

UNDERGROUND NEWS

NUMBER 249

ISSN 0306-8617

SEPTEMBER 1982

THE TIMETABLE

Friday to Sunday 3 to 5 September

Weekend visit to Glasgow. See front cover of UN 248 for details.

Sundays 5 and 19 September

London Transport Rail Tours. For details see page 136 of UN 247.

Monday 6 September

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

Wednesdays 8 and 15 September

Afternoon visits to Garnier Signs Ltd., makers of enamel signs for LT and BR. For details see front cover of UN 248.

Friday 10 September

Talk, 'The 1983 Tube Stock' by Mr.D.K.Ware. 19.00 for 19.15 in the Tudor Room, Caxton Hall.

Thursday 16 September

LURS members are invited to this meeting of the Stephenson Locomotive Society, where Mr.B.R.Hardy will speak on 'The Northern Line Extensions'. For details of venue, see page 136 of UN 247.

Saturday 18 September

Morning visit to Upminster depot. Applications, with SAE, to Mr.G.A.Finch, 3 Caverswall Street, London, W12 0HG. Minimum age 15 years. Associate members, please state age when applying.

Friday 8 October

London Transport Film Show. 19.00 for 19.15 in the Tudor Room, Caxton Hall. We are assured of a very interesting show - an evening not to be missed!

Saturday 6 November

The Society will be operating its Sales Stand at the LOTS Transport Spectacular, The Old Hall, R.H.S., Vincent Square, S.W.1.

Friday 12 November

Talk, 'The Midland Suburban Electrification' by Mr.D.V.Edwards, Project Officer, Midland Suburban Electrification. 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.

UNDERGROUND TO TERMINAL 4

Part VII

by David O. Hayward

The author admits that he has been rather taken aback by the rather dramatic breakthrough in negotiations concerning the tube link, which came through on two fronts.

Firstly, the Middlesex Chronicle local newspaper carried a report in its edition of 23 July 1982 stating that the Heathrow Consultative Committee had heard that the GLC were considering a report which assumed full agreement between the various bodies involved in negotiations.

The Chronicle goes on to say that a solution had been found to the problem of finance, by the GLC's Transport Committee and BAA and Department of Transport. It was stated that the GLC and BAA will pay 25% of the cost each, with the Department of Transport paying the remainder by way of an increased Transport Supplementary Grant.

The GLC's agreement to a solution to the funding impasse was stated to be as a result of negotiations between the GLC and BAA, LT and Department of Transport. The GLC has always argued that the Government should bear most of the cost, which now appears to have been agreed to.

According to the article, Mr. Wetzel, the GLC Transport Committee Chairman, commented on the fact that it has taken two years to solve the problem of who should pay, with the result that the Terminal 4 station will not now be built in the terminal building, but under the multi-storey car park next to the terminal. The tube link will not now be ready when T4 opens in 1985, which in turn now means that traffic levels, apparently, will be higher for about two years after T4 opens.

Secondly, LT have pleasure in confirming that the Secretary of State for Transport, Mr. David Howell, has given approval to the proposals in the LONDON TRANSPORT (No.2) BILL in the House of Commons on 20 July 1982.

London Transport say they expect 2.4 million extra passengers and to earn £4 million a year from the link. They also say that the £26 million project is a first class investment which will help to ease road congestion in the airport area.

LT further state that the new T4 station will be built by the BAA underneath the multi-storey car park immediately south of the terminal.

The Heathrow Loop

Just to remind regular readers, and for the benefit of new members, it is officially confirmed that the extension will be in the form of a $3\frac{1}{2}$ -mile one way loop, and all trains from London will first run by way of T4 and thence on to Heathrow Central, before returning by way of the existing tunnel to Hatton Cross and London.

Work is expected to start in this autumn and tunnelling work will begin in 1983, with completion scheduled for 1987. The loop will mean a slightly longer journey to Heathrow Central and the service frequency will be similar to now, but no new trains will be needed. Passengers from Heathrow Central wishing to travel to Terminal 4 will have to change trains at Hatton Cross.

Terminal 5

The BAA's Managing Director, according to the Chronicle, again in its 23 July issue, has objected to the proposals by two Conservative MPs favouring T5 and opposing development of Stansted. The BAA apparently feel that T5 is an inferior option for London's airports development.

However, Hounslow's main traders group is apparently urging Hounslow Council to support T5 because of a fear that Heathrow will decline if Stansted is expanded with a commensurate threat to jobs. The LT statement on T4 reminds us that the new line will pass close to the proposed T5 site and a number of rail options will be available should T5 be eventually authorised.

TOTTERIDGE STATION IS FALLING DOWN

Following the discovery that the bank, station buildings and platform on the southbound line at Totteridge was subsiding more than anticipated on Friday 23 July 1982, special emergency measures were introduced on the Northern Line train service from the start of

traffic on Thursday 29 July. This was in the form of single line working on the northbound line between Totteridge and High Barnet, with the southbound line and platform at Totteridge being taken out of use and fenced off. Fortunately, from the operating point of view, the little-used emergency ground frame controlling a crossover just south of the station was able to be used.

Signalling

Special signalling was commissioned for single line working, the extent of which was from signal NT230 at Totteridge to NU3, the home signal at High Barnet. This allowed trains to be worked to and from High Barnet sidings without encroaching on the 'single line'.

Signalling alterations were as follows:

1. Totteridge northbound outer home signal NT230 maintained at danger, and the illuminated 'A' sign for automatic working extinguished.
2. The four southbound signals between High Barnet and Totteridge maintained at danger; (A237, A235A, NT235B, NT229). Signal NT229 has subsequently been taken out of use.
3. A fixed yellow light for trains travelling south on the northbound line, located opposite outer home signal A235A.
4. A fixed red light controlling the entrance to the single line located at signal NU3 for trains travelling south.
5. A temporary new signal, NU34, from platform 1 at High Barnet, for trains travelling south on the single line. Such trains must thus start from platform 1, and the green aspect of NU34 allows movement up to the fixed red light at NU3. The other two platforms at High Barnet can be used for stabling trains or stock changeover purposes. Signals NU3 and NU242 are interlocked with NU34. This temporary signal NU34 is a 'tunnel' type and has been fixed to the post of NU10, offset pointing towards the leading driver's cab on departure from High Barnet.
6. Starting signals NU10, NU11 and NU12 from High Barnet are maintained at danger.

The diagram of track and signals in the area, see following page.

Operations and Train Services

With increased running times for single line working between Totteridge and High Barnet, a maximum service interval of 20-25 minutes was all that could be provided. During the peak period on Wednesday morning 28 July, announcements were made over the public address at Finchley Central advising passengers of the intended arrangements from the next morning, and suggesting that they should use Mill Hill East, Finchley Central, the Edgware branch, or LR (Eastern) from New Barnet or Oakleigh Park. For this purpose, the station car park at Finchley Central was extended southwards to create extra spaces. The restricted services also applied, of course, to Woodside Park and West Finchley stations, as well as Totteridge and High Barnet.

