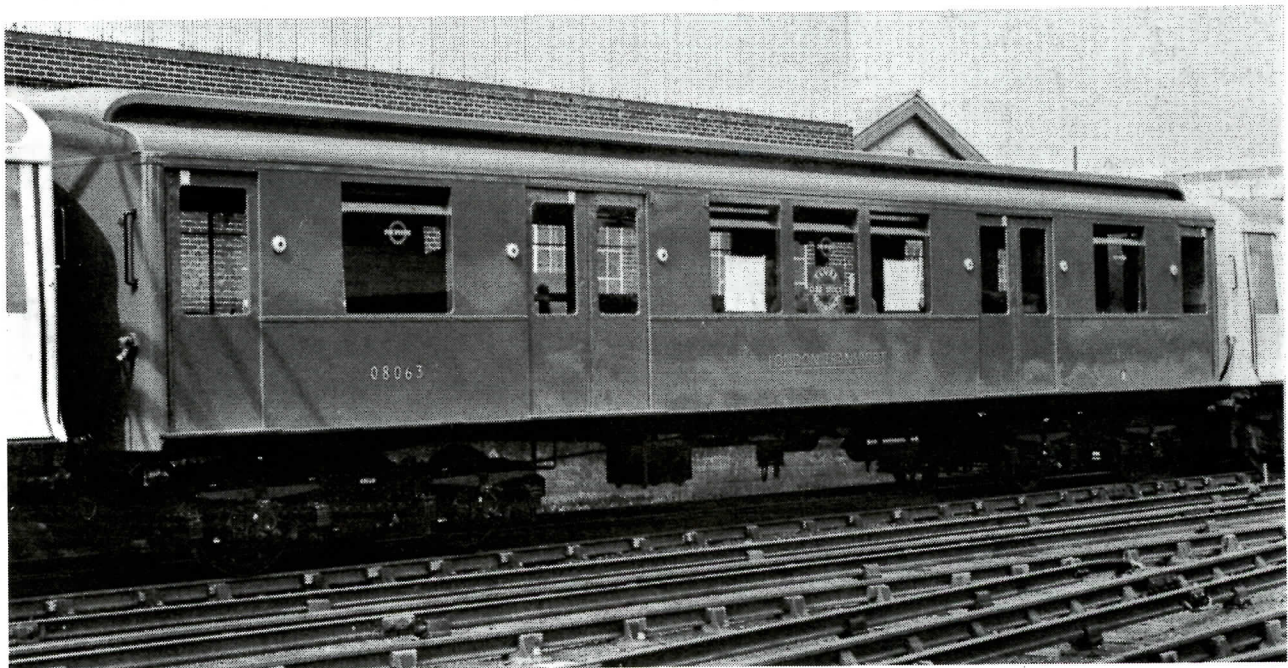
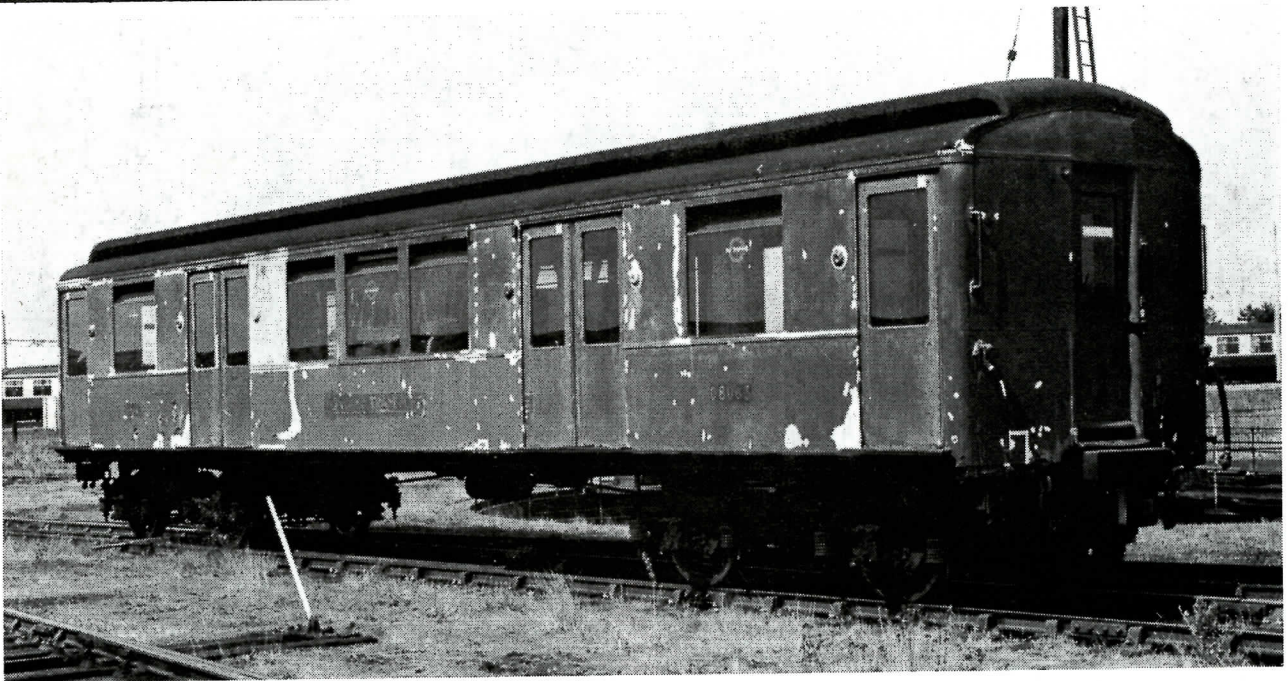


# UNDERGROUND NEWS

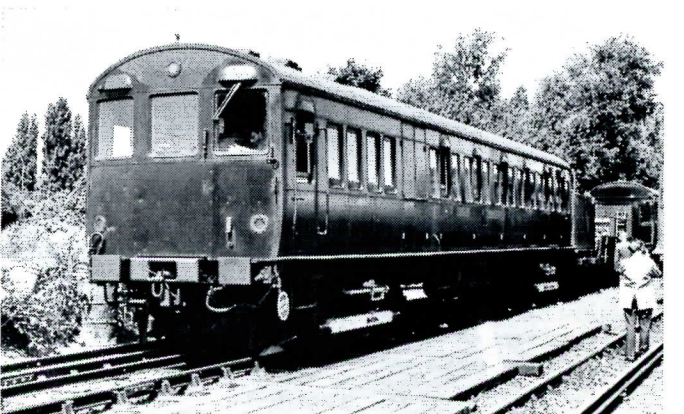
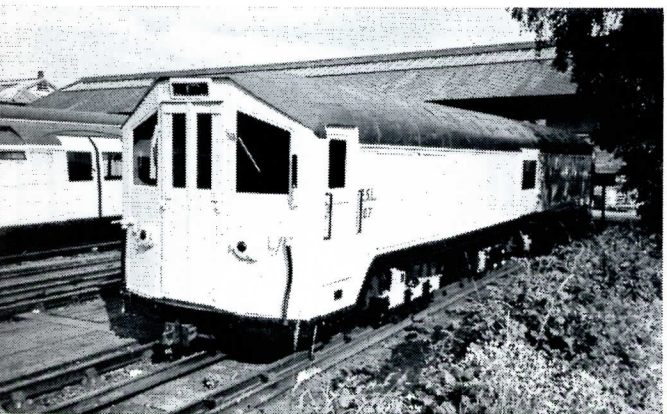
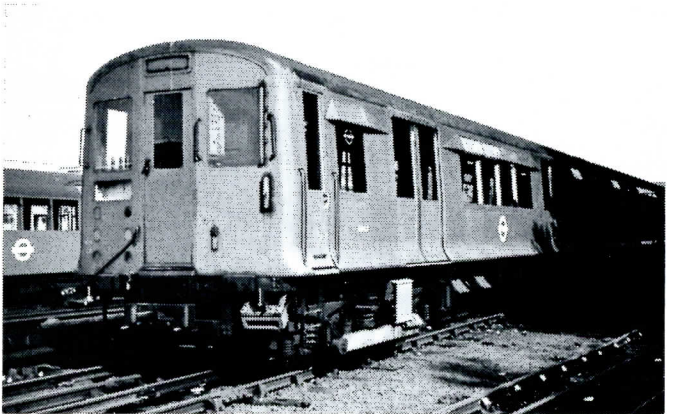
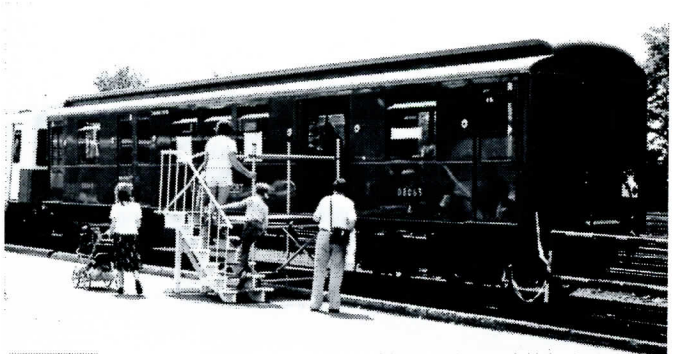
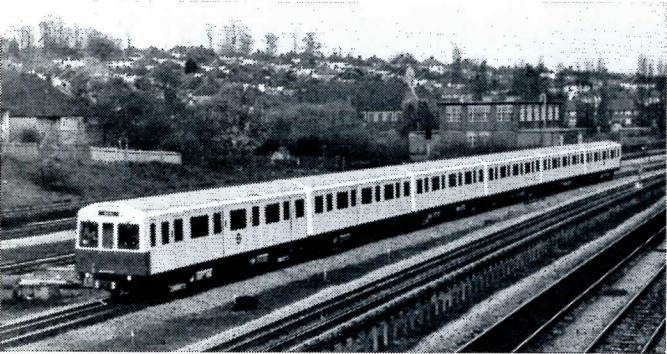
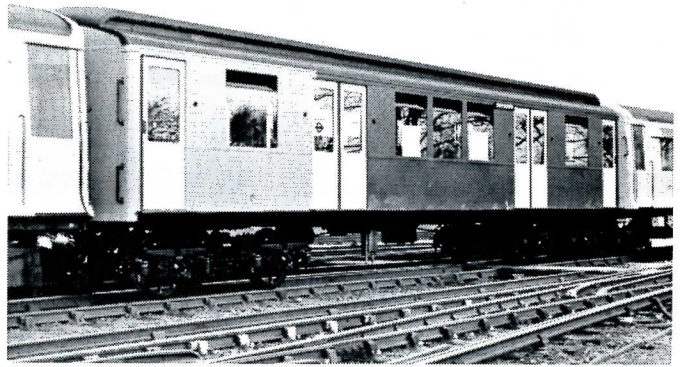
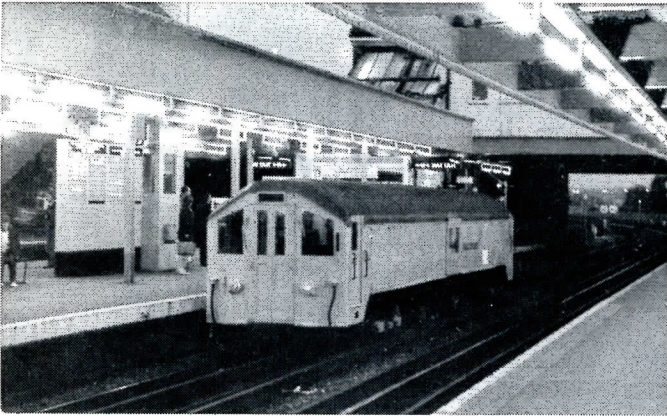
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## PHOTOGRAPHS:

Cover - The Society is pleased to show to its members the progress that has been made in restoring its Q stock trailer car, especially those members that were unable to get to the Neasden Open Day (24.4.83) or Acton Gala weekend (2/3.7.83). The top photograph shows 08063 at the exit to Ashford Steam Centre in early May 1978, ready to be returned to London. Note that the car has had some protective paint applied over rusty patches. It was not for a further year, however, that 08063 actually returned to London, leaving Ashford on 17 May 1979, via Acton and Park Royal to Ruislip depot, where it arrived on 21 May. The lower photograph shows 08063 in Acton Works on 13 July 1983, just prior to being transferred to Ealing Common depot, where it is now stored. This is as the car was displayed to the public at the Acton Gala on 2/3 July 1983. The livery is Underground (train) red (on the two ends and one side), with LT transfers, new car numbers and Non-Smoking labels applied. (Both photos: R.J.Greenaway)

Underground 'News' - much of Underground interest has happened since the last lot of events were illustrated, and the photographs in this issue will bring members up to date.

