L130-RG803-L131+L38 Wimbledon SR to Ruislip 17th

} see NF 142/81

ESL118A-F311-ESL118B Northfields to Neasden 20th

L61 Ealing Common to Acton (collision) 14th

F336 Ealing Common to Acton (overhaul) 17th

L18+HW201+L38 Ruislip to Northfields 23rd

L18+HW201+L38 Northfields to Ruislip 31st

New Service Stock delivered

From W.H.Davis, Shirebrook, delivered to Ruislip

HW201 21st

Service Stock scrapped

Cut up at Ruislip by Thomas Hill, Derby

C616 13th

Livery Alterations

ESL104 to yellow (Golders Green)

Reformations

From

To

1962 Tube Stock

1728-2728-9729-1729

1728-2580-9729-1729

R Stock

21119-23329-23422

21123-23216-23208-23326-23425

21119-23208-23329-23422) for scrap
21123-23216-23326-23425)

Units to Acton Works for Overhaul

Victoria	3074-4074-4174-3174	1st
Central	1682-2682-9683-1683	2nd
Northern	1288-2288-9289-1289	6th
Central	1646-2646-9647-1647	13th
Metropolitan	5511-6511	14th
Northern	1286-2286-1287	15th
Metropolitan	5070-6070-6071-5071	17th
Central	1690-2690-9691-1691	23rd
Bakerloo	10036-012188-12098-11036	24th

Units from Acton after Overhaul

Victoria	3075-4075-4175-3175	1st
Central	1706-2706-9707-1707	2nd
Northern	1240-2240-9241-1241	6th
Metropolitan	5022-6022-6023-5023	8th
Central	1728-2580-9729-1729	13th
Metropolitan	5534-6534	14th
Northern	1274-2274-1275	15th
Bakerloo	10148-012241-12101-11148	23rd
Central	1578-2578-9579-1579	23rd
Northern	1188-2188-9189-1189	24th
Victoria	3001-4001-4101-3101	26th

August 1981

CO/CP Stock

From Neasden to Ealing Common

53262-54211 20th (with pilots 53210-54210+53223-54035)

R Stock

From Ealing Common to Ruislip, condemned cars

22665-23571+23510-22635 28th (first unit 'wrong way round')

From Ruislip to Booths, Rotherham, for scrap

23208 23329 23422 23532 22644 23528 22607 23554 22664 22685 5th

D Stock

From Metro-Cammell, Birmingham, delivered to Ruislip

7076-17076-8076+8077-17077-7077 26th

Ruislip to Ealing Common for commissioning

7070-17070-8070 14th

Entered service, District Line

7066-17066-8066+8067-17067-7067 28th

Miscellaneous Movements

L18+HW201+L38 Ruislip to Northfields (loaded ballast tests) 4th

1576-2576-9577-1577 Hainault to Acton (collision and overhaul) 9th

Refurbished Service Stock

From W.H.Davis, Shirebrook, redelivered to Ruislip

F342 F343 (fitted with concrete mixers, in yellow livery) 3rd

New Service Stock delivered

From W.H.Davis, Shirebrook, delivered to Ruislip

HW205 HW206 HW207 3rd (with Flat Wagons, see above)

