

UNDERGROUND NEWS

NUMBER 244

ISSN 0306-8617

APRIL 1982

THE TIMETABLE

Tuesday 6 April

Library Evening, 18.30. The Society's Library open for inspection at 9A Dunrobin Court, 589 Finchley Road, London, NW3 6HE.

Friday 16 April

Talk, 'Experiences with D Stock', by Mr. G.H. Hafter, C.B.E., Director of Mechanical Engineering, LT Railways. 19.00 for 19.15 in the Tudor Room, Caxton Hall. Please note that this meeting is on the third Friday of the month, not the second.

Sunday 18 April

Open Day at Cobham Bus Museum, London Bus Preservation Group. It is hoped to have a Society Sales Stand at this event. Open at 11.00.

Saturday 24 April

Morning visit to Northfields depot. FULLY BOOKED.

Thursday 29 April

Film, 'The Tunnel', made in 1935, which is a futuristic story of transatlantic tunnel building set in the middle years of this century. 18.10 in the Lecture Theatre at the MUSEUM OF LONDON. Admission charge: £1.00. Seats unreserved. Nearest stations: Barbican or St. Pauls.

Tuesday 4 May

Library Evening, 18.30. Other details as for 6 April.

Wednesday 5 May

LURS members are invited to this meeting of the Electric Railway Society, at which Mr. J.C. Gillham will speak on the Hong Kong Mass Transit Railway and show slides that he took on a recent visit. 19.00 at Fred Tallant Hall, 153 Drummond Street, N.W.1. Nearest stations; Euston, Euston Square or Warren Street.

Thursday 13 May

At 18.10 in the Lecture Theatre at the Museum of London, film: 'Underground 1928'. 'The romance between the Selfridges Shop Assistant and the young Underground Railway attendant is charming. The locations, from Lots Road to Hampstead Heath, provide a fascinating record of a vanished London'. Admission: £1.00.

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.

OBITUARIES

The Society reports, with regret, the deaths of the following gentlemen, who, in various ways, all contributed to the Society's activities.

Mr. E. A. Allchin

Eddie Allchin, a past member, was well-known for his superb 5" gauge models of Metropolitan Line prototypes. He made two fine fully-equipped models of Dreadnought coaches, hauled by either a live-steam model of pannier tank L90 or by Metropolitan electric locomotive No.11, powered by a car battery and controlled from a flat car at the rear of the train. The latter model won a silver medal at the Model Engineer Exhibition in January 1981. In 1970 he entertained a party of Society members to a demonstration of his 5" gauge garden railway at Eastcote, when L90 showed her paces, but shortly afterwards he moved to New Romney to work for the Romney, Hythe and Dymchurch Railway. He died in December 1981.

Mr. B. C. Hodgson

Was a member of long-standing who helped the London Underground Roving section of the Society when it first resumed its monitoring activities, by giving it the hospitality of his flat for meetings, and by helping to monitor some early record-breaking attempts. He also played a major role in the activities of the Channel Tunnel Association for many years. His death occurred on 14 February 1982.

Mr. Edward J. Treby

Mr. Treby, whose death was reported in the Railway Observer for February 1982, was well known for his articles in the technical and enthusiast press on parts of the London Underground and the Paris Metro (including articles in the Railway Observer on the R.E.R. which continued up to August 1981). In 1967 he addressed the Society on Paris on two occasions: a talk 'Some Impressions of the Metro', and - at a subsequent meeting - giving a commentary on a Metro film show. He also addressed us on 'A Transport Miscellany' in April 1971, and he conducted or helped with study tours of Croydon area railways, the Wembley Exhibition and the eastern end of the Central Line.

The Society extends its sympathy and condolences to the surviving relatives.

DFC

FEBRUARY CAXTON HALL MEETING

Alan Jackson, well-known to the Society as a Past President and co-author of 'Rails Through the Clay', addressed a capacity-plus audience on the subject of 'London Underground Closed Stations'. The large attendance was no doubt attracted by the speaker's high reputation and the interest of his topic, and they were not disappointed.

London's Underground, Mr. Jackson said, has 25 completely-closed stations (excluding those on the Tower Subway and beyond Amersham). In all but seven cases, alternative facilities are available within $\frac{1}{4}$ -mile. He then proceeded to cover the 25 stations one by one, dividing them into four groups as follows:

1. Surface line stations resited or made redundant

Mark Lane opened in 1884 replacing a nearby temporary station known as Tower (or Tower of London); in 1967 the present Tower Hill station was opened more or less on the site of the old Tower station, and Mark Lane was closed. Hounslow Town was the original (1883) terminus of the Hounslow branch, but closed in 1886 when it was bypassed by the extension to Hounslow West. It reopened in 1903 and was operated as a spur off the main line, but closed in 1909 when Hounslow East station was opened nearby on the through line.

The original Hammersmith & City station at Shepherds Bush was replaced in 1914 by the present, better sited, Shepherds Bush and Goldhawk Road

stations to either side. The opening of new arterial roads through West London in the 1920s prompted the closure of two stations: Park Royal and Twyford Abbey in 1931, and Osterley and Spring Grove in 1934. Both these stations were replaced by better sited ones on the main roads nearby.

When the present double-ended Aldgate East station was opened in 1938, it replaced two stations: St. Mary's (to the east) and the old Aldgate East (to the west). The latter closure enabled the triangular junction to be enlarged to accommodate longer trains. In the same year, the Metropolitan's original Uxbridge terminus in Belmont Road was replaced by the present station.

The following year, the Bakerloo opened from Baker Street to Stanmore. Its new St. John's Wood station enabled nearby Lords and Marlborough Road stations on the Metropolitan Line to be closed. In 1940 Swiss Cottage (Metropolitan) station was also closed. These three stations had previously been a source of delays to trains on the Metropolitan's 'bottle-neck' tunnel section between Baker Street and Finchley Road, and for some years, Lords and Marlborough Road stations had been closed until after the morning peak period.

Uxbridge Road station, very near Shepherds Bush (Central Line), was also closed in 1940, when the Addison Road (Olympia) - Edgware Road service was abandoned following bomb damage to the track. In 1959, another nearby station, White City (Metropolitan) was also forced to close, this time due to fire damage. The station had originally been opened to serve the Wood Lane exhibition site, but closed in 1914; from 1920 it had reopened but only while there were events taking place at the nearby White City stadium.

2. Surface line stations closed due to lack of traffic

Hammersmith (Grove Road), on the London & South Western's Kensington - Richmond line, was connected to the Hammersmith & City by a spur. From 1877 to 1906 the Metropolitan ran to Richmond by this route. The spur was removed in 1914, and the station closed when the LSWR abandoned the Kensington - Richmond service in 1916.

South Acton (District) station was originally on a double track spur, linking Acton Town to the North London Line. The spur was singled in the 1930s, and closed in 1959 following a decline in traffic.

