

UNDERGROUND NEWS

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THE TIMETABLE

Wednesday 4 May

LURS Members are invited to this meeting of the Electric Railway Society, which is an illustrated talk by Mr. Conrad Volk, youngest son of the late Magnus Volk, on 'My Father and his Electric Railway at Brighton'. 19.00 at the Fred Tallant Hall, 153 Drummond Street, London, N.W.1. Nearest stations: Euston, Euston Square or Warren Street.

Monday 9 May

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

Friday 13 May

Talk and slides of the Metropolitan Centenary, 20 years ago, by Mr. F.W. Ivey, and cine film of same by Mr. D. Battams. 19.00 for 19.15 in the Tudor Room, Caxton Hall.

Sunday 15 May

London Transport farewell to R stock, rail tour. Details were published on a supplementary sheet sent out with UN 256.

Thursday 26 May

Commencement of LT Golden Jubilee Exhibition at the London Transport Museum, Covent Garden.

Bank-Holiday Monday 30 May

Jubilee Bus Rally at the LT Museum, Covent Garden.

Friday 10 June

Talk, '1990 Stock and Beyond' by Mr. D.K. Ware, Development Engineer (Rail), London Transport. 19.00 for 19.15 in the Tudor Room, Caxton Hall.

Saturday 18 June

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

Saturday and Sunday 2/3 July

London Transport Open Days at Acton and Chiswick Works.

For further Timetable items, please see page 99.

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NOTES ON STANDARD TUBE STOCK

Renumbering:

The scheme, first drawn up in 1930 and applied to cars from 1932 onwards, known as the LT renumbering allocated groups of numbers to cars on a line basis as follows:

Piccadilly	Motor cars:	3000-3283 (Including 2 Aldwych cars)
	Con. Trs.:	5000-5136
	Trailers:	7000-7139
Bakerloo	Motor cars:	3284-3363
	Con. Trs.:	5137-5209
	Trailers:	7190-7259
Hampstead	Motor cars:	3364-3688
	Con. Trs.:	5210-5359
	Trailers:	7270-7570

Not all the numbers were used up owing to the custom of using even numbers for 'A' cars and odd numbers for 'D' cars (known as 'B' cars until 1937).

Included in the Bakerloo numbers were the 40 cars of 1920 built Cammell Laird stock which ran with standard motor cars until 1939.

Equipment:

Until 1922 all electrical equipment on the LER and District cars had been supplied by BTH. As a result of contract disputes which occurred over the 1920 (F) District stock, the LER decided to try an alternative supplier in the form of Metropolitan Vickers (MV). Their system was similar to earlier BTH equipment but was based on the designs of the former British Westinghouse Company.

At the same time, the Oerlikon group, based in Switzerland, began a sales drive in Britain. They approached the Underground through GEC and persuaded the LER to buy two experimental sets of equipment which were fitted to cars 539 and 540 in 1923. There was subsequently a large order for the 1924-27 stocks.

By 1927, BTH had redeemed themselves, largely as a result of the difficulties experienced with the other systems, and they were used for all subsequent batches of standard stock. All three systems were operationally compatible.

Special Features:

Each batch of standard tube cars had its own special features and could be identified visually. Several new ideas in equipment or design were introduced during the life of the stock. For example, the 1922-23 cars were the first and only tube cars to have side windows with droplights which gave an opening of only 3 ins. These cars were also provided with a brake light in each cab over the driver's head which remained lit as long as the brakes remained applied on any car on the train. It was soon removed.

The 1922 Sample cars were the only ones to have a continuous clerestory along the whole car. All later cars had the roof arched over the doors to increase headroom. An exception was the 1923 cars which had the arched roof over the air doors but retained the clerestory over the guard's doors. All 1923 cars had mahogany framed flush-panelled doors. Flush panels did not appear again until 1929.

Another feature peculiar to the 1922-3 cars was the provision of shrouds around the bogies. These were adopted as the result of the advice of one Professor A.M. Low, a popular scientist of the time, who said they would help to reduce noise. They did, but they also collected dirt very quickly, easily got damaged and made access for maintenance more difficult. Only the 1922 cars and a few of the early deliveries of 1923 cars had them.

All the 1923-5 cars were easily recognised as a batch because they had prominent waist rails, recessed windows and the old gate stock arrangement of marker lights on either side of the communicating doorway. The motor cars lost this last feature from 1927 when their original roller destination blinds were removed to make way for a ventilation duct and were replaced by a destination plate and marker light cabinet mounted on the offside.

The 1923 cars had safety chains between cars and some of them survived the whole life of the cars. Most however, were replaced by suitably positioned grab rails on the car ends. The 1924-5 cars were unique in having an extra gutter on the lower part of the roof over the passengeralcove windows.

The 1926 order was the first to have a smoother bodyside with no waist rails and flush fitting windows. The design of these cars was continued with very little change for the rest of the orders and can be considered the classic standard stock style.

All the 1926-34 cars were built either by Met. Carriage or by the Union Construction Co. of Feltham, the Underground group's own car building firm. The Feltham cars could all be distinguished by their slightly bulging bodyside panels below the waist. The Met. Carriage cars had flat sides.

There were several batches of 1927 cars because orders were placed at different times to replace batches of gate stock cars on each line. The 1927 Met. Carriage cars intended for the Hampstead Line had GEC equipment as they were to run with existing GEC equipped cars. They were identical to the BTH equipped Met. Carriage cars except that the doors had a central strengthening rib which was omitted from later cars.

The last batch of cars built in 1927 were the 20 built at Feltham to replace the 20 French built gate stock cars which had been altered in 1920 to have air doors. These were the first new motor cars of standard stock to be built without a strengthening pillar dividing the double doorway. All later cars were similar.

The 1929 batch was the first to be fitted with e.p. brakes. It was considered a trial at the time and the trains were kept on the Piccadilly Line. During the early 1930s most of the earlier cars had e.p. brakes fitted, although some reached 1939 without them. This was because the Bakerloo Line had the 40 cars of Cammell Laird stock and the motor cars which worked with them were not fitted. Also, some control trailers did not have e.p. brake controllers in the cabs because it was not intended to use this driving position in service, only for shunting.

The 1935-40 New Works Programme saw a number of alterations in the use of standard stock, including a decision to reduce considerably the number of active control trailers. Some 58 trailers were also modified for use with 1938 tube stock.

1930 saw the introduction of the Watford Replacement Stock to cover the withdrawal of the 1920 built Watford Joint Stock, and a special 6-car train built at Feltham and known as the "all British train". The name was the result of a concerted "buy British" effort by the government of the day in the face of the growing economic crisis. The train was the prototype Piccadilly new train which included air worked guard's doors and longer cars with tapered ends and more door space.

The 1931 orders for standard stock included the new features of the 1930 prototype train and all the new cars were delivered for the extensions of the Piccadilly Line to Cockfosters, Uxbridge and Hounslow. The extension to Hounslow had come ten years later than planned as the original 1922 sample cars were meant for the Piccadilly Line and they carried interior route maps showing the Piccadilly Line running to Hounslow and Richmond.

Although in theory all the standard stock should have been capable of working together on the same line, this was not possible in practice. During the late 1920s and early 1930s there were differences in the door control system which made interworking impossible and e.p. trains were supposed to be kept separate from Westinghouse fitted trains. In some cases it was not unusual to see a three-car train with an e.p. controller on the motor car and a Westinghouse brake valve at the control trailer end. It was possible to work a train like this if the cars all had e.p. brake valves under the floor.

During the later days of the standard stock it became impossible to work Piccadilly and Central Line cars together in the same train because the battery circuits were different. Some were at 50 volts and some were at 12 volts. During the early 1960s, block trains of both voltages worked on the Central Line.

Final Summary of Cars Built:

Motors	Control Trailers	Trailers	Total
645	270	551	1466

SUMMARY OF STANDARD TUBE STOCK

Date	Builder	Type of Car	Original Numbering	LT Numbering	Totals of Cars	Notes
1922	Gloucester	CT	720	5271	1	"Competition" or "Sample" stock
	Gloucester	T	820	7270	1	
	Leeds Forge	T	821	7271	1	
	Met. Carriage	T	822	7272	1	
	Birmingham	T	823	7273	1	
	Cammell Laird	T	824	7274	1	
					<u>6</u> 6	
1923	Cammell Laird	M(MV)	500-538	3446-3484	39	C & SLR replacement and Edgware extension stock. The competition stock was considered part of this batch.
	Cammell Laird	M(GEC)	539-540	3445, 3444	2	
	Cammell Laird	T(MV)	825-864	7275-7314	40	
	Met. Carriage	M(MV)	541-580	3485-3524	40	
	Met. Carriage	CT(MV)	721-755	5211-5245	35	
	Birmingham	T(MV)	865-899	7315-7349	35	
					<u>191</u> 197	
1924	Met. Carriage	M(MV)	581-587	3525-3531	7	Morden & Kennington Extension stock.
	Met. Carriage	M(GEC)	588-632	3532-3576	45	
	Birmingham	T(GEC)	900-949	7350-7399	50	
	Cammell Laird	CT(MV)	1756-1769	5246-5259	14	
	Cammell Laird	CT(GEC)	1770-1780	5260-5270	11	
					<u>127</u> 324	
1925 (I)	Cammell Laird	M(GEC)	633-647	3577-87, 3621-4	15	Morden & Kennington additional stock
	Met. Carriage	CT(GEC)	1782-1808	5272-5278	27	
					<u>42</u> 366	
1925 (II)	Cammell Laird	M(GEC)	648-680	3588-3620	33	Hampstead additional and stock for covering conversion of CLR stock.
	Met. Carriage	CT(GEC)	1809-1848	5299-5388	40	
	Met. Carriage	T(GEC)	950-954	7400-7404	5	
					<u>78</u> 444	
1926	Met. Carriage	M(GEC)	681-744	3625-3688	64	Hampstead additional stock.
	Met. Carriage	T(GEC)	1054-1101	7405-7452	48	
					<u>112</u> 556	
1927	Met. Carriage	M(GEC)	329-391	3381-3411	63	Hampstead gate stock replacement.
	Met. Carriage	T(GEC)	1102-1208	7453-7550, 7570	107	
					<u>170</u> 726	
	Met. Carriage	M	282-328	3312-41, 3364-80	47	Piccadilly gate stock replacement. These and all subsequent cars were equipped by BTH.
	Met. Carriage	CT	1921-1956	5137-52, 5339-59	36	
	Met. Carriage	T	1209-1261	7000-16, 7190-7214, 7589-69	53	
					<u>136</u> 862	
	Feltham	M	225-281	3039-67, 3134-3311	57	Bakerloo gate stock replacement
	Feltham	CT	1957-2024	5006-5100, 5150-69	68	
	Feltham	T	1262-1298	7017-33, 7215-29	37	
					<u>162</u> 1024	
	Feltham	M	205-224	3010-3038	20	French air door car replacement.
					<u>20</u> 1044	
1927	Feltham	M	187-204	3000-3017	18	Hampstead additional stock. Actually replaced 1927 stock transferred from Piccadilly to Hampstead.
	Feltham	CT	2025-2042	5102-5136	18	
	Feltham	T	1299-1315	7029-7055	17	
					<u>53</u> 1097	
1930	Feltham	M	183-184	3069, 3068	2	Experimental Piccadilly new stock.
	Feltham	T	1336-1339	7056-7059	4	
					<u>6</u> 1103	
1930	Met. Carriage	M	161-182	3342-3363	22	Watford Replacement Stock.
	Met. Carriage	CT	2063-2082	5190-5209	20	
	Met. Carriage	T	1340-1359	7250-7269	20	
					<u>62</u> 1165	
1931	Met. Carriage	M		3070-3281	145	Piccadilly extension stock
	Birmingham	T		7060-7149	90	
	Gloucester	T		7150-7189	40	
					<u>275</u> 1440	
1934	Met. Cammell	M		3689-3721	26	Piccadilly additional stock
					<u>26</u> 1466	

Remarks:

The LT renumbering, actually drawn up in 1930, was not consecutive and not all numbers within a group were used. Some cars were later re-numbered again.

