

UNDERGROUND NEWS

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MAY 1984

A MESSAGE FROM THE CHAIRMAN

On several occasions in the last year, I have made appeals, through the pages of Underground News and at our monthly meetings, for help from members to keep the Society running smoothly. We had a small response, but much was from members far away from London. This appeal therefore, is aimed at members in London and the Home Counties, and to those who do not help the Society already. In recent months, we have often reached 'breaking point' with some of our activities, just because we have no standby or back-up team to call upon. As your new Chairman, I do not want this Society to become a one-man band. I want a team of helpers - A BIG TEAM - A RELIABLE TEAM. In the last six or seven years our membership total has almost trebled. Below, I list exactly what help we need, just to keep the Society 'ticking over'.

If no help is forthcoming to keep our basic services going, then I shall have no hesitation in calling an Extraordinary General Meeting, to discuss what activities we can realistically continue, and to suspend or stop activities that our small number of helpers cannot reasonably deal with. If this means reducing the number of issues of Underground News per year, or putting back issues of Underground, or reducing the number of meetings held each year, then so be it.

Only when we get a larger team can we consider progressing with new activities.

WE NEED: Extra people to collate Underground News each month. This involves spending a day each month (or less frequently if several are prepared to come forward) in collating, stapling and putting the journal into envelopes. With our revised printing format, gone are the days of multi-sheet journals - the maximum number of piles of paper is usually no more than six, each containing c850 sheets of printed paper. This is usually done at the Despatch Officer's house at Luton, but could be altered to suit with mutual agreement.

WE NEED: A standby team to relieve our present Despatch Officer say, one month in three. Holidays are on horizon again, and it is not fair to expect one person to give up a complete weekend whilst on leave, for Despatch. Normally, the printed journal

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is collected from West Drayton by car and taken to Luton, where the despatch is organised. There is no reason why the despatch cannot be undertaken elsewhere, again with mutual agreement. It is worth remembering that, in terms of work, it is probably the Despatch Officer that is mostly affected with our increased membership.

WE NEED: An Exhibitions Sales Manager - this very vital service has been lost since the beginning of the year and at least four main events have been missed. What is needed is a team, with transport, to attend outside exhibitions - profits from these events help to finance future activities.

WE NEED: Someone who can transport sales stock to and from our meetings at Baden-Powell House. We already have someone who has kindly offered to man the stand, but would be grateful of extra assistance.

WE NEED: A Sales Manager, to co-ordinate the four sales activities: Postal, Trade Sales, Monthly Meetings and Exhibitions.

WE NEED: Additional helpers for Preservation - those who are prepared to give up an occasional (or frequent) Sunday to work on the Society's Q stock car at Ealing Common, and City & South London cars at Ruislip. One need not have a particular skill, for much of the work can be general D.I.Y., but reliability is essential. **WE ALSO NEED** members who are also LT staff, for one of the conditions of working parties is that the leader must be a member of LT staff. We will then be able to continue with working parties on a rota basis - the frequency will depend on how many are willing to help.

With the acquisition of relics, drawings, files, etc., **WE NEED** storage space. We have investigated the possibilities of renting various premises, but the ideal buildings are always too costly. Ideally, we need a spare room, or rooms, which must be dry.

In conclusion, as your new Chairman, I am sorry to paint a picture of gloom and despondency, but I feel it is necessary for members to be informed of what the situation is, and not to hide anything. After all, it is your Society!

If you can help with any of the above, please contact, as soon as possible:

COLLATION/DESPATCH OF UNDERGROUND NEWS: The Despatch Officer (Paul Creswell), 67 Welthore Road, Luton, Bedfordshire, LU3 2TN.

EXHIBITIONS/SALES: Bob Greenaway, 26 Fishery Road, Boxmoor, Hemel Hempstead, Herts., HP1 1ND.

PRESERVATION: Preservation Group Chairman (Fred Ivey), 37 Raglan Court, Empire Way, Wembley, Middlesex, HA9 0RE.

STORAGE: Bob Greenaway (address above).

SARAH SIDDONS RAILTOUR - 28 APRIL 1984

It is regretted that the tour planned for 28 April 1984 had to be postponed. This is due to (a) Mechanical problems with the locomotive and (b) an earth slip on the Southern Region at Ockley. It is now hoped that this tour will take place on Saturday 7 July 1984. All those who applied to participate on this tour should have by now heard directly from Bob Greenaway. Others may find the altered date of 7 July 1984 more convenient, and with this in mind, there are still some seats available. These cost £15 per person, and applications should be made to Bob Greenaway at 26 Fishery Road, Boxmoor, Hemel Hempstead, Herts., HP1 1ND, as soon as possible.

These revised arrangements do not, as far as it is known, affect the tour arranged for 19 May 1984.

THE TIMETABLE

Friday 11 May

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

Saturday 19 May

Sarah Siddons Railtour on the Southern Region of British Rail. FULLY BOOKED.

Wednesday 30 May

Evening audio-visual show, 'The Great Railway Adventure' by Colin Garratt (steam railways around the world). 20.00 at the Beck Theatre, Grange Road, Hayes, Middlesex. Seats: £2.50 (children/OAPs £1.50). Box office open 10.30 to 20.00 Mondays to Saturdays, or telephone: 01-561-8371.

Sunday 3 June

LURS members are invited to participate with the Wembley History Society in this afternoon walk around the grounds of the former British Empire Exhibition at Wembley. It is hoped to see the remains of the Never-Stop Railway and the old Great Central loop line. Meet at Wembley Park station at 14.30. A small contribution to administration costs may be required.

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.

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, Mill Hill and Bushey Heath. Applications, with SAE and £1.50, to LPTL Walk, 8 The Rowans, Palmers Green, London, N13 5AD.

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.

Saturday 14 July

All-day Study Tour and Walk over the former Metropolitan Line between Quanton Road and Verney Junction. Coach travel will be provided to and from Ruislip station (Metropolitan Line). Booking details, next issue.

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.

FEBRUARY BADEN-POWELL HOUSE MEETING

The meeting gave a warm welcome to Mr. W.R. Clarke, General Manager of the Docklands Light Rail Scheme, for the first of two talks. This first talk entitled 'Light Rail Transport Schemes for London' would be followed up in 1985/86 by another, specifically aimed at a study of the Docklands Light Rail Scheme itself. Mr. Clarke explained that his present talk would usefully be divided up into four sections:

1. Why LT is interested in light rail schemes.
2. A look at various light rail schemes worldwide.
3. Various LT studies/schemes which preceded the Docklands Light Rail Scheme.
4. An introductory background to the Docklands Light Rail Scheme as a preliminary to his second talk.

Post-war planning for London had envisaged only two major types of local transport system, firstly the shallow underground/deep tube railway system and secondly the high density diesel bus services. However, problems were experienced regarding the finance of any new deep-level tube

construction and this had most recently resulted in the abandonment of construction of stages II and III of the Jubilee (formerly Fleet) line, estimated to cost some £400 million. There would need to be a very heavy traffic demand to justify such expenditure and Mr. Clarke's personal view was that cheaper light rail schemes would be the way ahead in all but some third world countries, where circumstances might be favourable towards construction of the more expensive deep tube system. A high level of car ownership and rising costs of fuel and manpower were likely to mean a 50% increase in the cost of bus operation up to the year 2000, whilst for rail costs would only increase by some 10%. Therefore LT had an interest in studies relating to light rail schemes in areas not adequately served at present. These might also be as a replacement for existing BR services which are not financially justifiable. The lower cost of light rail schemes were achieved by:

1. Reduced capital costs for civil engineering and stations.
2. Lower 'system control of vehicle costs' and rolling stock costs.
3. Lower operating costs coupled with a maximum size of system run by a minimum of staff, but within safe working methods.

