

# UNDERGROUND NEWS

NUMBER 254

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## THE TIMETABLE

### Tuesday 1 February

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

### Wednesday 2 February

LURS members are invited to this meeting of the Electric Railway Society, which will be a talk to celebrate the 50th anniversary of the London to Brighton electrification, by Mr. J. T. Howard-Turner, Engineering Consultant to British Rail and the National Railway Museum at York. 19.00 at the Fred Tallant Hall, 153 Drummond Street, London, NW1. Nearest stations: Euston, Euston Square or Warren Street.

### Tuesday 8 and Thursday 17 February

Evening visits to the Post Office Railway and Workshops at Mount Pleasant. For details, see front cover of UN 253.

### Friday 11 February

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

### Monday 21 February

LURS members are invited to this meeting of the Stephenson Locomotive Society, where Mr. B. R. Hardy will speak on 'The Paris Metro and RER'. 19.00 at the Model Railway Club, Keen House, 4 Calshot Street, London, N1. Nearest station: Kings Cross.

### Saturday 26 February

East London Transport Sale, at East Ham Town Hall. 11.00 to 17.00. Nearest station: East Ham. Admission: 40p.

Further Timetable items next page.

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## THE TIMETABLE (Continued)

### Saturday 26 February

The Association for the Scientific Study of Anomalous Phenomena will be holding its meeting at the Tufnell Park Hall, Holloway Road, London, N7, at 14.00, where Nigel Pennick, author of 'Tunnels Under London' and other works will be talking about underground tunnels from the neolithic times up to the present day. His talk will be illustrated by 150 slides of underground tunnels. Andy Collins, researcher and editor of The Supernaturalist, will be talking about UFO abductee John Day's visions of underground tunnels and how well the information checked out. Admission: £1.50. Price includes tea.

### Wednesday 9 March

Talk, 'Neasden and the Railways' by Mr. R. Barker. A meeting of the Willesden Local History Society. 20.00 in the Vestry Hall, Church Path, Willesden - beside St. Mary's Parish Church.

### Friday 11 March

19.00 for 19.15 in the Tudor Room, Caxton Hall. Details to be announced.

### Saturday 12 March

10.15 to 12.15 in the Small Lecture Theatre, Science Museum, South Kensington, video films of London Underground subjects, presented by Mr. J. P. Herting. At 14.00 for 14.30 at the same location, Annual General Meeting. For full details, please see page 59 of this issue.

### Wednesday 23 to Sunday 27 March

Society visit to Paris and Lyon. There are still two places left. If you are interested please write to John Thomason, 12 Berestede Road, London, W6 9NP, on receipt of this journal.

## THE 1982/3 CHRISTMAS/NEW YEAR HOLIDAY

Continuing the trend of recent years, the 1982/3 holiday has again been an excuse for the country to stop work - for one, two, or even three weeks. As 26 December fell on a Sunday this year, Boxing Day was 'moved' to Monday 27 December, which was immediately followed by yet another Bank Holiday day on Tuesday 28 December. Similarly, with New Year's Day being a Saturday, Monday 3 January became the official Bank Holiday. This is in stark contrast to our European neighbours: In the Netherlands, we are told, this holiday was 'an employer's Christmas' - most people finishing work on Friday 24 December and returning to work on Monday 27 December !!

However, whatever one's feelings are of the rights and wrongs of a long Christmas break, it still provides the most interesting of Underground train services, albeit transferred from Christmas Day to Boxing Day (and Christmas Sunday, this year), as no Underground services now work on Christmas Day. However, 1982 gave people a 'double dose' of Boxing Day-type services - on Sunday 26th, and Boxing Day proper, Monday 27th.

Boxing Day Underground services were much revised in 1981, and were detailed in UN 242 (pages 20-25). Unlike British Rail, London Transport has not yet managed to achieve a two-day closure. In order to conserve space in the journal, only the major differences applicable to 1982 will be mentioned, as services this year were very similar.

Services were withdrawn totally on the Metropolitan East London Line on both 26th and 27th (future references will be regarded as both days, unless stated otherwise), although New Cross and New Cross Gate stations (staffed by British Rail) were open on 27th for Southern Region services only. Tottenham Hale and Kentish Town (LT staffed, but combined LT and BR stations) and Stratford (BR staffed, but combined LT and BR station) were all closed on 26th, but opened for both LT and BR services on 27th. District Line stations at Becontree, Elm Park and Upney opened until 18.00 on 27th only. Marylebone on the Bakerloo Line was closed on 26th, but opened on 27th for BR's return to work. Surprisingly, perhaps, was that Vauxhall (Victoria Line) was closed on both days, although the BR station was open on 27th.

### Stations Closed: Additional to 1981

Note \* Refer to paragraph above.

Metropolitan and Jubilee Lines: Canons Park, Chalfont & Latimer, Chorleywood, Croxley,

Latimer Road, \*New Cross, Northwood Hills, North Harrow, Preston Road, Rotherhithe, Royal Oak, Surrey Docks, Wapping.

District and Piccadilly Lines:

\*Becontree, Cockfosters, \*Elm Park, Osterley, Southgate, Stamford Brook, Sudbury Hill, Sudbury Town, \*Upney.

Central and Bakerloo Lines:

Debden, Epping, Holland Park, Lancaster Gate, Maida Vale, Perivale, South Ruislip, Snaresbrook.

Northern and Victoria Lines:

Chalk Farm, Clapham North, \*Kentish Town, Vauxhall.

In addition, Bank (Northern and Central lines) and Monument (District Line) were open only for interchange between them.

Of interest this year is that the 30-minute Amersham via Watford service operated again this year as in 1981, but for a two-day period. A correspondent reports that the train describers at Baker Street were unable to cope with Amersham and Watford destinations together! This year, the longest non-stop run through closed stations was between Amersham and Rickmansworth - about  $6\frac{1}{2}$  miles, and downhill southbound. On the Bakerloo Line, all Bakerloo trains reversed at Queens Park in the northbound platform, instead of reversing via the north sheds.

Other Days of the Christmas/New Year Holiday

On Tuesday 28 December and Monday 3 January, the Sunday timetables currently in operation were used, except for the Metropolitan main line, where a special 10/20 minute service was provided (Uxbridge and Watford), 60 minutes Baker Street to Amersham, and 60 minutes Marylebone to Aylesbury. The following extra stations were closed: Borough, Goodge Street, Mansion House, North Ealing, Regents Park, Ruislip Gardens, South Ealing, West Finchley and West Ham.

Normal timetables for the appropriate days operated on 24 December, Wednesday to Sunday 29 December to 2 January, and from Tuesday 4 January, with the following exceptions:

- (a) No District Line service between Turnham Green and Richmond, and Putney Bridge and Wimbledon after 21.00 on 24 December, due to the early close-down of the BR staffed stations.
- (b) Paddington (Hammersmith & City) station closed after 23.45 on 24 December.
- (c) Reduced peak-hour services (33 to 31 trains) on the Victoria Line 24/29-31 December. This is the only line that has not had service reductions of some kind and full services were not required for the weekdays of the holiday period.

STATION MODERNISATION

A Progress Report

No.3

by Richard Clowser

The following observations were made on 22 December 1982:

Tottenham Court Road (Central Line): On both platforms, the platform walls are at the smooth cemented stage along the whole of both walls. On the eastbound platform, the facing wall has been rough cemented at the western end over the tunnel mouth and along the wall to the point where the original CLR tunnels start. Also at the 'join' is a new store room partially complete. In the middle of the platform where the newer tiling was at the entrances and exits to the platform, the wall has been cemented up to the new lights. Some of this work is still at the steel mesh stage. Work has progressed well on the new lighting to the point where new fluorescent tubes are being installed at the western end of the eastbound platform. These new tubes are positioned almost flush with the light support ducting. Work has also started on tarring the arch shaped connecting passages. At floor level on the platforms work is still at the same point for the new nosing stones but some work on new floor tiling has started at the eastern end of both platforms for about two car lengths.

This new tiling is completely different from the more recent type as on the Jubilee Line. The tiles are beige in colour and are about eight inches long and an inch and a half wide. More interesting is the fact that they are exactly the same as the tiles used on the platform walls. Tiling of the walls has started on the westbound platform, but only at the very end for about 20 feet.

Oxford Circus (Central Line): The most obvious difference here is that the platform lighting has been completely renewed, being much brighter. The old lighting for a time remained, but has now been completely removed. On the westbound platform new floor tiling of the same type as Tottenham Court Road is being laid, at present from the first to fifth car from the western end. The only other tiling done is around the platform entrances/exits where vertical deep purple tiles have been positioned, with beige tiles disguising the join between floor and wall. Another store room has been built at the eastern end of the westbound platform. Steel mesh has been put on the wall above all tunnel mouths, although all the platform walls are at the smooth cement stage. Work is again similar on the eastbound platform except for the tiling. Presumably the wall tiling will be beige and purple once complete. At various points temporary flooring has been laid down where work is being carried out. New platform nosing stones throughout.

Bond Street (Central Line): On the westbound platform no new tiling has started but at the most western end work has started on the new frieze where a small section of a wooden frame has been screwed to the wall. Some work has started on new floor tiles, and new nosing stones have been laid throughout. At the point where the original CLR tunnels have been extended, the join has been cemented and disguised rather well. The tunnel mouths have been smooth cemented over. The mesh bands that cover the whole diameter of the station tunnel have also been cemented but no other work has been done above frieze level so far. The eastbound platform is roughly at the same stage, but in the middle of the platform some tiling has been started, the same pattern as at Tottenham Court Road but beige and chocolate in colour.

Charing Cross (Bakerloo Line): On the southbound platform the only real obvious work done since the last report is the new continuous frieze which reads CHARING CROSS, and at intervals 'ALIGHT HERE FOR', over 'TRAFALGAR SQUARE'. This has been fitted virtually the whole length of the platform, but only a little on the northbound platform. The platform facing walls have had all the advertising posters completely removed and the only other work that seems to have been done is that the brackets above the frieze have been linked together by steel rods. No work has started on tiling yet and on the northbound platform only a few of the advert posters have been removed.

With work progressing at the Central Line stations for most of the year, it is at last possible to imagine what they will look like when work is finished. Posters at all three Central Line stations indicate that work should be finished by late-1983.

#### THE ONGAR LINE - DECEMBER 1982

by

John Crowhurst

With the Underground service cuts coming into effect on 6 December 1982, reducing the Epping-Ongar shuttle service to Monday to Friday peak hours only, I felt that the opportunity should be taken to pay a visit to the line and take some lineside views on the last weekend of normal all-day operation. Accordingly, I boarded train 3, the first West Ruislip to Epping train at Oxford Circus, only to be detrained at Leytonstone - no guard available. The following Hainault train was also cancelled. The delayed arrival at Epping (thus missing the shuttle train) gave me an opportunity to call at the booking office and check on the range of tickets available. These are now all 'station-of-origin', including the 'local' privilege tickets to Central Line stations in Essex.

As it was now drizzling hard I was planning alternative arrangements for the day as it would appear not very practical to do any walking, especially on footpaths. One or two others by now had arrived with similar ideas. We boarded train 91 when it came into service at 09.19 (that was the time of the Sunday changeover of the Ongar shuttle - train 90 went back to Loughton). On arrival at Ongar the rain had, fortunately, stopped. Some new signs have appeared here since my last visit. At the west end of the platform

is a sign about Blake Hall (1), while on the side gate (2) and on the booking hall door (3) new signs have appeared because of the limited staffing of the station. In the booking office all the public tickets are 'station-of-origin', but the local privilege tickets still remain as 'scheme' tickets - Ongar to North Weald (20p), Epping (30p), Theydon Bois (40p) and Woodford (50p). The prices quoted are current, and not necessarily those printed on the tickets.