Top left - The first major rail event of the year celebrating London Transport's Golden Jubilee was the Neasden depot open day on 24 April 1983, when, as at the Centenary 20 years previously, stocks from other lines were on display. This shows tube sleet locomotive ESL117 at Wembley Park at dusk after the open day, being returned to Stonebridge Park (Photo: B.R.Hardy)

Top right - The Society's Q stock car in Ruislip depot, coupled to Q38 pilots L126/7 on Friday 22 April 1983, just before transfer to Neasden. At this stage, the car had its doors in pink primer, two side panels in bauxite primer, and the remainder in undercoat. The roof, underframe and bogies had been completed, the body having been reunited with its bogies on Thursday 14 April. (Photo: R.J.Greenaway)

Second from top, left - It was intended that the new 7½-ton crane (C623) would be exhibited at Neasden between Sarah Siddons and brake van B558, but was not available. Brake Van B558 coupled to Sarah Siddons in Neasden depot on 24 April shows its new maroon livery with yellow ends. (Photo: B.R.Hardy)

Second from top, right - The Society's Q stock car returning to Ruislip depot on Sunday evening after the open day, passing Preston Road on the northbound fast line between pilots L126/7. (Photo: B.R.Hardy)

Middle, left - Ten minutes or so later, D stock units 7124 and 7125 pass the same spot, but on the northbound local line, on their way back to Ealing Common depot. At the time of the open day, these D stock units were the newest ones in service, and thus looked smart for the occasion. In the right background can be seen Preston Road substation. (Photo: B.R.Hardy)

Middle, right - The Society's Q stock car on display at the Acton Gala on 2/3 July 1983. Here, it was coupled to a three-car train of D stock, which was sporting its ventilation modifications (see photo on page 166). The public were able to enter the Q stock via the steps and walk through to the far end of the D stock unit. (Photo: R.J.Greenaway)

Second from bottom, left - On display at the Acton Gala was former LT Breakdown lorry 832J, converted in 1950 from STL162 and now privately preserved by three members of LT staff. (Photo: R.J.Greenaway)

Second from bottom, right - The current rails in Acton Works were isolated for the whole of the Gala weekend, giving enthusiasts the unique opportunity to photograph stock normally out of the public eye. CP stock DM 53268 is one of four such cars in Acton Works used for storage purposes. (Photo: R.J.Greenaway)

Bottom left - Painted specially for the Acton Gala was sleet locomotive ESL107, the last such locomotive to be painted in yellow livery, and one of only two (the other, ESL117, see above) that remain available for use. (Photo: R.J.Greenaway)

Bottom right - The T stock sleet/leaf clearing unit was also displayed at Acton Works, having been transferred from Neasden on 24 June. ESL118A stands nearest the camera. (Photo: R.J.Greenaway)

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## THE TIMETABLE

### Friday 9 September

Talk, 'Test Train Operation on the Underground' by Mr.M.E.Venables, Train Test Engineer, London Transport. 19.00 for 19.15 in the Tudor Room, Caxton Hall.

### Sundays 11 September & 9 October

London Transport Golden Jubilee Rail Tours. LT have advised us that both tours are now fully booked.

### Saturday 24 September

Morning visit to Ealing Common depot, District Line. Applications, with SAE, to Mr.G.A.Finch, 3 Caverswall Street, London, W12 OHG. Minimum age 15 years. Associate members, please state age when applying.

### Sunday 25 September

The Society will be operating its Sales Stand at the London Transport Open Day at Aldenham Bus Overhaul Works.

### Wednesday 5 October

LURS members are invited to this meeting of the Electric Railway Society, where Mr.B.R.Hardy will give an illustrated talk on 'The Sprague Stock Story'. This will include a non-technical look at how the stock developed and how it continued in service for 75 years, as well as the farewell celebrations in April 1983. 19.00 at the Fred Tallant Hall, 153 Drummond Street, London, NW1. Nearest stations: Euston, Euston Square or Warren Street.

### Saturday 8 October

The Society will be operating its Sales Stand at the Transport Enthusiasts Bazaar at Islington Town Hall, Upper Street, N1. Nearest station: Highbury & Islington.

### Friday 14 October

Presidential Address, by Mr.B.J.Prigmore, MA, MSc, C Eng, FIEE. 'Early Technical Developments on the Tube'. 19.00 for 19.15 in the Tudor Room, Caxton Hall.

### Saturday 15 October

Paris/Lyon Reunion Meeting - see page 155 of UN 260. This meeting will be held at Baden-Powell House and not at Caxton Hall. Baden-Powell House is at the junction of Queen's Gate and Cromwell Road, SW7, nearest Underground stations are Gloucester Road and South Kensington. The meeting will commence at 10.00 with a selection of members' slides taken on the visit in March this year. This will be followed by a selection of Mr.J.S.Laker's interesting slides taken in Sprague days. After a break for lunch the meeting will resume at 14.00 with a showing by Mr.Laker of his cine films of Paris, its

Metro and Sprague stock. This will be followed at 15.00 with a presentation by Mr. B.R. Hardy on the last week of Sprague stock operation on the Metro. The meeting will conclude with a discussion about proposals for future Society visits to continental Europe - in conjunction with this Mr. J.F. Thomason will give a presentation at 16.00 on a proposal for an eight-day visit to France in the summer of 1985. A more detailed summary of the day's activities has been circulated to previous participants in Society visits to France, but any member or friend is welcome to attend.

#### Thursday 27 October

Film presentation, 'Early London Transport (1896-1933)' by John Huntley. 13.10 at the Museum of London.

#### Saturday 29 October

Morning visits to Finchley Road and Wembley Park signal boxes, Metropolitan and Jubilee lines. 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 29 October

London Passenger Transport League's East London Transport Sale, at East Ham Town Hall. 11.00 to 16.00. Admission: 40p adult, 20p child. Nearest station - East Ham.

#### Tuesday 1 November

Afternoon visit to Down Street disused station, between Hyde Park Corner and Green Park stations on the Piccadilly Line. Applications for this visit only, to Mr. B.R. Hardy, 'Heidi', 13 Castleton Road, Eastcote, Ruislip, Middlesex, HA4 9QQ. Minimum age 15 years. Associate members, please state age when applying.

#### Society Visit to The Netherlands, March 1984

In response to requests from members following the Society visit to France in March 1983, it is hoped to organise a similar visit to The Netherlands in March 1984. In order that interest in this proposal can be gauged, prospective participants are asked to write to John Thomason stating any views they may have. It would be helpful if correspondants indicate if they prefer day or night sailings between Harwich and Hook of Holland, both outward and return. It is not known at this stage the exact itinerary of the visit, but it is hoped that there will be opportunities to visit the Metro and tram systems of Rotterdam and Amsterdam, the Railway Museum at Utrecht, and some suitable depots/control rooms. Please send your replies to: John Thomason, 51 Head Street, Pershore, Worcs., as soon as possible.

#### SOCIETY OFFICERS AND HELPERS

For some time now, the Society has been suffering from a severe lack of helpers in different fields of activities, to an extent where, on occasions, it has been on the verge of collapse. In other words, too much work is being done by too few people. (It must be admitted though, that some help that has been offered, has, for some reason or another, had to be turned down, at least at the time it was offered). Society Officers are increasingly finding that they have to shed the load somehow, and ultimately may find that the only way to concentrate everyone's minds on the problem is to resign, and see what happens !!

Some of the problems stem from our own success. When Paul Creswell took on the job of Registrar and Despatch Officer, there were only about 300 members. In the intervening period, membership has risen to nearly 750 and the size of the

journal has increased, thus further increasing the job of collating the pages. All in all, the Despatch Officer's job each month is now almost equivalent to several month's work when Paul started. Obviously this put a severe strain on him and although he was prepared to continue with this job for the time being, he decided that he must relinquish the Registrar's job. This he has done, and due to the kind offer made by Alan Blake, Alan has now taken over as Registrar. All this has been achieved by a smooth transition of the job in recent months when membership renewals and applications were at a minimum. If Paul had suddenly resigned at the end of the year when renewals are due, we would have been in chaos, and financially very vulnerable. Our very sincere thanks must go to Paul for his sterling efforts and high standards and to Alan for taking over a very important Society post.

No one can be expected to give up all their spare time and annual leave for the Society, but for the few who do most, this has become increasingly necessary. Quite rightly, several have stated that because of holidays, etc., they will not be able to do their particular job exactly when required, and for that reason, this journal, the October and November issues will be sent out later than usual.

John Crowhurst, our duplicator operator, has had problems too - a failure with the duplicator and increased business commitments resulted in the August issue having to be produced commercially, or there would have been NO Underground News at all that month. It is not known at this stage whether this issue will have to be produced in the same way. Whilst commercial production saves much labour, it trebles the cost of production. Obviously if the subscription rate is going to stay at or near its present level, this cannot continue for too long.

As you can appreciate, things are getting desperate, and in order for the Society to survive in its present form, we are URGENTLY looking for the following:

1. A Duplicator Operator - who can house a Society duplicator and a stock of paper, and each month operate the machine to produce about 800 copies of Underground News. This usually takes about 6 to 8 hours in the middle of each month. Location is important, as the originals have to get to the 'printer' easily, and the (uncollated) journal needs to be transported to the Despatch Officer at Luton, usually by the last weekend of each month.

2. A Sales Manager - Bob Greenaway has been Sales Manager since May 1969 - over 14 years - and with his many other Society activities, feels the need to hand over to someone else. This need not be a one-person job, and indeed has already been split since John Horsman now deals with Postal Sales, and Bob has expressed his willingness to deal with trade sales, as these are very closely linked with his job of Editor of Underground. The various aspects of the job need to be very closely co-ordinated, and are divided into the following:

- (a) Stock acquisition and storage.
- (b) Provision of sales outlet at monthly Caxton Hall meetings.
- (c) Attending outside exhibitions.

The need for a Sales Manager (or Sales Team) is VITAL as it generates a significant amount of Society funds.

3. There are many members who regularly come to monthly meetings at Caxton Hall. Some of these members would be ideal to help each month, by

one or more of the following:

- (a) Bringing the Society's tape recorder.
- (b) Writing a review each month for the journal, of the Caxton Hall meetings.
- (c) Bringing a 35mm slide projector on loan to the Society each month.
- (d) Bringing a screen, also on loan to the Society each month.

With a membership of nearly 750, and still growing, there must be many members that can give some of their time to assist the Society, that do not do so already. All that is required is a willingness to devote some spare time responsibly and RELIABLY to the benefit of the Society.

IF NOT, IT IS VERY LIKELY THAT THE SOCIETY WILL COLLAPSE through an apathetic membership. Please don't let it happen - it's up to you to act NOW !!

Offers of help to the Vice Chairman, Mr. B.R. Hardy, 'Heidi', 13 Castleton Road, Eastcote, Ruislip, Middlesex, HA4 9CQ.

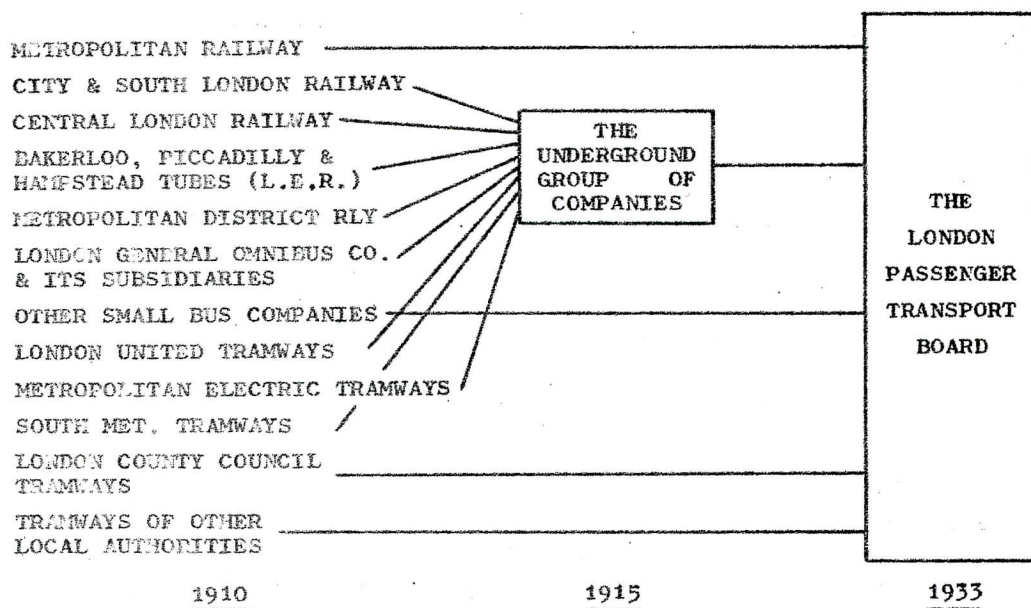
JULY CAXTON HALL MEETING

To celebrate London Transport's Golden Jubilee, the Society's July Caxton Hall meeting was an illustrated talk by Desmond Croome, summarising London Transport's first 50 years, on both the roads and railways.

