

UNDERGROUND NEWS

NUMBER 242

ISSN 0306-8617

FEBRUARY 1982

THE TIMETABLE

Monday 1 February

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

Wednesday 3 February

LURS members are invited to this meeting of the Electric Railway Society, which will be an illustrated talk by Mr.B.R.Hardy, 'The Paris Metro Today'. 19.00 at Fred Tallant Hall, 153 Drummond Street, London, N.W.1. Nearest stations: Euston, Euston Square or Warren Street.

Tuesday 9 and Wednesday 17 February

Evening visits to the Post Office Railway. See front cover of UN 241 (January 1982) for full details.

Friday 12 February

Talk, 'London Underground Closed Stations', by Mr.A.A.Jackson. 19.00 for 19.15 in the Tudor Room, Caxton Hall.

Wednesday 10 March

Library Evening, 18.30. Other details as for 1 February.

Friday 12 March

Sound-Cine Film show, presented by Mr.J.Laker. 19.00 for 19.15 in the Tudor Room, Caxton Hall.

Saturday 13 March

Paris Reunion Meeting: A reunion of all those who participated in the 1981 Society trip to Paris - an informal discussion, talk and slide show. LURS members who did not participate in the trip are welcome. 14.30 to 17.30 in Room 17, Caxton Hall. Entrance fee for this meeting: 50p per member.

Saturday 27 March

At 10.15 in the Small Lecture Theatre, Science Museum, South Kensington, London, S.W.7. Details to be announced. At 14.00 for 14.30 at the same location: Annual General Meeting.

Tuesday 6 April

Library Evening, 18.30. Other details as for 1 February.

Friday 16 April

Talk, 'Experiences with D Stock', by Mr.G.H.Hafter, O.B.E., Deputy Operations Director (Railways), London Transport. 19.00 for 19.15 in the Tudor Room, Caxton Hall.

UNDERGROUND NEWS IS PUBLISHED & PRINTED BY THE LONDON UNDERGROUND RAILWAY SOCIETY. CORRESPONDENCE SHOULD BE ADDRESSED TO THE EDITOR WHOSE ADDRESS APPEARS INSIDE. MEMBERS ARE ASKED TO ENCLOSE A STAMPED ADDRESSED ENVELOPE IF A REPLY IS REQUIRED. OPINIONS EXPRESSED ARE THOSE OF CONTRIBUTORS AND NOT NECESSARILY ENDORSED BY T.L.U.R.S.
© THE CONTENTS ARE COPYRIGHT.

DECEMBER 1981 CAXTON HALL MEETING

The Society's monthly Caxton Hall meeting for December 1981 was a selection of photographs and cine films, presented by Mr. James Blake, Founder and Secretary of the North London Transport Society, and author of a number of publications on London's buses.

The evening started with a selection of black-and-white photographs from Jim's own collection, mostly taken during the late 1960s and early 1970s. This included a look at the rolling stock on the various LT Underground lines, and included Q stock on the District and East London Lines, 1938 and 1959 tube stock on the Piccadilly, and 1960 tube stock on the Hainault-Woodford branch. Views of service stock then followed, showing the ex-G.R. pannier tanks, and this part concluded with a selection of photographs of the abandoned Northern Line extensions.

Jim then showed three cine films. The first brought to life many of the previously shown photographs, as it was made during the same period of time. The second film was mostly of the last days of the Northern City Line under LT ownership, including the transfer away of the rolling stock by battery locomotives in October 1975. The last film included a sound commentary and featured views of the route from Finsbury Park to Alexandra Palace in 1979.

In concluding the evening, Jim thanked Stuart Adams and Jeremy Duck for assisting him with the preparation and presentation of the show. Members showed their appreciation to them for a very interesting show.

BOXING DAY COMES BUT ONCE A YEAR

In recent years, articles have appeared annually at about this time entitled 'Christmas Comes but Once a Year', mostly written and compiled by Paul Creswell, about the train services on the Underground at Christmas, more especially on Christmas Day. This was the one day of the year when many unusual workings were scheduled, which tended to decline in number as the years went by, but the number of stations closed increased most years. As 1980 was the first-ever year that no Underground service operated on Christmas Day, a summary of services operated and stations closed was provided in UN 229 (pages 4-14) for Christmas Day, and UN 230 (pages 42-44) for Boxing Day.

Christmas Day 1981 continued the trend set in 1980, in that the Underground was closed completely, but there was also a significant reduction in Boxing Day train services and the number of stations open, which is the reason for the revised title of the article. Many lines saw a reduction in service intervals before 13.00 and after 21.00, while others were reduced throughout the day. Only the East London and the Northern Line operated at intervals similar to Boxing Day 1980. As has been the standard practice for several years now, services started between 09.00 and 10.00 and finished generally as on Sundays. Stations closed in 1981 that were open on Boxing Day 1980 are identified *.

Metropolitan Hammersmith & City & Circle

This service was much reduced, in that the Circle Line service was withdrawn completely. The central area section between Edgware Road and Liverpool Street was thus served only by Hammersmith-Whitechapel trains, which operated every 15 minutes until 13.00 and after 21.00 and every 10 minutes between 13.00 and 21.00. Passengers for the Circle Line were directed to travel to Aldgate East, Edgware Road or Earls Court, where District Line trains served Circle Line stations. One unusual working was a train in passenger service in each direction to and from Barking: 12.42 Barking to Hammersmith and 20.32 Hammersmith to Barking. This was not for football traffic, but purely to utilise a Barking-based crew, instead of them having to travel 'on the cushions' to start work.

Stations closed: * Aldgate, Barbican, Bayswater, * Farringdon, * Goldhawk Road, Paddington (Suburban).

East London Line

The East London Line service was the same as in 1980, in that two trains provided a 15-minute service throughout the day between Whitechapel and New Cross.

Stations closed: New Cross Gate, Shadwell, Shoreditch.

Metropolitan (main line)

The basis 10/20/40 minute frequency of 1980 gave way in 1981 to 15/30 minutes, 15 being the standard all-day interval between Baker Street and Harrow-on-the-Hill. The branches thus operated every 30 minutes (Uxbridge and Amersham) but in order to provide a service to Watford, all trains to and from Amersham worked to Watford via the North Curve, giving Watford four trains per hour, instead of the one per hour of 1980. This service was the first regular use of the North Curve for passenger trains since the Sunday working ceased in September 1960. The 1981 service replaced the irregular 20/40 minute service to Amersham provided in 1980, and while a through journey from Amersham to Baker Street via Watford took 67 minutes, the 1981 timetable did provide a regular interval service to all destinations. For the first time on Boxing Day, there was no Chesham shuttle service.

Stations closed: *Chesham, *Hillingdon, *Ickenham, Ruislip Manor, West Harrow.

Jubilee Line

A 15 minute Charing Cross-Wembley Park, and 30 minute Wembley Park-Stanmore service was provided, the previous year being 10/20 minutes.

Station closed: *Queensbury.

Northern Line

The Northern Line operated a similar interval service to 1980, except that the pattern was revised, taking into account the branch to Mill Hill East being closed. Trains thus operated between Morden and Edgware, while the Charing Cross service operated alternately to and from High Barnet (as in 1980), and Golders Green. This alteration to the service patterns saved two trains in service (15 instead of 17), but by late evening on Boxing Day 1981, there were only seven trains running anyway, because of staff not being available.

Stations closed: *Angel, *Brent Cross, Goodge Street, Mornington Crescent, *Mill Hill East, Totteridge, West Finchley.

Victoria Line

A reduced Victoria Line service was operated before 13.00 and after 21.00 at 15/30 minute intervals, but between 13.00 and 21.00 the service was the same as in 1980.

Station closed: Tottenham Hale.

District Line

The District Line service on Boxing Day 1981 was reduced from that provided in 1980 and at totally different operating patterns. The self-contained services of 1980 gave way to alternate Richmond/Ealing trains through the central area, and this section was devoid of a Circle Line service. In 1980 services operated every 15 minutes throughout the day as follows: Richmond-High Street Kensington, Wimbledon-Edgware Road, and Ealing Broadway-Upminster. In 1981 the Wimbledon-Edgware Road service was retained, but the main line operated every 15/30 minutes before 13.00 and after 21.00, the 15-minute service being provided as far as Barking, and every 30 minutes to Upminster. Between 13.00 and 21.00 the services were increased to 10/20 minute patterns, but the 10 minute interval operated as far as Tower Hill only, in effect reducing the service between Tower Hill and Barking from 15 to 20 minutes during the midday period.

Stations closed: *Blackfriars, Bow Road, *Chiswick Park, Canon Street, Mansion House, Ravenscourt Park, Temple, Upminster Bridge, West Drompton, West Ham.

Piccadilly Line

The Piccadilly Line provided a pattern of operation similar to 1980, with trains between Heathrow and Wood Green and alternate trains beyond Wood Green to Cockfosters. However, the intervals were reduced before 13.00 and after 21.00. The Rayners Lane branch continued to operate a shuttle service to Acton Town, and to provide connections at Rayners Lane into and from Metropolitan Uxbridge trains, this operated at a standard 30 interval all-day.