The weather seemed hopeful so I started walking via the fascinating 1,100 year-old wooden Saxon church of St. Andrew's, Greensted. From there I picked my way carefully along field paths to a small access bridge and then along another path and lane to Blake Hall. The station building is still occupied, and, rather surprisingly, has not been stripped of all its fittings. On the platform the 'Gentlemen' and yellow 'Way Out' signs are still in situ, as is an orange litter bin. In the station yard the Station Car Park and Conditions of use of Car Park signs are still firmly in position. On the booking hall doors (both platform and yard sides) are hand-painted signs proclaiming, 'Danger, Floor Removed'.

From Blake Hall, after taking some photographs, I continued via Toothill and the British Telecom transmission station to North Weald; the rain just beat me to it. Here, as at Ongar, new signs (2) and (3) have appeared. Because North Weald also boasts LT's only remaining 'level crossing', two warning signs (4) and (5) appear either side of the crossing. In the station yard is another new design of warning sign (6). The ticket stock here is again 'station-of-origin', except for local privilege tickets - North Weald to Ongar (20p), Epping (15p - medium green), Theydon Bois (30p), Debden (35p) and Woodford (45p).

From North Weald I returned to Ongar to sample the replacement 201 bus service, which in fact runs beyond Epping to Buckhurst Hill. This service started on Saturday 4 December, two days before the train service was reduced to peak hours only. On the 15.10 journey, apart from myself, there were only two other passengers, and they were only local journeys into Epping. Although very few of the 'country' stops will offer much traffic to the route, LT have erected many new style bus stop flags and, where necessary, timetable frames.

Signs on the Ongar Line:

- |     |  |  |   |                                    |
|-----|--|--|---|------------------------------------|
| (1) | BLAKE HALL<br>STATION<br>CLOSED                      | (2)  | WHEN THE TICKET HALL<br>IS CLOSED PLEASE USE THIS<br><br>WAY OUT                  | ← yellow<br>background             |
| (4) | BEWARE OF TRAINS<br>LOOK BOTH WAYS                   | (3)  | WHEN THE TICKET<br>HALL IS CLOSED<br>PLEASE USE THE<br>SIDE GATE WAY OUT<br><br>→ | (arrow reversed at<br>North Weald) |
| (5) | DANGER<br>ELECTRIFIED TRACK<br>DO NOT TOUCH ANY RAIL |  |   |                                    |
| (6) | Danger<br>Electrified Tracks                         | Note that signs 1-5 are black on white background, while 6 is white on red background. |   |                                    |

ENGINEERING WORKS

Buckhurst Hill-Woodford Junction

LT are currently experimenting with flat-bottomed track, and experimental sections have been installed between Woodford Junction and Buckhurst Hill during November and December 1982. The first occasion was from 23.00 Saturday night 27 November until the start of traffic on Monday 29 November. Services were suspended between

Woodford and Loughton and Woodford and Hainault, with substitute buses being provided. On Saturday night, shuttle services operated at normal times between Loughton and Epping and Epping and Ongar. On Sunday 28 November, four-car shuttle services operated all day between Loughton and Epping, with some of these trains being extended to Ongar.

On the second occasion, which was after the weekend service reductions, there was less to organise in the form of substitute road services. On Saturday night 11 December, all that was needed was a bus service between Woodford and Loughton, with nothing being required to Hainault, as that branch closes by 20.00. On Sunday 12 December, buses were provided all day between Woodford and Loughton, and until 20.00 between Woodford and Hainault. East of Loughton, the shuttle service to and from Epping (no Ongar service on Sundays) was this time operated by eight-car trains.

#### LETTERS TO THE EDITOR

Sir,

#### Piccadilly Line Re-signalling

I was interested in the article in the December 1982 issue of Underground News concerning the complete re-signalling of the Piccadilly Line, which is the first line in recent years to be so dealt with from end to end in more-or-less geographical order.

However, one fact appears to have been omitted from this comprehensive article, namely the date when the new interlocking machine room at Wood Green was commissioned (from Sunday 1 August 1982 - Ed.). Hitherto there was a conventional 'N' style lever frame - the first of this style to be installed on the Underground - to control the local signalling working in conjunction with an unusual type of circuitry known as 'route relay interlocking'. In early years the layout could be worked automatically by the train description apparatus but in 1957 the control of the layout was transferred to a push-button panel at Arnos Grove signal box, still using the route relay interlocking apparatus and lever frame to perform the necessary circuiting switching to operate the points and signals.

As a post-script, with reference to the description elsewhere in the same journal of the 'Toblerone' advertisement at Oxford Circus (NF 273/82 - also NF 20/83 in UN 253), I must confirm for the benefit of those members who did not have the opportunity of seeing it that it was very realistic when viewed from one of the cross-passages and, whilst not paying attention on a couple of occasions, I was fooled by it.

Yours sincerely,  
V. Badman.

Woking, Surrey.

Sir,

#### Entrances to Charing Cross Station

At about 22.30 one evening early in December, I tried to enter Charing Cross station, but I had to try three different entrances before I found one that was actually open. A notice in the booking hall apologised for the inconvenience caused by the closing off of entrances in the late evenings, which has been necessitated by tramps sleeping in one of the subways. I do not mind this minor inconvenience, but what annoyed me was that there was no indication outside the station of the fact that only one entrance was open, nor of which one it was. At least one of the closed entrances still had its illuminated 'Underground' sign lit up. Many intending passengers, faced with locked gates and no clue as to why they were locked, would have come to the conclusion that the station was closed.

I made this point to senior station staff, who informed me that the closed-off subway was GLC property, and that they had been trying to get the GLC to put notices at the entrances, but so far without success. They also made the very valid point that notice boards placed in the street would have a tendency to 'disappear'. My point is, why can't someone put notices inside the locked entrances? At present, the GLC and LT between them are doing their best to turn away fare-paying passengers

#### Department S - Last Train to Redbridge

'Last Train to Redbridge' was an episode in an ITV thriller series called 'Department S'. This particular programme was broadcast on 4 May 1969 at 19.25 and repeated on LWT at

00.15 on the night of 7/8 July 1973 (Channel 4 repeat to come sometime soon??)

According to my contemporary notes, the plot was as follows:

A train arrives at Redbridge (it is in fact the last train, and terminates there). The station staff find that all the passengers in the rear car have been gassed and are dead. What turns out to have happened is that gold speculators have been tapping the hot line in order to obtain news of impending changes in the price of gold.

To do this, they were operating from the disused 'Post Office station' in Newgate Street. They had hired a telephone engineer to assist them, but when he found out what the job entailed, he did not like to tap into the hot line. The engineer managed to escape by boarding a train which had been held by a signal in the disused station, but he was followed onto the train by one of the conspirators.

The engineer told all the passengers in the rear car of the train what was going on, so the conspirator was obliged to gas them all, after which he took over the guard's job and escaped at Redbridge.

My notes state that the Underground scenes in the programme were mostly filmed at Aldwych station. The programme struck me as being quite good, but the plot was somewhat difficult to follow, and was involved.

Needless to say, the plot was not presented in the somewhat implausible form above: as I remember the programme, it started off with the arrival at Redbridge of the last train, then most of the rest of the programme was taken up with detective work, piecing together what had happened, interviewing the train driver who remembered the signal check at Post Office, etc.

Yours sincerely,  
Nick Mitchell.

London, NW3.  
8 January 1983.

Sir,

#### Bad Behaviour on the Underground

I note with interest in the December issue of Underground News that the use of foul language or travelling without a ticket on the Underground can now be dealt with by way of a £200 fine. I look forward therefore, to reading in another issue in the very near future that thousands of people are being fined every day for committing these offences. And why not, while we are about it, start imposing fines for other offences against London Transport's bye-laws, such as putting one's feet (or rather, one's dirty boots) on seats, 'busking' at stations, playing transistor radios and other noise-making equipment to the annoyance of most other passengers? All of these offences are committed on a large scale every day, with complete impunity.

Yours sincerely,  
J.P.Randall.

Billericay, Essex.

Sir,

#### Chronology of London Railways

Please add the following:

Page 70 - Moorgate C&SL. Amend to 25 Feb 1900.

Yours sincerely,  
H.V.Borley.

Ruislip, Middlesex.

Sir,

#### Cross-Platform Interchange

About three years ago, paper notices were pasted up at the rear end of the platforms at Acton Town, Hammersmith, Barons Court, Mile End and Finchley Road stations. They

were about two feet square, in black letters on a white ground, and the wording was as shown below. After only a few weeks they vanished again from the first three stations. All these places, of course, are island platforms on four-track sections of railway, where opposite sides of the same island are served by trains on two different routes but going in the same direction.

NOTICE TO GUARDS WAIT FOR PASSENGERS TO CHANGE TRAINS ACROSS THE PLATFORM in accordance with the regulations
--

However, in about June 1982 I noticed at Mile End that new permanent enamelled metal signs had appeared, screwed to the wall or station pillars. The wording and the spacing is exactly as shown on the left, with black lettering on a white ground, and these new signs are 24 inches high by 21 inches wide. On the Sarah Siddons trip in early September 1982 I saw that the identically same notices were now installed at Finchley Road, Wembley Park and Harrow-on-the-Hill, again permanent enamelled signs. But despite my looking for them nearly every day since then at Acton Town, Hammersmith and Barons Court, none have yet

appeared at these stations. Does any reader know why? At Mile End the new signs are not precisely opposite each other on opposite sides of the same island platform. They are carefully staggered so as to allow for eight-car trains on the outer (Central Line) platform faces, with the guard at the front end of the rear car, and for six-long-car trains on the inner (District Line) platform faces with the guard at the rear end of the rear car, so that in theory the notices should be just about opposite where the guard's compartment stops, provided the driver does stop at the point where he is supposed to.

At Finchley Road and Wembley Park the signs are again in some cases not exactly opposite each other, due to the different lengths of an 8-car Metropolitan or 7-car Jubilee train. On the southbound (only) island platform at these two stations, also on the northbound (only) island at Harrow-on-the-Hill, there is an additional sign of the same type about half-way along the length of the platform on the Metropolitan side only but not the Jubilee. This is because a Metropolitan Line train could sometimes be only four coaches long and on these three platforms the front end of a short train stops at the same point as the front of a long train. In the opposite direction at all three stations it is the rear end of a short train, not the front, that stops at the same point as the rear end of a long train, so the extra notice is not needed, also no provision is made for half-length trains on any of the four Jubilee platforms at Finchley Road or Wembley Park.

No such complications would be needed if we did have these notices at Acton Town, Hammersmith or Barons Court, because at all three the guard's position on both sides (District and Piccadilly) in both directions is nowadays at just about the same spot. One wonders why the guards have to obey this instruction at the east end of the District Line, but not at the west end, although in fairness I must stress that in my experience nowadays it is extremely rare at Acton Town or Hammersmith to see a District train close its doors just as a Piccadilly opens, or vice versa, whereas five or ten years ago this happened very frequently.

#### Luggage Labels - 1973 Stock Trains

With reference to NF 255/82 in UN 251, it states that new notices about luggage have been appearing on Piccadilly Line 1973 stock trains. I am not fully sure, however, that it is correct to refer to this in plural. The only car mentioned by number is 200. As a regular traveller on the Piccadilly Line I have on a few occasions seen the three-car set 200/600/400 equipped with these notices, but, up to the date of this letter, never any others. I first encountered this unit thus adorned on 19 October 1982, and examined all three cars on 4 November, when IM 200 had them on six of its twelve screens, trailer 600 had them on six of its 16 screens and UNIM 400 had them on eight of its 16 screens, the actual distribution in each case being somewhat haphazard, although only two at each group of four potential locations at each passenger entrance, of which IM 200 does not have as many as do 600 and 400.