1923-6 orders were mainly for 5-car trains. Subsequent orders were for 6- or 7-car trains or for additional cars to lengthen earlier trains. Special requirements were normally 15% extra for motor cars, 10% for trailers.

The uneven numbers of trailers and control trailers ordered was due to the use of some "block" trains during peak periods made up only with motors and trailers.

All cars were owned by the LER before 1933 except the following:

		Numbers	Total
1923	Met. Carriage motors	553-580	28
	Met. Carriage con. trailers	743-755	13
	Birmingham trailers	872-899	28
1924	Met. Carriage motors	581-593	13
	Cammell Laird con. trailers	1756-61	6
	Birmingham trailers	900-911	12
1925(I)	Cammell Laird motors	643-647	5
	Met. Carriage con. trailers	1800-08	9
			<u>114</u>

which were owned by the C & SLR.

THE EASTER HOLIDAY
Underground Services

The 1983 Easter holiday period saw new issues of the holiday timetables for most lines. On Thursday 31 March, all lines except the Central operated the normal Monday to Friday timetables. A special service was provided for the Central Line (Timetable Notice No.18/83) which saw a reduction in the morning peak (59 eight-car trains instead of 71) and a special service of 52 eight-car trains between 12.00 and 18.00. At other times (09.30 to 12.00 and after 18.00) the normal Monday to Friday service operated. The special service operated at the following intervals:

	Morning Peak		12.00 - 18.00
	EB	WB	
Epping	15	15	12
Debden	15	5-10	12
Loughton	15	5-10	6
Woodford	6-9	5	6
Hainault	12	5	12
Newbury Park	12	5	6
Leytonstone to White City	3	2½	3
Ealing Broadway	9	7-10	12
Northolt	9	7-10	6
West Ruislip	9	7-10	12

Between 12.00 and 18.00 services were self-contained, as follows:

- West Ruislip - Epping
- Ealing Broadway - Hainault
- Northolt - Loughton
- White City - Newbury Park

On Good Friday (1 April) Sunday timetables were in operation on all lines except for the Metropolitan main line, where a Saturday type of service operated, starting and finishing at Sunday times (T.T.N.260/82). Stations closed on this day, in addition to a normal Sunday, were: West Harrow, Borough, West Finchley, Mansion House, West Ham, North Ealing and South Ealing.

Normal Saturday and Sunday timetables were in operation on 2 and 3 April.

For Bank Holiday Monday and the Tuesday following, special timetables were issued, each containing a timetable for Bank Holiday Mondays (service 'B' - a Sunday service finishing at weekday times) and Tuesdays (service 'A' - reduced peak and some reductions of midday off-peak services). The Victoria Line did not have a new Holiday timetable, for that in use since 1979 (T.T.N.225/79) sufficed.

The special services for the Tuesday following Bank Holidays used to have peak-hour reductions only, except for the Hammersmith & City and Circle lines, which also had midday off-peak reductions. In the new holiday timetables, midday

off-peak reductions applied also to the Metropolitan (main line), Bakerloo, District, Piccadilly and Central lines. The timetables operative and the trains in service, as well as full-service comparisons, are shown in the table below.

Generally, the Bank Holiday Monday services were as on Sundays, but finishing at weekday times. There were, however, a number of extra trains for football traffic, applicable to 4.4.83, as follows: Metropolitan Hammersmith & City - 1x6; Victoria - 2x8; District - 1x6 at Upminster, 2x6 at Barking, 2x6 at Parsons Green, 1x6 at Ealing Common and 1x6 at High Street Kensington. Perhaps the most interesting working of all on this day is the return of a C stock working late at night to Harrow-on-the-Hill, at 00.14 from Moorgate (00.26 from Baker Street), which will apply on all Bank Holiday Mondays.

The relevant points of interest of the reduced peak/off-peak services (service 'A') are as follows, with full service intervals in brackets:

Metropolitan No.1

Peak and midday off-peak services all at 10-minute intervals (8 and 7½ minutes respectively). With increased running time allowed at peak periods, requiring six trains on each Circle instead of five (60 minutes for a round trip instead of 50 minutes), two trains leave service at the end of the morning peak to Hammersmith, and return in the afternoon. The combined service interval between Baker Street and Liverpool Street is 2½ minutes (2 minutes).

Metropolitan East London

Peak service intervals reduced to 12/24 minutes (10/20), with no alteration to off-peak services.

Metropolitan No.2

Reduction in City service to every 5 minutes (4 minutes). Only two trains from Watford in the morning peak go through to the City (08.45 and 09.12 from Watford), and three return in the evening peak (16.02, 16.21 and 17.35 from Aldgate). Midday off-peak services reduced to evening level; i.e. 10/20 minutes.

Jubilee

Peak-hour central area intervals reduced to 3½ minutes (3), with the introduction of Wembley Park reversers in the peaks, and the elimination of all but one Willesden Green reverser. The peak service between Wembley Park and Stanmore operates with two trains every 11-11½ minutes, instead of two every 9 minutes. No change to the midday off-peak service.

District

Peak-hour service intervals: Upminster - 6; Dagenham East - 3-6; Barking (including H&C) - 3; Central area (including Circle) - 2½-3; Wembley

Line	W.T.T. No.	Full Service Trains in Service		Bank Holiday Timetables Trains in service				
		Peak	Off-peak	T.T.N.	Peak	Less	Off-peak	Less
Metropolitan No.1	280	30 x 6	25 x 6	10/83	25 x 6	- 5	18 x 6	-7
Metropolitan No.2	281	(39 x 8	15 x 8	11/83	34 x 8	- 5	12 x 8	-3
		(1 x 4	1 x 4		1 x 4		1 x 4	
Metropolitan E.L.L.	282	4 x 4	2 x 4	10/83	3 x 4	- 1	2 x 4	
Jubilee	3	23 x 7	16 x 7	12/83	22 x 7	- 1	16 x 7	
District	112	(66 x 6	41 x 6	15/83	51 x 6	-15	35 x 6	-6
Piccadilly	20	(70 x 6	46 x 6	17/83	56 x 6	-14	39 x 6	-7
		(1 x 3			1 x 3			
Northern	34	82 x 7	46 x 7	13/83	70 x 7	-12	46 x 7	
Victoria	16	(35 x 8	25 x 8	225/79	31 x 8	- 2	25 x 8	
		(71 x 8	40 x 8		59 x 8	-12	35 x 8	-5
Central	46	(1 x 4		19/83	1 x 4			
		(2 x 3/4	2 x 3/4		2 x 3/4		2 x 3/4	
Bakerloo	3	24 x 7	17 x 7	20/83	18 x 7	- 6	16 x 7	-1
Trains in service:		447	274		374	-73	245	-29

by

V.Badman

don - 6 (alternate 'main' and Edgware Road); Richmond - 10; Ealing Broadway - 12. During the midday off-peak, the Ealing Broadway - Barking service is replaced by a Ealing - High Street shuttle, reducing the central area interval to 3-3½ minutes (2½-3), and the interval to Barking to 10 minutes (6-8).

Piccadilly

Peak-hour central area services reduced to 3 minutes (2½), with the Heathrow branch at 3-6 minute intervals (3,6,6 - 3,6,6 and so on), and in consequence the Rayners Lane branch is reduced to 6-9 minutes, or two trains every 15. Alternate trains are extended to Uxbridge, with only two morning and two evening journeys via Ruislip siding (depart Ruislip at 06.55, 07.11, 19.25 and 19.57). The Rayners Lane service at the peak 'fringes' is reduced to 12-minute intervals (10). The midday off-peak service is reduced to evening levels, in that the central area service is every 4 minutes (3½), but the Rayners Lane branch is unaltered at every 10 minutes. Trains to Heathrow are every 6-8 minutes (three in 20 minutes) instead of two every ten minutes.

Northern

Peak services are reduced to operate in 'blocks' of 15 minutes, which means that Mill Hill East is served by a 15-minute service at peaks, and 12 minutes during the midday period. During the peak period, one train in three (alternate City trains) reverse at Tooting Broadway, more than on the full service timetable.

Central

Reduction of peak and midday off-peak services, as follows:

	Peaks		Midday Off-peak
	Morn Eve	Morn Eve	
West Ruislip	9	9	12
Ealing Broadway	9	9	12
White City to Liverpool Street	3	2½	4
Liverpool Street to Leytonstone	3	2½	6
Newbury Park	6-9	5	12
Hainault	6-15	5-10	12
Woodford	6	5	12
Debden	6-9	5-10	12
Epping	15	15	12

Although the peak service totals 59 eight-car trains in the morning peak, this applies for just eight minutes, with train 11 from Hainault depot departing at 08.46, and train 120 arriving at White City at 08.54 to go to depot. There is one less train in service in the evening peak.

Bakerloo

Although the peak service is reduced only marginally from 3 minutes to 3½ minutes, the reduction of six trains in service is achieved by withdrawing all the Stonebridge Park service, except for those starting and stabling there. Thus, the only trains north of Queens Park are as follows:

Morning:-

From Stonebridge Park at 07.06, 07.15, 07.27, 07.36, 08.15.

From Queens Park to Stonebridge Park at 07.07, 09.17, 10.17.

Afternoon/Evening:-

From Stonebridge Park at 15.42, 16.42.

From Queens Park to Stonebridge Park at 18.35, 18.54, 19.11.

The reduction in the midday off-peak from 3½ to 4 minutes requires one train less in service than normal.