Stations closed: *Boston Manor, Covent Garden, *Hounslow Central, North Ealing, *Park Royal, South Ealing.

Central Line

The Ealing branch service of the Central Line was withdrawn on Boxing Day 1981, with services operating between West Ruislip and Epping and White City and Hainault. In common with most other lines, the intervals were 15/30 minutes before 13.00 and after 21.00, and 10/20 minutes between these times. For the first time, there was no service on the Hainault-Woodford branch.

Stations closed: Ongar, North Weald, *Theydon Bois, *Buckhurst Hill, *Grange Hill, *Chigwell, Roding Valley, Fairlop, *Barkingside, *Redbridge, Stratford, Chancery Lane, West Acton, *Ealing Broadway.

Bakerloo Line

A Queens Park-Elephant & Castle service operated every 15 minutes before 13.00 and after 21.00, and every 10 minutes between, and all trains reversed at Queens Park in the northbound platform.

Stations closed: *Lambeth North, Regents Park, Marylebone, Edgware Road, Kilburn Park, Kensal Green to Watford Junction (inclusive).

Appendix 1

Timetables in operation and Trains in Service

T/T Notice 1981	Line or Section	-- -- Trains in Service -- -- 1981			Net Red- uction
		1980 All-day	before 13.00 & after 21.00	13.00 to 21.00	
211/81	(Hammersmith & City (Circle Line	5 6	5 -	8 -) -3
212/81	(Metropolitan Uxbridge line (Metropolitan Line Amersham/Watford (Chesham branch	5 6 1	3 5 -	3 5 -) -4
211/81	East London Line	2	2	2	
215/81	Jubilee Line	8	6	6	-2
213/81	(District - main line (District - Wimbledon-Edgware Road	16 5	10 2	13 3) -5
214/81	(Piccadilly - main line (Piccadilly - Rayners Lane shuttle	15 3	10 2	15 2) -1
217/81	(Northern Line - City service (Northern Line - Charing Cross service	7 10	7 8	7 8) -2
218/81	Victoria Line	9	6	9	
219/81	(Central Line - main (Hainault-Woodford	18 1	11 -	16 -) -3
216/81	Bakerloo Line	7	4	6	-1
Total:		124	81	103	-21

The 1981 totals exclude additional trains for football, as follows:

Piccadilly Line - 3 trains
District Line - 1 train
Metropolitan Hammersmith & City - 2 trains
Central Line - 3 trains

Appendix 2

Boxing Day Station Closures

Station	First Closed	Station	First Closed
Aldgate	1981	Aldwych	Always closed
Angel	1981	Barbican	1951

Station	First Closed	Note	Station	First Closed	Note
Barkingside	1981		Marylebone	-	(h)
Bayswater	1980		Mill Hill East	1981	
Blackfriars	1981		Mornington Crescent	1960	
Blake Hall	1966		New Cross	-	(i)
Bond Street	1960	(a)	New Cross Gate	-	(j)
Borough	1963		North Ealing	1963	
Boston Manor	1981		North Weald	1968	
Bow Road	1980		Olympia	1967	
Brent Cross	1981		Ongar	1968	
Buckhurst Hill	1981		Paddington (Suburban)	1975	(k)
Cannon Street	1945		Park Royal	1981	
Chalk Farm	1981		Queensbury	1981	
Chancery Lane	1956		Ravenscourt Park	1971	
Chesham	1981		Redbridge	1981	
Chigwell	1981		Regents Park	1963	
Chiswick Park	1981		Roding Valley	1970	
Covent Garden	1945	(b)	Royal Oak	-	(l)
Drayton Park	1962	(c)	Ruislip Gardens	1965	
Ealing Broadway (Central)	1981		Ruislip Manor	1980	
East Putney to Wimbledon (inclusive)	-	(d)	Shadwell	1958	
Edgware Road (Bakerloo)	1980		Shoreditch	-	(m)
Essex Road	1958	(e)	Snaresbrook	1980	
Fairlop	1958		South Acton	1958	
Farringdon	1981		South Ealing	1960	(n)
Goldhawk Road	1980	(f)	Stoke Mandeville	1959	(o)
Goodge Street	1963		Stratford	1976	
Grange Hill	1981		Swiss Cottage (Met)	1939	(p)
Gunnersbury to Richmond (inclusive)	-	(d)	Temple	1958	
Hillingdon	1981		Theydon Bois	1981	
Hounslow Central	1981		Tottenham Hale	1980	
Ickenham	1981		Totteridge	1980	
Kensal Green to Watford Jctn (inclusive)	-	(g)	Upminster Bridge	1980	
Kilburn Park	1980		Walthamstow Central	-	(q)
Lambeth North	1981		West Acton	1980	
Mansion House	1964		West Brompton	1962	
			West Finchley	1964	
			West Ham	1966	
			West Harrow	1980	
			Westbourne Park	-	(r)

- Notes:
- (a) Open on Boxing Days from 1978.
 - (b) Open from 17.00 to close of traffic from 1953 to 1970 (inclusive). Closed in 1971, open from 17.00 in 1972, closed 1973 onwards to date.
 - (c) Open from 1964. Taken over by BR (ER) in 1975.
 - (d) Closed Boxing Day in 1976 only.
 - (e) Taken over by BR (ER) in 1975.
 - (f) Closed also Boxing Day 1960.
 - (g) Closed 1965/66. Open 1967/68. Open from 12.30 in 1969/70. Closed in 1971, open in 1972/73/74, closed 1975/76/77, open 1978, closed from 1979 to date.
 - (h) Closed 1966, open 1967 to 1974, closed 1975/76/77, open 1978/79, Closed from 1980.
 - (i) Closed only in 1975.
 - (j) Closed in 1976, open in 1977/78/79. Closed from 1980.
 - (k) Closed 1966, open 1967 to 1974, closed from 1975 to date.
 - (l) Closed only in 1965 and 1966.
 - (m) 1935 and before, closed from 13.40. Closed all-day from 1936 to 1944. Open until 13.40 from 1945 to 1953. Closed from 1954 to date.
 - (n) Open between 14.00 to 18.00 in 1961-4 inclusive.
 - (o) Taken over by BR (IMR) in 1961.
 - (p) Station permanently closed by Boxing Day 1940.
 - (q) Closed in 1976 and 1977. Reopened from 1978.
 - (r) Closed only in 1966.

Appendix 3

Train Service Intervals (Minutes)

Line and Section	1980	-- 1981 --	
	All Day	Before 13.00 & after 21.00	13.00 to 21.00
<u>Metropolitan</u>			
Baker Street-Harrow	10	15	15
Harrow-Uxbridge	20	30	30
Harrow-Moor Park	20	30	30
Moor Park-Watford	60	30	30
Moor Park-Amersham	20-40	30	30
Chalfont-Chesham	30	-	-
Hammersmith-Whitechapel	15	15	10
Circle Line	15	-	-
Edgware Road-Liverpool Street (combined)	7½	15	10
Whitechapel-New Cross	15	15	15
<u>Jubilee</u>			
Charing Cross-Wembley Park	10	15	15
Wembley Park-Stanmore	20	30	30
<u>Northern</u>			
Via Bank:			
Morden-Camden Town	20	20	20
Camden Town-Mill Hill East	40	-	-
Camden Town-Colindale	40	20	20
Colindale-Edgware	-	20	20
Via Charing Cross:			
Kennington-Camden Town	10	10	10
Camden Town-High Barnet	20	20	20
Camden Town-Golders Green	20	20	20
Golders Green-Edgware	20	-	-
<u>Victoria</u>			
Brixton-Seven Sisters	10	15	10
Seven Sisters-Walthamstow	20	30	20
<u>District</u>			
Upminster-Barking	15	30	20
Barking-Tower Hill	15	15	20
Tower Hill-Earls Court	15	15	10
Earls Court-Turnham Green	7½	15	10
Turnham Green-Richmond	15	30	20
Turnham Green-Ealing Broadway	15	30	20
Edgware Road-Wimbledon	15	30	20
<u>Piccadilly</u>			
Heathrow-Wood Green	10	15	10
Wood Green-Cockfosters	20	30	20
Rayners Lane-Acton Town	20	30	30
<u>Central</u>			
Epping-Leytonstone	20	30	20
Hainault-Leytonstone	20	30	20
Leytonstone-White City	10	15	10
White City-North Acton	10	30	20

Line and Section	1980	-- 1981 --	
	All Day	Before 13.00 & after 21.00	13.00 to 21.00
<u>Central (continued)</u>			
North Acton-Ealing Broadway	20	--	--
North Acton-West Ruislip	20	30	20
Hainault-Woodford	40	--	--
<u>Bakerloo</u>			
Queens Park-Elephant & Castle	10	15	10

Other Christmas Holiday Services

On Christmas Eve 24 December 1981, reduced peak services operated on all lines except for the Bakerloo and Jubilee, where the full service timetables continued to remain in operation. As has been normal practice for some years now, the Richmond and Wimbledon services were withdrawn after 21.30, as the stations on these branches are staffed by BR. Wimbledon trains reversed at Putney Bridge, and Richmond trains were diverted to Ealing Broadway.