These labels are a long thin strip (about 24 inches by 3 inches) printed in black on yellow, saying 'Luggage, Gepack, Baggages', with an arrow pointing downwards at each end. Both the times that I saw 200/600/400 it was working the Rayners Lane service,



whereas, of course, the notices are aimed solely at Heathrow Airport passengers! There is certainly a great need for these notices and ought to be in every car because the enormous quantities of luggage taken by vast quantities of people to and from Heathrow Airport on the Piccadilly Line is a major menace, especially during the rush hours. Most of these people refuse to use the extra-wide doorway vestibules, which were designed and constructed primarily for Heathrow-bound suitcases and they nearly all do put their luggage on the seats. Many a time I have seen one passenger thus occupying three or four seats, while the ordinary every-day passengers such as myself have to stand. The older notices 'Please put luggage on the floor, not on the seats', which have been displayed inside the 1973 stock ever since it entered service, doesn't seem to have much effect. Non-Airport passengers, even east of Acton Town, can always get a far more comfortable ride in a Rayners Lane train than in a Heathrow one. The only benefit the Heathrow Airport extension has brought to ordinary passengers is that the Hounslow branch now has a more frequent service on Sunday mornings than it used to have.

#### More About the South Acton Branch

Re-page 173 of UN 248 and page 190 of UN 249, I too was a passenger on the last train on the South Acton branch at around midnight on 28 February 1959. I agree that this terminated in the eastbound Piccadilly platform at Acton Town and not in the normal South Acton bay platform. But I am not so sure that to gain access to Ealing Common depot it then went into one of the sidings east of Acton Town station and then via the westbound Piccadilly Line platform. My memory is that from the eastbound Piccadilly platform it proceeded westwards 'wrong-line' on that same eastbound track for the very short distance to the foot of the slope leading up to the depot. I agree that the remaining contents of South Acton booking office were taken to Acton Town in this last ordinary service; in fact the booking clerk was very fond of his stool, and I heard him say, 'I don't know what station they are going to send me to next week, but this is my stool, and I'm going to take it with me there and sit on it until I retire'.

I agree also that no guard was provided on cars 4167 and 4176, but I was always under the impression, or so I was told at the time, the drivers had only one week on this short shuttle service, in order to relieve the boredom of monotony, and that it was part of the main District Line staff rota, so that every driver on the District Line thus had to do his stint of one week on the South Acton branch, somewhere about once every two years. During this one week, each driver's regular guard had one week of being rostered as 'spare'. One other small point is that for about six weeks after the rails and sleepers had been removed from the bay platform at Acton Town, the buffer stops remained in situ and the red lamp on same continued to be illuminated for 24 hours a day - no doubt to stop the ghost of the South Acton train!

#### The Landslip at Totteridge

With reference to pages 180-183 of UN 249, the condition of the roadway and car park at Totteridge were not mentioned. These are at a much higher level than the station buildings. I examined the car park on 7 August, two weeks after the southbound track had to be taken out of service, and the subsidence was really very bad indeed, most alarming with numerous very wide cracks over a long length, and the whole of the edge of the roadway had dropped down by what seemed to be about two feet. Surely it must have been the pressure of this roadway, slipping down the embankment, pushing into the side of the station buildings and platform that caused the trouble, rather than any defect in the buildings themselves or their foundations. It was mentioned that the station buildings and the booking office on the southbound side had to be closed temporarily, and that the Ladies Waiting Room on the northbound platform had been converted into a ticket office. One small point missed is that, as a by-product of this, the Ladies Lavatory had to be closed altogether. Until then, Totteridge was one of the very few Underground stations that still had public lavatories, as there seems to have been a gradual but unpublicised policy of closing all of them in recent years, to the great inconvenience (sorry!) of LT passengers, and in stark contrast to BR policy where this amenity is always maintained whatever else might get closed.

#### Christmas Ghost Story

Re page 286 of UN 252 (December), I suggest that the author of the Christmas Ghost story should have realised that the extension to trolleybus route 666 to Brockley

Hill was from Edgware (Station Road) and not from Stanmore Circus. Alternatively, if it really was extended from Stanmore, then it was a 645, not 666.

#### Paris Metro Station Names

On pages 281-2 of UN 252 the reviewer of station names on the Paris Metro does not mention the fact that at least fourteen of them are the name of a foreign country or city, whereas we have none at all in that category on the London Underground.

Yours sincerely,  
J.C. Gillham.

Ealing, W5.  
13 January 1983.

#### REVIEWS

##### Books:

THE FINAL LINK - by Dennis Edwards and Ron Pigram. Size approx. 213mm x 303mm. 144 pages, hard back, with numerous photographs. Price: £8.50. Published by Midas Books, Tunbridge Wells, Kent. 1982.

Members will be familiar with the two 'Metroland' books previously published, by the same authors. 'The Final Link' is in a similar style, but is a pictorial history of the Great Western and Great Central Joint lines, which combined was the last main line steam railway to be built in England. The book covers the effects of this railway - which had a life of a main trunk line for just over 50 years - on the Chilterns and South Midlands, with photographic coverage as far as Birmingham.

As far as the London Underground is concerned, the book has much to offer: the building of Marylebone station and the line to where it starts to parallel the Metropolitan Line near Finchley Road is illustrated. One shows twin tunnels, 'only one was laid with double track, as the twin tunnels proved to be far too generous'. The section 'The Growth of West London' has a photograph of a West Ruislip-bound GWR local train at North Acton in 1947, Greenford station in 1920, and several views of the Central Line under construction between North Acton Junction and West Ruislip just after the war. Of interest is a photograph of South Ruislip station exterior, showing the finishing touches being put to the dome roof - some twelve years after being opened. The branch from Denham to Uxbridge High Street is not forgotten, nor the Metropolitan's Brill branch that passed over the line at Wood Siding.

Photographically recorded is the last ever 'slip coach' operation carried out on BR. This was at Bicester on 9 September 1960. Nostalgic views of Birmingham New Street station conclude the story - with a sad 1972 view at the end after all services had ceased.

Highly recommended.

RAILWAYS THEN AND NOW - The Changing Railway Scene in Britain, by Edwin Course. Size approx. 190mm x 255mm. 168 pages with 272 illustrations, hard back. Published in 1979 by B.T. Batsford Ltd, London, W1. Price: £8.95.

To record the changing railway scene over the years in just 168 pages, bearing in mind that each chosen subject needs at least two photographs, sometimes three or four, is an extremely difficult task. The author has divided the contents into ten sections. Not surprisingly, lines radiating from London to the home counties feature in the first four parts, followed by the West of England, Midlands and North of England. Sections 8 and 9 give a brief covering to Wales and Scotland, with No.10 being classed as 'Miscellaneous'.

The London Underground features in the first four sections, at the following locations:  
Cunnersbury (three views, 1906, 1950 and 1975)  
Barbican (two views, 1954 and 1976)  
Wood Lane flyover (three views, 1920 - most interesting, showing the connection with the GWR - 1957 and 1976)  
North Acton Junction (two views, 1920 and 1957)  
Ongar (three views, 1938, 1956 and 1963)  
Barking (four views, three of the flyover construction in the late 1950's, and one of 1976).

Uppinster (two views, 1926 and 1956)

There is also an Isle of Wight 'Then and Now', showing a train in 1922 with the coaching stock as ex-Metropolitan Railway rigid 8-wheelers at Sandown, and a comparison 1967 view of the tube stock in service shortly after electrification.

A subject of this nature could, of course, fill several more volumes, and maybe another edition would be worth considering for the future. The appreciation of the photographs - some very rare and interesting - is lost, however, because of the type of paper used in the finished product.

#### Maps and Leaflets:

AN EASY GUIDE TO TRAIN SERVICES IN THE SOUTH EAST: BRB Central Advertising Services (P572/A310/782)

This map is an update of BR's excellent schematic map of the South-East Region, indicating not only the routes from the different terminals in various colours, but also showing frequency of basic service by station symbols, and periods of opening by letters.

Of Underground interest is the limited central area map of the system showing interchanges between the BR terminals. Also marked is the Metropolitan Line from Baker Street to Amersham and Chesham. A surprising omission from these maps is the Central Line between Greenford and West Ruislip.

This folder is not widely available for fate has taken a hand. The map shows the Midland and Midland City lines with the electric services frequencies in anticipation of their commencement on 4 October 1982. The issue has already been held back from May 1982. It unfortunately will never be a true representation of services for 1982/3 as by the time the electric services do start, the Elmers End-Sanderstead line of the Southern Region will have ceased passenger operation. Nevertheless, the map is a very worthwhile new edition and complements the 'London Connection' folder reviewed in UN 253, page 19.

JMC

TRAIN SERVICES FOLDER: AYLESBURY - LONDON (Issued by British Rail)

British Rail have at last acknowledged that London Transport operates to Amersham, other than early and late on weekdays and all-day Sundays. The latest Aylesbury line timetable now shows the full service, both LT and BR, from Baker Street (Aldgate during peak hours) and Marylebone. Timings are current from 29 November 1982 (BR) and 6 December 1982 (LT). The main criticism is the lack of information concerning connectional times. Whilst it is obvious that Chesham passengers change at Chalfont, those to and from Aylesbury and Baker Street have to change somewhere - but whether at Moor Park or Harrow-on-the-Hill is not made clear, apart from the early morning trains from Wembley Park; and is the Circle Line so infrequent now, that there is only an early connection to the City off the 06.00 from Chesham? Whilst admitting that 'other LT services operate between Baker Street, Harrow and Moor Park', nothing is mentioned of the other LT services providing a connection between Baker Street and the City.

In the absence of LT's comprehensive Metropolitan Line timetable, this fills a gap.

JMC

THE LONDON UNDERGROUND - DIAGRAM OF LINES: No.4, 1982. Published by London Transport. (1082/03495/100M(R))

London Transport's own Underground map needs little description, as most, if not all, members will be familiar with it. Not only that, but the new edition is of the same design of its predecessor, but with the latest information, as a result of the service cuts of 6 December 1982. North Weald and Ongar are correctly shown as open during Monday to Friday peak hours only, but there is no indication of the 20.00 daily closure of the Hainault-Woodford branch shuttle. The opportunity has been taken to show the line north of Stonebridge Park to Watford Junction as British Rail only, although the Bakerloo between Queens Park and Stonebridge Park is incorrectly shown as having a 'full' service.

With the increasing number of 'restricted' services, is it time that the London Underground map showed these as broken lines (as on the London Connection map), plus an

indication of the stations without an evening or late-evening service.

JMC

### FROM THE PAPERS

#### The Times

6.12.82 - With the British Telecommunications Bill becoming law in 1981, London Transport, among others, have realised the potential of its many miles of underground tunnels, cable ducts and shafts. LT have appointed Dr. Henry Fitzhugh to co-ordinate in the use of its tunnels and cable ducts for telecommunications. It is reported that LT have 1,000 km of tramway ducts in London and the suburbs, and already some are being used to carry TV cables.

#### Woking News & Mail

18.11.82 - Under the headlines, 'The fight against grime, WOKING FIRM GOES UNDERGROUND', this item dealt with the LT Tunnel Cleaning train, claiming that two miles of tunnel can yield two tons of grime. Equipment supplied by Neu Engineering of Woking for five out of the six tunnel cleaning trains in the world. The firm's motto is 'Putting Air to Work for Industry'.