3. Tube line stations resited or made redundant

King William Street was the City & South London's original City terminus, but its cramped layout and awkward approaches caused it to be bypassed in 1900 when the line was extended via Bank to Moorgate. British Museum station on the Central Line was closed in 1933, when new Central Line platforms were opened at Holborn giving direct interchange with the Piccadilly Line. Both these stations were used in WW2 as air raid shelters.

Wood Lane station on the Central was another one opened to serve the exhibition grounds. Originally on a terminal loop, through platforms were added in 1920 when the Ealing extension was opened. One of the loop platforms had a unique feature: a swivelling wooden extension which moved out of the way of trains entering the depot. The station was replaced by nearby White City in 1947.

Carpenters Park originally opened in 1914 to serve a golf course. It closed in 1952 when the present station was opened to the south, serving new housing development.

4. Tube line stations closed due to lack of traffic

City Road on the C & SLR was closed in 1922 when the line was closed for reconstruction. The station never reopened: competition from trams, its closeness to Kings Cross and Angel, caused reconstruction to be uneconomic. South Kentish Town was unexpectedly closed in 1924 to save power during a strike and never reopened. Again, tram competition and the closeness of its neighbours were to blame. Both these stations were used

as air raid shelters in WW2.

Three lightly-used stations on the Piccadilly Line closed in the 1930s, enabling the train service to be speeded up. Down Street and York Road closed in 1932. Both were badly sited, the former being near Hyde Park and a wealthy cab-trade area, and the latter being near a large expanse of railway yards and poor housing. Brompton Road was also in a high-class area, and suffered from bus competition and the nearness of its neighbours. From 1910 many trains non-stopped this station, and it was closed altogether in 1934 when the Hans Crescent entrance of Knightsbridge station opened. Down Street and Brompton Road were both fitted out in WW2 as bomb-proof offices for Government agencies.

The final closure, in October last year, was Blake Hall. This station was in a rural area with no housing development, and consequently saw little traffic. In retrospect, it is surprising that London Transport ever bothered to keep it open, since only a handful of passengers used it.

The speaker concluded his talk by giving a list of stations which had just been announced as candidates for possible future closure. Next time he gives this talk, he said, he will have even more subject matter to cover!

The talk, which was illustrated by some very interesting photographs from the speaker's own collection, was followed by a number of questions from the audience, and a hearty vote of thanks. The talk was packed with fascinating facts, and your reviewer could not help feeling that it would form a very good article for publication. Let us hope that the subject matter appears in print before too long.

NHGM

WESTWARDS TO DENHAM, OR THE LAST OUTPOST OF THE CENTRAL

Another abortive scheme of the 1935-40 New Works Programme was the westward extension of the Central Line from West Ruislip to Denham. The proposed opening dates for the western Central Line extensions were:

North Acton - Greenford: January 1940
Greenford - West Ruislip: July 1940
West Ruislip - Denham: March 1941

Like the Northern Line extensions, work commenced prior to the war on the Central Line, although progress west of Greenford was less advanced than east thereof, except for Ruislip depot which had been built and was used to store withdrawn Metropolitan and Central London rolling stock, which had been retained for emergency purposes due to wartime requirements. At the beginning of the war, work on the extensions became restricted to the section between North Acton and Greenford, but only until June 1940, when this section too became a victim of the abandoned works.

Work on the section to Denham had hardly started, when it was decided in January 1939 that second thoughts should be given to the scheme beyond West Ruislip. The layout at West Ruislip envisaged a third platform, for terminating LT electric trains (what is now No.23 road and is the electrified track next to No.2 platform, without a platform), with platforms 1 and 2 for through services. Beyond West Ruislip, the double-track line, which was to be built to surface line loading gauge - like the rest of the route from North Acton to West Ruislip, was to continue to Denham, with an intermediate station comprising an island platform at Harefield Road (near the site of the old Harefield Halt, later South Harefield Halt and closed on 30 September 1931). Denham station, according to 'The Railway Gazette' of May 1946 would have had three terminating tracks and four platform faces. The layout would have been controlled by push-pull route-setting levers from West Ruislip signal box, on which frame these levers were originally provided. Denham station itself seems somewhat of a mystery regarding its location, for the GWR main line platforms are sit-

uated high on an embankment. It has been suggested that the Central Line platforms might have been at a lower level, with stairs connecting to the upper platforms. Central Line westbound train describers had a 'DENHAM' description, and it was possible until a decade or so ago, for an enthusiastic signalman to display this destination on platform indicators. Similarly, the Pre-1938 tube stock on the Central Line had 'DENHAM' destination plates.

It is just beyond West Ruislip, however, that probably the ONLY work was ever done on the Denham extension. Beyond the shunting neck of the BR/LT connecting spur, a subway passes under the track from The Greenway to Ruislip Golf Course, next to which is a feeder to the Grand Union Canal. Walking through this public subway, one can easily detect a change of brickwork style, as if a section has been added for a pair of Central Line tracks. From West Ruislip station to the subway bridge, the embankment has been partly prepared, but beyond here no work has ever been done. At track level, the remains of the original bridge parapet can just be seen. This, then, could be described as 'the furthest outpost of the Central Line'.

THE ISLE OF WIGHT ON 5 MARCH 1982

by Brian Hardy

A report by a fellow member that a colleague of his had seen a train of Pre-1938 tube stock on the Isle of Wight in 'Inter-City' blue and grey livery, led me to take a visit there as soon as possible to see what was going on at BRs 'Museum of electric trains!' Sure enough, a four-car set had been repainted in Inter City livery, but was not in service on this day, being stabled in the bay platform at St. Johns Road awaiting cleaning. These notes therefore update the rolling stock position on the Isle of Wight, incorporating developments to date.

A brief survey of the Pre-1938 tube stock on the Isle of Wight appears in the annual 'London Underground Rolling Stock', published by Capital Transport and available from the Society Sales Stand, to which readers are referred. Departure from the standard all-blue livery with yellow driving ends was made in 1976 when exterior body repaints had the passenger doors repainted in pale grey. All the stock had been so treated by the end of 1980, except for fire-damaged DM car S25S, cutting up of which started in early 1982.

The blue and grey 'Inter City' livery on BR passenger rolling stock was originally confined to vehicles on 'main line' type services until a few years ago, when the livery began to appear on most types of suburban DMU and EMU rolling stock. The last types of stock to succumb to the Inter City livery were the class 501 EMUs on the Euston-Watford and Broad Street-Richmond services from mid/late 1981, followed by the ex-LT Pre-1938 tube stock on the Isle of Wight from early 1982. (EMU-wise, this leaves only the SR 4-SUB type to remain in all blue and it is unlikely that any of this class will be repainted in this, although it has been rumoured that one will be repainted in the previous green livery as a gesture before their final withdrawal).