Service Stock scrapped

Scrapped at Lillie Bridge by W.H.Davis, Shirebrook

HW406 24th

Reformations

From To

1972 MkI Tube Stock

3412-4520-3520 3412-4512-3512

3420-4512-3512 3420-4520-3520

Units to Acton Works for overhaul

Central 1562-2562-9563-1563 11th

Jubilee 3231-4231-4331-3331 17th

Victoria 3078-4078-4178-3178 19th

Northern 3222-4222-4322-3322 24th

Northern 1214-2214-1215 27th

Central 1610-2610-9611-1611 27th

Units from Acton Works after Overhaul

Victoria 3079-4079-4179-3179 19th

Jubilee 3440-4540-3540 26th

Northern 3420-4520-3520 26th

Northern 1230-2230-1231 27th

Central 1550-2550-9551-1551+1572-2572-9573-1573 27th

NEWSFLASHES

- NF 159/81 For some months, one of the station nameplates at 'South Woodford George Lane' on the westbound platform has been missing, revealing the paper name sticker underneath (and probably as originally provided when the line was opened, and used until the proper plates became available). It is good to see that it has at last been replaced, complete with the 'George Lane' suffix on the blue bar. The red sections are, of course, unlined, making it slightly different from the others on the station.
- NF 160/81 From mid-July, two new Wadsworth passenger-initiated lifts (Nos. 1 & 2) were brought into use at Angel station. The existing Otis lifts (Nos. 3 & 4) are still in operation when required.
- NF 161/81 Further to NF 138/81, the number of the hopper wagon at Ruislip awaiting scrap is HW412 and not as shown.
- NF 162/81 Following the reopening of Ruislip station car park on 27 October 1980 (NF 383/80), charges were re-introduced from 20 July 1981.
- NF 163/81 Further to NF 134/81, it has been reported that the expected purchase of R stock for the Athens-Piraeus railway will not now take place. It now seems that all but the odd car will now finish up in the scrap yard.

NF 164/81 Thursday 6 August 1981 will be remembered by many members in the London area as the day that the rains came, and the day that turned to night - at midday! Torrential rain and severe thunderstorms that morning caused rapid widespread disruption to Underground train services. Perhaps the worst affected line was the District, with the suspension of the Putney Bridge to Edgware Road service and Richmond line services due to flooding, and also the Circle Line. This caused a number of interesting workings, with trains reversing west to east at Earls Court in platform No.3 - this allowed the rare use of 'Earls Court' on westbound destination blinds. Problems also on the Wimbledon line saw 7-car R stock and 6-car D stock trains reversing at Putney Bridge - on the bridge (the bay platform is too long for such trains), and a Circle Line train was observed by a correspondent passing Earls Court westbound at 13.25, with two more Circle trains already stabled in Parsons Green sidings. The Ealing Broadway service was also affected for some time, but during the afternoon and most of the evening eastbound District Line trains from Ealing were diverted over the eastbound Piccadilly Line between Acton Town and Hammer-smith. The Central Line was also affected with flooding between White City and Shepherds Bush, and on the Piccadilly Line at Bounds Green. Flooding at Morden causing track failures reduced reversing facilities to one platform - the middle - and some trains were extended on to the depot 'bank' to reverse.

Cable problems on the LMR d.c. lines at Harlesden in the evening peak caused the short notice cancellation of the four Bakerloo trains to Watford on the same day. This led to two of them and one Stonebridge Park train being diverted at Baker Street to Neasden depot. Later the same evening, when all was back to normal, three empty Bakerloo trains were worked to Croxley Green depot to provide trains for the following morning's service. However, the last of these three, train 153, overran the stopping mark in Croxley depot shunting neck and one bogie became derailed, cutting off the current from the depot and the Bushey to Watford down line. When current had been restored later on still, the four car unit was uncoupled and moved into depot, while the derailed unit remained in the shunting neck until after the next morning's trains had entered service, when it was re-railed. (It must be pointed out that the shunting neck in Croxley Green depot is long enough to accommodate two full-length trains).

NF 165/81 On Saturday 8 August 1981, following the torrential rainfall the previous Thursday which caused the signal post of ME27 (northbound fast Metropolitan Line, north of Willesden Green) to become unstable, and train 12, the 09.20 from Baker Street to Watford, collided with this signal. However, far more damage was done by the following train, No.35, the 09.28 from Baker Street to Uxbridge, when part of the signal head and 'pigs ear' became buried in the roof of A62 stock DM car 5191, and thus had to be taken out of service. A temporary signal head of the 'short range' (less visibility, probably of the type used in tunnels) type was placed in position until a normal 'longrange' signal head could be obtained the following day. A blackboard notice to this effect was displayed at Finchley Road northbound, advising drivers. It is reported that car 5191 was returned to service the following day inadvertently, complete with bits of ME27 still in the roof (!) and thus had to be taken out of service - again!

NF 166/81 On Thursday 6 August 1981, Nos.24 & 25 sidings at Cockfosters were taken out of commission, although they have not been used to stable trains for many months.

