

# UNDERGROUND NEWS

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## THE TIMETABLE

### Sunday 1 July

London Passenger Transport League's annual memorial walk over the abandoned Northern Line extensions.

### Saturday 7 July

Sarah Siddons Railtour. Details on page 50 of UN 269.

### 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 of the former Quanton Road to Verney Junction section of the Metropolitan Line, closed to passengers in 1936. Full details in UN 270.

### Monday 16 July

Library Evening, 18.00. The Society's Library reopens for inspection at 62 Beauval Road, Dulwich, London, SE22 8UQ.

### How to get there

By British Rail: to North Dulwich, thence 12-minute walk. Last trains, to London Bridge at 21.37, to East Croydon at 21.51.

By Bus: Routes 12, 78 and 185 - alight at Dulwich Plough, thence 5-minute walk (also bus 176 until about 18.30).

### 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.

### Friday 24 August

Library Evening, 18.00. The Society's Library open for inspection at 62 Beauval Road, Dulwich, London, SE22 8UQ.

### Tuesday 4 September

All-day visit to Liverpool, to study the Merseyrail 3rd rail underground electric lines. Full details on page 84 of this issue.

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The May 1984 meeting was the Presidential Address given by Mr. Allan Barter, the Traction and Rolling Stock Engineer (Running Maintenance) for the South Eastern Division of British Rail's Southern Region. Mr. Barter chose as his subject the Dublin Suburban Electrification Scheme, a project which had interested him since his first visit to Dublin a year previously, and with which few in this country are familiar.

The section of line being electrified is 24 miles long and runs westwards from Howth to join the main Dublin-Belfast line at Howth Junction, continues through the Dublin city centre stations of Connolly, Tara Street and Pearse, and then follows the coast to Bray, serving en route Eire's busiest ferryport at Dun Laoghaire. This section includes the first passenger railway to be built in Ireland, opened in 1834 between what are now Pearse and Dun Laoghaire stations.

The main reason why it was decided to electrify services in the Dublin area is the growing traffic congestion in the city centre. Average bus speeds have fallen from around 15 mph in 1971 to barely 6 or 7 mph in 1981. Over the same period, with interavailability of tickets and imaginative advertising, the suburban rail passenger traffic has doubled from the 20,000 passengers carried daily in 1971. It should be borne in mind that, of the 3½-million people living in Eire, one million live in the 'Greater Dublin' area. The existing stock is being pushed to the limit, with main line stock being used for some suburban services, while others consist of former DMMU coaches stripped and used as loco-hauled vehicles. To avoid run-round movements, some of these have been adapted as push-pull units working with the Met-Vic locomotives. The completed electrification scheme will significantly reduce journey times. The present journey from Howth to Bray takes 75 minutes. After electrification (with two extra stations) the journey should take 56 minutes.

The present electrification is only part of an ambitious scheme prepared by the C.I.E. (the Irish State transport authority) for the Dublin area; a scheme now known as DART (Dublin Area Rapid Transport). This will include new underground railways with new stations in the centre of Dublin joining existing lines. The North-South line will leave the existing electrified line near Sandmount, with stations at Ballsbridge, Fitzwilliam Square, Centre and Phibsborough, before joining the existing lines to Blanchardstown and to Dallymun, and with scope for further extension to the Airport. The East-West line will leave the existing line near Fairview depot, run southwards under the river to Tara Street, then westwards to the interchange station at Centre, thence via Fourcourts to join the existing lines from Heuston and a new line to Tallaght.

The new interchange station will, like Gateshead in Newcastle, include provision for bus interchange, and the scheme also provides for 'busways' thence southwards to Dundrum and via Mount Argus to Tallaght. Again like Newcastle, there will be 'feeder' bus routes to outlying stations such as Sutton, Raheny, Blackrock, Dun Laoghaire and Bray on the newly electrified line.