Automated or advanced light rapid transit (ALRT) systems were also able to cope with steeper gradients and sharper curves, used lighter rails and could have minimal signalling requirements.

Using slides, Mr. Clarke showed a number of light rail systems from around the world. One early low-capacity U.S. system was that providing a campus-town link for Morgantown University. This was to study the effect of small vehicles providing a 'demand' service. Owing to doubtful technology the system had to be closed for two years, re-opening in 1981 with a timetabled service during the day, but a 'demand' service during evenings and at weekends. Another low-capacity shuttle type service was that at Tampa Airport. More sophisticated versions of this type of system had been used at Gatwick Airport and Birmingham Airport here in the U.K. But Mr. Clarke emphasised that these were all inside airport perimeters, which provided a 'protected environment'. A pioneering intermediate capacity (5-8,000 passengers per hour) system was that constructed in Kingston, Canada, by the Urban Transportation Development Corporation of Canada, intended as a test track and 'shop window' for selling the system in the general market. Such a prototype installation was necessary as customers were unlikely to spend vast amounts on an untried or untested system. Subsequently, the system had been sold to Detroit and Vancouver, the latter of which will be an extensive system opening bravely two months before the world exposition there in 1986. Other systems were illustrated, such as that by Matra in Lille, France, heavily subsidised by the French Government. This used a complex system of rails and guides (similar to some of the lines in Paris) and had opened in March 1983. More traditional tramway systems were shown, such as Zurich, Amsterdam, Hanover, Cologne, highlighting differences such as number of cars per unit, partially segregated sections, street sections, variable height platforms and doorway mechanisms. Bus/light rail interchanges were also a feature of some systems. Another in San Diego shared some main railway lines for part of its length, interworking with freight trains. Few rust problems were experienced in this warm dry climate! In San Francisco, the BART tube railway system had not been entirely successful and the old street cars along the main traffic artery could not be disposed of. The solution had been to construct a shallow tramway subway between the street level and the deeper BART tube tunnels. Cars originally built by Boeing for the City of Boston, had been purchased for the San Francisco 'Muni-Metro' system and mul-

multiple unit operation had been employed with units rising to the surface and uncoupling so that different cars can serve a variety of suburban routes. Other systems shown were Haig, Berne (Metre-gauge light rail) and Rotterdam. The last mentioned was a combination of full mass transit system in the central area, with low-level current collection and light rail extensions into the suburbs using overhead current collection.

London Transport's own studies had started with a proposed link from Heathrow Central to Terminal 4. This had arisen because the Heathrow tube extension was aligned so as to be capable of further extension towards Perry Oaks (now the proposed site for T5). There was no case for a full tube link to T4 at that time, although the problem has now been overcome by construction of a one-way loop. Mr. Clarke admitted that this would give rise to operating difficulties. The loop was now thought to be essential because LT's study of light rail connection to T4 had shown that a change of mode at Heathrow was not attractive to passengers. However, the light rail study was not wasted, because it suggested that there were possibilities for using such a system elsewhere, perhaps to provide replacements for present or abandoned BR services, or along new alignments, or as a substitute for high density bus services along certain routes. Some 30 sites had been examined, although 27 of these were not thought to be justified. Two merited some further study, however. The first was for a manually driven light rail system from Finsbury Park to Muswell Hill, using mostly the former Eastern Region branch line, with intermediate stations at Stroud Green, Mountview Road, Crouch End, Stanhope Road, Highgate, Park Junction and Cranley Gardens. Second-hand vehicles from Germany had been a possible solution to rolling stock requirements. But unsound bridges and encroachments on the right of way had illustrated the weakness of reviving old routes, and out of a total cost of £17 million, some £10 million would have been spent on civil engineering. Taking into account that there could be no major cost savings as the result of re-shaping bus services in the area after completion of the light rail link, this was thought not to be a practical proposition. The scheme is therefore dormant, but not necessarily dead.

The second route to be studied was from Croydon to New Addington, where a heavily served bus artery could potentially be replaced by a light rail line. Lack of possible grants and high capital expenditure meant that this scheme too, was not wholly justifiable, even with a proposed link to West Croydon.

The other possibility for a light rail scheme in London was as a low cost alternative to the proposed Jubilee Line extension into Docklands. A 1980 study had proposed a light rail link from Aldgate East to Beckton, with a branch to the Isle of Dogs. This would have cost £125 million, as opposed to the £400 million for the Jubilee Line option. But in April 1980 plans for a proposed Docklands Northern Relief Road (DNRR) had received priority for financial support, thus overshadowing the light rail scheme. However, the London Docklands Development Corporation had been set up to assist in the re-development of Docklands and they realised that poor transport facilities would inhibit development. Companies would not be prepared to move into Docklands unless the area was easily accessible, and the DNRR did not meet this criteria. The LDDC therefore commissioned London Transport to study the light rail possibilities for Docklands. This had resulted in a proposed link from Minories or Aldgate East to the Isle of Dogs, with a north-south tramway to Burdett Road, providing a link with the underground. Various options existed on the precise routing of both lines. The final alignment chosen was Fenchurch Street/Tower Hill to Cubitt Town (Isle of Dogs), although the LRT

terminus would still be some 400 metres from Tower Hill underground station itself, which Mr. Clarke thinks is not capable of handling the hoped-for traffic. The light railway should pay back its day-to-day running costs, but capital expenditure must be met by grants. The route was illustrated in its present dilapidated state, which provided an insight into the immense amount of work required to build the light rail system. This would include some notable engineering features, including a section through an existing building and several new bridges. Some existing viaducts and bridges will be cleaned and repaired as part of the general environmental improvements planned for the area. Mr. Clarke's view was that approval for the Docklands LRT scheme would further LT's experience in LRT and enable them to study other proposals with greater expertise. In answer to a question from the audience, Mr. Clarke stated that the Bill for the first section of light railway should have its third reading within a few weeks and that the Bill for the second section should have completed its parliamentary procedure by the end of July. Answering another question allowed our speaker to explain in some more detail the proposal to reduce from four to two tracks BR's section of railway from Stepney East to near Fenchurch Street, which represents a part of the co-operation being received from BR. The subject of the proposed Docklands short take off and landing (STOL) airport was also discussed, since this may have a secondary traffic potential for the new railway. The results of the public enquiry into this airport were apparently expected in the near future. Mr. Clarke also outlined some of the reasons why the railway had been promoted as an Act of Parliament and not under a light railway order.

The meeting expressed its appreciation of this very interesting talk and will surely look forward to Mr. Clarke's second talk in the future.

PB

STATION MODERNISATION

A Progress Report

No. 7

by Richard Clowser

CENTRAL LINE

Shepherds Bush

Although work started here some months ago (UN 265, page 4), very little work has been done since, except for some renewing of the floor at the eastern end. The station name frieze has been removed completely.