- NF 167/81 From late August, removal had started of the redundant track-work at the south end of Highgate depot.
- NF 168/81 Suicides on the Paris Metro shot up to 42 in 1980, compared with 27 in 1979. On 7.8.81, there was the second suicide in 24 hours when a man jumped to his death at Saint Michel station (line 4). As a comparison, there were 63 incidents of persons under trains on the London Underground system in 1980, of which seven were known accidents.
- NF 169/81 It has been observed that the new 30-ton hopper wagons (built by W.H.Davis, Langwith Junction, Shirebrook, near Mansfield, Notts.) although in yellow livery, have black LT fleetnames. The wagon number is on the black underframe and comprise white stickers. The wagons have standard trucks supplied by Gloucester, have buck-eye coupling and retractable buffers.
- NF 170/81 Six flat wagons were taken to W.H.Davis in March 1981 for modification, to be fitted with concrete mixers. The first two so modified have been re-delivered to Ruislip (in yellow livery) on 3 August 1981 with the three new hopper wagons. The concrete mixers have been supplied by Fred Parker 'Speedex' of Leicester and have a capacity of 7.5 cu ft. On the other end of each wagon, control equipment is located and this has been provided by 'Arcontrol Ltd.' of Borough Green, Kent.
- NF 171/81 In May 1981, a new LT ticket office was opened at Kentish Town and a new footbridge connects with the BR station. All tickets are now issued from the LT ticket office, and tickets are also collected by LT staff.
- NF 172/81 It appears that the 'headwall' tunnel telephones at Barbican, far from being black boxes with red plates reading 'Private', are in fact yellow boxes with red plates lettered 'Tunnel Telephone'.
- NF 173/81 A 1962 stock train collided with the stops whilst stabling in Loughton sidings on Thursday 9 July 1981, causing extensive damage to DM car 1576. Yet another buffer stops collision occurred on 10 August 1981 when train 2, the 15.13 arrival at Amersham, collided with the stops in Amersham sidings. This damaged the underneath of A60 stock DM 5009 - not the first time that this car has been in a collision. At one point in the re-railing operation, it was considered to summon a BR breakdown crane - the only one in steam being at Wimbledon. In the event, the train was re-railed by the LT breakdown gang without the crane!
- NF 174/81 Between 14.50 and 15.30 on 6 July 1981, chaos reigned at Baker Street, a correspondent reports, because of a points and signal failure affecting westbound trains at Edgware Road - one of the Putney Bridge trains (60) that had accumulated at Edgware Road was sent empty to Baker Street, where it was renumbered to a Circle Line train. Passengers were, after a long wait, detained from a train in platform 6, and it was sent empty into the tunnel, but the two following trains from Kings Cross (217 and 221) were diverted to platform 2 and, it is believed, were reversed to the north of the station.
- NF 175/81 Further test runs have been made on the Metropolitan main line with the three-car unit of D stock allocated to the C.M.E. Design Division (7502-17502-7503). It has been observed on 11 June 1981, and again on 17 August 1981.
- NF 176/81 Instances still occur of A stock cars appearing service with the old melamine maps on display; i.e. without the East London Line. Noted on 3 July 1981 was DM car 5074 - this usually occurs on units that have recently been to Acton, having the temporary maps removed there.

NF 177/81 Following the completion of stage I of the modernisation of the East London Line, a new fluorescently-lit train indicator has been installed on the northbound platform at Whitechapel. This platform is used for reversing the East London Line service outside the peaks, and during the peaks by trains to Shoreditch. The layout of the new indicator is:

NEXT TRAIN
NEW CROSS
NEW CROSS GATE
SHOREDITCH

The old indicator on the southbound East London platform has been retained, capable of showing only New Cross or New Cross Gate. This platform is normally used only in the peaks, by southbound trains from Shoreditch.

Under stage II of the East London modernisation, a new ticket hall is to be built at Surrey Docks, escalators installed at Rotherhithe, lifts installed at Shadwell, and lifts modernised at Wapping.