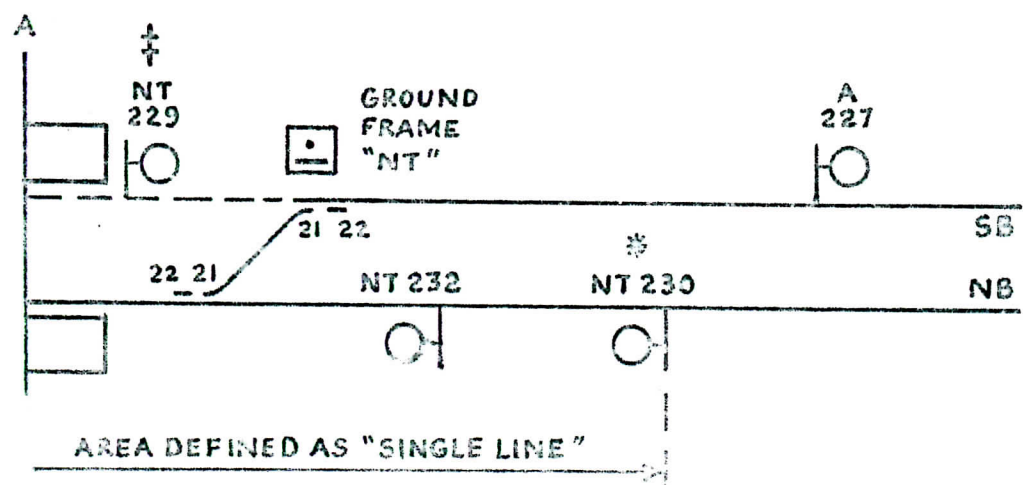
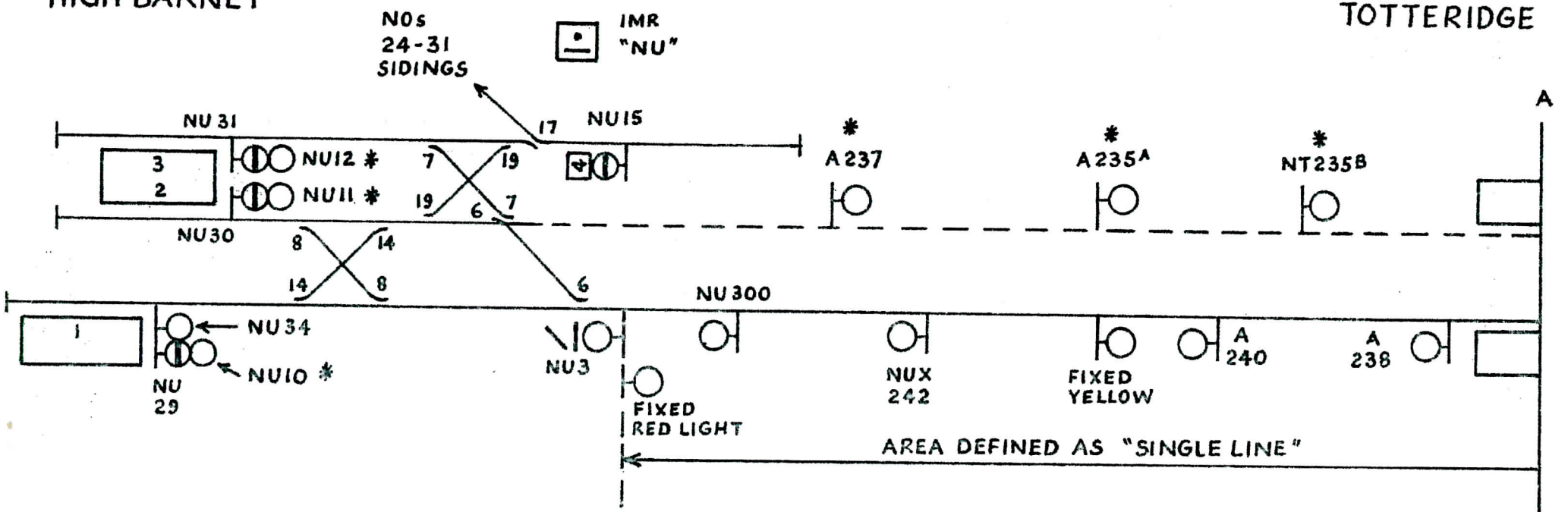
Trains travelling on the single line from NT230 were only able to do so on authority from a 'Pilotman', although northbound trains were able to obey normal signals. During off-peak periods, generally there was only one train at a time to and from High Barnet with the Pilotman riding on every train. During peak periods, arrangements were made whereby more than one train worked in the direction of peak traffic (southbound morning, northbound evening). In such cases, the pilotman gave authority for the first train to proceed and personally travelled on the second train. By this method, a train could not proceed in the opposite direction until the Pilotman arrived.

From commencement of the operation on Thursday morning 29 July, no special Monday to Friday timetable was provided and services were adjusted according to the crow situation at the time. As the Barnet branch is scheduled three trains every 11 minutes in the north (two City, one Charing Cross - the other Charing Cross train being from Mill Hill East), and thus making four trains every 11 minutes from Finchley Central, many alterations had to be made by reversing High Barnet trains at Finchley Central (north siding), East Finchley (north to south via No. 23 crossover north of the station) and Archway, as well as diverting trains to Golders Green or Colindale (Edgware was used only when cancellations in this service occurred, as all three platforms are used there in the peaks). For example, a train worked to High Barnet every 22 minutes, it would be necessary for alternative arrangements for the other five trains in the 22-minute block to be made by diverting, cancellation or reversing short. In off peaks, generally, alternate High

TOTTERIDGE & HIGH BARNET
SINGLE LINE WORKING ARRANGEMENTS

HIGH BARNET

TOTTERIDGE



KEY:

- TRACK OUT OF USE
- * SIGNAL MAINTAINED AT DANGER
- ⊕ SIGNAL OUT OF USE

Barnet trains reversed at Finchley Central.

The Northern Line is currently experiencing a bad spell of staff non-availability with cancellations in each peak varying between 15 and 20+ trains. With the law of awkwardness always prevailing, cancellations and service requirements never meet for a compromise and thus extra train cancellations have been caused by this work.

Emergency timetables for Saturdays and Sundays were provided from 31 July and 1 August, which were suitably altered and amended versions of those currently in use (Nos. 33 and 29 respectively). At weekends, the service intervals to High Barnet are normally as follows:

Saturdays:

Before 10.00 20
10.00 to 20.00 12
After 20.00 15

Sundays:

Before 10.00 15
After 10.00 12

This was revised as follows:

Saturdays:

Before 10.00 20 (minor alterations to timings)
10.00 to 20.00 24 (alternate trains reversed at Finchley Central)
After 20.00 20 (one in four trains reversed at Finchley Central)

Sundays:

Before 10.00 30)
After 10.00 24) (alternate trains reversed at Finchley Central)

The question then remains, how long will this special working continue? This produces an unknown answer, except to say for several weeks. It is quite likely that when normal double line running is resumed, the southbound platform will be out of use for much longer, with passengers having to travel north to High Barnet that want to go south to Finchley and beyond. The Ladies Waiting Room on the northbound platform at Totteridge had been acquired for conversion into a temporary ticket office and work on this was proceeding by 5 August. Now would be the ideal time to introduce a proper timetable to match not only the single line working conditions, but also the staff shortages, instead of working 'blind' from day to day.

THE ACTON BRIDGE FIRE - FRIDAY 30 JULY 1982

by Piers Connor

A common expression amongst second world war pilots who had been promoted out of flying aeroplanes into administrative jobs was that they were now 'flying a desk'. As a railwayman who was once at the sharp end of the business of running trains and who is now also 'flying a desk', your reporter found himself once again at the sharp end of the business when clouds of rather nasty-smelling smoke began to drift through the windows of his office in Acton Works.

The first impression in cases of smoke appearing near railway lines on hot summer afternoons is that it must be a grass fire. They are quite common, usually put out without stopping passing trains and are generally unlikely to cause too much damage. In this case, however, my first impression was quickly changed by the smell, which was not the rich texture of burning vegetation but the sharper, acrid smell of creosote. There was definitely something wooden burning. By this time I was now aware of the fire brigade arriving, and I decided it was time to have a look.

My office is at the rear of the main office block at Acton Works. The District and Piccadilly lines run on an embankment past the office block and over a bridge (No. D65) spanning the entrance driveway into the works. When I arrived outside, the main drive was occupied by three fire engines, there was a large crowd of spectators and smoke and flames were clearly visible from underneath the centre of the bridge. Some fire officers were standing on the embankment next to the bridge with a hose, waiting to be told it was safe to get on the railway and put the fire out.

As 'yours truly' has still a little knowledge of railway operation left, he decided to join the party on the bridge and he generally assisted with switching off current, passing messages to the line controller, reporting damage, and so on. Various officials from the Operating and Civil Engineer's departments turned up at intervals while the blaze was being put out and eventually trains were allowed to run again after the damage had been inspected and a 10 mph speed limit had been imposed on the westbound Piccadilly line section of the bridge.

For those interested in details, the fire was first reported by the driver of a District train going to Baling. He 'phoned the Earls Court Regulator from a signal telephone at 14.39. The fire brigade was summoned by the Acton Works gatekeeper at about the same time. Your reporter was on the bridge ten minutes later, by which time the fire brigade had already arrived. The traction current went off at 14.55 and was switched on again at 15.29 after the Civil Engineering man had said it was alright to run trains over the damaged bridge.

The fire had charred the longitudinal timbers of the westbound Piccadilly Line track and the sleepers, but the damage was not bad enough to seriously weaken the line. The negative current rail had obviously been severely overheated and its supporting insulating pots were broken. However, it was still within gauge - just - and when the first Piccadilly train was let over it, we watched closely for any sign of movement. There was none, so the following trains were allowed to pass at 10 mph. The cause of the fire is not known to me, but it was probably grease ignited by a spark or cigarette-end - just one of those things. Just one of those things to cause a complete shutdown of two railways for 50 minutes!

