

# UNDERGROUND NEWS

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## THE TIMETABLE

### 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 how to get to the new monthly meeting place was sent out with the December 1983 issue of Underground News. Further copies of this notice can be obtained from the Despatch Officer (address on back page), enclosing a stamped address 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, please see page 202 of UN 264. Closing date for applications Saturday 7 January 1984.

### 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.

### Tuesday 14 February

Evening visit to the Post Office Railway and Workshops, Mount Pleasant. Applications, with SAE, to Mr.G.A.Finch, 3 Caverswall Street, London, W12 OHG.

### 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.

### Wednesday 14 to Monday 19 March

Society visit to The Netherlands. For full details, please see page 202 of UN 264.

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The Society's November 1983 Caxton Hall meeting was an illustrated talk given by Mr.D.V.Edwards, Regional Projects Officer, BR (LMR), on Liverpool's Merseyrail loop and link underground lines, of which our speaker was project manager in the 1970's.

Mr.Edwards began by outlining the growth of the Merseyrail network prior to the loop and link schemes, with the first underground section opening in 1886 between James Street (Liverpool) and Green Lane (Birkenhead). This gave for the first time a quick and reliable means of transport between the two points. A branch to Birkenhead Park was opened in 1888 and Rock Ferry was reached in 1891, with Liverpool Central (under the Cheshire Lines Committee station) in 1892. These lines were electrified in 1903 on the 3rd and 4th rail system (now 3rd rail only), and New Brighton and West Kirby were added to the electric network in 1938. The Lancashire & Yorkshire Railway's lines from Liverpool Exchange to Southport and Ormskirk, including some branches, were electrified in stages between 1904 and 1914.

It became apparent in the 1930's, Mr.Edwards said, that improvements to transport in Liverpool were necessary, and in 1935 the first Mersey road tunnel was opened. On the railways, it was realised that as good as the many suburban services were, none offered a 'through' service in Liverpool. Various schemes for transport improvement were put forward - one of the road schemes of the early 1960's was estimated to cost £300 million! British Railways also put forward proposals for rail improvements, and favoured a loop line for the Mersey and Wirral lines, plus a burrowing junction for Wirral trains at Hamilton Square, Birkenhead. The M.A.L.T.S. Report, which followed the BR report, was in favour of a link line for the Southport and Ormskirk lines, as well as the loop, and also the electrification of some other lines. To date this has included Kirkdale to Kirkby (completed at the same time as the link in May 1977) Liverpool Central to Garston (1978) and Garston to Hunts Cross (1983). However, this is only a small part of the many proposals, most of which now lay dormant, although the section from Rock Ferry to Hooton has recently been authorised, scheduled for completion in 1985. All extensions and improvements are, of course, dictated by the boundaries of the Merseyside P.T.E., and have been victim of present-day financial restraint.

Mr.Edwards then described the tunnelling work on the loop and link. On the loop, work started in 1972 and was constructed using minimum radii of 210 metres on the curves. The first working shaft, 5.1 metres in diameter, was sunk at Mann Island by the River Mersey. The actual running tubes are built to 5 metres diameter, but on completion, after lining, etc., are reduced to 4.7 metres in diameter. The various methods of excavating tunnels was then described - using rock excavation equipment, drill and blast, or manually by pick. It was pointed out that the loop and link projects were the first on BR to be carried out wholly in metric. The continuous welded rail permanent way was laid on reinforced concrete sleepers, as slab track was still in early stages of development. The class 503 rolling stock on the loop line (built in two batches in 1938 and 1956) had to be fitted with end communicating doors, as it was then not intended to replace it immediately. However, the class 502 stock of 1939 origin on the link line was not modified (it was envisaged that this stock would be withdrawn before the link was opened, but in the event was not) and thus the tube tunnels on this section were built with side emergency walkways, on the insistence from the Railway Inspectorate. New class 507 stock

for this line was delivered from 1978 and the last of the old class 502 type was withdrawn in 1980.

The newly-built stations on the loop and link have had G.R.P. units installed. These were developed by BR at Derby, especially for Liverpool. Existing platforms at Liverpool Central (ex-Wirral, now on the link), James Street (but not the abandoned platform) and Hamilton Square, were also refurbished with this type of fitting, which has proved to be very practical and hard wearing - as well as vandal-proof. Platform surfaces have been fitted with rubber tiles. By far the most complex of underground stations is at Moorfields. In addition to the main entrance, a 250-yard-long subway leads to a subsidiary entrance in Old Hall Street. This entrance is unique in that it is built above ground at first floor level. There is also a station control room at Moorfields, having closed circuit TV to all the underground platforms. This has kept vandalism and hooliganism to a minimum. The public address system to stations is now being extended to operate in the outlying areas. It is interesting to note that at Moorfields the link line passes over the Mersey road tunnel, but the loop line under it.

Construction of Lime Street underground station was also a complicated operation, as the line passes under St.George's Hall, where there are courts and libraries. To reduce train noise here the track is laid on rubber stripping. At surface level the frontage of the Hall had to be dismantled but all pieces had to be carefully marked and stored for replacement when work down below had finished.

A signal box for the loop and link lines was built at James Street (from where there is a connection between the two lines, used only for empty stock transfers) - one panel for the loop and Hamilton Square Junction, the other for the link between Sandhills and Liverpool Central (the Garston extension is controlled from Hunts Cross box).

The loop and link lines were opened in May 1977, within a week of each other, but the loop was 18 months late being completed (due to an 11-month builders' strike) and the link six months later than planned, because of the delay with the loop, and integrating the two schemes.

The off-peak traffic, Mr.Edwards stated, had increased considerably, although peak traffic has remained static. This has been reflected in the off-peak services to New Brighton and West Kirby now being every 15 minutes instead of every 20, but the peaks now see three trains every 10 minutes instead of four (pre-loop), or 9 every 20 minutes (immediately following the opening of the loop in 1977).

Mr.Edwards showed a very interesting set of slides, including tunnel and station construction, signalling and track equipment, and a test train of class 313 stock at Liverpool Central, borrowed from the G.N. suburban line in London before the delivery of similar-looking class 507 stock.

The evening concluded with an interesting question and answer session, followed by an enthusiastic vote of thanks for an interesting and educational evening.