Bond Street, Oxford Circus and Tottenham Court Road

Work has now been completed, and as stated on numerous posters, the platforms have been thoroughly cleaned, although the top edge of the frieze is already filthy. Only Tottenham Court Road has new train indicators, the old type still in existence at Oxford Circus and Bond Street now seem out of place in the 'new' surroundings. The stations have a mixture of the red tip-up seats and moulded ones, but the latter type have not escaped the vandals. The blank cemented spaces on all the platforms have been used for advertising and incorporating the Underground map, as have the facing walls. The various 'Way Out' signs etc., have been replaced and these are fluorescently lit with Central Line red surrounds to the boxes. At Oxford Circus a large section of the work at the eastern end included building storage cupboards with cream doors and various coloured labels to indicate their contents. The overall appearance of the platforms is pleasing with brightly-lit colourful platforms and distinctive murals, mosaics and tiles.

NORTHERN LINE

Tottenham Court Road

By early-March work on the new tiling was well advanced with most of the northbound platform tiled, and much of the southbound except for the southern end. This is in the green and cream of the Central Line platforms except white tiles are used instead of a blank space for advertising. Work on the new lighting is slow with only a metal strip running parallel to the existing lighting on both platforms. Some of the brickwork built in the middle of the platforms has been cemented and tiled. No new nosing stones have been fitted. The platforms are in a mess at the moment with gaping holes in the platform facing wall. The dot matrix train indicators are working, with intervals for up to the third train showing up to 13 minutes. Work has also started on modernising the escalator shaft and passageways leading to the platforms. Each of the three main escalators from the ticket office have been boxed in and the passageways have been cemented up to frieze level.

BAKERLOO LINE

Oxford Circus

No tiling has yet been done but the platforms have been smooth cemented with some of the old signs replaced. New nosing stones are being fitted at the south end of the northbound platform and work on the new lighting is at the same stage as Tottenham Court Road. The work on both platforms is following the same pattern as those on the Central Line.

STATION RECONSTRUCTION

PICCADILLY LINE

Alperton

During 1980 the concrete name stands were removed from Alperton station and the platform lighting replaced by temporary stands. The name signs were also replaced by temporary ones, some being taken from the originals and the blue 'bar' being tied up to the railings! This caused a lot of adverse criticism in the local press, and it was thought that the temporary arrangements might have become permanent, since no further work was done, even into 1985. However, in the latter part of the year, contractors had moved in, occupying part of the adjacent school's premises, and to date, over half of the eastbound platform has been rebuilt, from the west end. This includes new supports underneath the platform as well as a new platform surface. New railings have also been erected, and incorporate the framework for the new station signs. No work has yet started on the westbound platform, and the 'temporary' lighting remains on both.

AU REVOIR, HIGHGATE DEPOT

Just six enthusiasts braved a cold and wet March day to witness the end of what was once part of a grandiose scheme for the Northern Line - the closure of Park Junction signal cabin and Highgate depot on Sunday 25 March 1984.

It was intended that Park Junction cabin was to fulfil an important role for the Northern Line - it was to be at the junction of the lines from Moorgate and Finsbury Park to Alexandra Palace and East Finchley, as well as controlling entry and exit to and from Highgate depot and Highgate Wood sidings (the former Wellington Carriage sidings of the LNER), and access to Wellington goods yard on the 'down' side of the line.

The LT signal cabin at Park Junction, which replaced the LNER box, was opened on 30 July 1939, having provision for 83 levers, although the extension of the Northern Line from Archway to East Finchley opened on 3 July 1939. This gave

access to Highgate depot at both ends, the old shed being modified for such. So far as LT trains were concerned, that was that! The advent of the war meant that the new works, quite advanced, would have to be deferred - and as is well known, was eventually abandoned. Thus, the only passenger train service that passed Park Junction cabin was the LNER/LMS steam train service, which itself declined during and after the war. Park Junction shared with Neasden North, the distinction of being the only two LT signal cabins not used by LT passenger trains.

The story of the Northern Line Extensions of the 1935-40 New Works Programme can be found in Underground No.9, now out of print.

The rise and decline of Park Junction

Opened: 30.7.1939
 Controlling: Northern Line trains to and from Highgate depot and Highgate Wood sidings.
 LNER/LMS trains between High Barnet/Alexandra Palace and Finsbury Park/Kings Cross/Moorgate/Broad Street.
 LNER goods trains to High Barnet, Edgware and Muswell Hill.
 LT stock transfers to and from the Northern City Line, on an occasional basis and sometimes in a goods train.

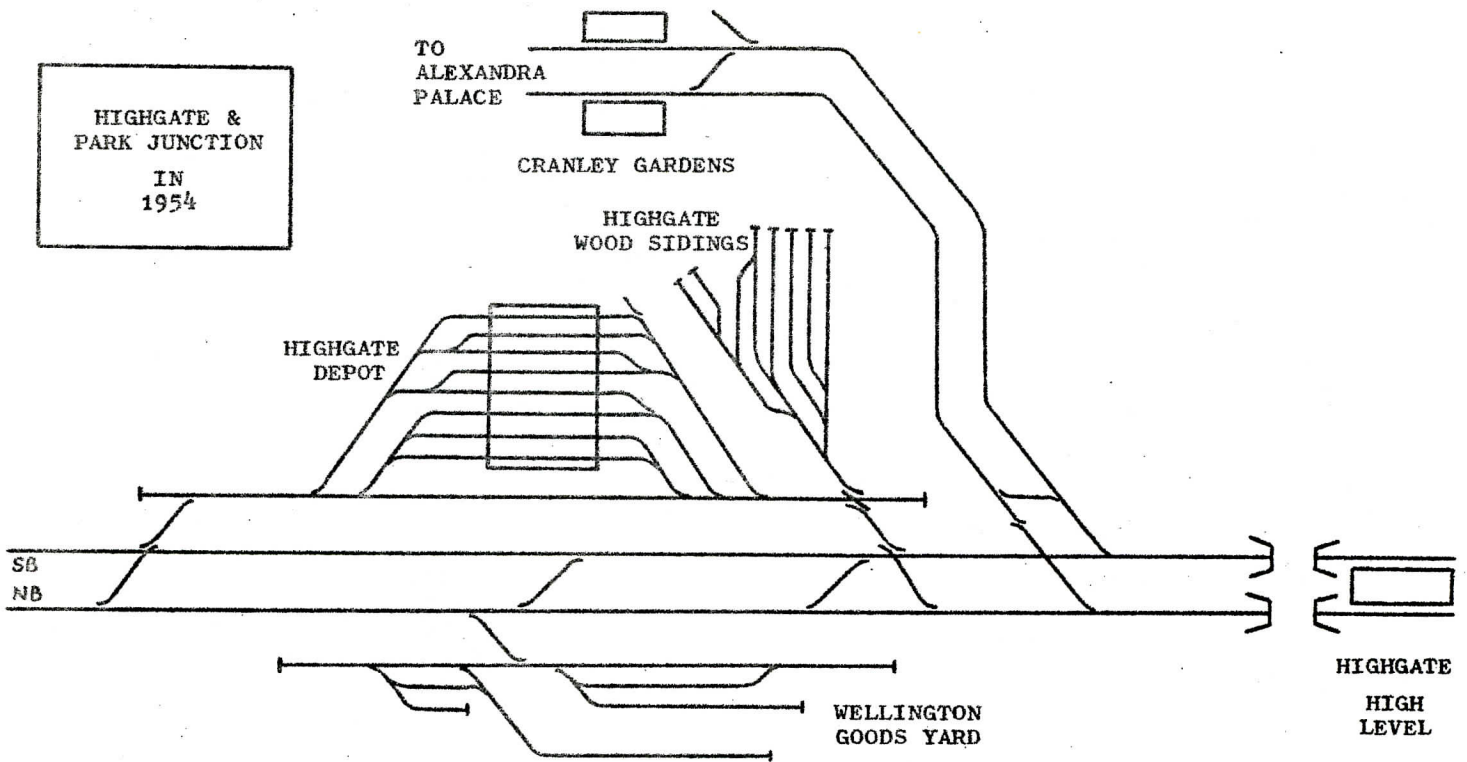
The decline: LNER/LMS trains to and from High Barnet withdrawn when Northern Line extended from East Finchley to High Barnet. Steam service cut back to East Finchley and during peaks only, from 14 April 1940.

