

# UNDERGROUND NEWS

NUMBER 264

ISSN 0306-8617

DECEMBER 1983

## THE TIMETABLE

### Friday 9 December

Illustrated talk, 'The Latter Days of the Q Stock', by Mr.R.J. Greenaway - a non-technical slide and cine film presentation of the Q stock, 1969-71. 19.00 for 19.15 in the Tudor Room, Caxton Hall. Members please note, this is the last meeting at Caxton Hall.

1984

### Friday 13 January

Talk, 'Station Names on Underground Railways - theory and practice, with particular reference to London and Paris', by Mr.D.F.Croome. 19.00 for 19.15 in the Conference Room, Baden-Powell House. A notice, advising members of the new monthly meeting place is enclosed with this issue. Members requiring further copies of this notice can obtain them from the Registrar (address on back page), enclosing a stamped addressed envelope.

### Friday 20 January

LURS members are invited to this meeting of the Wembley History Society, where Mr.R.Barker will speak on 'The Metropolitan Railway at Neasden'. 20.00 at Brent Town Hall, Wembley. Nearest station: Wembley Park.

### Saturday 28 January

Isle of Wight Open Day. For full details, see next page.

Please note, the Society Sales Stand will NOT now be attending the Transport Enthusiasts' Bazaar on this date.

### Friday 10 February

Cine film show by Mr.L.Collings - 'A Review of Underground Events in 1983'. 19.00 for 19.15 in the Conference Room, Baden-Powell House.

### Friday 9 March

Talk, 'Light Rail Transport Schemes for London', by Mr.W.R. Clarke, General Manager, Docklands Light Railway, London Transport. 19.00 for 19.15 in the Conference Room, Baden-Powell House.

Continued over .....

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The Timetable (Continued)

Saturday 28 January

Isle of Wight Open Day - 60 years ago, on 28 January 1924, tube trailer car 7275 first entered service on the City & South London Railway. Now, as car S43, it has given 16 years yeoman service on the Isle of Wight, and it is hoped that this car will be available for service on this day. The depot at Ryde St. John's Road will be opened to the public from 12.00 to 18.00. It is not yet known whether there will be an entrance charge, but in any case a contribution to the SR's Working Homes will be required.

The following provisional programme has been arranged, as a joint LURS, Southern Electric Group and Electric Railway Society visit:

- 08.48 Depart Waterloo for Portsmouth and (by ferry) Ryde Pier Head.
- 11.31 Depart Ryde Esplanade, via Pier Head to Shanklin. Disperse for lunch in Shanklin or return to Ryde for lunch. \*
- 14.30 Commencement of three short talks: (1) The London History of the Standard stock by B.R.Hardy, (2) Getting the stock to the Island by A.J.Barter, former Project Manager of the I.o.W. Electrification scheme, (3) Maintaining the stock for 15 years by L.Coote, retired Depot Foreman, Ryde. There will also be time to look round the depot before returning to London.
- 17.57 Depart Ryde St.John's Road for London Waterloo (arrive 20.25).

If you wish to take part in the above party visit, please write, including an SAE and cheque for £7.75 (made payable to 'The London Underground Railway Society') to Mr.B.R.Hardy, 'Heidi', 13 Castleton Road, Eastcote, Ruislip, Middlesex, HA4 9QQ, to reach him not later than Saturday 7 January 1984.

Those wishing to take part, but intend to use privilege or other tickets, please write, enclosing an SAE, to the same address, stating which type of ticket you will be travelling on. Such persons will be required to make arrangements for, and purchase, their own tickets.

Note \* travel in car S43 expected.

Wednesday 14 to Monday 19 March

It is intended to operate a Society visit to The Netherlands, based on Amsterdam but also visiting Rotterdam and Utrecht. It is hoped that permission will be forthcoming for visits to suitable depots and control rooms of the various Metro systems. It is intended to travel out on the night of Wednesday 14 March via Harwich/Hook of Holland and to return from The Netherlands on the night of Sunday 18 March, arriving back in London on the morning of Monday 19 March. It is expected that the cost of this visit will be around £110, including twin room accommodation, two-berth cabin, travel London to London, Dutch runabout tickets, and insurance. For fuller details, please write to Mr.J.F.Thomason, 51 Head Street, Pershore, Worcs., WR10 1DA, enclosing an SAE. Members will be welcome to bring friends with them on this visit but it may be necessary to restrict some Metro visits to members only in the event of large numbers taking part.

Saturday 31 March

Annual General Meeting. 14.00 for 14.30 in the Small Lecture Theatre, Science Museum, Exhibition Road, London, S.W.7. There will also be a morning meeting 10.15 to 12.15 - a video film show by John Herting. Fuller details of the day's events will be published later.

OCTOBER CAXTON HALL MEETING

Because of the illness of Mr.B.J.Prigmore, his Presidential Address, originally scheduled for this meeting, had to be postponed at short notice. Instead, the October Caxton Hall meet-

ing consisted of a two-part talk given by Brian Hardy, and was well illustrated with slides.

The first part of Brian's talk was about the RER - Paris's regional express metro system. This consists of three lines - A, B and C - crossing Paris and extending into the suburbs. They are built to main line standards and (apart from the in-town tunnel sections) consist largely of former suburban railways. Line C and the northern part of line B are owned by the SNCF (French Railways) but the east-west line A and the southern part of line B (the former Sceaux line) are run by the RATP (Paris Transport Authority). It was on the latter half of the RER system that Brian concentrated, outlining the history of the lines.

He related how, since 1970, the separate suburban railways had been upgraded and linked, stage by stage, with new tunnels crisscrossing Paris, to form an integrated and highly efficient modern express metro system. Vast new underground complexes had been built to provide interchange between the RER and the older urban metro system, those at Auber and Chatelet being particularly impressive. He also outlined the rolling stock history, from the 1938 Sceaux line Z stock to the latest MI79 stock for line B, which features dual voltage equipment and adjustable door-step height, so as to be able to conform with the differing traction voltages and platform heights on the RATP and SNCF sections of this line.

After a brief question-and-answer session, Brian Hardy then delivered the second part of his talk which was an extremely interesting selection of his own and Fred Ivey's slides, illustrating the Underground events of 1983 - and quite an eventful year it has been, too.

The year's events started with the special C stock charter on 11 January, which took a school party from Canons Park to Hammersmith and back. Other unusual workings included R stock leaf-clearing tests; turning 1959 tube stock using the Croxley triangle; the 1938 stock run to Watford Junction to collect gap jumpers; track video recording on the Central Line; the scrap moves of R stock and 1938 tube stock; and test runs of the new tube-gauge crane.

