

# UNDERGROUND NEWS

NUMBER 268

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## THE TIMETABLE

### 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.

### Saturday 14 April

Morning visit to Stonebridge Park depot. FULLY BOOKED.

### Saturdays 28 April and 19 May

Sarah Siddons Railtours - full details were circulated in the previous issue of Underground News, on a special insert sheet. It must be noted, however, that first class accommodation will not now be included in the trains' formation, and the price has thus been reduced to £15 per ticket. Those interested in the 28 April tour should contact Mr.R.J.Greenaway, 26 Fishery Road, Boxmoor, Hemel Hempstead, Herts., HP1 1ND, enclosing an SAE, including those who have already booked and paid the higher fare.

### 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.

### Friday 8 June

Talk, 'The Terminal 4 Extension Loop', by Mr.D.J.Hornby, Civil Engineer (Development), 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.

### Friday 10 August

Talk, 'The History and Development of Acton Works', by Mr.J.G.Bruce, O.B.E. 19.00 for 19.15 in the Conference Room, Baden-Powell House.

Further Timetable items overleaf ....

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Dates for Your Diary

The following events are for advance information - take no action at present: further details to follow.

Sunday 3 June

LURS members are invited to participate with the Wembley History Society in this afternoon walk around the former British Empire Exhibition grounds at Wembley. It is hoped to see the remains of the Never-Stop Railway and the former Great Central loop line.

Sunday 1 July

LURS members are invited to participate in the London Passenger Transport League's annual walk over the abandoned Northern Line Extensions - Finsbury Park to Alexandra Palace (which closed on 3 July 1954 - 30 years ago) and Bushey Heath.

Saturday 14 July

All-day Society study tour/walk over the former Metropolitan Line tracks between Quainton Road and Verney Junction. Coach travel will be provided to and from Ruislip station. Booking details to follow.

FEBRUARY BADEN-POWELL HOUSE MEETING

For the February 1984 meeting, Les Collings entertained members with a comprehensive cine-film review of the eventful year 1983. Many special events were organised to celebrate London Transport's Golden Jubilee year, and Les captured many of them on film.

The Neasden open day on 24 April entailed moving rolling stock from other depots, causing many unusual transfer movements, including that of the Society's preserved Q stock car being brought from Ruislip depot between pilot motor cars L126/7. After showing shots of cars in place for the exhibition, Les completed the story by recording homeward movements to depots, or, for the 1938 stock exhibit, to scrap. Another Jubilee event was the pair of 1972 MkII stock rail tours, and Les was present with his camera for the second tour on 9 October, capturing the unique movements between the Central and District lines at Ealing Broadway, and through Ruislip depot.

Metropolitan locomotive, No.12, Sarah Siddons, had an eventful year. After playing her part on 1 May in hauling a special train of seven BR MkI and MkII coaches destined for Rugby, she ventured to Eastleigh for an open day on 29 May, after an earlier trial run to Strawberry Hill. Les was ready at the strategic places to record the transfer movements and trial runs associated with these ventures, as with those for the Stratford open day on 9 July.

The arrival of new stock is always interesting, and Les showed us how the first 1983 stock 3-car and 6-car trains arrived, in August and December respectively, behind a BR locomotive that ran into Neasden depot. We also saw the 1983 stock gauging run over the Jubilee and Bakerloo lines.

New stock arrives - old stock departs. After whetting our appetites with a unique scrap train comprising Q, COP and R stocks, Les showed the last appearances of the R stock, in normal public service on 4 March and on a special tour on 15 May.

The programme also included the turning of a 1959 stock train via the Watford triangle on 6 February, the special service to North Weald for the air show on 29 and 30 May, and the special services operated when major engineering work took place at Leytonstone on 1 and 2 October, and a panorama of standard stock operations on the Isle of Wight.

The meeting concluded with a hearty vote of thanks to Les for presenting a programme so

full of interest.

DFC

UNDERGROUND NOTEBOOK

No.8

by Piers Connor

Nifty Solutions

John Prigmore's Presidential Address, which appeared in the February 1984 Underground News (No.266), was of particular interest to me because my main interest in rapid transit has always centered on rolling stock technology. John and I have often corresponded on technical matters and have discussed early Underground technology many times. Had both his and my circumstances been different, I'm sure we would have had a chance to discuss some of the points made in his Address. Here, perhaps, he will permit me to add a couple of points of interest on our favourite topic.

As far as auxiliary equipment on early tube cars is concerned, the Central London's 1903 motor cars, being 'earth return', but still subject to the 'no power busline' rule, had a simple solution. They always left the lighting supply line switch open on the motor car at the Bank end of the train. It is perhaps worth explaining why this was necessary.

A six-car train had a motor car at each end. These cars collected current for the motors, traction control circuits and train lighting, all at 500V d.c. There was a main fuse, to protect all the electrical equipment on the car, plus a lighting switch and a control switch for traction control. On the leading car the motors took current from the shoes, the current being controlled by the contactors. Opening and closing the contactors was achieved electrically using current, also collected by the shoes, but passing through the control switch and the driver's master controller. The control circuit was separate from the motor circuit. It was used to control the contactors on both motor cars, the one at the rear being connected by a multi-core cable to the master controller in the leading cab.

The leading car could also control the current supply to the train lights. A simple knife switch connected the train lighting cable to the shoes so that the train lights remained on as long as the shoes got current. If however, the lighting switch was left closed in the rear cab as well, you could get trouble. If the leading car's shoes lost contact with the current rail, the lighting cable would allow the rear car to supply current to all the circuits on the front car, including the motors. This, in theory, violated the 'no power busline' rule. In reality though, all it did was to 'blow' the main lighting fuse and plunge the whole train into darkness. The solution therefore, was to leave the lighting cable switch open at the Bank end of the train or, after the Wood Lane loop was opened in 1908, at the 'A' end of the train.

On the L.E.R. lines, which had the 'half-and-half' arrangement described under 'Auxiliary Problems' where half the lights were fed from one end and half were fed from the other end of the train, the lighting supply was also the control circuit supply. Because a situation could arise when the leading car was stopped with its shoes 'off-juice' and thus have no current available to close the contactors, a special 'other end on switch' was provided in each driver's cab. This changed the supply from the lighting wires fed from the leading car to those supplied from the rear car. This 'nifty solution' allowed the train to be started with the rear car supplying control current to the front car which controlled the contactors on



the rear car and allowed its motors to push the train along!