LMS trains withdrawn 1 March 1941.
 East Finchley trains withdrawn 2 March 1941.
 LNER Alexandra Palace service reduced to peaks only from 7 September 1942.
 Alexandra Palace service withdrawn completely 3 July 1954.
 Goods service to Cranley Gardens withdrawn 18 May 1957, and track Park Junction to Alexandra Palace lifted in 1958.
 High Barnet line goods trains withdrawn 1 October 1962.
 Edgware line goods trains withdrawn 1 June 1964.
 Withdrawal of Northern City Line stock transfers from 29 September 1970 (line south of Highgate tunnels north end to Finsbury Park lifted in 1971). South end of Highgate depot out of use (except for No.25 road) from 12 July 1970.
 Highgate Wood sidings closed to stabling trains from 6 December 1982.
 Highgate depot closed to stabling trains from 25 March 1984.

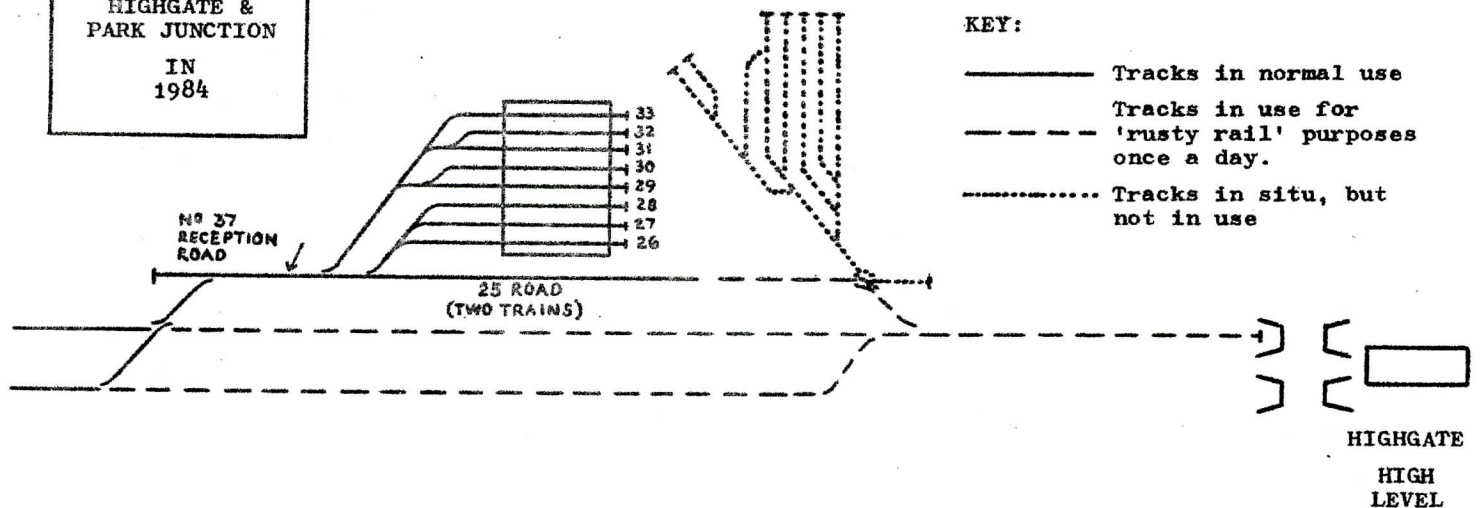
On the last day of service, the trains from the depot were as follows:

Train	Time	Formation		Road No.
		North	South	
31	07.12	1176	+ 1295	28
121	07.17	1171	+ 1192	30
32	07.37	3515	+ 3219	26
122	07.44	1099	+ 1744	29
33	07.59	1028	+ 1059	31
123	08.03	3511	+ 3223	27
112	15.50	1112	+ 1103	32
21	16.21	1185	+ 1120	33

All that remains operative (see diagrams) at



HIGHGATE & PARK JUNCTION
IN
1984



Highgate depot and Park Junction from 25 March 1984 is reception road No.37 and depot road No.25. It is believed that these are being retained for engineer's trains, but will have to be worked to and from there without signals, under instructions entitled 'local signalling arrangements'. Traction current has been removed from all other parts of the depot.

So, what for the future? It is believed that all the equipment remaining is to be cocooned for at least a year, pending a final decision on the area's future.

Train services

With the closing of Highgate depot a new timetable (No.35, for Mondays to Fridays, Saturdays and Sundays) for the Northern Line was introduced from Monday 26 March 1984. Basically, the 82-train service is similar to that in the previous timetable (No.34), but alterations include the peak 'fringes' catering for the redistribution of the rolling stock. The nine trains from Highgate now start from Morden (+4 trains), Edgware depot (+2), Golders Green depot (+2), and

High Barnet platform (+1).

The new timetable, for the first time, includes a daily summary of staff trains and taxis, the latter form of staff transport being omitted from the main timetable pages.

	T/T 34	T/T 35	+/-
Morden depot	34	38	+4
Edgware depot	10	12	+2
Edgware siding	1	1	
Golders Green depot	19	21	+2
Golders Green siding	1	1	
High Barnet sidings	8	8	
High Barnet station	-	1	+1
Highgate depot	9	-	-9
Total trains:	82	82	

The principal alterations incorporated in the new timetable are as follows:

Mondays to Fridays

1. Shuttle service between Mill Hill East and

SUMMARY OF TRAIN WORKING

	← T/T 34 →					← T/T 35 →				
	IN AM	OUT AM	IN PM	OUT EVE	OUT NIGHT	IN AM	OUT AM	IN PM	OUT EVE	OUT NIGHT
Morden depot	34	18	18	24	10	38	18	18	27	11
Edgware depot	10	1	1	3	7	12	1	1	5	7
Edgware siding	1	-	-	1	-	1	-	-	1	-
Golders Green depot	19	12	12	11	8	21	12	12	13	8
Golders Green siding	1	-	-	-	1	1	-	-	-	1
High Barnet sidings	8	2	2	5	3	8	5	5	-	8
High Barnet station	-	-	-	-	-	1	-	-	-	1
Highgate depot	9	3	3	2	7	-	-	-	-	-
Total:	82	36	36	46	36	82	36	36	46	36
Trains in service:	82	46	82	36	-	82	46	82	36	-

Finchley Central before 06.45 provided by one train ex-High Barnet.

2. First through northbound train to Mill Hill East via Charing Cross departs Morden at 06.03 instead of 06.41.

3. Five trains stable midday at High Barnet (previously two at High Barnet and three at Highgate).

4. All trains to High Barnet during and immediately after the evening peak return south - i.e. no stabling at High Barnet. This gives a more frequent southbound service from that branch, with the last after-peak stabler at Morden at 20.44 instead of 19.36. In consequence, the last southbound City train from High Barnet is at 19.32 instead of 18.30.