This brings us to the Isle of Wight stock. With the introduction of BR 'class' numbers in 1968/9, the 3-TIS and 4-VEC units were classed 451 and 452 respectively, but a revision of class numbering in 1973 altered them to 486 and 485 respectively. It is not until now, however, that the class numbers have been officially recognised, when in February 1982, the first four-car unit was to run in the Inter City livery complete with class and unit numbers. This first unit was very much a hybrid formation, comprising two cars from unit 036 and two from 043:

Ryde end:	'A' DM	S8	(displaying 486036)
	T	S46	(from unit 036)
	T	S43	(from unit 043)
Shanklin end:	'D' DM	S5	(displaying 485043)

The avid follower of the Pre-1938 stock on the Isle of Wight will soon realise that DM car S5 is from unit 033, and the proper DM of 043 is S19. These have been swapped between units because of a cracked transom on S19. This car, together with the other two cars of 033 (trailer S93 and control trailer S30), are now stored officially withdrawn.

The Inter City livery comprises the normal BR blue, with grey and white lining around the passenger window area. This extends some few inches below the bottom of the windows and underneath the car waistline beading. Passenger doors continue to be painted grey (blue on guard's doors), although it is believed that consideration was once given to painting them all yellow, except for the trailing end communicating doors. On driving motor cars the cab window surrounds are painted in black (giving the impression of two black eyes!) and the combined class and unit number is located where the destination box used to be.

On 5 March 1982, as already noted above, this set was not in service, but it was observed that DM car S5 carried no BR logo, nor any identification apart for the car number.

A second four-car unit has been painted in the new livery:

Ryde end:	'A' DM S2	(displaying 485043)
	T S49	(from unit 036)
	T S47	(from unit 031)
Shanklin end:	'D' DM S1	(displaying 486031)

This four-car set was actually completed on 5 March 1982, where I saw the finishing touches being put to S1, in the form of a hand-painted BR logo and 'Isle of Wight' on the car side in the morning, and the completed four cars being shunted in the afternoon - probably with the paint still wet!

The interior livery of the Isle of Wight cars also deserves a special mention. In 1981, before the Inter City livery was introduced, a new interior painting scheme was tried on spare DM S10. This was pale lime green and white and has since been adopted on cars being overhauled. This new interior colour scheme greatly enhances the appearance of the cars and is far superior to the previous drab mushroom and white colours. Interior seating of all cars is now BR blue and green, but the LT leather armrests are now tending to be phased out.

During winter months, two four-car trains are all that is needed to operate the Monday to Saturday service, basically every 30 minutes (hourly evenings and all-day Sundays - with one train), and on 5 March 1982, units 042 and 044 were in service, both correctly formed.

The 20th March 1982 will mark 15 years of electric operation on the Isle of Wight. On summer Saturdays, the busiest day of the week at that time of the year, a 12-minute service was provided with five seven-car trains. This left one spare train and one spare motor car. This arrangement was soon altered so that trains ran every 15 minutes (four trains) but with one train reserved solely for a shuttle service between Ryde Pier Head and Ryde Esplanade, providing the maximum service where it is needed most, still, therefore, requiring a total of five trains for peak summer Saturdays.

It is strongly rumoured that the 1982 summer Saturday service will be reduced to every 20 minutes (three trains), plus a Pier shuttle. Certainly this seems likely, for a three-car unit was withdrawn in 1974 and another at the beginning of 1982, making the spares situation very tight, to say the least. Indeed, on previous occasions, the Pier shuttle train was sometimes formed of only four cars, and it has been known for some six-car trains to operate as well. This being the case, readers will appreciate that the official formations of stock are not always kept to, although with the new livery cars retaining their respective class and unit numbers, there seems every intention that these should be correctly formed - at some time or another.

With 15 years of operation of Pre-1938 tube stock on the Isle of Wight, and the age of the stock varying between 48 and 59 years old, one can only pay tribute to the depot staff at Ryde, for the way in which the stock is being looked after. With no replacement stock in immediate sight (see UN 243 page 60), one can continue to enjoy BRs only working museum of electric traction.

ENGINEERING WORKS

Oakwood/Cockfosters, 24.1.82

With the commissioning of the new computer-controlled signalling at Oakwood and Cockfosters (see NF 45/82), the Piccadilly Line service was suspended all day Sunday 24 January 1982 between Arnos Grove and Cockfosters. Trains from Heathrow that would normally work to Cockfosters were instead reversed at Arnos Grove, using platforms 1 and 4, while the normal Arnos Grove reversing trains from Rayners Lane used platform 3 as normal. The Wood Green reversing trains between about 10.30 and 23.00 were unaffected. A substitute bus service was provided between Arnos Grove and Cockfosters operating every 6-9 minutes, or two every 15 minutes, calling at Southgate and Oakwood.

Some trains did work between Arnos Grove and Cockfosters on Sunday 24 January, but not in passenger service. Six trains started from the west (Oakwood) end of Cockfosters depot between 07.11 and 08.03 to take up passenger working at Arnos Grove, under 'rule' as far as Oakwood platform and then by 'station-to-station' rules to Southgate, where normal signalling was available.

In the evening, six trains worked back to Cockfosters depot (east end, from 22.51 to 23.55 at Arnos Grove), and a further two trains (21.56 and 22.11 from Arnos Grove) worked to and from Cockfosters for conveying train crews.

During Sunday night/Monday morning 24/25.1.82, two trains (Nos. 461 and 462) worked several empty trips between Arnos Grove and Cockfosters to test the new signalling equipment.

Golders Green, 14.2.82

On Sunday 14 February 1982 the Northern Line service was suspended between Hampstead and Golders Green until 11.45 to allow point conversion at the latter to 'chairlock' operation, with a bus service being provided between the two stations.

Between Golders Green and Edgware, a two-train shuttle service was provided about every 20 minutes, each train operating under 'single line' working rules. The extent of the single lines were: Edgware platform 2 to Golders Green platform 2, and Edgware platform 3 to Golders Green platform 5.

Between Camden Town and Hampstead, a normal Sunday interval service operated until 10.15 - every $7\frac{1}{2}$ minutes with alternate Charing Cross and City trains. After 10.15 until 11.45, when the interval normally is every 6 minutes, the City service was diverted to Archway, thus giving Hampstead a 12-minute Charing Cross service.

LEAFLET REVIEW

TIME TRAVEL TRAIL: three-fold leaflet (six-page); A4 size (297 x 210 mm); printed in black and red with numerous illustrations and plans. Published by the LT Museum, price: 30p

This leaflet is now available at the LT shop at St. James's Park - previously it was available only at the LT Museum. It is designed to encourage children to make a journey of discovery round the whole Circle Line, starting at Embankment station. The journey is broken at several stations

for which a historical summary is given, and the traveller is told how to find features of special interest. There are seven photographs, mostly dating from the opening of the parts of the Circle they portray, three sketch maps showing the original ownership of lines from Whitechapel to Kings Cross and from Baker Street to Earls Court, and three track-plans: Mansion House in steam and early-electric days, and South Kensington (Metropolitan and District) before rationalisation began.

Apart from the 'up' and 'down' directions on the South Kensington plan being shown the wrong way round, and British Railways having unkindly obscured the view of Kings Cross Midland station by building a wall since the leaflet was prepared, this publication is recommended, if only for its illustrations.