I was interested to read G.J.Child's article, 'Kilometre Posts - some Observations and Thoughts' published in the March 1983 issue of Underground News. Certainly his article and the list of stations and junctions throughout the system amplifies previously published information. He raises a number of questions, the answers to some of which I can supply. It also gives me the opportunity to raise a couple of my own. I will try and keep to the order of the published articles.

First of all, his assertion that all Kilometre plates are 'invisible to the general public in tube tunnels' is incorrect, as the following few examples will show:

1. Station areas

At Oxford Circus (northbound and southbound Bakerloo) and numerous places elsewhere, the Kilometre plates are fixed to the track bed between the inner running rail and the platform edge. At Holland Park (eastbound Central) and Finsbury Park (northbound Victoria), the plates are fixed to the wall opposite the platform at skirting level. At several locations the plate is fixed to the far side of the pit, whilst at Tottenham Court Road and Oxford Circus (westbound Central) they are fixed to the nearside. At other locations they are fixed to the platform nosing or the platform wall below. Here, one needs either a long neck or a mirror - beware of trains!

2. Tunnels

Generally speaking they are fixed to the segments at a position about a foot (sorry, 300 mm !) below the level of the car windows. Except on the Piccadilly Line (westbound) they are on the right hand side. A good place to observe such a plate is at Kings Cross (westbound Piccadilly) where the 38.4 plate is about 1 metre inside the tunnel at the west end of the platform.

This being so, he will be able to confirm the distances, actual or supposed, in his list. At Queens Park I recall seeing a plate on the through northbound road in the north shed. The Northern City Line was measured and plated, but have long since been removed.

With regard to sidings and depots beyond terminals - e.g. Elephant & Castle, Heathrow, etc., my understanding is that plates are not provided. Naturally there has to be an exception, namely at Upminster. There are no plates around the Kennington loop.

Referring now to the diagram of the Watford triangle, the missing plate on the North Curve close to the East Junction should, of course, be 72.8, on the basis that the line is measured backwards from the North Junction. With regard to the Aldgate triangle, it is correct to assume that the North Curve is measured backwards from Aldgate Junction towards Aldgate East Junction, resulting in the latter junction having two measurements, namely 36.1 (direct) and 40.0 (via Rayners Lane). I shall have something further to say about that in the next paragraph.

I am not entirely sure that I agree with Mr. Child's assertion that the system is ingenious and logical, though I am sure that it is an improvement on the former system of mileposts where, for example, the District Line had four zero points, and the Metropolitan Line (including the Hammersmith & City, City Widened and East London lines), had five. Firstly, why did the system start at Ongar - it could equally well have started at the other extremity, Chesham. Secondly, in my opinion the Metropolitan line's west of Aldgate

East Junction would have been better measured from that junction rather than Rayners Lane, since it is both nearer to 'zero' and a busier junction. Thirdly the transfer point for the District Line ought to be Ealing Broadway where there is a track connection from the Central Line whereas at Mile End the transfer is merely cross-platform.

One aspect of the system which has not been described is the fact that it is complicated by the 'switchback effect' of certain tube tunnels at flying or burrowing junctions, for example at Baker Street (Jubilee Line), Kennington, Camden Town etc., and at places where cross-platform interchange is provided with other lines - for example at Euston and Oxford Circus (both Victoria Line) and at Holborn (Piccadilly Line). Let us consider the last example in detail. The transfer point from the District Line is at Barons Court and the line is measured backwards to Cockfosters. Having entered the tunnels just east of Barons Court the lines run in twin parallel bores for a few stations, but by the time they get to Covent Garden the divergence between the eastbound and westbound plates is some 360 feet (sorry, 110 metres). Then comes the divergence caused by the westbound line having to skirt round the junction of the Aldwych branch on the eastbound line, which adds a further few hundred feet. The net effect is that by the time the lines emerge at Arncliffe tunnel mouth the difference is near enough 200 metres (28.0 on eastbound line and 27.8 on the westbound line. What to do now? Well, the westbound line measurement is carried northwards to Cockfosters. The same principles apply on other lines, whether tube or surface, that is to say the distance along the longer of the two lines is measured.

At the time the posts and plates were being erected, I went round the system and compiled my own list, in most cases to an accuracy of one-hundredth of a kilometre - approximately eleven yards - showing the centreline of both lines at each station platform, junctions and tunnel portals.

I hope therefore that I have given readers a few snippets of information and the encouragement to go out and do some more searching.

Finally, may I say that I am pleased to note that Mr. Child did not repeat the tactlessness which I displayed in one of the earlier articles on the subject, when I referred to the metric system in a rather derogatory manner, and consequently provoked one of the Society's senior members to severely take me to task. I am happy to record, however, that he and I are still good friends!

STATION MODERNISATION

A Progress Report

No. 4

by Richard Clowser

Tottenham Court Road (Central Line):

The most noticeable difference is that the new lighting has been largely completed and switched on. The existing train describers still foul the path of the lighting, so until these are replaced the lighting will remain incomplete. The old lighting has been switched off but still remains in position. On both platforms the green and beige tiling has been completed along most of the platform, except for the section where the original CLR tunnel was lengthened. There remains a number of gaps which will presumably be filled by the advertisements and the station name. In addition both platform facing walls have been stripped of posters, but no other work has been done. Work is more advanced on the eastbound

platform concerning the new mosaic. This has been cemented onto the flat walls near the platform entrances/exits. The mosaic is a very striking design of various multi-coloured abstract patterns upon a white background. This has attracted the attention of many waiting passengers. No work on the mosaic has been done on the westbound platform yet. The only other work is the tiling of the entrance/exit uprights and the connecting passages from the east to the westbound in vertical green tiling.

Oxford Circus (Central Line):

The vertical deep purple tiling has been completed around the entrances/exits on both platforms. On the westbound platform work is progressing well on the new mosaic which appears to be running the entire length of both platforms, rather than just a portion as at Tottenham Court Road. The new mosaic is made up of dark blue snakes and ladders on a pale blue background. Gaps have also been left at certain points. The new mosaic runs from the eastern end for just over half way along. On the eastbound platform no work has been done on the mosaic, but instead, the metal brackets and frame and frieze has been fitted which runs along most of the platform. The other work done is above the tunnel mouths. The west end tunnel mouths have a ring of purple tiling fitted around them, whilst nothing, apart from cementing, has been done over the east end tunnel mouth on the eastbound platform. On the westbound platform in addition to the purple tiling, the rest of the wall above the tunnel mouth has been tiled with cream tiles. Both facing platform walls have been stripped of posters.

Bond Street (Central Line):

Work here has concentrated on the new chocolate and cream tiling, which is largely complete along both platforms except for a few bare sections. The new section of frame for the frieze was removed and a new frame has been fitted which is different in design to the first section, but the same as at Oxford Circus. In addition, the cemented walls are higher than at Tottenham Court Road and Oxford Circus, allowing for the fact that this station had different tiling anyway. No work has started on the mosaic.

Charing Cross (Bakerloo Line):

Work here is much more advanced on the southbound platform, and is styled more similar to the Northern Line platforms at Charing Cross rather than the Bakerloo platforms at Baker Street, although the latter was a more recent modernisation. The platform facing wall has been painted in the same dark olive green as on the Northern Line, which immediately appears to darken the effect. New roof panels have also been screwed onto the brackets above the frieze and these panels are mustard in colour and run nearly the whole length of the platform. The break between the original Bakerloo Line tunnel and the newer section has not been disguised at all, with no actual work done on the 'join'. The frieze has also been virtually completed but no work on any new tiling. The northbound platform is not so advanced with no green painting done, and only a few roof panels in position. The frieze, however, is almost complete. In addition, work is progressing at fitting fluorescent lighting behind the wall, which will presumably illuminate the wall (and the motif) when complete.

UNDERGROUND NOTEBOOK

No. 8

by Piers Connor

District Tunnel Cleaner

My mention of a tunnel cleaning flat car in

UN 255 brought forward the information that the car concerned was numbered 33A. Unfortunately, we do not know when it was built, or what happened to it - yet! Watch this space!

Prototype Sleet Locomotive

On 22 December 1938 London Transport recorded the entry into service of the first of twenty tube-size electric sleet locomotives. This was the prototype of the vehicles reconstructed from two former Central London Railway driving motor cars which have become quite well known as the longest surviving electric locomotives in the country. What is not so well known is that the prototype differed considerably from the production version.

The original plan for the electric sleet locomotives was that 13 would be built for the existing open sections of line and seven for the planned extensions of the Northern Line to Alexandra Palace and Elstree, and the Central Line to Ruislip and Denham in the west and Loughton and Hainault in the east. The design was to consist of the driving ends of two C.L.R. motor cars placed back-to-back and mounted on their own motor bogies. A single trailer bogie, with anti-freeze sprays, sleet brushes and ice cutters attached, was to be placed in the centre of the locomotive. The total length of the locomotive was 38 feet. This three-bogie vehicle was completed at Acton Works just before Christmas 1938 and was photographed carrying the number ESL100.

It began trials shortly after Christmas and it quickly became obvious that it was too short. The main difficulty concerned the span of the collector shoes. These were positioned on the two motor bogies about 22 feet apart. As many gaps in the current rails could easily reach a similar or greater length at points and crossings, it was possible for the locomotive to stop 'off juice' and become 'gapped'. It was only possible to move the locomotive after a lengthy process of connecting up the power circuit to the current rails by means of 'gap jumpers'.

The solution, which also overcame another problem of insufficient ice-removing capacity, was to lengthen the production locomotives to 50 feet and add a second trailer bogie. This increased the shoe span by 12 feet and increased the ice-cutting capacity as well.

The first production locomotive appeared in October 1939, almost a year after the prototype and the others followed over the next twelve months. Only 18 were built instead of the 20 originally planned, one of the missing ones being made up by the introduction of DEL120, which was LT's first diesel-electric locomotive, and which was supposed to act as a sleet locomotive when required.

The prototype three-bogie ESL100 was subsequently converted to the later four-bogie type. Quite when it is not known, but it seems unlikely that it was done during the war - it is more probable to have been done soon after. However, there is only the certainty that it WAS done, as I remember it stationed at Northfields during the 1960's and I took photographs of it at the time.

FROM THE PAPERS

Daily Telegraph

2.2.83 - At a public enquiry yesterday, the technical director of Associated Minibus Operators Ltd. (AMOS) said that his buses would carry passengers faster, safer and more comfortably than LT buses and at two-minute intervals. The associate-member drivers would be a private co-operative. There would be 360 16-seat buses, 90 for each route - Wanstead Flats & Crystal Palace; Richmond & Seven Kings; Alexandra Park & Sydenham and Harlesden & Surrey Docks. Peak fares would be 30p

up to two miles, 50p up to five, and 70p over five. The applications are being opposed by the GLC, LT, BR, sixteen London boroughs and the taxi trade.

