

# UNDERGROUND NEWS

NUMBER 251

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## THE TIMETABLE

### Monday 2 November

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

### 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 Manager, Midland Suburban Electrification, British Rail. 19.00 for 19.15 in the Tudor Room, Caxton Hall.

### Friday 19 November

LURS members are invited to this talk of the Wembley History Society, where Mr.D.Knight will speak on 'The Great White City Exhibition'. 20.00 at Brent Town Hall, Wembley. Nearest station: Wembley Park.

### Saturday 4 December

The Society will be operating its Sales Stand at the Islington Transport Enthusiasts' Bazaar, Upper Street, N.1. Nearest station: Highbury & Islington.

### Sunday 5 December

Library Evening, 18.30. Other details as for 2 November.

### Wednesday 8 December

Afternoon visit to Kings Cross Midland City Station (ex-City Widened Line), prior to public opening of the Midland Suburban Electrification scheme. Applications for this visit only, with SAE, to Mr.B.R.Hardy, 'Heidi', 13 Castleton Road, Eastcote, Ruislip, Middlesex, HA4 9QQ.

### Friday 10 December

Presidential Address, by Dr.Tony M.Ridley, Managing Director (Railways), London Transport. 19.00 for 19.15 in the Tudor Room, Caxton Hall.

Please see next page for 1983 Timetable items.

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1983

Thursday 13 January

LURS members are invited to this talk of the Southern Electric Group, where Mr. B.R. Hardy will speak on 'The Paris Metro and R.E.R.' 19.15 at the Abbey Community Centre, Marsham Street, London, S.W.1.

Friday 14 January

Illustrated talk, 'Tube Stock on the Isle of Wight' by Mr. B.R. Hardy. 19.00 for 19.15 in the Tudor Room, Caxton Hall.

Friday 11 February

Talk, 'The Work of the Chiswick Research Laboratory' by Mr. R. Latter, Deputy Scientific Adviser, London Transport. 19.00 for 19.15 in the Tudor Room, Caxton Hall.

SEPTEMBER CAXTON HALL MEETING

The Society's meeting for September 1982 was a talk entitled 'The 1983 Tube Stock' given by Mr. D.K. Ware, Development Engineer (Rail), London Transport, who has been involved with the planning of the new stock since its inception.

Mr. Ware began by explaining that, on average, it takes a minimum of five years from its initial development to the first train entering service, for new rolling stock. With the 1983 tube stock, however, its story had been made more complex, having been beset by many problems. The origin of the stock dates back to 1971 when authorisation was given for the (then) new Fleet Line, stage I, expected to open by 1976. At this time, the newly appointed C.M.E. proposed adoption of Chopper Control, Plug Doors and suggested an 8-body articulated train formation. The bogie centre distances for a full length (425 ft.) train were, however, excessive, bearing in mind that the trains had to operate over existing tracks between Stanmore and Baker Street. A 9-body formation still gave problems and a 10-body formation was rejected on cost grounds: the cost of the extra bodies outweighed the saving in the number of bogies required.

With the deteriorating stock position on the Northern Line, a second batch of 1972 tube stock was ordered (33 trains of MkII type), to work initially on the Northern Line, but to be available for stage I of the Fleet Line. The production Fleet Line stock would then be required for 1978, and became known as the 1978 tube stock. It was also expected at this time that stages II and III of the Fleet Line would be authorised, and prior to the delivery of the production stock, a prototype train would be required for 1975. (In 1977 articulation was abandoned, as was the eight-car train, for anticipated passenger loadings did not justify the longer trains).

By 1974 it was realised that stage I of the Fleet Line would not be ready for 1976 and it was unlikely that stages II and III would be authorised. Thus, the urgency of purchasing the 1978 tube stock before the District main line stock, vanished, and the two virtually exchanged places in order of priority. Further, financial assistance for the prototype train could not be granted by the Government, as prototype trains were not passenger carrying vehicles, and there were no facilities for non-passenger train grants.

In 1977 design work on the District Line D stock had been completed and such work on the tube stock (by now retitled 1983 tube stock) commenced. Following the abandonment of eight-car trains, a six-car formation of longer-than-normal car dimensions was decided upon, following the success of this on the 1973 tube stock on the Piccadilly Line, but the overall length of the train was shorter. Because of the late delivery of the equipments for the two units of 1973 stock (the Experimental Tube Train (ETT), which superseded the Prototype Tube Train) it was not possible to incorporate chopper control on the first order of 33 trains, but chopper control with regenerative braking for the stock for stages II and III was still hoped for. Mr. Ware then outlined the story to date: The order for 33 trains for stage I was reduced to 28½. This was reduced even further to 15 trains, with an option for another 13 if required. In May 1982 the decision was taken not to proceed with the 13 extra trains, making a total of only 15 trains (all of the double-cab type) out of a hoped for one time total of 60.

Mr. Ware then outlined and illustrated the design and improvements made to the new stock. It is doubtful, he said, that if it was known that only 15 trains were going to be built, such changes would not have been made. However, this now includes the

following:

1. Deeper driving cab windows, incorporating shatter-proof glass as on D stock. This eliminates the 'wrap-round' windows (as on 1967/72/73 tube stocks), the space from which will be used to house the fault-finding Train Equipment Panel (TEP).
2. Redesigned driver's cab, incorporating the adjustable seat as on D stock trains.
3. New drawings for the car cross-section, following the panic with the 1973 tube stock that the trains were too big for the tunnels.
4. Four extra seats per car, by the introduction of single-leaf doors in the former double door positions. The original idea, to have profiled seat backs, has been abandoned in favour of retaining armrests, of the type used on D stock.
5. A new version of the box-frame bogie, two of which are undergoing tests under 1973 tube stock car 203.
6. Redesigned cable ducting to make installation and maintenance easier.
7. The car interiors to have D stock seating moquette, with mostly yellow melamine panelling, but orange melamine at the door positions. The handrails by the doors to be continuous over the top of them.
8. Luminators, which provide back lighting for the transparent adverts, as well as providing light for the car saloon, both without providing 'blinding' light. The lumina-tor fittings are continuous along the length of the car, including over the doors. Mr. Ware stated that this was the first time that fluorescent lighting had been used on Underground trains, fitted with covers.
9. Improved ventilation - seven extractor fans located in the ceilings, plus comparable inflow of air from ducts over the car windows. The experiments carried out on 1973 tube stock trailer car 514 were also described.

Mr. Ware then outlined the equipment proposed for the 1983 tube stock. This included Kiepe-built electrical equipment, to be assembled by Brush at Loughborough, brake cylinders by Knorr and motor alternators by Maudslay. The talk concluded with a description of how London Transport buys its trains - in the case of the 1983 tube stock, it comprised 48 separate contracts.

The talk was illustrated by slides, and we saw some of the mock-up car at Acton Works, incorporating the new features mentioned above, and also comparison views of 1973 and D stock. After an interesting question and answer session, the audience thanked Mr. Ware for such an interesting and informative evening.

#### OCTOBER GAXTON HALL MEETING

The Society's monthly meeting for October 1982 was a film show, presented by London Transport. Eight films of various lengths were shown, several being of 1950s vintage. The first (POWER SIGNAL LINEMAN, 1952) told the story of the duties of a signal lineman (now called an Automatic Equipment Technician) performing routine maintenance, and also in times of emergency, such as during equipment failures. The signal equipment was first described, located in the Greenford area, before the removal of the reversing siding there and transfer to Northolt. The scene for routine maintenance and demonstration of a failure was at West Ruislip. Throughout the film there were views of Pre-1938 tube stock, some four cars only, sporting the red livery with cream window surrounds. The second film (SAFETY ON THE TRACK, 1951) was devoted to the safety of Permanent Way staff when working on the track. The film began with an introduction to permanent way terms: 'Cess' (between the cable runs and the track), 'Four foot way' (the track) and 'Six foot way' (between tracks). Much of the film was photographed around the South Ealing area (why did the station name signs there read Northfields, when it was at South Ealing??) with trains of Piccadilly Line Pre-1938 tube stock and District Line R stock, the latter then being new into LT service. There were also scenes of safety in depots, where District O-6-OT steam locomotive L31 was seen shunting in Millie Bridge depot.

The third film was a journey on the Piccadilly Line from Knightsbridge to Acton Town, filmed from the driver's cab and made in the mid-1960s for the White City Railway Training Centre driver simulator. Points of interest on route were: the closed and tricked-up station at Brompton Road; the beginnings of the proposed District Railway deep-level tunnels just west of South Kensington; old Underground type station name signs at Gloucester Road (all tunnel stations on this section then had tungsten lighting); the site of Barons Court signal box which was clearly visible, and used to span the Piccadilly tracks.

The fourth film was made in the early 1960s, showing oscillation of tube rolling stock on the fast section of the Piccadilly Line between Park Royal and Alperton. The three types of rolling stock then operating on the Piccadilly Line were seen: Pre-1938, 1938 and 1959 - all with oil tail lamps at the rear! The curved lower body panels on the UCC (Feltham) cars of the Pre-1938 tube stock stood out on the telephoto shots.

The next film (THE ACTON STORY, 1951) saw various types of rolling stock undergoing overhaul in Acton Works - then every four years or every 200,000 miles. Featured prominently was 1938 tube stock - D1 10255 in immaculate condition - and still giving good service today! This was followed by a short film of the same vintage about the preparation of food at the London Transport Food Production Centre at Croydon. The story of the reconstruction of bridge 114 on the north side of Amersham station, Metropolitan Line, came next. We were told that the whole operation involved a 15½-hour shutdown period. There were good shots of steam-hauled ballast trains, and also of the building of what is now No.1 platform.

The last two films were of a humorous nature. The first was a light-hearted look at Lost Property - again, containing many fine Underground, bus and trolleybus rolling stock views. The other film was a cartoon about how to use A.F.C. entry and exit gates at stations, made at Hammersmith station, District and Piccadilly lines.

This meeting attracted a very large audience, who showed their appreciation to Barry Toward of LT's Public Relations Office for selecting the films, and to his projectionist for presenting them.

#### OPENING OF REBUILT STATION BUILDINGS AT CHORLEYWOOD

by David M. Hibbert

The station buildings on the up (southbound) platform at Chorleywood were reopened on Monday 9 August 1982, after having been seriously damaged by fire on 18 March 1980. While the rebuilding was taking place, two portable buildings had been provided on the up platform. One was used as a staff mess room and the other as a ticket office. The old cycle shed was converted to a passenger waiting room. The emergency exit at the top of the subway was used for access to the street.

London Transport's Operations Director, Mr. Charles Cope, opened the proceedings. There were invited guests from local councils, past and present LT staff, commuters and visitors who could spare the time on a Monday morning. Mr. Cope told the gathering it was thanks to Mr. Alan Tweedie's golden retriever, Honey, who had given the warning in time, that the station canopy had been saved. Mr. Cope also said that many people over the years have pointed out that 'Chorleywood' was one word and not two. Most LT literature reflected this, but at this moment LT could not afford to change the station name plates. However, two small roundels in bronze, beveled on the inside edge frames, together with a larger version as per Baker Street Bakerloo, has been provided on the rebuilt buildings with 'Chorleywood' as one word.

I can remember many years ago, a passenger who had just alighted from a train asking where such and such an address was. The ticket collector discovered that the passenger should have gone to Chorley, in Lancashire! Our post even used to go via Chorley sometimes, hence Chorleywood now being spelt as one word.

Mr. Tweedie was then invited to open the doors to the station entrance in the ticket hall, with a special polished key, which afterwards was given to him as a memento. Honey and three other of her dog friends were given two enormous bones by Mr. Cope, which had been wrapped in red, white and blue ribbons. The bones were at least two feet long with six inch diameter knuckles at both ends.

The rebuilding, which cost £230,000, contains a ticket hall which is larger than the original, waiting rooms, toilets and staff accommodation. Care has been taken to retain the character of the building. One noticeable feature of the staff room is that it now extends into the platform area, under the canopy, beyond the original building line in a similar manner to the W.H. Smith newsagents kiosk that used to be on the station.

One of the past LT staff guests was Mr. Wally Stitson who had been station master for 30 years. He remembered me as a schoolboy, travelling up to Harrow-on-the-Hill every day, in the days of steam trains and gas lighting on the station. We both recalled the odd spectacle during the electrification of the line to Amersham whilst locomotive changes were still taking place at Rickmansworth. The conductor rails had been installed and



energised. This was steam locomotives in charge of their rake of steam stock coaches whose collector shoes would be arcing furiously in frosty weather. This was due to the electric heating still being switched on, despite the steam heating being on as well.

Over the years Chorleywood station has won a number of garden competition prizes and these had been recorded on certificates which were destroyed by the fire in the old waiting room. However, LT are going to replace these with duplicates. The ceremonies ended with tea, coffee and biscuits being provided for everyone, from tables set up on the platform, much to the astonishment of passengers in passing trains.

The reopening event has been recorded by two brass engraved plates (see above) fitted to the booking office wall. Also, everyone present was given a numbered souvenir ticket which featured electric locomotive No.12 'Sarah'

Siddons'. This ticket is similar to those issued for the Sarah Siddons rail tours on 5 and 19 September 1982. See previous page for details.

Further to NF 209/82, the switches for the new train indicators are mounted in a box on the booking hall wall adjacent to the ticket collector's booth, and not the station supervisors office.