5. Six trains work 'off-route' instead of two, and are as follows:

- Train 52 05.22 Morden-Edgware via City
- Train 24 05.42 Morden-Edgware via City
- Train 3 06.45 Kennington-Edgware via City
- Train 6 07.05 Kennington-Edgware via City
- Train 146 18.36 High Barnet-Kennington via Charing Cross
- Train 105 18.53 High Barnet-Kennington via Charing Cross

6. Late night shuttle service between Finchley Central and Mill Hill East with two through trains to High Barnet via City.

7. Middle platforms and north siding at East Finchley used by one train reversing south to north 00.30 to 00.49, for 'rusty rail' purposes.

Saturdays

1. Shuttle service between Mill Hill East and Finchley Central early morning, with one train ex-High Barnet.

2. First through train from Mill Hill at 06.58 (previously 06.18) with two compensating trains to Morden via City ex-High Barnet.

3. Late night shuttle service between Finchley Central and Mill Hill East with one through train to High Barnet via City.

4. Middle platforms and north siding at East Finchley used by one train reversing south to north 00.30 to 00.49, for 'rusty rail' purposes.

Sundays

1. Centre platforms and north siding at East Finchley used by three trains reversing south to north.

BAKERLOO TRAINS TO HARROW & WEALDSTONE

Bakerloo Line train services to Harrow & Wealdstone during peak hours will begin on Monday 4 June 1984, restoring an Underground link between Central London and the five British Rail stations of Harrow & Wealdstone, Kenton, South

Kenton, North Wembley and Wembley Central. Some peak-hour Bakerloo trains which now terminate at Stonebridge Park will be extended north to Harrow, requiring one extra train in service. This extension of the Bakerloo service has been agreed with British Rail, over whose tracks the trains will operate, following discussions between LT, BR, the London Transport Passengers' Committee and local authorities, about the type of service needed to meet local community needs.

Bakerloo trains will run about every 15 minutes during each peak to and from Harrow, effectively doubling the number of trains between there and Stonebridge Park during Monday to Friday peak hours.

Crew training commenced on Monday 2 April 1984, for which two trains operate 'as required' during the peaks on Mondays to Fridays. On the first day, the training trains were formed:

- Train 476 1220 + 1203
- Train 477 10275 + 11184

Both trains work two round trips in the morning, two (train 476) and one (train 477) in the afternoon. During the midday lunch break, both trains work to Stonebridge Park depot via the southbound platform, and work from depot via the northbound platform, both these moves being very unusual.

As Bakerloo trains have not worked in normal service for 18 months north of Stonebridge Park, a special train for negative rail clearing purposes worked on Monday night 26 March. Comprising battery locomotive L54 on its own, it departed from Lillie Bridge at 23.55 and worked via the West London Line to Willesden Junction (High Level) and then via Kensal Green Junction to the 'new' line, working as required to and from Harrow. Return to Lillie Bridge was via the same route.

Departures from Harrow & Wealdstone to Elephant & Castle		Departures from Queens Park originating from Elephant & Castle	
07.06	16.46	06.37 *	16.18
07.20	17.08	06.50	16.38 *
07.37	17.25	07.22 *	16.56
07.50	17.47	07.35	17.14
08.08	18.05 *	07.55	17.35
08.23	18.25	08.10	17.53
08.38	18.37	08.24	18.08
08.53	18.50	08.40	18.23
09.08	19.15	08.59	18.38
09.28			18.47

Note * To or from Waterloo.

It has also been reported that the GLC Transport Committee is proposing to pay £370,000 to restore off-peak services on the Bakerloo Line between Queens Park and Harrow & Wealdstone. We shall await with hope and interest to see if this materialises!

Revised Stonebridge Park service:

	Existing Timetable	
	Morning	Evening
first southbound	07.06	15.48
first northbound ex-Queens Park	07.07	15.56
last southbound	09.49	18.35
last northbound ex-Queens Park	09.59	18.59
From 4 June 1984		
	Morning	Evening
first southbound	07.16 †	15.48
first northbound ex-Queens Park	06.37 †	15.56
last southbound	09.49	19.26 †
last northbound ex-Queens Park	09.48	19.17

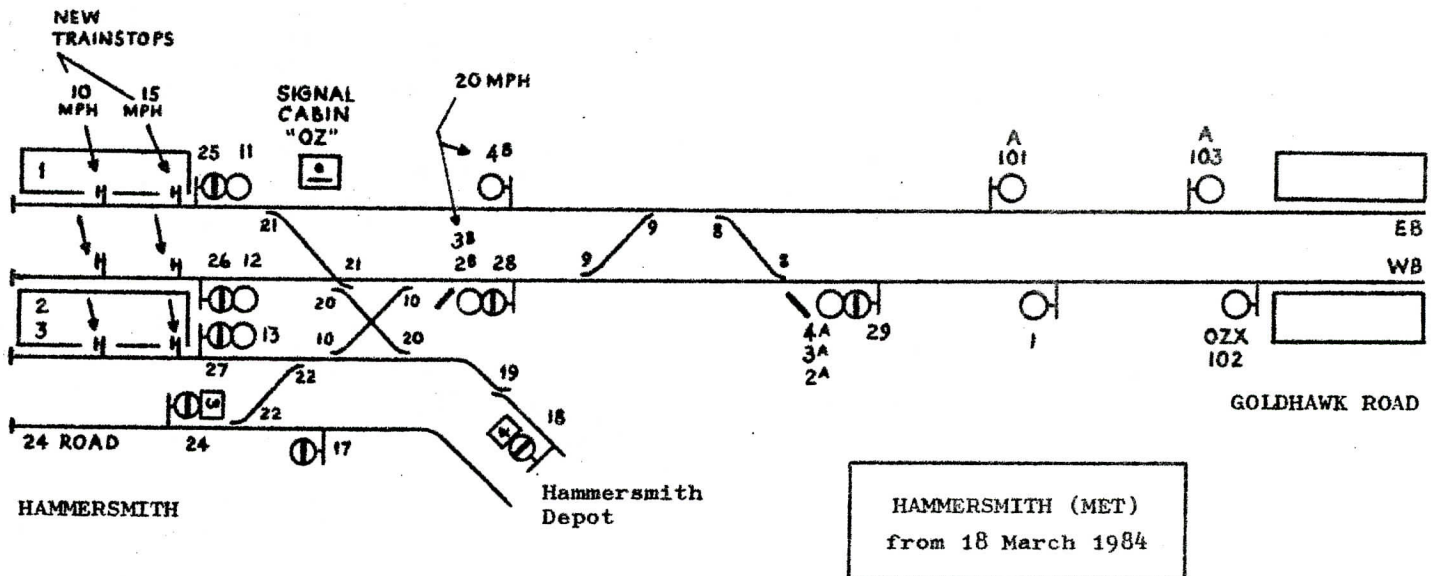
† To or from Harrow & Wealdstone.