#### Financial Times

6.12.82 - Talks are taking place between the Matra Group of France (who designed the Lille Metro) and G.E.C. Traction, about producing a package that would allow most of the equipment for the London Dockland's light railway to be made in the U.K. However, British equipment makers prefer the rail link to be based on British technology, so the Docklands LRT could become a showpiece for British industry. The Greater London Council and the London Docklands Development Corporation want to find the best system within the set budget. Work is expected to start early in 1984 and be completed by 1987.

10.12.82 - A 'Letter to the Editor' from a commuter using the South-West Division of the Southern Region states that the main line system provides a fast, tollerably comfortable and punctual service. However, he goes on to say, 'the final mile or so on the Waterloo & City Line is one of distinct misery'. The outdated rolling stock is blamed for frequent breakdowns. The writer suggests either handing over the line to LT, or putting it in entirely private hands.

#### Harrow Observer

10.12.82 - This issue celebrates - where it seems went otherwise unnoticed - the 50th anniversary of the opening of the Stanmore branch - 10 December 1932. Then costing  $\frac{1}{2}$  million to construct, and taking two years, the line was regarded as a major achievement, as it crossed the Wealdstone Brook at five locations. It is recalled that a weekly ticket to Baker Street from Stanmore cost 6/- (30p) second class, or 8/6d (44 $\frac{1}{2}$ p) first class! Three photographs and a map accompany the article. One shows a contractor's train hauling away excavated earth, another of the countryside before the line was built, and the third of inside Wembley Park signal box, which, with Centralised Train Control (CTC) initially controlled the signalling all the way to Stanmore.

#### Daily Telegraph

2.12.82 - The official report on the fire north of Goodge Street station on the Northern Line on 21.6.81 says that it was almost certainly caused by a cigarette end being blown into the tunnel from Goodge Street platform. It recommends an immediate ban on smoking on Underground trains. The report praises the bravery and cool thinking of the LT staff during the incident, but criticises the management for allowing combustible material to accumulate for at least six months before the fire.

Tonight's episode of 'Shelley', the comedy series on ITV, was based on the hero's tube train being stuck in a tunnel.

10.12.82 - Conservationists will be heartened that LT wants to shut its Greenwich power station (as well as the one at Lots Road, Chelsea). The Greenwich station has been a blot on the landscape for decades, overshadowing one of London's most attractive buildings, the 300-year-old Trinity Hospital. LT wants to buy all its electricity from the Grid, which should save it £2 million a year at 1980 prices, but the conversion will cost £61 million for new equipment. In 1966, roach, bream and eel were caught in Lots Road's filters.

13.12.82 - There is a growing belief in central and local government that the existence of the GLC is holding back rather than helping the development of London. As the strategic planning authority it is involved in all major and many minor planning applications, but large applications almost always have to go to a public enquiry where the final decision is taken by the Environment Secretary. Tory and Labour leaders of the GLC have had their powers circumscribed, not only by the courts, as in the case of the LT fares cut earlier in the year, but by the Government. Sir Horace Cutler, for example wanted, rightly in the view of many in both parties, to push the Jubilee Line through to the Isle of Dogs, and fund it from the rates. Neither the Labour nor Conservative governments would allow this.

15.12.82 - The GLC has offered British Rail about £3,750,000 to save Broad Street station and protect the Richmond-City Line through North London. The Dalston to Broad Street section could face the axe under BR's long-term redevelopment proposals for Liverpool Street and Broad Street stations.

The Labour-controlled GLC is to seek court advice over whether it can cut tube and bus fares by 25% at a cost to the ratepayers of £100 million. Councillors voted in favour of the fares cuts last night, provided they are legal. The Labour leader said that the fares cuts were vital to keep firms in Central London and assure its economic survival.

16.12.82 - An offer by BR which could have meant rises of up to £25 a week for 200 train drivers operating one-man trains on the Bedford-St.Pancras/Moorgate Line has been turned down by the locomen's union, ASLEF. The union executive yesterday rejected the offer which would have given an extra £5 a shift for working the latest electric trains on which the driver would operate the sliding doors.

24.12.82 - The GLC wishes London Transport to reduce its fares by 25% from 3 April 1983. The GLC's lawyers advise that the scheme is legal and the London Transport lawyers that it is illegal. Yesterday, a High Court judge, sitting in private, granted the GLC's application for a judicial review of the scheme's legality.

Lord Macarthy, chairman of the Railway Staff National Tribunal, is expected to be called in again to adjudicate on the dispute between BR and ASLEF on the pay for drivers for operating one-man trains between Bedford and St.Pancras/Moorgate. ASLEF is demanding £50 a week extra, but BR has said that £25-35 a week is its final offer.

30.12.82 - LT plans to spend £162 million on capital investment next year (1983), including £97 million on the 'vital task of upgrading the ageing underground'. Another £25 million will go on bus replacement, £22 million on facelifts for stations, and £9 million on garage modernisation.

#### Evening Standard

21.12.82 - The East Germans are threatening to close down the local railway 'S-Bahn' which runs between East and West Berlin, unless West Germany pays a substantial part of the £500 million loss incurred in the last ten years. Hitherto, West Germany has paid about £3 million annually. Four of the seven lines in West Berlin have already closed because of a 1980 railway workers' strike for higher pay.

#### MAGAZINE REVIEW

MODERN RAILWAYS - January 1983. Published by Ian Allan: Price 65p.

This issue has numerous references to LT railways and BR lines in the London area. A six-page article examines the present and future of the BR lines from Marylebone to Aylesbury via Amersham and via Princes Risborough, and from the latter station to Banbury. It lists the looming difficulties - ageing class 115 DMUs built in 1960; numerous permanent way slacks because of deferred maintenance; the Signal Engineer refusing to allow the use of Neasden signalbox after May 1983. There is an LMR strategy for electrifying from Amersham to Aylesbury (probably as a single line with passing loops); diverting the Banbury Line trains into Paddington, and probably abandoning the Princes Risborough-Aylesbury and South Ruislip-Neasden sections. However, this strategy was first mooted 15 years ago, but it would demand an unprecedented degree of co-operation between BR and LT, and would need to go through the TUCC procedure for closing stations and lines. The Aylesbury line is currently being considered by a BR-LT working party.

There is also a two-page article on the present and future co-ordination between BR and LT in the London area, a one-page article on the new LT AFC scheme unveiled at Vauxhall, and news items on the new Watford Stadium station; proposed LT ticket arrangements under a 25% reduced fares scheme; a GLC call for more Government investment in London area BR lines; LT's plans for major station modernisation to begin in 1983; the Marble Arch collision on 16.11.82; the new transparent escalator cover and canopy at Rotherhithe; and ironwork that was to have been used for the eastward extension of the then Fleet Line being used instead for the subway connection between Kings Cross Midland City Line station and the Victoria Line. There are also items on the Tyne & Wear and Brussels Metro extensions, and discussion of LT railways in the correspondence column.

#### SMALL ADVERTISEMENTS

##### For Sale:

'HANDLING LONDON'S UNDERGROUND TRAFFIC' by J.P.Thomas (1928). Best offer over £10. Contact: A.A.Jackson, 71 Overdale, Ashted, Surrey, KT21 1PU before 15 March 1983.

SA43/254/83

##### For Sale:

Metropolitan Railway whole single tickets. 3rd class (Buff or pre-1920 Green £1.50. Later Green £1.00. From old station names - Gower Street, Bishopsgate, etc. £2.00). 2nd and 1st class £3.00. Prompt refund if not satisfied. Please contact J.Britton, 4 Berkeley Court, 33 Gordon Road, London, W5 2AE. (or Giribank transfer to account 56 734 0007).

SA44/254/83

#### SOCIETY SECTION

##### Membership

It is with regret we have to announce the death of Major H.Lourdes-Cresswell, one of the Society's long standing members.

##### Committee

As noted briefly on page 32 of UN 253, Committee member Nick Mitchell has found it necessary to resign, due to personal commitments. The Society is very grateful to Nick for all the work he has done for the Society, especially with the Library and in providing such comprehensive reports of public enquiries.

##### Visit to Kings Cross Midland City Station

On Wednesday 8 December 1982 about thirty Society members took part in a visit to rebuilt City Widened Lines station at Kings Cross, now called Kings Cross Midland City. When the service on the line was operated by class 31s and DMUs, London Transport administered the station, which was easily visible from passing Hammer-smith & City and Circle Line trains. With the line becoming an important part of the Midland Suburban Electrification programme, the station was closed for rebuilding - the last trains ran on Friday 11 May 1979 and the line then passed to LMR ownership.

Hoardings soon appeared across the Pentonville Road frontage of the station and a high brick wall along the back of the down platform. The rebuilding then continued unseen. The old passageway type booking hall has been replaced by a glass-fronted booking hall, leading through ticket barriers to the newly built footbridge crossing the line to platform 'B' (down line, towards Bedford). A stairway from the north side of the footbridge leads past platform 'A' (up line, towards Moorgate) to a small circulating area below track level. An escalator carries passengers up to ticket hall level, while a short passage and stairs connects from platform 'B'. For passengers interchanging with the tube lines a long iron-segment tunnel connects firstly with an access stairway to the north end of the Victoria Line before continuing to the interchange tunnel between the two Piccadilly Line platforms. Connection to the Northern Line is by the existing escalator from the Piccadilly Line. The Metropolitan/Circle and Main Line stations can be reached through the existing LT exits or at street level from Kings Cross Midland City station. Look for the official message when you make your interchange - it reads 'smile'!

The facilities at platform level on the new station are a little sparse. Moulded seats are provided on both platforms, and a public telephone will also be available

Kentish Town	St. Albans
West Hampstead	Harpenden
Cricklewood	Luton
Hendon	Leagrave
Mill Hill Broadway	Harlington
Elstree	Flitwick
Radlett	Bedford
Listen for	Stand Clear
	announcements

on platform 'B'. The original retaining wall of the cutting forms the back wall of platform 'A' and supports a shortened canopy. That maddening new canopy supports a canopy the length of platform 'B'. A train describer has been installed on the down line platform, the layout is as shown on the left. It is interesting to note the use of 'listen for announcements' - presumably used at times of service disruption - when the service starts, of course. So, the new station is there, the new trains

are waiting at Cricklewood - when will we have the new service? Recent optimism has, of course, been dashed by ASLEF's announcement in December that BR's offer of £5 per shift to work the one-man trains is not enough.

The Society's sincere thanks are offered to British Rail who allowed us the visit, especially to Paul Adams who led us through this new part of Underground London, and also to Keith Montague who did all the arranging and also accompanied us on our visit.

#### London Transport Video Films

The Central Film Library has produced a video film of London's tramways, from LT's archive material, comprising three classics, 'Service' (1931), 'All Change' (1950), and 'The Elephant Will Never Forget' (1952). The video film can be obtained direct from the Central Film Library, Chalfont Grove, Gerrards Cross, Bucks, SL9 8TN. The film costs £30, including postage. Please be sure to indicate whether you want a Betamax or VHS film.

The Society has been advised that it is hoped to market other video films in 1983, London Transport's Golden Jubilee Year, with at least one being devoted to the London Underground. Further details, when received, will be announced in Underground News.

#### Exhibitions at the LT Museum

The Society was pleased and honoured to be asked to the opening of two exhibitions at the London Transport Museum on Wednesday 15 December 1982. Being contrasting exhibitions, they show aspects of public transport, both old and new, and were opened by LT's Managing Director (Rail) and Society President, Dr. Tony Ridley, and Mr. R.A. Wood, Marketing and Information Officer for the Tyne & Wear PTE.