5.2.83 - A commemorative church service at St. Martin-in-the-Fields is planned by London Transport for 1 July 1983, to mark the 50th anniversary of its formation, when 170 railway, bus, tram and trolleybus, and coach companies were merged.

9.2.83 - The London Transport Passengers' Committee recommends that smoking be totally banned on the London Underground system.

Sir Peter Parker, BR Chairman, said last night that if authority is not given soon for a multi-million pound electrification scheme, BR would be in grave danger of having to replace an ageing diesel fleet with further diesels, possibly imported from America. The 10-year plan would cost £250 million, of which £220 million would be for 'overhead line equipment'.

12.2.83 - The Railway Staff National Tribunal is expected to recommend extra payments of about £6 a shift to 200 drivers to operate the one-man trains on the Bedford-St.Pancras line. The local BR divisional manager has warned that the full electric service cannot be introduced before October. As drivers are trained, electric trains will be introduced gradually in the diesel timings.

28.2.83 - In a full-page advertisement, the British Airports Authority says, 'It's true Heathrow has been a bit of an obstacle course until recently. Much of the upheaval was created by the Underground. A station, twin train tunnels and pedestrian subways all had to be excavated and equipped.'

1.3.83 - In the Lords yesterday, the Environment Minister said that the GLC had set its 1983-84 budget at £877 million, compared with the £566-million guidance figure issued by the Government.

7.3.83 - A cold-blooded raider shot dead a London Transport booking clerk because he refused to hand over £150 takings at Balham Underground station on Saturday evening. Mr.G.W.Barrett, 54, a widower, was shot in the chest by blasts from a sawn-off shotgun. The gun had been poked through the narrow gap in the front window of the ticket office, and the gunman escaped empty-handed without apparently being seen by anyone. LT offered a reward of £2,000 for information leading to the arrest and conviction of the killer. Mr.Barrett was found lying in a pool of blood by another booking clerk.

16.3.83 - The Railway Staff National Tribunal report was published yesterday. It recommends that BR pay the frozen 6% increase to all staff except the 27,000 train drivers belonging to ASLEF, where several productivity points are outstanding settlement. It also recommends £6 per shift for the drivers of one-man trains on the Bedford-St.Pancras line.

18.3.83 - The engine drivers' union, ASLEF, yesterday agreed that preparations should go ahead for the running of one-man trains on the Bedford-St.Pancras line. Driver training is expected to begin next week. It will be October at least before the faster service is fully operational.

22.3.83 - In 1982, LT made £1 million profit, instead of the predicted £15 million loss. This was because two million bus miles were eliminated, inflation was less than expected, and various economies were made. Manpower was reduced by 1,738 to 58,072.

Yesterday thieves used smoke grenades to clear the Kings Cross BR Travel Centre, and then stole more than £65,000 from the booking office. The

man who took the money was armed with a revolver and may have escaped by Underground.

Yesterday, the Southern Region of BR unveiled a £532 million plan to change its entire suburban network to trains without guards. There would be fewer seats than at present, because of the wide sliding doors.

23.3.83 - So many commuters have switched to coaches that BR season ticket sales appear to be about 10% down on last year. This could cost BR £25 million in a full year.

26.3.83 - Electronic devices to record car number plates so that motorists could be sent monthly bills for trips into city centres are to be tested by the Department of Transport.

29.3.83 - Glasgow's 800 buses and the Underground were halted yesterday in a four-hour strike over garage closures and fears of job losses.

REVIEWS

Books:

UXBRIDGE. A CONCISE HISTORY by Carolynne Hearman, Hillingdon Borough Libraries, 1982. Obtainable from Uxbridge Library, 22 High Street, Uxbridge, Middlesex for £1.70, plus 32p postage.

Rather surprisingly, the first history of Uxbridge for over 160 years, and includes in its 96 pages something on most aspects of life in this old market town. There are an extensive bibliography and index. Transport is only very briefly covered, but for anybody with wider interests this is recommended reading.

EBC

HARROW STROLLS & AMBLES by Elizabeth Cooper. 44 pp. 9 1/2 x 4 ins with maps and photographs. London Borough of Harrow, 1983. ISBN 0 901034 07 X. Price: £2.00

Perhaps overshadowed by the presence of the School, Harrow until recently has been a bit slow off the mark in recognising other parts of its history: the town boasts no museum, for example. However, following some privately published works the Council now publishes works on local history, of which this is the fifth. (Among its predecessors, Alan Ball's THE COUNTRYSIDE LIES SLEEPING of 1981 is a particularly illuminating contribution to the study of suburbia).

Mrs. Cooper, who incidentally made a brief appearance in the EBC's television film METRO-LAND (reviewed in Underground p.66, April 1973) and was tutor of the class which produced HARROW BEFORE YOUR TIME (reviewed in Underground p.88, June 1972), has produced another work to stand with her HARROW WALKABOUT (Underground p.145, September 1973) in showing how an area which may seem dull can repay further investigation.

The booklet contains five walks. Members of this Society will be particularly interested in the first: 'A Metroland Walk: Harrow Garden Village', including its photograph of Rayners Lane station, although the date (page 6) of 1918 for the formation of Metropolitan Railway Country Estates Ltd., is a year earlier than that quoted in LT's official history and Alan Jackson's SEMI-DETACHED LONDON. Those interested in the history of Roe Green, Kingsbury, will also need the reference on the same page to the WEMBLEY HISTORY SOCIETY JOURNAL decrypted: it should read vol.4, No.9 (Autumn 1979).

The walks can be undertaken from stations on the Underground: attention is drawn by words and photograph to the surviving Metropolitan Railway part of North Harrow station. Members are advised to start out soon, though, as it is said of more than one building that its future is uncertain.

RG

LONDON PASSENGER TRANSPORT: Numbers 9 & 10, March 1983. Published by the London Passenger Transport Research Group.

You could, perhaps, be forgiven for assuming that the London Passenger Transport Research Group, who published Nos.9 and 10 of their journal in March, had sunk without trace long ago. The very long period since the last issue of LPT in July 1981 suggested - to this reviewer at least - that the cost of producing that glossy issue had so depleted the financial resources of the group that insolvency had been the result. Not so. The sudden appearance of the combined issues 9 and 10 shows the group to be alive and almost as well as before.

The new format of LPT's 9 and 10 shows at least that the glossy appearance of LPT 8 was too expensive. Nevertheless, the new version is quite acceptable and, in spite of various typefaces, quite well presented. The typed pages are clear and drawings and diagrams very good. Photographs, however, are poor and, one imagines, largely experimental. Better paper is needed to make them acceptable.

The contents of LPT is up to its usual high standard. Both short and long articles are included, with an appraisal of the LT Museum, an analysis of the reduced Underground timetable effects on rolling stock requirements and a long and detailed survey of the 31 bus route. The last article shows the results of a survey undertaken by a group of LPT researchers. It is interesting in that it goes a long way to proving what most people in London already know: London buses do not provide an adequate service and the timetable appears as a work of fiction.

Whilst providing an interesting and informative publication, it must be said that LPT suffers because of its irregular appearance, thus putting off regular subscribers, and because of its authors' refusal to be named. It is perhaps understandable in a journal so critical of London Transport's activities and with such obviously high-placed sources of information, that the authors of articles should not wish to display their by-line, but it does leave one with a feeling that all is not quite right. This is a pity. Such valuable work as is done in the name of LPT deserves some personal recognition.

PRC

PETIT GUIDE DU RAT DU METRO - Double-sided leaflet. 80 x 56 cm. opened, 20 x 28 cm. folded. Issued free by R.A.T.P. French Language.

This leaflet, obtained from the Information bureau at Chatelet-les-Halles R.E.R. station, is addressed to the Parisien general public (and probably to older children especially) to give them information about the Metro and encourage them to use it.

One side bears a striking full-colour poster, showing the view out of the driving cab as a train enters Pont-Neuf station, with the train controls and instruments labelled, and the method of driving explained. The other side is divided into eight panels, each dealing with a different aspect of the Metro. Each panel is printed black on white with a yellow border and black-and-white illustrations. A forced-humour style characterises both the text and the illustrations, but nevertheless some useful information is given. The panels deal with the following subjects:

- (1) Specially-decorated stations, and those where the original type of construction can still be observed.
- (2) How 'SOSIE', the training simulator for staff controlling trains, operates.
- (3) The three other Metros in France (Marseilles, Lyon and Lille).
- (4) Ventilation and air-conditioning.
- (5) The events of the traffic day (05.30 - 00.45).

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The different kinds of passenger travelling at particular times.

- (6) The events of the night (cleaning and maintenance).
- (7) Basic statistics - lines, route length, stations, employees, types of rolling stock.
- (8) And finally, some interesting points about some overseas Metros, and a quiz. The quiz questions are reproduced below - no prizes. The answers will be given in the next issue of Underground News, but beware of several catch-questions!

- (a) When Paris opened its first line in 1900, all but one of these cities already had a Metro. Which one? London, Budapest, New York, Glasgow, Chicago, Moscow.
- (b) There is no existing Metro on the continent of Africa. True or False?
- (c) The highest Metro in the world is in: Lhasa, Mexico, the French department of Haute-Vienne?
- (d) The longest Metro in the world is in: Rio de Janeiro, London, Los Angeles, New York?
- (e) The Asian country best equipped with Metros is China. True or False?
- (f) The Paris Metro is the only one with two classes of travel. True or False?
- (g) Which of these Metros has free travel: Sapporo, Moscow, Peking, Budapest?

Incidentally, the leaflet clarifies that (on lines so equipped) automatic control must be used when the headway is less than two minutes, and manual when it is more than four minutes. In between, it is at the driver's discretion.

DFC

London Transport Gala Concert

The London Transport Gala Concert on Thursday 17 March 1983 marked the beginning of LT's Golden Jubilee celebrations, which was held at the Royal Festival Hall and commenced at 20.00, in the presence of His Royal Highness Prince Michael of Kent.

The programme was as follows:

Overture: Variants on a Bus Route

CARL DAVIS

London Suite

ERIC COATES

Rhapsody on a Theme of Paganini

RACHMANINOV

Interval

Variations on an Original Theme (Enigma)

ELGAR

The concert was performed by the Royal Philharmonic Orchestra, conducted by Carl Davis and Sir Charles Groves. While your writer is not qualified as a music critic, nor is it appropriate to discuss such entertainment in the pages of Underground News, the printed programme may be of interest to members. The 44-page programme contains a number of topical advertisements from suppliers of London's buses and Underground, also the expected write-up on the music and the main performers. Also contained is a very brief resume of LT's fortunes over the last 50 years (or the first 50 years?), and a four-page photographic section. The photographs of Underground interest are of a 1929 tube stock train at the original South Harrow station, and a well-known shot of a (driverless!) 1967 stock train posed entering Seven Sisters station on the Victoria Line. The buses are represented by four photo-

graphs - an STL at Marble Arch, an LT in a bomb crater in Balham High Street, rush-hour at the Elephant & Castle in the 1950's and of the new Metrobus and Titan at Ilford. London's last Tram is remembered, as are the Trolleybuses, in a general view at Manor House.