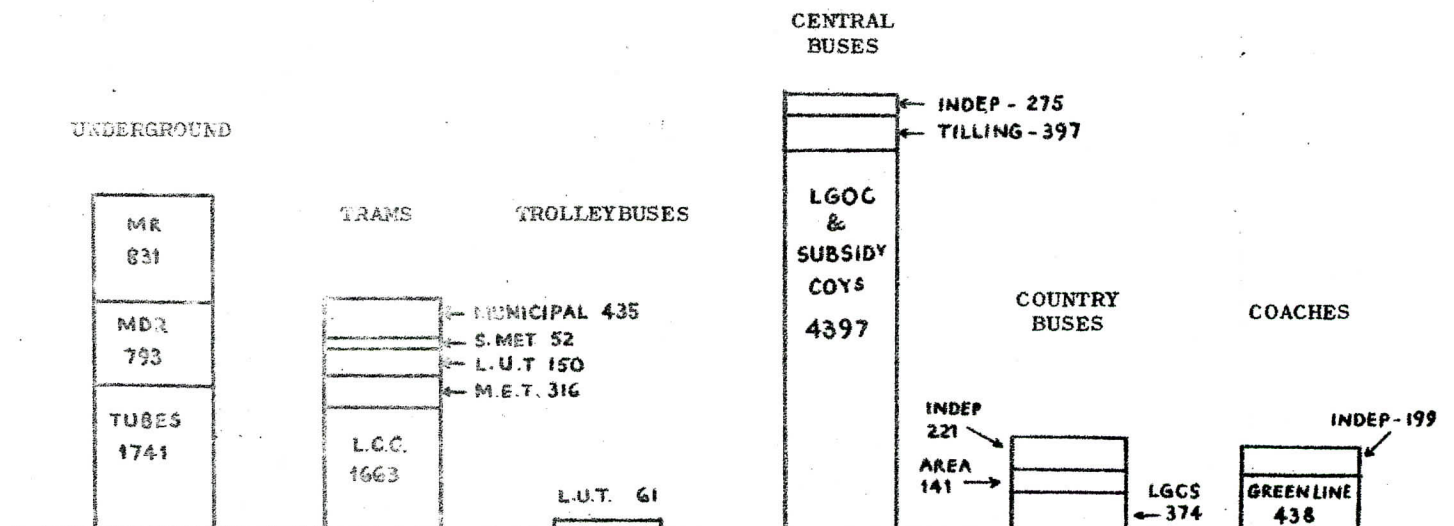
The story of the first 50 years has been told in UN 259 (pages 124-134), but to amplify that story, the following diagrams are reproduced that were shown at the talk.

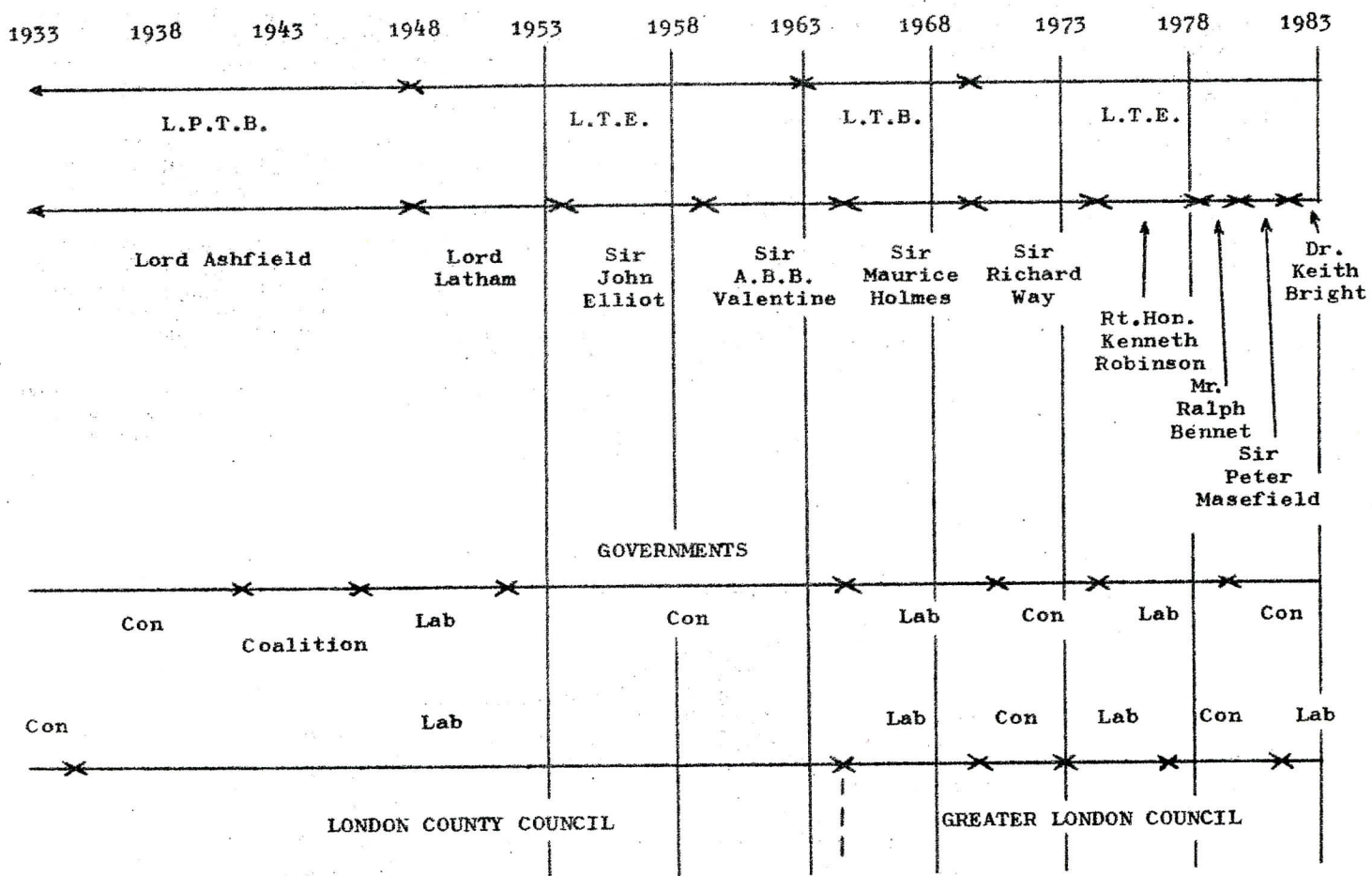
These include the merging of the various companies that made one London Passenger Transport Board in 1933, the various road and rail vehicles acquired in the 1933-4 period, and the various LT Chairmen, Governments, and local Governments from 1933 to 1983.

Many members braved the July heatwave to attend this meeting, and showed their appreciation to Desmond for an informative and interesting evening.



LONDON PASSENGER TRANSPORT BOARD - VEHICLES ACQUIRED 1933-34





LONDON TRANSPORT CHAIRMEN AND GOVERNMENTS

**STATION MODERNISATION**  
**A Progress Report**  
 No.5  
 by Richard Clowser

**Tottenham Court Road (Central Line):**  
 As reported in UN 259, NF 132/83, the new describers have been installed and this has enabled the lighting to be fully completed. However, one difference not noted was that whereas the 'FIRST TRAIN' display is incorporated on the westbound indicator, it is not included in the eastbound one. Here, 'FIRST TRAIN' is on a piece of card above the indicator, and one of the glass plates is cracked! On both platforms the tiling is almost complete with only two of the tunnel mouths to do. The mosaic is also complete and is up to the light level. On the westbound platform the holes in the ceiling around the new light supports have been filled in and also some cementing of the platform facing wall. On the eastbound platform most of the wall has been cemented and some of it painted in a light cream colour. More work has also been done on the frame for the frieze and this also extends upstairs and along the passageways.

**Oxford Circus (Central Line):**  
 The 'snakes and ladders' mosaic is now complete on both platforms as is the tiling over all tunnel mouths. At the entrance/exit passages there is new zig-zag floor tiling. The westbound platform facing wall has been totally cemented with some cream painting. Some cementing has been done above the mosaic. The eastbound platform is at a similar stage but no painting has yet been done. Some work has also been done to smarten up

the overbridges.  
**Bond Street (Central Line):**  
 The cemented rings that run the diameter of the station tunnels have been tiled with the name 'BOND STREET' in maroon, sloping diagonally. Tiling is complete on both platforms, as well as above the tunnel mouths. The westbound platform is more advanced with all additional cementing above the frieze to the light level and the facing wall completed. In addition this has been decorated in light beige cedar speckled with white that resembles spray snow. This has been partly done with no painting done on the eastbound platform, where it is at the cemented stage. In fact the Bond Street platforms are nearly complete apart from the frieze, the new describers and some of the painting.

**Charing Cross (Bakerloo Line):**  
 On the southbound platform the large holes in the ceiling near the exits have been covered by grilles which have been painted dark green to match the rest of the wall. On the wall a long white stripe has been painted along the platform at about the line of the old adverts. The roof panelling has not yet been completed, nor the frieze, but some hardboard panels have been screwed to the grid below the frieze. Some of these panels have been joined together by tape! The only tiling done is at the northern end, plus some in the passageways. The northbound platform is at the same stage, apart from having a few more panels. New lighting tubes have been fitted under the frieze, but are not yet used on a regular basis. The original indicator on the northbound platform still remains.

## LONDON TRANSPORT'S GOLDEN JUBILEE GALA

by

L.A.Bartrip

London Transport's Golden Jubilee Gala was held at Acton and Chiswick Works on Saturday and Sunday 2 and 3 July 1983. During the two-day event, an estimated 30,000 people came to celebrate London Transport's 50th birthday. It was more than the British weather dared to do was to spoil these two days in any way, although at the start of Saturday 2nd it fooled all that it might by letting loose a few spots of rain and being overcast. However, by midday, this had all gone and thereafter the sun shone ceaselessly and, one might say, relentlessly. The ice cream and lollipop sellers appeared to be doing well, anyway!

London Transport have to be congratulated on the show put on. Chiswick and Acton Works were as separate from each other in their spectaculars as they were physically, being separated by British Rail tracks, and the only lifeline between the two being the bridge over these tracks. One did get the impression that the two works were competing with each other for the best performance, and if this is so, then perhaps Chiswick Works just won the prize.

It was at these works where there was more activity to attract the crowds - young and old alike, especially those activities in which people like to join. These included driving a London double-decker bus for £1 and obtaining a certificate to prove you had (driven the bus, that is, not paid the £1!) - this soon had a long queue. Riding on a bus over the famous skid patch (for 20p) for which there was an even longer queue. There was a competition for children in which they were formed into two teams of which had to apply a poster to the side of a bus. It was not determined what the prize was for the winning team, but there always seemed to be plenty of volunteers to make up the teams, not was there a shortage of posters.

In one area a double deck bus was tipped onto its side every so often and a demonstration was then given on how a bus is righted. The bridge between the two works was the starting point for buses giving free rides to Heathrow and back. Of course being in this location it was an attraction to catch the eye of all those passing between the two shows and consequently always had a queue of prospective passengers, and as each bus commenced its journey it appeared to be full.

On the Saturday a lot of buses belonging to other bus operators and to private individuals arrived, as well as some belonging to various London Transport garages whose staff had lovingly tried to make their charges objects of beauty and the rest of that day and most of Sunday was spent cleaning paintwork, windows and so forth. This was all in readiness to win a place in Sunday afternoon's rally. This part of the programme really pulled in a large crowd which was swelled by those who had accompanied the buses on parade from such far away places as Maidstone, Yorkshire, Scotland and even from Holland and Germany!

At Chiswick the only events inside buildings were actually in the works canteen. These two events were the flea market and an audio-visual presentation of the work carried out at both depots. As far as the public seeing any of Chiswick Works activities being performed, such as the process of overhauling, this was not possible. It is difficult to visualise what would have happened if the sun had gone in and

the heavens opened, because really the whole show here relied on two dry days!

No doubt everybody would have dashed across the bridge to the other half of the show, at Acton Works, where in contrast there was plenty of cover. There was also plenty of room to move around, which possibly made the place less crowded, or at least appear so. Furthermore, it was considerably less noisy - by this it is meant that Chiswick had a continuous commentary, seemingly by the same person (at least it sounded like it) whereas at Acton a short commentary was given every so often.

Acton was far more technical in its approach to the public. It showed to all what the people did there, and was proud to do so! One could see the outsides of trains, insides of trains, the topsides and undersides. It showed what the passenger sat on, sat over, stood over and stood under. There were cars with wheels and cars without wheels, and cars in various states of disembowelment. In fact there was no doubt what the works was all about and how the workers went about it. There was even a before (a C69 stock which had only just entered the works for overhaul) and after (a D stock train about to return to service after having had ventilation modifications - i.e. opening window tops and slots on the car roof. Furthermore, in all the trains which were not roped off to the public, there were people clambering all over them without any apparent restriction, unlike with the buses at Chiswick Works where being on board a bus, let alone in the cab, was very much frowned upon! Mind you, whether any damage was done to any of the railway rolling stock or how much, is another thing, but it was overheard that the handgrips from the C stock mentioned above had disappeared as souvenirs, as were the destination plates from the 1938 stock.

All these displays, such as in the heavy engineering shop, the wheel and truck shop, trimming shop etc., there were people very willing to explain their particular work and about anything that was on display around them that the public were curious about. In some cases there was actual work being performed, such as forging and wheel turning, and in the electrical shop there were various displays of traction equipment and its control and how it is applied to various stocks. It was at this location that the only two attractions for children were to be seen. These were guessing the weight of a 1959 tube stock driving motor car when complete, for which the 'correct' answer won the candidate an imperfect (for LT use) Bakerloo Line car diagram and an explanation on how a tube car is driven, with the children allowed in the cab. Sounding the train whistle appeared to be an important part of this demonstration, as was the operation of the train doors from the guard's panel!

Both works had peripheral displays such as First Aid, Lost Property, a Uniform Issue van in the bus works, whereas at Acton the displays included lifts and escalator stands, station cleaning, ticket machines, as well as the London Transport Fire Service, Breakdown Service, British Transport Police, and a photographic stand showing 50 years of progress on the Northern and (for the last 15 years) Victoria lines Division.