Then there were the deliveries of new and converted stock: brake vans converted into match wagons, D stock with ventilation modifications and the first 1983 tube stock.

1983, being LT's Golden Jubilee year, saw gala open days at Neasden and Acton Works. The displays of rolling stock at these events, and the associated stock movements were all well illustrated with slides.

1983 was also a year of rain-soaked railtours: the R stock farewell trip, the Metroland railtour from Wembley Park to Rugby and back, and the two Golden Jubilee tube tours. There were also Sarah Siddons' excursions onto BR metals to visit open days at Eastleigh, Brighton and Stratford. Then there was the transfer of R stock car 21147 (bought by TV reporter Simon Neave) by road to Savernake in Wiltshire; points replacement at Aldgate, and, bringing the story right up to date, at Leytonstone on 1/2 October. All these events were depicted in an excellent and fascinating selection of slides.

Special thanks are due to Brian Hardy for stepping into the breach and preparing two such interesting talks at what we were told was short notice - although from the standard of the lectures, we would never have guessed!

NHGM

TICKET BAGS TO THE TICKET SORTING OFFICE

by P.Wragg

In UN210 (June 1979), an article was published dealing with the transfer of used tickets to the Ticket Sorting Office at Harrow-on-the-Hill. At

the time it was mentioned that the Piccadilly Line cane baskets were transferred via the Jubilee Line at Green Park, thence to Wembley Park, and subsequently to Harrow-on-the-Hill.

Not previously noted in these pages, however, is that the Piccadilly Line baskets have, for at least the last year, have been transferred to Harrow via Rayners Lane, where your writer observes part of this operation each morning around 08.00. The baskets arrive, with the guard, in the rear car of a westbound Piccadilly Line train and are then removed onto the westbound platform. Until recently they then had to be physically dragged along the platform by the rope around the top of the baskets to the Uxbridge end of the same platform. In recent months, however, a porter's type trolley has been used, although this has 'BAKER ST' painted on both sides. The baskets then have to await a Piccadilly Line train which is terminating at Rayners Lane. They are then placed in the front (then empty) car and the train proceeds into the siding as normal. After reversal of the train in the siding the baskets are then removed onto the eastbound platform at Rayners Lane, where they await a Metropolitan Line train. They are then loaded in the last car, with the guard, and proceed to Harrow.

This procedure is carried out in reverse, although much easier with empty baskets, later in the day, for return to the relevant stations. It is interesting to note, that to avoid humping baskets via stairs (which are very heavy when full), those from the Heathrow branch travel all the way to Green Park before returning westwards to Rayners Lane.

For interest, the baskets, and their route of travel, are listed below. They are taken to Harrow on Mondays to Saturdays (inclusive), and as there are different service patterns on Saturdays on some lines, slightly different arrangements apply on that day. The transfers to Harrow are by specially nominated trains, but the return of empty baskets is 'as soon as practicable'.

<u>Hamper No.</u>	<u>Stations</u>	<u>Change station(s)</u>
20	Aldgate to Barbican )	
21	Farringdon to Great Portland Street )	Direct (MF), Baker Street (Sat).
22	High Street Kensington to Baker Street )	
23	Hammersmith (Met) to Paddington (Sub) )	Baker Street
24	Oxford Circus	Baker Street and Wembley Park
25	Uxbridge to West Harrow	Direct
26	( Lambeth North, Waterloo, Charing Cross )	
	( & Regents Park )	
27	Piccadilly Circus )	Baker Street and Wembley Park
28	Queens Park to Marylebone )	
29	St. Johns Wood to West Hampstead )	
30	Kilburn to Neasden )	Wembley Park
31	Wembley Park to Northwick Park	Direct
32	Stanmore to Kingsbury	Wembley Park
33	Edgware to Brent Cross )	
34	Golders Green to Chalk Farm )	
35	High Barnet & Mill Hill to East Finchley )	Charing Cross and Wembley Park
36	Highgate to Mornington Crescent )	
37	Warren Street to Tottenham Court Road )	
38	Euston to Old Street )	
39	London Bridge to Elephant & Castle )	Moorgate (Mon-Sat), Baker Street (Sat).
	( Clapham Common to Kennington and )	
40	( Brixton to Pimlico (by hand to )	
	( Stockwell )	Kennington (Sats), Charing Cross (Mon-Sat)
41	Tooting Bec to Clapham South )	and Wembley Park (Mon-Sat).
42	Morden to Tooting Broadway )	
	( Bow Road to Aldgate East and )	
43	( East London Line (by hand to )	Aldgate East (Sats), Baker Street (Sats),
	( Whitechapel )	Euston Square (Mon-Fri)
44	Tower Hill to Temple )	
45	Embankment to St. James's Park )	
46	Victoria )	Baker Street (via outer rail)
47	Sloane Square to Gloucester Road )	
48	Putney Bridge to Earl's Court	Edgware Road and Baker Street
49	Turnham Green to West Kensington )	
50	Ealing Common to Chiswick Park )	Earls Court, Edgware Road and Baker Street
51	Cockfosters to Bounds Green )	
52	Wood Green to Finsbury Park )	
53	Arsenal to Caledonian Road )	
54	( Kings Cross, Russell Square, Covent )	Rayners Lane
	( Garden & Leicester Square )	
55	Green Park to Gloucester Road )	
56	Heathrow to South Ealing	Green Park and Rayners Lane
57	North Ealing to South Harrow	Rayners Lane
	( Ongar to Snaresbrook and Roding )	
58	( Valley to Grange Hill )	Mile End (Mon-Sat), Euston Square (Mon-Fri),
59	Hainault to Leyton )	Aldgate East (Sats), Baker Street (Sats).
60	East Ham to Bromley	( Euston Square (Mon-Fri), Aldgate East
		( (Sats), Baker Street (Sats)
61	Bethnal Green to Bank	Bond Street and Wembley Park

Hamper No.	Stations	Change station(s)
62	( St.Paul's to Holborn & Aldwych (by hand to Holborn) )	
63	Queensway to Bond Street )	
64	( Ealing Broadway to Holland Park (not North & East Acton) )	Bond Street and Wembley Park
65	West Ruislip to East Acton )	
66	Amersham & Chesham to Rickmansworth )	Direct
67	Watford to North Harrow )	
68	( Walthamstow to Seven Sisters & Highbury )	Finsbury Park and Rayners Lane
69	Upminster Bridge to Upney	( Aldgate East (Mon-Sat), Euston Square (Mon-Fri), Baker Street (Sats)

### BOUNDARY MARKERS

by

David Hibbert

Boundary markers are used by London Transport to show where their boundary is, when not marked by, say, a wall or strong fence.