From Tuesday 29 December 1981 to Thursday 31 December 1981, reduced peak timetables operated on all lines as follows:

Line	Normal Service		Reduced Peak	
	Timetable	Trains	T/T Notice	Trains
Metropolitan (main)	279	46	221/81	37
Hammersmith & City and Circle	278	30	220/81	22
East London Line	277	5	220/81	4
Jubilee	2	26	231/81	23
Northern	32	95	223/79	82
Victoria	16	33	221/79	31
District	111	74	222/81	56
Piccadilly	19	79	223/81	51
Central	43	80	33/81	72
Bakerloo	2	24	279/81	22

On Bank Holiday Monday 28 December 1981 and New Year's Day 1 January 1982, Sunday services operated on most lines, also starting and finishing at Sunday times. An exception to this was on the Metropolitan main line on 28.12.81, where a 15-minute Watford service was provided, and an hourly LT fast Amersham service. The latter was supplemented by an hourly LMR DMU service between Marylebone and Aylesbury. On New Year's Day, however, the Sunday service did operate on the Metropolitan main line, but there was no Amersham-Aylesbury shuttle service.

Stations closed on 28.12.81 and 1.1.82, in addition to a normal Sunday, were: Borough, Goodge Street, Mansion House, North Ealing, Regents Park, Ruislip Gardens, South Ealing, West Finchley, and West Ham. In addition, Marylebone was closed on 1.1.82 only.

THE CAMBERWELL EXTENSION

by Brian Hardy

The proposed Bakerloo Line extension from Elephant & Castle to Camberwell can be traced back to 1924 when moves were made for such an extension. However, nothing came of the proposals until 1930, after pressure from Camberwell Council in 1929. Parliamentary powers were obtained in 1931 for a $1\frac{3}{4}$ -mile extension to Selborne Road, Camberwell Green, with sidings beyond, in tunnel. There was to be an intermediate station at Walworth, Albany Road. However, with other extensions and new works already in progress (notably the Piccadilly Line) the UERL decided not to proceed with the extension for financial reasons.

Further pressure was put on the new LPTB in 1936 by the councils, urging the extension, but the estimated cost of £2 million prevented any further activity, and it was not until 1948 that the Camberwell extension came into the news again. The London Plan

Working Party report of 29 October 1948, the results of which has seen the Victoria Line built (route 'C'), and only the first stage of the Jubilee Line (route 'F'), revamped the Camberwell extension in that it became known as Route 'H' and was classed under the 'first priority' schemes. Also included in route 'H', but in a 'low priority' category, was a further extension from Camberwell to Herne Hill. (It is interesting to note that routes A, B, D, E, G, H, J, K and L have never come to anything, and that route 'F' has been much altered. It is only route 'C' which has been anything like completed, although different from its conception).

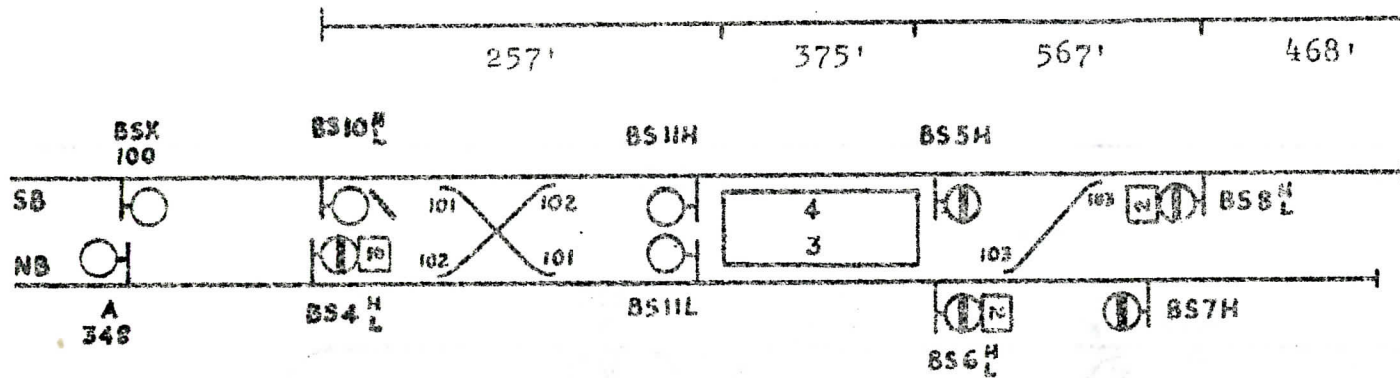
The British Transport Commission renewed the 1931 powers, with certain changes, including the siting of the terminus beneath Camberwell Green itself, instead of slightly to the south. The total cost of the scheme was estimated in 1949 as about £5 million, including £1 million for 14 new trains (98 cars). There was also to be a £600,000 new depot at Stanmore, additional to the other Bakerloo Line depots then being used (London Road, Queens Park, Croyley Green and Neasden), to accommodate the extra rolling stock. In 1949 London Transport stated that work would begin in January 1950 and would be completed in 1953. However, on 29 September 1950, with no constructional work having been started, it was announced that the extension would yet again be deferred as the total cost, including rolling stock, had risen to £6.25 million. Local authority pressure on London Transport continued strong until around 1960 and LT itself remained interested. In the 1960s and early 1970s however, the proposal was to go on to Peckham, rather than to terminate at Camberwell Green, a scheme first announced by Anthony Bull, a member of the London Transport Board, in a paper to the Institute of Transport in 1963. He made the proviso that it would first be necessary to relieve the Bakerloo of some of its traffic north of Waterloo (which the Jubilee Line has, of course, partially done) and to give the Bakerloo better terminal facilities than those existing at Elephant & Castle. A preliminary report of a working party of BR and LT officials, 'A Railway Plan for London', in March 1965 noted that although the parliamentary powers were relinquished, LT were still safeguarding so far as practicable the possibility of extending the Bakerloo in South London. The report added that extension to Camberwell was not justified on traffic grounds and suggested that it would be better to go on to Peckham, which might permit some rationalisation of BR facilities in that area. Any further extension beyond Peckham was precluded by the limited capacity of the section north of Waterloo. This Peckham extension remained a live topic for a few more years and study and discussion of it was mentioned in the London Transport Annual Reports up to and including 1973. However, the Barran 'London Rail Study' of 1973-74 excluded it from a suggested programme of Underground investment and this seems to have killed it, as there has been no official mention of it since.

If the extension had been completed as proposed in the early 1950s, the booking hall at Camberwell Green would have been built under road level actually underneath the green. From the booking hall, two 22 ft 9 in diameter escalator shafts would lead to the platforms, each shaft having two escalators and a centre fixed stairway. One shaft would lead to the island platforms, the other to the single platform. Each set of escalators would have a vertical rise of 44 ft at 30°. Stairs would connect all the platforms via a 10 ft 6 in diameter bridge tunnel above track level. The station would have three 400 ft long platforms, each in 21 ft 2½ in diameter tunnels, and three sidings beyond, the northern one being capable of holding two seven-car trains (similar to how Down Street and Kennington used to be). The sidings and overrun tunnels would have ended beneath Love Walk, on the alignment of the proposed route towards Denmark Hill. A new signal cabin would have been built to control the terminal signalling arrangements (to have been known as 'BT' - following on in sequence from Elephant & Castle 'BS'). The proposed track layout is shown on pages 27 and 28, all the way from Elephant & Castle to Camberwell, with relevant distances shown in feet. It is interesting to note that access to the southern platform by southbound trains would have been via a flyunder, underneath the northbound line from the other two platforms - all underground! At the junctions (step plates, identified on the diagrams as 'S/P') the tunnels would have opened out in stages from 12 ft 6 in to 26 ft 0 in diameter. The double crossover tunnels (shown on the diagrams as 'D/X') would be 30 ft in diameter.