Mr. Barter then went on to illustrate technical aspects of the newly electrified line. At 1,500V d.c. with five substations each with two 3MW rectifiers, the overhead system was chosen in preference to the protected side-contact conductor rail initially recommended, mainly because trespassing on the line is a major problem. Admitting a prejudice in favour of conductor rails, Mr. Barter's several slides of the overhead equipment showed it to be generally unobtrusive, and he was particularly impressed by

the A-frame structures supporting the island platform canopy and span wires at Connolly. Over 50 bridges have had to be raised to provide clearance to the overhead line equipment, and an extensive length of track has been lowered south of Dun Laoghaire, using the slab-track technique to minimise the formation depth and thus the amount of excavation of the underlying granite. Several slides showed this work in progress, with trains passing on the other line. By contrast, a stretch alongside the sea north of Dun Laoghaire which is liable to flooding, has been raised by 500 mm.

Fairview depot has been completely rebuilt to house the new stock, employing a very effective three-level layout. There will be 40 two-car units, each having a 4-motor motor coach semi-permanently coupled to a control trailer, operable in formations of up to six cars. Each unit is 137 ft. long and 9'2" wide over body, with the doors sliding on the outside giving a maximum width of 9'6½". The 'passenger open' buttons are mounted on the doors. There are 144 seats in each unit, in 2+2 formation, with eight tip-up seats in each vestibule, and room for 356 standing. The four 175 h.p. motors are chopper controlled, having a maximum speed of 100 kph, and the unit is capable of climbing at 1 in 25. Although fitted with pneumatic disc-brakes, the braking control is biased towards regenerative braking of the motor coach, which reverts to rheostatic if the line is unreceptive. A 20% energy recovery is anticipated from the use of regeneration. A look at the drivers controls reveals a control handle very similar to Tyne & Wear, and to the 'D' stock in London, but the speedometer is unusual, being an edgewise instrument with a yellow band rising to indicate the speed. On the other side of the digits a red band comes down, the bottom of which indicates the permitted running speed. This is derived from the Automatic Train Protection Equipment. It is not A.T.O., although it is capable of being extended to A.T.O. if required in the future. The train equipment receives signals from coded track circuits, based on the signal aspects and on the permitted line speed. With suitable allowances for the drivers' response time and tolerances on speed, should the driver persist in trying to run at above the permitted speed then the A.T.P. equipment will take over and stop the train. A push-button is provided to permit shunting and closing-up movements in the absence of code. Each train is also in radio contact with the central signalling control centre at Connolly. There is only one cab door, on the nearside, with an ample window on the offside. The trains are being built in Germany by Linke-Hofmann-Busch with traction equipment by G.E.C. Traction of Manchester.

There are ten level-crossings on the electrified line, some across very busy roads. All are being converted to lifting barriers and CCTV control; the picture, into which the name of the crossing is inserted electronically, is displayed only when a train is approaching and the closing sequence has to be authorised by a button being pressed by the signalman at a separate panel in the Connolly control centre. Only one up and one down train may pass before the barriers are re-opened, after which there is a minimum 'road-open' time before the next operation. The whole of the system is controlled from one point - Connolly - using computers and V.D.U.'s - a complex system designed in the U.S.A. but using many Irish-built components.

Mr. Barter concluded his address by showing slides of a journey along the line, mostly taken during a visit only a fortnight previously. This illustrated how all of the existing 23 stations have been upgraded and modernised, with rebuilt platforms, standardised heights and automatic ticket barriers. Many platforms have been re-

surfaced with interlocking bricks. The two new stations, Sandymount and Salthill, are on the sites of stations closed in 1960. Bayside is the only island platform station. Work on two terminal platforms at Dun Laoghaire, where a three-way (Bus:Train:Boat) interchange is envisaged, has yet to be completed. No date is yet available for the start of the electric service.

Mr. Barter gratefully acknowledged the help he had received from the staff of the C.I.E., who had provided some slides and had provided the data from which he had prepared diagrams and maps from which Steve Williams had made slides. G.E.C. had also provided data and slides, and McGregor Paving had provided the photographs of the slab-track laying operations.

After a variety of questions, the audience expressed their appreciation of Mr. Barter's informative address, and for the interesting and entertaining manner which it was presented.

JCB

### JUST ANOTHER DAY - 1 JULY 1933

by

Peter Bancroft

The first day of July, nineteen hundred and thirty-three was a date accorded much importance by many who joined in last year's London Transport Golden Jubilee celebrations, although its true significance seems to have been lost in the general atmosphere of euphoria at the many and various open days, film shows and lunch time lectures, etc. Perhaps the most significant event during those celebrations was the Festival of Thanksgiving held at St. Martin-in-the-Fields, Trafalgar Square, actually on Friday 1 July 1933 at 7.00pm. 'We come together to celebrate fifty years of London Transport, to remember and give thanks for the life and work of all those men and women whose service it has been, to pray for the work today, and to dedicate ourselves for the tasks of the future', were the words in the opening prayer. These words suggest that the celebrations were concerned not only with the entire fifty year period since 1933, but equally importantly, the organisation as it was then in 1983 and would be in the future (strange no reviews seem to have been written about this particular event!).