BRH

Appendix:

Electrification dates - commencement of services:

(1) Wirral & Mersey lines ('Wirral Line')

Liverpool Central to Birkenhead Park & Rock Ferry	3.5.1903
Birkenhead Park to New Brighton & West Kirby	14.3.1938



Liverpool loop	9.5.1977	The most noticeable features are:
(2) <u>North Liverpool Network</u> ('Northern Line')		- 'flat-looking' cab front and cab windows (that have shatter-proof glass),
Liverpool Exchange to Southport	22.3.1904	- single sliding doors in all positions. Those at the ends being of 2'3" width, the others being 3'6" wide.
*Southport to Crossens (direct)	5.4.1904	- longer centre bay with three windows (not double-glazed, as there is no door slide back), the centre window being slightly longer than the adjacent ones.
*Marsh Lane to Aintree	1.6.1906	
Sandhills to Aintree via Kirkdale	7.12.1906	
*Southport to Crossens (via Meols Cop)	15.12.1909	
Aintree to Maghull	1.10.1909	
Maghull to Town Green	3.7.1911	
Town Green to Ormskirk	12.7.1913	
*North Mersey Line Junction to Gladstone Dock Halt	7.9.1914	
Walton Junction to Kirkby	2.5.1977	
Near Sandhills to Liverpool Central	2.5.1977	
Liverpool Central to Garston	3.1.1978	
Garston to Hunts Cross	16.5.1983	

Note \* Services withdrawn and de-electrified.

### THE 1983 TUBE STOCK

For the first time in many years, new rolling stock for the Underground is being delivered to a depot other than Ruislip. The 1983 stock is being delivered direct to Neasden depot, and glimpses of the very first unit (3601-4601-3701) were seen on Saturday 27 August 1983, being pulled by class 25 diesel 25.229 all the way into Neasden depot. Quite naturally, and as explained to members at the September 1983 Caxton Hall meeting, new stock requires extensive testing and the first two units (the second was delivered on 15.10.83) are allocated to the C.M.E. (Design Division). At the time of writing delivery of the third and fourth units (3603 and 3604) are still awaited.

The 15 six-car trains (30 x 3-car units) are being built by Metro-Cammell, Birmingham, at a cost of £35.7 million (over £1 million a unit) and will ultimately provide half the service on the Jubilee Line.

The trains are formed into three-car units (M-T-M), with two such units coupled for each train. Each car seats 48 passengers, with a standing capacity for 139 (motor cars) and 161 (trailers). In a six-car train, therefore, a total of 1,166 passengers can be accommodated. The guard is located in the driving cab, as on previous recently-built stocks.

#### Statistics:

	Driving	
	Motor	Trailer
Length over body ends (mm)	17226	17676
Maximum width (mm)	2630	2630
Height, top of car to top of rail (mm)	2875	2875
Weight (British tons)	26.34	20.40
Weight (Metric tonnes)	26.76	20.73

The 1983 stock is, in many respects, a 'tube' version of the very successful surface 'D' stock of the District Line, having similar features, such as:

- orange/yellow/brown seating moquette, with brown armrests,
- headlights/tail-lights/stabling light/calling-on light located below the headstock in two unit groups,
- passenger-open door push buttons,
- adjustable driver's seat (forwards, backwards and swivelling),
- two window wipers on main front cab windows (for the benefit of the instructor as well as the driver),
- solid ridged buffers between cars,
- red half front cabs.

The interior panelling is mainly mustard colour panelling, but at the door openings the panels are orange. The grab rails by the doors extend in one piece over the top, and at the car ends are attached to the bodywork. Seven fans are located along the roof, together with a thermostat (which gives the appearance of a smaller fan!). The Jubilee Line car maps face the right direction on either side of the car (i.e. Stanmore end faces north, and Charing Cross faces south). These are printed by Impress of Acton (code 1080/2818M/4000(2CH)) and have a laminated finish. The security locks fitted to the 'J' door between the passenger saloon and the driver's cab have been restyled and are much less obtrusive than those which have been added to existing stock. The seats designated for elderly or disabled passengers continue to have white-on-blue notices, with the wording re-organised to read -

Please offer this seat  
to an elderly or  
disabled passenger



The passenger emergency push buttons, identical to those on the 1973 tube and D stocks, at present stand proud of the panelling - it is believed that these are to be boxed in before entry into service, to prevent inadvertant (or easy deliberate!) operation.

By far the most pleasing and effective feature of the interior is the car lighting by luminators. Fluorescent lighting tubes are covered by perspex, and reflect light through the back of laminated see-through advertisements immediately below. Car flooring is the standard slatted maple wood, looking particularly outstanding when new.

The driver's cab is undoubtedly the best yet for train crews. The Train Equipment Panel (TEP) is replaced by a Programmable Logic System (PLS) which gives illuminated indications only in times of defect. The destination blind is motor driven by push-button operation, the train set number is set up by thumb-wheels (the exterior numbers are of the 'flapper' type). Communication facilities include cab-to-cab telephones, public address, and direct contact with the line controller by train radio. The interior cab colour scheme is light blue, as on D stock. A surprising feature is that the cab door window does not extend up into the curve of the door, as on the

1973 stock. When the passenger emergency stop button is operated, an illuminated indication is given on the relevant car above the car number plate. The driver is also told of the position of the car in the train from his P.L.S. cab display unit.

Each unit has only one compressor - on the trailer as normal - and for this reason, single units would not normally operate. For testing purposes, though, a second (portable) compressor has been installed on each of the first two



STATION MODERNISATION

A Progress Report

No.6

by Richard Clowser

CENTRAL LINE

Tottenham Court Road

The platforms here are nearly finished with just the finishing touches to do, which includes some of the green stripe that has been applied to the facing walls. Most of the new frieze has been fitted which is in Central Line red, as is the new seating, although this would seem to be temporary like Bond Street, the latter being replaced by more comfortable moulded seats in groups of three along the length of both platforms. New Central Line route maps have been fitted alongside the old signs on the facing walls. The painting above the frieze and on the facing walls is in cream, also at Oxford Circus and Bond Street. New station name signs have been fitted of the bullseye style, with miniatures on the facing walls complete with brass frames. One major criticism of this and the other two Central Line stations is how filthy they are, with some of the paintwork and floor tiling already black with grime and dirt. However, notices posted at all three stations indicate that once work has been completed, the stations will be thoroughly cleaned. The other noticeable work here is the covering up of the overbridges with beige panelling with a green stripe around it.

Oxford Circus

This station is at a similar stage to Tottenham Court Road, but has less of its frieze fitted. New supports for the 'Way Out' signs are being fitted, but no new train indicators as yet. The tiling is complete apart from a couple of patches over the tunnel mouths. The temporary tip-up seating has been installed with bullseye signs, but several signs are still missing from the walls. The station is as dirty as Tottenham Court Road, which spoils the attractive appearance of the platforms. Work is nearly complete on the new storerooms. These have cream doors with red handles and bear labels for whatever use they have been put to.