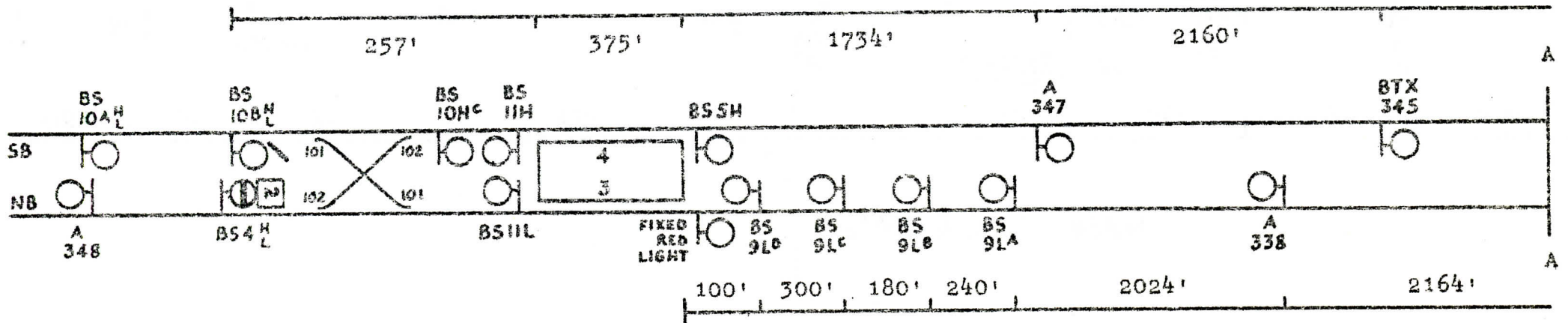
Halfway between Elephant & Castle and Camberwell Green, an intermediate station was planned on the Walworth Road, known as 'Camberwell Gate'. Very little is known about this station other than it was to be located on the west side of Walworth Road, opposite what is now Westmorland Road. A circular ticket hall was planned with two escalators

THE CAMBERWELL EXTENSION
 NOT TO SCALE

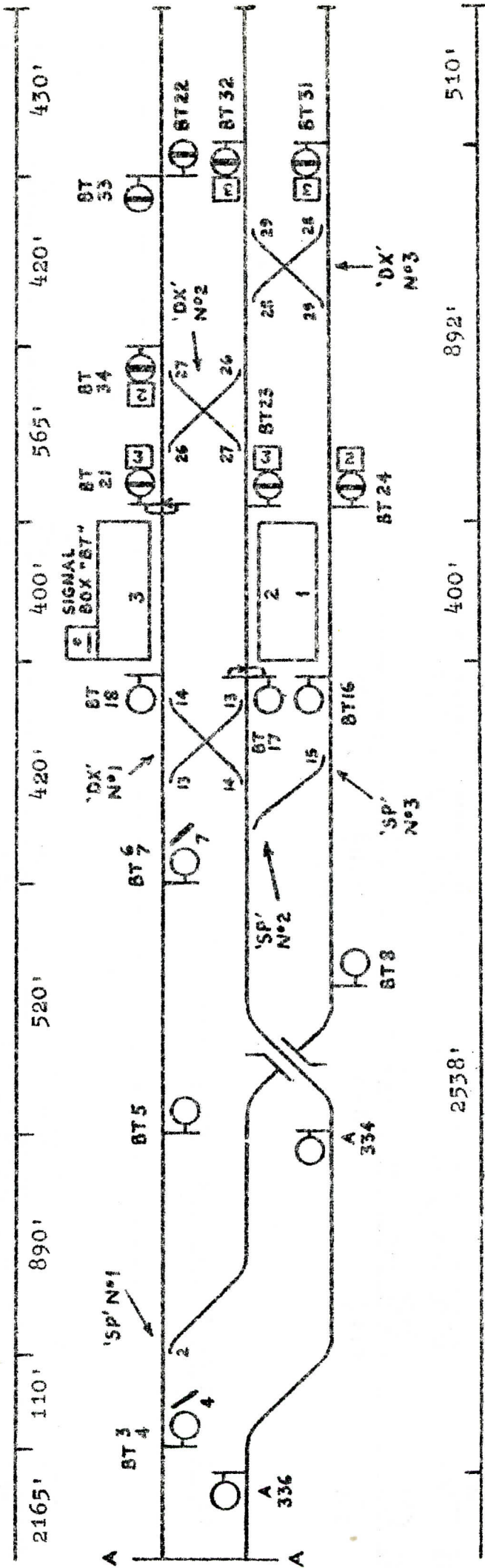
1. Elephant & Castle (present day):



2. Elephant & Castle to Camberwell (proposed):



CAMBERWELL GREEN



and a fixed stairway leading down to platform level. The location of the station in relation to the diagrams on pages 27 and 28 is not known.

With information such as this, one can only speculate 'what might have been' in relation to train services. Certainly, it is thought that all reversing of trains would have been eliminated at Elephant & Castle with the crossover being retained for emergency use. This would have meant all trains projected over the new extension to Camberwell Green - every two minutes in the peaks. As part of the modernisation of the Bakerloo Line in the late-1930s, platforms were lengthened to accommodate seven-car trains instead of six as hitherto, and two new sidings were built at Elephant & Castle on the alignment of the Camberwell extension, the original sidings being abandoned. It was not until 1946, however, that seven-car trains commenced working on the Bakerloo Line.

As already mentioned, an extra 14 trains would have been needed for the Camberwell extension, and were to have been in the form of new 1949 tube stock. However, the 1949 tube stock order did not comprise any new driving motor cars, and the extra trains would have been made up by reforming existing 1938 tube stock DMs with the newly built cars. This in fact took place between 1950 and 1953. With the Camberwell extension deferred the extra trains made up (or their equivalent) went into service on the Piccadilly Line (15 trains of 1938 tube stock: the allocation of the 1938/49 tube stock at this time was for 115 trains on the Northern, 54 for the Bakerloo and 15 for the Piccadilly). The 15 trains of 1938/49 tube stock on the Piccadilly Line served two purposes: they allowed some of the oldest of the Pre-1938 tube stock to be withdrawn (36 cars were scrapped, including the five 'sample' cars of 1923, and 14 motor cars converted to Ballast Motors) and the remainder were used to lengthen more Central Line trains from seven cars to eight cars.

The author wishes to thank Alan A. Jackson, Paul Creswell and Del Lomas, for assistance given for this article, and acknowledges 'Rails Through the Clay' - Jackson & Croome 1964, for the early history.

UNDERGROUND No.9

The Northern Line Extensions

As so often happens when an article has been deeply researched, assuming that all sources of research have been exhausted, something extra comes to light after publication. This has been the case with 'The Northern Line Extensions' issue of Underground and the following information is offered in addition to that already published, for members to absorb or deal with as appropriate. Underground No.9 has two blank pages (where it would be ideal to make these extra notes), but for those who do not wish to mark their copies, additional copies can be obtained from the Society Sales Stand, or by post from the Assistant Sales Manager for 95p per copy. The Editor of Underground and the author of issue No.9 wishes to thank all those who have taken the trouble to write, and to those who have submitted the extra information.

Page 8

The reconstruction of Finchley Central to a four-platform station with a new entrance in Ballards Lane was originally scheduled for completion in September 1940, until deferred because of the war.

Page 7, onwards

The proposed opening dates were later amended to:

- Highgate (Archway) to East Finchley - 30 June 1939
- Highgate station - 30 June 1940
- East Finchley to High Barnet - 31 January 1940
- Drayton Park to Alexandra Palace - 30 September 1940

Subsequent information on the line to Edgware via Mill Hill is interesting. Before the proposal to close the line completely for electrification (which happened from 10 September 1939), it was originally intended that the single line would remain open, but be electrified through into the LNER station at Edgware, at an additional cost of £1,000, to be completed in time for the electrification to High Barnet. This was to allow work to proceed on the new layout at Edgware LT station, on the second track

between Finchley and Edgware, and on the stations at Mill Hill The Hale and Mill Hill East. This would have saved the LNER operating an 'isolated' steam train service. The single line was to have no signals, apart for entry to it and exit from it at Finchley Central. These temporary arrangements were scheduled to last for only about a year, by which time the new layout at Edgware would have been completed (December 1940). Part of the £1,000 additional cost would have been recouperated by recovering some of the materials used in electrification into the LNER station at Edgware, after the line had been diverted into Edgware LT station.

Aldenham depot was to have been partially ready by September 1940 (four pit roads in the main shed, four roads in the cleaning shed, the washing machine plant, and entry/exit at the Elstree end) for empty train movements, being unsignalled from Edgware. Following completion of the new layout at Edgware in December 1940, passenger services to Bushey Heath were scheduled for June 1941. Work on most of the extensions (except for the Barnet Line and Highgate station) was officially suspended in November 1939.

Page 14

The reason that the 1920 Cammell Laird trailers did not immediately enter service on the Northern City Line when displaced from the Bakerloo, was that the Northern City Line platforms were outstanding to be modified, as the gaps between the platforms and the trains would be too great.