### THE LT RAILTOURS

This year's Underground railtours were something special - five BR Inter-City coaches hauled by the sole surviving working Metropolitan electric locomotive No.12 'Sarah Siddons'. Your reporter, who normally does not travel on rail tours (preferring to photograph them), clearly recalls his last rail tour, behind Metropolitan electric locomotive No.18 'Michael Faraday' on Saturday 9 September 1961, on the last day of Metropolitan electric locomotive operation on passenger trains. To have another chance to travel behind a Metropolitan electric locomotive, almost exactly 21 years later, was something not to be missed.

#### An Idea Is Born

The idea for such a tour first came about after the running of a BR Track Recording train over the District Line from Wimbledon to Parsons Green on 10 December 1981 (see NF 20/82 and NF 57/82) which comprised two class 201 DEMU power cars and a MkII high-speed track recording coach. From this developed an idea to use Metropolitan electric locomotive No.12, then in Acton Works receiving major overhaul, pulling a number of coaches. LT however, had none of their own and thus it was decided that the only way to get some would be to borrow them from British Rail. The first thoughts were directed to the possibility of using a class 491 4-TC unit from the Southern. These are four-car push-pull trailer units fitted with a driving cab at each end and operate almost exclusively on the Bournemouth main line. One or two of these units are coupled to a 4-car EMU (known as class 430, 4-REP) for the Waterloo to Bournemouth 3rd rail section. From Bournemouth to Weymouth, the EMU set is detached and the TC sets are hauled by a class 33 Diesel locomotive over non-electrified track. In the reverse direction, from Weymouth to Bournemouth, the driver is located in the leading cab of the TC unit, with the locomotive providing the power from the rear. There would have been enough of these 4-TC sets available at weekends, several being stabled in Clapham Junction yard, and initial investigations showed these would be suitable for running on LT. However, a more detailed study revealed they were out of gauge. The only other BR vehicles with a degree of acceptability were air-conditioned MkII coaches (MkI and non-air-conditioned MkII coaches were also out of gauge), having greater roof clearances, and thus BR regions were approached as to the possibility of such an idea. The London Midland said an emphatic 'NO-WAY!'; the Western region was sympathetic but had no suitable coaching stock with brake coaches (the WR use rake VANS rather than coaches), but the Eastern said that a spare set of coaches from Bournemouth was available at weekends, but were initially sceptical about the idea. However, the wheels were set in motion (no pun intended, sorry!) and from that developed into the highly successful tours of 5 and 19 September 1982. The original hopes was for one trip all-day trip on each occasion, to run over much of LTs 'surface' network, including the Circle Line and District to Upminster. With this in mind, a coach was borrowed from the Southern at Wimbledon (W6125) on Sunday 25 April 1982 to prove that MkII air-conditioned stock would 'fit'. It also had to be ensured that the main line and train line air pipes were compatible, and also the buffers and draw gear. The coach was coupled between battery locomotives L18 and L38, using the buck-eye coupling fitted to both locomotives and the carriage. However, not all went to plan and following rather tight clearances at some central area locations, plus braking problems encountered on the coach, the coach was hastily returned to Wimbledon, with some parts of the intended route not even gauged. The whole idea of such an LT rail tour had thus to be drastically rethought, and quickly at that!

Rising from the initial disappointment of being unable to use BR stock for LT railtours, it was afterwards thought that such a tour could operate on the outer sections of the Metropolitan - the Amersham line was 'in gauge' as BR stock worked on the line six days a week, and the Uxbridge branch was also able to take BR stock. This, then, was the option taken, with two tours on each date being possible, instead of one long one. London Transport had no difficulty in filling all the 280 seats on each tour. At £7.00 a head, a total of £1,960 taken for each trip netted about £7,840 overall. In fact, because all seats were booked at an early stage, special tickets for £3.00 were made available from LTs

Commercial Office at 55 Broadway for those that wanted to follow the tours. This allowed unlimited travel for one whole day, including break of journey facilities, between Wembley Park, Watford, Amersham and Uxbridge.

Sarah Siddons herself emerged from overhaul at Acton Works on 14 May 1982, having been fully repainted in the first LT livery of the 1930s, complete with red window surrounds and gold lining - designed 'to keep her going into the next century'. Meanwhile, final details of the tour were being worked out, which involved locomotive 'running round' at Watford, Amersham and in Uxbridge sidings. For trials of running round, Sarah Siddons made some test runs in July 1982 (see NF 196/82), hauling four new hopper wagons, loaded with ballast to simulate the weight of five BR coaches that would be used on the tour. These test trips demonstrated locomotive running round at Amersham and in Uxbridge sidings - Watford was left until the actual tour days.

### Transfers of Stock

Having worked out the finer details of the tours regarding LT metals, arrangements had to be made for the borrowed stock to get to LT. On each occasion (Saturdays 4 and 18 September) stock was obtained from the 10.41 from Yarmouth to Liverpool Street, arriving at the London terminus at 13.35. From there it was taken empty to West Ruislip (by locomotive 37.119 on 4th and 31.225 on 18th) via the following route:

Liverpool Street (13.55), Stratford, Loughton Branch Junction, Temple Mills, Lea Bridge, Tottenham South Junction, Harringay Stadium, Junction Road Junction, Gospel Oak, Willesden Junction High Level (driver change), Acton Wells, Acton Main Line, Ealing Broadway (guard change), Greenford loop, Greenford, West Ruislip (15.11).

Arrival at West Ruislip was in fact late on both occasions, being at 15.30 on 4th and 16.00 on 18th. On the first trip, the stock worked via Channelsea and High Meads Junctions, avoiding Stratford station. The excessive lateness on the second empty stock transfer was due to a failed DMU near South Tottenham.

The stocks were formed as follows:

4 September 1982				18 September 1982			
No.	Type	Seats		No.	Type	Seats	
E 9479	MkIID	BSO	31	E 9489	MkIID	BSO	31
E 5668	MkIID	TSO	62	E 5665	MkIID	TSO	62
E 5633	MkIID	TSO	62	E 5642	MkIID	TSO	62
E 5829	MkIIe	TSO	64	E 5679	MkIID	TSO	62
E 5628	MkIID	TSO	62	E 5844	MkIIe	TSO	64
E 5621*	MkIID	TSO	62	E 5668*	MkIID	TSO	62
E 3250*	MkIIe	FO	42	E 3175*	MkIID	FO	42
E14143*	MkIID	BFK	24	E14153*	MkIID	BFK	24
E 3232*	MkIIe	FO	42	E 3183*	MkIID	FO	42

on 4 September the stock was pulled into Ruislip depot from the connecting spur at West Ruislip by battery locomotives L18 and L38; on 18 September, only L18 was used. The four coaches not required on each occasion (noted \* above) were uncoupled and stabled locked on No.70 road in Ruislip depot. The L.T. Engineers showed their newly acquired knowledge in coupling and uncoupling the stock, having had some previous stock training from British Rail. From Ruislip depot, Sarah Siddons propelled the five coaches into Ruislip siding (depart 17.15 on 4th, 18.10 on 18th - scheduled for 17.00 on both dates!) and then to Neasden depot for the following day's tours.

After the tours had ended on each Sunday evening, Sarah Siddons took the stock back to Ruislip depot, being propelled from the siding into the depot. Here, all the coaches were recoupled and the nine-car formations were then shunted back to the LT/BR reception line adjacent to West Ruislip station. The same locomotives took the coaches back to Yarmouth that had brought them over from Liverpool Street the previous day, due to arrive at 02.03 on the Monday mornings.

Noted from the above coaches was that E9479 had recently been overhauled at York and was fitted with a new design of seating moquette; E5628 is one of a number of MkII coaches that have been overhauled at Glasgow and fitted with new plastic vinyl-covered head-rests. All the above coaches currently work on the Liverpool Street - Norwich/Yarmouth services and are based at Norwich. All coaches of the first tour, except for E5628, were noted five days later (on 10 September) in the set of the 13.46 Norwich to Liverpool

Street and 16.20 ('The East Anglian') return to Yarmouth.

### The Tours

Special card tickets were issued for the tours, each having a different colour scheme, but each with a picture of Sarah Siddons on the front. The colours used were:

- 5.9.82 - morning: Black-on-white, yellow card.
- 5.9.82 - afternoon: Black-on-white, red card.
- 19.9.82 - morning: Black-on-white, green card.
- 19.9.82 - afternoon: Black-on-white, blue card.

The design was similar to that used for the reopening of Chorleywood station, as illustrated on page 237 of this issue.

The timings for both tours was as follows:

	arrive	pass	depart	arrive	pass	depart
Wembley Park (platform 1)			08.38			13.38
Harrow-on-the-Hill		08/43			13/43	
Northwood		08/54			13/54	
Watford (platform 2)*	09.05		09.34	14.05		14.34
Rickmansworth		09/41			14/41	
Chalfont & Latimer		09/49			14/49	
Amersham	09.53		10.28	14.53		15.28
Chalfont & Latimer		10/32			15/32	
Rickmansworth		10/40			15/40	
Moor Park	10.43		10.50	15.43		15.50
Harrow-on-the-Hill		11/01			16/01	
Wembley Park (platform 6)*	11.10			16.10		
Wembley Park (platform 1)			11.47			16.47
Harrow-on-the-Hill		11/52			16/52	
Rayners Lane		11/56			16/56	
Ruislip		12/02			17/02	
Hillingdon	12.07		12.09	17.07		17.09
Uxbridge Sidings	12.15		12.40	17.15		17.40
Hillingdon	12.45		12.48	17.45		17.48
Ruislip		12/54			17/54	
Rayners Lane		12/59			17/59	
Harrow-on-the-Hill		13/04			18/04	
Wembley Park (platform 6)	13.13			18.13		

The ACTUAL timings for the very first tour on 5.9.82 were as follows:

Wembley Park (platform 1)			08.40			
Harrow-on-the-Hill		08/45				
Northwood		08/52				
Watford (platform 2)*	09.05		09.44			
Rickmansworth		09/53				
Chalfont & Latimer		10/00				
Amersham	10.03		10.29			
Chalfont & Latimer		10/32				
Rickmansworth	10.37		10.38			
Moor Park	10.43		10.53			
Harrow-on-the-Hill	11.04		11.05			
Wembley Park (platform 6)*	11.09					
Wembley Park (platform 1)			11.48			
Harrow-on-the-Hill		11/54				
Rayners Lane		11/58				
Hillingdon	12.06		12.07			
Uxbridge Sidings	12.19		12.45			
Hillingdon	12.47		12.48			
Rayners Lane		12/57				
Harrow-on-the-Hill	13.00		13.03			
Wembley Park (platform 6)	13.08					

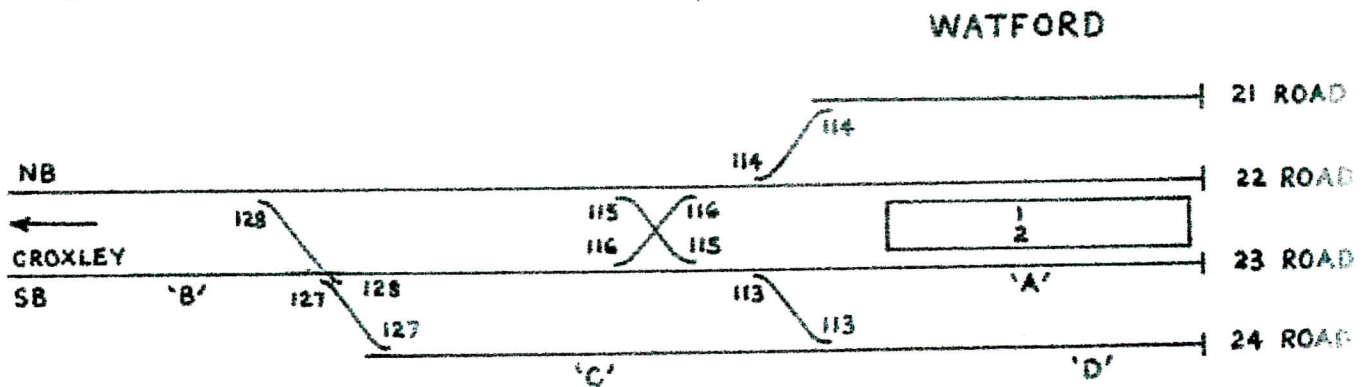
Note: \* indicates where passengers had to alight for locomotive running round.



As Sarah Siddons has no Electric Train Heating (ETH) supply, and as that recharges lighting batteries, there was little use of air conditioning, and lighting was restricted to where necessary - for example, between Croxley and Rickmansworth when passing through the North Curve tunnel. The toilet facilities were available for use throughout all four tours. Staff were equipped with hand-held radios for communication between the locomotive crew, guards (both LT and BR guards were provided) and engineers. The public address system was used to full advantage, keeping enthusiasts informed of what was going on, what to do and what not to do! On each tour it was planned that the train would parallel a fast Metropolitan A stock train from Moor Park to Harrow North Junction, 'to see Sarah Siddons in action'. However, this was achieved on only one occasion - the very first tour, but even this was for just a short distance, as by Northwood, the A stock train was ahead. On the second tour of Sunday 5th the fast A stock train was delayed at Rickmansworth because of crewing problems and didn't catch up with Sarah Siddons until near Harrow North Junction; on the first tour of Sunday 19th there was also no parallel running; while the very last attempt was thwarted by the tour train being let in front of the late-running 15.31 from Watford instead of behind it, resulting in the tour train having to be hurriedly despatched from Moor Park.

