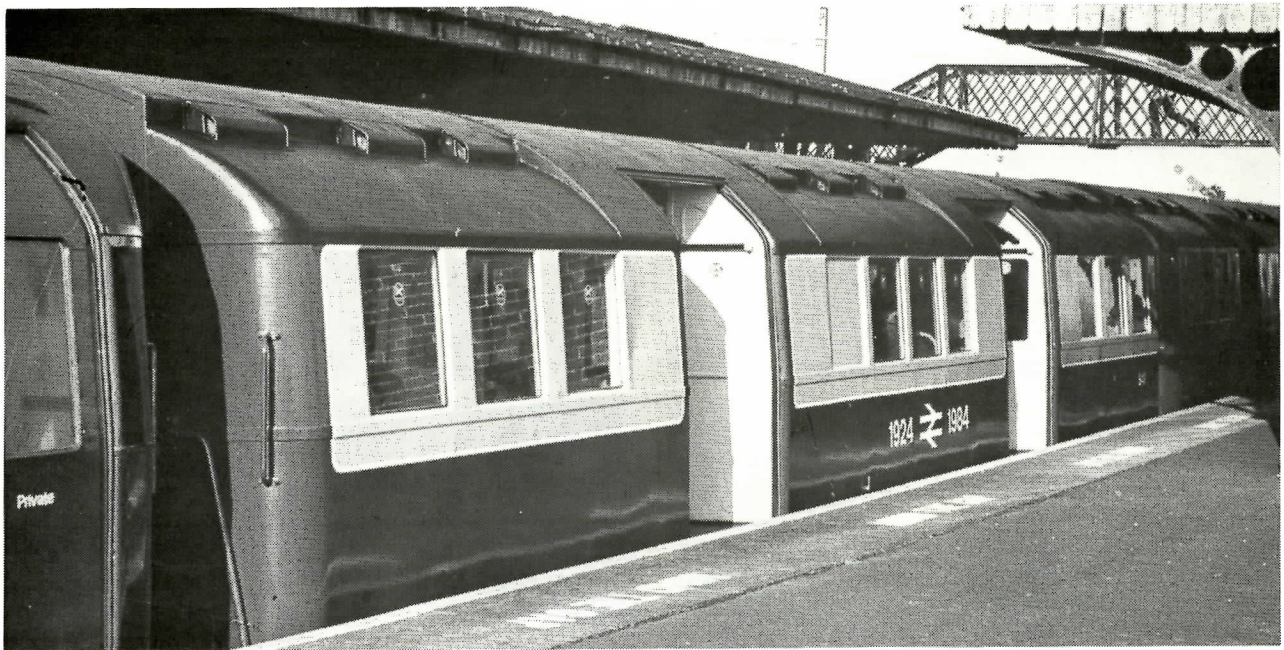


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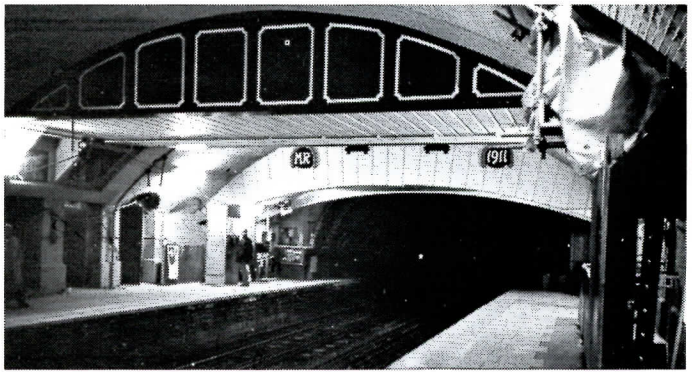
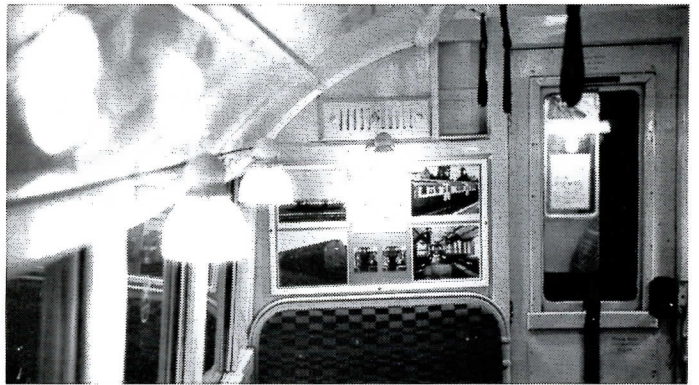
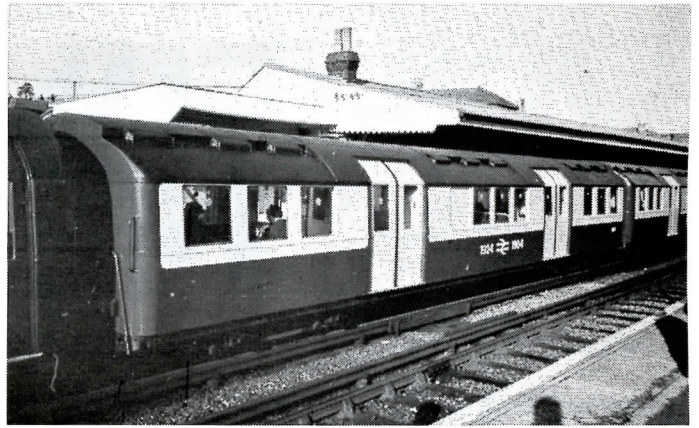
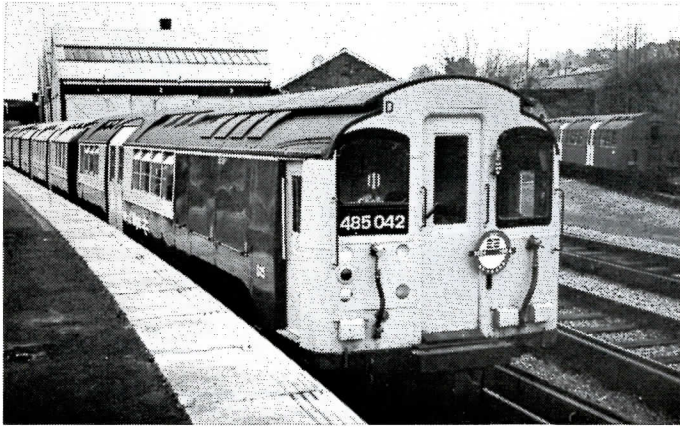
MARCH 1984



1924



1984



Photographs:

Front cover, top: Celebrating exactly sixty years since first entering passenger service on the Underground in 1924, S43 (ex-7275, and at first 825) is seen here at Brading on the Isle of Wight, 28 January 1984, with commemorative insignia on its lower panel. (B.R.Hardy)

Front cover, middle: Due to enter service in 1984, the first unit of 1983 tube stock is seen being delivered on 27 August 1983, on LMR metals at Aylesbury. (B.R.Hardy)

Front cover, bottom: Close-up of the commemorative insignia on S43 - 28.1.84. A report on the day's special events can be found on page 32 of this journal. (R.J.Greenaway)

Opposite (all R.J.Greenaway unless stated):

Top left: The 'special' train in the bay road at Ryde St.John's Road, 28.1.84, prior to entering service at 10.43. Note the special headboard on the front of S15 in the shape of the LT roundel, but incorporating also the BR emblem.

Top right: Another view of S43, at Ryde St. John's Road, on 28.1.84. For the event, the exterior had been repainted, for the second time in the blue and grey livery. The door tread plates had been painted in red, with the maker's name picked out in white.

Second from top, right: Interior of S43 on 28.1.84, showing the photographs that were supplied by this Society and made up by Southern Region staff. There was an identical set of photographs at the other end of the same car. (B.R.Hardy)

Second from top, left: Mercedes Benz 'Unimog' Road/Rail shunter photographed about 23.11.83 shunting flat wagon F321 during a training session at Ealing Common. This machine has been purchased by London Transport and is now numbered 84. It is in yellow livery.

Centre, left: The Bakerloo Line platforms at Charing Cross on 12.12.83, showing the hardboard panels covering the decorative panels prior to reopening.

Centre, right: Charing Cross Bakerloo Line platforms after 'reopening' on Tuesday (not Monday as stated in previous journal) 13 December 1983. The hardboard panels have been removed, revealing the design based on pictures in the National Gallery and National Portrait Gallery.

Second from bottom, left: The Hammersmith & City and Circle Line platforms (5/6) at Baker Street on 3 February 1984, with restoration work at an advanced stage.

Second from bottom, right: The west end of platforms 5 and 6 at Baker Street on 3.2.84. showing the 1911 footbridge with 'MR' and '1911' picked out. The overbridge in the foreground is the pedestrian subway under the Marylebone Road, having no normal access to Baker Street station.

Bottom, left: Great Portland Street is also being renovated and the centre section is being treated similarly to Baker Street. As there were no vaults to let light in from above (as Baker Street) the lighting is LT's continuous fluorescent type. The brickwork up to the lights is renovated and in its natural state, but between the lights is unrenovated and painted cream as before.

Bottom, right: New shaped enamel friezes were put up in one area of the eastbound platform at Great Portland Street, fitted direct to the brickwork as shown. These have now been removed and boxes are being fitted in this position (see picture, bottom left). Presumably the nameplates will be fitted over the boxes. The frieze has a two-colour border ('Met' maroon and 'Circle'

yellow) and incorporates both maroon and yellow roundels. This type of frieze was first tried out at Baker Street in 1983, but was removed after a short period of time.