JMC

LETTERS TO THE EDITOR

Sir,

Kilometre Posts

With reference to UN 255, March 1983, I found this article most interesting. I think it is the first time that railway distances have been calculated by way of an exchange point such as Mile End, where there is no physical junction.

When British Rail acquired the line from Moorgate to Finsbury Park the line was measured in Km from Moorgate. At the same time, in connection with electrification, kilometre posts were erected from Kings Cross to Royston, the zero point being the buffer stops at Kings Cross. Posts coloured blue were erected at each Km and midway between each was a slightly smaller post bearing the figure 5 in a square; this represented 5 hectometres. The posts were not very substantial and many have disappeared.

When the pylons were erected these were marked in Km. Under the number of kilometres is another figure indicating the first, second, third, etc. pylon in the Km zone. Therefore, the figure 10 represents 10 km from Kings Cross, and if the figure 4 appears underneath it, this indicates the fourth pylon from the Km point. Upon reaching Km 11 the lower figures start again at 1. The first pylon bearing Km 10 is not necessarily exactly 10 km from Kings Cross, but perhaps a few metres beyond. Numbers four upwards are well on the way to Km 11.

The pylons from Drayton Park to just south of Finsbury Park are, of course, based on Moorgate.

Yours sincerely,
H.V. Borley.

Ruislip, Middlesex.
10 March 1983.

Sir,

Metropolitan District Railway - Steam Stock

With reference to my article on this rather obscure subject in UN 229, Mr. Clive Croome has brought to my attention two Gloucester Wagon Company Limited's (as they were) photographs portraying M.D.R. Second and Third Class Brake vehicles of the original order of 1871. (There is no photograph of a First Class coach from this source because the contract for these, as well as a moiety of the Third Class coaches, was awarded to the Railway Carriage Company Limited).

The photographs display some interesting features and Clive calls attention to Clarke's Chain Brake, with a fearsome array of low-level ironmongery calculated to discourage sleeping in the 'four-foot'; close coupling by link and pin, not to be expected on the outer ends of trains unless, God save us all, the pin was also expected to retain the link of the locomotive's screw coupling; half-height partitions in the second class - one would look for similar partitions in the thirds, if only to strengthen the body, but reflected light throws the interior into obscurity. Then there are the coal-gas containers on the roof, feeding the three lamps to be seen over the odd-numbered compartments, the others being illuminated from the far side of the container; gas also fed the tall lamp affixed to the coach end at waist-panel height. Also

deserving of mention, in view of my statement to the contrary, is the total absence of any double door to the guard's compartment. Evidently, the emphasis on London passenger transport has its roots very far in the past; although, many years later, the M.D.R. was to announce that the carriage of fish on the early electric vehicles would be discontinued - a decision doubtless appreciated by all except Billingsgate customers! As on the Metropolitan, a limited number of passengers were normally accommodated in the abode of the guard, though doubtless at his discretion. There is, too, a connection/cock at headstock level on the nearside corner for recharging the gas bags on the roof, it is probably safe to deduce that a similar facility was provided at the diagonally opposite corner to avoid extending the feed hoses across the track.

To this, Mr.Croome has to add that: 'As can be seen, both numbers are too high for the 'series of each type' system, the second being higher than 38 and the third being higher than 76. You are now left with a problem!' Indeed I am; the numbers referred to being respectively '53' and '85'. The implication is that first, second and third class vehicles were originally numbered in the groups 1-38, 39-76 and 77-152 respectively, for these first 19 trains. How far the matter went from there it is impossible to say. It may well be that somebody who had not been consulted on the original decision, but who was endowed with sufficient 'clout' to get his own way, ordained that it should be otherwise, if only out of pique, perhaps even before the first deliveries had been completed. What we cannot avoid is that the change was made. The numbers quoted in Mr.Mountford's register do not admit of any other explanation.

If it be thought that three series was an unnecessary complication for a fleet of 368 vehicles (395 including the M.D.R. share of the Whitechapel & Bow Joint Stock) then what must be thought of the Mersey Railway, which created five registers for 1st, 2nd, Bke/2nd, 3rd and Bke/3rd coaches amounting in toto to 97 vehicles? Four of these had been converted to 1st/2nd composites but mercifully had retained their original 2nd class numbers!

In concluding, I must apologise to Mr.Croome and to all who take an interest in the antique, for sitting on this thorny matter for over six months before bursting into song!

Yours sincerely,
K.Benest.

Claygate, Surrey.
21 March 1983.

POINTS OF INTEREST

Tube Trains of Thought

In the bar of the adult educational establishment Theobalds, near Waltham Cross, is a large scale map of the area including a public footpath marked as 'The Tuppenny Tube'. The footpath (grid reference TL 34300) runs at this point adjacent to the old course of the New River, and may have received its nickname as it is rather narrow, but it is odd to find it so far from the Central Line. This matter began your writer to wonder about other uses of the term 'tube'. In the mid-1950's I remember the slogan 'It's quicker by tube' being applied facetiously to things other than LT railways, and I recently came across a couple of references to eating places.

Christopher Wade in The Streets of Hampstead (Hampstead: High Hill Press in association with The Camden History Society, 1973), refers (page 43) to No.66 Heath Street, by then a restaurant. It was opened in 1900 as the Heath Street Club

and Gymnasium, and began its catering career in 1918 as the Tube Tea Rooms.

The 1980 telephone directory gives an entry to the Tube Dining Rooms, 12 Warren Street, W.1. Neither eating place appears as such in Kelly's Post Office London Directory for 1974, and when I was in Warren Street on 7 March 1983, I found that the premises at No.12 bear a different name, although still a cafe very close to the tube station.

Fond as I am of railways, and of eating, I cannot find any great appeal in the idea of 'tube' applied to eating houses; is it something to do with the comics of my boyhood, which gave me the idea that before the end of the century we would all be fed on pills, or an I thinking of the 'Cat and Mouse' Act?

Nonetheless, it would be interesting to know whether the word 'tube' had a vogue in connection with retail establishments, and, if so, when it declined.

Richard Graham.

When East is North, and West is South

As is well known to most, if not all of our members the direction of travel on LT's Underground network is nearly always identified by the four points of the compass - namely East-, West-, North- and Southbound. This applied to the general direction in which the lines run geographically. Where lines change direction, the direction name also changes. On the Metropolitan Line, for example, one travelling from Uxbridge to Aldgate would travel EAST to Rayners Lane, SOUTH from West Harrow to Baker Street, and then EAST again from Great Portland Street.

Perhaps the biggest anomaly, however, is on the Piccadilly Line. From Uxbridge and Heathrow up to Covent Garden, one travels EAST or WEST, as appropriate. Beyond Covent Garden heading to Cockfosters, one suddenly changes to NORTHBOUND all the way to Finsbury Park, after which one's direction remains a mystery all the way to the terminus. In the reverse direction, there is similarly no inclination of direction until Finsbury Park is reached, when one travels SOUTH as far as Russell Square - but beware! A passenger entering Arnos Grove station will see an illuminating sign pointing to WESTBOUND trains. WESTBOUND running is restored at Holborn (although the eastbound is signed as NORTHBOUND) and then all the way to the ends of the line.

Just to add to the confusion, the whole of the Piccadilly Line is officially regarded by LT as EAST and WEST!!

And finally, perhaps to confuse us more, the signs pointing in the direction of Cockfosters at Russell Square were originally EASTBOUND, amended with paper stickers to read NORTHBOUND, the net result of wear and tear being that you can travel from Russell Square to Cockfosters both NORTH and EAST.

SOCIETY SECTION

Receipt of Underground News

Further to the note in UN 245 (May 1982), the problems of distributing this journal have now been eased somewhat, both by the number of volunteers prepared to assist and by the new format now adopted. It is thus suggested that any inland member who has not received his journal should now wait only until the 20th of the month concerned before contacting the Despatch Officer at 67 Weltmore Road, Luton, Bedfordshire, LU3 2TN.

New Address List

A new address list is now in use and you are asked to inform the Despatch Officer immediately if

there is any error in the address used to send this journal to you. His address is on the previous page, and also on the last page of this, and every journal.

Underground News No.256

With the April issue of Underground News, members should also have received the following:

- (a) A copy of Underground No.12 (Uxbridge branch).
- (b) A slip containing amendments to Underground No.11.
- (c) A sheet containing additional Timetable items.
- (d) Notes of the Annual General Meeting, 1983.

Postal Sales

As a temporary measure, members ordering items from the Society by post are asked to send them to the Sales Manager, 26 Fishery Road, Boxmoor, Hemel Hempstead, Herts, HP1 1ND, with immediate effect.

Underground News - Experiments

This issue of Underground News experiments further with reducing, but to a slightly lesser degree. Many members have made known their dissatisfaction of the printing of UNs 255 and 256, and it is hoped that pages 92 onwards of this issue will be an improvement, and perhaps give a 'compromise' situation.

As stated in the Annual General Meeting Notes there was very little adverse comment from members at the A.G.M. itself (for fear of being landed with a job, perhaps?). It is also interesting to note that out of all those London-based members who have complained, only two have actually come forward, volunteering to help with the job of production!

Further Timetable Items

(Continued from front cover)

Friday 8 July

Talk, '50 Years of London Transport' by Mr.D.F. Croome, to celebrate London Transport's Golden Jubilee. 19.00 for 19.15 in the Tudor Room, Caxton Hall.

Sunday 10 July

Northern Heights Anniversary Walk/Tour, from Finsbury Park to Alexandra Palace, Mill Hill, Edware and Bushey Heath. Applications, with SAE, to London Passenger Transport League, 8 The Rowans, Palmers Green, London, N13 5AD. 'Day Membership Fee' of £1.50 to ensure seat on the bus.

Please note: The London Passenger Transport League was formerly known as the North London Transport Society.

OTHER LT GOLDEN JUBILEE EVENTS

- Saturday 7 May: Croydon Bus Garage Open Day.
Saturday 4 June: Stamford Brook Garage Open Day.
Saturday 11 June: Edmonton Bus Garage Open Day.
Saturday 25 June: Plumstead Bus Garage Open Day.
Friday 1 July: Church Service at St.Martin-in-the-Fields, commemorating the formation of London Transport, 50 years ago.
Saturday 16 July: Romford, North Street Bus Garage Open Day.
Saturday 30 July: Stockwell Garage Open Day.
Saturday 13 August: Willesden Garage Open Day.
Saturday 3 September: Ash Grove (Hackney) Bus Garage Open Day.
Sunday 11 September: Enthusiasts' Jubilee Rail Tour (1).
Sunday 18 September: Open Day at the Railway Training Centre, White City.