The Piccadilly Line service was suspended between Northfields and Hammersmith while all this was going on, and four District trains were diverted to Richmond or Wimbledon that were originally scheduled for Baling. No doubt the timetables for both lines remained a shambles for the rest of the day. Later, after the permanent way men had temporarily repaired the damage to the negative rail, the speed restriction was raised to 30 mph.

There are always lessons to be learned from incidents such as these. In the first place, although the relations between the fire brigade and the railways have been rather poor in the past, in this case I can only say they did a good job. They arrived quickly, they waited patiently until it was safe to go on to the railway, they put the fire out with the minimum of fuss when it was safe, they cleared their equipment away quickly and they caused no damage. They were professional about it. Recent co-operational meetings between fire and railway officials seem to be doing some good.

A point which struck this reporter was that, in the early stages of the incident, while everyone was willing to help, there was no-one prepared to tell them what to do. Also, officials from departments other than Operating are unrecognisable because they don't wear uniforms. It was difficult to find out who was in charge of the permanent way gang because they all were wearing orange overalls. The main problem was, as usual, communications. Someone arrived with a radio transmitter and announced that he could talk to anyone, anywhere, with it. The trouble was that the static was so bad that it became a positive hindrance and we resorted to the good old telephone in the end.

Despite hiccoughs, the incident was handled well. No one could have been more willing than all those present. Everyone nucked in, handsignalling trains, telephoning, shifting levers. Perhaps there were a few irate travellers that day but they were being well looked after and a lot of people were working hard to get things moving again.

THE 1983 TUBE STOCK

It has been confirmed that fifteen 6-car trains of 1983 tube stock have been ordered from Metro-Cammell. The first car has been built for some time and has been undergoing various tests at the Metro-Cammell factory. All trains will be formed of two 3-car units (M-T-M) and are intended for one-man operation on the Jubilee Line. The most noticeable difference between the 1983 stock and its predecessors will be the provision of three double-glazed windows in the centre of the car instead of two, the abolition of armrests in favour of 'shaped' seats, and motorised destination equipment. Interior car lighting will be by luminators, which provides light for the car saloon as well as the adverts - all from one unit. Traction control will be provided by Brush Electrical, who have subcontracted to the German firm of Kiepe.

Many features to be incorporated in the 1983 tube stock have been taken from the successful District Line D stock. This includes single-leaf passenger doors (2ft 3ins wide at the ends and two 3ft 6 ins wide along the side of the car) which will be passenger initiated. The headlight/tail-light/stabling light/calling-on light will be mounted in sealed units below floor level on the headstock. Unlike previous tube stocks, driving cabs windows will be flat, but deeper, incorporating impact-proof glass, so as to give better protection to the driver against vandals' missiles. A fore-aft traction brake controller will also be included. It is intended that several ceiling-mounted fans in each car will provide the best-ever ventilation on Underground trains, after experiments on 1973 stock trailer car 514 earlier in the year.

Delivery of the 1983 tube stock is expected to commence in late-August 1983. Car numbering will be as follows:

1A' D1 - Trailer - 'D' D1

3600	4600	3700
3601	4601	3701

and so on until:

3629	4629	3729
------	------	------

The driving motor cars will be 58.11ft long and trailers 57.95ft long. Each car will have seats for 48 passengers (40 longitudinal and 8 transverse). The transverse seats will be located in the centre of the cars as normal.

UNDERGROUND RAILWAY IN KENSAL GREEN CEMETERY ?

by E. D. Chambers

The General Cemetery Company's All Souls Cemetery at Kensal Green was consecrated in 1833. Somebody once suggested to me that coffins were moved into position in the catacombs by rail. At last I have got round to examining some material deposited in a convenient local history library, in fact that of the adjacent London Borough of Brent, at the Grange Museum, Neasden. I can't claim to be much the wiser, but the general background may be useful to anybody wishing to pursue the matter.

There are three sets of catacombs, designated A, B and C. Catacombs A are those underneath the Greek colonnade adjacent to the Harrow Road, west of the main entrance. They are otherwise known as the Old Catacombs, and by 1843 were described (1) as 'nearly occupied'.

This reference quotes (2) from an earlier publication:-

'The coffins intended to be deposited in the catacombs are received upon a sort of platform which descends slowly during the performance of the funeral ceremony; and they are afterwards conveyed, by machinery, through the subterranean passage to the places where they are to be laid. The employment of leaden coffins is indispensable in the catacombs ...'

Two later guides (3, 4) plagiaristically repeat much earlier information, but add nothing new on the subject.

Catacombs B and C were those under the Episcopal (Western) and Dissenters' (Eastern) chapels respectively.

A comprehensive modern work (5) is informative but confusing. We are told that the Anglican (i.e. Episcopal) catacombs are larger than those of the Dissenters, and that the Anglican chapel - if I read the author correctly - was equipped with an hydraulic catafalque so that coffins could be lowered into the catacombs after a service. A photograph taken along a subsidiary passageway in the Anglican catacombs (which can be seen to be of considerable length) shows no trace of a rail track however.

On another page, quoting an early reference (6), it seems to be implied that the catafalque was controlled by a screw mechanism distinct from a hydraulic press. Perhaps a different catafalque or a different period is referred to.

Apart from the reference to "Machinery" which may refer to rail conveyance and may be relevant only to the Old Catacombs, I found nothing to suggest the existence of what might be an unexpected use for an underground railway. Perhaps some readers may be able to amplify these notes?

References:-

1. Clark, Benjamin. "Handbook for Visitors to the Kensal Green Cemetery". London, Joseph Masters, 1843.
2. "Kensal (!) Green Cemetery". The Penny Magazine of the Society for the Diffusion of Useful Knowledge. Vol. III No. 150 (August 2 1834) (p.299).
3. Justyne, William. "Guide to the Kensal Green Cemetery. Third Edition". London, for Croft and Justyne, c.1864?
4. Croft, H.J. "Guide to Kensal Green Cemetery New and Revised Edition". London, 1881.
5. Curl, James Stevens. "A Celebration of Death". London, Constable, 1930 (pp.219, 221, 250).
6. London, John Claudius. "Principles of Landscape - Gardening applied to Public Cemeteries". The Gardeners Magazine 1843 (p.152).

ENGINEERING WORK

Charing Cross, 3/4.7.82:

Throughout Saturday and Sunday 3/4 July, the Jubilee Line service into Charing Cross was retained, due to the removal of the 'moveable angles' from Nos. 5/6 crossovers, converting them into normal crossovers. This work, of course, being in tube tunnel, was done during non-traffic hours, but rendered platform 3 out of use for both days.

On Saturdays before 10.00 and after 18.30 and all-day Sundays the service interval to Charing Cross is every 7¹/₂ mins. So that all trains could reverse in only the one platform, southbound trains were booked to stand for three minutes at Baker Street, then having the minimum reversing time at Charing Cross.

On Saturday between 10.00 and 18.30 when a 5-minute interval service is operated, reversing time at Charing Cross was reduced from 3 to 3 minutes requiring one less train in service. Thus 'stepping-back' of crews took place between 09.52 and 18.35 to give time to change-ends.

FARE REDUCTIONS IN HERTFORDSHIRE AND BUCKINGHAMSHIRE

Reductions in some fares for passengers travelling to and from the counties of Bucks and Herts took place from Sunday 8 August 1982. This follows decisions by Bucks County Council to provide a grant for Underground services in its area and by Herts County Council to continue its financial support. Some single fares were reduced by 40p, some by 20p, and corresponding cheap day returns by between 40p and 60p. Some season ticket rates were also reduced, by as much as £3.50 on a weekly, and £150 on an annual, representing cuts of up to 15% for journeys to central London. To give some idea of the changes in fares, some samples from Chesham are listed below, which is the furthest out-post in the area affected by the reductions. Divided into four columns, 'A' shows the situation as at 30.11.80 (pre-Fares Fair), column 'B' as in Fares Fair from 4.10.81, column 'C' post Fares Fair, and 'D' showing the reductions (where applicable) effective from 8.8.82.