There were various different types of service vehicles also on display, which included the Tunnel Cleaning Train, Battery Locomotives, a Tamping Machine, a Diesel Locomotive, the Acton Yard shunters, and, of course, Sarah Siddons - what LT show would be complete without her? Also for the children there was a short length of narrow gauge track on which they could ride on cars drawn by a model steam locomotive

as well as fairground delights on the sports field alongside the works.

Capital Radio had established itself in Acton Works for both days. On Saturday Chiswick Works had the delights of a Jamaican steel band parading around the grounds, whereas at Acton, possibly to go one better, had a Scottish pipe band. On Sunday the Army also came with one of their guns. They erected a range for small arms for those who thought they were good at this sort of thing!

All in all the whole Gala was a very good show and it is felt that in order to enjoy it to the full, one needed to attend on both days, because each day in itself was different. London Transport and the staff at both Works should be heartily congratulated for such a good show in which there really was something for everyone.

#### Stock Moves to and from Acton Works:

ESL118A-F311-ESL118B (from Neasden 24.6.83, still at Acton).  
L126-08063-L127 (from Ruislip 27.6.83, to Ealing Common 13.7.83).  
TCC1-5 (from Northfields 30.6.83, to Northfields 5.7.83).  
HW403-F366-RW506 (from Lillie Bridge 30.6.83, to Lillie Bridge 6.7.83).  
DL81-DF81 (from Lillie Bridge 28.6.83, to Ealing Common 14.7.83).  
3067-4067-4167-3167 (from Northumberland Park 29.6.83, returned 6.7.83).  
Sarah Siddons (from Ealing Common 30.6.83, to Ealing Common 4.7.83).  
L21-C606-J683 (from Ealing Common 30.6.83 with Sarah Siddons, to Ealing Common 6.7.83).  
21147-23231-22679 (from Ealing Common 15.6.83, to Ruislip 6.7.83).  
10172 unit + 10177 unit (from Stonebridge Park 1.7.83, to Stonebridge Park 4.7.83).

In addition Tamping Machine TMM771 arrived from its site of work on 2.7.83 and returned on 4.7.83.

#### Photographs, opposite:

The R stock bows out - this has been covered in previous issues of Underground News.

Top left - The last day in normal passenger service was Friday 4 March 1983, working train 44. On that day DM 22674 leads the train at Ealing Broadway forming the 10.15 to Tower Hill, before an unofficial headboard had been fitted in the cab window. (Photo: B.R.Hardy)

Top right - The three R stock cars scheduled for preservation were on display at the Acton Gala, although it is now reported that NDM 23231 will not be preserved. All three cars were transferred to Ruislip for storage on 6.7.83. (Photo: R.J.Greenaway).

Second from top, left - The fully-booked R stock tour operated on Sunday 15 May. On the first part of the trip DM 21121 leads the train past South Harrow sidings at the start of what turned out to be a wet morning. (Photo: R.J.Greenaway)

Second from top, right - Approaching Harrow-on-the-Hill from Uxbridge, by which time the rain was getting heavier, where a short photo stop was made in platform 6. (Photo: R.J.Greenaway)

Middle left - DM 21121 leading the special, pauses for a crew relief on the westbound at Barking - by now the rain was torrential. (Photo: R.J.Greenaway)

Middle right - After a lunch break at Gloucester Road and a trip to Richmond, the weather became more kind, with the sun shining by the time the trip to Edgware Road was made, seen here passing

Notting Hill gate. (Photo: R.J.Greenaway)

Second from bottom, left - On route to Wimbledon the tour train passes Putney Bridge. Note the '15' mph speed restriction in the foreground, imposed because of the renewal of the crossover in the foreground the previous weekend (see NF 123/83). Throughout the tour where possible, correct destinations and headcodes were used. (Photo: B.R.Hardy)

Second from bottom, right - Journey's end at Ealing Broadway at 17.28 on Sunday 15 May 1983. The train departed to Ealing Common depot to the sound of exploding detonators. (Photo: B.R.Hardy)

Bottom left and right - Interior and exterior views of R49 stock DM 22682, seen in Ealing Common depot on 22 June 1983. As the R49 stock was the first to be built for LT using aluminium, the opportunity was taken to examine in detail the condition of the car after 30 years of intensive passenger service. Inside, all the trimming, seats, side and ceiling panels and floor lagging was removed, as were two transverse seats. Outside, all windows, frames and equipment was removed. It is reported that the car was in very good condition after the detailed examination. (Both photos: R.J.Greenaway)

#### SPECIAL LETTER TO THE EDITOR

Sir,

The recent joint open day at Chiswick and Acton Works must have led to many people wondering whether the LT Golden Jubilee is being celebrated equally by both the bus and underground departments. On the bus side, Chiswick Works was packed with LT-owned 'customised' and 'restored' vehicles, all looking superb. Most of these have been refurbished by bus operating and engineering staff in their own time, and are a credit to LT itself. Conversely though, Acton presented a totally different picture. Apart from the compulsory attendance of 'Sarah Siddons', plus the Society's Q stock car, there was no LT-owned stock on show which had been specially prepared for the Jubilee.

Why has a 1938 stock unit (or train) not been repainted back into the old train-red livery, or at least been given gold fleetnames and numbers, and cream window pillars? Why have no trains been given Golden Jubilee symbols, like so many buses have. R49 DM 22679 is destined for the LT Museum - why not have put on the red stripe for the Museum and the Gala?

British Rail have managed to outshop a 4-SUB unit in the old green livery, yet LT's railway operating and engineering departments have done nothing. Even when accepting the problems which would result from having to maintain say, four cars in a special condition, plus LT's policy of allocating trains on a line instead of a depot basis, it would have still have been possible to do some of the above things suggested by me. Is there not the interest? So different from the buses, and what a shame.

Yours sincerely,  
K.T.Rennie.

Dagenham, Essex.  
9 July 1983.

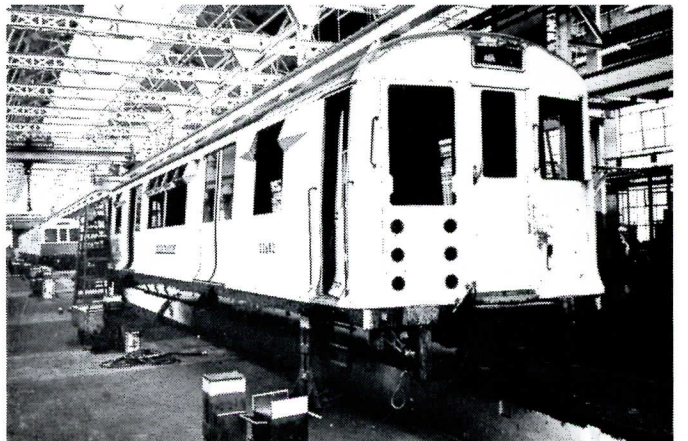
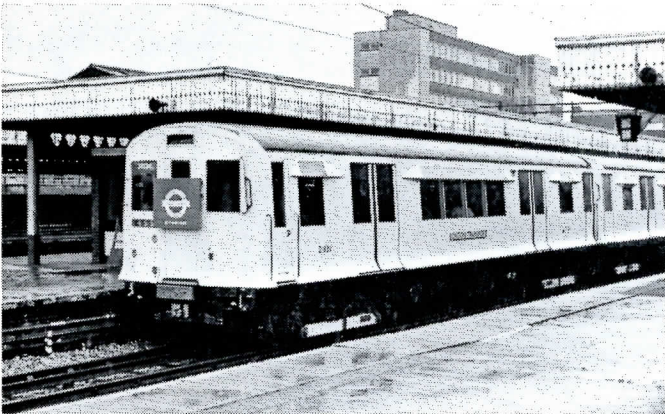
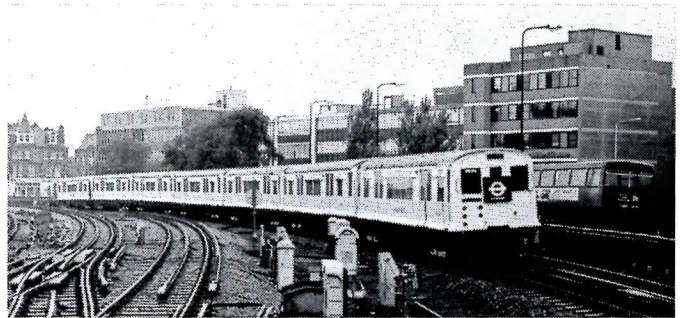
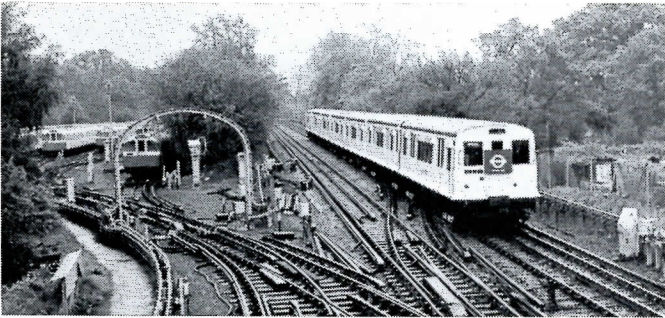
#### THE MIDLAND ELECTRICS

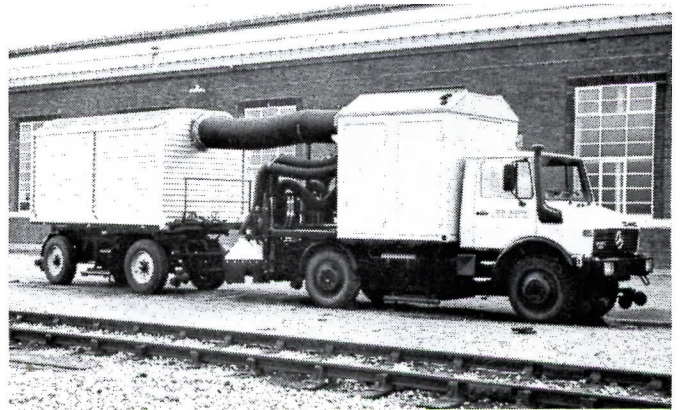
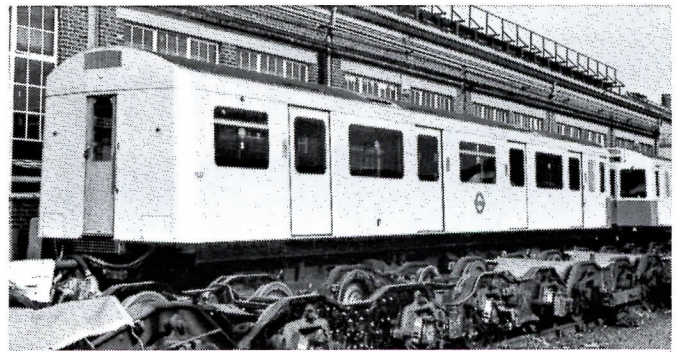
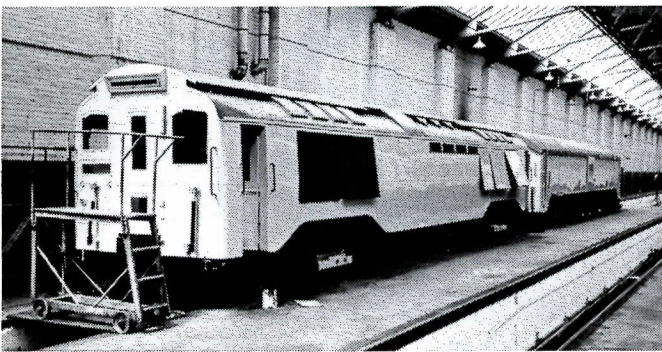
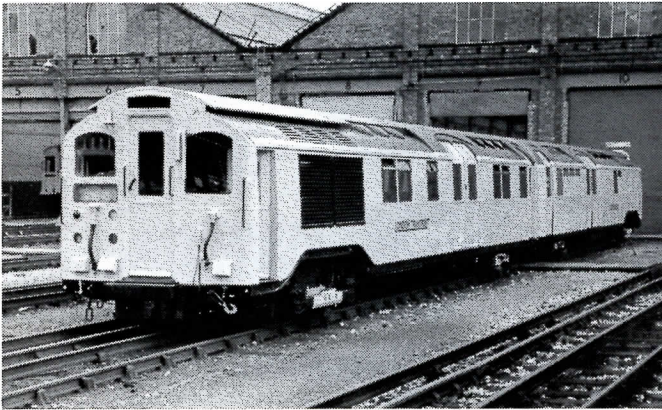
by

John Crowhurst

The long-awaited Bedford-Moorgate electric service finally commenced on Monday morning 11 July 1983, 115 years almost to the day since the first Midland Railway steam trains chugged round the







### Further Underground 'News':

Top left - As reported in NF 133/83, an embankment slip just west of East Acton on the Central Line required both tracks to be slewed, as seen here on Thursday 12 May 1983. Note the 5 mph speed restriction imposed at the time, which tended to 'cripple' the peak service. Previously the tracks from East Acton to Old Oak were dead straight. (Photo: B.R.Hardy)

Top right - 1959 tube stock entered service on the Bakerloo Line from 28 February 1983, made available from the service reductions of December 1982, and allowed half of the remaining 1938 stock fleet to be withdrawn. DM 1215 leads a southbound train on LMR metals at Kensal Green. Note the train radio aerial to the left of the cab door, all 1956/9 stock outer DMS on both the Northern and Bakerloo lines having been so fitted. (Photo: B.R.Hardy)