Sunday 25 September: Aldenham Bus Overhaul Works Open Day.

Sunday 9 October: Enthusiasts' Jubilee Rail Tour (2).

Lunchtime Lectures and/or films at the Museum of London, London Wall, E.C.1. All start at 13.10.

Wednesday 1 June: Film - A Hundred Years Underground.

Thursday 2 June: Films - The Nine Road, The Elephant Will Never Forget, Omnibus 150.

Friday 3 June: Film - London's Victoria Line.

Wednesday 8 June: Lecture - LT in the 1930's by Michael Robbins.

Wednesday 15 June: Lecture - Buildings and Design - A Distinct Style by Oliver Green.

Wednesday 22 June: Lecture - Trams and Trolley-buses by J.Graeme Bruce.

Wednesday 29 June: Lecture - 50 Years of London's Underground by Alan A.Jackson.

Wednesday 6 July: Lecture - The London Transport Poster by Michael Levey.

Urban Public Transport - Towards 2000

An international conference to examine the future of urban public transport is to be held in September. Unlike most other events celebrating LT's Golden Jubilee, it will be looking forward, rather than looking back.

London Transport, the University of London and the Chartered Institute of Transport are jointly organising the programme of papers, syndicate discussions and visits, which will examine the future challenges of urban transport planning, finance and operations. Particular attention will be given to the impact of new technology.

Keynote speakers will be Mr.Curt M.Elmsberg, General Manager of the Gothenburg public transport system who will talk on 'Harnessing the new Technology', Mr.David Bayliss, G.L.C. Chief Transport Planner, who will speak on 'A Transport Strategy for Cities' and London Transport Executive Member, Mr.Ian Phillips, who will discuss 'A Stable Approach to Public Transport Finance'. Other speakers will include Dr.David Quarumby and Dr.Tony Ridley, both managing directors, of London's bus and Underground businesses, Mr.Scott Hellewell of South Yorkshire P.T.E., Mr.Malcolm Buchanan of Colin Buchanan and Partners, and Mr.Nick Lester, chairman designate of the London Transport Passengers Committee.

The conference will be held at the University of London on 20-22 September 1983. Enquiries should be addressed to the Public Relations Officer, London Transport, 55 Broadway, London, SW1H 0BD.

Society Sales

The new Society publication 'THE 'R' STOCK STORY', by Piers Connor, will be available soon, hopefully at the May Caxton Hall meeting. The price will be £2.75. The book will comprise 72 pages, plus card covers, and the information will be correct to 31 March 1983.

Also available, hopefully in early May, will be the 1983 edition of 'LONDON UNDERGROUND ROLLING STOCK' by Brian Hardy. This year's edition will be correct to 14 March 1983, taking into account the withdrawal of the R stock, and the introduction of the 1959 stock on the Bakerloo Line. A new inclusion in this year's book will be the Waterloo & City Line, which qualifies as the title suggests.

Both the above publications will be available from the Society's Sales Stand, and also by post (post-free to members) from the Sales Manager, address above left.

It is hoped that the Society will also have its Sales Stand in operation at the Acton Open Day.

A.G.M. Morning Meeting

For the second year running, John Herting presented a video film show in the morning preceding the Annual General Meeting. Lasting about 90 minutes, it recorded most of the unique events which had taken place last year, and some of those that have taken place in the first months of this year.

The film commenced with shots of electric locomotive No.12 'Sarah Siddons' at various locations on the Met. in preparation for the tours, which included test runs with hopper wagons. The tours themselves were comprehensively covered with shots at many locations which included the running-round operations at Watford, Amersham and Uxbridge. We then saw views of 1938 stock north of Stonebridge Park before the withdrawal of the LT service, and then back to the Metropolitan Line to see the Leaf Clearing train in operation last autumn. Remaining on the Met. we saw a strange visitor - a three-car R stock on test as it passed Rickmansworth and Chalfont.

We then moved onto events which had occurred this year. First we saw a 1959 stock being 'turned' in preparation for service on the Bakerloo Line, then service stock pilots L130/1 passing Ruislip in its new yellow livery on its way to Ruislip depot via Ruislip siding. Then a most interesting sequence of shots, showing R stock in service on the District Line, then between pilots on its way to Ruislip depot, and then on its final journey of all to the scrapyards in Rotherham. The views included the complex shunting movements at West Ruislip, then several locations on BR metals, and finally the various stages of cutting up in the scrapyards.

For those members who have not worked on the Society's Q stock car, some views of this were also included in the show, with the Preservation team hard at work. To finish the film, we then saw the last day of the R stock in service on the District Line, which had occurred only a week previous to the show. It must be pointed out to members that attended this meeting that the Science Museum's TV monitors were not working properly, and thus did not do justice to John's work. So lets hope they get them working in time for next year.

BNP

Society Visit to Paris and Lyon

On Wednesday 23 March 1983 at 09.30, 16 members congregated at Charing Cross station for the Society visit to France. The journey to Dover Priory was uneventful, during which time two additional members joined at Ashford. However, recent weather conditions did not augur for an uneventful crossing by hovercraft - and we were not to be disappointed! The hovercraft was delayed 30 minutes and diverted to Calais due to heavy seas, the 'flight' lasting some 45 minutes. Following passport and customs formalities (or, more truthfully, customs informalities) at Calais and a short bus ride to Calais Ville station, the participants, many now suffering from 'mal d' aeroglisser', boarded a SNCF turbotrains for Paris, Gare du Nord. These recently introduced steamlined trains are somewhat more comfortable than the old red/cream DMU's, but did not seem capable of great acceleration or speed.

From Gare du Nord it was but a short walk to the hotel. After checking in and leaving bags, the party set out on an evening introductory tour of the Paris Metro. This had to be curtailed due to the late running and diversion of the hovercraft, but we were treated to Z stock on RER line B, complete with original 'CMP' insignia on inside panels. At Chatelet a stop was made for an evening meal at a 'self'. The group then went to

Louvre station, which is decorated with copies of exhibits from the nearby Louvre Museum. The tour continued by way of line 1 (MF59), line 2 (MF67), line 13 (MF77), line 10 (MF67) and line 5 (MF67) back to Gare du Nord. Thus a cross-section of current Metro stock was covered, except for the articulated stock on line 10, which seemed rather thin on the ground at that time of the evening, although one was passed en route. Interesting stations included Varenne (line 13) which is decorated like Louvre with copy works of art, and Gare d'Austerlitz (line 5) which is built through the roof of the main line station, high above concourse level.

Thursday 24 March was the first full day in Paris and this included an optional tour of some SNCF suburban lines which revealed some fascinating varieties of rolling stock. An early start was made from Gare du Nord, travelling on RER line B to Massy-Palaiseau on MI79 stock. Several Z stock trains were in evidence along the route. At Massy Palaiseau several yellow Tracteurs (works motors) used on goods services were seen in the yard. To Versailles-Chantiers, the next port of call, the journey was on an EMU of the ubiquitous ribbed stainless steel stock (Z5400 series).

The third short leg of the tour from Versailles-Chantiers to Viroflay-Rive-Gauche was aboard an orange push-pull double-deck train. Within, the decks were surprisingly roomy open saloons, and very different from BR's erstwhile 4-DD units. To continue it was necessary to go to Viroflay-Rive-Droit, achieved by means of an SNCF bus, provided free of charge for bona-fide passengers. From Viroflay-R-D the next leg was to Puteaux, involving a change of train at St.Cloud from a semi-fast to a stopping service. The trains on this line were modern EMU's in blue livery (Z6400 series). A small unusual feature of these was the use of a warbling rather than the continuous tone prior to door closure.

Changing platforms at Puteaux brought a great contrast in rolling stock, for the next part of the tour to Issy-Plaine was aboard a venerable green (and rusty!) - liveried EMU that could probably have given anything on BR a couple of decades! The electrification here was third rail underside contact. During this journey the train was held for about ten minutes at a double red signal between Le-Bas-Meudon and Les-Moulineaux-Billancourt. Eventually, after the motorman had got down to 'phone the signalman (or his French equivalent) the train proceeded 'to rule' against a single red. The cause was not known.

At Issy-Plaine the line makes a junction with RER line C, although there is no through passenger service. Here a change was made to the ribbed stainless steel stock of line C as far as Javel on a 'JILL' train. (Because of the many variations of terminations and non-stopping, all RER line C services are given simple name references in the timetable and on indicators; i.e. JILL, IVOR, ERIC, etc. So far on line B these are used on the SNCF section north of Gare du Nord, but not scheduled for use on the RATP southern section until the beginning of Interconnexion in May 1983.) At Javel a short walk took us to Javel station of Metro line 10. The party travelled on line 10 to Porte-d'Auteuil, a route taking us on the famous ramp up through Mirabeau station. From Porte-d'Auteuil, again a short walk was made to Auteuil-Boulogne SNCF station, now a terminus, but originally part of the Petite Ceinture (small circle) SNCF line. This part of the tour to Pont Cardinet had old green third rail stock similar to that already described. Along the route the disused link to what is now RER line C at Champ-de-Mars could be seen. This is planned to be re-opened as a future extension of line C. Pont-Cardinet is just outside Gare St.Lazare, so it was necessary to change to a modern blue EMU for

the one stop - a situation akin to the way in which Barking trains were cut back to Kentish Town.

At Gare St.Lazare a break was made for lunch before the group reformed and paid a visit to the shop of 'La Vie du Rail' magazine, where members made several purchases and were rewarded with free La Vie du Rail hats, stickers, etc. The tour resumed at Liege station on line 13 - interesting in that the platforms are completely offset and also for its recent mosaic murals. As there was time to spare, a flying visit was made to St.Denis-Basilique at the end of line 13 - a new station of much architectural interest - before returning to Garibaldi. Here a short walk to the SNCF station of St.Ouen-Garibaldi was made. The rolling stock on this part of the tour to Ermont-Eaubonne was a steam-heated green push-pull rake utilising a small diesel locomotive. It was almost necessary to be a skilled mountaineer to board this train - passengers who complain about platform heights, please note! Quaint it may have been, but it was also warm.

At Ermont-Eaubonne the final leg of the tour to Gare du Nord was made once again on a ribbed stainless steel EMU. The tour provided a very worthwhile insight into some of the other railway services of Paris.