#### Deadmen

Deadmen or, more properly, Driver's Safety Devices, have long been a bone of contention amongst their users. There are, and always have been, various ways of dealing with them and drivers have always tried to find ways of reducing the fatigue and inconvenience of operating them. The most obvious way of dealing with it was to 'centre the key' (switch it out). This could only be done while the train was coasting, only a small percentage of total running time, and was always illegal. (Regular reminders to drivers, pointing this out, are still issued in the Traffic Circular). A more satisfactory way of reducing the fatigue was to hold the controller handle in the 'parallel' position upon starting and leave it there only until the train's equipment had reached the parallel running mode. Then, allow the weight of the arm to pull the handle back to the 'series' position. This was much more comfortable than 'parallel' and as the equipment automatically maintained its parallel running, no power was lost unless the train passed over a current rail gap. This method is a time-honoured tradition on all the Underground's 'handle type' deadman devices.

The 'button' type, used on BTH equipments until the early 1920's and then on GEC equipments, as mentioned by the President in his Address, was, I can attest, very uncomfortable to use. The button seemed to be trying to bore a hole in one's hand. Generations of drivers tried to nullify the effect of it, including resorting to mechanical adjustments.

My own experiences with various deadman devices, including the 'ring grip' used on some European equipments, lead me to a preference for the twist-grip system used on the R44 and R46 cars of the New York Subway. Although not that different in principle from the D and 1983 stocks in London, detail differences make it generally a very comfortable controller to use. A close second place would be for the 1962/A60 stock controllers. A good desk layout plus the two-spring system used on their BTH controllers both helped give a sensible device.

### ENGINEERING WORKS

#### Marble Arch

Renewal of track and pointwork at Marble Arch caused the reversing siding not to be available from Monday 30 January 1984, until Wednesday 15 February 1984. The siding is normally used from 12.37 to 15.49 on Mondays to Fridays every 12 minutes, with four trains shuttling between there and Liverpool Street (100, 101, 120 and 121, starting from Ruislip depot at 11.36 and 12.00, and from White City at 11.42 and 12.06 respectively).

With the siding not being available, the four trains were revised to start as shown below, working additional trips as shown:

Train	Starting from	Normal working
100 *	13.07 Ruislip depot	15.25 Marble Arch
101 *	13.36 Ruislip depot	15.49 Marble Arch
120 *	13.06 White City depot	15.13 Marble Arch
121 †	12.42 White City depot	15.37 Marble Arch

#### Notes:

\* Additional trip worked to Ealing Broadway via Liverpool Street.

† Additional trip worked to West Ruislip via Liverpool Street.

During the period of the work, Holborn signal box was manned for use in an emergency, which, it is reported, was used at least once.

Uxbridge: 26.2.84

In connection with the installation of equipment for the protection of trains entering terminal stations, the Metropolitan Line service between Ruislip and Uxbridge was suspended until about 09.15 on the above date. (In fact, because of smouldering on points at Ruislip, services were additionally interrupted between Rayners Lane and Ruislip). A substitute LT bus service was provided between Ruislip and Uxbridge, calling at Ickenham and Hillingdon.

#### Hanger Lane Junction: 3/4.3.84

The work of replacing bridge D29 at Hanger Lane Junction (west of Ealing Common) was briefly described in UN 261, NF 160/83. The first of several major weekend works occurred during 3/4 March, with the installation of a 'waydeck'. A waydeck is a temporary track support under sleepers, usually used to support track over short spans, prior to installing the new bridge. The work affected the District and Piccadilly services on both days, and the Central Line (which passes underneath) after 00.15 on the Saturday night, and all-day Sunday.

#### District Line

On both days, Ealing Broadway trains terminated at Ealing Common, reversing from the westbound platform to the eastbound platform via the depot, the normal 20-minute service being operated. It was interesting to note that the westbound starting signal at Ealing Common (WM22) had previously been moved westwards, to accommodate a full-length train reversing.

#### Piccadilly Line

On both days the Rayners Lane service was diverted at Acton Town to Northfields, reversing via the siding or depot. This allowed the central area frequency to operate as normal, also the Heathrow and east-end services.

#### Central Line

Normal services operated throughout Saturday 3 March except for the last two Ealing Broadway trains, which terminated at North Acton, with bus connections for West Acton, Ealing Common and Ealing Broadway (q.v. below). On Sunday 4 March, all Ealing Broadway trains reversed west to east at North Acton, but the remainder of the Central Line service operated as normal.

#### Substitute Road Services

##### Saturday 3 March

Apart from the two late-night journeys from North Acton to Ealing Broadway on the Central Line, two separate services were provided by London Transport throughout the day. These were:

1. Between Ealing Common and Ealing Broadway, every 20 minutes, providing connections to and from District Line trains at Ealing Common.
2. Between Acton Town and Rayners Lane, calling at intermediate stations, 'at frequent intervals' (about every 10 minutes before 06.15 and after 23.00).