JANUARY BADEN-POWELL HOUSE MEETING

The first meeting for 1984 was held in the Conference Room of Baden-Powell House - headquarters of the Scouting Association, and was an illustrated talk given by Mr.Desmond Croome, on 'Station Names on Underground Railways, with particular reference to London and Paris'.

Desmond began by explaining that he was not an expert on the derivations of names, and merely had classified them from the meanings given in the books 'What's in a Name?' by Cyril M.Harris (for London) and 'Les Stations de Metro' by G.Roland (for Paris).

The following notes come from the script of the talk -

Sometimes the derivation of a name is not agreed by the different experts, e.g. which 'Baker' gave his name to Baker Street, and there is often difficulty in finding the official name of a station, particularly when there is a double-barrelled name or supplementary suffix. Also, discretion has been used in deciding a person's most important role in life, and in deciding whether both parts of a two-word name should be classified. In fact, for London, this has been done for the only four surviving double-barrelled names and for 14 other two-word names.

General

Imagine a new railway is being built in virgin territory where towns and villages already exist. If the railway is in the town or village it obviously takes that name. If it is half-way between two villages, it can use both names with a linking 'and'. If it is miles from anywhere, it can be a 'Road' to the nearest settlement. If competitive railways are built, and two serve the same town, suffix names will have to be introduced to distinguish the stations. When naming a purely urban railway, the stations may be too close together to be named after the former villages, or the villages may have disappeared with the urban development. Therefore, other names must be found.

For a precise definition of a location, one either needs a 'point' (e.g. a square) or two intersecting lines as co-ordinates in the same way as a map reference, i.e. two streets crossing. However, this can result in some long, clumsy names, and the next-best alternative is to use streets that are right-angles to the railway, but some streets thus used are very long, e.g. Edgware Road. However, the question must be asked, is absolute precision important? There is a tendency for the settlement to take the name of the station, e.g. Arnos Grove or South Harrow, indeed the residents are almost obliged to use the station name to say where they live. Naturally, precise names are more important to strangers than to regular travellers.

London

About 10% of stations are named after people and 90% after 'things'. London is really a collection of former villages so plenty of names are available, and 58% of London Underground names are thus derived. However, some old names have been 'killed off' by names adopted by the railways for competitive reasons, e.g. Brompton by South Kensington (although it survives in West Brompton), Roxeth by South Harrow, Greenhill by Harrow-on-the-Hill, and Hatcham by New Cross.

Some of the names just quoted have prefixes which are compass points, and these may also appear as suffixes. The 'middle' station may be

'central' or 'town'. Are there any benefits from this system? It is completely unknown on the Paris Metro (where the suffixes are all different names) or on the SNCF in the whole of Metropolitan France.

Another aspect of British station naming is the 'conservative' nature, i.e. a reluctance to change anything, and the reluctance to use names which may be controversial, e.g. politicians or generals. However, the British hold the ownership of property in high esteem, and the names of landowners show the reverence which is paid to land ownership.

There are some 'synthetic' or 'invented' names, e.g. Barons Court to match Earl's Court, Queens Park, Park Royal or Queensbury to match Kingsbury. On the last station we are told that the provision of a station there was part of the provisions in the agreement by All Souls College, Oxford, to sell the land to the Metropolitan for the Stanmore branch, but the name was chosen in a competition organised by Mr.P.H. Edwards, an estate agent of Golders Green, and adopted by the Met. long before the branch opened on 10.12.1932. Queensbury opened on 16.12.1934.

Some names are clearly inaccurate in the sense that the real place bearing the name is some distance from the station. One can probably think of many examples and some are as follows:

Turnham Green (where Chiswick Park is nearer to the green), Dollis Hill (which would be more accurately be named Dudden Hill), Watford (Met) - (Cassiobury Park?), Mansion House, Leicester Square, Harrow-on-the-Hill (which is patently NOT on the hill), and Harrow & Wealdstone, which deludes itself by the exit signs on the footbridge, one to Harrow and one to Wealdstone!

Inaccuracy is one reason to change names; others are local pressures, commercial, amalgamations, brevity, or a change in the traffic objective. Many names withdrawn have reappeared elsewhere. North End (Fulham) became West Kensington in 1877, and Putney Bridge & Fulham, Putney Bridge & Hurlingham in 1902, but Fulham reappeared at Walham Green in 1952. Notting Hill became Notting Hill & Ladbroke Grove and then just plain Ladbroke Grove, which was just as well, as Notting Hill Gate had existed since 1868. Ealing Common lost its 'West Acton' in 1910, but a new West Acton opened in 1923. Chiswick Park lost its Acton Green in 1910, but Acton Town displaced Mill Hill Park in the same year. Westminster was Westminster Bridge until 1907, but Lambeth North was known as Westminster Bridge Road between 1906 and 1917.

In the 1920's the Metropolitan Railway adopted an extensive programme of double-barrelled names, in many cases to try to attract passengers away from the Underground Group; after Chorley Wood and Cheries on 1.11.1915, it adopted Farringdon and High Holborn on 26.1.1922, Amersham & Chesham Bois on 12.3.1922, Highbury & Islington, Canonbury & Essex Road, and Bayswater (Queens Road) & Westbourne Grove (instead of Queens Road (Bayswater)) on 20.7.1922; a new station, Northwick Park & Kenton on 28.6.1923; Sandy Lodge prefaced by Moor Park on 18.10.1923, Great Portland Street and Regents Park 1923, Aldersgate and Barbican also in 1923. Farringdon & High Holborn was objected to by local traders, as High Holborn is west of Grays Inn Road. All of these double names were subsequently singled by London Transport except for Highbury & Islington. It is interesting to note that, at about the same time as LT was cutting out half of the Met. names, it was adding its own suffixes to Arsenal (Highbury Hill - Underground Group, 1932), Chancery Lane (Grays Inn) and Hillingdon (Swakeleys) in 1934, and Park Royal (Hanger Hill) in 1936, although for good reasons in each case.

Sometimes the public could make their contribution to station naming, and the competition that resulted in the name Queensbury has already been mentioned. On the Metropolitan main line, there had been pressure throughout the 1920's by building developers for an extra station between Pinner and Northwood. Eventually the Metropolitan & Great Central Joint Committee agreed to build such a station if the developers made a financial contribution, but the two railways and the developers could not agree on a name. The developers wanted Northwood South, but they agreed to organise a name competition with a £5 prize. This was won by a woman from North Harrow with 'Northwood Hills' - with this name agreed by all three parties, the station opened under this name on 13.11.1933. The local Urban District Council disliked it, and preferred Haste Hill or Joel Street.

The biggest exercise in public choice was with the stations of the Piccadilly Line northern extension of 1932/33, although it is open to conjecture to what extent the Underground Group took account of public choice. The whole story was told by Mr.S.A.Tish in Underground News No.216 of December 1979 but, in brief, large signs were erected at all station sites except Manor House and Cockfosters asking the public to choose from a selection - (i) Turnpike Lane, North Haringay, Ducketts Green; (ii) Lordship Lane, Wood Green, Wood Green Central; (iii) Wood Green North, Bounds Green, Brownlow Road; (iv) Arnos Grove, Arnos Park, Southgate, Bowes Road; (v) Southgate, Southgate Central, Chase Side, and (vi) Oakwood, Merryhills, East Barnet. In December 1930 the Underground Group announced that a large number of suggestions had been received and the names chosen. These were as the present names except for Enfield West. The latter name was not even amongst the three suggested, and aroused the wrath of the local authority as early as December 1931. When it was pointed out that the station was not even in the Enfield local authority area, the LER replied that it was only 0.24 miles beyond the boundary. They turned down Southgate North on the grounds that it could be confused with Southgate, and Oakwood Park because it could be confused with Oakleigh Park. Enfield West station opened on 13.3.1933, but as a result of the UDC pursuing the matter with the Traffic Advisory Committee the LPTB grudgingly conceded to add the suffix (Oakwood) from 3.5.1934, which was not much help to strangers hoping to arrive in Enfield. Finally, after renewed pressure by the UDC, the LPTB reluctantly agreed to Oakwood, which took effect from 1.9.1946. In the course of the final discussion, they stated that the name 'Merryhills' was unknown, ignoring its inclusion as a possible name in 1930.

Other controversial names have included 'Croxley' thus renamed from Croxley Green on 23.5.1949; Heathrow Central (where the London Transport Passengers' Committee wanted 'Airport' in the name) and Chorleywood, where the two halves were officially joined in 1965, but where the change in station signs is years in arrears. Hillingdon was the subject of pressure from the local authority and local residents, as the village was 1 1/2 miles from the station and best approached via Uxbridge station. The Metropolitan turned a deaf ear to these pleas, but the LPTB added '(Swakeleys)' from April 1934, only to let it fade out slowly in later years.

In certain locations, station names can have commercial value. Gordon Selfridge opened his Oxford Street store in 1909. Apart from illegally trying to dig a subway from the store to Bond Street station, he asked the Central London to rename the station 'Selfridges' but received a frosty answer. 'Great Central' has always seemed too commercial, but it lasted as the name of Marylebone station from 1907 to 1917. Renaming Gillespie Road as 'Arsenal' in 1932 gave a

wonderful puff to the football club, then at the height of its power and fame. We are told that there was some adverse correspondence in the newspapers about this choice, and the suffix 'Highbury Hill' was incorporated to avoid confusion with Woolwich Arsenal station. It can be imagined that the other London football clubs were not very pleased, but circumstances were special, as Gillespie Road was (and still is) 'in the middle of nowhere'.