Bond Street

Also at a similar stage, but the new permanent seating fixtures have litter bins at the sides. Both seats and bins are red. The frieze is nearly complete with only a few sections left to be fitted. A brown stripe has been painted at this station, similar to the blue at Oxford Circus, and green at Tottenham Court Road. Bullseye signs have been fitted.

Shepherds Bush

It seems odd that this station should have been chosen for modernisation in preference to a more central area station, and bearing in mind also that it has recently been repainted! However, work has started with the removal of the enamel frieze, but this was the extent of the work by 12 November 1983.

units until single unit testing has been completed. There are three motor alternators on each trailer, two traction MA's for providing lighting to the adjacent motor cars, (and one MA for the operation of the ceiling-mounted fans. The contract for the electrical equipment was awarded to Brush of Loughborough, who assembled the equipment which was manufactured by the German firm of Kiepe. The bogies have been built by BREL of Derby, following experiments with a prototype under 1973 stock DM 208. It is interesting to note that the shoebeams are finished in varnished wood (as are BR shoebeams), compared with LT shoebeams, which are specially treated with grey paint. Westinghouse Analogue braking is used, with Knorr Bremse brake cylinders. Driving motor cars are fitted with sleet brushes at the driving ends, and five trailers (4626-4630) are to have de-icing equipment, which will able to be controlled from any operative cab.

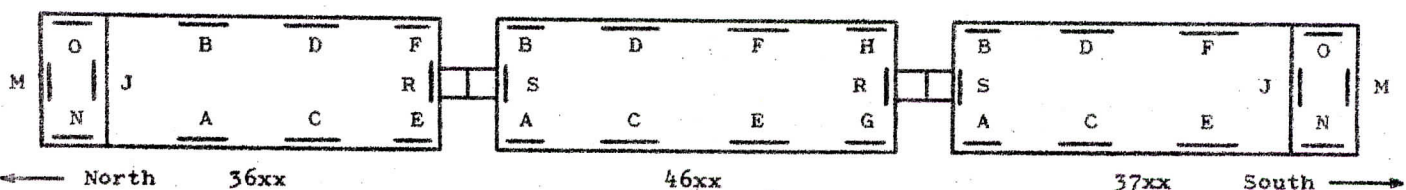
The end single doors have an opening of 2'3", while the other single doors have openings of 3'6", having door engine pressure settings of 2.2 bar and 3.3 bar respectively. Whilst the stock is intended for passenger-open, guard-close operation, the 1983 stock has been fitted with P.O.G.O. (passenger open, guards open) switches from new, in case it becomes necessary for the guard to open the doors. (The D stock had to be modified with POGO switches, and these are set as appropriate by depot staff).

Initial plans for the trains to enter passenger service in April 1984 may be optimistic, because of late deliveries of the new stock (only two units by the end of November 1983). However, entry into service, whenever that will be, will cause a chain reaction of stock moves - one 1983 stock in service will mean the transfer of one 1972 MkII stock train to the Northern Line, one 1959 stock train then from the Northern to the Bakerloo, and (sadly), one 1938 stock train from the Bakerloo to scrap. This will see out stock that has given over 45 years of faithful service and will mean the end of the LPTB era.

While the 1983 stock is still in early stages of testing, it has already been a widely-travelled stock. Movements of unit 3601, to date, are as follows:

- 26.8.83 Delivered to Neasden.
- 20.10.83 First movement outside depot limits, transferred to Northfields via Ruislip for testing on South Ealing test tracks.
- 27.10.83 Test trip to and from Uxbridge.
- 28.10.83 To Acton Works for weighing (actually done on 29.10.83)
- 31.10.83 Return to Northfields for tests.
- 2.11.83 To Metropolitan Amersham line for high-speed testing.
- 6.11.83 Gauging trip: Neasden depot-Stammore-Charing Cross-West Hampstead-London Road-West Hampstead-Piccadilly-Queens Park-Elephant & Castle-Wembley Park-Neasden depot.
- 14.11.83 Northfields to Neasden to collect unit 3602 for 6-car tests, which commenced on 27.11.83 on the South Ealing test tracks.

1983 TUBE STOCK DOOR ARRANGEMENT





## BAKERLOO LINE

### Charing Cross

Since the fifth report in July, virtually no work has been done here, giving the station an incomplete look. The platform wall has had most sections fitted with hardboard, overlapping at the edges. The frieze is almost complete, but this is as it was in November 1982. New seating has been installed as on the Central Line platforms, but the colour is brown. The 'join' at the northern end of the platforms between the original station tunnels and the extended sections is very poor. Overall the general appearance of this station is very poor, compared with the work done on the Central Line.

(Editor's Note: As this article was being typed, LT announced that the modernised ticket hall at Charing Cross will be reopened on 13 December, and at the same time, the new platform murals will be revealed. Presumably, all will be complete by then!)

### Oxford Circus

Work started here in August 1983 with the removal of the frieze and raised tiling on the ceilings of both platforms. Almost all of the southbound platform has had mesh fitted and has been rough cemented, whereas this has only been partly done on the northbound platform. Much of the tiling by the passageway exits has been removed. A start has been made to renew the nosing stones on the southbound platform. No work has yet started on new lighting.

## NORTHERN LINE

### Tottenham Court Road

Work here started at the same time as the Bakerloo platforms at Oxford Circus. The tunnel segments have been exposed on both platforms on the facing walls. In the middle of the platforms new brick walls have been built with part of them now cemented on the southbound platform and over some of the old tiling. Parts of the old frieze has been put back as temporary station name signs. All the raised tiling has been removed from both platforms. In preparation for the new lighting, some markings have appeared on the ceilings. The escalator in the middle of the platforms has been taken out of use while work takes place.

## POINTS OF INTEREST

In UN 208 (April 1979), an article appeared under the heading of 'Personal View', giving ideas in extending the Metropolitan Line service north of Amersham to Aylesbury. Two members in particular were quick to point out that the article was 'pointless and speculative...' and 'a waste of journal space'. However, serious consideration is now being given to such schemes (!) - see UN 253 (NF 17/83) and UN 254 (page 45).