NF 178/81 In early August, a new indicator for District Line trains was commissioned at Wimbledon, between the entrance to the island platforms 1/2 and 3/4. The indicator is worked by Wimbledon 'A' signal box, and the layout is:

-0- District Line Departures	
First train	Platform
Edgware Road	1 2 3 4
Embankment & City	1 2 3 4
Second train	Platform
Edgware Road	1 2 3 4
Embankment & City	1 2 3 4

- green lettering, white background
)
)
) appropriate legends illuminated, black background
)
)
)

A sign under the indicator reads (black lettering, white background): 'Any train for all stations to Earls Court'.

NF 179/81 West end aluminium-bodied unpainted R49 stock DM 21146 was seen in service on 1 September 1981 with a pair of double doors of the 'painted' type from an R38 DM.

NF 180/81 Notices have been posted alongside the internal door buttons on D stock, telling passengers in English, French and German that they must press the button to alight.

NF 181/81 Further to NF 174/80 regarding the chalked multilingual sign at Woodford, this was observed on 10 September 1981 being a properly printed notice, and is apparently directed to people wishing to alight at Chigwell.

NF 182/81 A 40-minute delay occurred on the District Line on Wednesday 2 September 1981, when train 51, the 14.42 from Richmond, suffered severe arcing under R stock DM car 22632. On arrival at Kew Gardens, passengers were detrained and the train was worked back 'wrong line' to Richmond. Two Richmond trains were reversed west to east at Gunnersbury and three were diverted at Turnham Green at Ealing Broadway.

- NF 183/81 Southgate station, which has been closing at 23.00 on certain nights since April because of hooliganism and violence, reverted to normal opening during August.
- NF 184/81 The first eastbound Piccadilly Line staff train to West Kensington on Friday morning 4 September 1981, had to be extended to Earls Court (District Line station) to reverse, due to a late engineer's possession on the westbound line at West Kensington, preventing this train from reversing there. The same morning, the second westbound train from the eastern end of the line was delayed about 35 minutes by a defective ballast train, which became divided between Arnos Grove and Bounds Green. The train was formed L52-F363-F315-F340-L19 and the coupling came adrift between F315 and F340. The leading three vehicles (L52-F363-F315) worked to Northfields depot, whilst F340, pushed by L19 worked to Kings Cross, and then back to Arnos Grove sidings.
- NF 185/81 A most 'spectacular' derailment occurred at Woodford on the Central Line in the early hours of 26 August 1981. Train 28, the last one to stable in the sidings at 01.28 became derailed on No.12 points, leading from the eastbound main line towards the sidings. Nos. 12, 37 and 38 points were damaged, whilst shunt signals LJ35 and LJ44 and a theatre route indicator were demolished, as were four trainstops. The train was formed (east) 1434-2434-9435-1435+1492-2490-9493-1493 (west), and cars 1434, 2434 and 9435 were derailed.

Just before 04.00, unit 1492 and cars 9435 and 1435 were taken to Hainault depot by battery locomotives from an abandoned ballast train at Leytonstone - cancelled when the derailment occurred (the wagons were stabled in the westbound loop at Leytonstone). The remaining two cars were rerailed by midday and left in Woodford sidings (photographs shown on Thames TV News saw one of the derailed cars at almost right-angles to the signal box - a similar one was in the 'Redbridge Guardian' of 28.8.81!) and the all clear to resume normal running was received at about 15.00. The two cars in Woodford sidings (1434 and 2434) were taken to Hainault in the early hours of Friday 28.6.81. This was done by using a four-car train of 1962 stock, but had to be worked 'wrong line' as car 2434 was out of gauge.

Train services during the derailment were as follows:-

13 trains Hainault to Ealing Broadway (normal route via Newbury Park - numbered 1-13)

15 trains West Ruislip-Woodford-Hainault-West Ruislip (via the outer rail on the loop - numbered 20-34)

4 trains Woodford to Epping (numbered 100, 200, 300 and 400).

One train operating a single line shuttle service from South Woodford eastbound platform to Leytonstone platform 2, using the crossover east of Leytonstone station. (This was withdrawn after running via Woodford was restored at about 07.40).

2 trains (8-cars and crew operated, numbered 61 and 62) between Hainault and Woodford until 11.00, after which time the normal A.T.O. shuttle service was resumed.