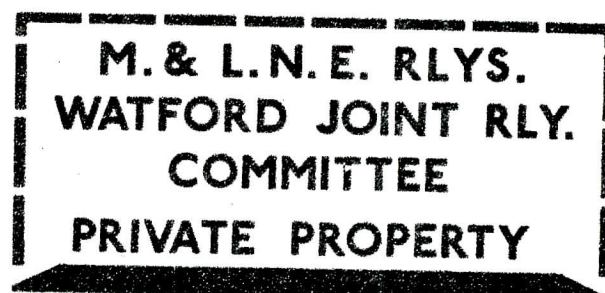
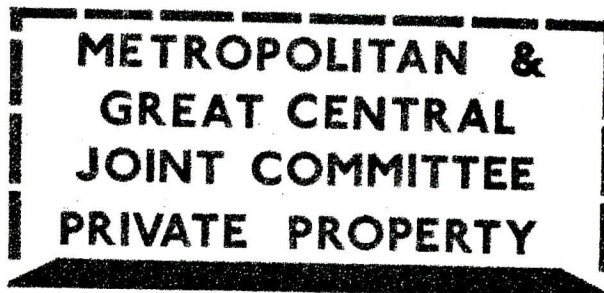
The markers are cast in brass and measure 4 inches wide by 8 inches long. They are generally sited such that they are flush with the surface of pavements and roadways, or are sometimes mounted in short concrete posts.

The Metropolitan & Great Central marker has been used on the Metropolitan main line north of Harrow-on-the-Hill (see top diagram opposite), with the exception of the Watford branch, which used the M.& L.N.E. marker (middle diagram) up to 1948.

It is the London Transport marker (lower diagram) that is used in all other places, unless the readers of this journal know of other varieties (LT/GWR - Central Line extensions, LT/LNER - Northern Line extensions) ?

### TAXI, SIR ?

Staff travel on the Underground goes back a long way into history. These notes, however, are based on relatively recent and present-day events. Underground staff transport, where provided, was operated by Underground trains. From the early 1950's, when longer times for engineering work was required (from about 01.00 to 05.30) most of the staff trains run in tunnel sections, especially in the tubes, were replaced by London Transport central red buses. This arrangement lasted until the bus strike of 1958, when coach operation took over. The use of LT red buses for railway staff transport was never reinstated. The coach operators were initially many and varied - Whytes of Edgware, Premier Albanian, Valiant-Cronshaw and Mellows, to name but four. It was the last named company, Mellows, that built up the staff coach business over the years and agreed to assume overall responsibility for all night time staff coach services in the early 1970's. However, Mellows' performance over the years slowly showed a marked deterioration, with late-running coaches, missed pick-up points and even cancellations - no consolation to LT staff trying to get home in the small hours, especially during hard winters. This unreliability caused LT to rethink its staff transport facilities, but not before many new routes and extensions had been opened up in the 1970's. This was because of the severe staff shortage of the 1973-4 period, in an attempt to woo people to work on the Underground, even though they might not live on or near the line, and may be a considerable distance from their nominated depot. It is interesting to note that some of the new routes did not follow an Underground railway route. The number of night train crews was also increased at about the same time, easing slightly the times of



the earliest booking on and the latest booking off.

After initial experiments in the late 1970's, London Wide Taxis were approached by London Transport in 1981 with a view to replacing some of the coach workings. LT's contract with Mellows had provision for termination by either party, provided that a six-month written notice was given by either party. London Wide Taxis were used as an experiment, but four coaches provided by Mellows were maintained. This kept the contract open, should London Wide not be able to provide the service expected of them. The experimental period ended satisfactorily in September 1982 and LT gave notice to Mellows terminating the contract. Mellows subsequently went into voluntary liquidation and no longer function.

The taxi service provided by London Transport provides members of the Operating (Railways)

department staff a number of schedules. These are to be found in a special booklet giving times of first and last trains and all staff transport facilities. Journeys or parts of journeys which follow the line of the railway are also shown in the appropriate working timetable. Of course, different schedules operate at weekends and bank holidays. Temporary alterations to staff transport, including staff trains cancelled due to engineering work, are shown in the weekly Traffic Circular.

The reliability of using staff taxis instead of coaches has increased considerably. Although given specific paths in the timetables, staff taxis now operate only 'when required', a far cry from the days of 40+ seater coaches or minibuses running near empty around the capital! Broadly, the staff taxi system works like this: Only station supervisors have the authority to book such taxis on behalf of their staff. This is done by telephone to the Information Assistant located in the Headquarters Controller's office at 55 Broadway. Although manned 24 hours every day, orders for taxis for the night and following morning are required by 20.00 each evening. The station supervisor provides the required information when making the call - the name and grade of the person requiring the taxi, taxi schedule number, pick-up point and destination. At night an Assistant Controller analyses all the day's bookings into a pattern of service as governed by the schedules in operation. When compiled the completed schedule for the night and next morning is relayed to the London Wide Taxi office near Ladbroke Grove by a teleprinter at 55 Broadway (at Westbourne Park, a tapping is taken from LT cables and British Telecom main into the L.W.T. office).

Should a requested taxi fail to arrive, staff can contact the Headquarters Control office by internal or British Telecom telephone, according to the location of the caller. The Assistant Controller can then contact London Wide Taxis direct on a priority telephone line in an effort to ascertain the location of the taxi.

## UNDERGROUND NOTEBOOK

No.7

by Piers Connor

### New York

As most readers will probably know by now, I have been in New York City for the last eight months working on a revitalisation project for the subway system as part of a team sent over by London Transport International. Although most of you will, like myself until I came here, have little knowledge of the New York Subway, it would be a pity to ignore some of the more interesting aspects of the system just because this is the LONDON Underground Railway Society. In spite of the fact that the New York Subway is famous for its graffiti and crime, it's not all bad, and there are some things London would do well to notice.

An example of a New York practice which could bear investigation in London is the way they use trainmen. For example, crews only join trains at termini. There are no mid-journey pick-ups like London has, such as at Acton Town, Baker Street, Camden Town and Kennington. Their system allows the crews to be available for a whole trip. This is further helped by the fact that the crew on each train is changed at the end of every trip. In most cases no crew ever works the train they brought in when it leaves the terminus. All termini have spare crews and a supervisor can 'phone men at home to see if they want overtime or rest-day working. Trains are NEVER cancelled through no staff!!