DFC

FROM THE PAPERS

Daily Telegraph

3.2.82 - There will be a mass meeting of LT shop stewards on 17 February to make plans for protests against the Law Lords ruling on LT fares.

5.2.82 - Sir Michael Havers, the Attorney-General, last night advised the Government that the GLC would not be in breach of its fiduciary duty to its ratepayers if it approved the LT budget. On 3 February, Sir Peter Masefield said that he was unhappy about the amount of political control from County Hall.

LT evidence to the House of Commons has stated that £319 million must be spent to modernise the Central Line, including £150 million for 88 new trains, and £6 million for two prototype trains. A vast amount of equipment used on LT has been stretched beyond replacement time, and 34 lifts are over 75 years old, 63 escalators and some trains are over 40 years old, and much plant and machinery is over 30. Although LT is committed to spending £140 million a year on capital projects, an extra £365 million should be injected to prevent further deterioration. About 30 million is needed to extend the Piccadilly Line to Terminal 4 at Heathrow.

6.2.82 - One of the factors leading to the downfall of Laker Airways was the repeated breakdown in Gatwick rail services because of the ASLEF strikes, causing passengers to transfer to airlines operating from Heathrow, which could be reached by the Piccadilly Line.

11.2.82 - Up to 17 London Underground stations are likely to close, following a 15-25% reduction in peak services from 22 March, unless funds can be raised to keep them open. Next month's planned rush-hour cuts stem from the hope that, by reducing services on the Central, Northern, Jubilee and Bakerloo lines, LT can put off ordering new trains. The need for economies means that similar cuts will be made on other lines.

LT has warned the GLC that shut-downs will become unavoidable as escalators, lifts and buildings become unserviceable. Individual stations under threat are: Aldwych, Arsenal, Borough, Covent Garden, Edgware Road (Bakerloo), Fairlop, Goldhawk Road, Maida Vale or Warwick Avenue, Mornington Crescent, Ravenscourt Park or Stamford Brook, Regents Park, Royal Oak, Shoreditch and West Finchley. Apart from the Aldwych and Whitechapel to Shoreditch spurs, the following sections are also under review: the rest of the East London Line to New Cross and New Cross Gate, Epping-Ongar, and Hainault-Woodford.

In the Commons yesterday, Mr. Howell, Transport Secretary, said, 'I am not prepared to let the GLC go back to the unstable policy that placed such huge burdens on ratepayers'. The Government had always made it clear that a reasonable level of subsidy was acceptable.

16.2.82 - Last night Mr. Ken Livingstone, leader of the GLC, seemed likely to be able to muster enough votes to approve the LT budget, including the 100% fares increase from 21 March. Previously, Sir Peter Masefield had said that if the GLC did not approve the increased fares today, he would have to ask the Government for emergency legislation.

17.2.82 - The Labour-controlled GLC has approved a 90% increase in its rate, blaming the Government and the Law Lords for most of it. The increase is from 18.2p to 34.8p in the pound from April 1982, or from 99p to £1.89 a week for the average Londoner. Of the 90p increase, 41p would go to cover a loss of £145 million in Government grants.

Major Charles Rose, 55, has been appointed chief inspecting officer of railways, in succession to Lt-Col. Ian Macnaughton.

18.2.82 - A 600-strong meeting of representatives of LT unions last night decided to hold a one-day strike to protest against the doubling of LT fares. There might also be a selective fares collection veto.

It was ruled yesterday that Merseyside Metropolitan County Council had acted lawfully in levying a 6p in the pound supplementary rate to pay for its 10% fares cut.

Giving evidence to the Commons Transport Select Committee yesterday, the Chairman of the GLC Transport Committee rejected the idea of a 'new tier of bureaucracy above the GLC', to run London Transport.

The Peterborough column recalls that on 3 February 1919, London tube train drivers belonging to ASLEF went on strike to clarify that the newly-agreed eight-hour day included meal times, but lost.

19.2.82 - LT Underground and bus workers are to stage a one-day strike on 10 March, in protest against fare increases.

An escalator accident at Aviamotornaya station on the Moscow underground caused an undisclosed number of casualties. (Radio reports said that the escalator collapsed).

LETTER TO THE EDITOR

Sir,

I was interested to see Mr. Poag's reference to the otter in the 'Wonder Book of Railways' (see UN 243, page 60), as I did not recall it being in my own copy - nor is it. Mine is the 10th edition revised and I received it for Christmas 1923 (inscription inside), confirmed by a reference to grouping of the main line railways: the groups are correctly given, but not the names of the new companies, the old names being used throughout.

The Tube Railways section has photographs of:

1. A moving stairway (apparently in use, but probably posed stationary),
2. Looking up a lift shaft (Hampstead again),
3. Crossover near Liverpool Street station, CLR,
4. Under the Underground - Beneath a District Railway electric car,
5. A Greathead shield - excavating a tube tunnel,
6. A headway clock,
7. Fog signalling on the District (3-car train, two post and three post brackets beyond),
8. A typical tube station (Warwick Avenue).

Other photographs of interest and their relative chapters, are as follows:

<u>Chapter</u>	<u>Photograph</u>
Signals II	Metropolitan home and distant signal
Carriages	New York steel car 2002
Tickets please	Passimeter booking office, interior and exterior
	Complicated electric lines near Wembley Park
	(LNWR Watford set at Euston
Electric Railways	(L & Y Bury line set
	(NER Shildon locomotive

Electric Railways (LSWR 3-car set
(Metropolitan Pullman train and loco No.2
(Interior of Metropolitan 11-20 series locomotives
(LBSC 3-car set

If the 10th edition is 1923, the 5th must be a little earlier than Mr. Poag thinks, presuming, of course, an annual revision.

Yours sincerely,
J.E.Cull.

St. Johns, Worcester.
3 March 1982.

POINTS OF INTEREST

Marc Legget writes:

'On Wednesday 17 February, I was travelling on a southbound Northern Line train at Golders Green, when a pigeon stepped into my carriage, and the doors promptly closed. The train departed with the rather worried bird flying from one end of the car to the other, but it soon calmed down. When the train stopped at Hampstead four minutes later, passengers 'shooed' the pigeon out and it started flying up and down the almost deserted platform, whereupon the train departed and I continued on to Belsize Park.

The lift man at Belsize Park didn't seem to be worried that the pigeon was loose at Hampstead. Does this mean that birds often travel on the tube ?'

Editor's note: The instances of pigeons travelling on Underground trains are not new, and not uncommon, especially in the High Street Kensington and Gloucester Road area. At these stations, notices were at one time posted, requesting the public not to feed them as 'they are a nuisance and make a mess'. It would seem more unusual, however, for pigeons to travel on the actual 'tube', although at the southern end of the southbound Northern Line (City) platform at Euston, a family of sparrows were nesting - apparently breeding quite happily in their comparatively warm environment.