Local Fares:

Outer Fares:

	A	B	C	D		A	B	C	D
Amersham	1.10	1.20	1.20	80	New Cross	2.60	2.60	3.40	3.40
Chalfont	80	80	80	80	High Barnet	2.60	2.40	3.40	3.40
Chorley Wood	1.10	1.20	1.20	1.20	Finchley Central	2.60	2.40	3.40	3.20
Rickmansworth	1.40	1.60	1.60	1.20	Archway	2.60	2.40	3.40	3.20
Watford	1.80	2.00	2.00	1.60	Edgware	2.60	2.40	3.40	3.40
Northwood	1.60	1.80	2.00	1.60	Golders Green	2.60	2.40	3.40	3.20
Narrow-on-the-Hill	2.00	1.80	2.40	2.00	Stockwell	2.60	2.40	3.40	3.20
Uxley Park	2.20	2.00	2.80	2.40	Tooting Broadway	2.60	2.40	3.40	3.20
Finchley Road	2.40	2.00	3.20	2.80	Horden	2.60	2.40	3.40	3.40
Uxley	2.20	2.00	2.80	2.40	Finbury Park	2.60	2.40	3.40	3.20
Uxbridge	2.20	2.00	3.20	2.80	Wood Green	2.60	2.40	3.40	3.20
South Marrow	2.20	1.80	2.80	2.40	Arnos Grove	2.60	2.40	3.40	3.40
Uxton	2.20	2.00	3.20	2.80	Plaistow	2.60	2.60	3.40	3.40

Local Fares (Continued):

	A	B	C	D
Acton Town	2.40	2.20	3.20	2.80
Hammersmith	2.60	2.40	3.40	3.20
Northfields	2.60	2.20	3.20	2.80
Hounslow Central	2.60	2.40	3.20	3.20

Central Area Fares:

Baker Street	2.40	2.20	3.20	2.80
Kings Cross	2.60	2.30	3.40	3.00
Liverpool Street	2.60	2.50	3.40	3.40
Camden Town	2.60	2.40	3.40	3.20
Euston	2.60	2.30	3.40	3.00
London Bridge	2.60	2.50	3.40	3.40
Leicester Square	2.60	2.30	3.40	3.00
Earls Court	2.60	2.30	3.40	3.00
Hyde Park Corner	2.60	2.30	3.40	3.00
Holborn	2.60	2.30	3.40	3.00
Marble Arch	2.60	2.30	3.40	3.00
Notting Hill Gate	2.60	2.30	3.40	3.00

Outer Fares (Continued):

	A	B	C	D
Upminster	2.60	2.60	3.40	3.40
Nggar	2.60	2.60	3.40	3.40
Leytonstone	2.60	2.60	3.40	3.40
Perivale	2.60	2.40	3.20	3.20
Greenford	2.60	2.40	3.20	3.20
Northolt	2.60	2.40	3.20	3.20
West Ruislip	2.60	2.40	3.20	3.40

Miscellaneous Fares:

Southend Victoria	5.42	5.42	6.50	6.50
Southend Central	4.44	4.44	5.40	5.40
Shoeburyness	4.76	4.76	5.70	5.70
Gatwick Airport	-	4.90	6.30	5.90

REVIEWS

LONDON TRANSPORT 1981 - Annual Report. A4 size, 48 pages plus glossy card covers. Published by London Transport, 55 Broadway, London, SW1H 0BB. Price: £1.00

'A year of dramatic difficulties and the most widespread changes in its 48-year history' is how LT Chairman Sir Peter Masefield describes the year 1981 in the Annual Report and Accounts, recently published. Within the space of one year LT had reduced its fares by 32%, recorded an increase in traffic for the first time in many years, then increased its fares by nearly 100%, and recorded the largest instant decrease in traffic ever. The problems left in the wake of the House of Lords judgement on cheap fares still remained with the solution lying in the political field.

Sir Peter also says that for the three million individual passengers travelling by London Transport every working day, the lack of stability is profoundly unsatisfactory. Moreover, the absence of clear definitions of the Act which London Transport works, leaves large areas of uncertainty about the levels of revenue and capital support upon which future planning can be based.

Sir Peter says he has put forward positive proposals to the House of Commons Transport Committee for a more stable and progressive future for London Transport and he hopes that the Committee's report, due out soon, will provide an important advance in that direction. The Chairman makes it clear that LT welcomed the GLCs initiative in reducing the fares last October - on the understanding that the Council would pay for them. He adds, however, that placing the bulk of the burden of paying for them on the ratepayers is contrary to international practice generally.

The reduced fares brought back the price of journeys on LT, in real terms, to almost exactly the same as they had been in 1969. Thus, for the first time in 20 years, the steady decline in the use of buses and the Underground was halted and reversed in spite of the continuing growth of private cars and the declining population of the capital.

The larger deficit on the buses (£166.5 million) than on the Underground (£51.5 million) must be justified by the larger element of social service involved in an extensive bus network which covers the whole of Greater London. With a deficit of £7.1 million on ancillary business, then including GLC grants of £162.2 million, the net deficit is £64.7 million.

The Report includes photographs, diagrams and maps. Of Underground interest is a photograph of a new dot matrix train indicator in front of an old style describer at St. James's Park, and of the modernised platforms at Baker Street (Bakerloo). A map shows 1981 plans for light rail routes in Docklands.

Highly recommended.

CHRONOLOGY OF LONDON RAILWAYS, by H.V. Borley. 96 pages, A4 size, plus illustrated card cover; photolithoed from typed original; London, 1982. Published by the Railway and Canal Historical Society. Price: £3.85

In a foreword, C.R. Slinker writes, 'The name of H.V. Borley has for many years been a hallmark of accuracy in matters of railway history'. If any proof of that statement was needed (which it is not), it is here.

Meticulously compiled from records which have been assembled over a very long time, this is an invaluable addition to the available literature on London's railways. The first sections are devoted to chronological details of the various parts of the rail system, recorded under lines, and the final, largest, section comprises an alphabetical list of stations in the London area, giving opening and closing dates, owning companies and copiously annotated with other relevant information.

Intended as a work of reference, which it is par excellence, it is none the less an absorbing work to dip into in spare moments. And it is fairly safe to say that once you have dipped, you are bound to learn something previously unknown to you.

Two minor omissions which should be corrected in future editions (which undoubtedly there will be) are that nowhere is it stated to what dates the contents are correct, nor is it made clear what the geographical limits are - information on a number of lines extends well beyond the boundaries of Greater London and it would be useful to know where the line is drawn. Nevertheless this book is absolutely essential for anyone with even a slight interest in the railways of the capital, and the compiler must be congratulated on a remarkable achievement.

PRD

BUNKERS UNDER LONDON, by Nigel Pennick; published by Electric Traction Publications, 142 Pheasant Rise, Bar Hill, Cambridge, CB3 8SD. 26 pages, A4 size, Price: 80p, plus postage.

In the same format, and from the same author and publisher as 'Tunnels Under London' (Second Edition), this illustrated monograph begins by studying the development of armed defensive bunkers from Sebastopol, via the Portsmouth forts, Liege and Bucharest to the Maginot Line. It continues with the uses of disused sections of the London tubes in both world wars (especially Down Street in WW2) and summarises the thoughts of various Air Raid Precaution Committees between the wars on the provision of shelters. There is fair coverage of flood gates on the tubes and of the problems of using concrete tunnel linings on the Central Line between Leytonstone and Newbury Park. The locations of the true blockhouse bunkers are given, but no details of their construction, dimensions or interior layouts. There is a very full description of the deep level shelters, with photographs, and clear perspective drawings (Goodge Street and Clapham South), and their histories during WW2 and subsequently are covered in detail. There is a long section on 'anomalies', including the proposed deep shelters at Oval and St. Pauls. There is also a discourse on the theory that parts of the Victoria and Jubilee line tunnels were built in 1942.

To those who have read 'Beneath the City Streets' and 'Tunnels Under London', much of the material in this paper will already be familiar. The principal new information is the development of armed bunkers (not wholly relevant to London) and the fuller description of the deep shelters than has appeared hitherto.

The statement in the introduction that 'the recent Falklands War has revealed several underground structures to the public which hitherto were not admitted officially to exist' is not explained in the main text, except for a passing reference to Mrs. Thatcher returning 'underground' from the Ministry of Defense to Downing Street, rather than by limousine.

DPC

Please note: CHRONOLOGY OF LONDON RAILWAYS and BUNKERS UNDER LONDON are both available from the Assistant Sales Manager by post at 21 Chestnut Grove, South Ealing, London, W5 2JT, or from the Sales Stand at Caxton Hall meetings.

MUSEUM REVIEW

The LONDON TOY AND MODEL MUSEUM, now open at 23 Craven Hill, London, W.2. includes several items of Underground interest. Noted on a cursory first visit were a Gauge I Central London Railway electric locomotive 'No. 24', and a Hornby Gauge 0 Metropolitan

Railway electric locomotive and train. Less foreseeable was a large toy Metropolitan Railway locomotive bearing the mysterious number '660'. What provoked this, one wonders. Admission is expensive at £1.50, but there is much of interest. Opening hours are 10.00 to 17.30 Tuesday to Saturday and 11.00 to 17.00 on Sunday.