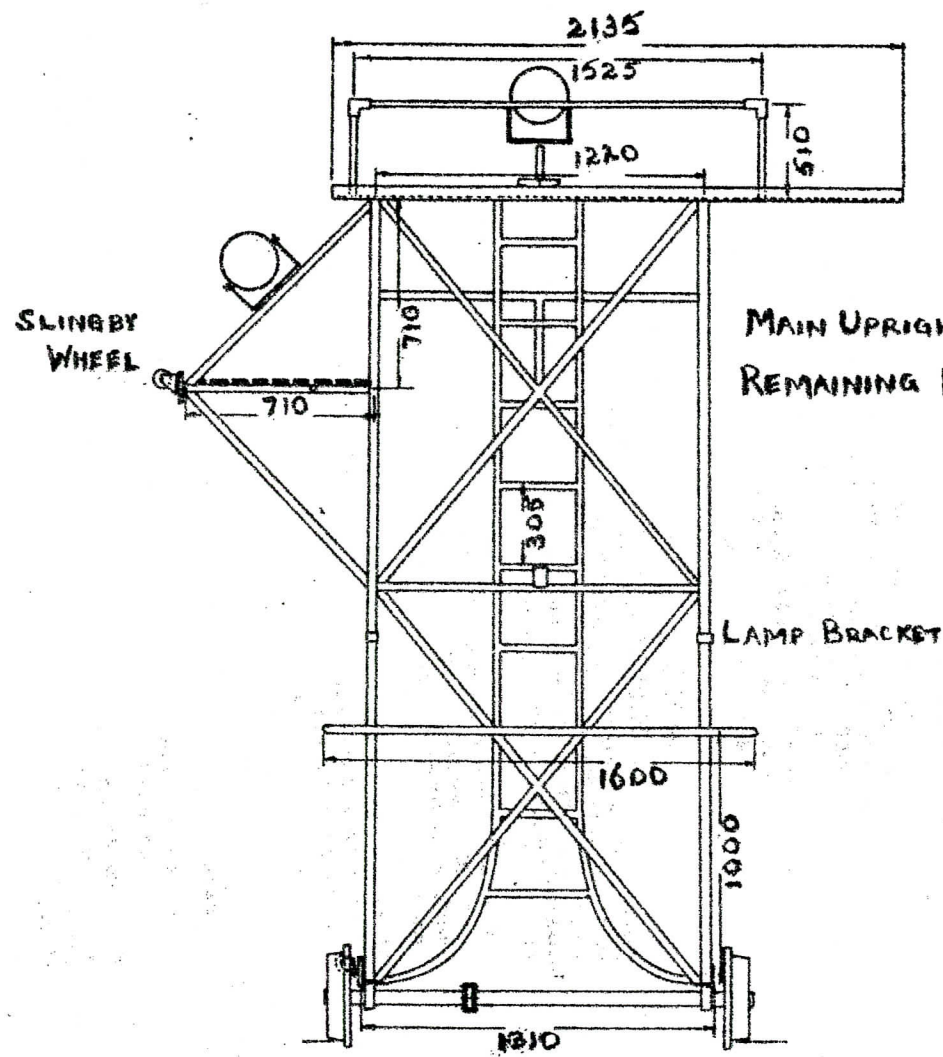
##### Sunday 4 March

Again, two separate LT services were provided, but arranged as follows:

1. From North Acton to Ealing Broadway, via West Acton and Ealing Common, every 10 minutes.
2. Between Acton Town and Rayners Lane, calling at intermediate stations, 'at frequent intervals' (about every 10-15 minutes before 08.00 and after 22.30).

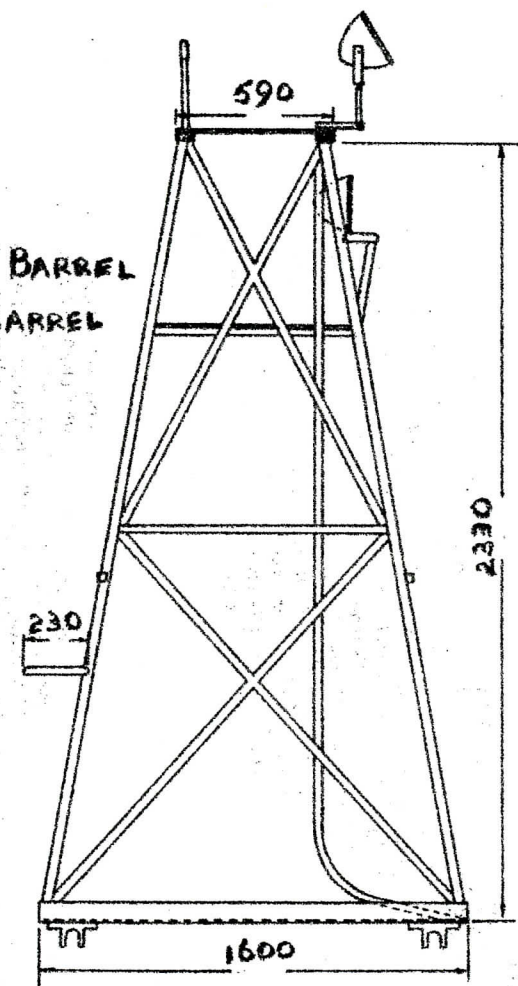


# L.P.T.B. TUNNEL AND BRIDGE INSPECTION TROLLEY



MAIN UPRIGHT MEMBERS 1" BARREL  
 REMAINING MEMBERS 1/2" BARREL

STANDARD INSULATED  
 TROLLEY AXLE



PLAN SHOWING BATTERY CARRIER

DIMENSIONS IN MILLIMETRES



Drawing opposite: A London Passenger Transport Board tunnel and bridge inspection trolley. Does anyone know if it (or they) ever existed??

FROM THE PAPERS

Daily Telegraph:

6.2.84 - LT underground tunnels and disused tramway conduits are to be used to lay cables for a closed-circuit TV network to provide a central teaching system for medical students at five London hospitals.

7.2.84 - In the House of Commons yesterday, Mr. Ridley, Transport Secretary, said that no tube lines or bus routes were likely to disappear as a result of a reduction in transport revenue support grant to London Transport.

13.2.84 - Train services in the Glasgow area face disruption today with a 24-hour unofficial strike call by NUR guards over proposals to introduce driver-only trains and unmanned stations.

18.2.84 - Notices on the Hong Kong Mass Transit Railway forbid smoking, drinking, eating on the railway or 'playing with your ticket'. The tickets, credit-card look-alikes, are slotted into entry and exit turnstiles, collected at intervals and reissued through the ticket machines.

26.2.84 - LT said yesterday that it produced a £37 million surplus on bus and tube operations last year, £35 million above budget. Subsidies are still running at the rate of £250 million a year. The LT Chairman said that this was due to a combination of reduced fares and better services.

Watford Observer:

6.1.84 - A local enquiry into the future of the 95-year-old canopies at Rickmansworth station will be held next week. LT wants to replace the existing canopies with new structures, but Three Rivers Council has refused planning permission. LT is to appeal against this decision.