THE HISTORY OF FLEET/JUBILEE LINE STAGES II, III AND IV

and

TRANSPORT TO THE LONDON DOCKLANDS

by Paul Hadley

The jubilee Line was first proposed in 1949 as 'Route F', by the London Plan Working Party formed by the British Transport Committee. Initial plans to construct route F, between Hither Green and Lewisham to Neasden to main line size were rapidly shelved because of the expense. The proposed line, which was to become known as the Fleet Line, was altered to be of tube tunnel size and to run from New Cross and Lewisham, New Cross Gate to Stanmore.

It was never the intention to build the line in stages, but in order to spread the load on Parliament, the powers to build the line were sought in three bills:

Stage I - from Baker Street to Charing Cross, with intermediate stations at Bond Street and Green Park. The Stanmore to Baker Street section was to use the existing Bakerloo Line metals.

Stage II - From Charing Cross to Fenchurch Street, with intermediate stations at Aldwych, Ludgate Circus and Cannon Street.

Stage III - from Fenchurch Street to New Cross and New Cross Gate, using some existing East London Line metals, with an intermediate station at Surrey Docks.

The proposed section between New Cross and Lewisham became known as stage IV. Powers to construct stage I were granted on 18 August 1971, with permission for stages II and III given later on in that year; powers for stage IV were given in 1972. By the end of 1972 the financial viability of stages III and IV were coming into doubt for there was lack of Governmental support. In 1974 the London Rail Study decided that stages III and IV should be shelved, that stages I and II be built with the line running via the new Docklands Development area to Woolwich and Thamesmead. It was hoped that this could later be extended to Hayes or Addiscombe.

Thus the 'River' Line was given priority over the New Cross line because it would be an integrated part of the scheme to regenerate London's Docklands. The traffic objectives were to:

- (a) Provide access to the Isle of Dogs and Thamesmead to central London and the rest of the Underground network.
- (b) Provide improved access for the Docklands.
- (c) Relieve relative overcrowding on the Central and District lines and on BRs North Kent line.
- (d) Provide access to the only BR main line station not served by the Underground, at Fenchurch Street (excluding Holborn Viaduct, which has restricted opening hours).
- (e) Improve central London interchange facilities.
- (f) Relieve road congestion along the corridor served.
- (g) Provide a spinal public transport facility for the Docklands.
- (h) Above all, stimulate redevelopment.

The line would cross the Thames no less than five times with stations at: Fenchurch Street, Saint Katherine's Dock, Wapping, Surrey Docks North, Isle of Dogs, North Greenwich, Custom House, Silvertown, Woolwich Arsenal, West Thamesmead, Thamesmead Central and East Thamesmead. This last named station was soon axed, but in 1977 it was planned that the line should be built instead from Custom House to Beckton and a branch to Woolwich instead of a through line. The only other development in 1977 was the renaming of the line from that of the Fleet Line to the Jubilee Line, to commemorate the Queen's Silver Jubilee.

Financial constraints were once again working against the Jubilee Line, when in February 1979 the GLC announced that stage II would be built at a cost of £100 million to be paid over a period of seven years. Only a month later new proposals to omit Aldwych and simplify the proposed Cannon Street stations were released. This would shave £30 million off the estimated bill. Later that year it was announced that stage II would not for the time being go ahead, and in June 1980 stage III was officially abandoned.

At that stage the estimated cost of construction was estimated to be £300 million although a maximum of only £100 million had been allocated for the entire Dockland transport. Schemes were now being prepared to replace the proposed Jubilee Line stage III, as it would be more cost effective than a deep level tube line. In September 1981 London Transport recommended to the GLCs Transport Committee that stages II, III and IV should not be pursued. If the option to build stage II is to be kept open then Parliamentary powers to build stage II would have to be renewed. The renewal would have to take place in LTs November 1981 bill, because powers for the construction of stages II and III expire in December 1982 and 1985 respectively.

Renewal of the powers would have many far-reaching implications. Renewal would be opposed by the Department of Transport during at least the next 15 years because of the economic climate. If any other petitions were formed these could only be removed by financial commitment. Planning authorities would object because there would be little chance of the scheme succeeding. If powers are not renewed it would not be impossible to build the line but the presently approved alignment could only be protected by negotiations with potential developers. It would mean a

different alignment would have to be found and this has not yet been fully investigated.

The affected Borough Councils and Docklands Development Forum expressed a preference to safeguard Jubilee Line stage II as against the other cheaper schemes being currently proposed by the Docklands Development Corporation. But it seems unlikely that they would be prepared to help financially the safeguarding of stage II which has already cost £10 million over the last eight years.

The London Development Corporation and the GLC have been investigating alternatives to the Jubilee Line which offer better value for money. The Jubilee Line to Thamesmead and Beckton at today's costs would be £440 million. There is no longer the overcrowding on the aforementioned lines because of the decrease in traffic, however, the new fares policy has reversed this trend. The alternatives to the Jubilee Line currently being considered are:-

1. DOCKLANDS BUSWAY. This would be an express bus service running from Aldgate East via Commercial and East India Dock Roads to the Isle of Dogs. However, implementation of the full scheme would have to wait until the proposed Northern Relief Road is built.
2. ELECTRIFICATION of the British Rail orbital line between Dalston and North Woolwich. This has already been approved by the GLC and it awaits planning and designing. A possible extension to Beckton is also being considered.
3. London Transport is currently investigating two LIGHT RAIL proposals:
 - (a) An east-west spinal light rail route, linking Aldgate East or Tower Hill to Limehouse and the Isle of Dogs, with a possible extension to Beckton. There are three possible alignments, each of which offer a better transport solution than the Jubilee Line which would only have had one station on the Isle of Dogs. Consideration is also being given to using an existing viaduct east of Fenchurch Street. The east-west service would be cheap and environmental. The alignment of the route between Stepney East and Limehouse is the same as that of the proposed Dockland Relief Road and it would be necessary to alter its route. The Transport Committee is now considering the road's alignment. The latest idea is to have the London terminal station near the Tower of London and link it to Tower Hill station by way of an elevated glass walkway which will give good views of the Tower.
 - (b) A north-south feeder link is an alternative to the east-west route should it for some reason prove impossible to build that. It would be a line between the Isle of Dogs and Bromley-by-Bow or Mile End. It is not, however, a preferred scheme for it would provide slower access and would involve a change of trains, but would be cheaper and faster to construct.

The light rail schemes could be a low technology system with mostly manual operation, which would be more appropriate to the limited north-south feeder service with the possibility of street running over certain sections, or, a high technology system with a high degree of automation. Metro-Cammell are soon to present plans for a sophisticated automatic train, one which could be virtually driverless.

4. The EXTENSION of the East London Line from Rotherhithe via the Southwark development area to the Isle of Dogs or beyond, as another alternative to the east-west route. Another possibility is the extension of this East London Line section to Beckton and Barking, although this is unlikely.