BDC

POINTS OF INTEREST

Paul Pennings writes:

'I recently obtained a copy of Geographers Atlas of London, 1950. It contains a map of the Underground showing proposed extensions, which include Epping-Ongar, Finsbury Park-Highgate and Alexandra Palace, and Elephant & Castle-Camberwell. The map also shows correctly the District Line to South Acton and the Metropolitan to Aylesbury.

On the map of Edgware it shows the Northern Line extension beyond Edgware and Brockley Hill station. Also shown is Mill Hill The Hale. On the map of Highgate it shows the Northern Line extension to Alexandra Palace showing all stations.

On the map of Woodford and Wanstead it shows the Central Line as 'Central Line Extension'. The same applies to the map of Northolt. The map of Regents Park shows Baker Street and Regents Park stations as on the Northern Line; Farringdon and Aldersgate are shown on the Metropolitan and District. The line from Olympia to Uzbridge Road is shown as Metropolitan - by then, closed ten years previously.'

LETTERS TO THE EDITOR

Sir,

The L.N.W.R. Outer Circle Service

I found this item in Underground News No. 247 most interesting as I remember the service, so perhaps I might add a few details. As the last Broad Street train arrived at Camden Town after the last up local had gone, the Outer Circle train ran No. 1 line and called at all stations to Broad Street. The last train from Mansion House terminated at Hampstead Heath and returned as Servants train to Willesden. I understand the crews were always Willesden men, the engines returning 'light' with the guards after working the last trains, the coaches remaining at the destination for the night.

As stated, the third class was always in front towards Mansion House as the N.L.R. had a rule that second class on all trains should be nearest the barrier at Broad Street. Many stations had boards on the platforms 'Wait here forclass'. I cannot remember these on the District Railway but the North London and the Metropolitan had them at some stations. Platform porters after announcing the destination of an approaching train often followed this by, 'second forward, third behind', or 'third forward, second behind'.

Through tickets were issued between Broad Street and Mansion House. Originally the third class fare was, I believe, 3d but was later reduced to 6d. As the fare from Broad Street to Willesden was 5d, one paid only one penny for the extra distance. Return tickets available until the following day were about a fare and a half. When the trains terminated at Earls Court second class tickets were endorsed 'Second class to Earls Court, third class beyond'.

The side boards on the carriages read: Broad Street Willesden Kensington and Mansion House; later the latter was replaced by Earls Court. The carriages were plainly marked 'L & NW train'.

On Sundays in 1891 only a rather sparse service operated between Willesden Low Level and Addison Road, where passengers could proceed by G.W. Middle Circle trains. From February 1905 the latter terminated at Addison Road and the L.N.W. train ran to and from Earls Court. As stated from May 1906 there was a half-hourly service to Mansion House from Willesden Low Level on Sundays; this ran for the last time on 31 December 1916. As regards Kew Bridge, the last 20 chains or so, known as Kew Curve, was L.S.W.R. property. The L.N.W.R. rail motor services commenced 1 October 1911 and ran from Willesden High Level. Prior to this date the trains were all North London, some from Broad Street, others short locals from and to Acton.

Yours sincerely,
H.V. Dorley.

Sir,

South Acton Branch Connection

As a member who frequently used the South Acton branch service, I can provide the answers to the queries raised in UII 243 (Points of Interest, page 173), at least as far as the last few years of operation are concerned.

There were definitely no 'staff' workings, the first and last workings each day being normal passenger trains. When the single cars 4167 or 4176 were in use, no guard was provided when the car worked on or off the branch. The normal procedure was for the first train in the morning to work from the depot and shunt to the bay platform (No.5) at Acton Town and depart from there. However, the last train from South Acton each night did traverse the connection off the branch in passenger service, terminating in the eastbound Piccadilly Line platform (No.3). The train then reached Ealing Common depot via one of the sidings east of Acton Town and the westbound Piccadilly Line platform (No.2), a movement then possible.

The same arrangement applied to the last train to run on the line in the evening of 20 February 1959, on which quite a few other Society members were present. The remaining contents of South Acton booking office were taken to Acton Town on this last ordinary service train, which was delayed a few minutes for the loading to take place, and there were no subsequent workings over the line, except for the actual track lifting train some weeks later.

Yours sincerely,
J. Britton.

London, W.5.

SMALL ADVERTISEMENTS

Wanted:

London Transport Postcards, reproducing posters, also information and lists relating to these cards; also the previous edition of the 'London Transport Posters' book.

Write to: Mr. N.H. Barker, 57 Zodiac Court, London Road, Croydon, CR0 2RJ.

SA37/249/82

Wanted:

Information, photographs etc. of 832J, the Railway Breakdown Tender converted from STL162. This vehicle has just changed hands and its new owners intend to restore it as far as possible to 1960s condition. This includes replacing the special equipment racks inside the vehicle, which were removed by LT prior to its sale by them in 1978. It is hoped that 832J will take part in the 50 years of London Transport events next year, when it too will be 50 years old.

All correspondence to:

The Trustees of 832J, 110 Odessa Road, London, E7 9EN.

SA38/249/82

For Sale:

Society member thinning down own collection. I have for sale a complete set of weekly Underground Traffic Circulars from March 1964 to October 1969, and holiday issues. About 300 in all. Each crammed with 20+ pages of historical data. Any offers, please?

Contact: Les. Duryood. Telephone Sunbury-on-Thames 89410.

SA39/249/82

SOCIETY SECTION

Society Sales

In addition to the two publications that are reviewed elsewhere in this issue that are available from the Society, further stocks have now been received of 'LPTB ROLLING STOCK

1933-1948 by Brian Hardy, published by Bradford Barton and reviewed on pages 49/50 of UN 243. Price: £5.95, post-free to members.

Photographs Required

In connection with a future Society publication about the District Line R stock, we are looking for photographs of the stock that are particularly interesting or old, and also show the trains in their old red livery. If you think you can help, please write to Mr. P. R. Connor, Flat 1B, 1 Marchwood Crescent, Ealing, W.5. AS SOON AS POSSIBLE, please.

Additional Timetable Item

Monday 4 October

Library Evening, 18.30. The Society's Library open for inspection at 9A Dunrobin Court, 309 Finchley Road, London, NW3 6HE.

Public Transport Course

Members may be interested to learn of a course on the history of public transport in London, to be held at the Fulham Cross branch of the Hammersmith & North Kensington Adult Education Institute.

The course will last for six weeks and fees are £3.60. On Tuesday evenings 19.00 to 21.00 from 21 September 1982.

ROLLING STOCK

Corrections to Previous Information:

R Stock:

23510-22635+23571-22665 was transferred from Ealing Common to Ruislip on 23.8.81. Delete entry for 28.9.81 (UN 239, page 272).

21125-23228-23325-23410 was transferred from Ealing Common to Ruislip on 29.9.81. Delete entry for 1.10.81 (UN 240, page 324).

On page 272 of UN 239, amend car 23511 to read 23571 as going for scrap on 29.9.81.

Make similar amendment in Annual Summary on page 36 of UN 242: 23511 to read 23571.

June 1982

The following is in addition to that published in UN 248, page 176.

1959 Tube Stock

From Golders Green to Northfields (for brake tests)

1140-2140-9141-1141+1134-2134-1135 7th

Miscellaneous Movements

5130-6130-6131-5131 Neasden to Acton (derailment) 14th

222-622-422 Northfields to Acton (collision) 16th (see NF 143/82)

Service Stock

Withdrawn from LT stock -

BW4 Neasden to Bluebell Railway by road)
BW214 Neasden to LT Museum for preservation by road) 10th

Renumbering of 1962 Tube Stock trailers:

2678 to 2500 12th

Units to Acton Works for Overhaul

Metropolitan	5134-6134-6135-5135	2nd
Central	1574-2674-9675-1675	7th
Northern	1296-2296-9297-1297	11th
Metropolitan	5090-6090-6091-5091	16th
Central	1722-2722-9723-1723	17th
Northern	3421-4521-3521	18th

Units from Acton after Overhaul

Metropolitan	5122-6122-6123-5123	2nd *
Central	1652-2652-9663-1663	7th
Jubilee	3232-4232-4332-3332	9th
Northern	1304-2304-9305-1305	11th
Metropolitan	5088-6088-6089-5089	16th
Central	1600-2600-9601-1601	17th
Northern	3425-4525-3525	18th

Note * A60 trailer 6123 retains its C69-type experimental doors.