During the afternoon, a small group of members visited the Paris Poster Museum where an exhibition of RATP posters was in progress. On display were examples of 40 posters used in campaigns to promote travel on RATP services together with the props used for the origination of the artwork. The selection of the items was very interesting and attractively presented. A catalogue which includes reproductions of all the posters displayed is available from the museum at 70 Francs.

Friday 25 March was the day set aside for the RATP visits. The party assembled in the concourse of Chatelet-les-Halles and were joined by a further member. The RATP representative Mnsr.Pigault took us briefly to the public relations office here to distribute some publicity material before leaving for the Boissy-St.Leger RER depot visit. On the way to Boissy, the group, a few at a time, were allowed into the cab of a panoramic-window MS61 car - an unexpected bonus. At Boissy, an RATP bus, in what was believed to be an experimental livery of lime green, was laid on to take us to the depot.

Before going round the depot shops, the group was taken into a small conference room wherein a small scale model of Boissy depot was situated. It was explained that the depot was being reconstructed in preparation for accepting MI84 stock (an updated, but similar version of the MI79). The rebuilding is necessary because the MI84 is in four-car sets of M-T-T-M as against the three-car sets of MS61 (M-T-M). Inside the depot facilities for maintaining wheels, traction motors, etc., were seen. Apart from painting, during which process the body is stripped to bare metal, normally only bogies are transported to Boissy from operating depots, body maintenance being done locally. In addition to the expected MS61 stock, two MI79 sets were seen outside the depot, one of which was the prototype. Other items of interest outside the depot were a turntable, two mysterious body shells of MP77 stock, and staff fire training in progress.

From Boissy depot the group returned to Vincennes station which houses the control centre for RER line A. Inside, the semicircular mimic diagram display is in two parts, the upper representing track circuits and the lower power supplies. In a separate room behind the main control desk was the computer installation. It was said that following a computer failure, the RATP had installed

manual standby control positions for each section of line and that in practice they had found that manual control had advantages (!) Presently, the line B control is from the Metro control centre at Boulevard Bourdon, but it was said that a new line B control centre would be located at Denfert. The visit ended back at Chatelet where Mnsr. Pigault departed and members made their arrangements for lunch.

In the afternoon the group met up at Porte Doree on line 8 for a visit to the Transport Museum at St.Mande. The museum is normally closed at the time we wished to visit but had been specially opened by Mnsr.Robert (author of Notre Metro and President of the Museum) and his associates. The museum has a large collection of public transport items, from horse buses to steam locomotives, and includes also a London trolleybus and an RT. Of specific Metro interest are four cars: a 1904 motor with a wooden-bodied passenger section; a 1925 Nord-Sud motor; a 1908 Sprague motor; and the prototype MP51 rubber tyred car. The museum obviously has more items than space to show them properly. Most exhibits were very close together and it was impossible to get near two French provincial trolleybuses, let alone photograph them.

A very early start was necessary on Saturday 26 March in order to catch the 08.15 TGV from Gare de Lyon, for arrival in Lyon at 11.03. The TGV is certainly a very impressive train to look at from the outside. Inside there is an arrangement of seats similar to an airliner. The TGV requires special track to achieve full speed but at the time of the visit this was not open at the Paris end. The TGV therefore travelled by the standard route until near St.Florentin, well out of Paris. The train accelerated noticeably once on the special track, which across anonymous countryside such that it was difficult to follow progress, even on the TGV route maps which some members had bought from La Vie du Rail the day previous. Points of reference are, however, two isolated intermediate stations on the special line, served by a few commuter trains.

After booking into the hotel at Lyon, which was once again very near the station, members went foraging for lunch. During the afternoon some members chose to spend the time exploring the varied transport systems of Lyon. There are three Metro lines in Lyon; A, B and C, and a fourth (line D) is planned to open partially in 1987. Lines A and B employ modern rubber tyred stock as single three-car units, that are noticeable wider than the Paris Metro cars. Externally these trains are finished in an attractive orange livery (Clockwork Orange No.II ?). Line C is quite different, being steeply uphill and using rack and pinion drive with power drawn from an overhead line. Single cars are used, two in service and one spare.

Other members on Saturday afternoon visited what was known last year as the Musee Henri Malartre, but what has now become (ominously for public transport enthusiasts) the Musee Francaise de l'Automobile. Competently guided by John Thomason, the party boarded a No.40 bus just before departure, and after a 27-minute journey, wound their way up some small village by-ways whose steepness rivalled the road from Whatstandwell to Crich!

The scale and range of the exhibits is magnificent, with over 200 cars, of which 100 are from before 1914. The oldest cars (and cycles and motorcycles) are in the Chateau, which dates from 1151, but has been much restored. All the vehicles have gleaming paint and brasswork, with luxurious fittings, recalling the days when cars were rich men's playthings, and alternative forms of traction, transmission, springing and braking

were still being tried by different manufacturers. On the walls are many early posters advertising bicycles and tyres, evocative of long-gone days when the roads were safer for cyclists.

On leaving the Chateau, and enjoying the view across the River Soane, and inspecting a Case traction engine and an O-4-O well tank in the grounds, the party walked to the Halle Gordini, the other part of the Museum. The first half of the hall is fully occupied by more modern cars - some race winners, some prototypes, and others used by the famous or the infamous - Adolf Hitler (heavily armoured, but with an open top), Marechal de Lattre de Tassigny, Auguste Lumiere (inventor of the cinematograph), and Edith Piaf. The other half is still labelled as the public transport hall, but, alas, all the trolleybuses and nearly all the buses have disappeared to make room for more cars, leaving only a 'Scottie' steam bus of 1892, and a hotel bus. The Lyon funicular car from the Fourviere line is still there, as are six trams (three motor cars, two horse cars and one trailer) but one wonders whether these are also destined to move out to make room for still more cars. The most interesting tram is the special Presidential car made for President Poincare, a local resident. Apparently supplied free by the makers as part of an order for 25 motor cars, this car is furnished as opulently as a royal railway carriage, with brocade curtains and three internal saloons, with armchairs of green plush, leather and wickerwork respectively.

Returning to Lyon, the party luckily avoided a 40-minute wait in snow flurries by catching a late-running bus back to town. All participants agreed that the visit had been interesting and worthwhile, but any future visitors whose interests are confined to public transport would do well to check on what is left of such exhibits before embarking on the 11km trip.

The early part of Sunday morning was free and members explored the transport further or investigated the street markets before stocking up with food for the long return journey to London. On the way back a few members travelled between Gare de Lyon and Gare du Nord via the Metro station Concorde where a grey classic stock train was stabled in readiness for the Farewell celebrations 11-16 April. Mercifully the sea was very calm and the hovercraft made an easy crossing from Boulogne catching members to catch their respective connections for home.

Altogether the visit was very interesting and enjoyable. Much gratitude is due to the people who made it possible, in particular, LURS member John Thomason for organising and leading the visit, and for making the travel arrangements, LURS member John Crowhurst for much help with the bookings, Monsieur Patrick Pigault for the RATP visits, and Monsieur Jean Robert for specially opening the St-Mande Museum.

ARB/DFC/JT

POSTAL AUCTION

The Society has for sale a copy of METRO-LAND, 1932 edition, published by the Metropolitan Railway. It comprises 168 pages and is in very good condition.

Any member wishing to make a bid should write to Mr. R.J. Greenaway, 26 Fishery Road, Boxmoor, Hemel Hempstead, Herts, HP1 1ND on or before 28 May 1983. Bidders should state their bid but send no money. No acknowledgements will be sent, but the successful bidder will be asked to forward his/her remittance, upon receipt of which the book will be forwarded by post. The Society reserves the right not to accept any bid.

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ROLLING STOCK ALTERATIONS

March, 1983

1938 Tube Stock

From Stonebridge Park to Ruislip, withdrawn cars
 10155-012247-11155+10178-012271-12051-11178 7th
 10207-012296-11207+10186-012270-12028-11186 14th
 10299-012240-11299+10242-012369-12116-11242 21st
 10197-012287-11197+11254-012362-12435-11254 28th

1959 Tube Stock

From Neasden to Golders Green for 'turning'
 1224-2224-9225-1225+1214-2214-1215 1st
 1204-2204-9205-1205+1226-2226-1227 13th

From Golders Green to Stonebridge Park

1224-2224-9225-1225+1214-2214-1215 2nd
 1204-2204-9205-1205+1226-2226-1227 14th
 1232-2232-9233-1233+1206-2206-1207 16th
 1240-2240-9241-1241+1250-2250-1251 23rd
 1244-2244-9245-1245+1234-2234-1235 30th

1973 Tube Stock

Entered service, Piccadilly Line

114 31st

R Stock

From Upminster to Ealing Common, withdrawn cars

21126-23312-23426+23575-22668+23550-22655 9th

From Ealing Common to Ruislip, condemned cars

21133-23333-23433 22nd

21105-23305-23405 23rd

From Ruislip to Booths, Rotherham, for scrap

21149 23249 23349 23449 23553 22656 23509

22646 8th

D Stock

Entered service, District Line

7124-17124-8124+8125-17125-7125 8th

From Ealing Common to Ruislip (in preparation for ventilation modifications)

7030-17030-8030+8047-17047-7047 18th

7086-17086-8086+8105-17105-7105 25th

From Ruislip to Metro-Cammell, Birmingham, for ventilation modifications

7030-17030-8030+8047-17047-7047 23rd

7086-17086-8086+8105-17105-7105 30th

From Ealing Common to Acton Works for ventilation modifications

7536-17536-7537 23rd

Miscellaneous Movements:

P1764 Neasden to Ruislip for scrap 6th

L61 Acton to Ruislip (ex-collision and overhaul) 9th

L32 Acton to Lillie Bridge (ex-wheel change) 9th

L24 Ealing Common to Acton (overhaul and modification) 25th

Renumbering of 1962 Tube Stock Trailers

2608 to 2692 18th

Service Stock

From Neasden to Colne Valley Railway Co., by road

NW421 14th

Units to Acton Works for Overhaul:

Central 1648-2648-9649-1649 1st

Metropolitan 5154-6154-6155-5155 4th

Northern 3228-4228-4328-3328 9th

Jubilee 3438-4538-3538 14th

Units to Acton Works for Overhaul (Continued)

Northern	1178-2178-1179	16th
Metropolitan	5568-6568	17th
Central	1640-2640-9641-1641	21st
Metropolitan	5166-6166-6167-5167	23rd
Northern	1012-2012-9013-1013	24th
Central	1732-2732-9733-1733	31st

Units from Acton Works after Overhaul

Central	1608-2608-9609-1609 (trailer 2608, ex-2638)	1st
Metropolitan	5136-6136-6137-5137	4th
Northern	3224-4224-4324-3324	14th
Jubilee	3439-4539-3539	14th
Northern	1042-2042-1043	16th
Metropolitan	5561-6561	17th
Central	1692-2692-9693-1693 (trailer 2692, ex-2608)	21st
Metropolitan	5152-6152-6153-5153	23rd
Northern	1036-2036-9037-1037	24th
Central	1742-2742-9743-1743	31st

Notes:

From the above, it will be seen that DM 114 of 1973 tube stock has entered service for the very first time. It has taken the place of fire-damaged DM 888, which is now coupled to 514 and 314, both of which have yet to enter service. Unit 114 (with 115), was utilised as the Cock-fosters crew training train when new.