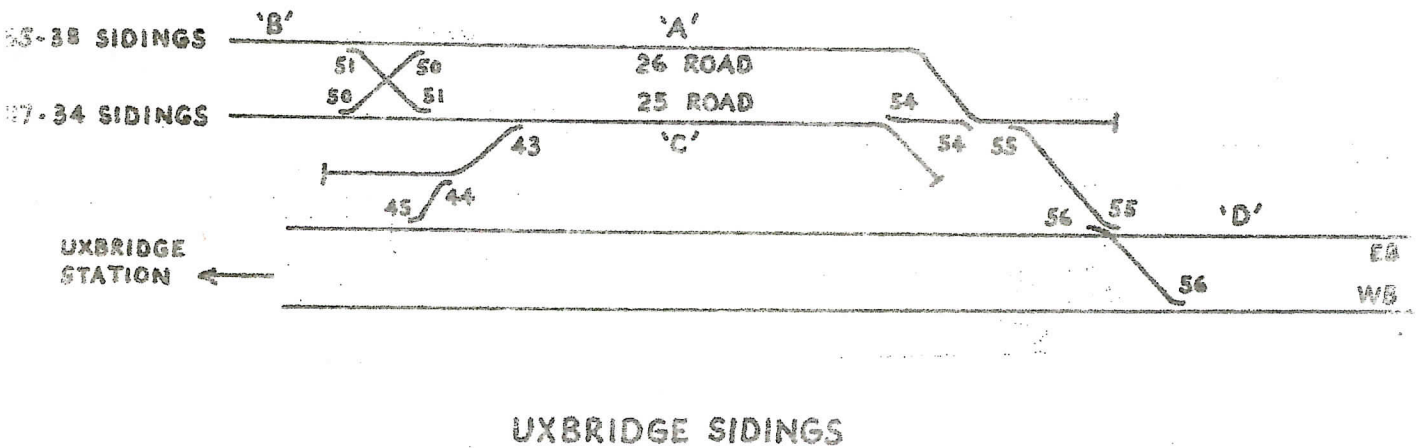
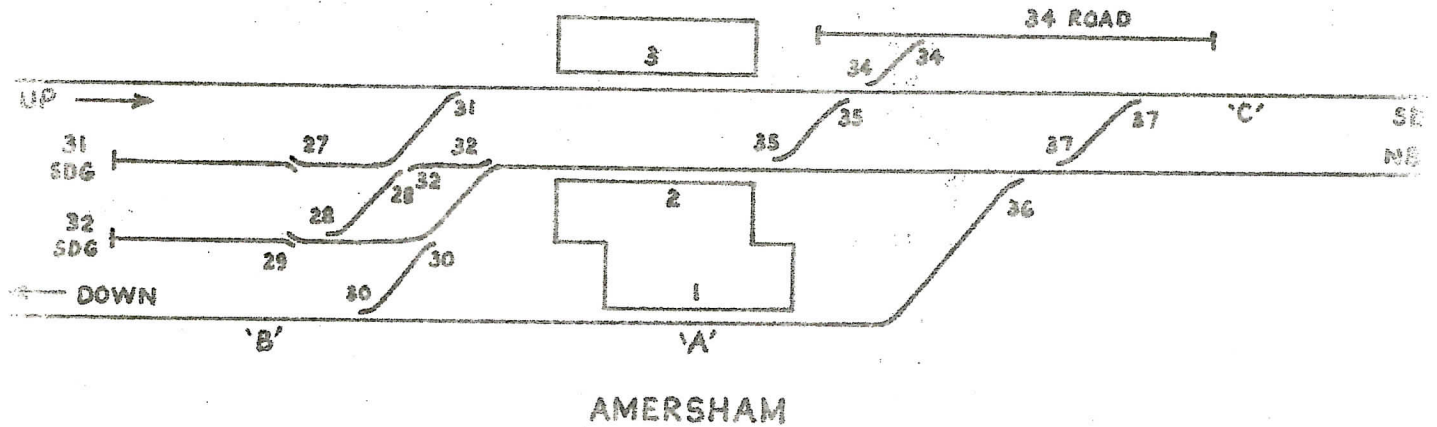
Interesting operating aspects of each tour can be summarised as follows:

1. Arrival at Watford (see below) was in platform 2 (at 'A'), where passengers were detrained. The whole train was then propelled on the southbound line ('B') so that it could arrive on No.24 road ('C') still with Sarah Siddons at the north end. Here, the locomotive was uncoupled from the coaches and shunted to the north end of No.24 road ('D'). It then ran round the coaches via the southbound line ('B') and coupled to the south end of the train. The whole train was then drawn forward onto the southbound line ('B') and then propelled back into platform 2 ('A'), where the enthusiasts were allowed to get back on.



2. On arrival at Amersham (see diagram next page) in platform 1 ('A') the locomotive was uncoupled and drawn forward beyond the station ('B'). As this section of track is not normally used by electric trains, only BR DMUs, and the current rails are well covered with DMU grease, there was spectacular arcing from the negative shoes of Sarah Siddons as it shunted. The locomotive then ran round the coaches via platform 2 onto the southbound line ('C') and then backed onto the coaches at the south end of platform 1 ('A').
3. Before arrival at Uxbridge sidings, a stop was made at Hillingdon for those who didn't want to sit in Uxbridge sidings for some 25 minutes, with a stop being made on return to pick them up again. It is believed that very few (if any at all) took up the offer. The same arrangements were planned to operate for the afternoon tour of Sunday 5th, but the train non-stopped, presumably because the crew (different from the

morning) hadn't been told! At Uxbridge (see also below) the train worked into No.26 road in the sidings ('A') with 56, 55 and 54 points having to be secured. Having uncoupled, the locomotive then shunted forward ('B') and then stood beside the coaches ('C') on No.25 road. Here it waited for a departing A stock train before shunting ahead on the eastbound line ('D') and then back onto the coaches at the east end ('A'). On departure, 54 and 55 points had to be secured, by clipping and scotching.



All four tours ran without a hitch, and mostly to time. Twice in Uxbridge sidings Sarah Siddons became 'gapped' whilst running round, but this was soon overcome without delay, and most of the participants didn't even know it had happened. The only fault must surely be the inability to make three out of the four parallel runs from Moor Park - but this was advertised as being 'operating circumstances permitting'. One wonders what LT will do for a rail tour next year - this year's will be very hard to follow! An enjoyable time was had by all - both travellers and those chasing by train or car.

The tours made one thing very clear - the 'rough riding' on the Metropolitan Line can no longer be blamed on the permanent way, for the coaches rode as if on a cushion of air - even on the 70+ mph section downhill from Amersham to Rickmansworth!! It was estimated that some 2,000 people followed the tours on the first day, with as many, if not more on the 19th. Bridges that could not normally be seen over were no problem - Park Road, Uxbridge, for example, was a continuous row of D.I.Y. steps, small ladders and milk crates - passing motorists and pedestrians were amazed, if not amused, to say the least!!

Congratulations must be given to all involved with the organisation of the tours, especially to the LT engineers who ensured that the running of the trains went like clockwork.

### LONDON TRANSPORT RAILWAY STAFF CAP BADGES

by K.T.Rennie

This article is confined only to the cap badges issued by London Transport to its uniformed railway staff in 1982, or to those badges which are now obsolete but have only recently been superseded and can still be seen in some cases. Any attempt to record the history of all LT badges used since 1933 would not only take up a great deal more space, but would also be incomplete, since no one person seems to know the full story now, and it is doubtful if the records still exist anyway. In any case, I hope my efforts are of use to the future historian by setting out the position as it exists today, and perhaps also might encourage other members to put their knowledge of the subject on paper. I would like to thank Dave Taylor for his help in writing this article.

The formation of the LPTB in 1933 led to the need for a completely new series of staff cap badges and uniforms. The badges were to be based on the familiar 'bullseye' symbol, which had already been in use by the Underground Group for many years previously. Ordinary operating staff had a badge based on the standard bullseye only, whilst the supervisors had a larger bullseye supported by two 'griffins', this being the heraldic symbol of the City of London. Supervisors badges were of better quality, being manufactured from either silver or gilt on silver, so as to appear gold, depending on the grade. Unfortunately, the gilding tended to rub off if polished too often, letting the badge appear silver. For this reason and also that of economy, 'gold' badges were made from a yellow metal instead in later years. The LPTB was divided into four departments, and the enamel on each badge was coloured accordingly. These were: Country Buses and Coaches (green), Trams and Trolleybuses (red), Central Road Services (blue), and Underground Railways (yellow). The original series of badges remained in use until quite recently, with a number of modifications having taken place over the years. Coloured 'infiles' were introduced to denote staff of certain specialised grades. These were red for those concerned with the LT Fire department, and light blue for those with instructional duties. The re-drawing of the bullseye into the plain 'roundel' in the early 1970s rendered the existing set of badges obsolete, and a programme of replacement by new simplified designs was begun in 1977. The opportunity was also taken to reduce costs by using chromed metal instead of silver, and the appearance of all the new types is generally poorer.

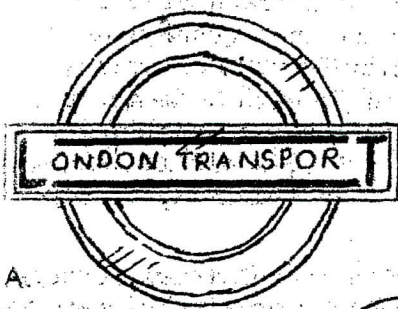
The following is a description of the various types of badges, and the drawings on the next page should be consulted in conjunction with the descriptions.

#### Type A

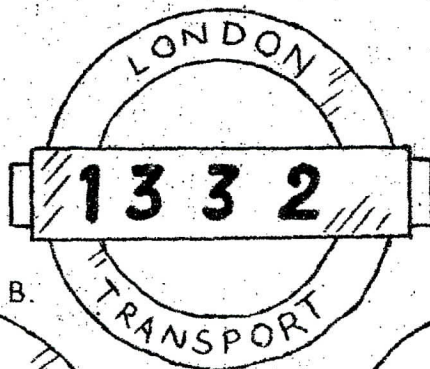
This badge was manufactured with a yellow circle and bar, and was in use from the 1930s until about 1977. It was issued to Motormen and Automatic Train Operators (ATOs) and also to railway depot Gatekeepers. It was also used in lieu of the 'B' type in the mid-1970s when supplies of that type became exhausted. It was replaced by a version of the 'C' type in 1977/8.

#### Type B

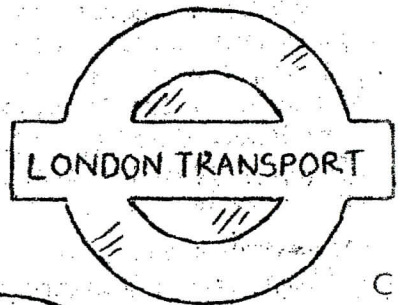
This was the general issue badge for most grades in the Railway Operating department. It had a yellow ring and chrome bar, the bar bearing the employee's own number in blue. It was issued to Railmen (Porters), Leading Railmen (Ticket Collectors), Signalmen and Guards. A variation had the word 'INFORMATION' instead of the number, in blue, and was worn by the Traffic Guides located at certain central London stations. There is some evidence to suggest that staff of the above grades were all issued the 'A' type badge until the 1940s. The 'B' type was replaced by a version of the 'C' type in 1977/8.



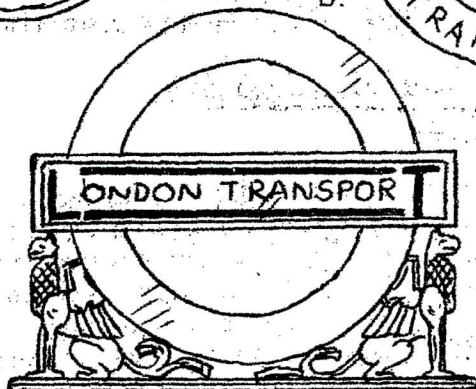
A.



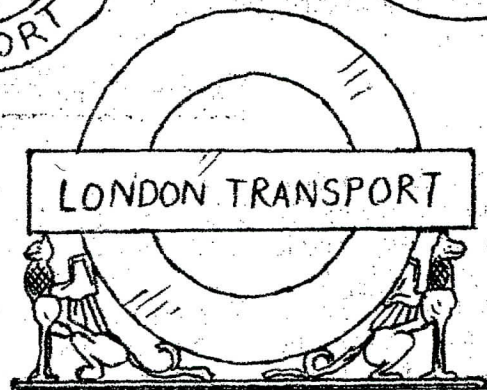
B.



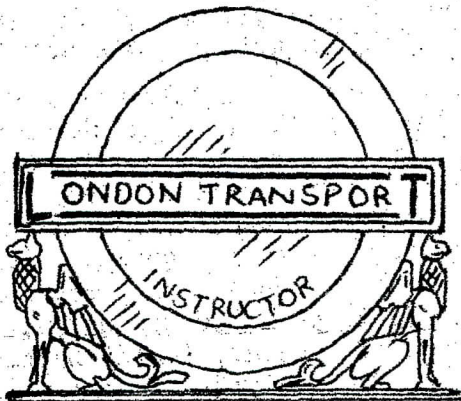
C.



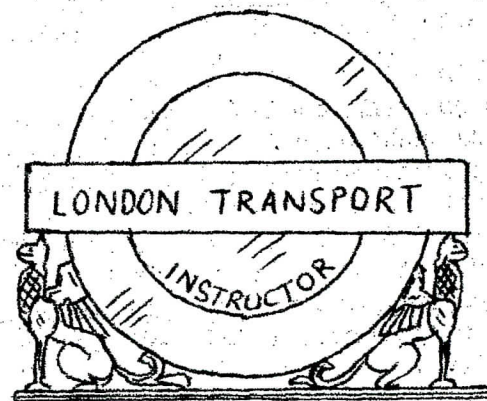
D.