With this in mind, Nigel Hyde writes:

With the possibilities of the Metropolitan Line running again to Aylesbury, and also the possible closure of Croxley and Watford, consideration could be given to terminating local trains at Northwood - the G.L.C. boundary. The existing off-peak Metropolitan Line timetable seems 'tailor-made' for such an idea:

	Monday - Friday				Evenings & Weekends		
Baker Street	08	23	38	53	10	30	50
Northwood	37½	52½	07½	22½	39½	59½	19½
Northwood	45	00	15	30	46	06	26
Baker Street	15	30	45	00	16	36	56

Re-instatement of the platforms on the 'fast' lines at Northwood could provide the interchange

at present at Moor Park. It is interesting to consider how the Aylesbury line service might exist, and by how much commuter coaches have eaten into rail traffic.

On page 79 of 'Metro Memories' (Midas Books), a photograph of grey liveried electric locomotive No.18 (Michael Faraday) in the early 1950's shows jumper boxes at the end of the locomotive, presumably indicating that some form of multiple unit control was fitted. On page 84 of 'London's Underground' by H.F.Howson, the same locomotive is shown in August 1958 without these boxes. It is assumed they were removed during the overhaul cycle at which the maroon livery was restored. Can anyone add to this story?

## FROM THE PAPERS

### Daily Telegraph:

1.10.83 - 3,000 workers at two L.T. bus factories were told yesterday that they face redundancy but that up to 1,500 could survive by moving into small workshops and being competitive with private enterprise. L.T. said it could save £8 million a year by contracting major repair work to private firms, and could raise another £25 million by selling the factory sites at Aldenham and Chiswick. The works are not viable because of outdated working practices, high overheads and reduced workload.

Chris Hughes, 'Mastermind' winner and LT train driver, has insured his glass trophy for £2,000.

8.10.83 - The G.L.C. Transport Committee is asking British Rail to prepare a plan to reintroduce full passenger services between Willesden Junction and Clapham Junction via Olympia. The Committee has approved £50,000 to be spent on a study of the scheme.

Chris Hughes, 'Mastermind 1983' and LT train driver, is handing in his notice of resignation to LT today. He is working on a 96-page quiz book on railways and has plans for more books.

13.10.83 - Mrs. Anne Mayo has won her fight to have the six acres of land known as the Gunnersbury Triangle (between the North London and District Lines, north of Gunnersbury station) kept as a natural wilderness nature reserve instead of being cleared for development with factories and warehouses. She began the campaign in December 1981. A scientific survey in May 1983 found nearly 180 different plants, over 40 species of birds and over 100 different types of beetles. The Wildlife Trust is negotiating ownership and management of the site.

17.10.83 - British Airways is to sell its former West London air terminal complex at Cromwell Road, Kensington. Built specifically for the airline in the 1960's, the 250,000 sq.ft. office complex is being offered at £19½ million.

Following the appointment of Mr. Tom King as Employment Secretary, Mr. Nicholas Ridley has been appointed Transport Secretary.

18.10.83 - The GLC budget for 1984-85 would include the integration of the LT Travelcard with British Rail, free travel for pensioners on BR in Greater London, and the removal of restrictions on their travel in the morning peak period. However, the Government is unlikely to approve the proposed expenditure, and an average 5% fare increase for LT passengers is likely next Spring.

Mrs. Lynda Chalker has been promoted to Minister of State, Department of Transport, at an annual salary of £30,410.

25.10.83 - BR will receive a public service obligation grant of £819 million this year compared with £862 million last year. It has been told to reduce its need for subsidy to £635-



million by 1986, instead of 1988. The £819 million is £40 million less than BR had sought.

28.10.83 - The GLC plans to appoint Ms. Merle Amory, deputy leader of Brent Borough Council, as part-time member of the London Transport Board.

29.10.83 - Three new types of tube train are to be studied by LT for the 1990's. One includes perch seats near the doors, another alters the roof shape so that there is less headroom above the seats, and the third would have some extra standing room, but extra-wide single seats. A 'special valve' enabling a passenger to speak directly to the driver in an emergency will also be tested.

The £9½ million Ismaili Centre, with its own connection to the South Kensington-Science Museum subway, is nearing completion and was shown to the press yesterday.

1.11.83 - It is hoped that the Docklands Light Railway Bill will receive Royal Assent by the end of this year. The Bill has received its third reading in the Commons and is currently in the House of Lords. The line is planned to open in early 1987, linking Tower Hill (Minories) and Stepney East with Island Gardens at the southern tip of the Isle of Dogs. Six stations are planned on the all-elevated track through the Isle of Dogs, and the proposed developers of Heron Wharf may build a station there at their own expense.

4.11.83 - The GLC Transport Committee has recommended the appointment of Miss Merle Amory, 25, to the London Transport Board as a part-time member at an annual salary of £7,000, compared with the usual rate of £3,500. Mr. Arthur Latham, chairman of the Greater London Labour party, has been recommended for a £17,000 a year job as a full time Board member. Nominees appointed by the Labour group of the GLC could now out-vote other members of the Board.

An LT brochure proclaims, 'Isn't it time you rediscovered the Underground? Go Metropolitan. You'll not regret it. Except north of Queen's Park'. !!

8.11.83 - The latest problem on the new London-Bedford electric trains is a magnetic field which, some experts say, could wipe clean computer, audio and video tapes. BR has said that, although modifications are being made, they do not believe the field has been strong enough to affect tapes, and no complaints have been received.

9.11.83 - Both major parties on the GLC are urging the Government to allow the Metropolitan Police to use wheelclamps on diplomats' vehicles which have been parked illegally.

11.11.83 - A £300 million, 10-year redevelopment plan for Wembley Stadium and the surrounding 66-acre site is planned by a consortium of businessmen, architects and solicitors.

14.11.83 - BR wishes to abolish the Railway Staff National Tribunal, the final arbitrator in disputes, and instead use the independent arbitration service, ACAS.

15.11.83 - Hunting Gate Developments, British Rail and Norwich Union have made a start on the £15 million project for redeveloping Watford Junction station. The development will provide a new station, about 75,000 sq.ft. of air conditioned offices, and a 250-space car park for tenants only. Work on a temporary station has started, and the main redevelopment will start in February 1984, with completion in early 1986.

A planning application has been made to redevelop the former William Way builder's yard in central Wimbledon, between the BR station and the town hall. This would provide a six-storey office block, two shops, and the rebuilding of

the pedestrian entrance to Wimbledon station.

22.11.83 - In an underground passageway at Charing Cross, a violin student from the Guildhall School of music plays the Bruch G Minor concerto with full accompaniment by the Stuttgart Symphony orchestra - on tape!

28.11.83 - Hadfields, the former manufacturer of special railway and tramway trackwork, is to close early in March 1984, with the loss of 730 jobs.