Page 32

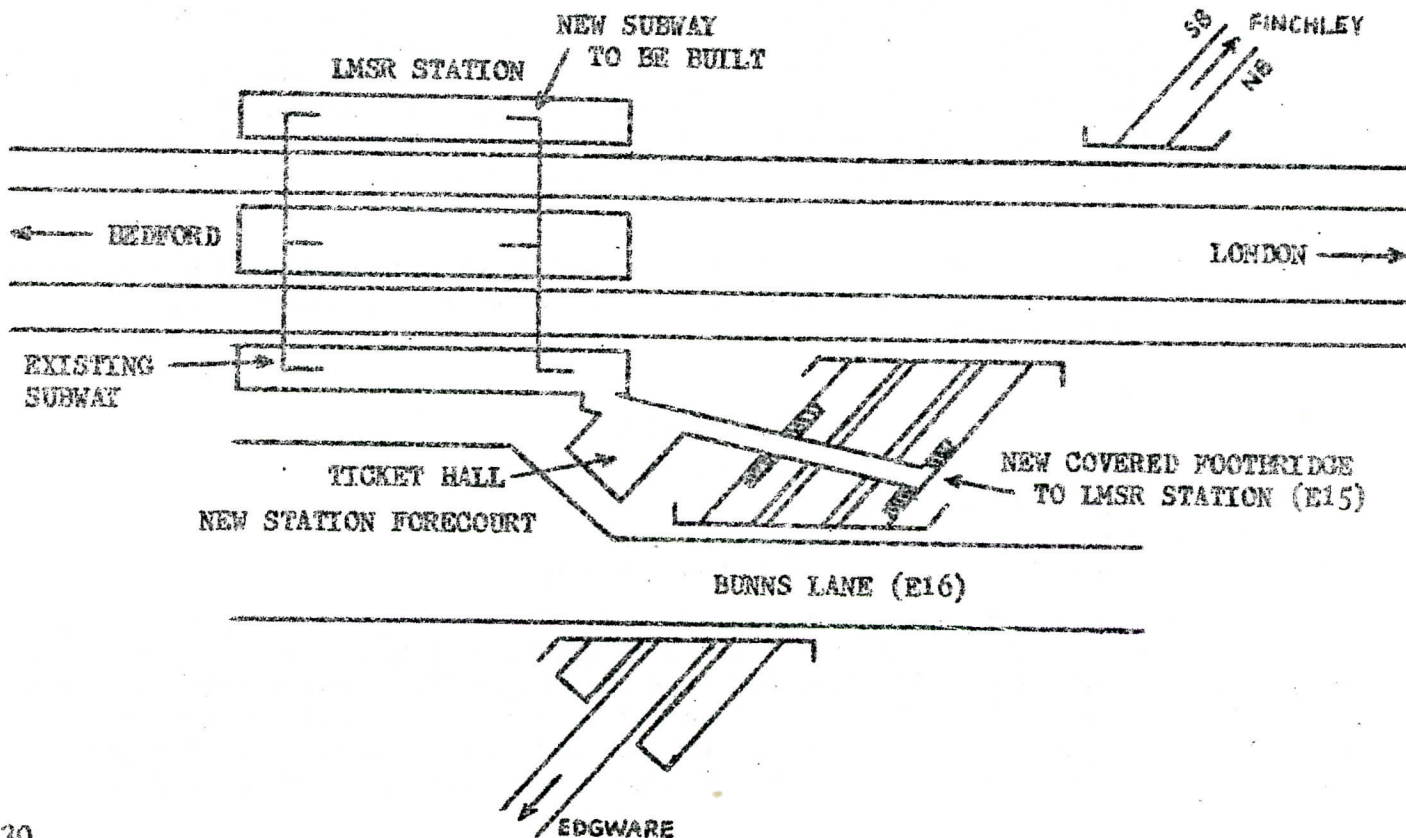
In May 1947 it was decided to continue with all of the Northern Line extensions, but to defer yet again the reconstruction of Finchley Central station to four platforms until a later date. At this time, the estimated cost of completing the works was:

	Already spent	Cost to complete
Finchley - Edgware	£188,000	£750,000
Drayton Park - Alexandra Palace	£250,000	£750,000
Edgware - Bushey Heath	£500,000	£1,500,000

In May 1949 the London Plan Committee recommended that the Finchley-Edgware and the Edgware-Bushey Heath sections be postponed, and 'preferably dropped altogether', and to electrify only the Alexandra Palace branch. (In the end, this too was abandoned).

Page 12

As far as it is known, the new footbridge at Mill Hill The Hale (E15) to connect the LT station with the LMSR station was not built. It was to be located as shown below, and was to be covered to protect passengers from the weather.



Highgate station entrances - in addition, there is a flight of steps leading from Archway Road at a point roughly midway between the junction with Shepherds Hill and the escalator exit. These steps lead to the roadway leading from the Shepherds Hill junction to the car park area. It would seem likely also, that drainage problems still exist in the booking hall, as passengers using the Priory Gardens entrance still have to pass under an archway of scaffolding and corrugated iron (see page 38).

A member reports that on a visit to Mill Hill The Hale in April 1955, the single running line was on the southbound or 'up' side, and the current rails for the New Works terminated just short of the entrance to the goods yard. The points at the entrance to the goods yard was controlled by a two-lever frame.

During the early and mid-1970s, a number of schemes were considered concerning the modernisation of Acton and Chiswick Works. One of the several options examined was to convert the existing Aldenham bus works, including the one-third of the 50 acre site then being leased to British Leyland, into a combined rail and bus overhaul works, and vacating the existing sites at Acton and Chiswick. In so far as the railway side was concerned, a connecting double-line tube link was proposed from Stanmore station to Aldenham, built to surface line loading gauge, to emerge in the open on the north side of Elstree Hill. It is interesting to note that the connection would have been made without any use of the abandoned 1935-40 New Works between Edgware and Aldenham on the Northern Line, and for such trains to reach overhaul, this would have meant a long journey (probably via the Piccadilly Line as now, then via Rayners Lane and Neasden), although the point of origin (Golders Green) was just six or so miles away !

Rough estimates for the scheme were produced. The 1.6 miles of tunnel would have cost (at 1975 prices) £6.4 million, track work in Aldenham depot £1.2 million. The total cost of the scheme including other works (£36.7 million), less capital from the Chiswick and Acton sites (£27 million) was estimated to be £9.7 million.

Consideration was also given to a station in the Aldenham area, being close to the junction of the M1 motorway. It was thought, however, that traffic generated by this interchange would not be enough to justify the expense. Similarly, the likelihood of having to build some 3,000 homes in 'green belt' area would have greatly added to the cost.

A plan of the Stanmore-Aldenham link, and the revised layout at Aldenham, appears opposite.

MAGAZINE REVIEWS

In the January 1982 issue of RAILWAY MAGAZINE, there are sections dealing with the London Underground. The first is about the rebuilding of Blackhorse Road station, having new platforms, footbridge and footpath to give improved access to the Victoria Line station. The second article deals with the Epping-Ongar line, and the one-year reprieve. The third article is about a light rail scheme for London's Dockland area: three routes are planned - the east/west route would run from an Underground interchange in the City (either Tower Hill or Aldgate East) to Stepney East then via Limehouse to the Isle of Dogs. The north/south route runs from Mile End via Limehouse to the Isle of Dogs and would provide a route to Central London via the Central and District lines at Mile End. The East London route would run wholly in tunnel from Rotherhithe under the River Thames to the Isle of Dogs, with a terminus at Whitechapel or Tower Hill. The final article is devoted to a 1913 Act to extend the Central London Railway from Shepherds Bush to Richmond. It would have left the Central London Railway at Shepherds Bush below Goldhawk, Stamford Brook and Bath Roads to Turnham Green Terrace, thence under part of Acton Green and LSWR/District to Chiswick High Road between Clifton Gardens and Heathfield Terrace, and finally joining the LSWR Kensington-Richmond line just east of Gunnersbury. There were also suggestions to run tube trains to Twickenham, Hanworth and Chertsey. The Act authorising the CLR extension was passed on 15 August 1913, but the first war delayed the works. By the end of the war the position had changed in that the LSWR had withdrawn its Olympia-Richmond service in 1915, leaving two derelict tracks between Shepherds Bush