The GLC Transport Committee decided on 7 October 1981 not to renew Parliamentary powers for the construction of Jubilee Line stage II. Thus it looks very unlikely that the half-built line will ever be extended any further from its current terminus of Charing Cross, but the possibility of a new light railway around Docklands looks quite probable.

SOCIETY SECTION

Farewell Metroland

Metroland !
Dreamland of City Dwellers,
Happyland of Country Lovers,
Metroland !
The pride of a railway line,
The attraction of a time,
Once you were.

Yes, Metroland,
People cherished thee,
People admired thee.
To Metroland,
They all came:
At first, on a trip for the day,
And then, to decide they would stay.

But soon, Metroland,
With busy shops and cosy houses,
They covered all your open spaces.
And now, Metroland,
You are but a sweet memory,
In the hearts of all those, who once loved thee.

So, it is Farewell, Metroland,
Yes, once for all, Farewell it is.

IRENE HAWKES

If you have lived in Metroland, if you remember Metroland, or if you have any documents on Metroland, and if you are willing to share your memories of Metroland with someone who is very interested in Metroland, and would like to know more about it as she is writing a book on the subject, please write to: Mrs. I. Hawkes, 106 Park Lane, South Harrow, Middlesex.

VISIT TO PARIS

It has been proposed that the Society undertakes a further visit to Paris in early 1983. In order to accommodate members' requirements, interested participants are asked to complete a questionnaire. This can be obtained from: John Thomason, 12 Berestede Road, London, W6 9NP. Please enclose a 9" x 4" stamped addressed envelope.

CORRECTIONS to UN 243, page 60:

The second paragraph should begin, 'The 1938 tube stock is NOT attractive'
The reference to locomotives refers to the suggestion of using LT battery cars 'converted' to straight electric locomotives, with 'TC' sets of 1938 tube stock.

Item 6 in Mr. Poag's letter, should read 'FOG' signalling.

SOCIETY SALES

The latest in the Quail map series is double-sided track plans of Paris railways. One side is devoted to the Metro, showing the various lines and their connections, incorporating also the very latest extensions, and also depot track plans. The other side is of SNCF and RER lines in the Paris area, with detailed enlargements of main line termini. The map is highly recommended and excellent value for money, although the SNCF/RER map might be a bit trying on the eyes for those with imperfect sight. Price: £1.00 from the Sales Stand, or by post from the Assistant Sales Manager at: 21 Chestnut Grove, South Ealing, London, W5 4JT.

ROLLING STOCK ALTERATIONS

February 1982

1938 Tube Stock

From Stonebridge Park to Ruislip (condemned stock)
10195-012289-11195+10164-012251-12109-11164 17th

1967 Tube Stock

From Northumberland Park to Hainault
3079-4079-4179-3179 10th
From Hainault to Northumberland Park
3058-4058-4153-3158 10th

CO/CP Stock

Pilot Unit condemned at Ruislip
53028-013063-54235
From Ealing Common to Ruislip (condemned cars)
53223-54035 5th

R Stock

From Ealing Common to Ruislip (condemned cars)
21137-23339-23439 3rd
21143-23242-23343-23438 19th

D Stock

From Metro-Cammell, Birmingham, delivered to Ruislip
7094-17094-8094+8095-17095-7095+8097-17097-7097 16th
7096-17096-8096+7098-17098-8098+8099-17099-7099 26th
From Ruislip to Ealing Common for commissioning
8093-17093-7093 3rd
7092-17092-8092 5th
3097-17097-7097 18th
7094-17094-8094 19th
8095-17095-7095 23rd

Entered service, District Line

7088-17088-8088+8089-17089-7089 2nd
7086-17086-8086+8087-17087-7087 10th
7090-17090-8090+8091-17091-7091 18th

Miscellaneous Movements

F315 Acton to Ealing Common (partly refurbished) 11th
1973 stock trailer 514 from Metro-Cammell to Ruislip BY ROAD 18th
L152+514+L153 Ruislip to Northfields 19th

Service Vehicles

From Cowan-Sheldon, Carlisle, delivered to Lillie Bridge
C623 22nd (7½-ton telescopic-jib crane)

Reformations

From

To

R Stock

21143-23242-23234-23343-23438 21143-23242-23343-23438
21136-23335-23436 21136-23234-23335-23436

1973 Tube Stock

152-552-352 152-514-352

Units to Acton Works for Overhaul

Jubilee	3246-4246-4346-3346	2nd
Metropolitan	5559-6559	4th
Northern	1276-2276-9277-1277	8th
Metropolitan	5086-6086-6087-5087	9th
Central	1734-2734-9735-1735	10th
Northern	3426-4526-3526	18th
Central	1730-2730-9731-1731	18th
Metropolitan	5128-6128-6129-5129	19th
Northern	1278-2278-1279	26th

Units from Acton Works after Overhaul

Jubilee	3247-4247-4347-3347	2nd
Metropolitan	5551-6551	4th
Northern	1216-2216-9217-1217	8th
Metropolitan	5082-6082-6083-5083	10th
Central	1568-2568-9569-1569	10th
Northern	3418-4518-3518	18th
Central	1726-2726-9727-1727	13th
Metropolitan	5084-6084-6085-5085	19th
Northern	1226-2226-1227	26th

R Stock trains available for service as at 1 March 1982: 26

R Stock trains booked for service on 1 March 1982: 17

NEWSFLASHES

- NF 64/82 As a defiant gesture before the 100% fares increase and reduction in Underground peak-hour services from 21 March, the Northern Line managed to run a full 95 train service during the evening peak of Thursday 11 March 1982. The last train to enter service is at 17.10 from Golders Green, and the first to stable at 17.27 at Morden. For this 17-minute period, all 95 trains were in service, probably the first time for many years.
- NF 65/82 During the early hours of 12 March 1982, new tamping machine TMM772 broke down just south of High Barnet on the southbound line, causing a late start to the service. The service resumed with the 07.08 from High Barnet, and in the meantime, the first four northbound trains were reversed at Totteridge, using the ground frame.
- NF 66/82 Four BR class 501 EMUs running between Euston and Watford, and Broad Street and Richmond have been seen in the blue and grey livery. These are sets '156, '158, '159 and '186, all correctly formed. The interiors have not been refurbished, other than what is normally done on overhaul, but the cab windows have painted black surrounds on the outside, and the unofficial unit number is painted onto a jumper cable box beneath the driving window.
- NF 67/82 Graffiti on a black poster space at Queensbury - 'This ad. degrades nihilists'.
- NF 68/82 A new enthusiasts group, 'The Muswell Hill Metro Group', was formed in October 1981, and is pressing for the rail route between Finsbury Park and Alexandra Palace to be reopened. They argue that the estimated cost of £17 million quoted by LT could be substantially reduced if the system was built with bus stops instead of stations, and operated as a tram system.
- NF 69/82 It is reported that LT are giving 'serious consideration' to an application for a private siding north of Harrow-on-the-Hill. May we see the return of freight trains on the Met. ?