Finally, Charing Cross, which was long the classic misnomer of the Underground. The whole trouble stemmed from reluctance to disturb the name of the District station Charing Cross. In the renamings of 1979, your speaker feels that an opportunity was missed to honour the creator of London Transport, Lord Ashfield, whose name could well have been used instead of the insipid and imprecise 'Embankment', as the Parisiens have done with their creator, Fulgence Bien-venue.

Paris

France is Great Britain's nearest neighbour, but is much more of a foreign country in its ways of thought and its sense of values than more distant countries such as the Netherlands, Denmark, and perhaps Belgium, Switzerland and Norway. There is certainly a greater sense of national identity (or 'patriotism') in France than in Great Britain.

When the first line of the Metro opened in July 1900, there were few old villages to use for station names, so they used the names of important buildings on the line of route (and line 1, through the heart of Paris, was rich in them), but otherwise the name of a Square (Place) or a street (rue) mostly those at right-angles to the line. However, although maps were printed with 'Place de' or 'Rue de' before the names, these seem to have been dropped before signs were installed in the stations, apart from a few odd exceptions which still survive.

As the average station spacing on the Metro is about 500 metres, the name used had to be those of streets or squares where the stations were, so that the range of names does not represent a carefully chosen selection of French notables. There are several nonentities included (local councillors) and important figures in French history omitted. As the system grew, the name of a street at right-angles to the first line could be parallel to the second line, for which it was clearly imprecise. In many cases, a second name was added for the interchange station, and in others, an entirely new name was used.

Bearing in mind the history and outlook of France, it is not surprising that the generals and battles of the two Napoleons are well represented in station names:

	Generals	Battles
Napoleon I	18	5
Crimean War	1	3
Napoleon III	4 French	4
	1 Italian	
All others	6	6
Total:	29	18

Double-barrelled names are not always of two streets at right-angles. There are innumerable combinations, but apart from double names in their own right, such as Buttes-Chaumont or Chardon-Lagache, these can be what is in effect one street at right-angles, but which changes its name as it crosses the line, or a street name combined with a square, or a square or bridge combined with a district, or two villages. As there is a flat fare, and no need to ask for destinations by name when taking a ticket, there are some very long names. As mentioned Paris has no use for geographical prefixes or suffixes as variations on a constant stem.

Name changes have taken place for various reasons. Apart from new lines which have caused changes to interchange stations, there have been some cases where the Metro has reached the place in the old name based on the 'road leading to', so that the old name has become misleading.

The two world wars have had their effects too. With the outbreak of war in 1914, Berlin was closed and did not reopen until December 1914 as Liege, in Belgium. Allemagne (Germany) was swiftly renamed Jaures, a Socialist politician who had been assassinated on 31 July of that year. During the war, the Pont d'Austerlitz became Quai de la Rapee on 7.6.1916, and after the war, Wilhem became Eglise D'Auteuil on 15.5.1921 because a councillor thought it sounded like Kaiser Wilhelm, although the street has never been renamed. George V appeared as a station on 27.5.1920.

After World War II, Franklin D. Roosevelt became a station on 30.10.1946, and seven stations were renamed as heroes of the resistance, including the two Corentins (Celton and Cariou) and Colonel Fabien. In 1942 there were three big changes to give double-barrelled names to stations which had hitherto been linked as interchanges under separate names. One, Montparnasse-Bienvenue, survives, but the other two were changed again in 1946 to Franklin D. Roosevelt and Stalingrad, where the original town is now Volgograd.

Finally, some names have disappeared and re-appeared elsewhere later. These include 'Rue St. Denis' which became Reaumur Sebastopol in 1907, but was used in Boulevard St. Denis opened on line 4 in 1908, and by line 13 reaching the actual town of St. Denis on 20.5.1976 (Basilique). Austerlitz, disappearing in 1916, reappeared as Gare d'Orleans Austerlitz in 1930. Alma became George V in 1920 but Alma-Marceau opened in 1923. Torcy became Marx Dormoy in 1946, but re-appeared as a New Town at the end of a branch of R.E.R. line A on 19.12.1980. Finally, line 4's station at Vaugirard was renamed St. Placide in 1913, three years after the Nord-Sud (now line 12) company's station with the same name was opened - and exists to this day.

The meeting included showing a varied selection of slides, expanding and highlighting items previously described. To round off the evening, there was an interesting question-and-answer and discussion session. Among the points discussed were the use of the compass points before or after the main name, and the use of the apostrophe - or its non use, in certain circumstances.

The audience, which included Mr. and Mrs. Bryant Peers (Mr. Peers founded the London Appreciation Society in 1932), thanked Desmond for an interesting, enlightening and stimulating evening.

FROM THE PAPERS

Daily Telegraph:

6.1.84 - BR is holding urgent talks with unions and passenger protest groups following the disclosure of plans to axe some services in the Spring 1984 timetables, following a 6% fares increase from Sunday.

In the London commuting belt the number of passengers entering the capital on both public and private transport has fallen as follows:

	1961	1971	1981
Entering London, public & private transport	1,264,000	1,165,000	1,054,000
Entering London, public transport only	1,089,000	901,000	855,000

	1961	1971	1981
Waterloo SR arrivals	78,500	93,000	82,000
Victoria SR arrivals	57,500	63,300	50,100
Cannon Street SR arrivals	39,500	41,000	36,500

BR yesterday gave Timex of Dundee a £196,500 contract to supply 30,000 watches, 20,000 for drivers and the other 10,000 to guards as their existing watches wear out.

7.1.84 - LT is examining the future of Acton Works after studies showed that it was uncompetitive and could cost up to £42 million to modernise. The report said that little of the work done there was competitive against outside contractors' prices, and that the work should be transferred to rolling stock depots.

9.1.84 - BR fares rose by an average of 6% yesterday, but individual increases ranged from 4% to 9%. In a full year, the increases are expected to bring in £60 million.

10.1.84 - Staff at Farringdon Underground station are offered a £100 reward for the return of the station cat, Binnie, last seen in early December.

12.1.84 - BR's engineering division will axe 3,500 more jobs by the end of the year, bringing the labour force down from 31,000 last year to 23,500. Shildon, Co.Durham, will close, except for the foundry, losing 960 jobs; redundancies at Swindon will increase from 500 to 1,000; and there will also be 242 at the Derby locomotive works, 128 at Doncaster, 77 at Wolverton and 76 at York. Two expected orders from the Congo and Nigeria have been lost.

The Bluebell Railway has appealed against a £1,430 rates assessment, saying that as a volunteer venture the rating valuation should be 'Nil'.

17.1.84 - The Government has approved the electrification of the Bishops Cleeve - Cambridge line at a cost of £10 million, but has rejected Royston - Cambridge at over £2 million. It has also approved the construction of 150 light-weight DMU's, but the £24 million order will have to be put out to competition.

Increased Underground traffic has brought London Transport in £25 million extra revenue, and an 11% increase in the number of commuters using the Underground to reach Central London. Car travellers to the centre are down 9%, estimated to be worth £25 million per annum in less congestion and fewer accidents. Travelcards have been given the credit for half of the 11% rise, with 30% more people now using period tickets.

19.1.84 - The National Bus Company yesterday announced its plan to take over ten miles of railway track from Northolt to Marylebone and convert it into an express coach route, to a new coach terminal at Marylebone. BR is studying proposals to handle present Marylebone rail traffic at Baker Street and Paddington.

24.1.84 - The London - Bedford electric train service finally came into full use yesterday, 20 months later than originally intended.

25.1.84 - The inquiry into the plans to widen the Archway road (which would have serious repercussions on the access to Highgate station) has been adjourned for eight months, to assess the effects of opening the north-east section of the M25 motorway.

31.1.84 - BR's partners in the £300 million redevelopment of Liverpool Street station have been unable to find financial backers, but another property company is trying to negotiate a deal with an overseas bank. Only when BR starts to receive income from the offices in the scheme

can it begin to provide new facilities for passengers.

The Observer:

8.1.84 - Near to St.Paul's Cathedral is an unrebuilt bomb site, so created by German bombers on the night of 29/30.12.1940. The 56,000 sq.ft. site has not been rebuilt due to successive unfulfilled redevelopment plans. The area, south of Ludgate Hill, is at present a car park, but was sequestered by LT in 1972 for a proposed station on the Fleet Line. With the official abandonment of further extensions to the line announced in March 1983, LT gave up its option on the site, and it is once again available for development.

The Times:

3.1.84 - An underground railway is being built in Calcutta, India. First proposed in 1973 and planned to be open in 1980, actual construction began in 1978 and the optimistic opening date is presently 1987. The line, in tunnel for ten miles, will have 17 stations and is being built by the cut-and-cover method. The construction work has been beset with problems - traffic congestion at street level, and some of the contractors involved in corruption. The present builders have been banned by the courts from dumping construction materials on the highways. The question is also asked as to what will happen to the poor citizens of Calcutta, whose normal home is the pavement, when the tunnels are completed - will they make nice dry homes, and once the trains are running, will they attract squatters?