1.12.83 - The Royal Air Forces Escaping Society has moved to premises in a building long occupied by the University of London Air Squadron, and more recently by the Kensington ATC. It stands above the disused Brompton Road tube station, secret wartime HQ for London's anti-aircraft defences and a store for art treasures.

The Observer:

6.11.83 - Reports that LT's planned savings of £1 million per month could be lost through GLC leader Ken Livingstone's decision to see that his own political nominees are in a majority on the LT Board. It is also reported that the GLC wanted a direct 30% fares reduction last May, whereas new LT Chairman Dr. Keith Bright and his Board were adamant for the introduction of zonal fares and Travelcards - the net result being that the GLC wanted a majority representation on the Board in order 'to carry out its wishes'. However, claims of success for the new fares system has been made by both LT and the GLC! In July, Mr. Livingstone turned down Dr. Bright's complete list of new part-time Board members and instead imposed his own nominees. This gave a 5-5 vote, but caused important decisions to be delayed, such as the leasing of LT's cable rights to the new Mercury communications enterprise for £100,000 a year, and the decision to close Aldenham bus works. With the appointment of Miss Merle Amory to the Board, the GLC now has a 6-5 majority, enabling it to do anything its wants, irrespective of Dr. Bright's wishes for the good of LT.

#### SOCIETY SECTION

Society Sales:

The following new publications are available now from the Postal Sales Manager, 118 Elm Drive, North Harrow, Middlesex, HA2 7BZ.

LONDON UNDERGROUND STATIONS - A SOCIAL & ARCHITECTURAL STUDY, by Laurence Menear. Published by Midas Books, Price: £8.95.

THE GOLDEN YEARS OF THE METROPOLITAN RAILWAY. Published by Midas Books. Price: £8.95.

THE GLASGOW TRAMCAR, by Ian Stewart. 216 pages, 250 photographs (inclusive of 32 colour), plus diagrams. Price: £14.95.

MAJOR BUS OPERATORS (SOUTH CENTRAL ENGLAND), 2nd edition. Published by Capital Transport. Price: £3.50.

MAJOR BUS OPERATORS (SOUTH EAST ENGLAND), 3rd edition (includes London Country). Published by Capital Transport. Price: £3.50.

SOUTHERN ELECTRIC SCENE, by David Brown. Published by the Southern Electric Group. Price: £1.95.

Visit to Down Street:

At 13.45 on Tuesday 1 November, 22 members assembled outside the entrance to the disused Piccadilly Line station at Down Street for a Society visit to the platforms and staircases that have not seen the public since 1932. We were met by the LT representatives and gained access through a door in the bricked-up former entrance. It was interesting to note that this door still showed its wartime purpose, complete with inspection flap. We descended a short flight of stairs to



the top landing of the emergency staircase, where we were able to see the remains of the one-person lift installed in the centre of the shaft for wartime use. The party, armed with torches, descended to the base of the staircase eventually reaching platform level by further stairs and passages. We noted that parts of the original wartime lighting installation had been renewed in connection with access to recent signal department work - the new interlocking machine room controlling the crossover at Hyde Park Corner and the siding at Down Street. The former telephone exchange, switch room and bathrooms were still largely intact, but the kitchens and offices have been gutted. Some of the party eventually found their way to the remaining short length of platform, giving access at track level to both eastbound and westbound lines. At the east end of the eastbound platform part of the old station name could be seen, but had been painted over in cream paint, nevertheless, 'DOW' of 'Down Street' could be seen without difficulty. We eventually retraced our steps and inspected the base of the former lift shaft. With the aid of torches, the maker's name of the station tiles was visible - W.B.Simpson & Sons, London. Sole Apptd Agents, Maw & Co. We then climbed the spiral stairs to basement level. Exploration here revealed a complete modern toilet installation, presumably for visiting signal department staff. We then returned to street level where our hosts were thanked by Brian Hardy. The Society wishes to thank Mr.F. Young and his colleagues of LT for accompanying our party, and Mr.G.D.Jenkins, Civil Engineer (Premises & Structures) London Transport, for permitting this visit.

JFT

#### Society Officers - their addresses:

This list supersedes that previously published in Underground News No.259 (July 1983) and is correct to 1 January 1984. The next updated list will be published in July 1984. This list has been compiled to allow members to send their correspondence to the correct person - failure to do so will mean a delay in reply. Please note that the addresses are for correspondence only and NOT for callers without prior arrangement. Further, please do not use the telephone to contact Society Officers, unless you have previously been invited to do so.

It is regrettable that the number of vacant positions continues to increase - if you are able to help fill one of the 'vacant' posts below, please let your Vice-Chairman know as soon as possible.

The President of the Society is Mr.B.J.Prigmore, MA, MSc, C Eng, FIEE.

The Committee of the Society comprises Messrs. P.R.Connor (Chairman), B.R.J.Hardy (Vice-Chairman), R.J.Greenaway, F.W.Ivey, J.P.Herting, J.F.Wright, A.R.Blake, G.A.Finch, B.R.Panting.

The Society Officers are:

Chairman, Curator of Cartographic and Thomson Collections: P.R.Connor. (Services suspended until further notice).

Vice-Chairman, Editor of Underground News and Assistant Secretary: B.R.J.Hardy, 'Heidi', 13 Castleton Road, Eastcote, Ruislip, Middlesex, HA4 9QQ.

Editor of Underground, Trade Sales Manager and Sound Librarian: R.J.Greenaway, 26 Fishery Road, Boxmoor, Hemel Hempstead, Herts., HP1 1ND.

Postal Sales Manager: J.M.Horsman, 118 Elm Drive, North Harrow, Middlesex, HA2 7BZ.

Sales Manager: Vacant.

Exhibitions Organiser: Vacant.

Treasurer and Preservation Group Chairman: F.W.Ivey, 19 Hide Road, Harrow, Middlesex, HA1 4SG.

Registrar: A.R.Blake, 54 Beech Avenue, Eastcote, Ruislip, Middlesex, HA4 8UQ.

Despatch Officer: P.R.Creswell, 67 Weltmore Road, Luton, Bedfordshire, LU3 2TN.

Secretary: G.A.Finch, 3 Caverswall Street, London, W12 0HG.

Librarian: T.B.Scott (services suspended until further notice).

Curator of Photographic Collection: B.R.Panting, 409 Bowes Road, New Southgate, London, N11 1AB.

Curator of Poster Collection: Vacant.

Curator of Tickets: J.M.Crowhurst, 35 Walton Street, St.Albans, Herts., AL1 4DQ.

Modelling Secretary: I.J.Robins, Top Flat, 47 Buckingham Place, Brighton, Sussex.