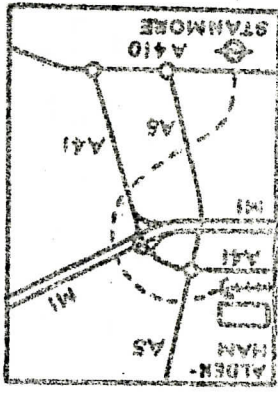
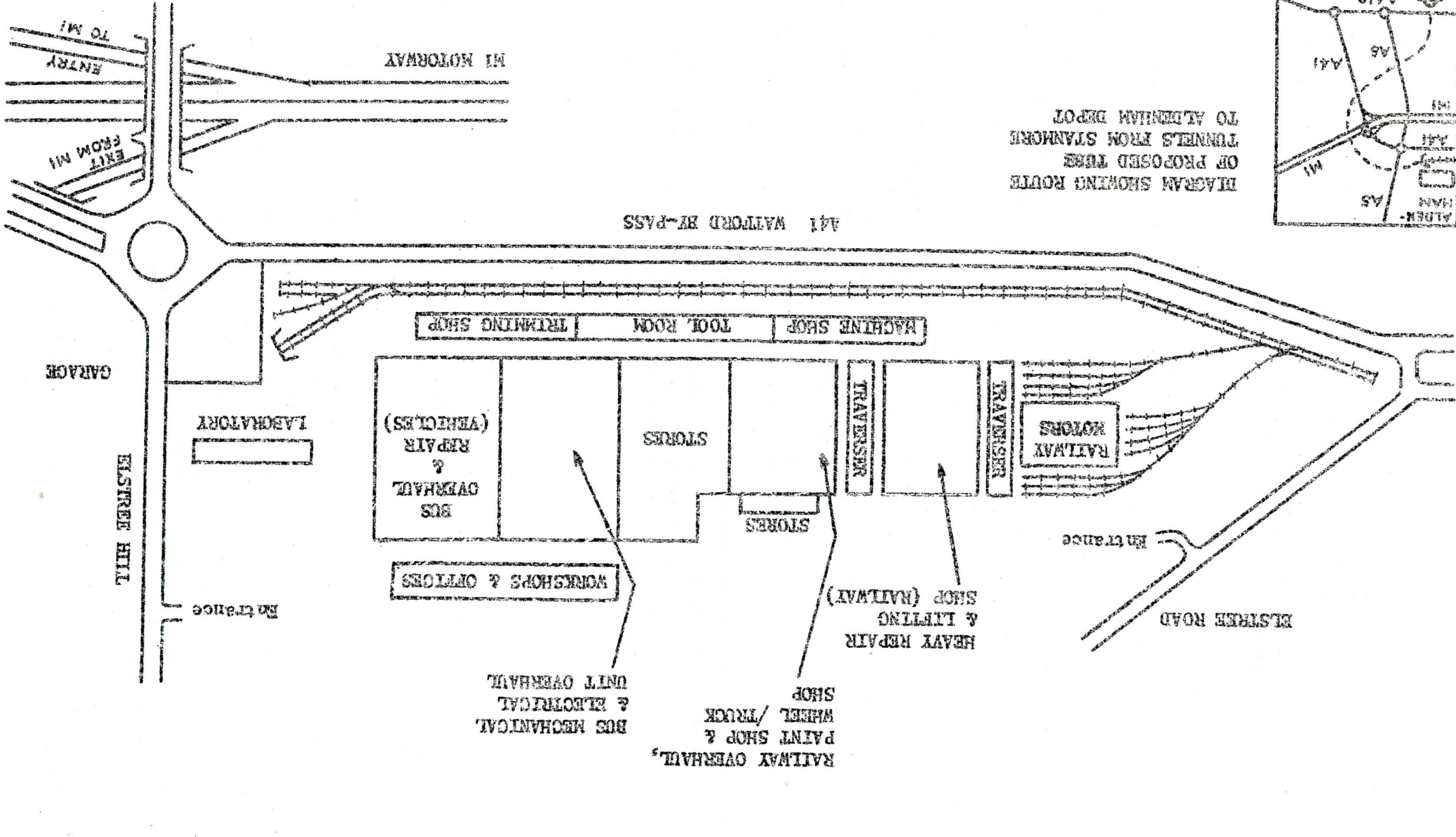


DIAGRAM SHOWING ROUTE
OF PROPOSED TUBE
TUNNELS FROM STANMORE
TO ALDENHAM DEPOT

All Diagrams: Not to Scale.

ALDENHAM DEPOT
PROPOSED LAYOUT



and Turnham Green Junction. When the question of extending the CLR trains to Richmond came up again in 1920, the proposal was for a connection from Shepherds Bush CLR station to the derelict LSWR station, with running powers over the LSWR to Richmond. This plan also did not materialise.

Eight pages of the January 1982 issue of MODERN TRAMWAY is devoted to the first part of an article by J.H.Price on the modernised Glasgow Subway. The text is supported by seven photographs (including one by our own member, Brian Deans of Glasgow) and four diagrams and maps. The article makes excellent and interesting reading, and one can only look forward to part II.

A double-page spread in the February 1982 issue of MODERN RAILWAYS PICTORIAL is devoted to the Waterloo & City Line. It includes rare views of a car being transferred between match wagons for overhaul, and an end view of a trailer car, not normally seen by the public.

QUESTION & ANSWER

QA38) When were the 'main line' platforms at Greenford station last used by Western Region trains, and when was the station taken over by London Transport ?

A) The 'main line' platforms at Greenford station were last used by WR trains in June 1963, although in latter days by only one train in the 'up' direction, being the 13.22 departure to Paddington (direct), which originated from Thame at 12.19. Operation of the LT platforms was handed over to London Transport from 13 November 1967, before that date being staffed by BR (WR). It is interesting to note that the LT platforms were fitted with LT bullseyes when opened in 1947. BR trains still, of course, serve Greenford station, in the form of the DMU shuttle service from Ealing, which uses the bay platform between the eastbound and westbound Central Line platforms. There is no physical connection between the two systems at this point.

POINTS OF INTEREST

Dilwyn Chambers writes:

'The modestly anonymous article in Underground News No.241 (January 1982, pages 3-5) on Surface Stock Train Detectors reminded me that in 1932 the Metropolitan Railway installed an electric train detector in the 'up' line north of Kingsbury. Its purpose was different to those mentioned in the article, being to prevent steam-worked freight trains from approaching the signal protecting the junction at Wembley Park too fast down the gradient. The details are given in The Railway Engineer (April 1933, pages 109-113). Whatever aspect was displayed by the junction signal G71A, the automatic signal A118 in rear normally displayed red and the preceding signal A120 (Kingsbury starting signal), yellow. Energisation of the ramp approaching Kingsbury by an electric train's positive conductor shoe caused signals A120 and A118 to operate as ordinary three-aspect signals. A steam train approached A118 at red, after passing a yellow indication at A120. A yellow indication could be shown at A118 only after the train had approached within 100 feet of it.'

FROM THE PAPERS

Daily Telegraph

11.12.81 - Police in London are trying to trace an elderly woman who halted an escalator by pressing an alarm button during a fight between soccer fans in which one youth died and 17 others were injured at Seven Sisters Underground station on 21 November 1981. Detectives believe she has not come forward because she may think that stopping the escalator caused the injuries, but they are convinced that she prevented further casualties and want her as a witness.

12.12.81 - Mr.Anthony Grant, a Conservative M.P., alleges in a letter that, since President Mitterand came to power, the service on the Paris Metro is slower, the stations dirtier and the graffiti more abundant than a few months ago.

16.12.81 - Fire forced 1,000 passengers to leave New York's Penn. station yesterday only hours after the derailment of an underground train injured 30 people and threw the city morning rush hour into chaos.

G.E.C. has achieved a breakthrough in a market dominated by Japanese suppliers with a £186.1 million contract to supply rolling stock to South Korea's Metropolitan Subway Corporation. The contract covers the provision of 402 passenger coaches and other equipment for two lines in the subway system.

18.12.81 - A commuter who used an out-of-date monthly season ticket for over nine years without even altering it was ordered to pay British Rail £1,500 compensation by Southend magistrates yesterday. A 39 year-old Fleet Street printing worker of Westcliff-on-Sea, admitted obtaining a railway journey between Westcliff and Fenchurch Street by deception. He asked the court to consider further offences covering similar journeys he made up to four times a week between February 1972 when the ticket expired, and last May, when he was caught by a ticket inspector at Westcliff. Prosecuting Counsel said that the total loss in fares to BR was £2,098. Defending Counsel said that the accused had never altered the ticket or attempted to forge it. No one had bothered to check it properly during his nine years of illegal commuting. In addition to the compensation, he was fined £500 with £20 costs.

24.12.81 - In a review of a new biography of Eric Gill (1882-1940) the reviewer states, 'Eric Gill is probably best known for his carvings over Broadcasting House and the Winds on St. James's Park Underground station. Gill himself did not care for either of these works, the symbolism of which was imposed on him from outside.'

28.12.81 - Sir Paul Chambers has died at the age of 77. He gave up the Chairmanship of Imperial Chemical Industries in February 1968 and was chairman of a committee of inquiry into London Transport in 1953, which reported in 1955.

SOCIETY SECTION

SOCIETY SALES

'L.P.T.B. Rolling Stock, 1933-1948', by Brian Hardy. This new book is a hard-back 80-page pictorial volume published by Bradford-Barton. It contains a photographic survey of most types of Underground rolling stock of the L.P.T.B. era (excluding steam locomotives). Comprising 140 photographs, most of which have not been published before, the cost is £5.95 (post free to members), from the Assistant Sales Manager - address on page 10 of UN 241. Orders will be dispatched as soon as stocks are received.

BEQUESTS AND DONATIONS OF MATERIAL TO THE SOCIETY

The following notice appeared in UN 236 (page 195). Only one member responded about bequests, but as a result of his letter, a draft paragraph has been prepared for inclusion in wills, or as a codicil to a will.