'E. McKnight Kauffer - Posters for London Transport' is a display of work by the American-born graphic artist. He produced more than a hundred posters in many different styles, promoting London's bus and Underground services between 1915 and 1939. There are 55 posters on display, the last of which was designed in 1939 but not issued because of the war. It was, however, published by LT in 1976. The poster exhibition runs until 2 May 1983.

'Tyne & Wear Rapid Transit System' shows the newest of Britain's urban rail transport undertakings, a light rail network opened by the Queen in 1981. Construction began in 1974 and it has cost £280 million to build. A final phase, linking Heworth and South Shields, is under construction. Video films, plans and photographs show how the new system is operated, including ticketing and the integration between Metro and bus networks. Mr. Wood explained that 60 million passengers a year are hoped for - currently one million a week are being carried, being well on the way to the target. This exhibition will run until 27 February.

The London Transport Museum is open daily (except 25/26 December) from 10.00 to 18.00. Admission: £1.80 adult and 90p for those eligible for reduced rate. A family ticket is also available for £4.40, valid for two adults and two reduced rate visitors.

ROLLING STOCK ALTERATIONS

Add for October 1982:

Service stock repainted in yellow livery: DEC617, JC688.

December 1982

1938 Tube Stock

From Stonebridge Park to Neasden (withdrawn stock)

10189-012278-11189+10284-012374-12144-11284 5th

From Ruislip to Birds, Long Marston, for scrap

10032 10267 11032 11267 12099 012182 012372 14th

1959 Tube Stock

From Golders Green to Stonebridge Park

1203-2202-1202+1213-9213-2212-1212 5th

R Stock

From Ealing Common to Ruislip (condemned cars)

21107-23311-23407 2nd

D Stock

From Metro-Cammell, Birmingham, delivered to Ruislip

7126-17126-8126+8127-17127-7127 23rd

Entered service, District Line

7122-17122-8122+8123-17123-7123 29th

Miscellaneous Movements

L145 Acton Works to Ealing Common (ex-collision) 3rd

L26 from BREL Doncaster to Ruislip (arrive 17th) after underframe repairs

3263-4263-4363-3363 Acton to Neasden (ex-derailment) 21st

Service Stock

Scrapped at Ealing Common by W.H. Davis & Sons.

HW400 HW427 HW434 2nd

Refurbished by W.H. Davis & Sons, repainted yellow and returned to Ruislip

F344 F353 F364 17th

Reformations

From

To

R Stock

21147-23320-23413 21147-23320-22682

23580-22682

Re-numbering of 1962 Tube Stock Trailers:

2700 to 2644 17th

Units to Acton Works for Overhaul

Metropolitan	5140-6140-6141-5141	1st
Jubilee	3241-4241-4341-3341	2nd
Metropolitan	5144-6144-6145-5145	7th
Northern	1036-2036-9037-1037	15th
Central	1720-2720-9721-1721	15th
Metropolitan	5563-6563	16th
Central	1638-2638-9639-1639	29th



Units from Acton Works after Overhaul

Metropolitan	5138-6138-6139-5139	1st
Metropolitan	5579-6579	2nd
Metropolitan	5142-6142-6143-5143	7th
Northern	1268-2268-9269-1269	15th
Central	1724-2724-9725-1725	15th
Metropolitan	5586-6586	16th
Central	1644-2644-9645-1645	29th (trailer 2644, ex-2700)

ROLLING STOCK REVIEW

No.6 - 1982

The sixth annual review of London Underground rolling stock changes summarises the position correct to 31 December 1982. Briefly, the year has seen the end of 1938 tube stock overhauls, and with the exception of one unit, all 1959 tube stock has been through three overhaul cycles, with a start being made on the fourth. The 1962 stock on the Central Line is about 75% through its third cycle and the A stock on the Metropolitan about half way through its third, too. About half of the C69 stock has been overhauled for the first time, and the first unit of 1973 tube stock has also passed through Acton Works.

At the end of the year only one train of D stock was outstanding to be delivered from Metro-Cammell, allowing 24 R trains of R stock to be withdrawn, and 20 consignments to be despatched from Ruislip to Booths of Rotherham. Further redundant service vehicles have been scrapped, but more flat wagons have been refurbished, and others repainted in the new yellow livery.

New Stock

D Stock - from Metro-Cammell delivered to Ruislip:

Units:	7094	7095	7096	7097	7098	7099	7100	7101	7102	7103	7104	7105	7106
	7107	7108	7109	7110	7111	7112	7113	7114	7115	7116	7117	7118	7119
	7120	7121	7122	7123	7124	7125	7126	7127					

Entered service District Line:

Units:	7502	7078	7079	7080	7081	7082	7083	7084	7085	7086	7087	7088	7089
	7090	7091	7092	7093	7094	7095	7096	7097	7098	7099	7100	7101	7102
	7103	7104	7105	7106	7107	7109	7110	7111	7112	7113	7114	7115	7116
	7117	7118	7119	7120	7121	7122	7123						

Stock Scrapped

1938 Tube Stock (cars)

10032	10080	10143	10164	10170	10174	10195	10267	10271	10280				
11032	11064	11081	11143	11150	11164	11170	11174	11195	11267	11280			
12017	12076	12099	12109	12142									
012182	012202	012251	012266	012279	012289	012321	012343	012372					

CO/CP Stock (cars)

53210	53223	53235	53249										
54035	54210	54235	54256										
013272													

R Stock (cars)

21101	21108	21109	21110	21111	21113	21115	21117	21119	21120	21122	21128		
21130	21132	21134	21135	21136	21137	21138	21139	21142	21143	21144	21146		
21150													
22600	22601	22602	22606	22608	22609	22610	22612	22613	22614	22615	22617		
22618	22623	22626	22627	22628	22630	22631	22632	22633	22637	22638	22639		
22640	22641	22642	22648	22649	22651	22658	22659	22660	22667	22671	22672		
22673	22676	22681											

23204	23222	23227	23232	23233	23234	23236	23237	23238	23239	23240	23241
23242	23243	23246	23247	23250							
23301	23307	23308	23309	23313	23315	23317	23319	23321	23322	23324	23327
23331	23334	23335	23336	23338	23339	23340	23342	23343	23345	23346	23350
23401	23408	23409	23410	23411	23412	23414	23416	23418	23419	23423	23428
23430	23431	23434	23435	23436	23438	23439	23440	23441	23442	23443	23446
23448	23450										
23500	23501	23502	23505	23506	23508	23512	23513	23514	23515	23517	23518
23520	23521	c 23523	23524	23527	23531	23533	23534	23535	23536	23537	23541
23543	23546	23547	23548	23551	23558	23559	23565	23566	23569	23570	23572
23573	23577	23579									

Line Transfers

1959 Tube Stock (units)

Northern to Bakerloo 1203 1212

Sleet Locomotive

Hainault to Stonebridge Park ESL117

Livery Alterations

From Maroon to Yellow:

Battery Locomotive: L55

Sleet Locomotive: ESL117

From Grey to Yellow:

Flat Wagons: F365 F367 F370 F384

Refurbished Flat Wagons from Grey to Yellow:

Flat Wagons: F344 F353 F364

Service Stock

New Vehicles:

7½-ton Telescopic Jib Crane: G623

Scrapped:

Sleet Locomotives: ESL100 ESL105 ESL111 ESL116

Hopper Wagons: HW400 HW402 HW412 HW427 HW433 HW434

Ballast Wagons: BW4 BW214. Flat Wagons: F337 F376 F378 F381

Reformations

From	To	Date	Note
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CO/CP Stock

53249-013272			
53235	53249-013272-53235	4/82	(a)

R Stock

21150-23250-23232-23350-23450	21150-23250-23350-23450	1/82	)
23505-22606	23505-23232-22606	1/82	)
21143-23242-23234-23343-23438	21143-23242-23343-23438	2/82	)
21136-23335-23436	21136-23234-23335-23436	2/82	)
21139-23241-23237-23342-23442	21139-23241-23342-23442	3/82	)
23566-22658	23566-23237-22658	3/82	)
21144-23246-23240-23338-23441	21144-23246-23338-23441	4/82	) (a)
23543-22601	23543-23240-22601	4/82	)
21142-23243-23236-23345-23443	21142-23243-23345-23443	5/82	)
23523-22612	23523-23236-22612	5/82	)
21140-23244-23238-23341-23437	21140-23244-23341-23437	7/82	)
21132-23331-23431	21132-23238-23331-23431	7/82	)
21145-23233-23239-23347-23447	21145-23347-23447	9/82	)
23570-22667	23570-23233-23239-22667	9/82	) (a)

Reformations (Continued)

21147-23320-23413 23580-22682	21147-23320-22682	12/82	(b)
<u>A Stock</u>			
5042-6042-6043-5056 5043-6056-6057-5057	5042-6042-6043-5043 5056-6056-6057-5057	10/82 10/82	
<u>1962 Tube Stock</u>			
1694-2694-9695-1695 1718-2718-9719-1719 1608-2608-9705-1705 1434-2434-9439-1439	1694-2590-9695-1695 1718-2694-9719-1719 1608-2608-9609-1609 1434-2434-9435-1435	1/82 1/82 3/82 9/82	(c) (c) (d) (e)
<u>1967 Tube Stock</u>			
3046-4051-4146-3146 3064-4064-4164-3164 3010-4010-4143-3143 3043-4043-4110-3110 3064-4064-4164-3146 3046-4051-4146-3146 3046-4051-4146-3146 3051-4046-4151-3151	3046-4051-4146-3164 3064-4064-4164-3146 3010-4010-4110-3110 3043-4043-4143-3143 3064-4064-4164-3164 3046-4051-4146-3146 3046-4046-4146-3146 3051-4051-4151-3151	1/82 1/82 4/82 4/82 9/82 9/82 10/82 10/82	
<u>1973 Tube Stock</u>			
152-552-352 152-514-352 222-622-422 114-622-422	152-514-352 152-512-352 114-622-422 222-622-422	2/82 4/82 9/82 10/82	

Notes for Reformations:

- (a) Reformed for scrap.
- (b) Reformed as a test train.
- (c) Reformations due to extra time being needed on 1962 stock car flooring.
- (d) 9609-1609 ex-collision, 9609-1709 to store.
- (e) 9435-1435 ex-derailment, 9439-1439 to store.