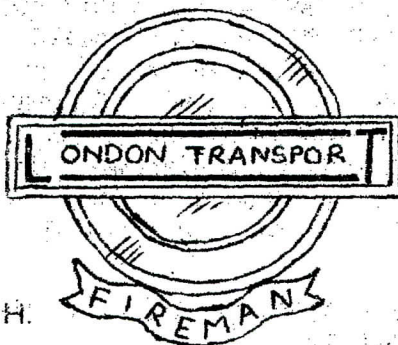
E.



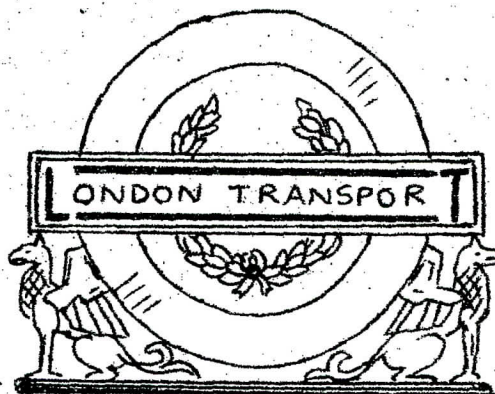
F.



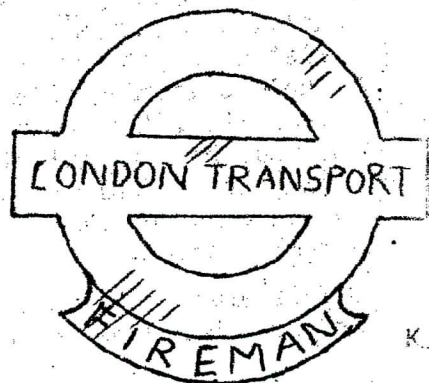
G.



H.



I.



K.



L.



M.

#### Type C

There are three versions of this badge, all introduced in about 1977/8. The badge replacing type 'A' has a yellow roundel with red infils between the ring and the bar. It might be noted that the grade of Motorman is now renamed Train Driver. The badge replacing type 'B' has a yellow roundel and white infils, it being also issued to Gatekeepers instead of the 'A' type. The third version has a yellow roundel with light blue infils. This is issued to Road Trainers, these being Trainmen qualified to give 'on the job' training to new recruits, transferred staff, etc. There was no equivalent of this badge in the old system and it can be seen that the new design is worn by both Drivers and Guards.

#### Type D

This design has a yellow ring, with bar and supporting griffins in either silver or gold. Lettering was in black, with full lining both above and beneath in true 1930s LT style. The silver type were issued to Station Foremen and some Station Inspectors, being replaced by a version of the 'E' type in 1977/8. The gold version was worn by Station Inspectors, Station Managers (formerly Station Masters), Regulators and Travelling Ticket Inspectors (TTIs). It appears that there was a change of policy with regard to Station Inspectors, as they seem to have had the base metal of their badges changed from silver to gold in the 1950s or 1960s. Certainly, prior to the introduction of the new designs, they could be seen wearing both silver and gold types. However, this often occurred when staff were promoted from Foreman to Inspector but did not bother to get their badge changed, thus retaining a silver one, or when Inspectors were issued silver badges in place of gold ones when supplies of the latter were unavailable, or finally when silver badges were simply issued in error instead of the gold type. These were also replaced by the 'E' type, Station Managers being an exception in retaining their old design.

#### Type E

This was the revised supervisory design, introduced from 1977/8 onwards. Both the bar and the circle were now in yellow, with the silver replaced by chrome. Lettering on the bar was also in chrome and was now devoid of all lining out. The original chrome version was issued to Station Foremen, Station Inspectors, Regulators and TTIs, but they have also been given to Station Managers within recent months. A 'gold' version of the 'E' type has just appeared, and this is presumably designed to replace the Station Managers gold 'D' type. This latest badge has also been seen worn by Station Inspectors who after all wore gold badges prior to 1977. The three grades are still immediately distinguishable though, as the Foreman's hat has a plain shiny peak, the Inspector's has a shiny peak with black braid, and the Station Manager's has the shiny peak with gold braid - or in recent months, a yellow material instead.

#### Type F

This badge is similar to the 'D' type (gold), but has also light blue infils with the gilt word 'INSTRUCTOR' above the lower edge of the ring. It was issued from the late 1940s or early 1950s to Railway Instructors and Trainmen's Inspectors. It is gradually being replaced by the 'G' type.

#### Type G

This is similar to the 'E' type, being introduced for the same reasons; i.e. revised publicity directives and cheaper materials. It is issued to Instructors and Trainmen's Inspectors, but though both grades wear the 'gold' type, 'silver' chrome versions have also been seen.

#### Type H

Staff employed as Leading Railmen (Fire Appliances) in the LT Fire department have long been given special distinguishing badges. A number of designs have been used over the years, but this was the last of the old style. The ring was in yellow whilst the bar was chrome with black lettering. Infils were coloured red as was the scroll reading 'FIREMAN' below the lower ring. They were withdrawn and replaced by the 'K' type in 1977.

#### Type I

This a slightly larger version of the gold 'D' type, but has also gold laurel leaves inside the yellow ring. They were introduced in the late 1940s or early 1950s, being issued to Senior Station Masters. They are now worn by Group Managers, this being the only old style badge for which there is no modern equivalent. Rumour has it, however, that a woven design will eventually be introduced to replace them.

### Type K

As stated\*above, these superseded the old style Fire Department's badge in 1977. The roundel is yellow, and the simplified scroll underneath is still red. There are no red infills now, however, presumably so as not to clash with the new Train Driver's badge.

### Type L

Both this badge and type 'M' are unusual in being manufactured from gold and silver thread instead of the normal enamel and metal. They were first issued in 1952 to higher supervisory staff, who wore them on hats with a soft cloth peak and black braid, and had previously been given the gold 'D' type. Both badges had silver griffins with gold laurel leaves and a roundel with gold ring and blue bar. Type 'M' had the additional sprigs of leaf at the base of the laurels. The 'L' type were issued to Divisional Inspectors (now Area Managers), the Chief Fire Inspector and the Chief Instructor. Supplies of the 'L' type became exhausted in 1978 and the 'M' type (previously issued to Operating Assistants - now Traffic Managers) was issued in some cases instead. The uniforms of the above grades were changed from dark blue to royal blue serge in 1979/80, and the 'M' type was used on all occasions then.

### Type M

These were also first issued in 1952 to the then Assistants to Divisional Superintendents (later renamed Operating Assistants, now Traffic Managers). They were also issued in lieu of the 'L' type in 1978 and now have replaced them altogether, following the change in uniform colour.

### Miscellaneous Badges

Other badges which are obsolete but can still be seen in use are those issued to the LT Billposters. These are similar to the 'A' type, but are in dark blue enamel and have no lining on the rings. They are worded either 'ADVERTISING' or 'PUBLICITY', this being in plain block letters, sometimes with a large initial and final letter but with no underlining. However, the majority of Billposters who still wear hats have either a normal type 'A' badge, a white infilled type 'C', or most commonly - no badge at all!

## PERSONAL VIEW

by Nick Mitchell

### The Wood Green Fire Enquiry

Author's Note: I would like to re-emphasize what I have stated in previous 'Personal View' articles, and what is printed on the cover of every issue of Underground News, namely that the views expressed in this article are my own and not necessarily those of the journal Editor, the Society, or anybody else.

### The Public Hearing

As one who attended the public enquiry into the Wood Green fire, I was impressed by the friendly and relaxed atmosphere which prevailed at the hearing. Unlike previous enquiries which I have attended, the witnesses stayed in the room throughout the hearing, rather than being outside when not giving evidence. To my mind this suggests that the authorities holding the enquiry felt that this was an 'open-and-shut' case, with no question of a conflict of evidence, so it would not be necessary for the witnesses to give evidence independently. This may be a minor point, but I feel that it is indicative of the way that informality of proceedings can slip into laxity. If the case is really 'open-and-shut' than there can be no point in holding an enquiry, unless it is for the benefit of the press. After the public hearing, I was left with the feeling that it had been held, not to determine the true cause of the fire, but to reassure the media (and thus the public) that there was nothing seriously wrong, and that this fire (which, remember, the Fire Brigade described as 'potentially very, very serious!') was 'just one of those things', and nobody's fault.

I also feel that the enquiry left a number of questions unanswered which could not have been expected to occur to the non-technical press, and that a number of significant points of evidence were glossed over. Indeed, I was left with the distinct impression that the Inspecting Officer wasn't really interested in getting to the bottom of things at the public hearing. The fact that the hearing took place on the Friday before a Bank Holiday may have had some bearing on this - on more than one occasion he referred to Holloway Road station as 'Holiday Road'!

I mention below a number of points which occurred to me but which were not in my view adequately aired at the public hearing. I only hope that when the Railway Inspectorate in the fullness of time get round to publishing their written report, these points will be properly investigated. Clearly, it is their duty (as a public authority independent from London Transport) to probe fully into the circumstances surrounding the incident, and not simply to accept what LT tells them at face value. (LT would naturally wish to present the evidence in the manner which reflects the least discredit on their railway).

### The Fire

It strikes me, on the basis of the evidence at the enquiry, that the incident was dealt with reasonably successfully by the staff immediately involved, but that this was more a story of 'muddling through' than a carefully planned and co-ordinated operation. For instance, consider the fact that the parking brake handle was missing from the leading cab of train 302, so the driver had to use a 'J' door key and a teaspoon! How many other trains go into service on the Piccadilly Line with items of emergency equipment missing?

Why was no incident officer appointed in this case? There was confusion caused by the driver of train 302 mis-stating his position, confusion as to whether the smoke was coming from the eastbound or westbound line, and confusion between LT and the Fire Brigade as to the exact location of the fire. How much did this affect the handling of the incident? These are questions that need to be considered by the Inspecting Officer when preparing his official report.

It was certainly a pity that, due to staff leave, the drivers of trains 340 and 302 were not present at the enquiry; let us hope that the Inspecting Officer is able to examine them. It would also have been useful to have heard evidence from the Arnos Grove Station Foreman who went up the tunnel with the firemen, and also to have heard the Fire Brigade's considered opinion about the fire.

It was not really explained at the enquiry how the offending chairs came to be on the track, and this is one part of the story which is likely to remain a mystery. Presumably they were dropped there accidentally, but nobody is likely to own up to this. (I understand that it is not common in Cockfosters depot to use chairs as makeshift scotch blocks when stabling a train).

I am also told that the Cockfosters depot shunter asked for current off from the depot as soon as train 340 hit the chairs, but the Controller refused as he wished to get the remaining trains from the depot into service. I am not questioning the wisdom of this decision, as at the time it may well have appeared to be the correct course of action, even though with hindsight it can be seen that taking the current off would probably have prevented the fire. But I am disappointed that no mention was made of this point at the enquiry, since it leads one to wonder what else may have been 'covered up'. I can only hope that this point will be properly considered by the Inspecting Officer when making his report.

Another point that was not mentioned at the enquiry, but should be noted here, is that the Controller's use of Drico to authorise train 262 to pass a semi-automatic signal at danger was technically a breach of the Rule Book, although no doubt it was justified in the circumstances.

It is a pity that the driver of train 340 did not notice the chairs on the track before he moved off. It is also a pity that the crew of train 302 did not take off the traction current as soon as possible after the arcing was noticed, since this might well have mitigated the seriousness of the whole incident. Again, I am not criticising the staff involved for acting as they did, but merely saying that these points need to be considered by the Inspecting Officer, and that it would have been desirable for them to have been aired at the public hearing.

What exactly was it on car 888 that caught fire, and in what order, and what produced so much smoke? Why didn't the arc shields stop the flames coming up into the car interior? Why did it take so long for the Fire Brigade to put out the fire? Was this due to the length of hose that had to be laid, or some other reason? What was the nature of the previous problems that had been experienced with the negative shoe gear on 1973 tube stock? What caused the bang heard by the driver of train 260? None of these questions were satisfactorily answered - or even asked - at the public hearing; let us hope that the official report answers them.

## Incident Control

In his summing-up, the Inspecting Officer referred to the train fires which occurred in 1958 and 1960, without mentioning two much more recent cases - the 1976 electrical fire at Finsbury Park, and last year's rubbish fire at Goodge Street. There was also a much earlier occasion - in 1920 - very similar to the Wood Green incident, with electrical arcing affecting trains at Piccadilly Circus and South Kensington. In all these incidents the main danger was not from flames, but smoke, which can be extremely unpleasant, not to say downright dangerous, in the confined space of a tube tunnel. Thus it is clearly very important to do everything possible to prevent such incidents, and if despite all precautions, fire or fusing should occur, there must be procedures for the speedy evacuation of passengers. LT have learnt a lot from previous incidents and introduced a number of safety measures such as sectionalization, pinching tunnel telephone wires, incident control procedures, and so forth.

A vital factor in the control of any incident is good communications, but in this case, communications with the Line Controller appear to have been less than satisfactory. When a major incident like this occurs, the Controller is bombarded with calls; clearly, on this occasion neither he nor the outdated Drico system was able to cope satisfactorily with them. In cases such as this, the Controller's task is twofold; firstly dealing with the incident itself, the evacuation, fire-fighting, etc.; and secondly trying to maintain some sort of service on the rest of his railway. It might be a good idea if new Control Room procedures could be introduced, so that these two functions are divided between two people: they appear to be too much for one man to manage on his own in this sort of incident.