Another good idea they are installing here is central information loudspeakers at every station. The 'command centre' can speak to any station platform it wants to. All they have to

do now is to learn to use the system when trains aren't running through - the noise drowns out the speech! (Centralised Public Address has been installed on the Northern Line, and is currently being installed on the Central Line - Ed).

The signalling system works quite well. They have resisted the modern centralised systems we are using and have stuck to local push-button panels. These allow much more flexible working and more rapid response to out-of-turn workings. This is just as well because there is a lot of out-of-turn running. This is partly due to the way the timetable is organised and partly due to the daily collapse of the train service.

The timetable is a very basic typewritten sheet. It only gives departure times for each train leaving the terminus and its arrival time at the destination, plus a few intermediate booking points. There is no 'to form' policy. The trains at a particular terminus are used to fill the departure trips by a 'dispatcher' on an as required basis. If a train is missing, the dispatcher calls up the nearest yard and asks for a train to be sent up in time to cover the missing working. This seemingly haphazard systems actually works quite well. It includes coupling and uncoupling and stabling (or 'laying-up' as they call it). Empty running is never timetabled.

The progress of the daily service is interesting to watch. Trains run at 20-minute intervals on all lines throughout the night. There is then a rapid build-up of trains being 'put-in' for the morning peak service and early in the rush hour the service is generally quite good. Most lines have a 4-minute interval of express and local trains, which is adequate for the traffic offering. The problems develop as a result of train breakdowns. These are frequent. Each car on the train breaks down on average seven times a year. For those interested in comparisons, this is about 15 times worse than LT's performance!

By about 09.00 the service on most lines has suffered some sort of disorganisation. There has, for example, been 13 derailments of passenger trains in service in the last nine months. During the midday period they try to sort things out but by the time the evening service build-up starts they're usually still trying to get back 'on-book'. The result is that the evening peak is a shambles. By 17.30 those trains which are running are packed and travelling conditions are quite unpleasant. The most extraordinary thing about the whole business is that if you ask the Subway staff why it got like this, they say - 'What do you expect? We are the biggest system in the world (not actually true) and we run 24 hours a day'. They don't believe it could be different!

If you're a 'gricer', New York is a paradise. There are 6,000 cars on the system. All are motor cars. There are no trailers. The oldest cars have clerestory roofs. This type (R10) has the door controls on the outside ends of each car. The guard (conductor) stands on a pair of steps (one on each car) in the middle of the train and hangs on to rails with trigger switches in them. He has nothing underneath him but the track! He peers over the top of the cars to see up and down the train. As the train departs he climbs down to ride inside the car.

Many of the cars look the same but there are detail differences. Some are arranged in pairs. All but a few have cabs at each end of every car and many can be run as single car trains. Many lines use a variety of stocks and occasionally you see a strange stock running off its usual line. Trains of 3, 4, 5, 6, 8, 10 and 11 cars are regularly run.

Technically the cars are generally very old-fashioned. The standard bogie is the 'commonwealth' equaliser bar type with steel springs. It gives a very hard ride. Brakes are straight-air with e.p. control, variable load control and dynamic back up. It is a very complex system and

doesn't work well. Brake shoes are cast iron and create the usual brown dust which gets everywhere. Traction control is all camshaft (e.p. or motor-driven) with rheostatic braking on all cars, even the oldest built in 1948. One stock uses P-wire brake control but it has given them a lot of problems and their new cars will revert to the old e.p./straight air system.

An interesting historical note which jogged my memory when I first came here concerned the driver's controls. The original District cars of 1905 (the 'B' stock) originally had removable brake valve handles as well as reverser keys. The driver removed both when changing ends. The idea came from America where much early electric train design was initiated. The District's cars were based on New York's Interborough Rapid Transit cars and they still retain their ideas today. They still have removable brake valve handles.

#### MAGAZINE SUMMARY

**RAILWAY WORLD** (November 1983) has an excellent six-page article 'Piccadilly Line Golden Jubilee' written by Alan A. Jackson. With eight photographs, one map and one diagram, it tells the story of why the eastern and western extensions of the Piccadilly Line were necessary, the work involved, and how some central area stations of the line were modernised at about the same time. The famous station architecture of the period is not neglected in text or pictures, nor is a description of the rolling stock built for the extensions.

Ed.

More broad-minded readers may be interested to know that among various photos of girls with little or no clothes on (PENTHOUSE, Vol.18, No.5), there is a six-page article called 'Survival City', describing Government underground shelters in Central London. It contains much absurd speculation - e.g. '...since the late 1960's, the Bakerloo has lost 29 stations. Some of them have reverted to BR and others were surrendered to the new Jubilee Line. Five stations on the Northern Line have gone in recent years ...' There are six photographs, five of which are interior and exterior views of Down Street.

AJR

**MODERN RAILWAYS** (November 1983) has several items of Underground interest. There is a three-page article on Rapid Transit in Vienna (with five photos and one map), followed by four pages devoted to the Waterloo & City Line. This latter article has seven photos and one diagram, and explains the operation of this small but vitally important tube line, operated by the SR, but completely divorced from the main SR system. The article explains how stock is transferred to Selhurst for overhaul with a photo of a car being manhandled off the Armstrong lift - the line's only connection with the real world, for which operation all end body protrusions (headlamps, whistle and jumper hoses) have to be removed. The article states that an £850,000 modernisation programme has recently been authorised for the depot at Waterloo, following which, many relics from past operations will undoubtedly disappear. The line has an impeccable safety record - the only fatality being when a passenger was answering a call of nature when standing between two cars, and was electrocuted! In August 1983, as a preventative measure, a terminal protection system was installed in the two dead-end roads at Bank. It is interesting to note that drivers on the Waterloo & City Line come from the main line 'upstairs', but the guards are permanently rostered on the line. Other items of interest include notes on lift replacement at Godge Street, an expected £25 million surplus for LT in 1983, LT station modernisation schemes and the reprieve of some LT stations (as reported in UN263, NF 216/83). There is also a

colour photograph of a class 314 EMU, used on the 25kV a.c. suburban lines in tunnels under Glasgow, in the new Strathclyde P.T.E. livery - orange/black, yellow driving ends, red car numbers !!