- NF 70/82 On Wednesday 10 March 1982, no LT Underground or bus services were operated, due to a strike by staff against the 100% fares increase, reduction in services, and consequential loss of jobs. Two staff trains were run, however, on the Victoria Line in the early morning, where they were stabled in the platforms at Seven Sisters until the following morning. It was at the LT stations served by BR trains that provided the most interest on this day. Only three stations were in fact open - being Tottenham Hale, Seven Sisters and West Ruislip (access via the car park). Other such stations were closed and where possible BR services non-stopped. This applied to Blackhorse Road, Highbury (North London Line), South Ruislip, Kentish Town, Westbourne Park and West Ham. Stations which could not be non-stopped were Highbury, Old Street and Moorgate (where GN suburban services reversed at Drayton Park), and Greenford, where trains from Ealing Broadway carried passengers as far as South Greenford Halt, running empty to and from Greenford. On the LMR from Aylesbury, a shuttle service was provided as far as Great Missenden, and extra London trains diverted via High Wycombe.
- NF 71/82 It has been reported that the dispute between BR and ASLEF over flexible rostering has held up negotiations on the planned one-man operation of the class 317 EMUs for the Bedford-St.Pancras/Moorgate electrification. Consequently, driver training has stopped and it has not been possible to start trial running. It is now unlikely that the initial electric train service to Moorgate will start in May 1982, and this in turn will delay the completion of electrification into St.Pancras.
- NF 72/82 A notice observed at the bottom of an escalator at Waterloo, that was taken out of service towards the end of January 1982:
'DANGER - Do not use this escalator. There are no stairs at the top of this machine for about 15 feet. This hole cannot be jumped'.
By mid-February the 'gap' was filled in as a wooden fixed staircase and the escalator brought back into use as a fixed stairway.
- NF 73/82 At 09.28 on Thursday 4 March 1982 northbound Jubilee Line train 304 became derailed on No.40 points between Willesden Green and Dollis Hill (the crossover from the northbound Jubilee to the northbound Metropolitan). One pair of wheels on car 3434 were derailed. After traction current was discharged passengers were walked forward to Dollis Hill station. Jubilee Line trains ran between Wembley Park and Stanmore and between West Hampstead and Charing Cross. As only one Jubilee train had stabled at Neasden, and as the others could not get to Neasden depot, four trains were diverted at Baker Street to the Bakerloo Line to stable in London Road depot. These were trains 330, 340, 301 and 306. The train was rerailed at 10.41 and restricted services were resumed at 11.25. Initially, Metropolitan Line services were suspended south of Wembley Park, but these were resumed after a short while calling additionally at Willesden Green and Neasden in both directions (a correspondent reports that not all such trains did so).
- NF 74/82 Not previously reported is that the spiral staircases at Finsbury Park connecting the Piccadilly and Victoria lines with BR (Eastern) have been closed for 'essential updating' and are due to reopen in the spring of 1982.
- NF 75/82 At Oakwood, where the lines diverge into the depot and on to Cockfosters, there is an old pill-box with the message: 'Oakwood Depot welcomes careful drivers, 5 mph' !

- NF 76/82 The overhead wires on the Midland City Line (the former LT City Widened Line to Moorgate) were energised at 25,000 volts a.c. from Monday 1 March 1982.
- NF 77/82 The emergency crossover east of Barons Court station on the Piccadilly Line (No.27) was taken out of use with effect from Wednesday 24 February 1982. The crossover and the associated signal (WC15) is to be removed at a later date.
- NF 78/82 From 27 March 1982, the airline company Lufthansa are to provide a railway service between Dusseldorf, Cologne-Bonn and the underground station beneath Frankfurt Airport.
- NF 79/82 Further to NF 60/82, the operation of the two District Line trains on the north side of the Circle Line involved a certain amount of empty running. Both trains originated from Parsons Green (12.27 and 12.37) running empty to Aldgate, thence (at 13.13 and 13.23) running empty to Euston Square to pick up supporters who had arrived at Euston main line station. The trains then worked non-stop to Fulham Broadway and then empty to Parsons Green. Similar arrangements were operated in the reverse direction, in that originating from Parsons Green at 17.07 and 17.17, the trains ran non-stop to Euston Square and then empty via Aldgate back to Parsons Green.

Prior to the above special trains, on 22 January 1982 a seven car train of R stock performed a similar task over the north side of the Circle Line, but for an exhibition at Olympia, although the actual working was arranged differently. Train 135 started from Ealing Common depot at 10.42 and worked as an additional passenger train to Whitechapel via the District Line. There, it shunted via the crossover east of the station and departed at 11.32 to Liverpool Street where the special party entrained. Train 135 then ran non-stop to High Street Kensington where it resumed normal passenger service to Olympia, arriving at 12.07. It then returned to Ealing Common depot via High Street Kensington. In the evening, one of the Olympia trains (No.140) departed Olympia at 18.16 running non-stop to Liverpool Street from Earls Court. The train then ran empty to Aldgate to reverse, and then empty back to Ealing Common depot.

- NF 80/82 Further to NF 205/81, a correspondent reports that the LT bullseye sign at Wittenbergplatz station on the Berlin U-Bahn is still in position. Our same correspondent reports that to celebrate the 70th anniversary of the Hamburg U-Bahn, Museum car 220 built in 1912 operated an hourly service on the 'Ring Line' 14-22 February 1982.
- NF 81/82 LT have agreed to allow disabled people in wheelchairs to use open sections of tube lines after 10.00 but not between 16.00 and 19.00 on Mondays to Fridays, there being no restrictions at weekends and Bank Holidays. Previously this facility was restricted to the Metropolitan, District and Circle lines, with prior arrangement with the LT Public Relations Office.
- NF 82/82 In connection with the 100% fares increase on 21 March 1982, season tickets for one month or more were not able to be purchased from ticket offices from 22 February, so as the public could not benefit from the cheap fares after 21 March. This follows the ban on annual season tickets immediately after the House of Lords decision, following on from which sales of quarterly seasons were suspended.
- NF 83/82 AS THIS ITEM WAS BEING TYPED, IT WAS ANNOUNCED THAT THE SERVICE CUTS PLANNED FOR THE UNDERGROUND FROM MONDAY 22 MARCH 1982, WOULD BE DEFERRED FOR ONE MONTH. THIS GIVES A TEMPORARY REPRIEVE TO THE FOUR BAKERLOO TRAINS THAT RUN TO AND FROM WATFORD, WHICH HAVE BEEN WELL PHOTOGRAPHED BY ENTHUSIASTS THIS WEEK !