July 1982

R Stock

From Ealing Common to Ruislip (condemned cars)

23513-22648+23573-22672	2nd
23505-23232-22606	7th
23551-22651+23548-22641	13th
21101-23301-23401	15th
21115-23324-23431	16th
21140-23244-23341-23437	29th

Ruislip to Booths, Rotherham, for scrap

21144 23246 23338 23441 23543 23240 22601 23517 22626 27th

D Stock

From Metro-Cammell, Birmingham, delivered to Ruislip

7112-17112-8112+8113-17113-7113	1st
7114-17114-8114+8115-17115-7115	23rd

From Ruislip to Ealing Common for commissioning

7112-17112-8112	2nd
8113-17113-7113	7th
7114-17114-8114	27th
8115-17115-7115	29th

Entered service, District Line

7110-17110-8110+8109-17109-7109	2nd
7112-17112-8112+8113-17113-7113	29th

Miscellaneous Movements

12+C623+B558	Lillie Bridge to Northfields	1st
L152+9435-1435+L153	Acton to Ruislip (ex-derailment)	9th

Service Stock

From Condemned stock, to service

L134+L135

Reformations

From

To

R Stock

21140-23240-23238-23341-23437	21140-23240-23341-23437
21132-23331-23431	21132-23238-23331-23431

R Stock available for service on 31.7.82: 15 trains

R Stock booked for service on 31.7.82: 10 trains

Units to Acton for Overhaul

Northern	1256-2256-9257-1257	14th
Northern	3219-4219-4319-3319	15th
Central	1686-2686-9687-1687	15th

Units to Acton for Overhaul (Continued)

Metropolitan 5104-6104-6105-5105 20th
Central 1586-2586-9587-1587 22nd
Northern 1026-2026-1027 23rd *
Central 1702-2702-9703-1703 28th

Note: * This unit of 1959 stock starts the fourth cycle of overhauls, although there are still nine units outstanding of the third cycle, of which five are currently at Acton.

Units from Acton after Overhaul

Northern 1284-2284-9285-1285 14th
Northern 3221-4221-4321-3321 15th
Central 1544-2544-9545-1545 15th
Metropolitan 5114-6114-6115-5115 20th
Central 1588-2588-9589-1589 22nd
Northern 1314-2314-1315 23rd
Central 1666-2666-9667-1667 28th

NEWSFLASHES

- NF 167/82 With reference to NF 139/82, the information quoted about the Headstone Lane station fire requires amending. Trains DID apparently call there on Saturday 22 May, with the side entrance gate being used, but no ticket facilities were available. To date there has been no activity in clearing the charred remains, but a nice mess room has been constructed for the staff in yet another room of the northbound platform buildings.
- NF 168/82 A correspondent reports that on Monday morning 2 August 1982, three south-bound trains passed through Carpenders Park station non-stop. These were Bakerloo train 173 at 08.26 (due 08.09), Euston train of two class 501 sets with 186 leading at 08.32, and Bakerloo train 174 at 08.36 (due 08.24). The fourth train, which was destined for Broad Street, stopped. It is assumed that these trains were non-stopped in order to regain time, as there was a points failure in Croxley Green depot previously. Passengers were rather uncertain as to when the next train would stop!
- NF 169/82 1972 MkI stock three-car unit 3525, ex-overhaul from Acton Works on 18.6.82 had to be extended (with pilot unit 3217) to Cockfosters depot, Piccadilly Line, as the route for the loop to the Northern Line at Kings Cross could not be obtained. It was not able to return to Golders Green, being 'marooned' because of the LT rail strike. The whole seven-car formation (3217-4217-4317-3317+3425-4525-3525) was eventually transferred back to Golders Green on Friday 9 July 1982, as follows: Cockfosters depot (west end) - Northfields depot (reverse) - Kings Cross (reverse) - Golders Green depot.
- NF 170/82 LT Flat Wagons currently undergoing refurbishing at W.H. Davis & Sons are: F344, F353, F357, F358, F364, F366, F369, F378, F381, F394. Four wagons, also transferred for refurbishing, had to be scrapped due to their poor condition. These were: F337, F376 (scrapping dates not known), F381 (scrapped July 1982) and F378 (scrapped August 1982).
- NF 171/82 On Saturday 17 July 1982, the automatic lift service was restored at Earls Court, by the commissioning of two new Wadsworth lifts. At the same time, the booking hall at the Earls Court Road entrance has been modernised, with a new wall ticket office replacing the old passimeter. The 'gantry' walkway between the Earls Court Road and the footbridge at the Warwick Road end has also been reopened to the public. Around the lift area, new brown and cream panelling (similar to that used in Newcastle on the Metro) has been used, with biscuit coloured tiles on the walls, giving a very pleasant effect.
- NF 172/82 It is reported that Brake Vans B580 and B585 are reserved for conversion to Match Wagons, presumably as the disposal of the 1938 tube stock is now imminent, and will be done by W.H. Davis & Sons.
- NF 173/82 1972 MkII stock unit 3232, ex-overhaul from Acton Works on 9.6.82, has been fitted with short stubby armrests - the type likely to cause confrontation between fellow passengers as to who is putting his arm where!

in at Bayswater, closely followed by Paddington, with water flowing down the subway from the ER area to the outer rail platform. Next to suffer was Praed Street Junction, then Baker Street platforms 5 and 6, where at the latter, water came up from the drains at track level 'like fountains'. The District was also affected in the Gloucester Road and High Street Kensington areas, and eventually 'station-to-station' working was introduced between Earls Court and Gloucester Road. From about 18.15, a three-train shuttle service was introduced between Hammersmith and Edgware Road, and four trains between Edgware Road and Aldgate. On the latter service, trains were numbered 001-004.

Examples of delays were:

1. Train 215 at Bayswater inner rail at 17.02 eventually departed just after 22.00 to Parsons Green, then via the District Line and Aldgate to Neasden depot.
2. The last eight-car train of A stock from the City (18.45 at Baker Street) eventually departed at 20.15.
3. Three Circle Line trains were taken out of service onto the District Line and one is reported as having stabled at Ealing Common depot, there being no room at Parsons Green.

NF 175/82 On 2 August, a scantily-clad young woman passenger at Queensbury southbound platform appeared to have somewhat distracted the attention of a southbound Jubilee Line driver, who overran the platform by about $2\frac{1}{2}$ -car lengths. Passengers were admitted to the last two cars by the guard!

NF 176/82 On Wednesday 21 July 1982, the second of the two through Chesham trains from Aldgate had two notable events, a correspondent reports. The first was at Finchley Road, where an announcement over the loudspeaker designated the train as the 'CHESHAM FLIER', followed by details of where the train was to stop, while the train was stationary in the platform. The second was at Harrow-on-the-Hill, where the train was diverted into platform 1, normally used only by down LMR DMUs. Here, the scene of bewildered passengers expecting to get an Uxbridge train from platform 2 (the up DMU platform) was quite entertaining.

NF 177/82 It has been reported that the opening date of Newcastle's Metroline 3 from St. James to Tynemouth, is scheduled for Sunday 31 October 1982. This will complete the North Tyneside loop, and enable through trains to be operated from St. James to Heworth via the loop. The last section to be opened under the present authorised schemes is now likely to be in the Spring of 1983, between Heworth and South Shields.

NF 178/82 In UN 216, page 318, an article appeared about the traction current arrangements between London Transport and British Rail (Southern) west of Putney Bridge, where connections were made via contactors from both companies supplies, but never at the same time. These arrangements were done away with from Sunday 8 August 1982, when plain 48 feet gaps in the current rails were installed, completely separating the two systems from each other.

NF 179/82 During Monday 2 August 1982, the six-car stopping marks on the District Line between Upney and Upminster were removed, and the existing seven-car marks replaced by diamond symbols.

NF 180/82 It is reported that new lighting is to be provided in seven pit roads in Golders Green depot.

NF 181/82 Proposals are in hand to install 'terminal protection' for surface lines. So far, only tube lines have this equipment, apart for an experimental installation at Ealing Broadway, platform 9.

NF 182/82 On Sunday 13 June 1982, a special R stock train was run on the District Line in connection with the District Line Sports Gala at Acton. Formed of units 21132+22632+22617, the train ran non-stop from Whitechapel (originating from Upminster) direct into No. 24 siding at Acton Town, and then into Acton Works.