In addition, 14 coaches operated between Woodford and South Woodford, with some working through to Leytonstone.

- NF 186/81 Work has started at Harrow-on-the-Hill on replacing the concrete lamp stands and original lined bullseye signs, until then an 'unblemished' station. Temporary lighting is being erected on platforms 1 and 2.

- NF 187/81 Over the weekend of 30 May to 1 June new station name signs were erected on the open sections of Wembley Park station. The old signs were removed from platforms 2, 3, 4 and 5, but those on platforms 1 and 6 remained until early September, having stood for some months next to the new ones.
- NF 188/81 On Wednesday 5 August, a correspondent reports that an east-bound Piccadilly Line train of 1973 tube stock had an inner panel of one of the double glazed windows swinging on car 451. Whilst this is a common event on the C69 stock, this is the first report of this on the 1973 stock.
- NF 189/81 A GLC plaque commemorating Frank Pick, the man who did more than any other person to change the face of London's transport system, was unveiled at his former Hampstead home on Thursday 3 September 1981, at 10.30 In 1906 Frank Pick joined the Underground Electric Railways Company of London - the principal forerunner of London Transport - and later became vice chairman and chief executive of the London Passenger Transport Board on its formation in 1933. Frank Pick had great qualities as an administrator and was particularly interested in the visual arts. He influenced the appearance of the Underground and bus system through his passion for good design. He personally supervised the design of rolling stock, bus shelters platform seats, upholstery, bus stops, railway ticket machines and most importantly, of tube stations and other buildings. The architect, Charles Holden was appointed to design such Underground stations as Southgate and Arnos Grove, and LTs headquarters at 55 Broadway. Frank Pick was also responsible for the introduction of a type face designed by Edward Johnston for use in posters, signboards and notices, and still generally used by London Transport. He retired from London Transport in 1940 and died the following year. The plaque was unveiled at 15 Wildwood Road, Hampstead, by Mr. Michael Robbins, a former member of the London Transport Executive, chairman of LTs design committee and prominent transport historian.
- NF 190/81 It is reported that Chorleywood station, severely damaged by fire last year, is to be rebuilt, and work was scheduled to start on September 14. The work is to cost £230,000 and is expected to be finished in mid-1982. Externally, the rebuilt station will closely resemble the original 1889 structure, but the interior will be remodelled. There will be a larger ticket hall, a centrally heated waiting room and new toilets. When the platform canopy has been repaired, an illuminated train indicator will be installed to show the destination of trains to London.
- NF 191/81 The new westbound 'dot matrix' train describer at St. James's Park was first used on 14 August 1981, showing continuously (no flashing):
- The time now is
-e- 12.45 -e-
- The time is in the 12-hour notation.
- NF 192/81 Notice on platform 1, Liverpool Street LT station on 29 July: 'Beware Pickpockets, Safeguard Your Valueables' - and never mind the spelling!!
- NF 193/81 The repainting of the Glasgow Underground rolling stock has commenced, with cars 102 and 123 having already entered service. The paint is being supplied by Metro-Cammell. The new livery on the two cars is a deeper orange, brown roof and door edges. There are no 'GG' symbols and the owners name 'Strathclyde Passenger Transport Executive' appears in white lettering. The fleet name is still 'Trans-Clyde'.

NF 194/81 On Monday evening 7 September 1981, Metropolitan Line train 40, the 20.35 from Baker Street to Watford was derailed by three cars on No.217 points at Harrow North Junction, the junction between the 'main' and 'local' lines. The train was formed (north) 5034-6034-6035-5035+5053-6053-6052-5052 (south). The leading bogie of DM 5034 went northbound local (as it should have), but the rear bogie of that car and the next two (6034-6035) tried to go on the southbound main line. Services were reversed south to north at Northwood, with some trains working via the North Curve to and from Watford.

Services were disrupted the following morning, Tuesday 8.9.81 and were worked as follows:

All northbound Watford and Amersham trains worked via the fast line to Rickmansworth, having worked via No.1 platform at Harrow.

All southbound trains worked via the local line, calling at all stations.

BR DMUs reversed south to north at Amersham, while some were diverted to run via High Wycombe.