13.1.84 - The enquiry into the renewal of platform canopies at Rickmansworth was held on 10 January. For Three Rivers Council, the new plan did not keep the 'homely' feeling of Victoriana. The proposed new steel poles and steel sheeting would be devoid of all decoration and would generate a cold and unfriendly atmosphere. For London Transport, it was argued that a design is not bad because it is new. A 'like-to-like' design had been rejected because it would have cost over £1 million, as against £650,000. The Environment Department Inspector's decision will be announced in due course.

Sunday Times (date unknown):

LT are reported to be opening up its bus and train orders to overseas competitors for the first time. Four firms are being considered for a £150 million order for new trains for the Central Line. They are: Metro-Cammell, British Rail Engineering (both UK), Waggon Union (Germany) and CIMT-Lorraine (France).

The same issue reports that BR's senior management are against turning Marylebone BR station into a new London coach terminus. The proposed diversion of Marylebone services into Paddington and Baker Street are now thought to be less cost effective than first envisaged. Marylebone is reported to be making a loss of £700,000 a year.

Financial Times:

2.2.84 - It is reported that five British suppliers of equipment for urban rail systems are to form a group with LT to increase Britain's competitive strength when bidding for international projects. The five companies are: General Electric, Hawker Siddeley, Metro-Cammell, Balfour Beatty and Henry Boot, and the group will be known as Metrotec.

trio, Hawker Siddeley, Metro-Cammell, Balfour Beatty and Henry Boot. The group will be known as 'Metrotec' and will have London Transport's support in the form of technical and operational experience. The five companies provide a wide range of equipment: Track (Henry Boot), rolling stock (Metro-Cammell), power supply equipment (Balfour Beatty) and signalling/communications (GEC and Hawker Siddeley).

Commercial Motor (Magazine):

28.1.84 - Despite opposition from top BR management (q.v. above) this magazine describes how it would be possible to convert Marylebone station into a coach terminal, and the former railway line into a bus or coachway. Although the tunnel on the approach to the terminus is only 6.5 metres wide, it is thought that coaches could pass quite safely. Road connections could be provided with the A40 at Northolt (by 1km of new road) and with the North Circular Road at Neasden. The cost of converting the route into an expressway is estimated to be £10.3 million, and could be in use by 1987.

POINTS OF INTEREST

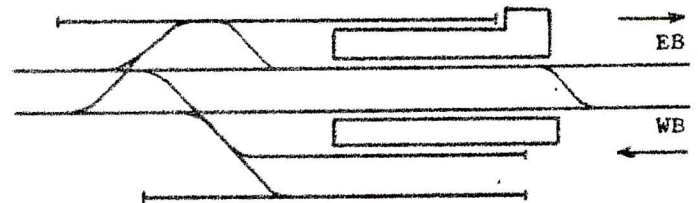
Moorgate

Matthew Manning will be recalled as having been associated with an unusually wide range of psychic activities. In an autobiographical book he recalls an apparently precognitive dream of the 1975 Moorgate disaster. He says rather vaguely that it came 'five or six nights, separated by varying intervals, and each time more details were added'. Unfortunately the details were insufficient to locate the place or time of the accident.

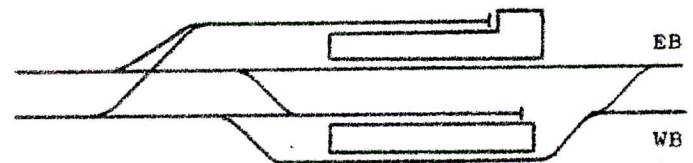
(Manning, M. 'In the Minds of Millions', London, W.H. Allen, 1977, page 102).

Mansion House

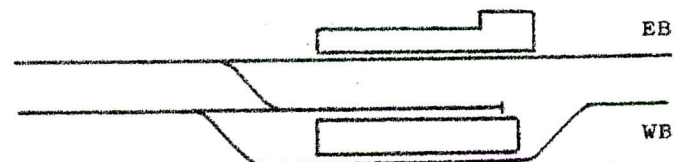
The original layout at Mansion House remains a mystery (unless a member can supply the information), and the layout from 1905 is shown below (not to scale):



Later, until 1968:



From January 1968:

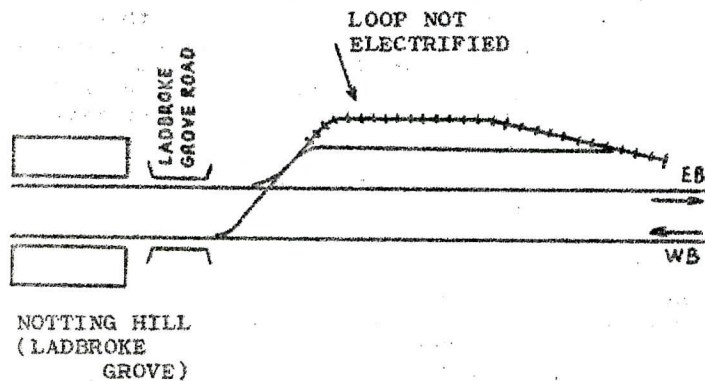




Ladbroke Grove Siding and LOOP

With reference to Mr. Borley's letter (UN 263, page 197) it may be of interest to record that there was an electrified siding and a non-electrified loop at Ladbroke Grove. Metropolitan Railway papers (MET10/94) state that the GWR Richmond service could work to Ladbroke Grove (then Notting Hill) 'as a siding is being provided there for an electric train'. (Mr. Borley has suggested to me that this electrified siding was probably provided for accommodating a train during the Sunday Church Interval). Another report (H & C Minutes 12 December 1906) refers to a loop line at this station 'on which work has started'. This loop was built north of the electrified siding and the layout was arranged so that a GWR engine could run round its train using both loop and siding. After the 1910 cessation of the GWR service mentioned by Mr. Borley in his letter, the GWR suggested the loop should be dismantled and the materials recovered, but the Metropolitan insisted on the whole layout being retained as it was still considering the possibility of an electric service to Richmond at this time. When that proposal was dropped in 1914 the loop was removed (possibly early-1915) but the electrified siding remained.

The diagram below (not to scale) is based on a GWR plan dated 16 December 1906, which is MET10/94:



LETTERS TO THE EDITOR

Sir,

Rebuilding Metroland

Fans of Metroland who are also garden-owners may be interested in a new form of preservation I have hit upon. In short, when an interesting structure is to be demolished, cadge a brick and incorporate it into a garden structure. I have built an incinerator and a seat-cum-flower holder in this way, and blending the various colours and textures has given hours of fun.