What we have to realise is that such an organisation as London Transport is never static. It grows or contracts, but it certainly never stands still, and it did not stand still on that day in July 1933. Take, for the convenience of example, a motorman working on one of the Underground Group railways, required to work on 1 July 1933 (a Saturday by the way). He presumably got up as usual on that day, had his breakfast and went to the same place of work, booked on in the same way, drove probably the same type of train as the previous day along the same line. He may also have been wearing the same uniform! What had changed for him? He would still get his pay the following week, as per usual. He was still surrounded by the same colleagues. So you ask, what did happen on 1 July 1933? And the answer is probably very little, apart from the usual routine! Granted a few name transfers probably appeared, and some notices about changes to the organisation of public transport in London, effective from that date. But how many buses, trams, etc. went out displaying their old fleet names, from garages and depots with the old name above the entrance?

Just a hint of the significance of that particular date is given in Section 107 of the London Passenger Transport Act, 1933. The 'appointed day' (a term mentioned frequently in the text of the Act) is explained in one part of this section as being, 'in relation to the Underground

undertakings and the Metropolitan undertaking, the first day of July, nineteen hundred and thirty-three'. This was the date, therefore, on which these two, and only these two, undertakings were required to be transferred to and vested in the new Board. It is interesting to note that the dates for transfer of all the other undertakings could in practice have been varied by a number of influencing factors. The Board had actually been constituted some time before 1 July 1933, but the transfer to their control of the various undertakings only took place, starting on 1 July 1933. This process actually continued for a few years. In practice, the immediate changes were mainly financial and administrative at that time, though much of the work involved must have taken place in the weeks leading up to and after 1 July 1933. Another myth, believed by many, is that the new Board came along with £109 million or so, in cash, and bought out all the shareholders in the various separately constituted undertakings, which existed before July 1933. This simply is not the case. Individual shareholders in these companies became holders of the various London Transport stocks, to roughly similar values (with some small cash adjustments where necessary) in substitution for their existing share certificates.

So in fact there was a good deal of continuity between the old and the new at this time, and an involvement by largely the same people, be they shareholders, train drivers, bus drivers, conductors, boxmen, ticket clerks, depot inspectors and many others. None stood still and all were joined together (albeit by Statute) with the object of working with the Board towards its stated aim, 'to exercise their powers under this Act as to secure the provision of an adequate and properly co-ordinated system of passenger transport for the London Passenger Transport area'.

I wonder if we should have had any less enthusiasm and thought for celebration as 1 July 1984 approached, or would it just be another anticlimax? After all, it fell on a Sunday this year!

### NEW WORKING TIMETABLES

From Monday 4 June 1984, new daily Working Timetables were introduced on the Bakerloo Line (No.4, for the extension of the peak service to Harrow & Wealdstone) and the East London section of the Metropolitan (No.283, for improved services daily). These are summarised as follows:

#### Bakerloo Line

Following on from the precedent set in new Northern Line W.T.T.No.35 (see page 54 of UN 269), staff travel facilities (both train and taxi) are shown in a special section prior to the main timetable pages. Staff trains, of course, are also shown in the main timetable. The service south of Queens Park is very similar to that provided in the previous timetable, except where changes have been made to cater for the peak hour projection to Harrow & Wealdstone, and consequent adjustments to the Stonebridge Park service.