Second from top, left - The rebuilding of the west end of the lifting shop at Ruislip depot required the removal of the 1985 battery locomotive mock-up and the LT Museum's 'Jubilee' coach. On Sunday 29 May 1983, both vehicles had been loaded onto flat wagon F362, as seen here, and shortly afterwards was moved outside the depot, but stored under canvas. (Photo: R.J.Greenaway)

Second from top, right - As reported in UN 259, page 136, a special 20-minute service was operated between Epping and North Weald on 29/30 May 1983 for the North Weald Air Display. On Monday 30 May unit 1480 operated the service and made use, for the first time for many years, of the NORTH WEALD destination blind. On the first trip, working passenger from Loughton, the four-car unit arrives at Debden. (Photo: B.R.Hardy)

Middle right - The Society's Q stock car 08063, between Q38 pilots L126/7 arrives at Wembley Park from Ruislip on Friday 22 April 1983, for the Neasden open day. (Photo: R.J.Greenaway)

Middle left - 1927/34 standard stock pilot motors L134/5 were repainted yellow for the Neasden open day, and are seen in Ealing Common depot on Friday 22 April, just prior to transfer. In the event only L135 was on view to the public, as L134 had a defect. It is interesting to note that the paint date has been applied on the opposite side to normal, and there is no car number between the side cab door and equipment compartment. (Photo: B.R.Hardy)

Second from bottom, left - For the Acton Gala weekend, Acton Works shunter L11 (foreground) and sleet locomotive ESL107 (behind) were repainted in yellow livery in Ealing Common depot, seen here on 22 June. Note the masking tape around the windows of L11. (Photo: R.J.Greenaway)

Second from bottom, right - The first unit of D stock to have ventilation modifications made at Acton Works was displayed at the Acton Gala, coupled to the Society's Q stock car, so the public could walk through both. The trailing end of DM 7537 is seen in Acton Works in May, in an advanced state of modification. Opening windows have been fitted to positions where the single doors do not slide back, and ventilation slots have been cut into the roof. (Photo: R.J.Greenaway)

Bottom left - A unimog road/rail shunting vehicle being demonstrated to the D.M.E. department of LT in Acton Works on Wednesday 4.1.83. The vehicle is hauling battery locomotive L51 and (out of view) Sarah Siddons. LT has recently placed a contract for a similar machine for trial use at Lillie Bridge and Neasden, due for

delivery in the autumn of 1983. (Photo: R.J.Greenaway)

Bottom right - LT's own unimog road/rail leaf-clearing vehicle with its road/rail trailer, seen in Ruislip depot on Sunday 17 April 1983, prior to transfer to Neasden for the open day. The trailing vehicle is the one which carries the picked up leaves. (Photo: R.J.Greenaway)

Metropolitan Railway's Widened Lines to Moorgate Street.

There was no ceremony on Monday 11 July, but at least two Society members managed the first train into Moorgate. This was formed by unit 317.332 and arrived at Moorgate five minutes late (at 05.46), just missing the first northbound train from Moorgate which departed at 05.45 and formed of unit 317.330. The service continued to operate about five minutes late until it ceased completely for an hour at the end of the morning peak, following a power failure at West Hampstead.

An official opening ceremony was held at Kings Cross Midland City station when the Secretary of State for Transport, Mr. Tom King, officially opened the new line with a speech and the unveiling of a small plaque in the booking hall. The Minister had previously travelled to Luton on an HST 125 to join the special train (units 317.302 (north end) and 317.321) bringing press and local dignitaries from towns served by the new service. Following the short ceremony at Kings Cross the guests travelled in unit '321 non-stop to Moorgate, from where they walked to the Guildhall for a buffet lunch.

On the first morning of full service, 11 July, stations on the line displayed handwritten posters or blackboards quoting:

'The first passenger train to the City from Bedford ran on 13 July 1868 to Moorgate station. Today, 115 years later, the Midland Suburban electric service runs, once again, to Moorgate'.

At Moorgate, both at barrier and platform level, LT's enamelled signs still showed interchange at Kentish Town with the Barking line, and at West Hampstead with the Bakerloo Line. These errors were covered over by 10.00 on Monday 11th, and the signs are relics of the 1970's when the Midland Line's diesel service still operated to Moorgate.

Following a few initial teething troubles, the new service settled down well. By the end of July it was announced that 47 trains were arriving at Moorgate on time, six up to five minutes late, and four up to ten minutes late. Some estate agents along the line offered season tickets to those purchasing homes along the route, and everyone buying a train ticket on the line in August would get a second ticket free for use by a friend or relative.

However, all is not well with the new service, for engineers have discovered faults on the class 317 stock. Transformer assemblies were found to be working loose due to vibration on the motor cars, causing units to be withdrawn from service. The suspension on the motor cars will also have to be modified because of complaints of rough riding. The situation has become so bad that many peak hour trains have been cancelled (four consecutive trains during the evening of 10 August) and others reduced to four cars. As an emergency measure, some units of class 313 from the GN inner suburban service have been drafted to Cricklewood to operate between St. Pancras and Bedford (out of gauge to Moorgate), and some DMU's with guards will be reintroduced at the expense of the Gospel Oak to Barking service.

About half of the 46 trains of class 317 will be withdrawn in rotation and sent to Wolverton Works for modification.

#### FROM THE PAPERS

##### Daily Telegraph:

1.6.83 - Mr. Howell, Transport Minister, said yesterday that a Conservative Government would publish plans in the autumn to set up a new London regional transport authority. It would take over the responsibilities for bus and underground services now carried out by the GLC, and there would be 'close co-ordination' with the BR commuter network. The new undertaking would probably start operation in about two years' time.

2.6.83 - Elimination of 6,000 jobs was proposed to unions by LT yesterday in a three-year plan to cut costs by £63 million. Dr. Keith Bright, LT Chairman, said, 'If we do not get to grips with costs, we will price ourselves out of the business'. Most of the jobs would go through early retirement, and not replacing those who left. The payroll would be cut from 58,000 to 52,000, representing a 15% cut in bus staff, 14% of administrative staff, and 3% on the underground. Because automation would take longer to introduce on the tubes, further heavy staff reductions were likely on the trains in later years.

3.6.83 - In reply to the LT three-year plan, GLC transport leaders have proposed more fare cuts and increased services.

7.6.83 - LT yesterday refused permission for the Associated Minibus Operators to start four high-frequency cross-London routes with 16-seat buses, driven by their owners. This followed receipt of the Inspector's report which recommended that the proposals should not be allowed to proceed.

11.6.83 - Mr. Christopher Hughes, Underground train driver and BBC TV Mastermind winner, yesterday made it clear that he was happier driving trains than becoming a computer programmer.

13.6.83 - Following the Conservative victory at the General Election, and the replacement of Mr. David Howell as Transport Secretary by Mr. Tom King, the former has disclosed that he had differences of opinion on policy with Mrs. Thatcher, including plans to streamline BR.

14.6.83 - Mr. Tom King, 50, will have a salary of £28,950 per annum as Secretary of State for Transport, and will be in the Cabinet. His under-secretaries will be Mrs. Lynda Chalker, 41, (£15,700) and Mr. David Mitchell, 55 (£15,700).

17.6.83 - The rail unions NUR and ASLEF held their first meeting yesterday as the Railway Federation of Trade Unions. So far the TSSA has declined to be party to the federation. Henceforth, new recruits to the footplate on BR and LT will be expected to join ASLEF, and other staff the NUR.

Mrs. Chalker is to be put in charge of Government plans to take LT out of GLC control. Her brief is to act swiftly as possible to create a London regional transport authority (LRTA?). It is expected to cover a wider area than LT, and to include BR local services.

22.6.83 - An LT report to the GLC says that fraud is costing LT an amount equal to 6% of its income from fares. In the past year, more than 5,000 people have acquired criminal records for fares offences and many more cases are in the pipeline. The current estimated cost of fraud is £30 million a year, but before the fare reductions of May 1983 it was £39½ million, comprising £21½ million on the Underground and the rest on the

buses. That figure included £2½ million for staff fraud and error, much of which was from barrier staff keeping some of the fares paid by travellers who arrived without a ticket. New moves include extra supervision at barriers and ticket offices, more ticket machines, experiments in faster ways of issuing excess fare receipts, and requests for passengers to demand a receipt when paying an excess fare.

23.6.83 - The Government's promised Bills, announced in the Queen's speech included one for a London Regional Transport Authority, stripping the GLC of its powers over LT.

25.6.83 - Yesterday Sir John Betjeman gave his name to veteran BR electric locomotive 86.229 at St. Pancras station. Subsequently it took railway enthusiasts on a £10 return Pullman trip to Bedford.

28.6.83 - A blue plaque commemorating the life and work of Lord Ashfield (1874-1948) has been sanctioned by the GLC's plaque committee after its ethnic adviser has reported that the plaque will not offend any racial minorities.

A new book on London area walks - 'Country Walks Around London', (David & Charles) is by Leigh Hatts, who used to do many of those now-discontinued LT 'walks' books.

2.7.83 - More than 3,360 people have had the wheels of their cars clamped with the 'Denver Shoe' since the scheme was launched on 16 May.

5.7.83 - Arriving at the Grand Hotel, Oslo, recently, a reader was slightly alarmed to be handed a large printed card: 'Dear Guests! The Centre Underground station is being extended. We do hope that you will not be too much disturbed by the detonations going on underneath ...'

6.7.83 - President Mitterrand yesterday ordered the cancellation of the 1989 Paris World Fair project, following opposition by councillors in the capital and in the Paris region.

15.7.83 - A campaign encouraging LT staff to 'be nice to passengers' is being launched this week. Bus conductors and ticket collectors are asked to smile, look smart, and be helpful at all times.

19.7.83 - The Eastern Region's Clapton tunnels leading to Liverpool Street will be closed for three weeks from the end of July to convert the overhead equipment from 6,250 to 25,000 volts. Chingford trains will terminate at Walthamstow Central for the Victoria Line, and Waltham Cross trains at Tottenham Hale. Chingford line tickets will also be available on the Central Line to Liverpool Street

21.7.83 - Up to £110 million is to be spent on a new ticket system for the Underground, with the aim of curbing fraud and cutting operations costs to save £20 million a year. Self-service machines will dispense credit-card size tickets for any station. They will be set into walls, with the money emptied by staff from the other side. They will be supplemented by others providing tickets to the ten most popular destinations. 'Island' (passimeter) ticket offices will be phased out. Busy stations will get electronic gates opening only for the correct tickets. Quieter stations will have open barriers, but ticket inspectors will make frequent checks on trains and impose on-the-spot fines. The aim is to convert the network by 1989.

22.7.83 - London Transport's constriction within the inner circle of GLC socialist 'thinkers' is producing some strangled cries from its bus and train staff who have been told to remove 'sexist' phrases from operating manuals. It isn't the warning that the term 'one-man operated buses'

is unacceptable that hurts. It is the suggestion that there is no reasonable alternative term for the term 'dead man's handle' - the device that stops a train if the driver is put out of action. An official-looking LT memo now being circulated notes: 'The feminist lobby believes the only acceptable man is a dead one'.

27.7.83 - Plans to switch control of London Transport from the GLC to the Government and open the way for more competition from private bus operators were announced yesterday by the Transport Secretary. London Regional Transport will be set up as a holding company, directly funded by Government, and with the Transport Secretary in overall control. This will have bus and Underground operations running as separate subsidiaries. There will be a step-by-step approach to integration with BR, initially taking reserve powers to allow the new body to give financial support to BR commuter services. The Transport Secretary aims to chair a liaison committee to co-ordinate bus, Underground and BR, to end duplication and improve through links. It is hoped to introduce legislation after the summer recess, and have the new organisation operating by next summer. Decisions about fares levels will not be made until after the transfer. Government grants will replace the present GLC precepts on London Boroughs, but London ratepayers will still have to contribute to public transport costs. Local authorities will be able to 'buy specific additional services' and finance travel concessions; they will take back responsibility for concessionary rates for the elderly. The bus and Underground subsidiaries will have power to break up their operations into smaller units, and LRT will be able to dispose of subsidiaries with the Transport Secretary's consent. LT will no longer have power to veto rival bus services, which will have to apply for licenses from the Traffic Commissioners. Joint action will be needed to cut out 'wasteful duplication' between BR and LRT, to make services more attractive and travelling easier. The Chairman of the GLC's Transport Committee promised an all-out fight to block the transfer.

More than 30 Underground ticket collectors have been sacked over the past few months for 'mis-handling' excess fares. Some of them had been employed by LT for more than 20 years.

Yesterday busker Dennis Carthy appeared before Marylebone magistrates and admitted breaching a railway bye-law by performing a magic trick with an Indian python snake and interfering with the comfort of passengers between Paddington and Edgware Road. Police gave evidence that he boarded a train at Bayswater on 24 June dressed in shorts, a bra and blouse, with fishnet stockings and his face painted as a clown. He started performing childish magic tricks with a teddy bear and a theatrical pistol, which he fired. He then played a whistle and a large snake began rising from a straw basket. The snake coiled round his shoulders and neck. He collected £1.45 in his hat, but some passengers asked him to leave and several complained to rail staff. He was conditionally discharged for a year.

23.7.83 - Dr. Tony Ridley has been re-appointed for a second term as Managing Director of the London Underground. His salary is £34,427, and his performance has been 'exceptional' said LT Chairman Dr. Keith Bright.