London Underground Roving Secretary: M.J.Sherman, 28 Lyttons Way, Hoddesdon, Herts., EN11 9NQ.

Information Officer: J.F.Wright, 15 Beardsley Way, Acton, London, W5.

Overseas Visits Organiser: J.F.Thomason, 51 Head Street, Pershore, Worcs.

United States Representative: R.D.Spotswood, 200 Mawee Avenue, Mill Valley, California, 94941, USA.

Australian Representative: S.Hamer, 44 Tarakan Avenue, Broadview, South Australia, 5083, Australia.

#### Subscriptions for 1984:

Subscriptions for 1984 are at the rate of £8.00 for full members and £4.50 for Associate members (aged 12-15 inclusive), with a supplement of £3.00 for overseas members to cover extra postage costs. They are due on 1 January 1984. This is the last issue of Underground News that will be sent to members who have not renewed their subscription.

Subscriptions, with the completed renewal form, should be sent to the Registrar, 54 Beech Avenue, Eastcote, Ruislip, Middlesex, HA4 8UQ, and NOT to the Editor of this journal. Renewal notices were sent out with the October 1983 issue of Underground News for Overseas members and with the November issue for home members.

#### Annual General Meeting 1984

Members are hereby given preliminary notice that the 1984 Annual General Meeting of the Society will be held on Saturday 31 March 1984 in the Small Lecture Theatre of the Science Museum, commencing at 14.30. There will also be a morning video film show at the same location, which will be compiled by John Herting. The formal notice of the Annual General Meeting, and further details will be given later.

Proposed changes to the Rules of the Society and nominations for the Committee should be sent to the Assistant Secretary, Mr.B.R.Hardy, 'Heidi', 13 Castleton Road, Eastcote, Ruislip, Middlesex, HA4 9QQ, so as to reach him NOT LATER than 31 January 1984. Nominations for the Committee must be on a form that can be obtained from the Assistant Secretary, by writing to him and enclosing a stamped addressed envelope.

Messrs Connor, Greenaway and Herting retire from the Committee under Rule 5(b), and all are willing to serve again if elected.

#### Information Required:

In the late 1950's it is believed that some of the 'O' stock had an orange or red interior as a an experiment. I would like to hear from anyone



who had any memories, pictures or any other details of this livery.

It is known that the 'O' stock had chromed window pillars, but is anyone able to recall whether the 'P' stock had chromed or brass window pillars. It is also known that the ventilators on both the 'O' & 'P' stocks were chromed inside and out, but did they ever run in service like this?

We would also like to know of the interior livery of FB578 from 1962 to the present day, and are interested in any pictures of either FB578 or 579 in either their present form or as they were first converted in 1950. We will gladly return any photographs etc., lent to us if so requested.

We are also short of help in our project to restore the CO/CP cars at Quainton Road and would very much welcome any offers of assistance or donations.

If you can help on any of the above points, please contact one of our members working on CP stock car 54233 at the Quainton Railway Centre, or write to:

U.R.R.S.T.  
C/O Mr.B.Ammann,  
195 Hoylake Crescent,  
Ickenham,  
Middlesex,  
UB10 8JL.

Additional Timetable Item:

From 14 December 1983 until 8 May 1984 there will be an exhibition of Zoo posters at the LT Museum. The 59 posters, which cover the period 1915-1976, includes work by distinguished poster artists such as Gregory Brown, Jean Dupas, Harold Stabler and Hans Unger.

ROLLING STOCK ALTERATIONS

Amend 1959 stock unit to Acton Works on 26 September 1983 to read 1062 (not 1054).

Add for October 1983:

1983 Tube Stock, from Metro-Cammell, Birmingham, delivered to Neasden -

3602-4602-3702 15th

November 1983

1938 Tube Stock

From Ruislip to Booths, Rotherham, for scrap

10155 10189 10284 11155 11180 8th  
11189 012247 012278

D Stock Ventilation Modifications:

Units	Ealing - Ruislip	Ruislip - M.C.W.	Ealing - Acton
7003+7004 7500		1.11.83	4.11.83
7082+7031	7.11.83	8.11.83	
7098+7123 7538	14.11.83	15.11.83	16.11.83
7042+7015	21.11.83	22.11.83	
Units	M.C.W. - Ruislip	Ruislip - Ealing	Acton - Ealing
7504+7518			4.11.83
7070+7011	3.11.83	7.11.83	
7084+7093 7534	9.11.83	10.11.83	16.11.83
7046+7119	16.11.83	17.11.83	
7102+7023	23.11.83	24.11.83	

Miscellaneous Movements:

- L21 Ealing to Acton (hot box) 10th
- L17 Lillie Bridge to Acton (overhaul & mods) 14th
- L28 Acton to Ruislip (ex-collision, overhaul & mods) 14th

ESL118A-F311-ESL118B Acton to Neasden 16th

Livery Alterations:

From maroon to yellow L28

From grey to yellow F393 (refurbished at Ealing Common)

Reformations:

From	To
1972 MkII Tube Stock	
3250-4250-4350-3350	3256-4250-4350-3350
3256-4256-4356-3356	

The above reformation is due to two separate incidents recently. Cars 3250 and 3356 both have suffered fire damage, with the damage to the off side rear wall of the driving cab and the longitudinal seating area immediately behind. All 1972 MkII stock outstabled at Stanmore was returned to Neasden depot for checks on 29/30 October.

Overhauls of Unit Stock:

Codes used -

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

To Acton Works:

Northern	1004-2004-9005-1005	3rd	(b)
Northern	1028-2028-9029-1029	4th	(a)
Metropolitan	5560-6560	8th	(d)
Central	1636-2636-9637-1637	14th	(b)
Metropolitan	5178-6178-6179-5179	15th	(b)
Northern	1058-2058-1059	16th	(a)
Northern	3223-4223-4323-3323	21st	(d)
Northern	1064-2064-9065-1065	23rd	(a)
Northern	1054-2054-1055	23rd	(a)
Metropolitan	5533-6533	24th	(d)
Northern	1750-2750-1751	25th	(b)
Metropolitan	5172-6172-6173-5173	30th	(b)

From Acton Works:

Metropolitan	5110-6110-6111-5111	1st	(b)
Northern	1164-2164-9165-1165	3rd	(b)
Northern	1008-2008-9009-1009	4th	(b)
Metropolitan	5522-6522	8th	(d)
Central	1660-2660-9661-1661	14th	(a)
Metropolitan	5158-6158-6159-5159	15th	(b)
Northern	3233-4233-4333-3333	17th	(d)
Northern	1062-2062-1063	23rd	(a)
Northern	1000-2000-9001-1001	23rd	(b)
Metropolitan	5523-6523	24th	(d)
Northern	1014-2014-1015	25th	(a)
Metropolitan	5146-6146-6147-5147	30th	(b)

1960 Tube Stock:

It has been reported that 1960 tube stock trailers 4900, 4901, 4904 and 4905 have been removed from Hainault depot by road for scrap several months ago. No further information is known at present, as to the dates of removal or which scrap dealer had the contract. Further information will be published when known.