## Earth Faults

Finally, turning to the topic of Earth faults, it would appear from the evidence at the enquiry that a positive or negative earth, in isolation, is neither particularly serious or uncommon. However, should two faults occur together, the consequences are potentially disastrous. Therefore, if a single fault occurs, there must be a procedure to detect and rectify it straight away: if faults occur regularly, the odds are that sooner or later two will occur in the same section at the same time, but the chances can be reduced by taking steps to reduce the number of faults that arise, and the length of time that they are allowed to persist.

The fault-finding procedure appears from the evidence to be a rather cumbersome, 'hit-and-miss' affair. Spurious 'red herring' indications at the critical time, and the absence of the bell which should give an audible warning of a fault, do not appear to have helped on this occasion.

This fire has shown that there is a problem, and one solution which LT are believed to be considering is the abolition of the fourth rail in favour of the third-rail system as installed on almost every other live-rail network. In the past, LT have claimed that the fourth rail has the advantage that, if an earth fault occurs, current can remain on and services can continue to run.

However, human nature being what it is, this may have led to a certain complacency about earth faults. On the other hand, abolition of the fourth rail would mean that every significant earth fault would shut down the railway, and/or cause arcing and fusing. In theory, though, there should only be half the number of earths occurring with only one live rail.

Abolishing the fourth rail would also be a very expensive change to make, although in the long term there should be lower maintenance costs with only one live rail. Although I am not an expert, my own guess is that LT would be better advised to seek some other solution to the problem, such as unbalanced current protection. It will be interesting to see what the Inspecting Officer recommends, and what measures LT adopt, to prevent a recurrence of what could have been a very nasty incident indeed.

## UNDERGROUND TO TERMINAL 4

### Part VIII

by David O. Hayward

London Transport's Public Relations Office have very kindly sent me a copy of the LONDON TRANSPORT (GENERAL POWERS) BILL, 1982, for which I am grateful. This Bill empowers LT to construct a 'deviation railway' of 2,349 metres, commencing 50 metres north of the



Sealand Road/Southern Perimeter Road junction and terminating 45 metres east of the eastern end of runway No.5 at Heathrow Airport. Previous authorised works have been rendered partly unnecessary by the above works. However, the remaining works authorised by the LONDON TRANSPORT ACT 1981 remain unaffected.

The reason for these revised works is because since the powers were obtained for the building of the loop, alterations to the design of the Terminal Building and the resiting of the station under the adjacent car park have necessitated a deviation of the railway outside the limits permitted.

The London Transport (General Powers) Bill refers to two previous authorising Acts; i.e. the LT Act of 1981 and the LT Act of 1982, which, inter alia, refers to a ventilation shaft and subway at Shoreham Road, Heathrow.

LT say that the question of leasing or otherwise of any land required awaits the formal agreement of the GLC. British Airports has already started work on the station structure as part of the Terminal 4 complex, which will have a capacity of eight million passengers a year and will handle up to 2,000 passengers an hour in each direction. It is understood that tunnelling work will begin in early 1983, and will comprise a 3½-mile tunnel loop, making it the only one-way passenger section of the Underground. Trains will leave Hatton Cross and follow a new single-track tube tunnel to the new T4 station, and will then continue in a broad sweep under the cargo terminal and the runways to enter the present Heathrow Central station from the west. They will then return via the existing tunnels to Hatton Cross and central London. The new platform (note singular!) at T4 will be on the south-east corner of the terminal site, with the ticket hall in the basement of the short-stay multi-storey car park. A short subway will link the ticket hall with banks of lifts and escalators in the terminal building itself.

In the 'Middlesex Chronicle' local newspaper of 1 October 1982, there is a short article stating that the Heathrow Consultative Committee welcomed the resolution of the lengthy funding question. The article states that if no new rolling stock is required, then the cost of the link could be up to £27 million, funded by the BAA as to £7 million, GLC £6 million and the Department of Transport £14 million, by way of a Transport Supplementary Grant. If new rolling stock is required, then the cost could be up to £32 million.

The article mentions that a report to the GLC estimates LTs extra net income from the link as between £1.1 and £2.3 million at present fares levels, although LT will have to pay rent to the BAA under the terms of the lease of the station buildings.

Mr. Douglas Eden of the Heathrow Consultative Committee apparently expressed the Committee's pleasure over the role they played and their insistence that the funding should be treated on a national basis. The article confirms that Heathrow Central is to remain the Piccadilly Line terminus, and that the extension is due to open in 1987, two years after the T4 building itself.

## CENTRAL LINE STATION MODERNISATION

### A Progress Report

by Richard Clowser

Bond Street - Here, the raised tiling (as on many Northern Line platforms) has been hacked off to make way for the steel mesh that runs the length of the platforms to the height of the former 'Bond Street' continuous frieze, which has been removed, as have all the bullseye signs. The mesh has been filled with cement and scoured, ready for tiling to take place at a later date. Very little work has yet been done on the walls facing the platform, except for two bands on the eastbound platform which extend the whole diameter of the station tunnel walls and roof. All the posters have been left in position where the mesh has been screwed to the wall. No doubt it would be interesting to look at these posters at some time in the future, perhaps when this station needs modernisation again. The tiling around the new passages to the Jubilee Line and Way Out has been partially demolished and new brickwork has started. New platform repeating signals have also been installed.

Oxford Circus - The work being undertaken here is very similar in method to that at Bond Street, and progress is also at about the same level. At the extreme western end of the eastbound platform, the removal of the old bullseye station name sign led to an old Underground (pre-Johnston style) paper sign being exposed. (Harping back to page 204 of JN 250, this was not previously mentioned in Underground News for obvious reasons. While some pieces of the sign has suffered at the hands of those picking at it, the majority

of it remains, and has now been protected by the installation of the mesh. Although it will be covered up, it is interesting that it survives, to surprise LURS enthusiasts when the station is modernised in the next century! Ed.). As at Bond Street the passageway entrances to the Victoria and Bakerloo lines have been partially demolished for new brickwork.

Tottenham Court Road. - Work is again at a similar stage to the other two stations, but by 5.9.82 work had started on renewing the lighting. At intervals down the eastbound platform at about every six feet or so, holes have been made into the roof running parallel to existing lighting and brackets attached to the roof segments with long steel poles hanging down. If this is for the new lighting, it seems to be a lot lower than the existing lighting. No work has been started on the facing platform walls at this station.

At various points at all three stations, wooden hoardings have been put up for storage purposes, and at Tottenham Court Road one staircase has been closed, also for storage of materials.

#### MAGAZINE REVIEWS

RAILWAY MAGAZINE, September 1982 (IPC Publications, 65p)

The first part of 'Locomotive Practice & Performance' by P.W.B. Semmens is devoted to a discussion of LT tube stock power, speeds and the effects of air resistance in the tunnels. There is a cross-section of a tube train in tunnel, and two graphs, one of train resistance in the open and in tunnel at speeds from 0 to 60 mph, the other of acceleration of 1973 stock, taking two miles to reach 50 mph in tunnel and 60 mph in the open. The log of a run between Kings Cross and Hatton Cross has been arranged in order of interstation distances, ranging from 16.5 mph between Holborn and Covent Garden, and to 36.4 mph between Hounslow West and Hatton Cross. The last section is faster than Hammersmith to Acton Town, at 35.7 mph. There are also two logs of runs in Pre-1938 stock on the Isle of Wight, reaching 50 mph from Ryde St. Johns Road to Brading. A photo shows the station platforms and repair shed at St. Johns Road, but incorrectly calls it 'Esplanade'.

THE STAMP MAGAZINE, September 1982 (Link House Publications, 70p)

A two-page article, with illustrations, is devoted to Underground philately around the world, by Howard Linecar. The writer states that at the centenary of the London Underground in 1963, the event went unrecorded in the stamp world, but in recent years some fourteen countries have issued stamps featuring underground railways. The text goes on to describe these, with illustrations of some of them.

RAILWAY WORLD, October 1982 (Ian Allan, 65p)

This issue contains an excellent 6½-page article on 'Railways to Uxbridge'. It contains 13 photographs, some of which are very interesting and rare. These include Uxbridge (Belmont Road) terminus in 1934, Rayners Lane Junction before opening in 1904, Roxeth viaduct just after construction, Ruislip station under construction in 1903, a Metropolitan Uxbridge-bound train approaching Harrow-on-the-Hill in about 1930, the Gas Works Siding's illuminated signalman's diagram in Rayners Lane signalbox, a six-car train of P stock arriving at Rayners Lane in 1953, with Reid's siding still in situ, P and F stock trains at Eastcote, and a GWR railcar at Cowley. While most of the article is devoted to the LT line to Uxbridge, mention is also made of the Uxbridge Vine Street branch from West Drayton (which was the first line to reach the town of Uxbridge), and the Uxbridge High Street branch from Denham, both of which have been long closed and almost forgotten, with few traces remaining.

To keep the record straight, there are two errors, which are as follows: On page 513 it quotes, '... just east of Ickenham, the next station on the Uxbridge branch is Ruislip Siding, opened in 1973'. The next station is, of course, Ruislip. Ruislip Siding itself was available for use from 1973, but was not used regularly by Piccadilly Line trains until February 1977, which run empty from and to Ruislip station. On page 514, it states that the District 'D' and 'F' stocks did not have clerestory roofs. The former should read 'E' stock, as the 'D' class was very similar to the 'C' class.

Later in the same issue, the LT Annual Report for 1981 is reviewed, as are the latest LT Underground proposals: 15 new trains of 1983 tube stock, authorisation of the Terminal Four extension of the Piccadilly Line, and the programme of station modernisation. On the debit side, the proposed closures of some stations and lines is also mentioned.

MODERN RAILWAYS, October 1982 (Ian Allan, 65p)

Yet another good article in the series 'London Branch Lines' takes up three pages of this issue, and describes the Earls Court to Wimbledon section of the District Line. Much of the article describes the route and present day operations, with a mention that the branch once featured in plans for a new Underground line from Wimbledon to Hainault. There are four photographs, including one at Parsons Green, showing the deliberate 'kink' in the eastbound platform, necessary because of the sharply-angled crossover to and from Parsons Green sidings. The same issue contains short notes on how aluminium foil tape supplied by 3M has solved the problem of heat from underfloor mounted equipment on LT trains, details of the Wood Green fire, and subsidence at Totteridge.

MODEL RAILWAYS, October 1982 (Model & Allied Publications, 70p)

This magazine contains a three-page article written by G.Redmayne Hoskins about an O-gauge model he has built of James Street underground station on the Mersey Railway. It contains two colour, one black and white photograph, three diagrams, and one colour arrangement of the Mersey Railway Company crest. The writer describes how the idea of such a layout developed, construction of which started in 1946. There are six model Mersey Railway coaches, two of which are motor cars. The whole layout, having taken in excess of 30 years to construct, is, the writer says, 'by many standards not a lot to show, but is very satisfying, especially when the room lights are turned out, leaving only the station lights, the signal (two colour aspect) at the tunnel mouth, and part-hidden lights in the lift galleries, with trains pulling in and out in the shadows. The atmosphere is there, bringing vivid memories with it'. A second part of the article describing the model in detail is promised for the November issue.

FROM THE PAST

MECCANO MAGAZINE, Vol. XXIV, No.2, February 1941, page 58.

Competitions in the making of models from Meccano, describes a prize-winning entry, including a photograph, of a model Underground railway train (Pre-1938 stock) and station. The train is said to be powered by an E20B electric motor and current is supplied from a third rail and returns to the running rails via the frame of the carriage.

EDC

FROM THE PAPERS

The Guardian

11.9.82 - The reasons into why the Moorgate tube train disaster of 23.2.75 occurred, where 42 people were killed and 74 injured, still continues to produce theories from various experts. Professor James Reason argues that the crash could have been caused by momentary absent-mindedness, as all single-bore tunnels look alike, and the driver could have thought he was elsewhere, other than approaching a terminus. The Professor suggests that when the driver entered Moorgate station, the sudden realisation of his mistake would have made him freeze - for one intent on suicide would automatically raise their hands to protect their face.

The Times and Post Newspapers (Mill Hill area)

23.9.82 - A photograph shows the goods yard at Mill Hill (The Hale) in 1948, and then the text describes proposals for the line under the 1935-40 New Works Programme. The area is now to be transformed, making way for building development, having been finally abandoned as an electric 'tube' railway in 1954. The photograph is most interesting as it shows only one line laid, but with conductor rails in place, as well as lineside cabling on each side of the track. The picture also shows the two-lever ground frame for the goods yard.

Barrow News

24.9.82 - An article by Barrow historian, James Melville, OBE, describes the period immediately after the First World War, when changes were being made after cessation of hostilities, especially in the Metropolitan Vickers factory at Barrow in Furness. An accompanying photograph of inside the Gun Shop at Vickers works, shows a number of Metropolitan electric locomotives near completion in the early 1920s. The caption states, 'One, Sarah Siddons, still survives with London Transport to celebrate its diamond jubilee'.

7.10.82 - The GLC are proposing on-the-spot fines for fare dodgers on the Underground and buses, to try and eliminate fraudulent travel, now estimated as costing £35 million each year. However, the reality of enforcing such a proposal is likely to meet with resistance from LT staff, mainly because the Inspectors enforcing it might be subject to attack from undesirables, and that some people would not have the amount of cash required to pay the fine.