- MF 182/82 (ctd.) On the return journey from Acton Works to Upminster, the train ran via Ealing Broadway. In both directions the train was booked to stop only at Upminster, Elm Park, Dagenham Heathway, Barking, East Ham, Upton Park, Plaistow, Bromley-by-Bow and Whitechapel. It is interesting to note that shortly after this trip, unit 21132 was withdrawn for scrapping.
- MF 183/82 The GLCs Transport Committee have agreed to London Transport starting local consultation procedures for closing five stations. These are: Regents Park and Edgware Road (both on the Bakerloo Line), Fairlop (Central Line), Aldwych (Piccadilly Line) and Shoreditch (East London Line). Further stations under consideration for closure are: Borough, Holland Park, Mornington Crescent, Maida Vale and Stamford Brook, where major investment will be required in the next two years or so. Other stations that are lightly used, or have convenient alternatives, are: Arsenal, Barons Court, Bow Road, Goldhawk Road, North Ealing, Royal Oak, West Brompton and West Finchley. In addition to the closure of the Holborn - Aldwych and Shoreditch - Whitechapel sections of track, others under serious consideration are: Moor Park - Watford, Woodford - Hainault and the remainder of the East London Line.
- MF 184/82 Further to previous reports in Underground News, the following is an update on rolling stock modifications, correct to 1 August 1982:

062/77 Stock

Train Radio - all completed, except for 5602, currently being repaired at Acton Works, following earlier collision damage.

Hit-and-Miss door pocket ventilators - all cars now completed.

1959 Tube Stock

Train Radio - Ds completed - 1144, 1180, 1196, 1220, 1224, 1228, 1280, 1284 and 1296 ('A' end 4-car sets). 1067, 1139, 1187, 1223, 1227, 1231, 1235, 1243, 1251, 1283, 1299 and 1315 ('D' end 3-car sets).

Positive Train Identification experimental equipment - 1112.

1972 MkI Stock

Train Radio - Ds completed - 3201, 3202, 3203, 3204, 3208, 3209, 3217, 3220, 3229.

3309, 3317.

3502, 3506, 3507, 3508, 3512, 3517, 3519, 3521, 3523, 3524, 3527, 3528, 3539.

Positive Train Identification experimental equipment - 3506.

D Stock

Units modified with door handgrabs - 7000, 7005, 7007, 7010, 7011, 7012, 7013, 7014, 7015, 7018, 7019, 7021, 7023, 7025, 7026, 7027, 7029, 7033, 7035, 7036, 7037, 7039, 7042, 7044, 7047, 7051, 7053, 7054, 7057, 7059, 7061, 7062, 7067, 7069, 7070, 7073, 7074, 7075, 7077, 7078, 7079, 7080, 7081.

Units 7082 onwards were delivered with these fitted.

- MF 185/82 The idea of LT buying three second-hand BR class 25 diesels has been abandoned. This is because they would have cost £100,000 each including overhaul and modifying for LT working, and also because of crew training difficulties.
- MF 186/82 The enamel line diagrams on the Central Line at Mile End now have 'BLAKE HALL' painted out, and several train indicators have also been noted with the station name taped over in the 'change for' panel.
- MF 187/82 A melamine Underground maps dated 1/72 is still on display on platform 1 at Gospel Oak station, North London Line. Several of the DMUs operating on the LMR suburban services still show the service to Moorgate on their route transfers inside, including a station at 'Aldersgate'.

- 188/82 Many of the illuminated advertisement sites on the Victoria Line platforms have now been adapted as permanent displays for the LT Publicity department, including items of tourist information etc. A Victoria Line map of car diagram type is also fitted, showing both British Rail and Northern Line interchange at Highbury & Islington.
- 189/82 During the period of Underground industrial action, the 'service interval' time clocks at 55 Broadway were not fitted with paper sheets, even when there were considerable numbers of restricted shuttles running. No wonder, if only one or two trains per hour were going to be registered.
- 190/82 From the start of traffic Tuesday 13 July 1982, the signalling controlling the reversing siding at Queensway was taken out of use, the line being signalled for through running. This siding has been little used in recent years. Although a 'rusty-rail' train was scheduled in the mid-1970s, this was soon withdrawn, as the sharp curves of the track into and out of the siding caused the tail lamp lenses on middle DMs to become broken.
- 191/82 The inevitable has now happened on D stock - DM 7037 has been fitted with a No-Smoking label of the type fitted to R stock; i.e. the 'bullseye' type, on the north side window between doors F and H. An east end D stock DM has also been seen in service with white wheel tyres (as on the early O stock), but as yet has not been identified.
- 192/82 Following the success of laminated adverts on D stock, and on some cars of 1930 tube stock on the Bakerloo Line, all new advert cards will in future be laminated.
- 193/82 D stock DM 7091 has been observed without a roundel on No.2 (south) side.
- 194/82 Experiments are taking place with seating on D stock. Unit 7077 has been fitted with the standard type of moquette, but to a different pattern, while unit 7076 has double plush seat covering.
- 195/82 A correspondent reports the following cars in service on the Glasgow subway on 6 July 1982:

Outer Circle

Inner Circle

All-Day Runners

2	130 + 132	12	106 + 102
3	120 + 121	13	128 + 126
5	123 + 117 + 116	15	125 + 127 + 101
6	129 + 119	16	124 + 131

Morning Peak only

7	104 + 109	17	133 + 113
8	114 + 122	18	111 + 118

Evening Peak

1	111 + 103	11	108 + 110
4	109 + 104	14	113 + 133

Cars not seen: 105, 107, 112, 115.

As at the beginning of June 1982, the following cars were in the new livery: 102, 104, 105, 106, 107, 108, 109, 110, 117, 123.

On each circle, six trains are scheduled for service in the peaks, four in the midday period, and three after the evening peak.

- 196/82 Metropolitan electric locomotive No.12 (Sarah Siddons) and new hopper wagons HW219, HW211, HW 206, HW 213 made test trips on the Uxbridge and Amersham branches of the Metropolitan, in early July. On 7 July, the train broke down in Uxbridge sidings and was assisted back to Ruislip depot by battery locomotives L20 and L18, summoned to assist. The following day a defective shoe caused the whole combination to become stalled just east of Rayners Lane following which traction current was removed for 'on-the-spot' repairs to

- HF 196/82 (ctd.) be made to the locomotive underneath. The Metropolitan Line service was unaffected by the defective train, but two Piccadilly Line trains were reversed west to east at South Harrow, one 'trapped' in Rayners Lane siding, and one extended west from Rayners Lane to Uxbridge.
- HF 197/82 A great many of the glass and enamel signs at Earls Court station have been replaced by ones bearing either the Earls Court or Olympia Exhibition Hall symbols. These are respectively a stylised picture of a knight in armour on horseback (i.e. the Earl), or an Olympic torch, both contained inside a black circle. Our correspondent hopes that these were paid for by the Exhibition authorities, since LT can have no justification for such unnecessary waste. They have also replaced in many cases some very nice 1930s signs.
- HF 198/82 At Hammersmith (District & Piccadilly) station, a disused kiosk in the main booking hall is often used to mount small displays of photographs and maps. A permanent one is entitled 'London Transport in and around Hammersmith'. These include mentions of both Parsons Green Works and Building Department and also White City Railway Training Centre. Presumably these are considered to be 'around' Hammersmith. A photograph of a bus stop is shown to demonstrate the work of Parsons Green, who manufacture them. It is somewhat dated though, depicting the old red and black roundel together with metal slot-in route 'E' plates, both now obsolete. The White City picture is even more ancient. An Instructor is shown with a number of Apprentices (now known as Junior Trainees) at the model railway. Dark blue uniforms date this to about 1971, as the uniforms also have yellow piping. Other displays alter from time to time. They have included eighty years (well, almost) of the Piccadilly Line. This one had maps and early and more recent photographs of stations and rolling stock. The present one features those cinemas in easy reach of the Piccadilly Line. Photographs are shown of those at Uxbridge, Rayners Lane, Northfields, Hammersmith, Leicester Square and Wood Green. Both the cinemas and the stations which serve them being 1930s developments, of course (and both having certain similarities too, not the least being their present day fortunes).
- HF 199/82 The western entrance to Buckhurst Hill station on the Central Line has been closed as an economy measure, the use of the station at peak hours being insufficient to justify two entrances at those times.
- HF 200/82 Further to the signal failure at Hammersmith (District and Piccadilly) which affected services on Sunday 20 June (UN 248, page 171), Piccadilly trains proceeding to West Kensington are shown on the District Line indicator using the old 'not-stopping at' section:

<p>BARONS COURT WEST KENSINGTON</p>

- HF 201/82 BR are hoping to start work in 1983 on a £9.2 million scheme to electrify on the third rail system the section from Dalston to North Woolwich, and to integrate the service with the Droad Street to Richmond line. This is at present anticipated to be ready by May 1985.
- HF 202/82 Following the restoration of the Bakerloo Line service to Watford Junction on Wednesday evening 30.6.82, services were yet again suspended after the four southbound trains on Friday morning 2.7.82, due to the BR ASLEF strike over flexible rostering. This also involved the cancellation of all passenger workings between Queens Park and Stonebridge Park for the duration of the strike. The Stonebridge Park service resumed from Monday morning 19.7.82 and the Watford Junction Bakerloo service with the four northbound trips the same Monday evening.
- HF 203/82 London Transport opened a new Travel Enquiry Centre on the concourse of BRs Victoria station on 17 August 1982. LTs Chairman Sir Peter Masefield performed the opening ceremony and described the site as a 'major tourist gateway into London'. The new centre is open daily between 08.30 and 21.30, and is in addition to the centre in Victoria Underground station booking hall.
- HF 204/82 R stock DMs known to have red roundels on the front cab door are: 21147, 21149, 22618 and 21107.