The following cars/units of 1960 stock are thus remaining, all located at Hainault:

- 3902-4929-3903 )
- 3906-4927-3907 ) for passenger service
- 3908-4921-3909 )
- 3900-3901 ) stored out of service
- 3904-3905 )

NEWSFLASHES

NF 1/84 - It seems that Acton Works are not putting overhaul dates on certain stocks outshopped from the works. This includes 1972 stock units 3230 and 3238, C69 stock unit 5577 and various units of 1973 stock. Indeed, the only unit of 1973 tube stock to have an overhaul date



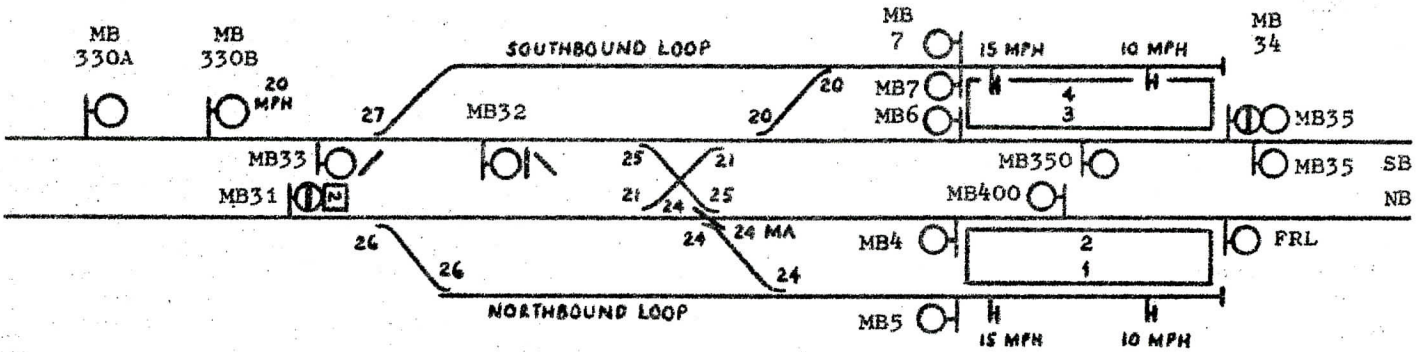
is the first overhaul - unit 120, proudly displaying its date in white on the red front! It is also very noticeable that 1973 stock units overhauled are not having a body clean.

NF 2/84 - Further to NF220/83, a 'Harburg' station name has been installed at Victoria, in the Victoria Line lower circulating area, at a special ceremony on Monday 28.11.1983.

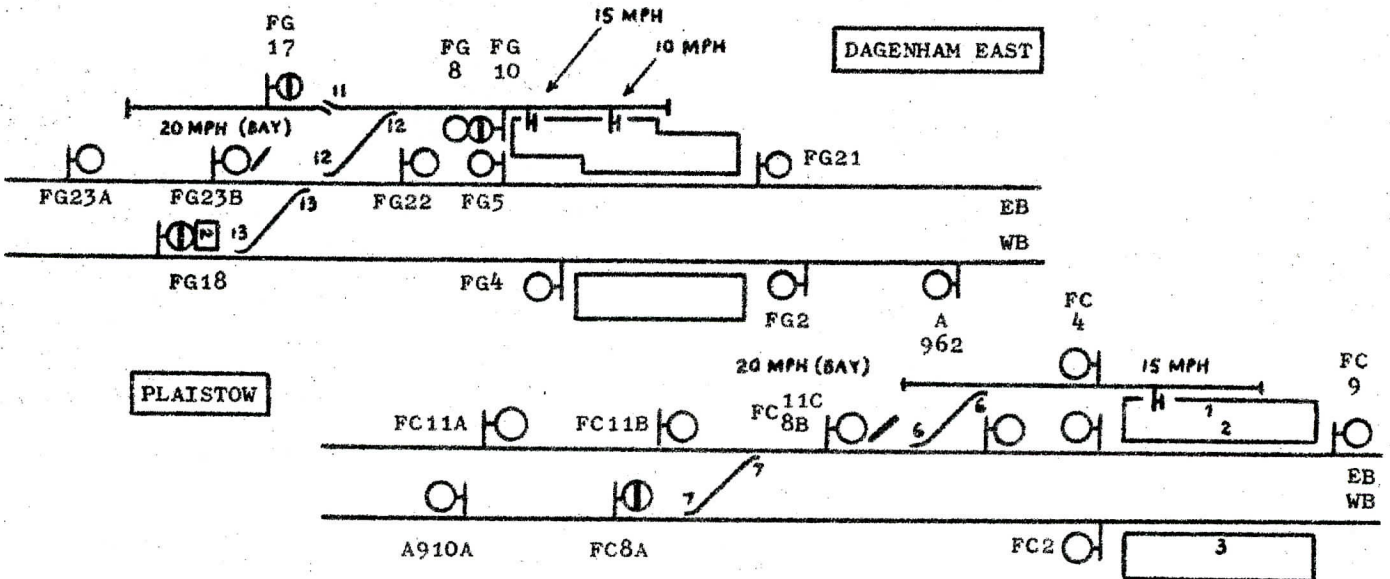
NF 3/84 - Terminal protection at certain 'surface' terminal stations has been installed recently. This includes Baker Street (platforms 1 & 4) from 23.10.83, Dagenham East (bay platform) from 23.10.83, Plaistow (bay platform) from 27.11.83 and Watford (platforms 1 & 2) from 11.12.83.

At Baker Street, signal MB33 will clear only if an approaching train at MB330B is at 20 mph or less. Two new trainstops in each platform have been installed, the furthest from the stops lowering only when trains approach at 15 mph, and those nearest the stops lower at 10 mph or less. The principle is the same for all locations, except that Plaistow has only one 15 mph trainstop.