ENGINEERING WORKS

Hammersmith (Met) - 18.3.84:

To protect trains entering platforms 1,2 and 3 at Hammersmith, new signalling was commissioned during the day on Sunday 18 March 1984. For this work to be done, the Hammersmith & City train service was suspended between Hammersmith and Edgware Road until 16.15, during which time a substitute LT bus service was provided, operating between Baker Street and Hammersmith, calling at all intermediate stations. To maintain the normal 5-minute interval service between Edgware Road and Liverpool Street, the reversing time allowed at Edgware Road was just 3½ minutes. Therefore, between 08.13 and 16.17, 'stepping back' of crews was in operation.

At Hammersmith, the speed control on signal OZ2A/3A/4 has been removed and the signal renumbered OZ2A/3A/4A. A new signal has been installed on the approach to platform 1 (OZ4B) and with existing signal OZ2B/3B will clear only when an approaching train has reduced its speed to 20 mph or less. In each platform, 15 mph and 10 mph trainstops have been installed.



UNDERGROUND NOTEBOOK

No.9

by Piers Connor

Sunk on the Central

Just before the Central London Railway opened for traffic in July 1900, its 28 electric locomotives were delivered 'knocked down' from GEC in the USA to the London Docks. They were then transferred to barges and shipped up the Thames to (presumably) somewhere near Hammersmith. From there they were taken to the Central London's depot at Wood Lane for assembly.

During one such transfer, it is reported, the barge concerned was involved in a collision and sank, complete with its cargo of locomotive parts. Apparently, the river was dredged and the parts raised and, after drying out, went on to Wood Lane for assembly. The locomotive involved, so it is said, was the third to be delivered. This would have been No.5 as the first was No.3. Can anyone shed any light on this story?

It might have made the London newspapers sometime late in 1899. Perhaps someone can look it up??

Guards and Conductors

Those familiar with the history of the London tube lines will know that until the introduction of air-worked doors, gate stock was used. A man stood across the coupler between the two cars and opened the gates on each adjacent platform to allow passengers on and off the train. This was a system imported from the USA. They used gates on their early subway and elevated electric lines and, just before the first world war they tried air-worked doors.

For their door control system, however, the Americans kept the gatemen, or 'conductors', as they still call them. Originally, a man worked the air doors on adjacent cars from a position between the cars and later, when control of the doors on the whole train was turned over to one man, he was still expected to stand between the cars. In New York, the system survives to this

day !

There are still over 300 cars of R10 stock (built 1948-49) left, where the conductor operates the doors from a position between the two centre cars of the train. As the train arrives in the station, the conductor climbs up from the centre doorways between the cars and stands with each foot on a step either side of the gangway. One foot is on one car, one on the other car. He holds on to two short grips which contain door opening triggers. One hand operates the doors on the front of the train, while the other operates the doors on the rear half. To close the doors, he hits a cap on top of each handgrip.

The driver does not get a bell signal, only a pilot light which lights when all doors are closed. The conductor has no idea if the station starting signal is clear, so he closes the doors when he's ready. Sometimes the driver asks him to open up again if the starter is red.

To improve working conditions, trains built from the 1950's in New York have the door controls in cabs. As the cab is only a cubicle at one corner of the car, the conductor can only work one side from there. If the platform is on the other side he has to pass through the end door of the car, and over the coupler to the next car, where there is a cubicle on the other side. Only on the most modern trains built 1970-75 are there full-width cabs with door controls for both sides of the train.

'Can You Hear Me, Mother ?'

Recently heard conversations between drivers and their conductors on the New York Subway, where cab-to-cab messages can be heard over the public address system:

Conductor: 'Hullo Motorman' (after a 5-minute wait in tunnel).

Motorman: Silence.

Conductor: 'Motorman, Are you there ?'

Motorman: 'Yeah !'

Conductor: 'Did you hear anything on the radio about why we are waiting here ?'

Motorman: 'Yeah. The 3.59 died at Jay Street and the people won't get off, so they've had to call the gendarmes !'

On another occasion -

Motorman: (After departing from a smoke-filled station into an equally smoke-filled tunnel), 'Conductor, I'm going to take it real easy along here. There's something on fire down here - but good !'

Conductor: Silence

This time, Conductor to passengers on crowded morning rush hour train:

'Good morning passengers. This is a 6th Avenue F train to 179th St. Jamaica, Queens. The next stop will be 34th Street. Change there for Penn station and the BMT Broadway line. Don't forget to take any newspapers, bags or packages with you and please deposit any trash in the receptacles on the platforms. Thank you. Have a nice day !'

FROM THE PAPERS

Daily Telegraph:

1.3.84 - The official notice is published of the British Railways Board's plan to withdraw the passenger services between Dalston West Junction and Broad Street, and to close Dalston Junction and Broad Street stations.

3.3.84 - Fraud on the Underground has been cut so much by the experimental use of 'permit to ride' tickets at ten stations, that LT is to extend the idea to another 110 stations. The tickets are available free of charge when no-

body is on duty at the booking office.

6.3.84 - Paris urban transport services are expected to be paralysed on Thursday 8 March by a strike of Government and other public employees.

7.3.84 - Responsibility for Metro and bus services in Paris is to be transferred to local government in which the Ile de France (Paris region) will have the lion's share. All services will come under the STIF (Syndicat des Transports de l'Ile de France), whose Board will consist exclusively of elected regional councillors. These proposals are in a Government Bill to come before the National Assembly in its Spring session. Under the proposed new law, the President of the Ile de France regional council would be empowered to vary the petrol tax (and collect part of the tax), fix the price of Metro, train and bus tickets, and decide how much firms must pay towards their employees' commuting expenses.

9.3.84 - In yesterday's strike by French civil servants against the Government's decision to suspend the automatic increase in wages with inflation, Paris Metro and bus services ran at about 30% of their usual frequency in the morning rush hour, but picked up later in the day.

10.3.84 - British Rail yesterday announced that it had abandoned plans to close St. Pancras station, but is making an urgent study of further electrification on the Midland line. Meanwhile, BR is still discussing the closure of Marylebone.

16.3.84 - British Rail yesterday received the results of an independent study showing that it would be uneconomical to turn under-used railways into roads. As rail tracks take up much less space than roads, none of the routes studied could be converted to roads meeting normal transport department standards.

17.3.84 - More railway police are to be sought to fight the growing menace of football hooligans. An extra 100 men are wanted on the London Underground (270 increased to 370) in a rethink of policy following an incident after an Arsenal match recently, when 14 people were taken to hospital after a teargas grenade was thrown into a train.

19.3.84 - LT is to start direct bus excursions to Brighton and Folkestone at £3 adult day return.

20.3.84 - Transport unions last night recommended an all-out 24-hour strike on London buses and the Underground on 28 March, a day before the TUC day of protest over the abolition of the Greater London Council.

24.3.84 - An application is being made to raise out-county underground fares by 10p. or more from 22 April. Charges outside London are fixed according to the level of subsidy provided by county councils.

26.3.84 - Transport 2000 has published a £5, 90-page booklet with suggestions for developing British Rail routes. In the London area these include the re-opening of the Snow Hill tunnel to relink Blackfriars and Farringdon, 'parkway' stations on the M25 motorway, more through services via the West London Line, and a deep tunnel between Euston and Victoria for through BR services.

27.3.84 - A subsidy £100 million above the ceiling set by the Government is planned for LT buses and trains by the GLC for the financial year starting next month. The Transport and Finances Committees yesterday proposed to give LT £190 million to continue freezing fares and to increase the mileage of both bus and train services. The recommendations are due to go before a full meeting of the GLC today.