PF

#### LETTER TO THE EDITOR

Sir,

Ickenham

There is no doubt that the French spelling halte was used officially by the Metropolitan Railway in connection with the original installation at Ickenham. The MR papers at the Greater London Record Office include a copy of the poster announcing the opening, dated 19 September 1905 over the signature of the General Manager and this uses 'halte' no less than four times. The French version also appears in the General Manager's files and in the Traffic Circular of 22 September 1905. There is also photographic evidence that the French spelling was used on the original nameboard, as this is shown on the S.W.A. Newton photograph taken in May or June 1906 (this photograph appears on page 65 of 'The Romance of Metro-Land' (Edwards/Pigram) but the nameboard is now shown clearly in the reproduction).

The use of the French spelling by the Metropolitan is hardly surprising as the idea of 'haltes' was copied from the GWR (MET 10/99, letters from Superintendent of the Line to General Manager, 3 and 6 May 1904) who did of course import its use. It was, however, soon dropped; the Traffic Circular of 18 May 1906 refers to Eastcote and Rayners Lane Halts in the English spelling.

Yours sincerely,  
Alan A. Jackson.

Dorking, Surrey.  
16 October 1983.

#### SMALL ADVERTISEMENT

For Sale:

The first ten years of L.T. News. Every issue from No.1 (6.4.73) to No.240 (31.3.83). Mint condition, except for normal newsprint discoloration with age.

£10 complete. Or offers. No splitting. Post extra or delivery by arrangement.

Please write to: Mr. J.S. Brook Smith, 34 Barnehurst Road, Barnehurst, Kent, DA7 6EZ.

SA48/264/83

#### POSTAL AUCTION

The following items are available for auction by post:

- (1) Thin paper Underground 'Map of the Electric Railways of London - What to see and how to see it', June 1919. Slightly torn at folds, but complete and otherwise in good condition.
- (2) 'British Empire Exhibition 1924' map, held at Wembley April-October 1924. Good condition.
- (3) Underground 'Map of the Electric Railways of London - What to see and how to travel'. 1927 and in good condition.
- (4) Coronation arrangements - 12 May 1937. Shows maps of train services, stations closed and an all-night tram map, as well as a coloured map of central area. Good condition.
- (5) Thin paper map 'South Eastern & Chatham Railway and London Connections'. Slightly 'dog-eared' and small tear, otherwise in good condition.

(6) Thin paper map 'Metropolitan Railway' (diagram of line in and near London), and (on reverse) 'Map of the Metropolitan & G.C. Joint Railway'. 1908. Condition as in (5) above.

Any member wishing to make a bid should write to Mr. B.R. Hardy, 'Heidi', 13 Castleton Road, Eastcote, Ruislip, Middlesex, HA4 9QQ on or before 31 December 1983. A separate bid is required for each item. Bidders should send no money but state their bid(s). 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.

#### SOCIETY SECTION

##### Help Wanted:

David Wilkinson writes - I would like to get in touch with anyone who worked or works on the Northern Line, as I am studying the History of the line at school, with particular reference to the G.N.R. I would also like to know if anyone can relate to experiences in the tube shelters during the war.

Please write to Mr. D. Wilkinson, 39 Lorian Close, Woodside Park, London, N.12.

Mr. N.H. Barker of 57 Zodiac Court, London Road, Croydon, CRO 2RJ, would like help with the following:

Postcards published by LT depicting posters (often called 'postercards'). An attempt is being made to compile a complete list of the numbers, titles, print dates and quantities of such cards (as well as trying to collect specimens of each).

Anyone who has at any time 'surveyed' LT stations (facilities, layout, signing, other points of interest).

If you can help, please write to Mr. Barker at the above address.

##### Paris & Lyon Reunion Meeting

On Saturday 15 October 1983, a party of members interested in European underground railways assembled on the 6th floor of Baden-Powell House to reminisce about the March 1983 visits to Paris and Lyons, and to discuss plans for the future.

John Thomason opened the meeting by briefly recalling the highlights of the 1983 visit with his own slides and some taken by other participants. Further slides taken by other members were then shown, accompanied by their own commentaries. The day in Lyon was well illustrated, with its three funiculars, the Metro depot and dual-mode trolleybuses.

Reverting to Paris, Mr. J.S. Laker then showed a fascinating series of slides taken in 1969, 1974 and 1980, with numerous views of Sprague stock, and a brand-new MP73 train on view at the abandoned Porte Maillot station.

After lunch, Mr. Laker further entertained us with his fine cine films of Metro scenes in 1976 and 1981, followed by a sound film made in 1980. Brian Hardy then gave a well-illustrated account of the celebrations arranged for the last week of Sprague stock in public service, and an analysis of Paris Metro station layouts and decorative schemes.

Finally, Mr. Thomason introduced his plans for a week-long visit to the south of France in 1985 and to the Netherlands in March 1984. Discussion of these plans occupied the remainder of the formal meeting, but a dozen of those present adjourned to the 'Nineteen' restaurant to round off the evening with good food and wine.

Thanks are due to John Thomason for organising the reunion and planning future visits, and to all others who brought and showed their slides and films, or otherwise helped with the arrangements.

DFC

##### Subscriptions for 1984

Subscriptions for 1983 expire on 31 December 1983, and we should be grateful if members renew their subscriptions by that date, by posting their remittances to the Registrar, 54 Beech Avenue, Eastcote, Ruislip, Middlesex, HA4 8UQ, with the completed renewal form.

Rates for 1984 are the same as for 1983 - i.e. £8.00 for full members and £4.50 for Associate members (aged 12-15 years inclusive on 1 January 1984), with a supplement of £3.00 for overseas members to cover postage costs. Renewal notices have been sent out with the October issue of Underground News for overseas members, and with the November issue for home members.

##### End of Financial Year

All Officers and members holding funds belonging to the Society, or being owed money by the Society, are asked to send their remittances and claims respectively, made up to 31 December 1983 to the Treasurer, 19 Hide Road, Harrow, Middlesex, HA1 4SG, AS SOON AS POSSIBLE, but in any case NO LATER than Saturday 7 January 1984. Membership subscriptions (see above) should be sent to the Registrar and not the Treasurer.

##### Society Sales

'Early Tube Railways of London' by Nigel Pennick is now available from the Assistant Sales Manager by post, or from the Sales Stand at meetings. Size A5, with 32 pages plus thin card covers, it costs £1.20. The Assistant Sales Manager's address is: 118 Elm Drive, North Harrow, Middlesex.