Five new members are being appointed to the LT Board as part-timers: Kerry Hamilton, a transport lecturer; Arthur Latham, former Labour MP for Paddington; Eleanor Lewin, campaigner for improvements in London's public transport; Ernest Redker, self-employed businessman; and

Lawrence Smith, a member of the TUC General Council. They will each get £3,500 a year.

5.8.83 - Volk's electric railway at Brighton celebrated its centenary yesterday. It has carried 38 million passengers and has always made a profit. A plaque was unveiled at 128 Dyke Road, where Magnus Volk lived until his death in 1937.

#### The Standard:

11.7.83 - One of recent economies announced by BR is the closure of Marylebone station and the site sold for redevelopment. Trains on the High Wycombe line will be diverted into Paddington, and services between Amersham and Aylesbury will be taken over by LT.

12.8.83 - LT lift and escalator maintenance staff have rejected a demand for 77 redundancies, as part of LT's cost-cutting programme. Private firms are being approached to tender for work, and where this is lower than LT's own costs, staff will be given the opportunity to 'become fully competitive'. If they refuse it is proposed that the jobs will be handed over to the contractor and the staff sacked. The NUR claim that the proposals would lead to a drop in the standard of service provided.

#### REVIEWS

THE LONDON UNDERGROUND - A DIAGRAMMATIC HISTORY, by Douglas Rose. Published by Douglas Rose, 35 Summers Lane, North Finchley, London, N12 0PE. In coloured cover 20.5 x 23.8 cm., opening out to approximately 70 x 100 cm. Price: £2.95. Also available unfolded. Second Edition, April 1983.

A GUIDE TO THE SECOND EDITION AND DATES OF CLOSURE. 15 x 21 cm. 16 pages in thin card covers. Same author & publisher. Only available to purchasers of second edition of the diagrammatic history. Price: 95p.

The first edition of this diagrammatic history map was reviewed on page 321 of UN 226 (October 1980), and was then considered a very worthwhile and useful publication. The same style of layout and presentation has been retained for the second edition, but it has been thoroughly revised and updated. Basically the diagram follows the style and colouring of the London Underground diagram, but extended to include abandoned stations and sections of line, and with line and station opening and closing dates and station naming details shown on the map for every section and every station.

In this kind of exercise, it is extremely difficult to frame a set of rules which, when applied consistently, agrees with the common sense view of opening dates. For instance, the original Metropolitan Railway public open day is accepted as 10 January 1863, but the line was operated by other companies' locomotives and rolling stock until June/August 1864. Therefore the date of opening must refer to a service provided 'on behalf of' an Underground railway. For the Hammersmith & City Line, the standard date is 13 June 1864, but GWR locomotives and coaches were used until 31 March 1865, and it was nominally an independent company, which vested jointly in the Great Western and the Metropolitan by Act of 15 July 1867. Is the justification for '1864' the joint vesting or the vesting of the Hammersmith & City Line in London Transport after 1948?

Mr. Rose has thought long and hard about the practice adopted elsewhere for station or line closure dates being the first day of non-operation. Two pages of the 'Guide' consist of a thought-provoking essay on this practice, illustrated by some nonsensical examples of its application to non-daily services, and coming to the conclusion

that 'last day of operation' makes better sense. The map has been completely revised to show all closures on this basis.

The remainder of the guide (apart from an amusing Stingemore cartoon of 1924 showing passengers being lowered by bucket and crane into a City & South London station which has been reopened prematurely) contains a detailed list of all alterations to the map compared with the first edition - many of these are either (a) purely layout alterations, such as the station name being shown to the left of the line instead of to the right (b) the application of the new 'closing date' rule, or (c) the abandonment of the Bakerloo service north of Stonebridge Park. In the reviewer's opinion, the inclusion of such detail is mere 'padding' which does not add to the sum of historical knowledge, but he may have misjudged other readers' appetite for minutiae. The remainder of the listed alterations give useful insights into the author's researches and lines of reasoning. For instance the 'opening' date of the Aylesbury-Verney Junction service is altered from 1.4.1894 (operation by the Metropolitan) to 1.7.1891 (assumption of legal control by the Metropolitan). The closure of St. Mary's curve in the Whitechapel area has been altered from 6.10.41 to 18.11.39 without explanation. (Correspondence with Mr. Rose has revealed that this change should have had note 'C' (revision owing to new facts having come to light) rather than 'A' (application of new closure date rule)). In the former case, a note on the face of the map would have preserved the 'common-sense' approach, and this also applies to the Epping-Ongar section being shown as 'opening' when LT assumed control on 25.9.49, although Central Line trains did not reach Ongar until 18.11.57; perhaps the inclusion of Turnham Green as a Piccadilly Line station justifies a 'Sundays only' note, or having such a note added to the 'Piccadilly Line service' text.

The map itself is clearly the result of many years' painstaking research, and several cases of stations having been moved have been clarified or corrected. It records a Metropolitan Line Rayners Lane-Aldgate peak hour service which called at intermediate stations between Wembley Park and Finchley Road until 7.12.40, which your reviewer has not seen recorded elsewhere.

Finsbury Park station (former Northern City Line) is shown as re-opening on 8.11.76 which is correct for the service, but as it was the main line high-level station which was used, and the old low-level tunnels had been taken over by the Piccadilly and Victoria lines, perhaps a supplementary note or even a fourth station at Finsbury Park would be justified.

Finally, back to matters of definition. Resited stations cause many difficulties, and Mr. Rose has had the courage to suggest a definition of a resited station - 'the new station buildings must not occupy any part of the original station site, and the new platform centre must have shifted along the railway clear of the original platform'. Surely, to be consistent with the buildings part of the definition, the whole of the new platform should be clear of the old? At South Harrow, where one can still wait for a Piccadilly Line train when standing outside the old station building, it must be a matter of measuring yards on a large-scale map to decide on a resiting (the map plumps for resiting in this case).

There is an entirely new and attractive cover design, of an 'LER' type tube station platform, basically in its original condition, but with subsequent additions of black borders for the poster panel and the high-level continuous name

frieze. There is a silhouetted figure looking at a section of the historical map on the poster panel.

The review of the first edition concluded that purchasing the map was a 'must' for all LT underground enthusiasts, and one can confidently repeat this recommendation for the second edition.

DFC

STEAM TO SILVER - A HISTORY OF LONDON TRANSPORT SURFACE ROLLING STOCK, by J. Graeme Bruce, published by Capital Transport. Size 8½" x 10½", colour casebound cover, with colour dustjacket. 124 pages, five diagrams and numerous photographs. Second Edition, 1983.

The attractive colour painting on the front cover sets the standard for this new edition of 'Steam to Silver', which was first published by London Transport in 1970. The new edition is laid out in the traditional style of other Capital Transport books of similar size - three columns of text per page, with photographs appropriately interspersed throughout.

There are 38 chapters in all, starting with the early days of the Underground, right up to the new D stock for the District Line, plus one on car builders and another on electric braking.

The new upright format allows the photographs to be laid out more evenly, enhancing the presentation of the finished work. Many new photographs have been included from sources other than the LT collection, and some of these are extremely interesting. Side by side in the Introduction (written by R.M. Robbins) and the Author's Note are then-and-now views of Putney Bridge - in steam days with an approaching train, and to date with an approaching D stock. Other interesting photographs include a 'C' class steam locomotive heading a Verney Junction train at Harrow in about 1900; an original 'A' stock train at Acton Town in 1925; a four-car 'B' stock at Ealing Broadway in 1908 'shortly after the original air-door equipment had been taken out of use'; Metropolitan saloon stock train at New Cross (SER) station in 1913; District and Hammersmith & City stock at Little Ilford (East Ham) sheds in 1956; a 'G' class motor car when new, in two-tone red livery; a 'P' stock train at Rayners Lane junction in the early 1950's showing the old goods sidings; the experimental Metropolitan mock-ups and coaches of the 1939-49 period; and a rare view of an A60 stock train with the original black roof.

There is an amendment slip included with the book listing three printing errors, and there are also a small number of non-significant errors. However these in no way detract from the quality and interest of the book. An excellent publication which no Underground enthusiast should be without. Highly recommended.

#### MAGAZINE SUMMARY

The JUNE 1983 issue of MODERN RAILWAYS includes articles on plans to privatise the Underground, proposed modernisation of Shepherds Bush Central Line station, and the report of the Godge Street fire of 1981.

RAILWAY WORLD for JULY 1983 includes a two-page article about the LMS unit-construction stations. Photographs include Elm Park in 1935 and Queens Park, the latter showing the unused waiting room. There are also notes on Docklands LRT, where it is stated that the northern terminal may be at Stratford rather Mile End. It also draws attention to the problem of finding an ideal western terminus in the Tower Hill area.

MODERN RAILWAYS, JULY 1983, includes articles on

BR plans to modernise Stratford station at a cost of £64,000, the curtailment of the Piccadilly Line Heathrow service at Hatton Cross from 21.00 each Monday to Friday evening for about six months, and the 1982 London Transport Annual Report. There are photographs of Sarah Siddons pulling the green SR 4-SUB on its way to Eastleigh, the new unmanned Metro at Lille, and Sprague stock on the Paris Metro.

In the AUGUST 1983 issue of RAILWAY MAGAZINE there are photographs of 1962 stock at Stratford, class 317 EMU's at Moorgate and a colour picture of Sarah Siddons and BR coaches at Wembley Park. Also included are articles on the exhibition at the LT Museum on LT's future, a new bridge over eight tracks at Hanger Lane Junction, the Jubilee rail tours, and more about Docklands LRT.

MODERN RAILWAYS for AUGUST 1983 includes details of LT's plans for 1984-87, plus a three-page article about London Transport rail services during the last ten years or so.

Review of thriller play UNDERGROUND by Michael Sloan, which ran for six weeks at the Prince of Wales Theatre, Coventry Street, W.1. Cast included Raymond Burr, Alfred Marks, Gerald Flood and nine others.

The play was in three parts, the first opening with the eleven passengers a guard in a London tube car, which has stopped. The passengers start talking to each other. Raymond Burr plays an American lawyer and Alfred Marks an English businessman. The guard then tries to contact the driver, which he finds he can't, so then goes off to find out what has happened. As time passes, tempers become shortened and an old lady becomes near to fainting. They then discover that both end doors are locked and all the windows are stuck, so a fire extinguisher is used to break a window to get some air. The American lawyer and English businessman then go to find the guard and while they are gone all the lights go out. The lights in the train then go out, a struggle then takes place, and two shots are fired. When the lights come on, the guard is found dead.

The second part of the play begins with the passengers starting to question each other over who could have shot the guard and how he got back in the car. One of the passengers resists to being searched and pulls a gun demanding a brief case and papers that are by now a heap on the floor, and he too is then shot in the back by an unknown person.

The third and final part of the play opens with another questioning session, and a search for a second gun. This turns out to be in the pocket of a Swiss Embassy Messenger, who is really a Nazi war criminal. When all is admitted the rest of the passengers reveal their true identities, with the two 'shot' passengers not being dead at all!

The play ends with the Swiss Embassy Messenger shooting himself.

The stage set was interesting. It consisted of the inside middle section of a CO/CP car between the double doors, with seats, strap hangers, 20 advert cards, a new District Line car line diagram, the relevant grilles above the end doors (but no car number!), a guard's panel from an R stock car, plus guard's gauge and emergency handle. There were also four tip-up seats and two fire extinguishers, as well as a row of lights, CO/CP style.

JFW

#### POINTS OF INTEREST

Further to the recent correspondence regarding Underground-related inn signs:

The obvious one is the pub over the top of Liverpool Street Metropolitan Line station, which used to sport a Metropolitan O-6-4T. There was also a pub near the canal in Rickmansworth which closed around 1970, called 'The Railway'. At one time just before closure it carried a picture of an A60 stock train. The interesting thing about this was that the Railway to which it had presumably originally referred was the old L.N.W.R. line into Rickmansworth Church Street, for the Metropolitan station was about a mile away.

#### The Harrow and Uxbridge Railway - Underground No.12

A member asks if there were ever plans to quadruple the tracks through Ruislip station, or to build sidings behind the south side of the west-bound platform. This question has been prompted as the line deviates after Ruislip Manor in order to get through Ruislip station.

In reply, Dennis Edwards writes:

'The answer to this question is somewhat difficult, even though it has been asked before. Nowhere in my notes obtained from the Atkinson diaries or other sources, such as the local press files of the period, mentions that there were to have been extra tracks. If it was intended to have a siding at Ruislip, it may have been with excursion traffic in mind. Certainly no track (except for lengths of temporary line during construction) was ever laid on the land. If there were plans, they appear to have been dropped soon after construction began.'

#### LETTERS TO THE EDITOR

Sir,

#### LURS Preservation

Having visited both Neasden and Acton/Chiswick open days, and inspected the Society's Q stock car on both occasions, I must admit to being very impressed by the work done by those involved. I feel that their efforts are a credit to both the Society and the small dedicated team of workers.

I wish the Preservation Group every success as they continue their hard work and hope that their example will encourage other members to involve themselves in the Society's work. At present, far too much work falls on too few dedicated members.

Yours sincerely,  
John Crowhurst.

St. Albans, Herts.  
12 August 1983.