MAGAZINE REVIEWS

MODERN RAILWAYS (January 1984) has an interesting four-page article on the Docklands Light Rapid Transit scheme. With eight photographs and one map, the article describes the original Jubilee Line extensions proposals, and how the high cost of these could not be justified. The early stages of planning are also covered, the route of the present lines being planned and other routes under investigation.

RAILWAY MAGAZINE (February 1984) looks back 50 years to when the Metropolitan shuttle service between Watford and Rickmansworth was withdrawn on 1 January 1934. The number of passengers on each train apparently did not exceed five, such traffic being more easily handled by bus. The same period of time notes a power failure on the Underground - the (then) fourth in four years.

LETTERS TO THE EDITOR

Sir,

Olympia Services

The World Travel Market Exhibition was held at Olympia from Wednesday to Sunday 30 November to 4 December 1983, the first three days for the travel trade only, by invitation and with free entry, and the last two days for the general public with £2 entry. As always for Olympia shows, London Transport ran a special train service to and from Olympia (formerly Addison Road) and High Street Kensington, via Earls Court, with the usual running numbers of 140 and 141. On all previous occasions when I have seen this service, dating back for many years, it has always been worked by the District Line, but for the first three days of this WTM it was worked instead by Hammersmith & City or Circle Line rolling stock, the first time I have ever seen this. On both the Thursday and the Friday train No.140 was composed of cars 5711-6711+6589-5589+6567-5567, but I did not see train 141 at close quarters, nor either of them on the Wednesday. In view of the fact that Metropolitan stock never normally works to Olympia and does not have this name on its destination blind, No.140 displayed 'Special' on

its western end on both days, but 'High Street Kensington' on its eastern end, both remaining unchanged in both directions.

On the Saturday, however, the service was again worked by District stock, train 140 being formed of units 7088+7085 and 141 as 7050+7023. Both trains were displaying 'Olympia' at both ends or 'High Street Kensington' at both ends, according to direction of travel. I did not see the service at all on the Sunday, but assume it was worked by District stock?

(Editor's note: During the modification of the D stock ventilation system, the Monday to Friday Olympia service (when operating) is scheduled to be worked by 'C' stock, the two trains required just happening to be the number of spare C stock trains made spare by the service reductions of 6 December 1982. Presumably when all D stock has been modified, D stock will return to this service on weekdays ?)

On the Saturday, by pure coincidence, I observed the 5711-5589-5567 train working on the Wimbledon - Edgware Road service.

Signs at Kings Cross Main Line Station

At the south end of Kings Cross main line station, on the concourse just opposite the buffer stops, there have always been six large yellow-brick arches, each with a horizontal girder across the bottom of the arch. But for many years these have been hidden behind six enormous advertising posters, in six glass cases, illuminated, with a nice frame around them, each stretching from the bottoms of the girders to the tops of the arches, as clearly shown in a series of photographs which I took in 1972. Recently these six poster frames have been removed, leaving the arches and girders prominently visible. I first noticed this on 5 November 1983, but they may well have been removed sometime before then.

The interesting thing from the 'Underground' point of view is that on the three girders on the eastern half of the station you can now see the words 'TO METROPOLITAN RAILWAY', the centre one of the three being particularly prominent, and on the three girders on the western half of the station you can see 'TO CITY & SOUTH LONDON ELECTRIC RLY', the westernmost one of the three being especially prominent. The other four legends are rather faded and all are very old. All are in shaded block capitals, light letters on a dark background. They certainly are not in any style of lettering normally used by London Transport or the Underground, nor by British Railways or the LNER. My estimate is that they date from somewhere between 1907 and 1913, and that the signwriting was probably done by the Great Northern Railway. The City & South London was opened at Kings Cross on 12.5.1907, but it came into the Underground Group in 1913 and would presumably have then used Underground style of lettering. The arrow pointing to the Metropolitan Railway points in the direction of the old Kings Cross Met. station which was closed on 9.3.1941, and not in the direction of the present Met. station which has been open for 43 years. There is no mention anywhere of the Great Northern Piccadilly & Brompton Railway, which was opened at Kings Cross on 15.12.1906, but which was in the Underground Group right from the start, which is why I feel this signwriting must date from before 1913, before the Underground Group was in any way involved.

I have since seen these signs several more times during the past three months and each of the six girders now has a hanging basket suspended from it containing flowers and plants. This signwriting has probably been hidden for well over half a century, and it is most surprising it has survived so long, and even more surprising that it still survives after being uncovered. Let us hope that the powers-that-be will appreciate its

value, and take steps to preserve it permanently.

Yours sincerely,
J.C.Gillham.

Ealing, W.5.
22 January 1984.

Sir,

The Metropolitan Railway at Neasden

May I, through the pages of Underground News, be permitted to express my thanks to the Wembley History Society for their kind invitation to their meeting at Brent Town Hall on 20 January.

The talk, The Metropolitan Railway at Neasden, given by Mr.R.Barker, was of immense interest, and the way that Mr.Barker presented it was also most entertaining and amusing. Although I have no knowledge of the Neasden area, this was no disadvantage on this occasion.

Once again, thanks to the Wembley History Society for the invitation.

Yours sincerely,
Dennis Down.

Uxbridge, Middlesex.
30 January 1984.

POINTS OF INTEREST

E.D.Chambers writes:

Underground Railway in Kew Gardens

'Between the Pond and Richmond Road stands the Water Tower. This was erected in 1848 and called the Campanile. It served as a water tower, and also as a smoke shaft for the Palm House. The flues from the furnaces were connected with it by means of an underground railway, which still supplies coke and removes ashes and other refuse. The Gardens are supplied with water for general purposes from the Lake near the Sion Vista'.

'Kew Gardens: A Popular Guide and Souvenir', fifth edition, London, Gale and Polden, c1909.

The Earls Court Ghost

'There was a fair-sized garden round the house, with very high walls on three sides. The house was a corner house and behind the wall on the left-hand-side, where the side window of the bay was, ran the subway of Earls Court station. At that time of the day the subway was closed after eight o'clock, except when there was an exhibition in the grounds beyond, so no ray of light could possibly come from there.'

The occupant of the house, Mrs.Palmer (pseudonym), together with her maid, see 'a few feet away, between the windows and the wall' an apparition recognised as that of a deceased friend, Mrs.Von Zeller (pseudonym).

From a chapter 'The Ghost at Earls Court' (pages 51-56) in Middleton, Jessie Adelaide, 'The Grey Ghost Book', London, Eveleigh Nash, 1915 (first published 1912).

'Mrs.Palmer' is described as 'still living', perhaps implying that the incident happened some years previously.

Nigel Hyde writes:

TAXI SIR? - UN 264

'At least one occasion in the 1960's, a replacement staff bus operating from Rayners Lane to Uxbridge (in lieu of the 01.20 Baker Street to Uxbridge) diverted in Eastcote to serve a member of staff living off Joel Street at Northwood Hills, thus saving the individual concerned a 1½-mile walk!

Any staff bus or taxi services reaching Moor Park station must use private estate roads'.

SOCIETY SECTION

Corrections to UN 266

Page 12, column 1, paragraph 7 - the 1968 special Q stock train ran non-stop from Wimbledon to New Cross.

Page 12, column 2, paragraph 3 - for 'John Parsons', read 'John Herting'.

Page 15 - Charing Cross Bakerloo Line station was reopened on TUESDAY 13 December 1983.

Special Letter to the Editor

Sir,

We appear to have extreme difficulty in getting helpers to keep our Society on an even keel, and this is really beginning to puzzle me. Since I agreed to print Underground News, I can only say how much I have enjoyed being a member of the Society and 'getting involved'.

Every month I have to ensure that there is sufficient paper, stencils, ink, etc., get the reduction photocopying done and cut the stencils before the duplicator even turns. Then there is the problem of making sure that the copies are readable, to the tune of almost one thousand copies. This has been a challenge as I have not done this type of printing before.

I have to admit that I thoroughly enjoy every minute of it.

So, come along other members - get 'involved' even if only in a small way. Contact Brian Hardy now, so that your further enjoyment of what our Society has to offer will be guaranteed!

Yours sincerely,
Dennis Down,
Underground News Printer.

Society Sales

The following can be obtained from the Society Sales Stand at Baden-Powell House meetings, or by post from the Postal Sales Manager (address on page 7 of UN 265):

LONDON TROLLEYBUS WIRING (South-West and West) by Keith Farrow. Published by Trolleybooks, price: £2.40. This is the first in a series of five which will cover the whole system.

BRITAIN'S ELECTRIC RAILWAYS TODAY, edited by Iain Frew. Published by the Electric Railway Society and the Southern Electric Group. Price: £3.75.

Various maps, drawn by John Gillham, as follows:

Metropolitan Railway (50p)

Railways in Gunnersbury, Kew and Chiswick (30p)

Railways of Greenford and West Ealing (50p).

Isle of Wight Open Day

On Saturday 28 January 1984, members from this Society, the Electric Railway Society and the Southern Electric Group participated in a joint visit to the Isle of Wight, to celebrate 60 years in passenger service of car S43, formerly LF 7275, which entered service on what is now the Northern Line on 28 January 1924 as 825.