Renumbering of Stock

1962 Tube Stock Trailers

2713 to 2734	4/82	2734 to 2678	5/82	2678 to 2600	6/82
2600 to 2674	8/82	2674 to 2702	9/82	2702 to 2612	9/82
2612 to 2624	10/82	2624 to 2632	10/82	2632 to 2628	11/82
2628 to 2700	11/82	2700 to 2644	12/82		

Number of units overhauled at Acton during 1982

	Jan	Feb	Mar	Apr	May	Jun	Jly	Aug	Sep	Oct	Nov	Dec	Total
1938 (B)	-	-	3	-	-	-	-	-	-	-	-	-	3
1959 (N)	3	2	2	2	2	1	2	2	2	2	3	1	24
1962 (G)	4	2	3	2	3	2	3	2	4	2	4	2	33
1972 MkI (N)	1	1	1	2	-	1	1	-	2	1	2	-	12
1972 MkII (J)	-	1	1	1	1	1	-	1	-	-	1	-	7
1973 (P)	-	-	-	-	-	-	-	-	1	-	-	-	1
A (M)	1	2	2	1	1	2	1	3	1	2	-	2	18
C69 (M)	2	1	2	2	1	-	-	1	-	2	1	2	14
<b>Total:</b>	<b>11</b>	<b>9</b>	<b>14</b>	<b>10</b>	<b>8</b>	<b>7</b>	<b>7</b>	<b>9</b>	<b>10</b>	<b>9</b>	<b>11</b>	<b>7</b>	<b>112</b>

Comparison number of units overhauled at Acton 15 years ago: during 1967

	Jan	Feb	Mar	Apr	May	Jun	Jly	Aug	Sep	Oct	Nov	Dec	Total
1938 (N)	4	4	5	4	4	5	2	5	5	3	4	5	50
1938 (B)	2	-	4	3	4	1	3	1	2	2	2	1	25
1938 (P)	-	-	-	-	-	1	1	-	1	1	-	1	5
1959 (P)	3	4	2	2	4	3	1	2	3	2	3	3	32
1962 (C)	2	2	2	3	2	2	2	2	2	3	3	1	26
CO/CP (D)	-	1	1	1	1	1	1	1	-	2	-	1	10
CO/CP (M)	2	2	1	3	2	3	2	1	2	2	3	2	25
R (D)	1	3	2	2	3	3	2	2	2	3	2	3	28
A (M)	1	2	3	1	2	3	-	2	1	2	2	1	20
<b>Total:</b>	<b>15</b>	<b>18</b>	<b>20</b>	<b>19</b>	<b>22</b>	<b>22</b>	<b>14</b>	<b>16</b>	<b>18</b>	<b>20</b>	<b>19</b>	<b>18</b>	<b>221</b>

LONDON TRANSPORT SERVICE STOCK

No. 2 - January 1983

In response to requests received since the first of these lists was published (UN 239A, pages 287-293), the following observations were made during the period 2-4 January 1983 when there were no engineers trains scheduled to operate on the Underground network.

Abbreviations used in locations:

AW	Acton Works	CF	Cockfosters depot
EC	Ealing Common depot	GG	Golders Green depot
H	Hainault depot	HWS	Highgate Wood sidings
LB	Lillie Bridge	M	Morden depot
N	Neasden depot	NF	Northfields depot
R	Ruislip depot	SE	Stonebridge Park depot
UP	Upminster depot	WHD	W.H. Davis & Sons, Shirebrook
X	In transit between Birds of Long Marston and Ruislip depot.		

Other Notes:

- † Awaiting scrap
- \* Yellow livery

Locomotives

Electric:

L11 AW                      12 NF                      L13A/B AW

Battery:

*L15	LB	L16	N	L17	LB	*L18	R	L19	LB	L20	EC
L21	AW	L22	LB	*L23	EC	L24	EC	L25	LB	L26	R
L27	AW	L28	AW	*L29	LB	*L30	LB	*L31	LB	*L32	R
L33	LB	L35	R	L36	R	L37	AW	*L38	R	L39	AW
L40	LB	L44	LB	L45	EC	L46	LB	L47	R	L48	AW
L49	R	L50	LB	L51	LB	L52	N	L53	N	L54	N
*L55	R	L56	AW	L57	N	L58	N	L59	N	L60	EC
*L61	AW										

Diesel:

DL81 LB                      DL82 N                      DL83 LB

Sleet:

†*ESL101	SE	ESL102	H	*ESL104	GG	*ESL106	GG	ESL107	AW	ESL108	H
ESL114	CF	*ESL117	SE	ESL118A	) N						
				ESL118B							

Pilots:

L126	AW	L127	AW	†L128	R	†L129	R
*L130	AW	*L131	AW	L134	R	L135	R

Ballast:

*L140	EC	L141	LB	L142	N	L143	N	*L144	LB
L145	LB	L146	M	L147	M	L148	LB	L149	LB
L150	R	L151	R	L152	LB	L153	LB	L154	LB
L155	LB								

Miscellaneous VehiclesFlat Wagons:

†F304	N	F305	X	†F306	N	†F310	EC	F311	N	†F313	N	F314	LB
F315	EC	F316	R	F317	LB	†F319	EC	†F320	N	†F321	EC	F322	LB
†F323	N	F324	N	F325	EC	F328	X	F329	N	F331	EC	F332	R
F333	EC	F335	LB	F336	LB	F338	N	†F339	N	F340	EC	F341	LB
*F342	LB	*F343	LB	*F344	R	*F345	LB	F346	R	F347	R	F348	LB
F349	N	*F350	LB	*F351	EC	F352	R	*F353	R	F354	LB	*F355	LB
F356	LB	F357	WHD	F358	WHD	F359	LB	F360	LB	F361	N	F362	R
F363	N	*F364	R	*F365	LB	F366	WHD	F367	N	F368	N	F369	WHD
*F370	N	F371	LB	F372	LB	F373	N	F374	LB	F375	N	F377	LB
F379	N	F380	R	F382	N	F383	R	*F384	R	F385	WHD	F386	WHD
F387	LB	F388	LB	F389	LB	F390	EC	F391	LB	F392	LB	F393	EC
F394	WHD	F395	EC	F396	LB	F397	LB	F398	N				

Additional notes: F316, F380 fitted with compressors.  
 F352 with Steiner HSM800 concrete breaker.  
 F340 with Smalley 3009 crane.  
 F347, F388 carry cable drums.  
 F367, F391 yellow sides only.  
 F341 tank car (for emptying drains).  
 F311 with water tanks, maroon livery.  
 F342, F343, F345, F350, F351, F355 with concrete mixers.  
 F390 in course of repainting.

Hopper Wagons:

*HW201	R	*HW202	R	*HW203	R	*HW204	R	*HW205	R	*HW206	R	*HW207	R
*HW208	R	*HW209	R	*HW210	R	*HW211	R	*HW212	R	*HW213	R	*HW214	R
*HW215	R	*HW216	R	*HW217	R	*HW218	R	*HW219	R	*HW220	R	*HW221	R
*HW222	R												
HW403	N	†HW406	R	†HW407	LB	†HW408	LB	†HW414	N	HW415	LB	HW416	N
†HW418	EC	†HW420	R	†HW421	N	HW422	N	HW423	LB	†HW424	R	†HW425	R
†HW426	R	HW428	N	†HW429	LB	†HW435	R	HW437	LB				

Rail Wagons:

RW454	LB	RW455	N	RW456	LB	RW457	N	RW458	LB	RW459	N	RW460	R
RW461	LB	RW462	R	RW463	LB	RW464	N	RW465	EC	RW466	R	RW467	EC
†RW468	N	RW469	EC	RW470	EC	RW471	EC	RW472	LB	RW473	LB	RW474	EC
RW475	R	RW476	N	RW477	EC	RW478	H	RW479	N	RW480	N	RW481	LB
RW482	N	RW483	LB	RW484	R	†RW485	EC	RW486	EC	RW487	N	RW488	N
RW489	R	RW490	R	RW491	R	RW492	R	RW493	R	RW494	R	RW495	R
RW496	R	RW497	R	RW498	R	RW499	R	RW500	R	RW501	R	RW502	R
RW503	R	RW504	R	RW505	N	RW506	N						

Additional notes: RW460, RW462, RW484 fitted with ELK equipment.  
 RW490 fitted with electric hoist for operating with long rail trains.  
 RW490-RW504 fitted with 'hoop' side rails for operating with five-car long rail trains.  
 RW469 without bogies, placed on top of RW465.

Brake Vans:

†B555	N	B556	AW	B558	NF	B559	N	B560	LB	†FB578	R	†FB579	R		
B580	WHD	†B581	R	B582	LB	B583	R	B584	R	B585	WHD				

Additional notes: B583, B584 are surface stock match wagons.  
 B558 in maroon livery with yellow ends.

Steam Cranes:

†C605	N	†C620	N	†C621	LB
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Diesel Cranes:

*C606	EC	*DEC617	EC	*DEC618	EC	DEC622	N	*C623	EC
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Lift Carriers:

*JC683	EC	*JC688	EC	JC689	EC	*JC691	N
--------	----	--------	----	-------	----	--------	---

Gauging Car:

*G663	M
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Tamping Machines:

†PBT761	HWS	†PBT762	R	†PBT763	R	†PTL764	N
*TMM771	UP	*TMM772	H	*TMM773	N		

Rail Grinding Cars:

RG802	R	RG803	R
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Personnel Carriers:

PC850	N	PC851	N	*PC852	R	†PC854	EC	*PC855	R
PC856	N	*PC857	N	*PC858	N	*PC859	N		

Track Recording Trailer:

TRC912	AW
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Tunnel Cleaning Train:

*TCC1--5	EC
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Well Wagon:

WPW1000	EC
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Cable Drum Wagons:

CW1050	R	CW1051	R	CW1052	R
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Additional note: CW1050 in middle position, no buffers.

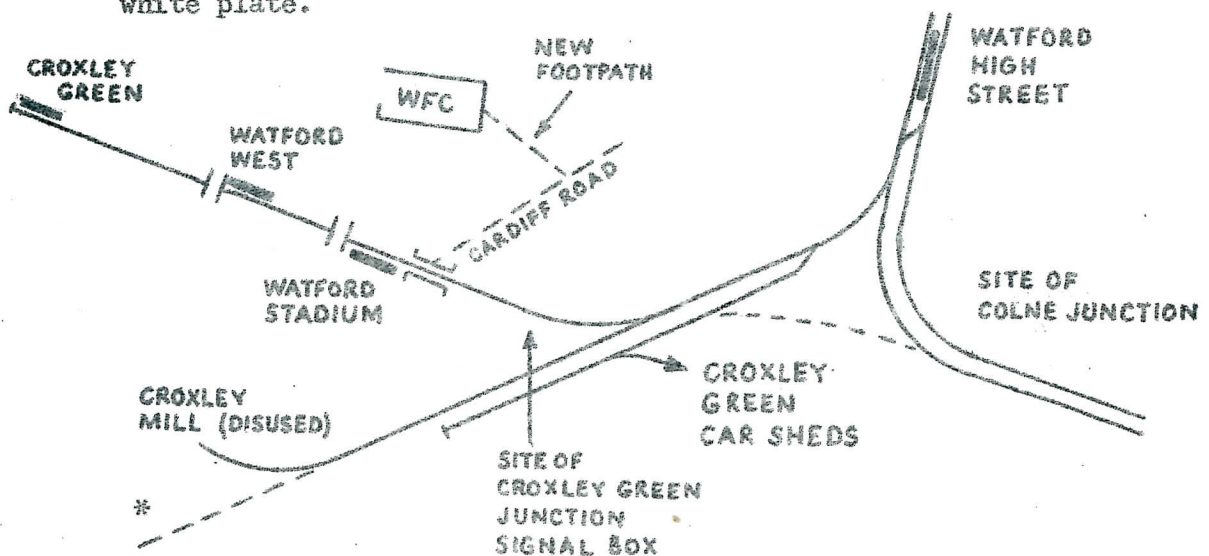
NEWSFLASHES

NF 25/83 As noted in the Rolling Stock monthly alterations (page 48, this issue) the first train of 1959 tube stock has been transferred to the Bakerloo Line for the training of rolling stock staff and train crews. A further two trains were scheduled for transfer to Neasden by mid-January for crew training. It is currently predicted that the first of these trains will enter service on the Bakerloo Line by the end of February. It must be noted that trains of 1959 stock will be transferred the 'wrong-way round' - i.e. with the 'A' end south and 'D' end north. This is so that the four-car unit is located at the south end of the train, the same as on 1938 stock. On 14, 15 and 16 December units 1203 and 1212 worked a number of empty trips for video recording of the track. This included all platforms and sidings at Elephant & Castle, and also London Road depot. After the evening peak on Friday 17 December the train worked all possible tracks at Queens Park, as follows: From Stonebridge Park to Queens Park (No.24 road) - No.26 road (via SB platform) - No.22 road (via NB platform) - No.25 road (via SB platform) - No.23 road (via NB platform) - No.26 road (via SB platform) - No.22 road - No.26 road - No.22 road - No.25 road - No.23 road - No.26 road - No.21 road, and then back to Stonebridge Park depot. For those totally confused by all these shunting movements, a diagram of the Queens Park area was published in UN 236, page 187.