29.3.84 - During yesterday's one-day LT strike,

90% or more of the staff at offices and factories turned up for work. Fewer than 5% of the 24,000 underground staff turned up for work, and only 10% of bus crews. A handful of early morning tube trains ran, but none later in the day. Of the 62 bus garages, 14 provided some sort of services. Suburban BR services ran normally, except for odd stations normally manned by LT staff.

A £4 million order for power equipment for 20 new trains has gone to GEC Traction as part of a plan to make it possible for all suburban services from Kings Cross to be driver-only operated.

MAGAZINE REVIEWS

London Bus Magazine - Winter 1983-84

It is intended that by early summer 1984 the LT offices at Griffith House (Edgware Road) will have been evacuated by all except a handful of Lift and Escalator staff. Opened in about June 1939, the offices were originally named Lisson House, but renamed Griffith House in 1940, presumably in honour of Murray Griffith, a director of the District Railway for 32 years up to 1933. The planned two floors at Griffith House had a further two floors added with the intention that the Railway Training School should move there from Lambeth North. This plan was abandoned in favour of the White City Training Centre, opened in 1963.

Note: This issue of the London Bus Magazine can be obtained from the Society Sales Stand, or by post from the Postal Sales Manager. Price: £1.40

Motor Transport - 8.3.84

A '50-Years Ago' feature recalls that Farringdon Street goods depot of the LNER (ex-GNR) then ran 60 Scammell mechanical horses and 92 semi-trailers, to handle 85,844 tons of goods in 1933. Previously, 87 horse teams and 134 trailers or drays had done this work. A picture shows a mechanical horse rounding the hairpin bend leading from the depot to the street, and in the depot the floorspace was peppered with supporting pillars, and the rail vans had to be moved by capstans for unloading. The LNER then owned 485 Karrier or Scammell mechanical horses.

Modern Tramway - March 1984

This issue contains a very good 8-page account of the (now) newly opened Metro in Newcastle to South Shields, having been extended from Heworth. Some of the route to South Shields is over single-line sections of track, but this has been planned for a 10-minute service to be operated. The article contains eight photographs and one track diagram, as well as a very useful list of rolling stock, complete with ex-works and PTE acceptance dates. It is interesting to read that the first 34 Metro cars have been purchased outright, but the other 56 are on lease, the writer pointing out that he can find no plate or inscription to say they belong to the Forward Trust Group, or Midland Montagu Leasing.

Modern Railways - April 1984

A three-page article entitled 'A Ride from Ryde' is included in this issue, and refers to the special events of 28 January 1984, of this Society, the Southern Electric Group and the Electric Railway Society. With seven photographs of the standard stock on the Isle of Wight, the article summarises the events of the last 17 years, including the equipping of a control trailer with de-icing gear. The staff at that time were censured for using non-standard equipment, but were later praised for their ingenuity. The article concludes with speculation as to the future. It states that rumours for using Mersey-rail class 503 stock are ill-founded, and the

remaining 1938 tube stock trains on the Bakerloo Line '...is fit only for the breaker's yard'. It states that 1959 tube stock might be the only answer, but is accepted that the underfloor equipment would cause problems. Possible solutions could be encasing the equipment, or mounting it above floor level.

SOCIETY SECTION

Change of Address

The Treasurer's new address, as notified in UN 268, page 44, should have the postal code as HA9 ORE, and not as shown.

New Address List

A new address list is now in use and you are asked to inform the Despatch Officer immediately if there is any error in the address used to send this journal to you. His address can be found at the back of this and every journal, usually at the bottom of the last page.

Society Officers

It has been customary for a list of Society Officers to be published twice a year, in January and July, so that all members, new and existing, are able to keep up to date with all the changes. However, since the Annual General Meeting, held on 31 March, there a number of changes and the list is reproduced below for members' use. Please send your correspondence to the correct Officer. A summary of the Annual General Meeting will be sent out to members, as soon as possible.

The President of the Society is Mr.A.J.Barter.

The Committee of the Society comprises Messrs. B.R.J.Hardy (Chairman), R.J.Greenaway, F.W.Ivey, J.P.Herting, J.F.Wright, A.R.Blake, G.A.Finch, B.R.Panting, L.A.Bartrip and D.Lomas.

The Society Officers are:

Chairman and Editor of Underground News:

B.R.J.Hardy, 'Heidi', 13 Castleton Road, Eastcote, Ruislip, Middlesex, HA4 9QQ.

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

Treasurer and Preservation Group Chairman:

F.W.Ivey, 37 Raglan Court, Empire Way, Wembley, Middlesex, HA9 ORE.

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

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

Sales Co-ordinator: Vacant.

Exhibitions Sales Manager: Vacant.

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

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

Librarian: T.B.Scott, 62 Beauval Road, Dulwich, London, SE22 8UQ.

Curator of Cartographic and Thomson Collections: P.R.Connor, Flat 1B, 1 Marchwood Crescent, Ealing, London, W5.

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

Curator of Poster Collection: Vacant.

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

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

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

Information Officer: J.F.Wright, 15 Beardsley
Way, Acton, London, W3.

Overseas Visits Organiser: J.F.Thomason,
51 Head Street, Pershore, Worcs., WR10 1DA.

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

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

The above list supersedes the list previously
published in Underground News No.265 (January
1984) and is correct to 1 April 1984. Please
note that the addresses are for correspondence
only and NOT for callers without prior arrange-
ment. Further, please do not use the telephone
to contact Society Officers, unless previously
invited to do so.

ROLLING STOCK ALTERATIONS

March, 1984

1938 Tube Stock:

From Ruislip to Booths, Rotherham, for scrap

10178 10242 10299 11242 11299 12116 } 2nd
012240 012271 012369 }

1983 Tube Stock:

From Metro-Cammell, Birmingham, delivered
to Neasden

3608-4608-3708 6th

CO/CP Stock:

From Ealing Broadway (stored) to Ealing Common
Depot, for scrap

53038-54038+53257-54057 19th

D Stock Ventilation Modifications:

Units	Ealing - Ruislip	Ruislip - M.C.W.	Ealing - Acton
7058+7103	5.3.84	7.3.84	
7094+7037	12.3.84	14.3.84	
7014+7095	19.3.84	21.3.84	
7522			22.3.84
7114+7075	26.3.84	28.3.84	

Units	M.C.W. - Ruislip	Ruislip - Ealing	Acton - Ealing
7120+7027		1.3.84	
7074+7115	6.3.84	8.3.84	
7514			9.3.84
7048+7109	13.3.84	16.3.84	
7078+7117	20.3.84	22.3.84	
7516			22.3.84
7100+7121	27.3.84		

Miscellaneous Movements:

L130+694+L131 Ruislip to Acton (for conversion
to standard) 2nd

L134+3305+L135 Golders Green to Acton 14th
3305 Acton to BR Derby for fitting of experi-
mental bogies, by road 17th

L130+894+L131 Ruislip to Acton (for conversion
to standard). 20th

L15 Lillie Bridge to Acton (overhaul and
modifications) 21st

L37 Acton to Ealing Common (ex-collision) 21st

L22 Acton to Ealing Common (ex-overhaul, yellow
livery and buck-eye mods) 29th

Reformations:

From	To
A60/62 Stock	
5138-6138-6139-5139	5138-6092-6093-5093
5092-6092-6093-5093	5092-6138-6139-5139

Livery Alterations:

From maroon to yellow: L22

Units to Acton Works for Overhaul:

Metropolitan	5567-6567	1st	(d)
Jubilee	3236-4236-4336-3336	6th	(d)
Metropolitan	5164-6164-6165-5165	8th	(b)
Northern	1060-2060-9061-1061) 12th	(a)
	1082-2082-1083		
Victoria	3013-4013-4113-3113	14th	(c)
Metropolitan	5513-6513	15th	(d)
Piccadilly	106-506-306	19th	(d)
Central	1604-2604-9605-1605	19th	(b)
Northern	3427-4527-3527	27th	(d)
Metropolitan	5176-6176-6177-5177	29th	(b)
Northern	1092-2092-9093-1093	29th	(a)

Units from Acton Works after Overhaul:

Jubilee	3245-4245-4345-3345	6th	(d)
Metropolitan	5162-6162-6163-5163	8th	(b)
Northern	1044-2044-9045-1045) 12th	(a)
	1078-2078-1079		
Victoria	3005-4005-4105-3105	14th	(c)
Metropolitan	5554-6554	15th	(d)
Piccadilly	136-536-336	19th	(d)
Central	1688-2688-9689-1689	19th	(b)
Northern	3225-4225-4325-3325	23rd	(d)
Metropolitan	5206-6206-6207-5207	29th	(b)
Northern	1088-2088-9089-1089	29th	(a)

Additional Rolling Stock notes:

Correction to Rolling Stock Alterations, page 45
of UN 268 -

D stock unit 7126 WAS returned in modified con-
dition and not as stated. This unit has been
under test with electrical modifications and
hence the different work involved meant that the
ventilation modifications took longer than nor-
mal.

Experimental Gloucester-built bogies have been
put under Rail Wagon RW470 as a trial. Two fur-
ther bogies are to be put under one of the two
flat wagons currently being refurbished by
W.H.Davis.

A total of 41 30-tonne general purpose wagons
(to be numbered GP901-941) are to be built by
Procor (ex-Charles Roberts) for delivery from
the autumn of 1984. They will have buckeye
couplers, retractable buffers, and Gloucester
bogies.

One further flat wagon is to be modified and
fitted with a cement mixer, then making a grand
total of seven so treated. A further seven flat
wagons are to be refurbished, each to be semi-
permanently coupled to a cement mixer wagon.

It is reported that the six new battery loco-
motives to be built by Metro-Cammell in 1985
will be numbered L62-67.

1972 MkI tube stock motor car 3305, which left
Acton Works by road on 17 March 1984 destined
for BR at Derby, is to be fitted with experi-
mental steerable bogies. A second motor car
(probably 3230) is also to be taken to Derby
to join 3305, and both cars, with match wagons
at each end, will be tested on BR metals this
summer.

1983 tube stock units 3605 and 3606 were taken
to Acton Works on 21 March, for a demonstration
to various disabled persons organisations. The
train returned to Neasden the following day.

The following miscellaneous vehicles have been
refurbished, but NOT repainted yellow:

F305, F328	2/84	(Ruislip)
F315	3/84	(Ealing Common)
RW462	3/84	(Ealing Common)

Withdrawn sleet locomotives ESL104 and ESL106
are to be taken to Morden for scrap.

SUMMARY OF UNITS OUT OF SERVICE

Cars/Unit	Incident	Location
<u>1960 Tube Stock</u>		
3900, 3901, 3904, 3905	-	Hainault
<u>1962 Tube Stock</u>		
1658 - 2658 - 9659 - 1659	Collision, Holborn, 9.7.80	Ruislip
1458 - 2458)	Collision, Marble Arch, 16.11.82	Ruislip
9501 - 1501)		
9741, 9747, 9749	-	Ruislip
<u>1972 MkI Tube Stock</u>		
3420 - 4520 - 3520	Collision, Morden, 1.7.83	Morden
<u>1972 MkII Tube Stock</u>		
3250, 3356	Fire damage, autumn 1983	Acton
4250, 4350	-	Neasden
<u>1973 Tube Stock</u>		
888	Fire damage, Wood Green, 11.8.82	Northfields
514, 314	-	Northfields
<u>A Stock</u>		
5092	Collision, Uxbridge, 26.1.83	Neasden
6138 - 6139 - 5139	Collision, Chesham branch, 2.9.83	Neasden
5034	Derailment, Harrow, 7.9.81	Neasden
6008 - 6009 - 5009	Collision, Amersham, 12.8.81	Neasden
6171)		(Neasden
5171)	Collision, Neasden, 27.8.75	(Acton
5036 - 6036 - 6037 - 5037	-	Neasden
<u>C Stock</u>		
5519 - 6519	Collision, Aldgate East, 27.11.83	Hammersmith
5701 - 6701	Collision, Aldgate East, 13.4.83	Hammersmith
5726 - 6726	Collision, Hammersmith, 30.5.83	Hammersmith

NEWSFLASHES

NF 71/84 - Further to NF 39/84, another 1972 stock trailer has been given experimental car flooring. Trailer 4205 has been fitted with Duntlop tiles.

NF 72/84 - On Thursday 22.3.84, a two-car DMU was loaned to LT from BR for track recording purposes. The unit was formerly Park Royal Vehicles DMBS 50396 and DTC 56162, now (as Laboratory coach 5) RDB 975089 and 975090. It worked from Amersham to Harrow, thence to Uxbridge sidings, Neasden depot, Watford, Rickmansworth (lunch break), then via Watford to Neasden depot and back to Amersham. It is reported that the results of these tests were successful.

NF 73/84 - Waterloo & City Line cars were noted at the beginning of the year with interior maps for the London Transport Central Zone, the maps being of standard design, with no prominence given to the Waterloo & City Line. However, by early March, several cars were noted with large advertisements for Hewlett-Packard computers, which are so large as to cover the zone maps.

NF 74/84 - The long awaited one-man operation (now retitled One Person Operation) got off to a dubious start on Monday 26 March 1984 on the

Hammersmith & City Line, for an experimental 12-week period. During the first four weeks, guards are to ride with the driver, then in the second four weeks to be 'on the train', with the third four week period to be 'available', with finer details to be issued nearer the time. Since the introduction, there has been a lot of late-running on the line, having repercussions also on the Circle Line service.

NF 75/84 - It is reported that the East London Line service is to be restored to its pre-December 1982 level, increasing the maximum number of trains from 4 to 5 at peak periods, and from 2 to 3 during off-peak times, from June 1984. A further improvement will be the opening of Shoreditch station on Sunday mornings, to serve the market at Brick Lane and Sclater Street. Shoreditch station was last open on Sunday mornings back in 1958.

NF 76/84 - A three-car unit of 1960 tube stock on a test run worked between Leytonstone and Ongar on Tuesday 6.3.84, formed of cars 3902-4929-3903, during the midday off-peak period. This was one of the very rare occasions that this type of stock has 'strayed' from the ATO Hainault-Woodford branch, since it was converted for that purpose in 1964.

Underground News is printed and published by the London Underground Railway Society. Correspondence for this journal should be addressed to the Editor Underground News, 'Heidi', 13 Castleton Road, Eastcote, Ruislip, Middlesex, HA4 9QQ. Members requiring a reply to their correspondence are asked to enclose a stamped addressed envelope. When writing to any Society Officer, please quote your membership number on all communications, including applications for visits.

The last full list of Society Officers' addresses was published on page 58 of this issue of Underground News.

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 1st of the next 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.