The party travelled on the 08.48 fast service from Waterloo to Portsmouth Harbour, the front two coaches of the 12-car train being reserved for the party - announcements to this effect were made over the station's public address system. The train was a mixed formation, comprising (from the London end) 4-CIG unit 7357, 4-BIG unit 7057 and 4-CEP unit 1592. The 4-CEP unit was of the refurbished type, and was specially formed in the train for the occasion - with public address facilities available on this unit, announcements were made to the party as to

the programme for the day. Arrival at Portsmouth Harbour was nine minutes late because of a points failure at Farlington Junction (west of Havant). After a smooth sea crossing from Portsmouth to Ryde, the party joined the 4-car shuttle train from Pier Head to Esplanade, to await the special train, which had car S43 in its formation. With a large number of people expected to visit the island on this day, the 'special' train was arranged to operate on the service that did not connect to and from the mainland ships, so as not to inconvenience large numbers not interested (or aware!) of our celebrations. The train entered service on the 10.43 trip from Ryde St. Johns Road (bay platform) to Shanklin, changing over with the service train previously provided. The party joined the special train at 11.31 at Ryde Esplanade, for a round trip to Shanklin.

The special train was formed of cars S22-S93-S43-S15. Special headboards, made by Ryde depot staff, were carried on S15 and S22. These incorporated the LF roundel and the BR emblem, and '1924-1984 60 Years' as well. The 60-year-old car itself had been repainted in blue and grey (the only IOW car to have a second repaint in this livery) for the occasion and bore transfers '1924-1984' on the sides, as illustrated on the front cover of this journal. The four step-plates had been painted in red, with the maker's details 'BUILT BY CAMELL LAIRD & CO. LTD. NOTTINGHAM' picked out in white. Inside the car, at each end, was an identical set of photographs, spanning the 60-year period of this type of tube car.

On the trip to Shanklin, which left Pier Head at 11.37, S43 was packed to capacity. On the return journey the train was filmed by Southern Television, and representatives from the local press and radio, and from the railway technical press, attended the day's events.

The depot at St. John's Road was open to the public between 12.00 and 18.00. Inside, two cars were available for inspection - inside, outside and underneath! as well as the departmental diesel locomotive, bogies and shoe gear, and the old-fashioned wheel lathe. Three short illustrated talks commenced at 14.30, and the 100 seats provided were all occupied long before the start, with many others standing at the back and around the side. The meeting was chaired by Mr. G.H. Hafter, O.B.E., Director of Mechanical Engineering, London Transport. The first speaker was Mr. Brian Hardy (LURS Acting Chairman) who outlined the story of the standard stock when on the London Underground, as well as explaining the detail differences between the 13 batches built over an 11-year period, 1923-1934. The next speaker was Mr. Allan Barter (Electric Railway Society Chairman) who was project manager for the electrification of the remaining 8½ miles of line on the island. He explained why electrification was the cheapest way of continuing with rail services between Ryde and Shanklin, why ex-London Transport tube stock was chosen and how it was transferred to the island. The final speaker was Mr. Les Coote, who had been Depot Foreman at Ryde from when electric trains commenced in 1967 until he retired in 1982. He recalled being steam orientated, having to attend a course on the mainland in the working of the 'new' electric trains, then varying in age between 33 and 44 years. The problems subsequently encountered were then described - the changing of motors, re-wiring and repainting, and how his small team of workers kept the trains going over a 15-year period without any major delays to the service. The audience showed their appreciation to all three speakers for entertaining and informative talks.

The party then returned on the 17.57 from Ryde St. Johns Road, arriving back in London at 20.25. The organisers of the event and invited guests attended an evening reception buffet at Yelf's hotel in Ryde, returning to London two hours

later.

This Society's Acting Chairman would like to place on record his thanks to all who participated in the day's events, especially to the following:

Allan Barter, E.R.S.Chairman,

Max Millard, Area Maintenance Engineer, South West Division, Southern Region, and his colleagues, for making the day possible,

Keith Bowden (Depot Foreman, Ryde) for hosting the event,

Les Coote (retired Depot Foreman) and Keith Bowden, for having the dedicated expertise in keeping the trains going.

It was felt that the day had been very enjoyable. Some 850 people were estimated to have visited the depot during the day. Although about 150 came from the mainland, the rest was 'local' interest.

Perhaps it is wrong to speculate whether we might be there to celebrate 75 years of S43 on 28 January 1999 !!

Note to members: There are a limited number of handouts for sale that were available at the depot on the day. It comprises a 5-page survey of the standard stock, including a fleet list with line allocations as at 30 June 1939, at which time standard stock could be found operating on six lines - the Central, Bakerloo, Northern, Northern City, Piccadilly and Metropolitan.

This is available for 20p from Mr.B.R.Hardy, 'Heidi', 13 Castleton Road, Eastcote, Ruislip, Middlesex, HA4 9QQ, but a 9" x 4" stamped addressed envelope must be enclosed. FIRST COME, FIRST SERVED. Profits from the sales of this handout will be given to the Woking Railwayman's Home for children and old people, the charity which also benefited from the open day receipts.

The Timetable

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.

Saturday 17 March

'O' Gauge Tram Group's annual Transport Mart and Film Show at the YWCA Central Club, 16-22 Great Russell Street, W.C.1. Doors open at 14.30, film show starts at 17.00.

Saturday 31 March

At 10.15 in the Small Lecture Theatre, Science Museum: London Transport Railways video film show, presented by Mr.J.P.Herting.

At 14.00 for 14.30 at the same location: 1984 Annual General Meeting. For full details, please see page 35 of this issue.

The continued use of the Small Lecture Theatre by the Society depends on substantial numbers of members attending. Please support both events if you possibly can.

Friday 13 April

Illustrated talk, 'London Transport Service Locomotives and Miscellaneous Vehicles' by Mr.B.R.Hardy. 19.00 for 19.15 in the Conference Room, Baden-Powell House.

Saturdays 28 April & 19 May

Rail tours, using LT Electric Locomotive No.12 Sarah Siddons. Tour will comprise five BR first class MkII coaches and will run from Waterloo to Portsmouth via East Putney and then the 'direct' line. Return to Victoria will be via the mid-

Sussex line, East Croydon, Crystal Palace, Tulse Hill, Herne Hill. Further details are awaited.

Friday 11 May

Presidential Address, by Mr.A.J.Barter, 'The Dublin Suburban Electrification and the proposed underground extension'. 19.00 for 19.15 in the Conference Room, Baden-Powell House.

Sunday 3 June

LURS members are invited to participate in an afternoon walk around what is left of the British Empire Exhibition at Wembley. Further details to follow.

Friday 8 June

Talk, 'The Terminal 4 Extension Loop', by Mr. D.Hornby, London Transport. 19.00 for 19.15 in the Conference Room, Baden-Powell House.

Friday 13 July

Talk, 'The Central Line Extensions of the 1935-40 New Works Programme' by Mr.A.A.Jackson. 19.00 for 19.15 in the Conference Room, Baden-Powell House.

SMALL ADVERTISEMENT

For Sale:

1. LT Railways traffic circulars. Most of 1943, 1944 and from 1949 to 1955. Many rusted staples and parts of several pages missing, so first reasonable offer secures.
2. Run of LT Magazines from January 1962 to end of publication in March 1973. Clean and complete copies in excellent condition. Many other quality back numbers from April 1947 onwards.
3. Individual LT News backnumbers from 1979 to date. Many other earlier backnumbers from April 1973 at 4p per copy - discount for bulk purchases.

All enquiries to Peter Bancroft on Brookwood 2551, evenings only after 19.30 please (but not Thursdays).

SA49/267/84

ROLLING STOCK ALTERATIONS

Amend for December 1983:

- C stock to Acton on 8th should be 5556-6556.
C stock from Acton on 22nd should be 5560-6560.

January, 1984

1938 Tube Stock:

From Ruislip to Birds, Long Marston, for scrap
10186 10207 11012 11186 11207 26th
12028 12051 012270 012296

1959 Tube Stock:

From Golders Green to Stonebridge Park
1196-2196-9197-1197+1198-2198-1199 25th

1962 Tube Stock:

From Ruislip to Golders Green:
1738-2738-9739-1739+1740-2740-1741 24th

1983 Tube Stock

From Metro-Cammell, Birmingham, delivered to Neasden
3605-4605-3705+3606-4606-3706 21st

D Stock Ventilation Modifications:

Units	Ealing - Ruislip	Ruislip - M.C.W.	Ealing - Acton
7116	30.12.83	5.1.84	
7000+7067	9.1.84	11.1.84	
7120+7091	16.1.84	17.1.84	
7520			17.1.84

Units	Ealing - Ruislip	Ruislip - M.C.W.	Ealing - Acton
7027	23. 1.84	24. 1.84	
7074+7115	30. 1.84		
Units	M.C.W. - Ruislip	Ruislip - Ealing	Acton - Ealing
7042+7015	11. 1.84	13. 1.84	17. 1.84
7532			
7025	18. 1.84	19. 1.84	
7054+7061	25. 1.84	26. 1.84	

Miscellaneous Movements:

L130+895+L131 Ruislip to Acton, (ETF motor car for conversion to standard) 25th
 L53 Lillie Bridge to Acton (collision, overhaul and mods) 26th
 L24 Acton to Ealing Common (overhaul and mods) 26th

Livery Alterations:

From maroon to yellow: L24

Reformations:

From	To
1962 Tube Stock	
1740-2740-9741-1741	1740-2740-1741

Units to Acton Works for Overhaul:

Northern	1016-2016-9017-1017) 5th	(a)
	1078-2078-1079		
Central	1688-2688-9689-1689	9th	(b)
Metropolitan	5162-6162-6163-5163	11th	(c)
Central	1420-2420-9421-1421	17th	(b)
Northern	1044-2044-9045-1045	20th	(a)
Northern	3225-4225-4325-3325	23rd	(d)
Metropolitan	5554-6554	26th	(d)
Northern	1088-2088-9089-1089	27th	(a)

Units from Acton Works after Overhaul:

Northern	1028-2028-9029-1029) 5th	(a)
	1058-2058-1059		
Metropolitan	5178-6178-6179-5179	11th	(b)
Northern	1004-2004-9005-1005	20th	(b)
Northern	3223-4223-4323-3323	23rd	(d)
Metropolitan	5533-6533	26th	(d)
Northern	1064-2064-9065-1065	27th	(a)

Note * last 1956/59 stock half-life overhaul.