- NF 84/82 A revised form of fluorescent lighting is being installed at Barons Court and Ravenscourt Park, where the fluorescent tubes are flush with the metal casing, and not some inches below as at most other locations. The apparent reason for this is probably because the ironwork of the roof structure would foul the normal type of lighting tubes.
- NF 85/82 The 'Industrial Railway Record' (No.91) for December 1981 has over two pages devoted to contractors locomotives. One of the locomotives, 0-6-CST 'Nellie' was brought second-hand by the Metropolitan Railway and was used in the construction of the Uxbridge line. The author of the article suggests that a second locomotive was also used by the Metropolitan, although wrongly states that after opening on 4 July 1904 with steam trains until 1 January 1905, when 'third rail electric services commenced'. Nellie was sold in 1915 to T.W.Ward.
- NF 86/82 The London Underground Railway Society's search for the Crystal Palace atmospheric railway receives a casual mention in a letter in the current issue of a quarterly devoted to 'studies at the fringe of human experience'. Unfortunately, the source consulted was a reporter for the Eltham Times! Interest had been aroused because of an article in the previous issue discussing the modern myth that British Railways has a secret strategic reserve of steam locomotives. The author suggests that this has been perpetuated by railway enthusiasts who would like to believe in its truth.
- 'Common Ground' is available at £1 per issue from Kevin and Sue McClure, 14 Northfold Road, Knighton, Leicester. (The issues concerned are Nos. 3 and 4). A reduction in the U.K. subscription to 'Common Ground' is one of the benefits of membership to of the Association for the Scientific Study of Anomalous Phenomena. (Membership Secretary, Janice Bagnall, 6 Colwyn House, Cosser Street, London, SE1 7BY).
- Apart from a few ghosts, are there any anomalous phenomena associated with Underground railways?
- NF 87/82 Issue No.36 of 'Scottish Transport' (the journal of the Scottish Tramway Museum Society) has five pages devoted to the Glasgow subway, and over two pages of news about the BR Glasgow EMUs. It is interesting to note that although no Sunday service is operated, a Christmas Day service on the Underground WAS provided on Christmas Day 1980. It states that only 2,652 passengers were booked on this day, with nobody at all all-day at West Street. It was not surprising, however, that there was no service on Christmas Day 1981! As usual, 'Scottish Transport' is a very interesting publication, being similar in format to this Society's 'Underground', produced by the same printer. Issue No.36 can be obtained for 85p, excluding postage, from: STMS (Dept.T), P.O.Box 78, Glasgow, G3 6ER. Membership details of the STMS can be obtained from the same address.
- NF 88/82 In a full-page interview with Max Hastings of the Evening Standard of 8.2.82, LT Chairman, Sir Peter Masefield, made the following points:
- 1) He is in favour of the lower fares and is extremely reluctant to double them.
 - 2) His successor as Chairman must not owe his living to the Minister responsible.
 - 3) LT should be transferred from control of the GLC to that of a new transport policy board appointed by the Department of Transport.
 - 4) He agrees that reducing LT fares was right - it was the GLCs bad luck that the entire burden had to go on the rates.

- NF 88/82 (ctd.)
- 5) Sir Peter's own role has been that of an outsider called in to clear up some mess. He came reluctantly and unexpectedly, prepared to serve for up to one year. That was 18 months ago.
 - 6) LT management stands comparison with that of any business he knows.
 - 7) The Department of Transport has for years shirked its responsibility for making policy. 'Everything is done on a catch-as-catch-can basis'.
 - 8) There must be a clear decision on how much public transport in London the nation is prepared to pay for.
 - 9) He advocates a pound-for-pound subsidy. This should increase LTs total income by about 15% and allow some money for vital capital projects.
 - 10) LT want to build a tube extension to the terminals at Heathrow.
 - 11) LT should be building two miles of new line a year, but Underground lines cost £40 million a mile.
 - 12) The next LT Chairman should hold office for 4-5 years until one of Sir Peter's present deputies has enough experience. Each needed another four or five years of real transport professionalism.
 - 13) There were 38 replies to the 'Chairman' advertisement and none were suitable.
 - 14) Sir Peter is bringing the utmost pressure on Transport Secretary David Howell to act (even if there is no showdown on fares) to bring LT under control of a stable statutory authority.

NF 89/82 Further to NF 44/82, further D stock trains to be fitted with grab handles now total ten, excluding units 7082 onwards, which had them from new. These are: Units 7528, 7534, 7536, 7011, 7013, 7014, 7018, 7026, 7054, 7079.

NF 90/82 1959 tube stock DM 1067 has been fitted with Train radio equipment, complete with aerial on the car exterior. DM 1112 is currently taking part in experiments with Positive Train Identification in the Golders Green and Colindale areas. Where possible, this unit is kept on train 107 on Mondays to Fridays, as it works on this branch all day, and is not scheduled to be 'turned' via the Kennington loop.

QUESTION

Can any member please explain why the CO/CP and R stocks appear to give a 'five-beat' sound over rail joints (de-de-da-da), as against other stocks' four-beat (de-da-de-da)?

LONDON UNDERGROUND ROLLING STOCK

The 1982 edition of Capital Transport's annual handbook should be available in early April 1982. Compiled by Brian Hardy, this year's edition includes information updated to 1 January 1982, but the format has been amended to incorporate greater coverage of the previous year's rolling stock events. Price: £2.95 (post-free to members). Orders received before the book is published will be despatched as soon as it is received. The address of the Assistant Sales Manager, to whom orders should be sent, is at the bottom of page 85 of this issue.

Also available at about the same time will be the 1982 edition of LONDON TRANSPORT BUSES, by Lawrie Bowles. This book, too, has been altered to give greater coverage of vehicle developments during the year. Price: £2.75 (post-free to members).

MONODY ON THE DEATH OF BLAKE HALL STATION

by Ian Robins and Nick Mitchell

(Inspired by the Scottish (and Newcastle) spirit of William McGonagall)

'Treat now my shabby state with unction:
Although I never was a junction,
I, Blake Hall station, served a function.'

In eighteen hundred and sixty-five
The Great Eastern out to Ongar did drive,
And Blake Hall station first came alive.

Far from the city's noise and grime,
It saw a quiet life after that time,
Until it became part of the Central Line.

'Twas in the year nineteen fifty-seven,
The local residents thought it was heaven
To have an electric train service that ran till gone eleven.

They said farewell to steam-train blues,
Took to their new service with great enthuse,
And used it in their ones and twos.

Blake Hall had no scorpions, just mad rabbits, to be precise;
Another platform would have been nice,
But the single line working had to suffice.

The station continued for many a day,
Saw 'sixty-two tube stock come and stay,
But after a while, it lost its goods bay.

In nineteen seventy, for a time,
London Transport tried to close the line,
But the Minister said that he must decline.

But in nineteen hundred and eighty-one
The Minister said that the axe could be swung,
And the station's death-knell was finally rung.

On October the thirty-first in that year
The gathering came, but not to cheer,
To the popping of flash-cubes they spent the odd tear.

Blake Hall station fought hard to stay;
It will be remembered for many a day,
That slumbering station on the Central Railway.

Through the greater part of Good Queen Bess's reign,
The station could say it had taken the strain
(Though not many people had taken the train).

HEALTH WARNING TO LONDON TRANSPORT: Station Closures Cause Bad Verse.

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 Weltmore Road, Luton, Bedfordshire, LU3 2TN.