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

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

Those who wish to have further details are asked to write to the Secretary, who can supply a permanent forwarding address for inclusion in wills. It is usually recommended that the aid of a solicitor should be obtained in drawing up a will or a codicil, to ensure that your wishes are phrased in a legally correct form.

You may already have made a will leaving property to the Society; it would greatly help

the Society if all members who have made, or will make a bequest to the Society, would kindly notify the Secretary:

- (1) That they have made such a bequest.
- (2) Of a general description of the material bequeathed.
- (3) Of the name and address of the Executor.

ROLLING STOCK ALTERATIONS

December 1981

R Stock

From Ealing Common to Ruislip, condemned stock

21111-23222-23321-23409 17th

CO/CP & R Stock

From Ruislip to Booths, Rotherham, for scrap

23410 23325 23212 21127 21112 23245 23337 23445 54201 013149 17th

D Stock

From Metro-Cammell, Birmingham, delivered to Ruislip

7088-17088-8088+8089-17089-7089 2nd

7090-17090-8090+8091-17091-7091 16th

7092-17092-8092+8093-17093-7093 23rd

Ruislip to Ealing Common, for commissioning

8085-17085-7085 1st

7088-17088-8088 14th

8089-17089-7089 15th

8087-17087-7087 23rd

From Ealing Common to Ruislip, for storage

7078-17078-8078+8079-17079-7079 23rd

Miscellaneous Movements

L39 Ealing Common to Acton (collision damage) 2nd

L152+514+L153 Northfields to Ruislip 6th

F336 Acton to Ealing Common (refurbished) 15th

L23 Ealing Common to Acton (collision damage) 17th

F305+514+F328 Ruislip to Metro-Cammell (1983 stock ventilation tests) 17th

L32 Acton to Ealing Common (ex-burn out) 22nd

Units to Acton for Overhaul

Jubilee 3247-4247-4347-3347 3rd

Bakerloo 10012-012256-12027-11012 7th

Northern 1272-2272-9273-1273 7th

Central 1568-2568-9569-1569 10th

Bakerloo 10213-012302-11213+10291-012371-11291 16th

Northern 3418-4518-3518 18th

Metropolitan 5084-6084-6085-5085 23rd

Units from Acton after Overhaul

Northern 1264-2264-9265-1265 7th

Jubilee 3441-4541-3541 10th

Central 1590-2650-9591-1591 10th

Bakerloo 10155-012247-11155+10193-012282-12054-11193 16th

Victoria 3069-4069-4169-3169 16th

Northern 3417-4517-3517 21st

Metropolitan 5080-6080-6081-5081 24th

Sleet Locomotive Movements

ESL106 Highgate to Golders Green 10th

ESL104 Golders Green to Highgate 10th

Service Stock

Hopper Wagons scrapped at Lillie Bridge by W.H.Davis

HW405 HW410 HW413 HW417 HW419 HW430 HW432

Reformations

From

To

1962 Tube Stock

1590-2590-9591-1591 1590-2650-9591-1591

1967 Tube Stock3046-4046-4146-3146 3046-4051-4146-3146
3051-4051-4151-3151 3051-4046-4151-3151ROLLING STOCK REVIEWNo.5 - 1981

Our fifth annual review of London Underground Rolling Stock changes, summarises the position correct to 31 December 1981.

New StockD Stock - from Metro-Cammell delivered to Ruislip:

Units:	7048	7049	7050	7051	7052	7053	7054	7055	7056	7057	7058	7059	7060
	7061	7062	7063	7064	7065	7066	7067	7068	7069	7070	7071	7072	7073
	7074	7075	7076	7077	7078	7079	7080	7081	7082	7083	7084	7085	7086
	7087	7088	7089	7090	7091	7092	7093						

Entered service District Line:

Units	7500	7035	7036	7037	7038	7039	7040	7041	7042	7043	7044	7045	7046
	7047	7048	7049	7050	7051	7052	7053	7054	7055	7056	7057	7058	7059
	7060	7061	7062	7063	7064	7065	7066	7067	7068	7069	7070	7071	7072
	7073	7074	7075	7076	7077								

Stock ScrappedCO/CP Stock (cars)

53001	53003	53005	53008	53009	53010	53014	53020	53021	53024	53026	53027
53034	53039	53042	53048	53051	53056	53057	53193	53194	53195	53197	53198
53201	53202	53208	53211	53212	53216	53217	53218	53222	53224	53231	53233
53234	53236	53239	53241	53244	53246	53247	53248	53255	53256	53266	53267
54001	54003	54005	54008	54009	54010	54011	54014	54020	54021	54024	54034
54039	54044	54050	54053	54055	54056	54193	54194	54195	54197	54198	54201
54202	54206	54208	54213	54214	54215	54218	54220	54223	54224	54228	54231
54233	54237	54241	54242	54245	54247	54248	54251	54257	54265	54266	54269
54271											
013060	013071	013076	013081	013084	013089	013090	013099	013113	013140	013144	
013145	013149	013159	013160	013161	013164	013172	013179	013182	013184	013187	
013192	013259	014061	014066	014069	014070	014073	014074	014076	014084	014085	
014094	014260										

R Stock (cars)

21101	21104	21106	21112	21114	21123	21125	21127	21148			
23207	23208	23212	23216	23228	23229	23245	23248				
23302	23304	23306	23316	23325	23326	23329	23332	23337	23348		
23402	23404	23406	23410	23417	23422	23425	23432	23445			
23503	23504	23510	23511	23516	23522	23525	23526	23528	23532	23538	23539
23540	23549	23554	23560	23562	23564	23574	23578	23582	23585		
22603	22604	22605	22607	22611	22619	22620	22621	22625	22634	22635	22643
22644	22662	22664	22665	22670	22675	22677	22678	22680	22685		

A Stock (cars)

5170 6170

Line Transfers

R Stock (units)

District to Pilot Units: 22613 22624 22629 22661

1938 Tube Stock (units)

Bakerloo to Central (White City Training train) 10205 11297

Livery Alterations

From Maroon to Yellow:

Battery Locomotives: L18 L38

Sleet Locomotives: ESL104 ESL106

Gauging Car: G663

From Grey to Yellow:

Diesel Electric Crane: DEC618

Jib Carrier: JC691

Flat Wagons: F342 F343 F345 F350 F351 F355

Service Stock

New Vehicles:

Hopper Wagons:	HW201	HW202	HW203	HW204	HW205	HW206	HW207	HW208	HW209	HW210
	HW211	HW212	HW213	HW214	HW215	HW216	HW217	HW218	HW219	HW220
	HW221	HW222								

Conversions:

Personnel Carrier: PC859 (ex. 1938 stock DM 10165) - yellow livery.

Scrapped:

Sleet Locomotive: ESL112

Hopper Wagons:	HW401	HW405	HW406	HW409	HW410	HW411	HW413	HW417	HW419	HW430
	HW431	HW432								

Brake Van: B557

Steam Crane: C616

Reformations

<u>From</u>	<u>To</u>	<u>Date</u>	<u>Note</u>
<u>1959/62 Tube Stock</u>			
1618-2618-9619-1619	1618-2532-9619-1619	1/81	
1110-2050-1111	1110-2110-1111	3/81	(a)
1580-2580-9581-1581	1580-2618-9581-1581	4/81	
1050-2096-9097-1097	(1050-2050-1051	4/81) (b)
	(1096-2096-9097-1097	4/81	
1728-2728-9729-1729	1728-2580-9729-1729	7/81	
1434-2434-9435-1435)	1434-2434-9439-1439	9/81	(c)
1438-2438-9439-1439)			
1682-2682-9683-1683	1682-2728-9683-1683	9/81	
1650-2650-9651-1651	1650-2682-9651-1651	10/81	
1576-2576-9577-1577	1704-2576-9577-1577	11/81	(d)
1590-2590-9591-1591	1590-2650-9591-1591	12/81	
<u>1960 Tube Stock</u>			
3906-4906-4907-3907	3906-4927-3907	1/81	(e)

Reformations (Continued)

1967 Tube Stock

3010-4010-4110-3110	3010-4010-4143-3143	9/81
3043-4043-4143-3143	3043-4043-4110-3110	9/81
3046-4046-4146-3146	3046-4051-4146-3146	12/81
3051-4051-4151-3151	3051-4046-4151-3151	12/81

1972 Tube Stock

3412-4512-3512	3412-4520-3520	4/81
3420-4520-3520	3420-4512-3512	4/81
3412-4520-3520	3412-4512-3512	8/81
3420-4512-3512	3420-4520-3520	8/81

1973 Tube Stock

208-688-889	208-608-408	10/81
888-608-408	888-688-889	10/81

CO/CP Stock

53198-54050	53198-013159-54050	5/81 (f)
-------------	--------------------	----------