NEWSFLASHES

NF 39/84 - 1972 Mki tube stock trailer 4517 has been given a brown rubber-type flooring, fitted recently in Golders Green depot.

NF 40/84 - D stock cars 7126 and 8126 have been fitted with Mawdsley (main) Motor Alternators, as a trial of the 1983 tube stock system. They have been fitted since the cars entered service but were probably fitted at Ealing Common. Cars 7127 and 8127 were similarly fitted, but by the end of 1983 had been removed to be fitted to 1983 tube stock. Cars 7128 and 8128 had Newton-Derby MA's fitted for similar reasons (the 1983 stock was to have first ten trains fitted with Mawdsley MA's and the last five with Newton-Derby. However, the Newton-Derby MA's were not

successful, and thus the last five trains of 1983 tube stock will have Mawdsley MA's.

NF 41/84 - It is reported that Highgate depot is to be closed from 26 March 1984, the nine trains at present stabled there to be distributed to other depots on the Northern Line.

NF 42/84 - It is reported that for an experimental period of twelve weeks, One Person Operation (OPO) will be at last introduced on the Hammer-smith & City Line from 26 March 1984.

NF 43/84 - New destination blinds have been observed on C stock trains, displaying a smaller type of lettering. The destinations as on the original and second generation blinds are in the same order, but incorporate, for the first time, Ealing and Richmond, because of the frequent diversion of these trains on the Wimbledon branch to those destinations. A complete list of all three types will be published next month.

NF 44/84 - Medical students working in six central and west London hospitals will be able to share lectures and demonstrations without leaving their own premises, thanks to a deal negotiated with London Transport. When the Charing Cross and Westminster medical schools merge next year, a two-way closed-circuit television network, making use of optical fibres, will provide a central teaching system. The problem of placing cables has been neatly solved by using London Transport Underground tunnels and disused tramway conduits. Under an agreement with the new school, 18 km of optical fibre cables will be laid. Together with another 2 km provided by the London Electricity Board, this system will link Charing Cross, Westminster, West London, St. Stephen's and West Middlesex hospitals. Another, Queen Mary's, Roehampton, will be in the scheme but linked by microwave radio.

Using specially-designed video teaching consoles, students will 'attend' centrally-delivered lectures and will themselves be seen and heard by the lecturers. The system will have sufficient capacity for two separate lectures to be given to different groups of hospitals simultaneously.

London Transport engineers will lay the cables in its tube tunnels, while the tramway duct cabling will be contracted out to Telefusion Ltd. The work is expected to be finished, and the whole new system in operation, by October, the start of the new academic year. The installation is to be funded initially by the Department of Industry as a demonstration of British technology.

METROPOLITAN ELECTRIC LOCOMOTIVE JUMPER BOXES

Further to the query on page 5 of UN 265, Piers Connor writes -

All Metropolitan Electric Locomotives had jumper boxes originally, but were allowed to fall into disuse. They were finally removed during the rehabilitation programme of the 1950's.

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. Opinions expressed are those of contributors and are not necessarily endorsed by T.L.U.R.S.

The last full list of Society Officers' addresses was published on page 7 of UN 265 (January 1984).

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.

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

1984

Notice is hereby given that the Annual General Meeting of the London Underground Railway Society for the year 1984 will be held in the Small Lecture Theatre, Science Museum, Exhibition Road, South Kensington, London, SW7, at 14.30 on Saturday 31 March 1984.

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

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

The Report of the Committee for 1983 is given below. The Accounts will be available at the Annual General Meeting, and also by post to those sending a stamped addressed envelope (9" x 4") to the Treasurer at 19 Hide Road, Harrow, Middlesex, HA1 4SG.

Please note that members must produce a 1984 Membership card to gain admittance to the Annual General Meeting.

Nominations have been received for the following members to fill vacancies on the Committee: R.J.Greenaway, J.P.Herting, D.Lomas. These members have agreed to serve on the Committee if elected.

Notice has been received of intention to propose amendments to the Society's Rules, as follows:

Proposed by Mr.R.J.Greenaway:

Rule 2. OBJECTS. In second line, add 'subsidiaries' between 'its' and 'predecessors'.

Complete rule reads -

The objects of the Society shall be to foster interest in and the study of the railways of the London Transport Executive, its subsidiaries, predecessors and successors, and other underground railways in London, by all possible means, and to promote such social activities as may be desirable ancillary thereto.

The above proposal is to include the study of the Docklands LRT by the Society.

Proposed by the Committee:

The following proposed amendments to the rules are made in the hope that the number of Committee members can be increased to assist an existing over-worked Committee, and that in the last few years the membership total has trebled.

Rule 3. COMMITTEE. In second line, amend 'nine' to read 'twelve'.

Rule 5(c). ELECTION OF COMMITTEE. In first and third lines, amend 'six' to read 'eight'.

Rule 5(e). In second line, amend 'nine' to read 'twelve'.

Rule 14. VOTING RIGHTS AND QUORUM AT MEETINGS. The last sentence of the present rule to be amended to read -

'The Quorum at any General Meeting of the Society shall be ten members entitled to vote.'

Add new final sentence to Rule 14 -

'In order to constitute a Quorum at Committee Meetings, more than half the number of serving Committee Members must be present.'

The complete revised rules, as proposed by the Committee, read as follows -

Rule 3. COMMITTEE. The Society shall be managed by a Committee of not more than twelve Members, to be elected by the Members in General Meeting in accordance with Rule 5. The Committee shall be empowered to appoint and remove Officers and Assistant Officers of the Society as they may deem necessary for the carrying out of the work of the Society efficiently, save that the Auditor, who shall be a qualified Accountant, shall be appointed by the Members in General Meeting.

Rule 5(c). If more than eight Committee members then remain, those who have held office as such longest since last being elected shall retire, so that exactly eight remain. For this purpose, of any two Committee members elected on the same day, the one who polled fewest votes on that occasion shall be deemed to have been elected first. In the event of this procedure failing to determine who shall retire, it shall be decided by lot.

Rule 5(e). When the election subsequently takes place, the number of vacancies shall be twelve, minus the number of Committee members remaining; any paid-up member of the Society may be nominated for the Committee provided that the prior consent of the nominee has been obtained, and that the nominator is a paid-up member.

Rule 14. VOTING RIGHTS AND QUORUM AT MEETINGS. All Members shall have the right to attend and to speak at all Annual General and Extraordinary General Meetings of the Society, but Associate Members shall have no right to vote. The Quorum at any General Meeting of the Society shall be ten members entitled to vote. In order to constitute a Quorum at Committee Meetings, more than half the number of serving Committee Members must be present.

AGENDA

1. To receive any apologies for absence.
2. To have read the Minutes of the 1983 Annual General Meeting, if so desired by the majority of members present.
3. To confirm the election of Mr.A.J.Barter as President of the Society for the year 1984-85.
4. To confirm the election of Mr.P.D.Stephens as Vice-President of the Society for the year 1984-85.
5. To receive the Report of the Committee for the year 1983.
6. To receive the Accounts for 1983, and the report of the Hon.Auditor thereon.
7. To elect an Auditor.
8. To consider the proposed amendments to the Society's Rules, submitted by Mr.R.J.Greenaway (Rule 2) and the Committee (Rules 3, 5(c), 5(e) and 14), as detailed above.
9. To elect members to serve on the Committee.
10. To conduct any other competent business.

REPORT OF THE COMMITTEE 1983

The Committee is pleased to present to members its Report for the year 1983. It was yet another memorable year for both the Society and London Transport, the latter celebrating its Golden Jubilee, and to mark the many events that took

place, a special pictorial issue of the Society's monthly journal, *Underground News*, was published in September. The year 1983 could be described as the Society's best yet in terms of achievement, but during the year the outlook often looked bleak, mainly because of the lack of help given by members. Fortunately, help was forthcoming in some activities, but the problems are far from over - for instance, we enter 1984 without a Sales Manager, and the twice-yearly list of Society Officers (published in January and July each year) has an ever-increasing number of 'vacant' positions. London Transport's year was highly successful too - much public goodwill was created by the Golden Jubilee events, the reduction in fares in May, and in November, an announcement was made that the Bakerloo Line service would be extended to Harrow & Wealdstone in the peaks from late-spring 1984, restoring five more stations to the Underground network.

Library

Three meetings were held in Nick Mitchell's home in the first part of the year, but with the Librarian's impending move of house, Library meetings had to be suspended. At the end of 1983, member Tom Scott had kindly offered to take over as Society Librarian, and details for transferring the stock were being finalised. Members will be advised in the pages of *Underground News* when Library Evenings re-commence, and how to get to the new location. During the year, however, the library stock has increased with new books, purchases and donations. Thanks are expressed to Nick Mitchell for looking after the Society Library for many years and offering hospitality to members.