The demolition of the far-platform buildings from Great Missenden northwards provided several bricks, and crossing-keepers' houses at Marsh and Grandborough Road also gave examples. Ancient narrow bricks from the ruined church at Stoke Mandeville rub shoulders uneasily with specimens from the former 'Leather Bottle' near Wendover. Stafford blues came from bridges at Claydon and Verney Junction. The incinerator is crowned with a cast-iron chimney from a P-way hut at Wendover.

I have always found demolishers sympathetic to these unusual requests, in fact a workman taking down Willesden Green goods depot even gave me his daily paper to wrap my trophies in! Try it, I can recommend it!

Yours sincerely,  
A.J.Reed.

Aylesbury, Bucks.  
1 March 1984.

Sir,

Chronology of London Railways

A supplement, giving additions and amendments, has been issued and can be obtained from Mr. C.R.Thomas, 23 Beanfield Avenue, Green Lane, Coventry, CV3 6NZ. Send a large SAE.

Yours sincerely,  
H.V.Borley.

Ruislip, Middlesex.  
2 March 1984.

SOCIETY SECTION

Change of Address

With immediate effect, the Treasurer's address is:

37 Raglan Court,  
Empire Way,  
Wembley,  
Middlesex,  
HA9 ORF.

Visit to the Post Office Railway

On Tuesday evening 14 February, a party of Society members visited the Post Office Railway and Workshops at Mount Pleasant. The group descended in a lift to the platforms of Mount Pleasant station, where we saw the process of loading and unloading mailbags from the driverless trains. It was noted that the trains had a direction-of-travel switch, which is used in shunting or emergency reversing - the end of the line terminal stations of Paddington and Eastern District Office having loops beyond the platforms. The method of despatching trains was demonstrated, and we were shown the emergency stop system. The party were then taken to the switch cabin, which controls the passage of trains in the Mount Pleasant area. The automatic operation of trains was explained, including the method of slowing down trains approaching and passing through stations. A 14-train service was in operation at the time of our visit, operating every 5 minutes, some trains being formed of single cars, and some of two-cars. All 14 trains in service were of the new type built 1980-82, although we were told that some of the older trains of 1930-36 vintage had been retained for further service. Since the Society's previous visit to the railway, a year ago, it was noted that the platform tunnel walls had been clad in panelling - previously the cast iron segments (painted white) was the only decoration!

The party was then taken underneath Mount Pleasant platform to inspect (and hear) the relay room. Here, we were treated to a display of flashes and bangs as the various equipments cut in and out with the passage of trains above. It was also noted that the mercury arc rectifier had been made redundant since the previous visit having been replaced by more modern equipment.

We then returned to platform level and travelled up in the lift to make our way to the depot at Mount Pleasant. Inside the depot, the modernisation currently being undertaken was seen. The overhead trolley leads were observed, by which method trains are moved around the depot. It was noted that the levers for the depot handworked points were sunk into the floor. In the depot, we were able to examine at close quarters the differences between the old and new stocks, and inspect the miscellaneous vehicles.

The evening visit concluded by returning to the reception room, where the last few questions were answered by our hosts. The Society wishes to thank Derek Varrier and his colleague for escorting us around the railway, and for an interesting, fascinating and educational visit.

Rolling Stock

The following information is correct at the time



of the Society visit:

1930-31 English Electric

(50 cars, 752-763 and 793-830)

In stock - 755 756 801 805 806 811  
812 814 815 819 824

1936 English Electric

(10 cars, 923-932)

In Stock - 928

Also remains of 929

1980-82 Greenbat

(34 cars, 501-534)

In stock - 501 502 503 504 505 506  
507 508 509 510 511 512 513 514 515  
516 517 518 519 520 521 522 523 524  
525 526 527 528 529 530 531 532 533  
534

In addition, two motor car ends, as spares,  
both numbered 535.

Preserved Cars:

803 Quainton Railway Society  
808 Diesel & Electric Group  
809 National Railway Museum, York

Corrections

To UN 266, page 12, column 1, paragraph 7  
and

To UN 267, page 32, column 1, paragraph 1 -

The 1968 special Q stock train ran non-stop from  
Wimbledon to CHESHAM.

ROLLING STOCK ALTERATIONS

Corrections to UN 265, page 8:

Units to Acton Works, 23.11.83 should read:

1064-2064-9065-1065+1062-2062-1063

Units from Acton Works, 23.11.83 should read:

1000-2000-9001-1001+1054-2054-1055

February 1984

D Stock Ventilation Modifications:

Units	Ealing - Ruislip	Ruislip - M.C.W.	Ealing - Acton
7074+7115 7514		1. 2.84	2. 2.84
7048+7109	6. 2.84	8. 2.84	
7078+7117 7516	13. 2.84	15. 2.84	14. 2.84
7100+7121	20. 2.84	22. 2.84	
7040+7085 7512	27. 2.84	29. 2.84	29. 2.84
Units	M.C.W. - Ruislip	Ruislip - Ealing	Acton - Ealing
7072	1. 2.84	9. 2.84	
7109	1. 2.84	6. 2.84	
7528			2. 2.84
7034+7081 7520	8. 2.84	10. 2.84	14. 2.84
7116+7067	15. 2.84	16. 2.84	
7000+7091	22. 2.84	24. 2.84	
7120+7027	29. 2.84		

Unit Returned Unmodified

7126 1. 2.84 6. 2.84

Miscellaneous Movements

L29 Lillie Bridge to Acton (collision, over-  
haul and mods) 9th  
L31 Acton to Lillie Bridge (ex-collision and  
mods) 16th  
L134+3250-3356+L135 Neasden to Acton (fire  
damage) 28th

Units to Acton Works for Overhaul:

Metropolitan	5206-6206-6207-5207	3rd	(b)
Northern	1074-2074-1075	3rd	(a)
Central	1708-2708-9709-1709	6th	(b)
Northern	1748-2748-1749	10th	(b)
Piccadilly	361-561-161	14th	(d)
Metropolitan	5174-6174-6175-5175	15th	(b)
Metropolitan	5558-6558	16th	(d)
Northern	1052-2052-9053-1053	20th	(a)
Jubilee	3443-4543-3543	22nd	(d)
Central	1400-2400-9401-1401	23rd	(b)