Sir,

#### NF 149/83: Smoking Survey

'One wonders if the survey was carried out fairly - for one only has to observe on any line in any peak, that passengers prefer to travel in a clean-air fug-free car' (sic).

Individual passengers will, in some cases, have a marked preference for either smoking or non-smoking cars.

Observation suggests that there is little difference in the volume of occupancy as between cars which are non-smoking or smoking. As the MORI poll suggested, there is a considerable degree of tolerance and/or forbearance in both directions, and perhaps this is the single most important outcome of the survey.

Yours sincerely,  
E. Dixon.

London, NW6.  
1 August 1983.

(Editors note: If in an eight car train, six of the cars are non-smoking and two for smoking, and each of the eight has equal occupancy, then the ratio must be 6:2, and not 50-50).

Sir,

#### Dalston Kingsland Station

With reference to UN 259, page 137, in the interests of historical accuracy, I write to say that Dalston Kingsland station was opened to the public at 06.40 for the first train at 06.51 on Monday 16 May 1983. It was visited by VIP's with a band the following day.

A service on Saturdays between Stratford and Camden Road began on 16 July 1983.

Yours sincerely,  
H.V. Borley.

Ruislip, Middlesex.  
5 August 1983.

Sir,

#### Railway Ghosts

I am collecting material for a book on railway ghosts and other unexplained railway mysteries. Could any LURS members please help with any original tales. I already have the Covent Garden story.

Anyone able to help, please write to:

Mr. W.B. Herbert,  
41 Humberston Avenue,  
Humberston,  
Near Grimsby.

25 July 1983.

#### ADVERTISEMENTS

COACH TOUR to East Anglian Transport Museum, at Carlton Colville on 18 September. Ride the newly extended tramway.

For details: SAE to Rovaway Tours, 34 Pelham Road, London, N22 6LN.

SA 47/261/83

#### THE FRIENDS OF THE LONDON TRANSPORT MUSEUM

LURS members may be interested to learn of the formation of the Friends of the London Transport Museum. Recently registered as a Charitable Trust, the Friends exist to help the Museum in all kinds of ways. Funds will be needed from time to time for special acquisitions, and for restoration projects which are not covered by the Museum's own budget. There are many special projects and activities to which the Friends will be able to contribute enthusiasm and interest.

So that the Friends can get to know and involve themselves with the Museum's work, the Board has kindly agreed that members of the Friends shall enjoy free entry to the Museum during the currency of their membership. The annual subscription is £5 and membership taken out in 1983 will be current until the end of 1984.

Those who wish to join or would like to know more are most welcome to write to the Hon. Sec of the Friends of the LT Museum, J. Graeme Bruce, 38 Sudbury Court Drive, Harrow, Middlesex, HA1 3TD.

Cheques should be made payable to 'The Friends of the London Transport Museum.'

#### HELP WITH RESEARCH

Mr. M.A. Elston of 2 Kathleen Cottages, Elm Hill, Normandy, Guildford, Surrey, is researching into various aspects of the Metropolitan Railway. Information and/or photographs are required on (a) stations and goods yards - track diagrams, except Ruislip and Uxbridge would be very useful, (b) Workings of GWR suburban trains between Paddington and Aldgate by the MV locomotives, (c) the branch from the main line north of Wendon station, (d) Workings of 'specials' and 'enthusiasts' trains, (e) rolling stock. Care will be taken with any material forwarded, and postage will be refunded.

#### POSTAL AUCTION

The following items are available for auction by post:

'DISTRICT RAILWAY' map of London, 5th edition, 1891, in heavy card covers 7½" x 5½". The cloth-backed map opens out to 42" x 26". It is in colours and shows all railways existing and proposed within the area covered, which is from Hampstead and Hackney in the north, Putney (with an inset extension to Wimbledon) and Dulwich in the south, Ealing and Richmond in the west, to Victoria Park and New Cross in the east. In very good condition.

A thin booklet 'A LONDONER LOOKS ON' by E.P. Leigh-Bennett, published in 1932 by Curwen. Size is 8" x 6¼" and is an illustrated description of the Piccadilly Line extensions to the west and north.

Continued on next page, second column ...

#### THE LONDON UNDERGROUND A DIAGRAMMATIC HISTORY

The second edition of this historical 'map' of London's Underground railways is now available. It includes full details of line and station openings, closings and renamings, clearly presented on an eight-colour diagram measuring 39½" x 27½", and has been fully revised and updated.

To compliment this, a booklet is also available which catalogues all changes made from the first edition, and their resultant effects, for those interested in finding out just what is involved. There is also an expanded text (from that on the 'map') for the serious student, explaining some of the pitfalls with practices in notation of closure dates.

The diagram is available flat at £2.50 plus 75p postage and packing, or folded with a protective cover at £2.95 plus 40p postage and packing. The booklet costs only 95p post free. Owners of the first edition will have doubtless noted that both the flat and folded editions have been kept at the original price (for the time being) despite three years having passed, and as an added bonus, orders for the folded edition received within 14 days will be accepted at £2.75 post free. The booklet is only available to purchasers of either a flat or folded copy of the 'map'.

Send your orders to: 35 Summers Lane, North Finchley, London, N12 0PE. Cheques should be made payable to Douglas Rose.

SA 48/261/83



ROLLING STOCK ALTERATIONS

Amend for June 1983:

D stock unit 7108 was redelivered to Ruislip on 29th, and not as shown.

D stock unit 7129 was newly delivered to Ruislip on 29th, and not as shown (note this is exactly four years to the date since the very first unit (7500) was delivered, on 29.6.79!).

July 1983

1938 Tube Stock

From Ruislip to Booths, Rotherham, for scrap

|                                     |   |      |
|-------------------------------------|---|------|
| 10236 10316 11050 11236 12135 12425 | } | 1st  |
| 012338 012476                       |   |      |
| 10167 10204 10321 11167 11321 12430 | } | 15th |
| 012250 012294 012380                |   |      |
| 10181 10319 11181 11204 11319 12128 | } | 22nd |
| 012224 012393                       |   |      |

1973 Tube Stock

Entered service, Central Line (ATO ETT)

892-692-893 25th

R Stock

From Ruislip to Booths, Rotherham, for scrap

22645 23557 22657 23575 22668 23550 22655 11th

D Stock

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

7022-17022-8022+8069-17069-7069 1st

Ruislip to Metro-Cammell, Birmingham for ventilation modifications

7022-17022-8022+8069-17069-7069 6th

From Ealing Common to Acton Works for ventilation modifications

7524-17524-7525 11th

From Metro-Cammell, Birmingham redelivered to Ruislip after ventilation modifications

7030-17030-8030+8047-17047-7047 12th

From Ruislip to Ealing Common after ventilation modifications

7108-17108-8108 1st  
7030-17030-8030+8047-17047-7047 15th

From Acton Works to Ealing Common after ventilation modifications

7536-17536-7537 11th

Entered service, District Line

7108-17108-8108 5th  
8129-17129-7129 15th (last unit to enter service)

Miscellaneous Movements

L27 Acton Works to Ealing Common (ex-collision, overhaul, modifications and repainting into yellow livery) 20th

Units to Acton Works for Overhaul:

|              |                     |      |
|--------------|---------------------|------|
| Northern     | 3230-4230-4330-3330 | 5th  |
| Metropolitan | 5098-6098-6099-5099 | 6th  |
| Piccadilly   | 140-540-340         | 8th  |
| Northern     | 1006-2006-1007      | 11th |
| Central      | 1664-2664-9665-1665 | 28th |
| Metropolitan | 5532-6532           | 28th |

Units from Acton Works, after Overhaul:

|              |                     |      |
|--------------|---------------------|------|
| Northern     | 3229-4229-4329-3329 | 5th  |
| Metropolitan | 5102-6102-6103-5103 | 6th  |
| Northern     | 1170-2170-1171      | 11th |

Central 1620-2620-9621-1621 13th  
Metropolitan 5573-6573 14th

Renumbering of 1962 Tube Stock Trailers:

Renumbered at Ruislip:

The following are ADDITIONAL to those shown on page 141 of UN 259, and page 154 of UN 260, correct to 31.7.83:

| Trailer No. | In Unit | Reno To |
|-------------|---------|---------|
| 2462        | 1478    | 2478    |
| 2492        | 1504    | 2504    |
| 2510        | 1570    | 2570    |
| 2618        | 1580    | 2580    |
| 2728        | 1682    | 2682    |

This leaves five units outstanding to have their trailers renumbered.

Allocation of Rolling Stock - Tube Lines:

On page 79 of UN 256 an allocation table of tube rolling stock was published. This has now been revised slightly, and the revised stock position for stage I is shown below. All the transfers should be complete by the end of August 1983.

Bakerloo Line

|               |           |               |
|---------------|-----------|---------------|
| 1938 stock    | 16        | trains        |
| 1959 stock    | 15        | trains        |
| <b>Total:</b> | <b>31</b> | <b>trains</b> |

Jubilee Line

|                 |    |        |
|-----------------|----|--------|
| 1972 MkII stock | 29 | trains |
|-----------------|----|--------|

Central Line

|               |           |               |
|---------------|-----------|---------------|
| 1960 stock    | 4         | trains        |
| 1962 stock    | 84        | trains        |
| 1973 stock    | 1         | train         |
| <b>Total:</b> | <b>89</b> | <b>trains</b> |

Northern Line

|                 |            |               |
|-----------------|------------|---------------|
| 1956 stock      | 3          | trains        |
| 1959 stock      | 60½        | trains        |
| 1962 stock      | 2½         | trains        |
| 1972 MkI stock  | 30         | trains        |
| 1972 MkII stock | 4          | trains        |
| <b>Total:</b>   | <b>100</b> | <b>trains</b> |

Victoria Line

|            |     |        |
|------------|-----|--------|
| 1967 stock | 39½ | trains |
|------------|-----|--------|

With the entry into service of the 1973 stock ETT on the Hainault-Woodford branch of the Central Line, the need for the Victoria Line 1967 stock unit has ceased, and thus the unit will be returned to its own line.

Postal Auction (continued from page 172)

Any member wishing to make a bid should write to Mr.B.R.Hardy, 'Heidi', 13 Castleton Road, East-cote, Ruislip, Middlesex, HA4 9QQ on or before 30 September 1983. A separate bid is required for each item. Bidders should send no money, but state their bid. No acknowledgements will be sent, but the successful bidder(s) will be asked to forward his/her remittance, upon receipt of which the item(s) will be forwarded by post.

The Society reserves the right not to accept any bid.

Bidders - please quote your membership number.

An epic love poem

by

James Whiting

The little red trains on the Bakerloo  
Are on their way out  
(I'm sorry, it's true)  
And silver stock will be running in lieu  
Of the little red trains on the Bakerloo.

The days of my childhood were ones to explore  
Faraway places not been to before;  
With a flask and some sandwiches venturing forth  
On the little red tube train to Lambeth North.

Tracing the line on the little brown map,  
Riding in comfort, with lunch on my lap.  
You would wait for a bus,  
But did not have to queue  
For the little red trains on the Bakerloo.

On birthdays my parents would bear this in mind  
And one year my parcel took ages to find,  
But the gift wrapped inside it was up to the  
mark:  
A day return ticket to Carpenders Park!

The painter, the plumber, the vicar, the vet,  
The dentist, the doctor, they all could be met,  
The publisher, poet  
And the man from the Pru  
In the little red trains on the Bakerloo.

Romantic encounters could also be made,  
Though the girl who I fancied seemed shy or  
afraid;

But poetic refrains would fair impress her  
To the musical strains of the air compressor!

Our tunnel of love started at Maida Vale;  
The amorous atmosphere just couldn't fail.  
It was love through and through  
Like the love that I knew  
For the little red trains on the Bakerloo.

Our trip from the wedding would be on the train  
(We'd hold the reception at Headstone Lane).  
Such were the seeds that together we sowed  
As we stood on the platform at Edgware Road.

A house we would buy, and Wembley is nice.  
We wouldn't want much, we could save up the  
price.

A sweet little nest  
With a room with a view  
Of the little red trains on the Bakerloo.

But one day my girlfriend got tired of the  
trains  
That run under London in oversized drains.  
'Your love of the Tube or devotion to me,  
Choose one or the other, which is it to be?'

The crunch it had come; the choice must be made.  
The price of duplicity has to be paid.  
I looked in her eyes  
And I swore I'd be true  
... To the little red trains on the Bakerloo.

The years have flown by since those days of  
my youth  
And I think I've been lucky, to tell you the  
truth.  
I saved up some money; I saved up the fare,  
And I moved from the district that we used to  
share.

I have a new home I picked up for a song,  
A seven-roomed mansion, 400 feet long.  
You may not have guessed,  
So I'll give you a clue.  
It's a little red train from the Bakerloo!

NF 160/83 - One of London Transport's biggest ever bridge rebuilding projects - the replacement of the bridge which carries the District and Piccadilly lines over a railway cutting 50 metres wide at Hanger Lane Junction, has begun. Weekday services will not be affected, but there will be some interruptions to weekend services during the next 18 months. A 1,000-tonne through-truss steel structure, designed by London Transport civil engineers, will bridge the gap in a single span, replacing the existing three-span bridge. Two awkward intermediate bridge supports will be removed. Two critical factors - the need to keep Underground and BR Inter City 125 and other services running, and the restricted access to the site - have led to the adoption of unusual and demanding solutions. The new bridge will be assembled on an adjoining school sports field, and pushed out parallel to the old bridge and on to temporary supports at the top of the cutting. Finally, in just one weekend in February 1985, the new structure will be rolled sideways onto new abutments to replace the old bridge, which will have been lifted out in sections by a giant 800-tonne capacity crane. The £1.5 million civil engineering contract has been awarded to French-Kier Construction, and the total bill of £3.25 million includes track realignment and extensive temporary diversions of signalling and power cables, as well as the preparation and reinstatement of the school playing fields and other working sites.