##### Underground News No. 263 (November 1983)

Having overcome our problems with duplicating, it was thought that all would then be relatively plain sailing. NOT SO!! Our Despatch Officer set out to post UN 263 on Sunday 6 November, only to find all the post boxes in his area sealed up. Half of that issue were posted in Dunstable, but the other half had to wait a further two days. To those members who received the journal late, we extend our apologies, but this was due to circumstances beyond our control.

##### ROLLING STOCK ALTERATIONS

Add for August 1983:

L48 to yellow livery

Add for September 1983:

L56 to yellow livery

To Acton for Overhaul -

154-554-354 (Piccadilly) 28th

3435-4535-3535 (Jubilee) 29th

From Acton ex-Overhaul -

3436-4536-3536 (Jubilee) 29th

##### October 1983

##### 1938 Tube Stock

From Stonebridge Park to Ruislip (condemned cars)

10207-012296-11207+10178-012271-12051-11012\* 3rd

Note \* 11012 original number

##### 1959 Tube Stock

From Golders Green to Stonebridge Park

1216-2216-9217-1217+1222-2222-1223 3rd

R Stock

From Ruislip to Booths, Rotherham, for scrap

23544 22682 23581 23561 23519 27th \*  
22629 22683

D Stock Ventilation Modifications:

Units	Ealing - Ruislip	Ruislip - M.C.W.	Ealing - Acton
7084+7093	3.10.83	4.10.83	
7046+7119 7504	10.10.83	11.10.83	11.10.83
7102+7023	17.10.83	18.10.83	
7104+7097 7534	24.10.83	25.10.83	25.10.83
7003+7004	31.10.83		

Units	M.C.W. - Ruislip	Ruislip - Ealing	Acton - Ealing
7118+7001 7530	5.10.83	7.10.83	11.10.83
7050+7021	12.10.83	14.10.83	
7096+7019 7502	19.10.83	21.10.83	25.10.83
7124+7125	26.10.83	27.10.83	

Miscellaneous Movements:

L19 Lillie Bridge to Acton (overhaul and mods) 5th  
L56 Acton to Ealing (ex-collision, overhaul, mods and yellow livery) 5th  
L134+1576 (ex-collision) - 2696 (spare) - L135 Acton to Ruislip 10th

Renumbering of 1962 Tube Stock Trailers:

Renumbered at Ruislip -

Trailer No.	In Unit	Reno To
2524	1528	2528
2696	1704	2704

This completes the renumbering of 1962 tube stock trailers, the complete list of which can be found opposite.

Livery Alterations:

From maroon to yellow - L28  
From grey to yellow - F352

Note \* The R stock for scrap ex-Ruislip on 27.10.83 was first pushed up to the reception siding at West Ruislip for collection by BR on 5.10.83. As BR were unable to supply a loco-motive, it had to be pulled back into Ruislip depot three times to make way for the weekly D stock transfer. It is interesting to note that this was the last complete train of R stock to be sent for scrap - the one that refused to go!

Units to Acton Works for Overhaul:

Central	1740-2740-9741-1741	3rd	(b)
Northern	1014-2014-1015	4th	(a)
Metropolitan	5146-6146-6147-5147	10th	(b)
Victoria	3005-4005-4105-3105	12th	(c)
Piccadilly	156-556-356	21st	(d)
Central	1712-2712-9713-1713	24th	(b)
Jubilee	3244-4244-4344-3344	27th	(d)
Metropolitan	5150-6150-6151-5151	28th	(b)

Units from Acton Works after Overhaul:

Central	1696-2696-9697-1697	3rd	(a)
	(trailer 2696 ex-2582)		
Northern	1006-2006-1007	4th	(b)
Metropolitan	5098-6098-6099-5099	5th	(b)
Metropolitan	5106-6106-6107-5107	10th	(b)
Piccadilly	140-540-340	13th	(d)
Piccadilly	345-545-145	21st	(d)
Northern	3429-4529-3529	24th	(d)
Central	1676-2676-9677-1677	24th	(a)
Jubilee	3235-4235-4335-3335	27th	(d)

As overhauls are now given specific titles, the following codes will be used for all overhauls in this and forthcoming issues of Underground News:

- (a) Standard Heavy Overhaul
- (b) Half-life overhaul
- (c) 18-year overhaul
- (d) 9-year overhaul

Reformations of Unit Stock:

From	To
<u>1962 Tube Stock</u>	
1704-2576-9577-1577	1704-2704-9705-1705
9705-1705 (spare)	)
2704 (ex-2696)	) 1576-2576-9577-1577
1576 (ex-collision)	)

Location of Withdrawn Stock at 31.10.83:

<u>1938 Tube Stock</u>	
10205-012292-11205	) White City,
10297-012378-12048-11297	) Training train
10189-012278-11189	) Ruislip depot, next to go
11284	) for scrap
10155-012247-11155	)
10178-012271-12051-11012	)
10207-012296-11207	)
10186-012270-12028-11186	) for scrap, Ruislip
10299-012240-11299	)
10242-012369-12116-11242	)

CO/CP Stock

53038-54038	) Ealing Broadway, test train
53257-54057	)
53220-54239	) Acton Works, seat stores
53268-54264	)
53028-013063	for preservation at Quainton Road

R Stock

22624	for preservation (privately)
22679	for preservation (LT Museum)
23231	future not known at present

Renumbering of 1962 Tube Stock Trailers -

A Summary:

Trailer	In/from Unit	Reno To	Into Unit	At	Date
2718	from 1718	2734	1734	Acton	1.4.82
2734	from 1734	2678	1678	Acton	14.5.82
2678	from 1678	2600	1600	Acton	17.6.82
2600	from 1600	2674	1674	Acton	5.8.82
2674	from 1674	2702	1702	Acton	20.9.82
2702	from 1702	2612	1612	Acton	27.9.82
2612	from 1612	2624	1624	Acton	21.10.82
2624	from 1624	2632	1632	Acton	28.10.82
2632	from 1632	2628	1628	Acton	16.11.82
2628	from 1628	2700	1700	Acton	20.11.82
2700	from 1700	2644	1644	Acton	17.12.82
2644	from 1644	2720	1720	Acton	5.2.83
2720	from 1720	2638	1638	Acton	19.2.83
2638	from 1638	2608	1608	Acton	26.2.83
* 2682	in 1650	2650	1650	Ruislip	15.3.83
* 2608	from 1608	2692	1692	Acton	18.3.83
* 2692	from 1692	2684	1684	Acton	4.83
* 2570	in 1518	2518	1518	Ruislip	20.4.83
* 2488	in 1460	2460	1460	Ruislip	21.4.83
* 2684	from 1684	2648	1648	Acton	23.4.83
* 2532	in 1618	2618	1618	Ruislip	20.4.83
* 2478	in 1488	2488	1488	Ruislip	5.5.83
* 2494	in 1452	2452	1452	Ruislip	18.5.83
* 2648	from 1648	2732	1732	Acton	22.5.83
* 2408	in 1448	2448	1448	Ruislip	23.5.83
* 2474	in 1494	2494	1494	Ruislip	7.6.83
* 2500	in 1510	2510	1510	Ruislip	14.6.83
* 2580	in 1728	2728	1728	Ruislip	15.6.83
* 2732	from 1732	2714	1714	Acton	17.6.83
* 2460	in 1490	2490	1490	Ruislip	17.6.83
* 2602	in 1532	2532	1532	Ruislip	22.6.83
* 2694	in 1718	2718	1718	Ruislip	29.6.83
* 2618	in 1580	2580	1580	Ruislip	1.7.83
* 2590	in 1694	2694	1694	Ruislip	1.7.83
* 2522	in 1524	2524	1524	Ruislip	4.7.83
* 2448	in 1462	2462	1462	Ruislip	13.7.83
* 2518	in 1602	2602	1602	Ruislip	13.7.83
* 2528	in 1500	2500	1500	Ruislip	19.7.83
* 2728	in 1682	2682	1682	Ruislip	19.7.83



Trailer	In/from Unit	Reno To	Into Unit	At	Date
* 2504	in 1474	2474	1474	Ruislip	20.7.83
* 2510	in 1570	2570	1570	Ruislip	25.7.83
* 2650	in 1590	2590	1590	Ruislip	25.7.83
* 2462	in 1478	2478	1478	Ruislip	28.7.83
* 2492	in 1504	2504	1504	Ruislip	28.7.83
* 2452	in 1522	2522	1522	Ruislip	8.8.83
* 2704	in 1408	2408	1408	Ruislip	11.8.83
* 2490	in 1492	2492	1492	Ruislip	12.8.83
2714	from 1714	2582	1582	Acton	26.8.83
2582	from 1582	2696	1696	Acton	24.9.83
* 2524	in 1528	2528	1528	Ruislip	3.10.83
2696	from 1696	2704	1704	Ruislip	24.10.83

Note \* Previously trailer in reformed unit.

#### NEWSFLASHES

NF 218/83 - As this issue of Underground News was being typed, your Editor received an official press notice, jointly issued by BR and LT, which should more than please our members: 'Bakerloo Line trains will be reintroduced to serve Harrow & Wealdstone during peak hours late next spring. LT and BR have together reviewed the pattern of service on this line, which changed in 1982 when four peak hour Watford trips were withdrawn on the Bakerloo. It is envisaged that a 15-minute peak hour service will be provided on Mondays to Fridays, and this more frequent service to Harrow will enable BR to reduce train formations on the Watford service'. It is therefore assumed that the new service will be introduced with the new BR timetable next May - details to be confirmed. It is also reported (Modern Railways, November 1983) that class 313 EMU's are to operate on the Watford line next year, to replace the present class 501 stock of 1957 origin. Presumably most, if not all, LMR d.c. services will be three cars all day, every day?

NF 219/83 - Further to NF 200/83, we regret that incorrect information was published here - Lad-broke Grove signal box still stands in position on 10 November, and has not yet been moved to its new location.

NF 220/83 - The 13.04 km extension from 'Hamburg Hbf' to 'Harburg Rathaus' of the Hamburg S-Bahn (DB, 1,200V d.c. 3rd rail) was opened on 23 September 1983 and was served by through trains to and from 'Pinneberg' from the following day. When completed to 'Neugraben' there will be 4.69 km of new double track tunnel under Harburg. At 'Harburg' (main line interchange) station, LT-like bullseye station name plates are installed, unfortunately using a blue ring and black lettering on a white bar - looking rather strange! One original (?) 'Victoria' (station) sign, dedicated to the Hamburger Verkehrsverbund (HVV) by LT, is fixed to a pillar in 'Harburg' station together with a text telling about the British engineer C.B.Vignoles who built the first rail connection to Harburg in 1847. Furthermore, good relations between LT and the HVV are mentioned, about which - apart from the signs exchange and a 'London's Railways' map in a staircase in Hellbrookstraße U-Bahn works - not very much is known.

NF 221/83 - Further to NF 121/83, the side entrance at White City station has been opened for all Division 1 football matches at Queens Park Rangers so far this season. The main entrance/exit and the main booking office are closed during the period after matches until the crowds have dispersed, except for a small opening left in the main gates which alighting passengers can use to leave the station.

NF 222/83 - Plans have recently been issued in the London Borough of Hillingdon for reconstructing the Western Avenue A40 junction with Long Lane at Hillingdon Circus. Public meetings are being held locally on several dates late in October to discuss which of the three schemes published is most preferable to the local people. Two of the three plans involve the rebuilding of

Hillingdon station. According to The (Ruislip & Northwood) Advertiser & Gazette of 10 November 1983, local residents are reported to be in favour of the flyover scheme, which will not involve Rebuilding Hillingdon station or building underpasses underneath it, and will mean losing less Green Belt land.

NF 223/83 - In recent months, certain tube stations have been fitted with battery fluorescent emergency lighting in escalator shafts, which operate automatically in the event of a total failure of the LT and electricity board supply. The lighting fittings have a button underneath for station supervisors to test on a regular basis.

NF 224/83 - Rapid progress on the Heathrow T4 extension is being made, with one third of the tunnelling for the new loop already completed, just eight months after excavation work began. Contractors Thyssen-Taywood are working from several construction sites in the airport. One tunnelling machine has pushed forward 1,000 yards from the Wessex Road shaft on the airport's western perimeter to meet new tunnels being excavated west of Heathrow Central from a shaft by Terminal 3. This work includes the construction of a step-plate junction of up to 29ft 6in in diameter, where the new tunnel divides to join existing tunnels at Heathrow Central station. The second machine, working south-east from Wessex Road, has completed nearly half of its 3,100 yard drive towards the new T4 station. On the eastern side of the airport, an 80ft section of the present westbound tunnel 'box', just below the surface at Hatton Cross, is being widened to allow the building of a junction for the new loop line. A few yards further west, a 250-yard section of tunnel is being built in a deep trench, which will be covered over. Another 1,500-yard section of tube tunnel is also being mined westwards from Hatton Cross towards the Terminal 4 station. (The work at Hatton Cross can be observed from passing trains, or by standing at the west end of the westbound platform. All tunnelling work is due to be completed by the summer of 1984. Trackwork, signalling and the installation of other equipment will take another year and the £26 million project is expected to be completed when Terminal 4 opens in 1985.