Units from Acton Works after Overhaul:

Metropolitan	5172-6172-6173-5173	3rd	(b)
Northern	1062-2062-1063	3rd	(a)
Central	1636-2636-9637-1637	6th	(b)
Northern	1750-2750-1751	10th	(b)
Piccadilly	319-519-119	14th	(d)
Metropolitan	5160-6160-6161-5161	15th	(b)
Metropolitan	5556-6556	16th	(d)
Northern	1016-2016-9017-1017	20th	(a)
Jubilee	3444-4544-3544	22nd	(d)
Central	1736-2736-9737-1737	23rd	(b)

Explanation of codes:

- (a) Ordinary heavy overhaul
- (b) Half-life overhaul
- (c) 18-year overhaul
- (d) 9-year overhaul

NEWSFLASHES

NF 45/84 - It is reported that LT's Jubilee  
coach, currently stored at Ruislip, is to be  
moved to Upminster depot.

NF 46/84 - Instances continue to occur on the  
Northern Line, with trains of 1972 tube stock  
being formed of one unit of MkI type and one  
unit of MkII stock. One such occasion was on  
29.2.84, when train 156 entering service in the  
afternoon from Highgate depot was composed of  
cars: 3207-4207-4307-3307+3432-4532-3532.

NF 47/84 - Two new dot matrix train describers  
were fitted at St. James's Park station (one on  
each platform) on 23.1.84. Initially they were  
located very close to the old describers, but  
when switched on the old ones were removed.  
About 2/3 of the width is taken up for Circle Line  
trains, with 'via Liverpool St.' and 'via High  
St. Kensington' in lower case lettering, except  
for the capitals, which come below the level of  
the other capitals. The new indicators do not  
yet give the time away of each train. When no  
trains are on the indicators, the words 'LONDON  
TRANSPORT' are illuminated.

NF 48/84 - On the evening of 22.2.84 an inner  
rail Circle Line train at Euston Square was  
described on the indicator with technically  
correct, but unnecessary information, as 'Not  
Stopping at Wembley Park ...'. By the time  
(22.06) the train (217) left Baker Street it  
was shown as going to Hammersmith. The follow-  
ing Hammersmith train was conversely shown as  
'Circle Line'. Confusion was evident among  
passengers.

NF 49/84 - Depot shunting Unimog L84 has been  
given the registration number of A 456 NWX.

NF 50/84 - A full train service operated on  
every underground line during the evening peak  
on 14.2.84.

NF 51/84 - Noted in the second week of January  
1984, the westbound line west of East Acton on  
the Central Line had been slewed back to its  
original position, following completion of the  
work after the bank slip (UN 259, NF 133/83).

NF 52/84 - The training of drivers on the  
Hammersmith & City Line for one-person-operation  
(OPO) commenced on 4.2.84. OPO services will  
commence on 26.3.84 for an experimental 12-week  
period.



NF 53/84 - Further to NF 43/84, the following is a list of destinations included on the blinds of C stock trains and the variations over the 14-year period:

<u>Original Type</u>	<u>2nd Type</u>	<u>Latest Type</u>
SPECIAL	SPECIAL	SPECIAL
PLAISTOW	PLAISTOW	PLAISTOW
BROMLEY	BROMLEY	BROMLEY
ALDGATE	ALDGATE	ALDGATE
ALDGATE EAST	ALDGATE EAST	ALDGATE EAST
LIVERPOOL STREET	LIVERPOOL STREET	LIVERPOOL ST
MOORGATE	MOORGATE	MOORGATE
BARBICAN	BARBICAN	BARBICAN
FARRINGDON	FARRINGDON	FARRINGDON
KINGS CROSS	KINGS CROSS	KINGS CROSS
BARKING	BARKING	BARKING
WHITECHAPEL	WHITECHAPEL	WHITECHAPEL
HAMMERSMITH via Shepherds Bush	HAMMERSMITH via Shepherds Bush	HAMMERSMITH VIA SHEPHERDS BUSH
EDGWARE ROAD	EDGWARE ROAD	EDGWARE ROAD
PADDINGTON Suburban	PADDINGTON (Suburban)	PADDINGTON Suburban
HIGH STREET KENSINGTON	HIGH STREET KEN	HIGH STREET KEN
EARLS COURT	EARLS COURT	EARLS COURT
PARSONS GREEN	PARSONS GREEN	PARSONS GREEN
PUTNEY BRIDGE	PUTNEY BRIDGE	PUTNEY BRIDGE
WIMBLEDON	WIMBLEDON	WIMBLEDON
CIRCLE LINE	CIRCLE LINE	CIRCLE LINE
GLOUCESTER ROAD	GLOUCESTER ROAD	GLOUCESTER RD
SOUTH KENSINGTON	SOUTH KENSINGTON	STH KENSINGTON
* EMBANKMENT	EMBANKMENT	EMBANKMENT
MANSION HOUSE	MANSION HOUSE	MANSION HOUSE
TOWER HILL	TOWER HILL	TOWER HILL
BAKER STREET	BAKER STREET	BAKER STREET
NEASDEN	NEASDEN	NEASDEN
WEMBLEY PARK	WEMBLEY PARK	WEMBLEY PARK
HARROW ON THE HILL	HARROW on the HILL	HARROW ON THE HILL
SPECIAL	SPECIAL	EALING BDY RICHMOND SPECIAL

Note \* Embankment was originally Charing Cross.