#### BOOK REVIEW

LONDON TRANSPORT MAPS: A CONCISE CATALOGUE, by Les Burwood and Carol Brady. Published by the authors; 100 pages; Price: £2.45.

To compile a comprehensive list of all the different maps issued by London Transport and its predecessors is to all intents an impossible task. Much of the early history of the subject is lost in the mists of time, and undoubtedly maps were published of which no specimens survive. Even the last decade's history can be rather murky in places. The authors are therefore to be congratulated on their bravery in publishing a work which must of necessity have many omissions, and on their humility in requesting help where there are gaps to be filled.

This booklet (which is aimed at the collector of maps rather than the historical scholar) lists about 900 different issues of transport maps and amendment leaflets, covering Central and Country Buses, Green Line Coaches, Trams and Trolleybuses, as well as the Underground. Tourist Information and various other miscellaneous maps are also included. The authors are sufficiently confident in their list to give their own consecutive reference numbers to post-war maps: thus the Underground maps are numbered from U1 (No.1, 1946) to U79 (No.1, 1982).

Prior to about 1935, however, the listing is far less comprehensive, although a fairly definitive list of 'General' bus maps is given, going back to 1911. In the field of Underground maps, only one pre-1920 specimen is listed, although many examples were produced - for instance, the Metropolitan and District maps listed in Ralph Hyde's work, 'Printed Maps of Victorian London'. But as these maps rarely come on to the market at a price affordable to the average collector, this need not be a fatal drawback to the book.

Because of the need to update the book as new maps are issued and old ones come to light and the consequential small print runs, the authors have adopted a cheap method of production. The book is in the form of a photocopied typescript (with manuscript amendments in places!) and the quality of reproduction is not of the best. The book contains some illustrations of typical map covers, but these have reproduced very poorly in places.

These disadvantages, however, do not stop the book being a useful work of reference for the map collector. Hopefully, the interest aroused by the book's publication will bring to light more information about early maps, enabling a revised edition to be produced more professionally at some future time.

Only a limited number of copies of this book have been produced and by the time you read this, stocks will probably be exhausted. However, there may still be some copies available on other societies' sales stands at the LOTS Transport Spectacular on 6 November, or at Islington on 4 December.

NHGM

#### LETTERS TO THE EDITOR

Sir,

With regard to the recently published 'London Transport Maps: A Concise Catalogue' by Les Burwood and Carol Brady, I feel there has long been a gap in the student's library on this topic. Nevertheless, any book that seeks to fill this gap must inclusively impart a basic background knowledge of practices and techniques in order that the subject may be understood. Maps, diagrams and any items in this area not like rolling stock - merely lists of mysterious numbers; they can provide a wealth of interesting study (as can rolling stock) if dealt with in a sensible manner, as can the numbers if they are explained.

armed with this information the reader would understand why the dubiously labelled 'rare' No.1 1979 Underground diagram with 'designed by Paul E. Garbuttt' at the bottom exists. These diagrams are printed in a multiple format comprising about 32 images in rows on large sheets of card which are later guillotined and folded into individual copies. Therefore, theoretically there can be up to 32 variations of any edition. The example in question was subjected to many reprintings which means that all printings CAN (though not necessarily do) contain the variation.

The 'dark brown' Bakerloo Line (see page 71 in the book) is easily understood by those who have watched a normal print run of anything take place. During a run, ink has to be replenished periodically. The machine minder's job is to watch out for any faults on copies that emerge on the trays at the end of the machine. As soon as he observes a colour 'weakening', predictably manifested by lightening intensity of colour, he will stop the machine and add ink of the right colour to the particular rollers and then continue the run. Initially the ink can be patchy or thick in places but soon thins out under the rollers. Until then a few tens of sheets will appear inked slightly inconsistently, but remember that there can be as many as 32 maps on the sheet. So, during a run of many hundreds of thousands of copies you will doubtless get dark Bakerloo Line, light Bakerloo Line, dark Piccadilly Line, light Piccadilly Line, and so on, along with all kinds of other equally unrare anomalies such as colours out of register, colours missing and even colours upside down (but that is another story).

Items of publicity do not represent direct capital accountability like stamps, so no high level scrutiny is afforded to it during production. This is why poor examples often turn up.

This explains just two situations and I hope that readers will now appreciate what an innocuous phenomenon they are. I have no desire to condemn any author's efforts as there is clearly a need for a work of this nature, but it must be stated that, despite my name appearing in the acknowledgements, I had nothing to do with the production of this book.

I have always felt that a book presented without copious, well-captioned illustrations and full text, though quite innocent, would be potentially very misleading and as a result damaging. The two examples explained above show the sort of thing and unfortunately I feel, the whole book is far from being a 'concise catalogue', it is not more than a misleading and incomplete list of numbers.

Yours sincerely,  
Douglas Rose.

London, N12.  
25 August 1982

Sir,

Herewith a brief reply to Mr. Rose. His comment that the book produced by Carol Brady and myself (LT Maps; A Concise Catalogue) is 'really no more than a misleading and incomplete list of numbers' is damning indeed! It is difficult not to suspect the motives of someone who writes such a book review in the form of a letter.

He is, of course, fairly (but not entirely) accurate in his account of the genesis of the two rare 1979 maps mentioned, but he reports nothing of significance. The point is that fuller descriptions and explanations than he provides could be given at length of every single map in the book. But that would require a quite different book to the one produced. Such an enterprise might itself be quite worthwhile, but I did not intend to produce such a book - the cost of which would be four times the cost of my own. 'LT Maps; A Concise Catalogue' is precisely what it claims to be - a catalogue; it does not claim to be a study of artistic design, printing methods, nor, indeed, a history of the genre. It is merely a FIRST attempt to list those maps known to the collectors. It was intended both to help people catalogue their collections and, above all, to advance knowledge by encouraging reports of unknown maps.

From the very many letters received from those who've bought the book it has clearly helped collectors in the way intended. I've had not one letter of complaint. I can confirm, moreover, that some previously unknown early rail and tram maps are now known for the benefit of all. In sum, it's very easy to say the book should have been a different sort of book. I can only but leave a judgement of our book's worth to the many hundreds

of people who have already bought the catalogue in the last few months, and have found it useful.\*

Yours sincerely,  
Dr.L.R.V.Burwood.

Shepperton, Middlesex.  
1 September 1982.

Sir,

The North London Line

I refer to Underground News No.250, NF 230/82. The No.1 lines between the points named were taken out of use on 5 October 1981. I understand one or two bridges became unsafe.

Yours sincerely,  
H.V.Borley.

Ruislip, Middlesex.  
6 October 1982.

Sir,

With regard to the R stock tail lamps question in UN 250, the reply seems to me to be somewhat muddled. Surely, tail lamps (oil) continued in use on the District for many years owing to the running of trains on BR sections of line, even though the Southern Region phased out oil tail lamps in the 1960s. Oil lamps were used on both R and CO/CP stock trains at all times, as neither has more than one fuse for its tail lights. The current District Line supplement still insists that these be lit AT ALL TIMES. Additionally, all other stock on the Underground is now fitted with stabling lights (apart from some isolated examples of 1938/56/59 stock trains) which can also substitute for the electric tail lights when failures take place in service. I cannot see how the tail lamp could be used to differentiate between CO/CP and R stocks, how would such confusion arise? The two stocks were always easily identifiable to those who needed to know, and both always carried (and displayed) an oil tail lamp.

On the subject of train maintenance, the answer was really far too generous. It is well known that certain lines have cleaners and fitters which are far more enthusiastic than others. The Central and Metropolitan (main) seem to offer clean and well-lit trains on most occasions, whilst sadly the District and Hammersmith & City certainly do not (especially the C stock, which are a disgrace). Both C and R stocks suffer from many unlit lights, but their fluorescent tubes should not be unobtainable. Conversely, it is almost impossible to see a 1973 stock train on the Piccadilly Line with a tube out, in spite of coming under the same Divisional organisation as the District. Why was it that the CO/CP and R stocks always ran round with collapsing or dirty seats, yet the 1938 stock of similar vintage were, and still are, better cared for. I believe the real answer is more to do with people than defective or unobtainable equipment.

It has been observed that 1960 stock cars 3910/11 in Ruislip depot appear to be in near derelict condition. In view of the deterioration of the standard stock trailers once used with this stock, it is perhaps fortunate that the entire Central Line was not so equipped, yet there again, those on the Isle of Wight have survived in good condition; perhaps we are back to people rather than equipment again?

Yours sincerely,  
K.T.Rennie.

Dagenham, Essex.  
6 October 1982.

POINTS OF INTEREST

Nigel Hyde writes:

UN 250 - A Recent History of the Uxbridge Branch

South Harrow Reversers: In the late-1940s there was a west to east reverser at about 08.15. Perhaps not surprisingly it tended to cause delays to both east and westbound services, so it was eliminated at short notice by a Traffic Circular amendment. One of the consequential alterations was the starting back of a Rayners Lane train from Hillingdon - running empty direct from Uxbridge sidings.

High Level Sidings, Rayners Lane: A long sand drag was provided here, presumably after the 1934 incident. As far as is known, no use was made of these sidings, or Reid's sidings at least after 1945.

Train Starting Devices: These were provided on both platforms originally, but the wires were removed after the introduction of P stock trains. Notably the extra concrete columns remained on the open part of the eastbound platform at Rayners Lane for many years. When platform repeater signals were provided on this platform, the metal brackets on one of the columns were used to carry the signal heads.

Speed Restrictions: The 30 mph limits through the platforms at Rayners Lane and West Harrow also applied through platforms 4 and 5 at Harrow-on-the-Hill. The 'High Level' route from the northbound main at Harrow North Junction had a 15 mph limit.

Metropolitan Line Reversers: Until the timetable revisions of the early 1960s, there were two 'stock workings' to Rayners Lane.

1. Each night an empty 'rusty-rail' working from Watford via No.2 platform at Harrow (alternately shunting to No.1 platform or reversing in platform 2), the High Level route at Harrow North Junction into Rayners Lane, reversing in the westbound platform and then to Neasden depot.
2. Sunday morning passenger train reversing via the siding with Piccadilly Line connecting trains to and from Uxbridge.

Piccadilly Line reversing in westbound platform at Rayners Lane: There was at least one train each night doing this en route to South Harrow sidings. There were also occasional unscheduled passenger workings if it was required to get a late-running westbound train back onto its eastbound trip right time. Late running westbound trains were also turned back at South Harrow and a sign that could be illuminated to show either SHUNT or REVERSE was provided at the westbound starting signal at South Harrow. Exceptionally a train to be turned back at South Harrow would work into the eastbound platform, but this was presumably avoided as westbound passengers would have to change platforms using the (many!) stairs.

Ruislip Manor: Reference was made in Alan Jackson's notes for the Society's 1979 Study Tour of the Uxbridge branch, that a spur siding existed at Ruislip Manor at one time. Any further information, please?

Ruislip Goods Yard: A loading gauge existed in the 'Coal' road, and I seem to recall that other yard had these gauges as well - evidence, perhaps, of greater goods activity in earlier days! There was also a weighbridge just outside the entrance to the yard for road vehicles.

Goods Train Services: When the South Harrow Gas Works was open, one or two trains a day were worked between Harrow Yard, Rayners Lane and the Gas Works. A further train served the yards at Eastcote, Hillingdon and Ruislip (at one time on Saturdays, Ruislip was served westbound, rather than eastbound). Exceptionally extra trains were worked on Sundays at various times. Engines could take water at the spur on the east end of No.26 road in Uxbridge sidings (see diagram on page 242 of this issue).

The closure of the Uxbridge line goods yards was due to the establishment of the Coal Concentration depot at West Drayton - some 23 yards were closed in the area served by the depot.

Uxbridge: A 1956 signalling diagram showed a track depression bar in the spur (q.v. above) where steam engines could take water. At this time also, the 'Calling-on' facilities for coupling up of trains was reinstated. The increased gradient (1 in 40) caused by the lifting of the track at the time of the bank slip, resulted in signalling alterations being made.

#### ADVERTISEMENTS

Wanted: Any information on the building of the line to Heathrow Central. I am particularly interested in details of the single-track non-electrified temporary link at Hounslow West, commissioned Sunday 24.9.74, and removed on or before 1.6.75, leaving the gauging train (L63+G663+L63) isolated. Please write to: David Hayward, C/O 85 Francis Road, Hounslow West, Hounslow, Middlesex, TW4 7JT.

MINIATURE LT STATION SIGNS

Garnier Signs now market miniature London Transport station bullseye name plates in vitreous enamel - approx size 5"x 3<sup>3</sup>/<sub>4</sub>". Special arrangements have been made for LURS members to obtain these at a cost price of 90p each, if collected by hand or at a LURS meeting. In shops these signs are sold for about £1.50 each

The signs are replica station nameplates which are made in the same factory by exactly the same process and of correct colours as the LT originals. The special grade of steel, porcelain enamelled, is hand printed and fired at 800°C. Small fixing holes are provided in each corner.

So, why not buy one or more for yourself, your friends, or get them to buy some as well. The sign make good presents.

If you wish to purchase by post, the cost would be as follows:

1 sign - £1.20, 2 signs - £2.25, 3 signs - £3.25, 4 signs - £4.20, 5 signs - £5.40, 6 signs - £6.30. For more than 6, please obtain a quotation from the address below, first.