An engineers train, comprising diesel crane DEC618 (in yellow livery) was dispatched to Harrow between battery locomotives L22 and L57 from Neasden at about midday - these should have gone earlier, but it is reported that this was derailed earlier in Neasden depot! The derailed A stock train was moved to Harrow platform 2 at 14.10 and thence back to Rickmansworth sidings. After this, all points at Harrow North Junction were secured for through running only, and services were restored with train 13, the 15.24 from Harrow to Watford. This meant, however, that all northbound fast trains had to crossover south of Harrow and run via No.1 platform, and all southbound fast trains had to continue to use the local line. The BR DMU service was also restored at this time. Normal working at Harrow North Junction was restored the following morning from the start of traffic, Wednesday 9 September.

NF 195/81 Totteridge ground frame was used to reverse two Northern Line trains north to south on Monday afternoon 7.9.81, after train 125, the 16.20 arrival at High Barnet stalled north of Totteridge station. The train behind, No.43, was called on to assist and pushed 125 into High Barnet platform 1, where the whole 14 cars arrived at 17.03. As 14 cars will not fit into any platform at High Barnet, the assisting train had then to be uncoupled and worked back wrong line to the home signal. Several other trains were reversed north to south via Finchley Central siding, while three others were diverted at Camden Town to the Edgware line. Services to High Barnet were restored at about 17.25.

NF 196/81 Further problems occurred on the Northern Line on Thursday 10 September 1981, in the late evening. Smouldering in the tunnel between Old Street and Moorgate required traction current to be switched off so that the Fire Brigade could walk the tunnels. Services were suspended in both directions via the City, all such trains being diverted via Charing Cross. This gave the Charing Cross branch a somewhat more frequent service, with five trains every 12 minutes (three normal trains and two diverted City trains). One train worked several shuttle trips between London Bridge and Kennington. Services were suspended from 22.15 and were not restored until the time of the last train in each direction. The same night, Edgware trains were delayed for about 25 minutes at 23.40 when police and dogs searched the track in the Hendon area for a criminal.

POSTAL AUCTION

The following items are for sale by postal auction:

'Improving London's Transport', published by the Railway Gazette, May 1946, 108 pages. Board cover c305 x 235 mm. It has a Foreword by Lord Ashfield, and in 10 chapters describes the New Works schemes of the LPTB, LNER and GWR. There is a fascinating 'genealogical' table showing the LPTBs pedigree, and chapters on construction work, signalling, etc.

An enamel Northern Line diagram (originally at East Finchley) showing the southbound line to Morden via Charing Cross and Bank, and also the line to Moorgate via Stroud Green to Moorgate - one of the links that were never completed. The signs measures c40 $\frac{1}{2}$ " x 64 $\frac{1}{2}$ " and is very heavy. The successful bidder for this item will have to make his own transport arrangements. Of late-1930s origin, and in good condition.

Any member wishing to make a bid/bids (a separate bid for each item if more than one is desired) should write to Mr.B.R.Hardy, 'Heidi', 13 Castleton Road, Eastcote, Ruislip, Middlesex, HA4 9QQ, to arrive on or before Saturday 17 October 1981. Only the successful bidder(s) will be notified. The right to refuse any bid is reserved.

NEWSFLASHES (Continued)

NF 197/81 It has been reported that a 'spooF' map of the Underground has been included in a publication 'NOT 1982' by BBC TV's satirical 'Not the Nine O'Clock News' team. It is understood that Leicester Square is found at New Cross Gate, and Dover at Brixton, and LT were not over-happy about the situation!

NF 198/81 A late start to the District Line service on Sunday morning 13.9.81 was caused by vandalism - eight green signal aspect lenses were found smashed on eight signals between Dagenham East and Hornchurch.

TAILPIECE - DRAUGHTY DESKS !

At the end of a recent internal advertisement for an LT job, it stated, '... the existing post is based at Baker Street, but it is expected that in the near future the Headquarters will be situated somewhere on the Metropolitan Line between Finchley Road and Harrow.' !

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.

The last full list of Society Officers' addresses was published on page 168 of UN 235, amended on page 222 of UN 237.

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