NF 54/84 - First noticed on 2.2.84, new signals at the north end of platforms 3 and 4 at Finchley Road (southbound platforms for the Jubilee and Metropolitan lines). These signals are not yet commissioned as they are defaced by a white cross. Half-way down the posts is a rail gap indicator, also not yet commissioned. When the new signalling is commissioned it will be possible to reverse in either platform back onto the northbound Jubilee Line. It will also be possible to reverse north to south, via the northbound Jubilee Line at Finchley Road (Metropolitan Line trains will use the crossover north of the station) and back into either platform 3 or 4. It is interesting to note that the new 1983 tube stock includes 'FINCHLEY ROAD' on the blinds, as do some of the 1972 MkII stock. The crossover from the northbound Jubilee to the northbound Metropolitan Line, north of Willesden Green, is to be replaced by a new crossover north of Neasden. This will allow Metropolitan trains running over the Jubilee Line to call also at Dollis Hill. The first stages of the new signalling will be the automatic section between south of Finchley Road and

north of Baker Street on the Jubilee Line, at present scheduled for 18.3.84 (southbound) and 1.4.84 (northbound). Diagrams of the appropriate resignalled sections will be included in the journal after they take effect.

NF 55/84 - A six-car train of 1983 tube stock (units 3601 and 3602) worked a test trip on Sunday 12.2.84, as follows: Neasden depot-Baker Street-Elephant & Castle-Stonebridge Park-Queens Park (shunt to and from north and south sheds)-Elephant & Castle-Neasden depot. This is the first time that such stock has ventured onto LMR metals on the Watford d.c. line.

NF 56/84 - In anticipation of the extension of Bakerloo Line trains from Stonebridge Park to Harrow & Wealdstone in the peaks from Monday 4 June 1984, the first amended Bakerloo Line car line diagram was observed on 9.3.84. As most Bakerloo Line trains still show the line right to Watford Junction (only a few 1959 stock train maps finish at Stonebridge Park), it appears that these will be modified by having the section from Headstone Lane to Watford



Junction blanked over, as was seen on car 11222.

NF 57/84 - A three car train of 1960 tube stock worked a test run to Leytonstone and Ongar on 6.3.84.

NF 58/84 - It has been recent policy for one train on the Waterloo & City Line to have three motor cars in its formation, the third having its motors cut out, acting as a trailer. However, on 27.2.84, all four trains in the evening peak were formed with three trailers. The trains were formed:

Train	Bank	Waterloo
A	59 - 76 - 80 - 77 - 57	
B	54 - 73 - 71 - 72 - 55	
C	62 - 78 - 85 - 84 - 56	
D	53 - 75 - 83 - 79 - 51	

It is interesting to note that trailer S77 has returned to service after a considerable period of time away. It has been overhauled and bears the overhaul date of 5.12.83. Motor car S60, also absent for a long time, is currently at Selhurst, last being overhauled on 12.10.74.

NF 59/84 - The erstwhile poster timetables in traditional form, showing services to and from Ongar/Epping and the City and West End have been replaced - at Loughton and Epping - by a new style. The new timetables are the usual poster size and are headed 'Departures from ...' with 'Central Line' in red at the top left hand corner. A line diagram, showing interchanges, is centrally placed with the location marked 'You are here'. Departures for selected destinations are then shown in pink-coloured panels adjacent to the destination station. The Loughton poster (Ref.267) shows departures from Loughton to Ongar, Epping (including Debden shorts), City/West End/White City, North Acton, Ealing Broadway and West Ruislip.

NF 60/84 - On 31.1.84 London Transport honoured one of its most remarkable former employees - George Spiller, who was once a steam train fireman on the Underground, and who celebrated his 100th birthday in January. At the London Transport Museum in Covent Garden, Dr.Keith Bright, LT's Chairman, presented Mr.Spiller with an inscribed copy of 'The London Transport Golden Jubilee Book', commemorating the 50-year history of London Transport - covering a period of only half Mr.Spiller's lifetime. George Spiller was born on 18 January 1884 in the Isle of Wight and came to London at the turn of the century, joining the District Railway as an engine cleaner. He later became a fireman at 4/- (20p) a week, occasionally driving trains in emergencies. He is almost certainly the last man still living to have operated steam trains on the Wimbledon branch and the Circle Line (then run jointly with the Metropolitan Railway). These lines were electrified in 1905. Through both World Wars and the years in between Mr.Spiller was an electric train driver on what became the Piccadilly and Bakerloo lines, and retired in 1949. At the function of 31.1.84, a cake in the shape of a steam train in the old District Railway livery was cut in his honour, and he was shown a film of the Underground in the days of steam. He was also shown the Museum's 1866 steam locomotive, similar to those he worked on 80 years ago.

NF 61/84 - A member reports purchasing a copy of 'Barnetts' 'Enfield & Barnet L.B.' street map. It is noted that the Alexandra Palace line is shown as starting from Highgate (station not shown), Cranley Gardens, and Alexandra Palace (Muswell Hill was also omitted). On the Mill Hill East to Bushey Heath section the line is shown as finishing at Mill Hill (The Hale). Brockley Hill is shown, but without rail connections to Edgware or Elstree. The station at Elstree is shown, with the line going off in the direction of Bushey Heath. The map has no

date to say when it was published, but it is available from most booksellers.

NF 62/84 - The following report has been received from the Vintage Carriages Trust, on the three Metropolitan compartment stock coaches:

No.427 - in service, with only minor work necessary from time to time.

No.465 - Work has been completed on No.8 compartment, leaving just one left to do. It is expected that on completion the coach will be returned to service.

No.509 - Work mainly on the roof, filling cracks and sanding to shape. Teak faced marine ply specially made with water-resistant finish, is now to hand. All the available walnut trim has been fitted, leaving two compartments with part trim to make. Glazing has commenced. Roof covering will be fitted in the near future.

NF 63/84 - Further to NF 33/84, further information has been received of the Watford Junction to north of Harrow section of (the ex-Bakerloo) line:

The emergency crossover at Hatch End was removed on 20 March 1983, with the signalbox removed about 29 January 1984. The booking hall, which suffered fire damage during 1982, has been repainted, and is likely to reopen soon. Access has been via the Bicycle passage for several months and a temporary ticket sales counter cut in the rear wall of the office.

At Headstone Lane, work on repairing the street-level fire-damaged buildings started in November 1983. Scaffolding has been erected at pavement and rail level, necessitating a 20 mph speed restriction for trains on the down line. Access continues to be via the dustbin gate at the south end of the buildings on the northbound (or down) platform.