There are 31 station names to choose from, plus 'UNDERGROUND' and 'NO SMOKING', as follows:

ANGEL	BAKER STREET	BANK	BARBICAN
*BARKING	BOND STREET	COCKFOSTERS	COVENT GARDEN
EARLS COURT	ELPHANT & CASTLE	HYDE PARK CORNER	HEATHROW CENTRAL
*NEW GARDENS	LEICESTER SQUARE	LONDON BRIDGE	MANSION HOUSE
MARBLE ARCH	OXFORD CIRCUS	OVAL	PICCADILLY CIRCUS
REGENTS PARK	*RICHMOND	ST. PAUL'S	SOUTH KENSINGTON
TEMPLE	TOWER HILL	VICTORIA	WAPPING
WATERLOO	WEMBLEY PARK	*WIMBLEDON	

\* It is interesting that these stations are BR owned, and have no LT style nameplates on site!

Please send your requirements, indicating the following:

1. How many of which station name sign(s) is/are required,
2. Whether you wish to collect, or want them sent by post,
3. Please send your order and appropriate remittance (cheques and postal orders to be made payable to David M. Hibbert), bearing in mind (2) above, to:

Mr. D.M. Hibbert, 26 Beacon Way, Rickmansworth, Herts.

Orders will be processed after the closing date for this offer (Saturday 27 November 1982) as the offer depends on the full quantity being dealt with as one order.

SA42/251/82

Help to Preserve a 3-car CO/CP Stock Unit

The Underground Railway Rolling Stock Trust (URRST) was set up in early 1982 and is currently attempting to purchase and restore a 3-car unit of CO/CP stock. The intention of the Trust is to run the unit under its own power using a diesel generator mounted on a separate vehicle within the unit to provide the power. The cars involved are 'D' end B1 54233 (owned by and located at Quainton Railway Centre), trailer O13063 and 'A' end B1 53028 which are both at Ruislip depot.

In order to complete the purchase of O13063 and 53028 and then transport them to the Quainton Railway Centre, the Trust needs approximately £3,900. Further finance will be required in order to restore these cars to early 1950s condition and to purchase a suitable generator and vehicle to mount it on. The URRST is therefore appealing for donations to raise funds for these vehicles, and these should be sent to:

URRST, 195 Hoylake Crescent, Ickenham, Uxbridge, Middlesex, UB10 8JL.

Should the appeal fail, all monies will be returned. Enquiries are welcome, but please enclose an SAE.

SA43/251/82



Wanted:

Photographs of Metropolitan Electric Locomotive No.13 in London Transport days to show its name 'DICK WHITTINGTON' in post-war days, preferably in colour. Please contact D.M.Hibbert, 26 Beacon Way, Rickmansworth, Herts.

SA44/251/82

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SOCIETY SECTION

Underground News No.250

The decision to include two sets of photographs in this issue was taken at a late stage after the first Sarah Siddons rail tour of 5.9.82, and much work had to be done in a very short period of time, resulting in much midnight oil being burnt. Thus, the cover date for UN 250 should read OCTOBER 1982 and not as shown.

Underground Publications

On two occasions in the recent past, books/booklets have been published on London Underground subjects, without the author(s) consulting the Society. This is not to say the Society wishes to get involved - it does not. However, if the Society had been consulted before the intended publications were sent to the printer, we might have been able to direct the authors to further information that they might not have already been aware of, making the final work as complete as possible.

Chronology of London Railways, by H.V.Borley

Due to a misunderstanding, the Railway and Canal Historical Society have quoted the wrong price for the above publication. The price quoted in UN 249 is £3.85 and this is what the Society has been charging, both to mail order customers and from the sales stand. The correct price is £3.50 plus 35p post and packing (total £3.85), and consequently if anyone wishes to claim the 35p overcharged, Bob Greenaway will be willing to return it on application at the Society sales stand. All the money collected and not reclaimed will remain in the Society's general fund for Society use. All future sales will be at the correct price and our apologies are extended to all those that in their keenness to obtain the book, have been overcharged.

Subscriptions for 1983

Advance notice was given in UN 250 (page 225) of revised subscription rates for 1983. These are £3.00 for a full member and £4.50 for an associate member.

A renewal notice for UK members is enclosed with this issue, and we should be grateful if members would renew by 31 December 1982. The alternative methods of renewal are described in the notice.

BRJH

Brill Branch Walk

On Saturday 21 August 1982, thirty two members, friends and relatives gathered at Aylesbury station forecourt to take the hired coach to Quanton Road station. The weather was ideal for walking, dry but not too hot, and with a cooling breeze. Mike Crosbie had brought selected photographs of locations on the line when it was open, and stopped when we reached each location to see how the surroundings had changed since 1935.

After half an hour at Quanton Road station, examining the station platforms and buildings, and the assembled rolling stock, the party began its walk by following the road to the site of Waddesdon Road station, where some fencing provided the only evidence of the railway. Continuing via a footpath, the party was allowed to see the interior of Westcott station buildings by kind permission of Mrs. Washington, next to the surviving station cottages. Mike Crosbie then led them to see the site of a gasholder on the gasworks branch. Lunch was taken in or outside Westcott village public house, and then the party continued by another footpath through the Government establishment. Escorted by police cars fore and aft, the party was perturbed to find that the lock of the rear car door had jammed, trapping its cameras. However, our friendly police escort retrieved them through the side door, and the party continued unescorted by footpath to the site of Wotton station, surprising a flock of sheep on route. At Wotton, little survives on the railway alignment except for a stable building and some foundations, but the station cottages are nearby. Continuing by a narrow, overgrown footpath, the party left the 'main line' for the Kingswood branch for a short distance, then continued to Wotton

Branch (unfortunately not open) and near Wotton House. The road continued to Thame Lock where the photographs of the original were carefully examined to see how the house had been altered. Then via the Brill road via Wood Siding, brickworks siding and a final walk along a footpath to the site of Brill station, where fences and mounds were the principal remaining evidence, apart from the station cottages and the names of post-boxes. Here, there was a slight delay in negotiating a closed gate, but this obstacle was surmounted, and the party rejoined the coach at the cross-roads for a quick run back to Aylesbury for the 16.40 train. A few members accepted John Reed's invitation to call on him at Stoke Mandeville.

Although much of the physical evidence of the Brill Branch is fast disappearing, many people on its route claim to remember it when it was working.

The fine weather helped the party to spend a very enjoyable day, and thanks are due to Mrs. Washington for allowing us to see Westcott station, to the director of the Government establishment for allowing us to walk across that property, to the Quanton Railway Society for allowing us to inspect the station at Quanton Road, to Keith Coaches for providing excellent and reliable coaches, to Mike Grosbie for leading the party giving the historical background, to Desmond Croome for making all the arrangements including the timetable and sketch maps, and to Nick Mitchell and Dennis Edwads for their contribution to the preliminary survey.

DFC

### Glasgow - Joint Visit with the Electric Railway Society

Four London members participated in this visit (3 to 5 September 1982) and we were joined on 4 September by two Glasgow members. On arrival in Glasgow, the London members booked in at the hotel, then took an electric train to Pollockshields East for the Transport Museum. Here, the centre of interest was the reconstruction of Merkland Street Underground station, with its two subway cars, but there was much else of interest: comprehensive displays of trams, buses, trolleybuses, cars and railway locomotives, and an excellent hall of ship models with Glasgow affinities. On the Friday evening, they attended a meeting of the Scottish Tramway Museum Society, which showed historical cine-film of Glasgow electric trams.

The next day the whole party was welcomed to the Broomloan depot and control complex by Mr. J.K. Wright, Underground Engineer, who explained the history of the system and the maintenance procedures, and patiently answered the party's numerous questions. A visit to the control centre was enlivened by the 'bang' of a circuit-breaker when some local children threw metal across the live rail of the test track, but this did not prevent the party boarding a train leaving the depot via one of the new ramps and facing cross-over to enter service on the Inner Rail at Ibrox station. On arrival at St. Enoch, Mr. Wright explained the ticket issuing, station control and power supply arrangements at stations, and we finally bade him farewell with our sincere thanks.

In the afternoon, most of the party found where the BR Shields Road depot and the original Underground cable power station were located, but could not gain access. In the evening they made a circuit of the Underground and stopped at various typical stations to examine the layout. Of the fifteen stations, three have two outside platforms, three have one outside platform, and nine retain the original islands. On Sunday 5 September the London party split up, but two of them spent an intensive two hours on the BR electric lines, including the new Argyle line. The various trains used to return to London may all be described as 'slow, but with an interesting itinerary (and overcrowded)!'

Thanks are due to the Electric Railway Society for arranging the visit, to Mr. Wright for arranging and conducting such an excellent Underground visit, to local member I. Maclean for giving useful local information and supplying maps, and to D.F. Croome for making the LURS arrangements including the hotel booking. Everyone we met in Glasgow was friendly, and the writer, at least, would like to pay a further visit before long.

DFC

### Underground No. 10

#### The 1935 Experimental Tube Stock

Further information has come to light since this issue of Underground was published earlier in the year. A memo dated 10.2.38 from Even Evans, Operating Manager (Railways) to E.T. Brook, Superintendent of Rolling Stock (Railways) refers to the fourth train of

the experimental stock, which was the non-streamlined type. It refers to destination PLATES on the train, and states, '... When the experimental train is transferred to the Northern Line, it should carry the standard destination plates for that line. This comprises five plates, as follows: Golders Green/Colindale, Tooting/Waterloo, Morden/Kennington, Edgware/Highgate, and Euston/Blank. ...'

A reply from E.T. Brook to Evan Evans, dated 15.2.38 states, '... I would point out that the destination signs on this train are in the form of roller blinds. The stations named on these blinds include all the names as set out in your memorandum. ...'

This raises some interesting questions:

1. Did the 1935 stock blinds on the flat-fronted train carry Northern Line destinations on the same roll as the Piccadilly Line destinations, or was the Northern Line set a completely separate blind?
2. The use of 'Waterloo' on the list of destinations - there have never been any reversing facilities here.
3. It thus seems a possibility that it was at one stage proposed to run this train in service on the Northern Line. Does anyone know if it did carry passengers on the Northern Line?

### ROLLING STOCK ALTERATIONS

Amend page 191 of UN 249: 1973 stock car 222 (collision damaged) was taken to Acton between pilot cars on 16.6.82 - the other two cars of the unit (622-422) were kept at Northfields.

September, 1982

#### 1938 Tube Stock

From Ruislip to Birds, Long Marston, for scrap

10271 10280 11081 11280 12142 012251 012279 14th

#### 1959 Tube Stock

From Golders Green to Northfields (brake tests)

1224-2224-9225-1225 21st

#### 1973 Tube Stock

From Ruislip to Hainault (ETT Unit)

892-692-893 20th

#### R Stock

From Ealing Common to Ruislip (condemned cars)

23570-23233-23239-22667 15th

23512-22618 23rd )  
23565-22671 23rd ) Individual moves!

From Ruislip to Booths, Rotherham, for scrap

21113 23322 23416 23505 23232 22606 23440 23340 21138 8th  
23236 22612 23502 22602 23535 22639 21135 23336 23435 29th

#### CP & R Stocks

From Ruislip to Booths, Rotherham, for scrap

54235 23401 23301 21101 21132 23238 23331 23431 23rd (see also NF 254/82, below)

#### D Stock

From Metro-Cammell, Birmingham, delivered to Ruislip

7118-17118-8118+8119-17119-7119 8th

From Ruislip to Ealing Common for commissioning

8119-17119-7119 8th  
7118-17118-8118 9th

D Stock (Continued)

From Ealing Common to Ruislip (after ventilation tests)

7108-17108-8108 22nd

Entered Service, District Line

7116-17116-8116-8117-17117-7117 14th

3111-17111-7111 24th

Miscellaneous Movements

5502-6502 Hammersmith to Acton (collision damage) 21st

Livery Alterations

From maroon to yellow: ESL 117 (Stonebridge Park)

Renumbering of 1962 Tube Stock Trailers:

2674 renumbered 2702 16th

2702 renumbered 2612 23rd

Units to Acton Works for Overhaul:

Northern 3419-4519-3519 3rd

Northern 1034-2034-1035 6th

Central 1624-2624-9625-1625 7th

Jubilee 3242-4242-4342-3342 13th

Northern 3220-4220-4320-3320 15th

Central 1632-2632-9633-1633 16th

Central 1652-2652-9653-1653 20th

Northern 1268-2268-9269-1269 21st

Metropolitan 5509-6509 23rd

Central 1628-2628-9629-1629 27th (Outside door inspection hatches fitted to NDM 9629).

Units from Acton Works after Overhaul:

Northern 3421-4521-3521 3rd

Northern 1302-2302-1303 6th

Central 1686-2686-9687-1687 7th

Piccadilly 120-520-320 10th

Northern 3219-4219-4319-3319 16th

Metropolitan 5104-6104-6105-5105 17th

Central 1702-2702-9703-1703 (trailer 2702, ex-2674) } 20th

Central 1586-2586-9587-1587

Northern 1296-2296-9297-1297 21st

Central 1612-2612-9613-1613 (trailer 2612, ex-2702) 27th

Reformations

From

To

1962 Tube Stock

1434-2434-9439-1439

1434-2434-9435-1435

(9435, 1435 ex-Acton; 9439, 1439 to store at Ruislip).

1967 Tube Stock

3064-4064-4164-3146

3064-4064-4164-3164

3046-4051-4146-3164

3046-4051-4146-3146

1973 Tube Stock

222-622-422

114-622-422 (222 at Acton for repair). This formation not for service.