Meetings

Twelve monthly meetings were held at Caxton Hall on a wide variety of Underground subjects, including other countries' rapid transit systems. London Transport's Golden Jubilee was celebrated in July with a talk on LT's first 50 years, and in May we took a nostalgic look-back 20 years to the Underground Centenary of 1963. The Society places on record that it had to re-arrange four meetings during the course of the year at fairly short notice, three at the request of the speakers and one due to illness, but members were advised of the changes via *Underground News* in time. Non-members who receive details of meetings in the railway press could not be advised, however, due to the long notice required by the magazines.

During the year, the attendance at monthly meetings has fallen slightly, the average figure for the year being 64.6 as against 75.3 for 1982. Two additional meetings were also held during the year. The first was before the 1983 Annual General Meeting, where we were entertained by John Herting showing his excellent video films of LT rolling stock. The second meeting was held at Baden-Powell House in October, when members who participated in the 1981 and 1983 trips to France were able to show their photographs and put forward ideas for future continental trips.

The Society records its grateful thanks and appreciation to all the speakers and presenters.

In the autumn of 1983 the Society was advised that Westminster City Council would be closing Caxton Hall in 1984, and would not accept bookings after March 1984. Baden-Powell House, where the Paris/Lyon Reunion meeting was held in October, proved to be more than adequate for Society meetings, and arrangements were made for such meetings to be held there from January 1984. Whilst still in London, the new venue is more comfortable than previous, and also slightly less expensive to hire. All members were advised of the new venue and the facilities it offers, with the December 1983 issue of *Underground News*.

Membership

At the end of 1983, the total membership was 779, an increase of just over 12% of the 1982 total. The year 1983 also saw the highest rate of membership renewals for many years. In June, Alan Blake took over as Registrar from Paul Creswell, and thanks are due to both for efficiently dealing with an ever-increasing membership.

Overseas Members

The Society records its thanks to all overseas members who supported us in 1983, and to the Society's representatives Messrs. Spotswood (USA) and Hamer (Australia) for assisting with the co-ordination of subscriptions. We were pleased to welcome several of our overseas members to our monthly meetings at Caxton Hall during the course of the year.

Periodicals

Twelve issues of *Underground News* were published during the year, which included major articles devoted to the London Underground system, and one specially devoted to LT's first 50 years. The regular features, such as book reviews, newspaper items, rolling stock changes, Letters to the Editor, points of interest and News-flashes, continue to keep members in touch with present-day events, as well as providing additional and new information on historical subjects. The Society expresses its thanks to Brian Hardy for editing and typing *Underground News*, for writing some of its features and preparing the index. The Editor thanks all those contributors who have submitted material for the journal, and special thanks to Bob Greenaway for the hard and time-consuming work in preparing the September photographic pages.

Two issues of *Underground* (No.11 - The Isle of Wight, and No.12 - Uxbridge branch) were produced during the year. The supplies of back numbers (issues 6-9) have now ceased, with sales of issues 10-12 continuing to be very encouraging. Thanks are due to Editor, Bob Greenaway, and the magazine's contributors.

The year 1983 in general was one of problems with the production of *Underground News*, due to duplicator machine failures, and operator John Crowhurst's short-notice change of business commitments. This resulted in the August issue having to be produced commercially, or there would have been no journal at all for that month.

In March 1983 the production team investigated the reduction method of producing *Underground News*, in an attempt to reduce the workload for the production team. It was found that the reduction rate used for the March and April issues was unacceptable for easy reading and further experiments from May found an acceptable reading quality. The new format halves the amount of paper consumed, saving Society funds, and also allows for diagrams to be incorporated with the text, rather than on a separate page. Member Dennis Down came to the rescue in the autumn by offering to print *Underground News*, to whom the Society extends its grateful thanks, and also to John Crowhurst for keeping production going in very difficult circumstances. Thanks are also due to Louis Bartrip and Alastair Holmes (enveloping), to Nicholas Croome, Peter Gordon, Gerald Griffin, Alastair Holmes and Matthew Woolard (collating), and to Paul Creswell for spearheading and efficiently organising this vital task.

Publications

The Society's second book 'The R Stock Story', written by Piers Connor, was published in April, the trains having been withdrawn from public service in March. Sales have been good, with over one-third of books sold at the end of the year, covering 75% of the cost in just eight

1984

Notice is hereby given that the Annual General Meeting of the London Underground Railway Society for the year 1984 will be held in the Small Lecture Theatre, Science Museum, Exhibition Road, South Kensington, London, SW7, at 14.30 on Saturday 31 March 1984.

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

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

The Report of the Committee for 1983 is given below. The Accounts will be available at the Annual General Meeting, and also by post to those sending a stamped addressed envelope (9" x 4") to the Treasurer at 19 Hide Road, Harrow, Middlesex, HA1 4SG.

Please note that members must produce a 1984 Membership card to gain admittance to the Annual General Meeting.

Nominations have been received for the following members to fill vacancies on the Committee: R.J.Greenaway, J.P.Herting, D.Lomas. These members have agreed to serve on the Committee if elected.

Notice has been received of intention to propose amendments to the Society's Rules, as follows:

Proposed by Mr.R.J.Greenaway:

Rule 2. OBJECTS. In second line, add 'subsidiaries' between 'its' and 'predecessors'.

Complete rule reads -

The objects of the Society shall be to foster interest in and the study of the railways of the London Transport Executive, its subsidiaries, predecessors and successors, and other underground railways in London, by all possible means, and to promote such social activities as may be desirable ancillary thereto.

The above proposal is to include the study of the Docklands LRT by the Society.

Proposed by the Committee:

The following proposed amendments to the rules are made in the hope that the number of Committee members can be increased to assist an existing over-worked Committee, and that in the last few years the membership total has trebled.

Rule 3. COMMITTEE. In second line, amend 'nine' to read 'twelve'.

Rule 5(c). ELECTION OF COMMITTEE. In first and third lines, amend 'six' to read 'eight'.

Rule 5(e). In second line, amend 'nine' to read 'twelve'.

Rule 14. VOTING RIGHTS AND QUORUM AT MEETINGS. The last sentence of the present rule to be amended to read -

'The Quorum at any General Meeting of the Society shall be ten members entitled to vote.'

Add new final sentence to Rule 14 -

'In order to constitute a Quorum at Committee Meetings, more than half the number of serving Committee Members must be present.'

The complete revised rules, as proposed by the Committee, read as follows -

Rule 3. COMMITTEE. The Society shall be managed by a Committee of not more than twelve Members, to be elected by the Members in General Meeting in accordance with Rule 5. The Committee shall be empowered to appoint and remove Officers and Assistant Officers of the Society as they may deem necessary for the carrying out of the work of the Society efficiently, save that the Auditor, who shall be a qualified Accountant, shall be appointed by the Members in General Meeting.

Rule 5(c). If more than eight Committee members then remain, those who have held office as such longest since last being elected shall retire, so that exactly eight remain. For this purpose, of any two Committee members elected on the same day, the one who polled fewest votes on that occasion shall be deemed to have been elected first. In the event of this procedure failing to determine who shall retire, it shall be decided by lot.

Rule 5(e). When the election subsequently takes place, the number of vacancies shall be twelve, minus the number of Committee members remaining; any paid-up member of the Society may be nominated for the Committee provided that the prior consent of the nominee has been obtained, and that the nominator is a paid-up member.

Rule 14. VOTING RIGHTS AND QUORUM AT MEETINGS. All Members shall have the right to attend and to speak at all Annual General and Extraordinary General Meetings of the Society, but Associate Members shall have no right to vote. The Quorum at any General Meeting of the Society shall be ten members entitled to vote. In order to constitute a Quorum at Committee Meetings, more than half the number of serving Committee Members must be present.

AGENDA

1. To receive any apologies for absence.
2. To have read the Minutes of the 1983 Annual General Meeting, if so desired by the majority of members present.
3. To confirm the election of Mr.A.J.Barter as President of the Society for the year 1984-85.
4. To confirm the election of Mr.P.D.Stephens as Vice-President of the Society for the year 1984-85.
5. To receive the Report of the Committee for the year 1983.
6. To receive the Accounts for 1983, and the report of the Hon.Auditor thereon.
7. To elect an Auditor.
8. To consider the proposed amendments to the Society's Rules, submitted by Mr.R.J.Greenaway (Rule 2) and the Committee (Rules 3, 5(c), 5(e) and 14), as detailed above.
9. To elect members to serve on the Committee.
10. To conduct any other competent business.

REPORT OF THE COMMITTEE 1983

The Committee is pleased to present to members its Report for the year 1983. It was yet another memorable year for both the Society and London Transport, the latter celebrating its Golden Jubilee, and to mark the many events that took

place, a special pictorial issue of the Society's monthly journal, *Underground News*, was published in September. The year 1983 could be described as the Society's best yet in terms of achievement, but during the year the outlook often looked bleak, mainly because of the lack of help given by members. Fortunately, help was forthcoming in some activities, but the problems are far from over - for instance, we enter 1984 without a Sales Manager, and the twice-yearly list of Society Officers (published in January and July each year) has an ever-increasing number of 'vacant' positions. London Transport's year was highly successful too - much public goodwill was created by the Golden Jubilee events, the reduction in fares in May, and in November, an announcement was made that the Bakerloo Line service would be extended to Harrow & Wealdstone in the peaks from late-spring 1984, restoring five more stations to the Underground network.