Development of Watford Junction started on 21 November 1983. Platform 4 was closed for about two weeks, whilst a temporary building was erected, partly on platform 6 (down main line) and partly overlapping the trackbed of former platform 5. When reopened, platform 4 bufferstop had been moved roughly two-car lengths towards London. Platforms 2 and 3 were closed briefly while buffers were moved south, roughly in line with those repositioned on platform 4. Platform 1 was out of use from mid-December until 1 February whilst the supporting wall was strengthened. The buffers were also moved, to align with those of platforms 2-4. The space between the old and new buffer positions of platforms 2 and 3 have been boarded over at platform level. The way then continues behind platform 4 buffers to the trackless face of platform 5. Exit via this way was first used on 3.2.84, with temporary buildings erected at road level parallel to the end of platform 1. Much of the canopy on the 'new line' (or d.c.) platforms was removed piecemeal from December 1983.

It has also been reported that some sections of negative 4th rail has been removed from north of Harrow to Watford Junction, making the extension of Bakerloo trains beyond Harrow in an emergency impossible when services are restored. Reports, please, of the sections of negative rail that have been removed ??

NF 64/84 - On 4.11.83 London Transport invited a number of UK and international companies to participate in a pre-selection process as a preliminary to the choice of contractors to bid for the £77 million Docklands Light Railway project. The railway, which will link the Isle of Dogs with Tower Hill (Minories) and Stratford, involves civil engineering work on the reinstatement, refurbishment and extension of 8.6km (5.3 miles) of existing railway viaduct and cutting, the construction of 3.5km (2.2 miles) of new align-



ment, 15 stations, and an operating centre and maintenance depot. It also involves provision of the necessary rolling stock and other equipment to provide a railway system capable of carrying, in the first instance, peak loads of 2,500 passengers an hour in each direction. London Transport is acting as agent for the construction and operation of the railway, and the two clients, the Greater London Council and the London Docklands Development Corporation, except that the system eventually chosen will be steel wheel on steel rail, but other decisions such as the type of vehicle and the degree of automation, will be taken in the light of offers received. The invitation to take part in the pre-selection process divides the work into a limited number of tender packages. Prospective tenderers are being asked to indicate interest in one or more packages as main contractors, independently or in joint venture with other companies. LT expects, in the light of responses to the pre-selection process and subject to enactment of the necessary legislation, to issue invitations to tender to a short list of contractors in early 1984.

NF 65/84 - At about 03.50 on Sunday morning 19 February 1984, a Bakerloo Line train stabled overnight in the southbound platform at Queens Park, ran away on a down gradient, coming to rest just south of Regents Park, eight stations on. Fortunately, no staff were injured, but four had to move clear of the train. On the stabled train, only two out of four handbrakes were applied and one of those was defective. The latter had been reported by a driver two days earlier, but the report was overlooked, and the defect was also missed in a routine examination five days before the incident. The crew who stabled the train had engaged the air brakes and a rail anchor at the front of the train. Air brakes lose their effectiveness when traction current is switched off, and the rail anchor snapped. The runaway train was reported by the signalman at Queens Park who immediately told the line controller. An LT enquiry was set up and concluded that requirements for securing the train on stabling had not been carried out - if they had, the train would not have moved, despite defects. Procedures have been tightened up to prevent any possibility of a recurrence, which includes stabling that particular train (normally only done during Saturday night/Sunday morning) in the north sheds instead of in the southbound platform. Rail anchors were to be given new stress tests.

NF 66/84 - Further to Christmas Stories (UN 266, page 24), regarding the observation of a D stock train with Christmas decorations, this was in fact one of THREE trains thus decorated on 22.12.83. Two of the trains were: set 34, formed 7048+7099 and set 23, formed 7006+7097. As far as it is known train 34 ran for the day in decorated condition, but by early afternoon, the 'snow' had been washed away by rain on train 23. The other (unidentified) train did not last in decorated form for too long because, as reported, the 'christmas tree' was obstructing the cab window, and instructions came from 'above' for this to be removed.

NF 67/84 - After settlement of the dispute between PTE management and Metro drivers, about lengths of shifts and manning levels, the final section of the Tyne & Wear Metro will now open in late-March 1984. The final section, between Heworth and South Shields, will be opened by the leader of Tyne & Wear County Council in a ceremony at Chichester station at 12.00 on Friday 23.3.84. The line will be opened to the public the following day. Travellers on South Tyneside were doubly hit in early February. Not only had the promised January opening of the South Shields line not occurred, but there was also a 2½-day bus strike at Northern General's South Shields depot on 7/8/9 February. Howdon level crossing experienced its first accident on 7.2.84 when a young man apparently drove through red lights. The car was badly damaged but the driver emerged unhurt. Previous accidents at Metro crossings have occurred at Fawdon and Kingston Park. In almost all these cases the road vehicle driver has subsequently been found at fault and successfully prosecuted. However, the local evening paper prefers headlines such as 'METRO TRAIN HITS CAR' and rarely reports the follow-up convictions - giving the impression that the crossings are unsafe, which they are not.

NF 68/84 - With effect from Monday 3 February 1984, normal evening services to Heathrow were restored, following the completion of the tunnelling work just west of Hatton Cross for the Terminal 4 loop. By the end of February, most of the tunnelling had been completed, with the only sections left to drive being the approach and break-in at each end of T4 station, and linking up with the westbound overrun tunnel at Heathrow Central. It is expected that the loop line will be opened in July 1985.

NF 69/84 - It is reported that the restored platforms at Baker Street (platforms 5 and 6) will be officially reopened in a ceremony commencing at 10.15 on Tuesday 10 April 1984. By mid-March the work had been mostly completed, with the lighting from the former light shafts being very effective.

NF 70/84 - Full services have now been introduced on the Bedford-St.Pancras/Moorgate line, following several months of problems with the new class 317 EMU's. A recent report on television suggests that BR are now considering closing St.Pancras station, which will involve diverting all electric services into Moorgate, and Inter-City services into the adjacent Kings Cross.

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#### TAILPIECE

As most readers already know, the Waterloo & City Line is affectionately known as 'The Drain'. One recently observed blackboard notice at Liverpool Street station, advising that the line was closed, was headed:

'DRAIN BLOCKED'

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The last full list of Society Officers' addresses was published on page 7 of UN 265 (January 1984) with amendment on page 44 of this issue.

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