R Stock

21125-23212-23207-23325-23410	21125-23332-23432	5/81) (g)
21104-23304-23404	21104-23207-23304-23404	5/81	
21127-23332-23432	21127-23212-23325-23410	5/81	
21119-23329-23422	21119-23208-23329-23422	7/81	
21123-23216-23208-23326-23425	21123-23216-23326-23425	7/81	
21112-23245-23229-23337-23445	21112-23245-23337-23445	9/81	
23538-22620	23538-23229-22620	9/81	
21148-23248-23228-23348-23448	21148-23248-23348-23448	9/81	
21125-23332-23432	21125-23228-23332-23432	9/81	
21120-23247-23227-23346-23446	21120-23247-23346-23446	11/81	
23521-22623	23521-23227-22623	11/81	
21111-23222-23204-23321-23409	21111-23222-23321-23409	11/81	
21128-23308-23428	21128-23204-23308-23428	11/81	

A Stock

5042-6042-6043-5043	5042-6042-6043-5056	4/81
5056-6056-6057-5057	5043-6056-6057-5057	4/81
5008-6008-6009-5009	5008-6034-6035-5035	9/81
5034-6034-6035-5035	5034-6008-6009-5009	9/81

Footnotes for Reformations:

- * Reformations due to extra time being needed on 1962 stock car flooring.
- (a) 2050 to store, 2110 ex-store.
- (b) 2050, 1051 ex-store, 1096 ex-collision.
- (c) 1438, 2438 collision, 9435, 1435 derailment.
- (d) 1576 collision, 1704 ex-collision.
- (e) 4906/7 scrapped in 1977 (previous complete formation).
- (f) 013159 ex-staff accommodation, reformed for scrap.
- (g) Reformed for scrap.

Number of units overhauled at Acton during 1981

	Jan	Feb	Mar	Apr	May	Jun	Jly	Aug	Sep	Oct	Nov	Dec	Total
1938	-	2	-	2	-	2	1	-	2	1	1	2	13
1959	2	2	3	1	2	2	3	1	1	3	2	1	23
1962	3	2	3	3	2	2	3	2	1	5	1	1	28
1967	1	1	1	1	1	-	2	1	1	1	1	1	12
1972 MkI	1	1	1	2	-	1	-	1	1	1	-	1	10
1972 MkII	-	1	-	-	1	1	-	1	-	-	-	1	5
A	2	2	2	1	2	1	1	-	-	1	2	1	15
C69	1	1	2	1	2	1	1	-	2	1	3	-	15
Total	10	12	12	11	10	10	11	6	8	13	10	8	121

NATURAL HISTORY ON THE UNDERGROUND

Regarding the otter at Mansion House station, as reported in UN 241, page 9, M.C.Forwood writes:

'I recall an otter in a glass case in a wide passageway at CHARING CROSS District Line station, standing on a platform some 3-4 feet from the ground. As one came off the District platforms and made for the Northern Line, the otter was passed on the left-hand side of the passageway. It was there for a considerable period of time, and I remember it in the 1925-30 period, when making my way between home and school. If I remember rightly, it was a female otter !'

Dennis F. Edwards writes:

'In UN 241 information was requested about an otter in a glass case at Mansion House station, c1911. It would appear that the District Railway had a natural history collection and that at some unknown date this was moved to Charing Cross Underground station.

The Late T.H. Harrison in his classic 'Birds of the Harrow District, 1925-1930', has a number of interesting records. He tells us that the Charing Cross collection included a Nightjar captioned 'From the Harrow Line', and also two Tawny Owls, which were killed on 31 March 1925 on the line at South Harrow.

Did the Charing Cross collection get dispersed after the LPTB was formed, and if so, was it to be a public collection ?

Members may be interested in some more natural history facts from the book. Harrison records that there was a rookery in the elms beside Eastcote station in 1931 and that the Whinchat was 'abundant as a nesting species around South Harrow on areas of rough grassland, and especially along the banks of the Metropolitan Railway line.' He also records a pair of Redwings at Rayners Lane in February 1929. To end on a final nostalgic note: In the Middlesex Advertiser and Gazette (Uxbridge) for 1937, it is recorded that a cock pheasant flew alongside the 11.40 a.m. train to Baker Street as it ran between Eastcote and Rayners Lane on 4 January of that year. 'This would have been a common sight eight years ago, but building development has now made it rare.' Perhaps it was one of the last sightings ?

NEWSFLASHES

- NF 26/82 On Sunday 8 November 1981, a 27 minute delay occurred at South Kensington, when signal EF274 failed to clear for westbound trains at about 16.30. Although this naturally affected District Line services, Circle Line trains were more interestingly affected: Trains 114 and 125 (two of the four Sunday Circle trains crewed by District Line crews) were taken out of service at Moorgate, 114 having to perform a 'main line shunt' at Moorgate. Train 213 was reversed inner rail to outer rail at High Street Kensington, and 204 outer rail to inner rail at Embankment. In addition, one unknown Circle train was taken out of service at Baker Street into the 'main line' platforms, from where it was seen departing from platform 3 at 17.31 onto the outer rail after resumption of services.
- NF 27/82 Following the announcement that LTs 'Fares Fair' scheme is illegal, the first of the increases is to take place from Sunday 21 March 1982, and scheduled bus mileage is likely to be cut by 15% and Underground by 3%. A send increase will be necessary in a short time, 'as soon as possible'.
- NF 28/82 The overhaul of 1967 stock Victoria Line unit 3069 (ex-Acton on 16 December 1981) completes the first overhaul cycle of this stock, first started in 1973 with unit 3024.
- NF 29/82 Further to the Boxing Day special working of Metropolitan Line trains to and from Amersham via Watford, Amersham trains reversed in No.1 platform (northbound) at Watford, and Baker Street trains in No.2 (southbound) platform.
- NF 30/82 Further snow on Friday 8 January 1982 caused widespread chaos to the Underground network, and the low temperatures had an adverse effect on train equipment. This led, on Sunday 10 January, to all A stock trains of eight-car length being operated with the north end four car unit's doors isolated, all

- NF 30/82 passengers having to travel in the south end four car unit. Blackboard (ctd). notices were displayed at stations advising passengers of the arrangement.
- NF 31/82 On 15 December 1981, it was observed that at West Harrow station, near the top of the westbound entrance stairs, new side screens were being fitted.
- NF 32/82 In mid-December 1981, two new automatic ticket machines had been installed and in use in the concourse of Harrow-on-the-Hill station (1x 70p and 1x 30p). It was obvious that they had not been in use too long as a notice is advertising them as being new and suggesting people use them.
- NF 33/82 A new passage connection between the northbound Jubilee Line and southbound Bakerloo Line was opened at Baker Street on 19 December 1981. At the same time the escalators from the Jubilee Line northbound platform and the Metropolitan Line lower concourse returned to their normal direction (i.e. from bottom to top, right-hand up, and left-hand down).
- NF 34/82 During December, new notices on the emergency communicating doors of A stock trains were being fitted on the glass windows.
- White lettering, green background: 'EMERGENCY USE ONLY'
- White lettering, red background: 'DO NOT USE WHILE TRAIN IS IN MOTION'
- White lettering, black background, the usual notice, separate from above.
- 'TO INCREASE VENTILATION LOWER THIS WINDOW'
- The transfer above the doors stating 'EMERGENCY DOOR TO NEXT CAR' has been removed. Unit 5226 was first noted dealt with on 29 December 1981.
- NF 35/82 During December 1981, a new waiting room was being built at the top of the stairs on the eastbound platform at Ruislip Manor.
- NF 36/82 A Watford-bound train was abandoned in Platform No.2 at Wembley Park on the evening of 4 December 1981, necessitating several following trains being diverted to run non-stop from Wembley Park to Harrow-on-the-Hill. On 9 December, our correspondent also reports that an original excuse was forthcoming for the disruption to Jubilee Line services - 'error in implementation of timetable' !
- NF 37/82 It is understood that certain spares for 1959 tube stock trains are becoming difficult to obtain, and it is reported that an experiment is to take place on the Northern Line to remove equipment not normally used in driving motor cars normally to be found in the middle of trains. Equipment to be removed will be Guards desks, Guards seats, Guards bars, Instructors seats, and destination blind boxes. The following cars have been selected for a 12-month trial period: 1001, 1002, 1005, 1006, 1009, 1010, 1013, 1014, 1017, 1018, 1021 and 1022. Equipment which is required to shunt trains in depots, or operate in an emergency, will not be removed, but the trains selected for the experiment will be run as 'block' seven cars.
- NF 38/82 Further to NF 9/82, work has started on the modernisation of the Bakerloo Line platforms at Charing Cross. Some of the original paper friezes (the continuous station name just above head level along the platform) has been exposed in this work, displaying the station name 'Trafalgar Square' next to 'Charing Cross' signs. It will be interesting to see if the amended 'Charing Cross for Trafalgar Square' name will survive when the work is complete.

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 10 of UN 241. For non-receipt of journals and changes of address, correspondence should be sent to the Registrar and Despatch Officer, 67 Welmore Road, Luton, Bedfordshire, LU3 2TN.