- NF 205/82 - The new lighting on platforms 5 and 6 at Harrow-on-the-Hill were switched on 21.5.82. All the new signwork was complete by 3.6.82. Further to NF 101/82, the two under cover signs on platform 4 at Harrow-on-the-Hill that were replaced in February 1982 were reduced to one, as one of the frames was broken. This again left a blank space with a rounded outline left on the brickwork. It is now reported that a new sign is to be placed in position (again), using that displaced from the north end of platforms 1 and 2.
- NF 206/82 - On 10 July 1982, a member reports that while on the Society's Edgware branch study tour, the group travelled on a train which included car 3226, from Burnt Oak to Edgware. All the Northern Line route diagrams had been doctored to show a connection between Mill Hill East and Edgware. This had been done very skillfully to make it look genuine.
- NF 207/82 - Further to NF 174/82 of this issue, after the rain of 4.8.82, Bond Street station concourse between the ticket barrier and top of the down escalators was flooded. Duckboards were in place, but even these were under water.
- NF 208/82 - It is reported that two unused subway tunnels belonging to the New York Metropolitan Transportation Authority might be used for things such as discos, prisons, wine cellars or bowling alleys. The two tunnels together are about one mile long, 28 feet wide and 14 feet high. Located beneath Second Avenue, these tunnels were to have been part of the Second Avenue subway scheme which was deferred in the late 1960s because of financial difficulties, and there are no plans to revive the proposals. Advertisements have been placed in New York's national press. Yet another tale of two cities?
- NF 209/82 - The rebuilt station buildings at Chorley Wood were officially opened on Monday 9 August 1982. The opening ceremony was performed by local resident Mr. Alan Tweedie, whose dog, Honey, was first to raise the alarm when the station caught fire on 18 March 1980. Observed prior to the opening ceremony was a new station sign in the form of a bullseye, similar to those at Baker Street (Bakerloo) with the station name as one word. Also in use before the reopening was a new train indicator, of the modern fluorescently lit type. Prior to the fire, station staff used to place destination boards into a slot by hand (see UN 225, page 299). The new indicator is not worked by track circuits, but by hand switches in the station supervisors office. The new indicator is able to display:

1	FIRST TRAIN
2	RICKMANSWORTH
3	MOOR PARK (FOR WATFORD)
4	ALL STATIONS TO
5	HARROW ON THE HILL
6	WEMBLEY PARK
7	FINCHLEY ROAD
8	BAKER STREET
9	* MARYLEBONE
10	AND CITY

Note * in this position is a BR double arrow symbol.

Combinations under normal conditions:

- Daily off-peak: 1, 2, 3, 5, 7, 8.
 1, 2, 3, 5, 9. (Monday to Saturday)
- Mon-Fri peaks: 1, 2, 3, 4, 5, 7, 8, 10.
 1, 2, 3, 5, 7, 8, 10.
 1, 5, 9.
- End of peaks and late night: 1, 2, 3, 5.
 1, 2, 3, 4, 5, 6.
 1, 2.
- Sundays (alternate trains): 1, 2, 3, 4, 5, 6, 7, 8.

MF 210/82 D stock unit 7108-17108-3108 is allocated to the C.M.E. Design Division at present, as DM 7108 is the subject of ventilation experiments. Several windows have been sealed up with silver-painted wood and these include opening hopper windows. Large ventilation grilles are fitted above every saloon window on the car. The mesh is very large, obviously to allow as much air as possible in. On the roof there are large inlets in several places for fan intakes. Inside, the large mesh grilles are also fitted above the the interior casement windows in place of the line diagrams - indeed, there is no room for them to be fitted at all. Levers are provided in order to open the vent grilles, it being possible to see directly through to daylight when they are opened. During early August, this unit (with 7111) was used on test runs to Whitechapel and Plaistow. One such run was from Acton Works, packed with over 150 staff on car 7108, to try the effects of the new ventilation system. Another day saw the Rail Board ride on the train from St. James's Park to Tower Hill and back.

MF 211/82 On Wednesday 11 August 1982, a fire occurred on the eastbound Piccadilly Line between Wood Green and Arnos Grove, at the start of the build up to the evening rush hour. A train travelling east formed of cars 888 (west)-688-889+427-627-227 had negative shoe gear come adrift, causing a negative earth on the traction current system. At the same time, a positive earth believed to be in Cockfosters depot, caused arcing on car 888 between the negative shoe gear and motor suspension sleeve. The resulting current rise caused the cabling on car 888 to melt alloy ducting and cause lots of black smoke (like the M.M.S. Sheffield fire), the result being that car 888 was severely damaged. The incident was first recorded at 16.40 and it was not until the following morning that train services were restored. It is believed that a public enquiry will be held, although, fortunately, there was no loss of life.

MF 212/82 The following is a list of withdrawn service stock:

Sleet Locomotives:

ESL 100 Neasden
ESL 111 Ealing Common
ESL 116 Neasden

Pilot Motors:

L128)
L129) Ex Q33 stock, currently at Acton Works.

Hopper Wagons:

HW 400 Ealing Common
HW 412 Ruislip
HW 427 Ealing Common
HW 434 Ealing Common

Tamping Machines:

PBT 761 Highgate Woods (not officially withdrawn)
PBT 763 Ruislip

Personnel Carrier:

PC 854 Ealing Common

Steam Cranes:

C605 Neasden
C620 Lillie Bridge
C621 Neasden

MF 213/82 A further two LMR class 501 EMUs have been observed painted in Inter City Blue and grey. They are sets 1142 and 1152, making a total of nine such units so treated. It is interesting to note that the interiors are not being refurbished - in fact, with some sets, the same tatty seats have been put back in position. It is also reported that consideration is being given to providing a new station on the Croxley Green branch, to serve Watford football ground.

HF 214/82 It is reported that the Diesel and Electric Group are to preserve a withdrawn unit of 1930 stock from the Post Office Tube Railway, now that many of these have been replaced by 34 new sets built by Greenbat Ltd., of Leeds. On Monday 26 July 1982, unit 808 departed from Mount Pleasant, London, on a Post Office lorry for its new owners; and was unloaded at Minehead station the following day. There, it is now on public display on track provided by the Post Office Railway.

HF 215/82 A visit to Booths scrap yard in Rotherham on 30.6.82, had the following cars of R stock in evidence:

- 21110 23237 23247(A) 23335 23346 23436 23531 23541 22628 22638 22673

CORRECTIONS AND ADDITIONS
THE 'COP' STOCK STORY

Page 40 - 13021 D to M 6/39 should read 11/39

Page 41 - 13056 D to M 11/39 should read 10/39

Page 44 - 14011 D to M 12/39 should read 10/39

Page 45 - 14055 D to M 12/39 should read 11/39

Conversion of Trailers to Motor Cars:

014270, 014271 and 014272 were taken to Gloucester from LT on 29.10.1947.

As DM cars, 14270 and 14272 were received back from Gloucester on 21.4.1949, and 14271 on 2.6.1949.

These cars entered service as follows:

- 14272 - 11.5.1950
- 14270 - 11.9.1950
- 14271 - 21.1.1951

NOTRE METRO

We are advised that a new edition of Notre Metro by Jean Robert will be published at the 'end of 1982'. This will be a 450-page book all about the Paris Metro, but is written in FRENCH. Those who are interested in obtaining a copy can write, sending 225 French Francs in a postal cheque or international money order to: RAEP, 69 Boulevard St. Michel, 75005, Paris, France, BEFORE 30 September 1982. It is not known what the price will be if ordered after this date. The price of 225FF includes postage. The price to be made payable to 'M. Jean Robert'.

THINK OF A REASON! At Baker Street station, the notice above the approach to platform 5 reads: 'KING'S CROSS, LIVERPOOL ST., MOORGATE & WHITECHAPEL'. Not in sequence - are the two most likely destinations given first, perhaps ??

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 148 of UN 247. 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.