R Stock

21145-23233-23239-23347-23447

21145-23347-23447 (for service)

23570-22667

23570-23233-23239-22667 (for scrap)

- NF 240/82 On Saturday 25.9.82, in the absence of two consecutive Uxbridge trains (15.45 and 15.58 from Baker Street), Inner Rail Circle Line train 215 made an un-scheduled trip to Uxbridge, departing Baker Street at 15.51, with 'Special' shown at both ends.
- NF 241/82 The TUCs Day of Action on Wednesday 22.9.82 in support of the Health Workers pay claim, saw a normal day as far as the London Underground and BR were concerned. There was no service, however, on Glasgow's Underground.
- NF 242/82 At relatively short notice, the Bakerloo Line service to and from Watford Junction was withdrawn after Thursday evening 23.9.82 (northbound) and Friday morning 24.9.82 (southbound). Even so, some 20 or so enthusiasts managed to ride the last northbound train, but fewer on the last southbound the following morning. Thus, from Friday evening 24.9.82, the arrangements described on page 171 of UN 248 came into operation. Reduced peak services also came into effect on Monday 27.9.82 on the Metropolitan, Circle, District and Piccadilly Lines. The Central Line continues at full service for the time being. The Bakerloo and Jubilee lines (who had reductions in November 1981) and the Victoria Line are not currently scheduled for service reductions. The Northern Line, which had its reductions introduced on 13.9.82 continues with this service. A full report on the Bakerloo Watford Line services will appear in Underground News in the near future.
- NF 243/82 Further to NF 220/82, the southbound platform at Totteridge was restored to normal passenger use from Monday 11 October 1982. Passengers still have to use the northbound platform to buy tickets and gain access to the southbound platform, which continues to be via a temporary footbridge at the north end of the station.
- NF 244/82 Following the withdrawal of the Bakerloo Line north of Stonebridge Park, effectively reducing the number of stations served by London Transport trains from 277 to 266 in one foul swoop, new car line diagrams are being introduced on the 1938 stock on the Bakerloo Line, with the line terminating at Stonebridge Park. The new maps - reference number: 682/02611/4000(2CH)(829) show interchange at Queens Park and Stonebridge Park as 'Watford Line', and that at Willesden Junction as 'North London'. Previously, such interchange was shown as 'British Rail'.
- NF 245/82 New Central Line car line diagrams have been appearing in some 1962 stock cars. They have the reference number: 1281/01113/6M and excludes Blake Hall station, but in all other respects is identical to its predecessor, the survivors of which have an amendment sticker deleting Blake Hall.
- NF 246/82 In the August 1982 edition of Modern Railways (Ian Allan, 65p) there was an advertisement in the 'Classified Ads.' section, offering 1938 tube stock car number plate 11211 for sale. A check was made of this car, still in service on the Bakerloo Line, and it was found that one such plate was missing over 'J' door (the one leading to the driver's cab). The advertisement section of Ian Allan were contacted, stating that the number plate must have been obtained without LT's permission, and Ian Allan then contacted the person who placed the advert, who then offered to return it to LT. This was duly done, and it was then hoped that '11211' would be put back where it belonged - but no!! We are informed that it will be sold by LT at their next sale of such items!! (How to waste one's time without really trying!)
- NF 247/82 Further to NF 237/82, more units of R stock have been withdrawn, due to the reduced peak hour services being introduced on the District Line, thus reducing the number of R stock trains required as a float for the ventilation work on D stock. Units withdrawn are: 21109, 21130 and 22632. Additionally, unit 22627 has been returned to passenger service. This makes 13 trains only available for service.
- NF 248/82 As a final stage in the electrification of BR's Midland Suburban Line, St.Pancras was made 'live' at 25kV a.c. overhead from Monday 27.9.82. There is, as yet, no settlement or agreement reached with the NUR over the manning of the new trains, which have been in store since delivery. Meanwhile, the aged and 'clapped-out' DMUs continue to provide the service from St.Pancras, the new work on the former City Widened Lines standing unused.

- NF 249/82 Noted on 8/9 September 1982 in the bus station at Harrow-on-the-Hill was LTs cinema bus, RGL 2221, which was publicising LTs aims for the Underground for the future. On the lower deck there were pictures of Underground activities while on the top deck where was a video recording of similar subjects. A leaflet was available to the public and included a message from LTs Managing Director (Rail), Dr. Tony Ridley, about investment required for improving the Underground system. It is believed that the bus might have visited other LT stations - reports, please??
- NF 250/82 Following the introduction of reduced peak services, a number of 'manned' spare trains are also provided for use as required, to fill gaps in services caused by cancellations. One of these on the District Line is train 73, based at Parsons Green, which is, of course, a 6-car C stock formation. On 7.10.82 however, it was seen in the bay platform at Mansion House, finishing off a Parsons Green to Mansion House 'rounder' (round trip!). Is this the first time that C stock trains have worked on the District main line east of Earls Court (excluding, of course, Circle Line trains, stock balance trains from the Circle to the District, and trains taking wrong routes)?
- NF 251/82 Further to NF 191/82, the D stock car with white wheels is DM 7113, although the 'white' is rapidly becoming 'grime'.
- NF 252/82 From Monday 4 October 1982, the maximum number of peak hour trains in service on the Waterloo & City Line has been reduced from five to four. It is believed that a five-car train is to be withdrawn from service and cannibalised for spares. Two cars, S52 and S82 were locomotive-hauled from Waterloo to Clapham yard on Friday 1.10.82 and placed inside the old Carriage & Wagon shop for storage, to join, incidentally, the two stored '508' trailers from the two sets that have gone to Merseyside.
- NF 253/82 Occasionally, poster versions of Underground diagrams have the 'register' of the different colours slightly adrift. It is then possible to see that some colours (i.e., some Underground lines) are produced by superimposing two colours. A '981' dated diagram on the northbound platform at Queensbury revealed, for example, the following combinations (colour descriptions are approximate only):
- Bakerloo - Red and yellow
  - Central - Pink and blue
  - Metropolitan - Red and blue
  - Piccadilly - Pink and green
- NF 254/82 The CP/R stock scrap train from Ruislip to Booths on 23.9.82, contained one car of CR stock, namely 54235. It is reported that the cab of this car is destined for the LT Museum, and indeed 'Cut Here' marks were painted between the cab door and first pair of doors. The work was done at Booths of Rotherham and on Sunday 10.10.82 the cut off cab had been returned to Ruislip depot.
- NF 255/82 An east end unit of Piccadilly Line 1973 tube stock has been seen in service with an amendment to the car line diagrams, in the form of a sticker on each. This is to include the note that Piccadilly Line trains stop at Turnham Green at certain times only, but differs from the usual interchange symbols in that there is no circle, and the rectangle containing 'District' is only a green outline and not solid green. Just to include this one extra station, the sticker extends from Acton Town to Leicester Square - 10 stations away - presumably to 'even out' the spacing of stations.
- New notices about luggage have been appearing on 1973 stock trains. They are usually to be found just below the draught screen glass at the doorway positions, where there is room for luggage to be placed. The signs are printed black on yellow and each contains the words, 'Luggage, Gepack, Baggages'. At each end an arrow points downwards. On 7.10.82 however, one of these notices was seen fixed to 'J' door on car 200, the door which leads to the driver's cab. It was placed immediately beneath the notice which reads (on all 'J' doors), 'Private. Please keep this doorway clear'!!
- NF 256/82 For the past few years the flag flying over 55 Broadway (St. James's Park) has been of the red bar and circle symbol on a white background. On Friday 13 August 1982 it was noticed as being a blue bar and red circle, still on white.

- NF 257/82 On 18.9.82 it was noted that an area alongside the former steam shed in Neasden depot had been fenced off. Since then a number of Portacabins have been located within the fenced area.
- NF 258/82 A62 trailers 6184 and 6188 continue to operate fitted with Hydrovane compressors instead of the usual reciprocating type. These experimental machines have a continuous whining note when in operation.
- NF 259/82 Heard for the first time at 17.30 on 23.9.82 at Green Park station on the northbound Jubilee Line platform, was a public address announcement which was preceded by a two-tone note similar to that used at many BR termini.
- NF 260/82 Enthusiasts on a New York subway special tour train recently, witnessed a breakdown of the 50-year-old stock. The brakes jammed on as it approached 34th Street station, and had to be assisted by the following train.
- NF 261/82 It is reported that LT have placed an order with Plasser & Thuerer for a new track maintenance machine. It is to be a tube loading gauge version of their USP5000C Ballast Regulating Machine, termed as a 'Ballast Sweeper'.
- NF 262/82 Members whose interests extend to the suburban development of north west Middlesex, may be interested in an exhibition about Ernest George Trobridge (1884-1942) who designed, inter alia, the unusual castellated houses in Kingsbury which were shown in the BBC's film 'Metroland' a few years ago. The exhibition was at the Grange Museum, Neasden, but it is believed that it is travelling on to Oxford Polytechnic, one of whose staff, Graham Paul Smith, is responsible for the illustrated catalogue (ISBN 0 86342 000 1; £1.95).
- NF 263/82 The statement (UN 248, page 171) that there was no evening service on the Rayners Lane branch on 19 June is incorrect. After a long delay, a correspondent reports travelling on a train from Ealing Common to Sudbury Hill, where he arrived at about 23.00.
- NF 264/82 Some 40,000 blind and handicapped residents of Greater London were able to travel free on the Underground from Friday 1.10.82. Under the scheme, arranged by the London Boroughs Association, all holders of travel permits for blind or handicapped persons issued by London boroughs will benefit, previously they had to pay a concessionary fare. Travel permits for the blind are valid at all times; those for the handicapped are valid after 09.30 on Mondays to Fridays, and at any time on Saturdays, Sundays and Public Holidays.
- NF 265/82 On 7.10.82 it was announced that Mr. Michael Hesletine had agreed to a £65 million scheme for Light Rail transport in London's Docklands. The cost of building the railway is to be shared by the London Docklands Development Corporation and the Greater London Council. Two routes are planned to the Isle of Dogs; one from Tower Hill, the other from Mile End. It is hoped that the new railway will rejuvenate the Docklands area and create many new jobs.
- NF 266/82 Progress with CP stock DM car 54233: At Quanton work is progressing steadily, although it may look at a glance as though it has been stripped out. This is to enable it to be restored properly. All the light fittings in the car have been cleaned and repaired and the external wiring on them renewed. Since this work has been completed the lights have been working using a 50V generator. Several rust holes in the roof have been found and temporary sealed until a permanent repair can be made. The woodwork is being treated against rot and woodworm. Externally the paint is being touched up to try and keep rust at bay and the bogie frames have been painted with oil. The Quanton Railway Society states that visitors are welcome to look over the car; there is someone working on it most Sundays, but anyone wishing to check first may telephone Mr. B. Ammann on Ruislip 76742, or Mr. Alexandra on Stoke Mandeville 2783.
- NF 267/82 1962 stock units 1508 and 1512 still retain the original melamine car line diagrams. All are now covered by new maps, but the Central Line roundels are uncovered. Many of these have faded to a light orange and some of them are broken.
- NF 268/82 The final concrete lamp standard containing bullseye name plates, was demolished at Harrow-on-the-Hill on 7.10.82. A week later, just the stump remains.

NT 269/82 London Transport is to order six new battery locomotives for Underground maintenance work. It is expected that the new locomotives will cost about £5.5 million, and will ease the pressure on the existing fleet, because, at present, projects are sometimes delayed or resources underused because the demand for engineers' trains for night work cannot be met. The new locomotives will feature new-style couplers and retractable buffers, new arrangements for battery charging and removal, and improved crew accommodation.

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BUSKING ON THE UNDERGROUND

by I.J.Robins

On Friday 1 October at about 17.15 whilst changing from the Victoria Line to the Central at Oxford Circus, I noticed two girls about 20 years old, busking in the interchange subway. They were playing classical violin music, and did not appear to be doing very well, judging from the few coins that had collected in the violin case. Nothing unusual, I thought, and passed on to a nearby pub, where I was to meet some friends. They had been delayed, however, and while waiting, the two girls entered the pub and joined a group I was sitting next to. I was naturally interested in the economics of busking so I enquired if the pastime was profitable. I was told that they had worked this spot at Oxford Circus for an hour and a half, from 16.30 to 18.00, and had made £26, which works out at about £8.50 an hour - tax free!

It was a deliberate ploy to keep the violin case empty to hope for sympathy from passengers - it seemed to work as I noticed about a dozen 50p pieces amongst their takings.

The girls came from a nearby music college which turned a 'blind eye' to these extra-mural activities. Prosecution was very unusual, the normal attitude of the police was, 'You ARE about to leave, aren't you?' They said that London Transport station staff seemed to create more trouble than the police.

Sites were usually operated on a booking system, times being written up on adjacent posters, or on a sheet of paper which was passed from busker to busker.

It all seems to be a well-organised and profitable pastime - one of the girls said the best she had earned from busking was with a friend at Tottenham Court Road - £40 in an hour, between the two of them.

(One such busker, seen performing in one of the subways in the complexities of Charing Cross recently, was performing right next to a sign warning against busking, with her coat neatly hung on one of the screws holding the sign in position - Ed.)

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TAILPIECE

Let no one question the competence of the G.L.C's vast bureaucracy, or suggest that they do not earn their corn. Recently found in a public library was a leaflet entitled 'Now Londoners can have their say in London Transport's future', published in connection with a poll on future L.T. fares policy. As well as mentioning four of the lines referred to in NT 183/82 as ripe for closure, the compilers threaten another section of line: 'Watford - Hainault', if the 'break even' approach is adopted. Which-ever you make the journey, that's a lot of railway!!

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