NF 26/83 Further to NF 152/82, we are pleased to report also that the Goodge Street Station Inspector, Mr.A.Carantonis, on duty at the time of the fire in June 1981, has been awarded the British Empire Medal in the New Year's Honours List, in recognition of his courageous actions.

NF 27/83 Further to NF 170/82 and 172/82, a consignment of miscellaneous rolling stock left Ruislip depot on 31.8.83, comprising battery locomotive L26 for Doncaster Works, brake vans B580 and B585 and flat wagons F385 and F386 for W.H.Davis & Sons, where the brake vans are being converted to tube stock match wagons and the flat wagons refurbished. The whole combination was taken to Toton yard, where the battery locomotive and the wagons went their separate ways. Battery locomotive L26 went to Doncaster Works for the repair of underframe fractures, and arrived back at Ruislip depot on 17.12.82, collecting on the way, refurbished flat wagons F344, F353 and F364. This now leaves F357, F358, F366, F369, F385, F386 and F394 still at W.H.Davis & Sons, plus B580 and B585.

NF 28/83 Further to NF 213/82 and NF 231/82, Watford Stadium 'halt' opened for the first time on Saturday 4 December 1982, when Watford F.C. were at home to Manchester United. The only evidence at Watford Junction was on the 'Alcohol Prohibited' notice. This referred to departures at 12.45 and 14.00, with return trips at 17.00 and 17.40. There was also a 12.15 from the junction, presumably for the official party - Elton John, Lord Aberdare, etc. Tickets were not on sale at Watford Junction for local passengers: very strange, but the object is to separate local and visiting supporters. The 'halt' is a simple concrete platform with formidable steel fences leading from the south-east end, under an existing bridge into the end of Cardiff Road. This is rather a desolate area, where vandalism might be an improvement! The location of the station is as shown below. The opening of the new station was featured on television, and showed class 501 EMU set '155 in ex-works condition in blue and grey livery, complete with the headcode 'A9' (B9 is used for Croxley Green trains). There are no shelters on the platform, and the station name plates are of the usual BR style; i.e. black lower-case lettering on a white plate.



The symbol \* above denotes the long-closed line to Rickmansworth Church Street. This is a footpath, west of Moor Lane crossing, which can be reached by paths south from Croxley station.

NF 29/83 It is reported that three 50-volt powered trolleys have been built, and have been under test at night between Liverpool Street and White City on the Central Line, using a 50V supply passed through the current rails. Each trolley has four 50V a.c. motors which drive the wheels, and a platform on which there is a driving position and four seats, plus space for tools. For use during non-traffic hours, they are able to be taken apart when finished with, for storage in the minimum amount of space.

NF 30/83 Further to the note on page 32 of UN 253, the Piccadilly Line train from Hammersmith to South Harrow is scheduled to depart Hammersmith at 19.24.

NF 31/83 There are still instances of some of the remaining R stock trains displaying headcodes. On 27.10.82, DM 22668 displayed the correct code for Upminster (right). Headcodes were officially abandoned from 1 January 1978 on the District Line.

- NF 32/83 From Friday 14 January a new dot matrix train describer was commissioned on the northbound city platform of the Northern Line at Euston.
- NF 33/83 Further to the articles and letters in UN 251 and UN 253 concerning railway staff cap badges, an experimental new style uniform is now being worn by some trainmen on the Underground. This consists of dark grey trousers, light grey jacket (the same colour as the present 'summer' issue, although of a completely different design), and a matching 'Casey Jones' soft cap. The jacket and cap have the legend 'TRAIN DRIVER' or 'GUARD' woven in 'gold' thread on them, but there is no space for either a cap badge or the miniature LT badge now issued. If this uniform is adopted by the Underground it will render badge type 'C' with red or blue infills (Train Driver and Road Trainer respectively) obsolete, but the version with white infills will continue to be issued to Railmen and other miscellaneous grades.
- NF 34/83 Two new modes of vertical transport were recently introduced on the Metropolitan East London Line. From Monday 13.12.82 two new escalators were commissioned at Rotherhithe, from the ticket hall to the lower landing, which is as previously above the tracks, with stairs to the platforms towards the north end of the station. The ticket office has been modernised but not resited. The cover for the escalators has been made of vandal-proof PVC and is transparent.
- At Shadwell, two new semi-automatic Wadsworth lifts were available from Tuesday 4.1.83 which lead from the booking hall to a lower landing, and then via stairs to platform level. The lifts travel for 33 feet at 150 feet per minute. A new station entrance in Cable Street has been constructed and is also in use.
- NF 35/83 The 'moveable angles' on the crossover at Heathrow Central was taken out of use after traffic on Friday 26.11.82, and replaced by fixed crossings with effect from Monday 29.11.82. This leaves only Brixton on the Victoria Line with 'moveable angles' in tube tunnel sections, and these are scheduled to be removed during 1983.
- NF 36/83 During the New Year period, some cab ends of 1962 stock trains on the Central Line were observed with chalked messages for passengers, 'Have a happy 1983', on the front cab door. This was done using different coloured chalks. DMS observed with this were: 1534, 1543 and 1749.
- NF 37/83 To clarify a point raised by a correspondent about London Explorer tickets (UN 252, pages 266-7), the charges quoted for the extensions is all that is paid; e.g. the cost of a one-day ticket (adult) from, say, Neasden (charge zone 1) would be £4.20. The cost of a seven-day from Epping (adult) would thus be £34.00. Stations missing from the charge zones are as follows: Turnpike Lane and Wood Green (1), Bounds Green, Arnos Grove and Southgate (2), and Oakwood and Cockfosters (3).
- NF 38/83 It has been reported that Watford Tip has been closed. Confirmation, please - and if so, when was the last engineer's train working?
- NF 39/83 R stock unit 21147-23320-22682 reformed in December 1982 for test train duties, took part in trials for leaf clearing on 18 and 19 January 1983 on the Metropolitan Line to and from Amersham, as the T stock train will not be used in the autumn of 1983. It is believed that the actual leaf clearing train will be formed of 22682, flat wagon F311, and another R stock DM. 21147 will not be used, as this is to be preserved.
- NF 40/83 On the Isle of Wight, sets 041, 042 and 043 have been fitted with D stock type seating moquette, to be followed by 031. Work has also started on unit 042 in Inter City livery, to be followed by 032. The first car to have orange lino is S8, to enter service early-1983 in this form.
- NF 41/83 Latimer Road station on the Hammersmith & City Line is being fitted with modern station signs and fluorescent lighting.
- NF 42/83 D stock trailer 17004 has the number plate of 17524 at its west end, while another car (8089) has the bar-and-circle no-smoking sign on one of its windows.



- NF 43/83 The loan of a Southern Region Track Relaying machine to London Transport during mid-November 1982 involved machine DNP 78221 (Plasser TRU) and Mess Van DS 70218 (SR PMV). The machine and van were picked up by two LT battery locomotives from Wimbledon Park sidings at 01.00 on 16.11.82 and taken to Ladbroke Grove, working on the Hammersmith & City Line. The train was stabled during the day in the siding at Ladbroke Grove. The train was returned to the Southern at Wimbledon Park during the early hours of 22.11.82, again powered by two battery locomotives. The machine returned to Woking a day or two later.
- NF 44/83 The one-train 15-minute Waterloo & City Line service on Saturdays is booked to be operated by a one-car train; i.e. a single motor coach. It would be interesting to see if this is done, as the off peak Monday to Friday service is booked to be formed of two-car trains, but always runs as five cars, to avoid uncoupling and coupling the trailers.
- NF 45/83 Towards the end of the evening peak on Tuesday 7.12.82, 'D' train on the Waterloo & City Line collided with the buffer stops in Waterloo depot - it was empty at the time. Car S62 took the brunt and has a bent 'buffer beam', while cars 85, 79, 84 and 61 suffered to a lesser degree, with jammed doors etc. A maximum three-train service operated on 8/9 December, while it was intended that a 'scratch' train be formed up for service from 10th. This was to consist of repaired cars from the collision and 'spares' - it will be interesting to know if the 'spares' include those already withdrawn! Reports, please?
- NF 46/83 Further to NF 249/82, the LT Cinema bus was in fact parked in the Lowlands Road entrance to Harrow-on-the-Hill station, and not in the bus station. It is believed that the last port of call for bus was on 26.11.82 at the LT Museum, when the Museum's video recorder was returned.
- NF 47/83 The ticket hall of Eastcote station was yet again beautifully decorated for Christmas, now an annual event. At Ealing Common, however, there were decorations up, but inside the ticket office - of little value to the travelling public.
- NF 48/83 Further to NF 272/82, Kew Gardens station also boasts a licensed buffet, but this is a BR-owned station, and does not come into the category of wholly LT.
- NF 49/83 Among plans for station modernisation in 1983 are included Shepherds Bush (Central Line), Tottenham Court Road (Northern) and Oxford Circus (Bakerloo), to begin after the present modernisation works at Charing Cross (Bakerloo), Tottenham Court Road, Oxford Circus and Bond Street (Central) are complete at the end of 1983. It is also proposed to 'brighten up' Euston Square and Great Portland Street on the Metropolitan and Circle lines.
- At Shepherds Bush the Central Line station will be modernised by having new flooring in passageways and new platform fittings. There will also be a new ticket office. The Northern Line platforms at Tottenham Court Road will have mosaic murals with abstract designs by artist Eduardo Paolozzi. At Oxford Circus, where the Central Line design is based on the game of 'snakes and ladders' - to reflect the station's many levels, the Bakerloo Line mural will be a green and white 'maze'. Both of these designs are by Nicholas Munro.
- Costing £1.4 million, the modernisation (in reverse!) of two of the world's oldest Underground platforms commenced on 10 January 1983 - Baker Street platforms 5 and 6, 120 years to the day since the opening of the world's Underground railway between Paddington (Bishops Road) and Farringdon. The platforms are now used by Hammersmith & City and Circle line trains are just below street level and were originally partly lit by natural daylight through a series of shafts above the platform walls. The shafts allowed smoke and steam from the early trains to escape, but for many years have been covered over by street-level alterations and hidden behind advertising hoardings on the platforms. The hoardings have recently been removed to reveal the original yellow London bricks and the recesses of the shafts.

NF 50/83  
(ctd)

The brickwork is to be cleaned and restored and the ceramic tiles in the light shafts renewed. New sodium lights will be installed in the original light shafts to create the effects of the Victorian station, and the comparatively modern fluorescent lighting will be removed. New platform seats, resembling the originals, will be provided in some of the recesses with small advertising panels above, and there will be a series of four panels explaining the history of the station in pictures and drawings. The platforms are to be resurfaced. The building work is being carried out by Henry Boot Building Ltd, and will take about a year to complete as most of the work will have to be done during non traffic hours.

NF 51/83

Observed on the morning of 4.12.82 that most of the track of No.2 shunting neck at the south end of Neasden depot, alongside Neasden station, had been removed.

NF 52/83

Now that the three small VKR05 tamping machines have been withdrawn, thus rendering the specially built stabling sites obsolete, the tamping machine stabling spur at Willesden Green, connected to the southbound Metropolitan Line, has been removed, with effect from 5.1.83.