From Saturday 3 September 1983 'Heathrow Central' station was renamed 'Heathrow Central Terminals 1,2,3', so as to get the public used to the area which the station serves, in readiness for the T4 station in 1985. On 28.10.83 it was observed that the station names were still the original ones - in upper case lettering with the aircraft symbol at the end - with the additional name in lower case lettering applied as stickers. These are generally to be found below the main name on the blue bar. On the illuminated panels, the suffix stickers are not see-thro' and stand out as definite additions. Some of the names, however, do not have the new suffixes, and one has it located above the main name to the left !!

NF 225/83 - The eastbound Piccadilly Line platform at Finsbury Park is to gain a mosaic mural, comprising some 810,000 pieces, covering an area of 360 square metres and estimated to cost over £100,000. The work has been designed by 24-year-old Annabel Grey and the style will be a combination of hot-air balloons, covered in patterns, flowers and classical columns.

NF 226/83 - by the end of October 1983 all traces of the old signal box at Hounslow Central had gone, having been demolished during the previous six weeks or so.

NF 227/83 - Further to Rolling Stock Alterations (page 208 this issue), the R stock which eventually left Ruislip for scrap on 27.10.83, spent the following weekend stabled at Cricklewood, and was then seen heading north for Rotherham passing Leagrave at 05.45 on 1.11.83.

NF 228/83 - Services on the Rayners Lane branch

of the Piccadilly Line were disrupted during the afternoon of 26.10.83, when eastbound train 262 at 14.54 was delayed at Alperton awaiting the police because of hooligans letting off fireworks on the train.

NF 229/83 - Some 4½ years after opening, or to be correct, takeover, 'Jubilee Line' names have been placed in position above the bullseyes at Swiss Cottage on the platforms, the Bakerloo Line name having been removed by May 1979. Those at St. John's Wood, however, have still to be replaced, although at this station the frames for such line names have mostly been removed.

NF 230/83 - It is reported that London Transport could finish the year 1983 with a £25 million budget surplus, due to the success of the new Travelcards, a reduction in costs and the early benefits of its fight against fares fraud. In a report to the Greater London Council's Transport Committee LT says the expected £25 million surplus is £23 million better than budget.

NF 231/83 - From 26.9.83, passenger door control on D stock trains on the District Line was reintroduced, following the summer period, where the guard opens all the doors. When the D stock has been modified with its ventilation improvements (28 units completed by 31.10.83), the need for guard-open operation in the summer will cease. Some modified units have card notices, as follows:

'A BREATH OF FRESH AIR. To improve ventilation and keep you cooler on warm days, you can now open several of the windows on this car'.

The opening windows are in fact pull-down quarter-lights, not double glazed, and can be found only where the doors do not slide back. On the roofs, additional ventilation slots have been provided.

NF 232/83 - Metropolitan railways in virtually every other major city in the world, as well as London, have a cost problem, said Dr. Tony Ridley Managing Director (Railways), London Transport. 'Questions of subsidy, cost productivity, now occupy their thinking just as much as technical questions used to in earlier days', he told the professionals of the Railway Study Association. Dr. Ridley, this year's President of the Association, acknowledged the importance of costs in the title of his paper, 'Urban Transport - Cost Reduction through Investment'. This theme will be taken up through the year by speakers from Paris and Hamburg, from Tyne & Wear and British Rail, and by Alfred Goldstein, author of the minority Serpell report. In London, Underground service levels have remained fairly static since 1970, but costs have increased by about 50% in real terms. A large proportion of total cost is staff, which has gone up partly because of improvements in holidays and pensions and increases in national insurance costs. 'Public Transport cannot in future survive as both a high wage and a high employment industry' said Dr. Ridley. He described how investment can lead to savings - or more income - in areas like new ticket systems and station manning, engineering productivity and train manning. At present, only the Victoria Line operates without guards using a sophisticated form of automatic train operation (ATO). Although single manning with-

out ATO is under discussion for the Circle, Metropolitan and District Lines, where twin-track tunnels make trains accessible, safety considerations require that in deep-level tubes, a train with only one member of staff aboard can be moved to the next station if something were to happen to the driver. Various systems of ATO have been examined, but all require costly changes to signalling. With train radio now available, attention has switched to one person operation (OPO) without ATO in deep tubes, but with an alarm system using radio. This system, called Enhanced OPO, would be highly cost-effective and initial discussions with the Railway Inspectorate have been encouraging. Dr. Ridley said LT now aimed to develop this system for the Bakerloo, Jubilee and Piccadilly lines, with research into ATO continuing for the long-term objective of driverless trains.

NF 233/83 - A number of stations on the Charing Cross branch of the Northern Line have been equipped with dot matrix train indicators, and at present repeat information shown on the old type of indicators which are still working. On occasions, however, some new indicators show the number of minutes before the next trains (first, second and third).

NF 234/83 - after a number of years with temporary signs and lighting, there has been activity at Alperton station in recent weeks, presumably to renovate the platforms. Scaffolding has been erected at the west end of the eastbound platform and contractor's huts have also been put in position, next to the Alperton High School.

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#### STOP PRESS

We have been advised that the entry charge to Ryde depot for the Open Day on 28 January 1984 (see page 202, this issue) will be 50p, payable on entry.

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#### SEASON'S GREETINGS

The Committee and Periodicals team wish members a happy Christmas and a prosperous new year.

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#### TAILPIECE RIDDLE

On Wednesday 5 October, I was on a southbound Metropolitan Line train that came to a halt.

We were then passed on one side by another Metropolitan Line southbound train, and at the same time by a southbound Jubilee Line train, on our other side.

We were NOT approaching Wembley Park at the moment this occurred. Nor were we in Wembley Park station.

The other two trains were both in normal service, not passing through sheds.

So, where were we? (clue - see UN 263).

No prizes - answer next month!

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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.

Members are asked not to use the telephone when communicating with Society Officers, unless previously invited to do so.

The last full list of Society Officers' addresses was published on page 140 of UN 259 (July 1983).

For non-receipt of journals and changes of address, correspondence should be addressed to the Despatch Officer, 67 Welmore Road, Luton, Bedfordshire, LU3 2TN. Members are asked to wait until the 20th of the month before writing about journals not received.