NF 161/83 - In 'Newsweek' dated 25.4.83, it reviews a book called 'The Book of Royal Lists', in which is mentioned '... a secret branch of the London Underground beneath Buckingham Palace linking the royal residence with Heathrow Airport ...'

NF 162/83 - Throughout Saturday and Sunday 30 and 31 July 1983, Goodge Street station was closed to the public for emergency building work, with all Northern Line trains non-stopping.

NF 163/83 - Covent Garden station, closed on Sundays since 1922, reopened to the public on this day from Sunday 7 August 1983. While the station closes at the normal Sunday time, morning opening is at 08.15.

NF 164/83 - It is reported that notices are to appear on Underground trains advising passengers to keep their 'FEET OFF THE SEATS'. Reports, please!

NF 165/83 - It is reported that Essex County Council has decided against subsidising the Central Line by £2 million during 1983/4, by 56 votes to 31.

NF 166/83 - Bucks County Council has decided to ask for a grant for repairs to save two railway bridges in Chesham - there has been much recent correspondence in the local press concerning the future (or possibly the lack of it!) of the Chesham branch, as the Chesham Commuter Club has syphoned off 4,500 regular passengers.

NF 167/83 - Temporary signs erected at Ravencourt Park station give the impression that the auxiliary disused staircases on both platforms are shortly to be opened, no doubt while the normal pair are refurbished. It must be many years since these were last used for normal traffic.

NF 168/83 - District Line train 50 was formed of 6-cars 'C' stock on 5.7.83, observed going to Tower Hill, but no other details known.

NF 169/83 - It is reported that a goat grazes on a patch of grass in Dalling Road, Hammersmith, while District and Piccadilly trains thunder overhead.

NF 170/83 - Heavy thunderstorms in London brought chaos to the Richmond and Wimbledon branches of the District Line on 6.7.83. The floods were so great at Richmond that not only were the four District/North London Line platforms flooded, but the level of the water reached above the platform edges. This trapped train 15, the 14.49 from Richmond (D stock units 7053 + 7058) and train 16, the 14.59 departure (units 7031 + 7100) with the western ends of both trains deep in water. There was no service to Richmond for the rest of the day. Services on the Wimbledon branch were also disrupted because of flooding causing track circuit and signal failures. Three trains were stalled at Wimbledon, two at Wimbledon Park and one at East Putney, from 16.06 to 17.43. At Richmond, the resulting grease left on the rails caused at least two LMR class 501 EMUs to overrun and hit the stops!

NF 171/83 - It has been reported that during the Wimbledon Tennis fortnight, some of the extra District Line trains that operated, reversed west to east at Wimbledon Park.

NF 172/83 - For some months now, the 1930's style 'sectioned' train describers at Hammersmith on the westbound District Line platform have been altered so that the 'HOUNSLOW' display now reads 'HEATHROW CENTRAL'. The replacement panels are black, not grey. In addition, the westbound Piccadilly Line describers also have revised displays which now include the words 'OTHER PLATFORM' and an arrow pointing to the westbound local. This has presumably been done due to complaints by early Heathrow passengers?

NF 173/83 - Mr. Charles Cope, Operations Director of London's Underground, is to retire next spring. He will be succeeded by his brother, Mr. John Cope, who will become Operations Director (Designate) towards the end of this year. Both men have spent most of their careers in Underground service and each has served for a period on the directing staff of the British Transport Staff College. Mr. Charles Cope, 64, joined London Transport in July 1933 as a junior booking clerk, a few weeks after the new Board was created. His wide experience in Underground operations and management includes a period as a consultant in Caracas. Mr. John Cope, 60, began his career as a signal box boy in 1938 and in addition to his experience in operations, he has spent a number of years in industrial relations. He is currently Personnel Director (Railways).

NF 174/83 - The 'smell' being most noticeable at Highbury station recently has been identified as a cracked sewer.

NF 175/83 - Still on the theme of 'smells', the RATP staff magazine 'Entre les Lignes' carries an article explaining the smell in the R.E.R. tunnels, especially between Gare du Nord and Chatelet-les-Halles. The water table is high enough for much of the ground to be saturated, and the soil contains organic materials (originating from ancient rubbish dumps) which react with the gypsum found in marl beds under Paris to form hydrogen sulphide and mercaptan, an organic sulphur compound. The ground water seeps into the tunnels, bringing the smell. Solutions (sorry!) are difficult. Pressure ventilation would spread bad smells at the surface outlets; sealing the tunnels by injecting chemicals to make the surrounding soil water-tight is possible, but this would probably change the ground structure. For the moment, the problem will be fought by washing tunnel walls and floors with water.

NF 176/83 - The £300 million, 22-mile electrified railway from Kowloon to the Chinese border has opened. The line was planned by Transmark, the BR consultancy service.

NF 177/83 - The deepest lifts on the Underground, at Covent Garden and Hampstead, are to be replaced at a cost of £4.2 million. The three 77-year-old lifts in the 113 ft. shaft at Covent Garden will be replaced by four new ones to cope with increased traffic. Two new lifts going 180 feet deep were recently replaced at Hampstead, and now the other two will be replaced. Also, the lifts at Holland Park are to be modernised at a cost of about £1.5 million.

NF 178/83 - On the Waterloo and City tube line, there has been an interesting train formation operating during July and August. In one formation, there were three motor cars, one presumably taking the place of a trailer. On 3.8.83 trailer S75 was observed passing Clapham Junction on route to Selhurst for overhaul, joining sister motor car S60.

The formations noted were as follows:

8.7.83 - early afternoon

|         |                             |
|---------|-----------------------------|
| Train A | S56 - S71 - S80 - S73 - S53 |
| Train B | S61 - S58 - S74 - S72 - S62 |
| Train C | S51 - S76 - S78 - S83 - S54 |

2.8.83 - evening peak

|         |                             |
|---------|-----------------------------|
| Train A | S56 - S71 - S80 - S73 - S53 |
| Train B | S61 - S58 - S74 - S72 - S51 |
| Train C | S57 - S76 - S78 - S83 - S54 |
| Train D | S59 - S85 - S84 - S79 - S55 |

Bank \_\_\_\_\_ Waterloo

NF 179/83 - Following the report in UN 259, page 136 of Sarah Siddons ventures to Eastleigh on the Southern main line in May, she made yet a further trip on SR metals under her own power to be an exhibit at the Brighton open day, which was held on Saturday 16 July. As before, Sarah Siddons was towed 'dead' to Wimbledon Park by a battery locomotive (L26). The following day, Friday 15.7.83, Sarah towed blue 4-SUB 4291 to Selhurst SR depot from Wimbledon, via St. Helier and West Croydon and there exchanged 4291 for the green 4-SUB 4732. Leaving Selhurst at 12.30 the train then ran via the main line ('Quarry') to Brighton Works. After the open day, Sarah Siddons did not return under her own power, but marshalled with the SR General Manager's saloon, and VSOP Pullman 'Audrey', hauled by a class 47 diesel to Stewarts Lane, which was reached from East Croydon via Crystal Palace on Saturday evening. Return to LT was on Monday 18.7.83, although its solo run via East Putney to Wimbledon did not materialise. Instead class 33 diesel 33.014 hauled Sarah Siddons and the SR's route-learning coach, some hours later than scheduled. Thus, return to Northfields was also much later, taking place at the beginning of the evening peak - much to the astonishment of passengers!

NF 180/83 - A rod and spring type trainstop (the 'long tom') has been set up for display by the CP stock car 54233 at the Quainton Railway Centre, Quainton Road. This is to show the operation of the trainstop/trip apparatus to the public at close quarters.

NF 181/83 - Further to NF 179/83 (above), Sarah Siddons was also displayed at the BR open day at Stratford on 9.7.83, along with battery locomotive L61, Hopper Wagon HW214 and Flat Wagon F357, the last vehicle being one of the recent refurbishments. The convoy left West Ruislip at 14.30 on Friday 8.7.83 behind diesel 31.198. A 'hot box' noted at South Tottenham on the way to Stratford required the attendance of the LT Breakdown gang at Stratford on Saturday morning. After the open day, the formation left Stratford at 18.08 the same evening hauled by 50.050 'Fearless', but had to be stabled at Acton BR yard because of no driver. Return to West

Photographs, opposite:

Top left - The Metroland rail tour of Sunday 1 May 1983 was reported in UN 258, pages 107/8. On the outward journey, Sarah Siddons took the train to Amersham, from where class 25 diesel 25.278 took over for the trip to Rugby. The special headboard was carried by both Sarah Siddons and the diesel. The special is seen at Quainton Road heading north, where an hour's stop was made - in the rain, of course!  
(Photo: R.J.Greenaway)

Top right - On the return trip, 25.278 worked the train through to Watford, but Sarah Siddons was attached at Croxley to avoid complex coupling arrangements at Watford, where the train is seen standing next to a stabled A stock.  
(Photo: R.J.Greenaway)

Second from top, right - Sarah Siddons at the south end of the special train at Watford, just before departure on the last leg of the tour to Wembley Park, by now running an hour late. Note the orderly formation of photographers, in a semi-circle, all photographing the Met's grand old lady. (Photo: R.J.Greenaway)

Second from top, left - Through kind permission of London Transport, the Society was able to operate a very successful sales stand on the Metroland tour, set up in brake van E14073. This was manned by Bob Logan (seen here) and Bob Greenaway. (Photo: J.F.Thomason)

Second from bottom, left - The exhibition of Sarah Siddons at the SR's Eastleigh Works open day created a lot of interest among enthusiasts (see UN 259, page 136). On Thursday afternoon 26 May, Sarah Siddons made a test run under her own power on SR metals from Wimbledon to Strawberry Hill and back. It is seen passing Norbiton on the down line, with an 'up' 4-SUB departing in the background. The 4-SUB was one of very few remaining on the SWD at that time, and have now been replaced by new class 455 EMU's. (Photo: B.R.Hardy)

Second from bottom, right - The return test trip working, passing Raynes Park on the up local line. (Photo: B.R.Hardy)

Bottom left - Transfer to Eastleigh on Friday 27 May included hauling the SR's green 4-SUB unit 4732, from which compressed air was obtained, Sarah Siddons otherwise working under her own power. The train is seen waiting for signals on the loop between Eastleigh station and the depot. (Photo: B.R.Hardy)

Bottom right - Return to London Transport was on Tuesday 31 May and the operating arrangements were identical to that on the forward trip. The locomotive and EMU is seen in Eastleigh yard just prior to the homeward departure. (Photo: R.J.Greenaway)

Back cover, top - Sarah Siddons, with 4-SUB 4732 in tow, standing next to class 421 4-CIG unit 7418 at Woking on 31 May 1983. (Photo: R.J.Greenaway)

Back cover, lower - Sarah Siddons standing next to DTS S77631 of new class 455 EMU 5827 in East Wimbledon depot, Southern Region, after return from Eastleigh on 31.5.83, but before being transferred back to LT. (Photo: R.J.Greenaway)

NEWSFLASHES (Continued)

Ruislip was on Monday 11.7.83, being hauled from Acton by 47.258.

NF 182/83 - A French teacher at Fakenham, Norfolk, has spent eight years perfecting a game to teach children spoken French. It is a dice game for up to eight players using a board map of the Paris Metro. It involves the escape attempt of a criminal through the underground railway. Before they can play, pupils aged from 11 upwards are introduced to a crime story tailored to their particular age group.

NF 183/83 - By mid-June 1983 the London Borough of Haringey had installed a completely NEW footbridge over the abandoned line just south of the former Crouch End station. The GNR one collapsed in 1979! Also, the northbound platform at Crouch End has been completely reconstructed. There is sufficient clearance under the footbridge to allow two tracks! The new bridge rests on the original GNR abutments, the cutting has been re-landscaped and most of the 'walk' has been re-gravelled and drainage improved.

NF 184/83 - Having managed 45 years in passenger service (NF 146/83) - it is with regret that we report that 1938 stock DM car 11012 (the first to be delivered AND to enter service) has been damaged beyond repair in a collision at London Road depot. It is believed that 11012 is to be replaced by a withdrawn 1938 stock DM car from Ruislip (will it be renumbered?) which will still leave 10012 in the four-car unit.

NF 185/83 - A points failure at Rayners Lane at 06.52 on Friday 5.8.83 saw eastbound Piccadilly Line train 263 (the 07.02 departure) diverted over the Metropolitan Line, carrying passengers all the way to Wembley Park, and showing 'Arnos Grove' on the blind! The train was then stabled in Neasden depot because there was a night crew on the train.

NF 186/83 - By the beginning of August 1983, all 1956/59 stock outer DMs had been fitted with train radio on both the Northern and Bakerloo lines.

TAILPIECE

READ THIS TWICE!

From a letter to the editor of the Daily Telegraph from the General Manager of BR Southern Region - 'Next year .... we shall be running a 30-minute service to Gatwick Airport at 15 minute intervals throughout much of the day!'

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 140 of UN 259.

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