NF 53/83

LT is hurrying to let a £25 million tunnelling contract to extend the Piccadilly Line to Terminal 4. Some seven firms have been written to, hoping for a six-week tender period rather than the more usual 12 weeks. The GLC planning chairman, Dave Wetzel, is reported to have said that the whole project could be in jeopardy if tunnelling is not started quickly. Because of the delay in financing the project, the T4 station cannot now be built in its intended location.

NF 54/83

It became apparent to the Managing Director of Otis Liften BV, having visited various museums throughout the world, that the history of vertical transport was represented very little, if at all. He therefore took the initiative of setting up a museum of lift/escalator equipment. Located near to Schiphol Airport, the London Underground is represented by a heavy duty escalator machine with two d.c. motors operating a tandem gear. This came from Camden Town station, where the escalators are currently being modernised.

NF 55/83

It is reported that the next pair of pilot motors to be painted in the new yellow livery will be Q38 pilots L126/7 which went to Ealing Common on 7.1.83.

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FOOTNOTE

DEFINITION OF THE WORD 'GRICER'

Like it, or like it not, in the last few years, one of the words used to describe a Railway enthusiast is GRICER. This has attracted comments from Railway enthusiasts in the Railway press who claim not to be Gricers. However, the following, taken from the LT Staff Railway Society's journal 'Fourth Rail', is said to adequately define a 'GRICER':

GRICER - Noun. A fanatical enthusiast, a 'hairy'. Origin - the word stems from 'Gaberdrine Raincoated Ice Cream Eating Railwayfanatic.

TO GRICE - Verb, intrans. To enthuse fanatically over any vehicle running on tracks.

In case you are in any doubt as to what a Gricer looks like, they are easily recognisable as they invariably wear a grime-encrusted green Parker jacket, worn-out jeans, dirty shoes, carry several cans of Tizer about their person, and have a scruffy notebook in one hand and a leaking biro in the other. A Russian camera is to be found dangling from the neck, and a dog-eared ABC will be seen protruding from a breast pocket. If spoken to, they will recite freely the working timetable from Birmingham New Street, and/or the total final shed allocation of steam locomotives at Lostock Hall shed, all of which are indelibly engraved on the mind. They are generally to be seen loitering on platform ramps and on accommodation bridges.

## ANNUAL GENERAL MEETING

1983

Notice is hereby given that the Annual General Meeting of the London Underground Railway Society for the year 1983 will be held in the Small Lecture Theatre, Science Museum, Exhibition Road, South Kensington, London, SW7, at 14.30 on Saturday 12 March 1983.

To find the Small Lecture Theatre, please enter from Exhibition Road and walk straight along the ground floor until you reach the 'standard stock' tube car. At this point, keep over to the right and go down a staircase. At the foot of the staircase, keep straight on for a few yards and the Small Lecture Theatre is on the right.

Please note: (i) for the morning event, the doors of the Museum do not open until 10.00; (ii) no smoking is allowed in any part of the Museum; (iii) for those attending in the morning and the afternoon, it will not be possible to leave any possessions in the Theatre at lunch time as it must be vacated by 12.15 for a public lunch time film show; (iv) there is a snack bar on the top floor of the Science Museum, but the restaurant and snack bar at the Victoria & Albert Museum in Cromwell Road are recommended for their high quality (and high price!) food and drink.

The Report for the Committee for 1982 is given below. The accounts will be available at the Annual General Meeting, and also by post to those sending a stamped addressed envelope (9" x 4") to the Treasurer at 19 Hide Road, Harrow, Middlesex, HA1 4SG. Because of the A.G.M. having to be arranged earlier in the month of March than normal, the Agenda and details of those nominated for the Committee will be included in the March 1983 issue of Underground News.

Please note that members must produce a 1983 Membership card to gain admittance to the Annual General Meeting.

### REPORT OF THE COMMITTEE FOR 1982

The Committee is pleased to present to members its report for the year 1982. It was another memorable year for the Society as well as for London Transport. In October, to mark the 250th issue of the Society's monthly journal 'Underground News', special photographic covers were included, illustrating items of recent news. There have also been changes to the Society's Committee and Officers during the year, and most Sundays have seen working parties at Ruislip depot, restoring the Society's Q stock car. For London Transport, the year has been traumatic, with fares doubling in March as the result of the Law Lords' ruling on cheap fares being illegal. Attempts to reduce services resulting from the consequential drop in numbers of passengers was not achieved until September because of trade union opposition, but the year ended with tailor-made timetables being introduced on all lines except the Victoria, reducing some off-peak and weekend services as well.

### LIBRARY

Ten meetings were held in Nick Mitchell's home, and these continue to attract a regular number of members. The stock was increased with the appearance of new publications, with purchases and with donations.

### MEETINGS

Eleven of the monthly meetings held at Caxton Hall were almost entirely devoted to London Underground subjects, and one to BR's Midland Suburban Electrification which is related to the Underground, operating over LT's former City Widened Lines. Two additional meetings were also held at Caxton Hall during the year: The first was in March when many of those who participated in the Society's 1981 Paris trip gathered for discussion and to show their photographs, This was followed by an evening meal in a London French restaurant. In August an extra meeting was

organised primarily for those taking part in the Brill branch walk a fortnight later. Mr. Mike Crosbie displayed his extensive collection of Brill branch material, in the form of diagrams and photographs. Before the 1982 Annual General Meeting, a meeting was held for members where we saw slides and cine film of Underground subjects shown by Bob Greenaway, whilst John Herting scored another Society 'first' by showing some of his excellent video films of LT rolling stock.

#### MEMBERSHIP

At the end of 1982 the total membership was 683, an increase of 7% over the 1981 total. Thanks are due to Registrar Paul Creswell for efficiently dealing with an ever-increasing membership.

#### OVERSEAS MEMBERS

Thanks are recorded to all our overseas members for supporting us during the year, and to the Society's representatives Messrs. Spotswood (USA) and Hamer (Australia) for assisting with the co-ordination of subscriptions. We were pleased to welcome Steve Hamer from Australia at our November 1982 meeting, and Julian Wolinsky from Los Angeles, USA, to our December 1982 meeting.

#### PERIODICALS

Twelve issues of Underground News were published during the year, which included major articles devoted to the London Underground system. Regular features included reviews of books and magazines, items from Newspapers, monthly rolling stock changes, Letters to the Editor, Questions and Answers, Points of Interest and Newsflashes, which continue to keep members informed of current events and elaborate on historical information. The Committee expresses its thanks to Brian Hardy for editing and typing Underground News, for writing some of its features and preparing the Index. The Editor, in turn, wishes to thank all its contributors for providing much interesting material for the journal, to share with fellow members.

Only one issue of Underground (No. 10 - 1935 Tube Stock) was published during the year, which was due to a change of Editor. Bob Greenaway took over from David Hayward in the middle of the year. All 1982 members will receive issue No. 11, irrespective of whether they renew their subscriptions for 1983. The heavy demand for back numbers of Underground has continued throughout the year, and issues 6-9 are almost out of print. Thanks are due to the Editors and contributors.

The year 1982 began to look bleak for periodicals in general, mainly because of the lack of volunteers from the Society to help with printing, collating and stapling, placing a heavy burden on the small team of regular helpers. In May, John Crowhurst took over the printing from Bob Greenaway and Nicholas Croome, and following two appeals, additional members were recruited for collation and distribution, regularising the situation by late-summer. Thanks are due to Gerald Griffin, Nicholas Croome, Peter Gordon, Matthew Woollard and Alastair Holmes (collating) and Louis Bartrip, Tim Leonard and Vernon Smith (enveloping) and to Paul Creswell for efficiently organising this vital task.

#### PUBLICATIONS

Following the publication in the summer of 1981 of the Society's first book (The 'COP' Stock Story), sales have been encouraging, with its costs having been covered and half the number printed being sold at the end of 1982, as accurately forecast by the Sales Manager. It was intended that a companion book on the R stock would also be published in 1982 but this has had to be delayed as these trains are to continue to run for a further period of time.

#### PRESERVATION

Great strides in Preservation have been made in 1982, albeit with a small team of volunteers. There have been 47 working parties at Ruislip depot during the year. At the end of the year the Q stock car had been stripped of paint and primed, and much work done on the bogies. No progress has been made, however, with the two City & South London coach bodies, but it is hoped that work might be able to start

on these in 1983. Thanks are due to the small team of volunteers who have spent many man hours working on the Q stock car, and to those few who have donated money, tools and equipment.

### ROVING

1982 has been a very quiet year for Roving activities, caused mainly by the uncertainty of London Transport Underground services. Although first threatened in March 1982, it was not until September 1982 that the Bakerloo peak-hour service to and from Watford Junction was withdrawn. After five unsuccessful Roving attempts, the record still stands at that set by C.M.Mulvaney in December 1981, at 17 hours 37 minutes for 277 stations. Future attempts will, of course, be based on the current number of stations served by London Transport trains; i.e. 266. Thanks are due to Roving Secretary Mike Sherman for the administrative work, and to those who took part in checking the attempts.

### SALES

During the year Bob Greenaway, as Sales Manager, has attended five outside events as well as manning the stand at twelve Caxton Hall meetings. The Assistant Sales Manager, Ian Dyckhoff has dealt with a large volume of postal sales, all adding vital profit to the Society's funds. Thanks are due to all who have helped to man the Sales Stand.

### STUDY TOURS

Two Study Tours were organised during 1982. The first was in July when Alan Jackson led a large party between Golders Green and Edgware on the Northern Line. The second, in August, was over the trackbed of the former Brill branch and was led by Brill branch expert, Mike Crosbie. Thanks are expressed to the tour leaders, and all those who helped with the organisation.

### VISITS

Six visits were made to London Transport establishments and six (including two cases of two visits to the same venue) to non-London Transport establishments. The latter included visits to the Glasgow Underground and Transport Museum, Garnier Signs (who make signs for London Transport), the Post Office Railway and the (then) as yet unopened but completed station on the Midland City Line at Kings Cross.

The Society expresses its thanks to our hosts on all these visits for their hospitality, to the Society Officers who organised them, and to our members for supporting them.

### SOCIETY OFFICERS AND COMMITTEE

Several changes have been made within the Society's 'management' during the year. Steve Tish resigned as Information Officer due to other commitments, and our Chairman, Piers Connor, took over. Desmond Croome had to relinquish his posts as Vice-Chairman, Secretary and Treasurer. The Committee is very grateful to Desmond for all the hard work he has done for the benefit of the Society and its members over a period of many years. Fred Ivey has taken over as Treasurer and the Secretary's work has been split between Gordon Finch and Brian Hardy, the latter also becoming Vice-Chairman.

### PRESIDENCY

The Society wishes to thank Dr.Tony M.Ridley for his services and support as President during his Presidential year.

CONCLUSION

The Committee thanks all members for their support during the year and London Transport and other transport authorities for their help in many ways. Whilst looking forward to further progress during 1983, the Society can only continue and expand with the help of its members, and we therefore hope that more will be able to give active support in 1983.

By order of the Committee.

B.R.J.Hardy

Assistant Secretary.

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Underground News is printed and published by the London Underground Railway Society. Correspondence for this journal should be sent to the Editor Underground News, 'Heidi', 13 Castleton Road, Eastcote, Ruislip, Middlesex, HA4 9QQ. Members requiring a reply to their correspondence are asked to enclose a stamped addressed envelope. When writing to any Society Officer, please quote your membership number on all communications, including applications for visits.

The last full list of Society Officers' addresses was published on page 25 of UN 253. For non-receipt of journals and changes of address, correspondence should be sent to the Registrar and Despatch Officer, 67 Welthore Road, Luton, Bedfordshire, LU3 2TN.