Library

Three meetings were held in Nick Mitchell's home in the first part of the year, but with the Librarian's impending move of house, Library meetings had to be suspended. At the end of 1983, member Tom Scott had kindly offered to take over as Society Librarian, and details for transferring the stock were being finalised. Members will be advised in the pages of *Underground News* when Library Evenings re-commence, and how to get to the new location. During the year, however, the library stock has increased with new books, purchases and donations. Thanks are expressed to Nick Mitchell for looking after the Society Library for many years and offering hospitality to members.

Meetings

Twelve monthly meetings were held at Caxton Hall on a wide variety of Underground subjects, including other countries' rapid transit systems. London Transport's Golden Jubilee was celebrated in July with a talk on LT's first 50 years, and in May we took a nostalgic look-back 20 years to the Underground Centenary of 1963. The Society places on record that it had to re-arrange four meetings during the course of the year at fairly short notice, three at the request of the speakers and one due to illness, but members were advised of the changes via *Underground News* in time. Non-members who receive details of meetings in the railway press could not be advised, however, due to the long notice required by the magazines.

During the year, the attendance at monthly meetings has fallen slightly, the average figure for the year being 64.6 as against 75.3 for 1982. Two additional meetings were also held during the year. The first was before the 1983 Annual General Meeting, where we were entertained by John Herting showing his excellent video films of LT rolling stock. The second meeting was held at Baden-Powell House in October, when members who participated in the 1981 and 1983 trips to France were able to show their photographs and put forward ideas for future continental trips.

The Society records its grateful thanks and appreciation to all the speakers and presenters.

In the autumn of 1983 the Society was advised that Westminster City Council would be closing Caxton Hall in 1984, and would not accept bookings after March 1984. Baden-Powell House, where the Paris/Lyon Reunion meeting was held in October, proved to be more than adequate for Society meetings, and arrangements were made for such meetings to be held there from January 1984. Whilst still in London, the new venue is more comfortable than previous, and also slightly less expensive to hire. All members were advised of the new venue and the facilities it offers, with the December 1983 issue of *Underground News*.

Membership

At the end of 1983, the total membership was 779, an increase of just over 12% of the 1982 total. The year 1983 also saw the highest rate of membership renewals for many years. In June, Alan Blake took over as Registrar from Paul Creswell, and thanks are due to both for efficiently dealing with an ever-increasing membership.

Overseas Members

The Society records its thanks to all overseas members who supported us in 1983, and to the Society's representatives Messrs. Spotswood (USA) and Hamer (Australia) for assisting with the co-ordination of subscriptions. We were pleased to welcome several of our overseas members to our monthly meetings at Caxton Hall during the course of the year.

Periodicals

Twelve issues of *Underground News* were published during the year, which included major articles devoted to the London Underground system, and one specially devoted to LT's first 50 years. The regular features, such as book reviews, newspaper items, rolling stock changes, Letters to the Editor, points of interest and News-flashes, continue to keep members in touch with present-day events, as well as providing additional and new information on historical subjects. The Society expresses its thanks to Brian Hardy for editing and typing *Underground News*, for writing some of its features and preparing the index. The Editor thanks all those contributors who have submitted material for the journal, and special thanks to Bob Greenaway for the hard and time-consuming work in preparing the September photographic pages.

Two issues of *Underground* (No.11 - The Isle of Wight, and No.12 - Uxbridge branch) were produced during the year. The supplies of back numbers (issues 6-9) have now ceased, with sales of issues 10-12 continuing to be very encouraging. Thanks are due to Editor, Bob Greenaway, and the magazine's contributors.

The year 1983 in general was one of problems with the production of *Underground News*, due to duplicator machine failures, and operator John Crowhurst's short-notice change of business commitments. This resulted in the August issue having to be produced commercially, or there would have been no journal at all for that month.

In March 1983 the production team investigated the reduction method of producing *Underground News*, in an attempt to reduce the workload for the production team. It was found that the reduction rate used for the March and April issues was unacceptable for easy reading and further experiments from May found an acceptable reading quality. The new format halves the amount of paper consumed, saving Society funds, and also allows for diagrams to be incorporated with the text, rather than on a separate page. Member Dennis Down came to the rescue in the autumn by offering to print *Underground News*, to whom the Society extends its grateful thanks, and also to John Crowhurst for keeping production going in very difficult circumstances. Thanks are also due to Louis Bartrip and Alastair Holmes (enveloping), to Nicholas Croome, Peter Gordon, Gerald Griffin, Alastair Holmes and Matthew Woolard (collating), and to Paul Creswell for spearheading and efficiently organising this vital task.

Publications

The Society's second book 'The R Stock Story', written by Piers Connor, was published in April, the trains having been withdrawn from public service in March. Sales have been good, with over one-third of books sold at the end of the year, covering 75% of the cost in just eight

months. The R stock book has also encouraged further sales of the first publication, 'The COP Stock Story' by the same author, of which 60% had been sold at the end of 1983, and has more than covered its cost.

Thanks are due to Piers Connor for writing the books, Bob Greenaway for editing, to Brian Hardy for typing the numerical tables, and to all others involved with preparation and production. Preliminary work had also started on a book on the 1938 tube stock (scheduled for withdrawal in early 1985) and an update and expansion of 'Metropolitan Electric Locomotives'.

Preservation

The Preservation Group continued to have many working parties during the year. The Society was invited by London Transport to exhibit the Q stock car at the Neasden and Acton Open Days, and all efforts were concentrated on preparing the Q stock car for these exhibitions. For the Neasden Open Day on 24 April, one section of the car was painted in Underground red, but by the Acton Gala on 2/3 July, just ten weeks later, both ends and one side had been completed, as well as the fixing of car numbers and LT transfers. Work has also been progressing with the restoration of the interior panelling and seats. During 1983 a total of approximately 1,300 man-hours were spent working on the Q stock car by a small team of volunteers - about the same as in 1982.

The Society thanks the small team of helpers for all their hours of free time put in, to those who donated money, tools and equipment, and the officials of London Transport who arranged the movement of the car, storage in Ruislip (until June) and Ealing Common (from July).

At the end of 1983 negotiations were under way with London Transport for the acquisition of a redundant service stock wagon to place the two City & South London coach bodies on, with a view to them being stored under cover, and eventual restoration.

Roving

The year 1983 has been a non-event for Roving attempts, with none being recorded for the year, although several enquiries were received. The record still stands at 17 hours 37 minutes for 277 stations, set up in December 1981. Thanks are due to Roving Secretary, Mike Sherman, for the administrative work.

Sales

The year 1983 has been by far the Society's most successful ever for Sales activities, with record takings. Sales Manager Bob Greenaway has attended six outdoor events (including one of two days duration) and eleven Caxton Hall meetings. Our new Postal Sales Manager, John Horsman, has dealt with an impressive volume of postal sales, adding vital income to Society funds. Thanks are due to all who helped man the sales stand, and to John Herting for providing transport.

At the end of 1983, however, Bob Greenaway found it necessary to relinquish the position of Sales Manager, a position he has held and built up for 14 years. Due to the kind offer from some members to man the sales stand at monthly meetings, this source of income is secure, as is that from postal sales, but we still have nobody willing to attend exhibitions and outside events, which will have a detrimental effect on income for future projects.

Visits

Seven visits were made to London Transport establishments and three to non-LT premises during the course of the year. The latter included a four-day visit to Paris and Lyon, and two visits to the Post Office Railway. The Society expresses its thanks to all our hosts on all these

visits, for their hospitality, to the Society Officers that organised them and to Society members who supported them.

The Society was pleased to appoint John Thomason as organiser for overseas visits.

Society Officers and Committees

Business commitments took the Society's Chairman Piers Connor to New York in April, and Vice-Chairman Brian Hardy has deputised for him at meetings. He also represented the Society at the RATP's farewell celebrations to Sprague stock in April.

Nick Mitchell left the Committee in February after four years. The Society is grateful to Nick for all the work he did and the advice he gave during this period. Jim Wright joined the Committee from March and took over as Information Officer, and has answered a steady number of members' questions about the Underground during the year.

Presidency

Our President for 1983-84, Mr. B.J. Prigmore, was unable to give his Presidential Address in October, due to hospitalisation. It subsequently became known that Mr. Prigmore has lost most of his voice and very kindly passed the script of his Address to the Editor, for inclusion in Underground News. The Society wishes Mr. Prigmore a speedy recovery, and expresses thanks for his support and services in the past.

Modelling

Investigations were being made into the feasibility of producing scale card models of Underground rolling stock.

Photographic Collection

The collection continues to expand, with donations and purchases of prints and slides.

Ticket Collection

The Society's collection of tickets was increased without cost to the Society, with gratefully received donations.

Other Items

There was no progress made in recovering outstanding Society property and posters from a member who was suspended at the 1981 Annual General Meeting for failing to return such property.

Conclusion

The Committee thanks all members for their support during 1983, and London Transport and other transport authorities for their help and guidance in many ways. The Society enters 1984 with cautious optimism as to its future - the Committee feels that more members could give active help - without it activities and services to the membership generally may suffer.

By order of the Committee

B.R.J. Hardy
Assistant Secretary
& Vice-Chairman