Another development is the withdrawal of D stock trains for ventilation modifications. The single-cab units are to be sent back to Metro-Cammell for this to be done, and the double-cab units are to be modified at Acton Works.

SMALL ADVERTISEMENT

SEATON TRAMWAY: Coach Tour from London on 25 June. Send SAE for details to Rovaway Tours, 24 Pelham Road, London, N22 6LN.

SA45/257/83.

NEWSFLASHES

NF 91/83 - The R stock transferred from Upminster to Ealing Common on 9 March 1983 was an empty stock move, made after the official withdrawal of the stock on 4 March. This train was in fact 'left over' at Upminster after the official withdrawal date, and for its journey to Ealing Common was loaded with R stock 'spares', such as brake blocks, destination blinds etc.

Ealing back to the last day of service, not mentioned before was the special blackboard prepared at High Street Kensington for the final departure at 19.09. It read as follows:

DISTRICT LINE
The Train departing from platform No.3 is the very last of the 'R' STOCK era
It is destined to all Stations to EALING BDY and into retirement
Good Luck from all at HIGH ST. KENSINGTON 4th MAR 1983

NF 92/83 - Six new battery locomotives have been ordered by London Transport from Metro-Cammell Ltd., of Birmingham. Traction equipment will be supplied by the German firm of Keipe. The first locomotive is scheduled for delivery in March 1985.

NF 93/83 - 1972 MkII tube stock re-entered service on the Northern Line on Friday 8 April 1983, after an absence of nearly four years. Units 3233 and 3533 worked train 141 in the morning peak, as follows:

07.14	Colindale - Tooting via Bank
08.19	Tooting - Hampstead via Bank

As the 1972 MkII stock has now been modified to operate with the MkI stock, test trips were made on 6.4.83 with trains composed of both types of stock: 3233 + 3505 and 3216 + 3533 operated empty trips to and from Edgware.

NF 94/83 - Further to NF 45/83, a member reports that the 'scratch' 'D' train was working on the Waterloo & City Line, and it included the two withdrawn trailer cars that were stored at Waterloo. The formation was: 53-84-86-81-51. By 13 January 1983, however, damaged cars 79, 84 and 85 had resumed service, while 62 had resumed service by 20 December.

NF 95/83 - Some units of A60/62 stock on the Metropolitan Line have been fitted with Train Radio equipment, evident by the aerial fitted on the driving cab fronts. Units noted so far, which includes BOTH ends, are: 5056, 5066, 5094, 5110 and 5220.

NF 96/83 - Further to NF 38/83, it was thought that the last train into Watford tip sidings was on 20.12.82. However, since then, only one other trip has been reported, with the points leading to the tip sidings being secured out of use from Monday 21.3.83. On 9.3.83 L53-RW455-RW475-F377-L16 operated from Neasden to Watford tip, and, the following day, L52-RW455-RW475-F377-F391-L16 worked back to Neasden. It is believed that the disposal of waste materials is now being done by road.

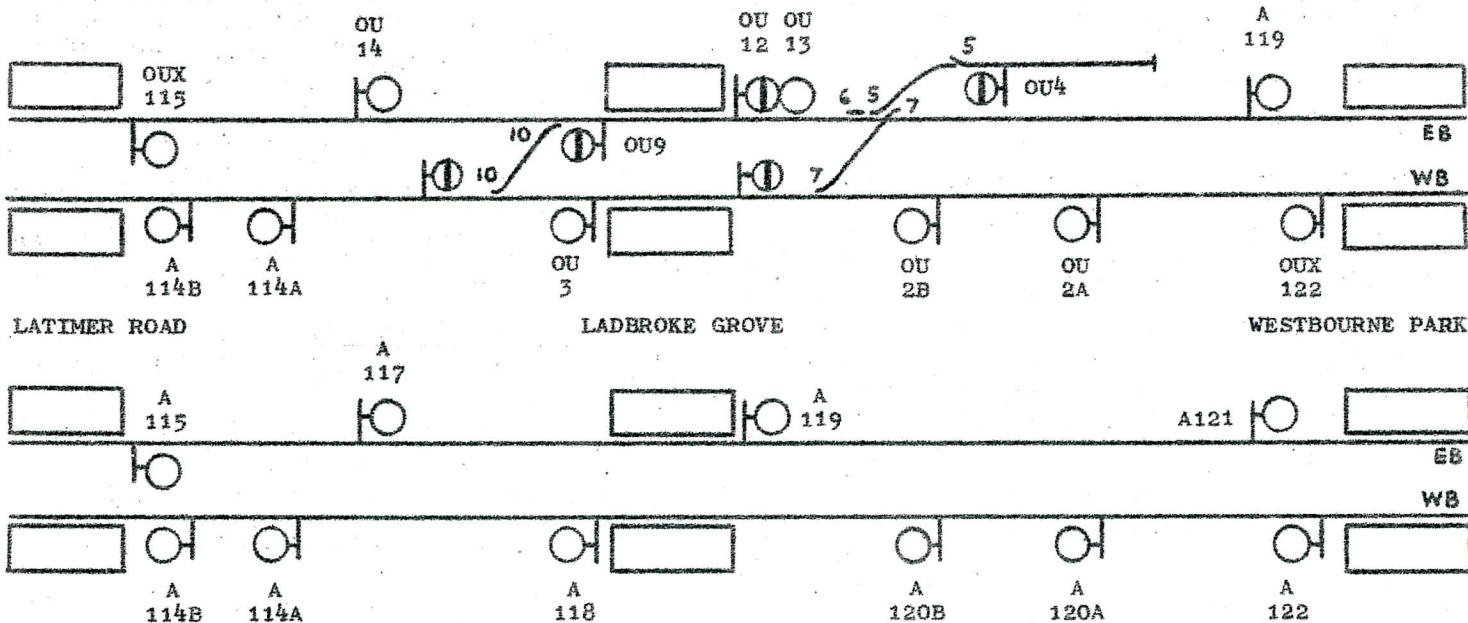
NF 97/83 - Not reported before is the disposal of old Hoper Wagons HW402 and HW433 to the Bluebell railway.

It is hoped that a complete list of the old four-wheel wagons will be available soon, bringing members up to date with the current situation.

NF 98/83 - Following the agreement by the train driver's union ASLEF to work the new one-man trains on the Bedford - St. Pancras line, a press run was made on Monday 21 March 1983, which included unit 317.321. This was delayed at Luton as BR had not anticipated any press interest there! Just a week later, however, the first train ran in passenger service, again one of the units being 317.321. It was anticipated that the train would work the 08.18 Luton to St. Pancras and 09.27 return to Bedford, but much to the disappointment of those who turned out to witness the event, found a normal DMU in its place. In fact last-minute changes of plan had been made, and the train worked the 09.35 Bedford to St. Pancras, being met at the London terminus by BR Chairman, Sir Peter Parker, the press and television. This featured in the TV news bulletins of the day. The new trains will be introduced in the present diesel timings on a one-for-one basis until the full electric service can be implemented. Before entering service, each of the 21m trains has to perform 250 trouble-free miles of test operation, and, of course, most of the drivers have yet to be trained on the new stock.

NF 99/83 - London Transport's last mechanical signal cabin has been taken out of use. Ladbroke Grove on the Hammersmith & City section of the Metropolitan Line was taken out of commission after the close of traffic on Saturday 12 March 1983. The unusual 15-lever frame and mechanical interlocking are to be preserved by the National Railway Museum at York. The origins of the mechanical lever frame are uncertain, but the equipment is at least 70 years old. It is thought the design, unique to the Hammersmith & City Line, was devised to overcome patented designs of tappet locking. The emergency crossovers and siding at Ladbroke Grove is to be removed, together with the traditional rodding that connected the points to the lever frame. The mechanical shunt signals and their pull-wires will also be dismantled. Normal signalling on the running lines at Ladbroke Grove has been the LT standard two-aspect colour light since about 1950, but some of these signals were controlled by Ladbroke Grove cabin when it was switched in. These signals have now been converted to operate automatically at all times. The 'before' and 'after' situation is shown in the diagram below.

Until 12.3.83:



From 13.3.83

NF 100/83 - A short part of the BBC Radio 4 radio programme DOWN YOUR WAY on 16.1.83 was devoted to a visit to Rye Tiles and Rye Potteries of Rye, Sussex, which is a family business, and an interview was held with the proprietor. As blank tiles are too expensive for them to make, these are brought from British or foreign tile makers. Rye Tiles deal with tile decoration by screen printing or hand painting. Although they do most of the former, it is by the latter that they are specially known. Amongst present work in hand, are tiles for the bathrooms in the Savoy Hotel, and decorative tiles for Bond Street station (Central Line), where it takes 27 interlocking tiles to spell one station name, although no one tile spells anything specific, giving the person erecting the tiles a bit of a headache, no doubt!

NF 101/83 - On Friday 8.4.83, one of the two Olympia service trains was composed of 6-cars C stock. Is this the first occasion this stock has worked the Olympia service? It is interesting to note that there is no Olympia destination on the blind, with 'Special' on display.

NF 102/83 - Further to NF 70/83 and the reporting of new Central Line car line diagrams with Epping to Ongar shown as a broken red line, 1962 stock DM 1451 has been seen with the previous car line diagram, but with one of them being made to look like the new ones, by the application of white correcting fluid.

NF 103/83 - Work is due to begin in the summer on modernising the remaining sub-standard areas of Oxford Circus and Tottenham Court Road stations. The £6.5 million job will mean a bright new look for the Bakerloo Line platforms at Oxford Circus and the escalator shafts, and Northern Line platforms at Tottenham Court Road. Work on the Central Line platforms at both stations is well under way and the same teams will tackle the new projects, and the same distinguished artists have been used on the decorative treatment. The platform walls at Oxford Circus (Bakerloo Line) will feature distinctive glass mosaic murals in a maze pattern by Nicholas Munro. Platform fittings will be in Bakerloo Line brown. At Tottenham Court Road the furniture will be in Northern Line black with murals similar to those used on the Central Line.

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

The last full list of Society Officers' addresses was published on page 25 of UN 253, as amended on page 99 of this issue.

For non-receipt of journals and changes of address, correspondence should be addressed to the Despatch Officer and Registrar, 67 Weltmore Road, Luton, Bedfordshire, LU3 2TN.