**BAKER STREET**

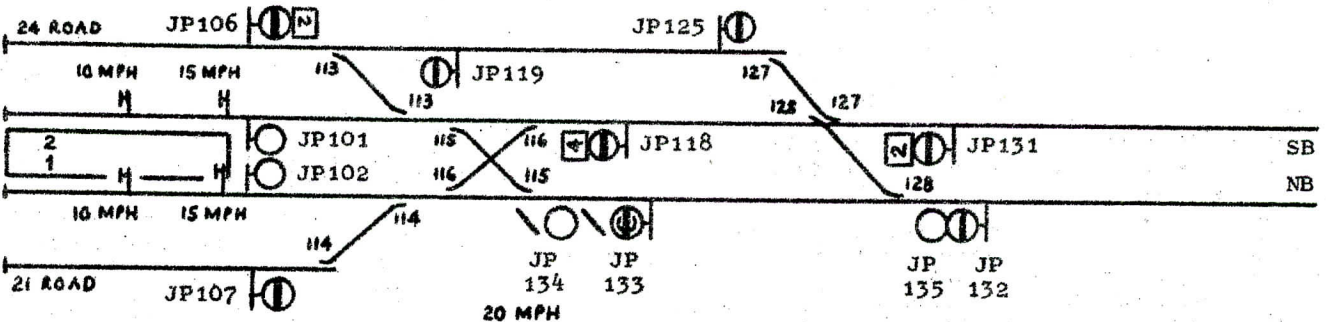


**DAGENHAM EAST**



**PLAISTOW**

**WATFORD**





NF 4/84 - The new edition of 'Jane's World Railways' records that one line out of Tokyo has a 90-second service in the rush hour with an average loading of 234%. A 100% loading means that all seats and reasonable standing spaces are occupied, 150% when it is just possible to read a magazine, 200% as restricted to reading a pocket book only, and 250% as preventing any limb movement!

NF 5/84 - All Underground lines were delayed by a power failure at Lots Road in the early hours of Monday 17 October 1983, which affected the start up of services. However, with power restored by 06.00, a 'reasonable' peak was operated on all lines - despite information to the contrary given out on the radio!

NF 6/84 - Central Line train 151, the 07.24 from Hainault to Ealing Broadway, on departure from Leytonstone on 29.11.83 at 07.39, overran the advance starting signal, LF5B, at danger and ran into the sand drag. Fortunately nobody was hurt, and passengers were detained by moving a train level on the adjacent line. The leading DM of the train was damaged (1606) and some of the windows were broken. The whole train (1606+1601) was later taken to Hainault depot via Woodford. Through services were restored by about 08.45, but disorganisation occurred for much of the morning and afternoon.

NF 7/84 - Many suburbs will have new all-night bus services as part of revisions to be introduced in February 1984. Such examples include the extension of the N89 route from Southall, along route 207 to serve Uxbridge at hourly intervals, and new route N18 which will operate 2-hourly through Wembley to Sudbury.

NF 8/84 - It is reported that one new lift at Kennington was available for service and in use in early December. It is therefore assumed that the second (old) lift, which has given much trouble in recent months, will be taken out of use and replaced in the near future.

NF 9/84 - The experimental dot matrix train indicators at St. James's Park have been removed by mid-November 1983. Two new signs are to be installed in the near future, which will initially only show the first three trains, but at a later date will show the number of minutes away of those trains - more accurately than their predecessors. A poster explaining the arrangements is on display at St. James's Park station.

NF 10/84 - the Hammersmith & City section of the Metropolitan Line saw an unexpected increase in passengers following the derailment of the WR's 'Night Riviera' sleeper train outside Paddington station on the morning of 23.11.83. Initially, suburban services terminated at Westbourne Park, with Inter City services starting from Ealing Broadway, Slough and Reading. A restricted main line service was restored to Paddington on Thursday 24.11.83, but it was not until Friday 2.12.83 that local DMU services worked through.

NF 11/84 - It is reported that the leaf-clearing 'Unimog' is to be numbered TMM774 (motor) and TMM775 (trailer). It also has the registration number of A 723 LNW. A defect on this machine caused the T stock leaf-clearing train to be transferred from Acton to Neasden on 16.11.83,

as a standby, but in the event, was not needed. The depot shunting Unimog was delivered by road to Ealing Common on Friday 18.11.83, and has since been given the stock number of L84.

NF 12/84 - A special train of D stock (units 7126+7025) operated on the SR parts of the District Line on 29.11.83 for fusing tests, because of problems with SR traction current, being higher than LT's. This included the Richmond and Wimbledon branches, but an extraordinary move took place at Gunnersbury travelling from Richmond - reversal on the 'up' North London Line, which has a short section of negative rail for the purpose, but probably hasn't been used since LMR trains operated on the 4th rail! The special's running number was 457.

NF 13/84 - It has been reported that the CP stock car sold to Passmore Edwards Museum in East London is temporarily located at the premises of Independent Sea Terminals, Pridham Dock, Kent, pending completion of the North Woolwich project.

NF 14/84 - Demonstration of one-person-operation (OPO) of C69 stock (formerly one-man-operation (OMO)), took place during the afternoon of Thursday 17.11.83, for the Railway Inspectorate. Formed of units 5712 (west)-5532-5524 (east) it departed Hammersmith at 14.46, ran to Aldgate (arrive 15.20, depart 15.27) arriving back at 15.53. Tests were made with a mirror at Hammersmith (platform 2), and at Euston Square. Stops were also made at Great Portland Street (which has curved platforms) and also between Kings Cross and Farringdon to inspect the tunnel telephones.

NF 15/84 - Commencing Sunday 4.12.83, the availability of Cheap Day return tickets on the underground will be extended to include journeys with a single fare of 50p (previously 80p) and with the few journeys for which the single fare is 60p (mainly outside Greater London). The cheap day fares are 80p and £1.00 respectively.

NF 16/84 - A poster advertising the 'World Travel Market' exhibition at Olympia from 30.11.83 to 4.12.83, has a picture of a 'C' stock train at the heading, rather than a D stock. C stock is, of course, being used on the Olympia service on Mondays to Fridays during the period that D stock trains are having ventilation modifications made.

NF 17/84 - It is reported that 1973 stock trailer 682 is to be fitted with disc brakes as an experiment.

NF 18/84 - Over half the fleet of class 501 EMU's on the Euston-Watford/Broad Street-Richmond services are now in blue and grey livery.

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#### TAILPIECE

Observed at Liverpool Street, a chalked notice on 25 November 1983 -

'GOOD MORNING - ONLY ONE MONTH TO CHRISTMAS!'

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#### ANSWER TO TAILPIECE RIDDLE

The southbound Metropolitan Line train (UN 264, page 210) was in the Finchley Road loop!

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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.

The last full list of Society Officers' addresses was published on page 7 of this issue.

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

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