One extra train is required for service, the new 25-train service being provided by Elephant & Castle (2 trains), London Road depot (9), Queens Park (7), and Stonebridge Park (7 - previously 6). There are ten Bakerloo departures from Harrow in the morning peak between 07.06 and 19.28 (as noted on page 55 of UN 269) and the same number of arrivals in the evening peak between 16.36 and 19.06. There is also one empty working in each direction - northbound ex-Stonebridge Park 'down' platform at 07.19 (ex-depot at 07.09) and southbound from Harrow arriving at Stonebridge Park 'up' platform at 19.14 (to depot, arrive at

19.25). There is also provision for the last four Stonebridge Park stabling (later than the Harrow service) to be extended in passenger service to Harrow for certain special events at Wembley Stadium (19.02, 19.10, 19.17 and 19.25 ex-Stonebridge Park). All four trains then return empty to Stonebridge Park depot, all reversing in the 'up' platform. Surprisingly, this is the only occasion that two Bakerloo trains are SCHEDULED to be side by side in the sidings at Harrow, although this is not to say that it won't happen! The maximum service of 25 trains is provided between 08.36 and 09.47 and from 16.22 to 18.31. It is interesting to note that the extension to Harrow has eliminated many of the Stonebridge Park reversing trains, with only four (previously 11) scheduled for the morning peak and eight (previously 15) in the evening peak.

A schedule of de-icing working has also been incorporated with eight such trains scheduled on Mondays to Fridays (there are at present only six trains of 1959 stock so equipped on the Bakerloo!). It is also interesting to note that the working of the LMR sleet train is included, operating between Watford and the North London Line via Willesden Junction - presumably the Bakerloo will work south of Willesden?

The new service actually got off to a far from ideal start. On Monday 4 June late running was caused by an LMR signal failure at Kenton and a defective train at Regents Park. On Tuesday 5 June, however, the whole service was suspended from 07.37 to just after 09.00 because of a train with a broken shoebeam on the northbound at Paddington, followed by a cable smouldering at Lambeth North. Four Bakerloo Trains were diverted to Neasden depot and a Piccadilly to West Hampstead service was being planned, but was cancelled as both problems were cured at the same time.

In so far as publicity and preparation for the new service is concerned, a new poster was produced by BR advertising, using a picture of a 1962 stock train (the give-away being that the stabling light of this stock is on the opposite side of the headlights to the 1959 stock) with a superimposed 'HARROW & WEALDSTONE' for the destination. A printing error in the text (a spurious 'Wealdstone' had crept in) caused all posters to be replaced by the end of the first week. Train indicators, too, have had their share of interest in the first week. At the modernised Charing Cross station, it will be recalled (page 15 of UN 266) that on the new indicator there was a blank space. A correspondent reports that 'Harrow & Wealdstone' has replaced 'Stonebridge Park' - and the blank space remains! At Queens Park, no Harrow description had yet been installed in the BR indicators, but at Willesden Junction such a legend has been included - and working too! Wembley Central however, continues to show 'Watford Junction' for all trains!

#### East London Line

This new timetable restores services to pre-December 1982 levels with a daily 10-minute service between Whitechapel and Surrey Docks, and every 20 minutes to the branches of New Cross and New Cross Gate, with three trains in service. The previous timetable provided a 15/30-minute off-peak service with two trains. Peak-hour services have also been increased to their former level - 7½/15 minutes, with five trains, instead of 10/20 minutes with four trains.

For the first time since September 1958, Shoreditch station reopens on Sundays between 08.13 and 14.29, for the benefit of passengers visiting the East London Sunday markets in Brick Lane and Sclater Street. The extension of trains on Sundays to Shoreditch requires four trains in

service between 07.52 and 14.48. As in the previous timetable a spare train is provided on Saturday afternoons when Millwall football club are playing at home. Stock transfer paths to and from Neasden depot continue to be provided on an 'as required' basis on Mondays to Fridays and Sundays. The Sunday transfer, however, has been retimed to depart Neasden at 11.48 (previously 15.48) and return from New Cross depot at 13.36 (previously 17.47). The Monday to Friday outward trip remains the same at 11.50 ex-Neasden, but the return leaves New Cross 14 minutes earlier at 13.48.

There is no separate staff transport section in this timetable, as the East London Line does not have any taxi workings, and thus all staff trains are incorporated in the main timetable.

#### PERCH SEAT TRIALS

by

Kenneth Russell

The official announcement at the beginning of May that three prototype trains, to be known as the 1986 tube stock, had been ordered to enable the evaluation of various design concepts prior to finalising the specification for new trains which will be ordered for the Central Line, and tentatively referred to as 1990 tube stock, listed the various ideas to be tried out. Among these were:

- Externally mounted sliding doors,
- Thyristor (Chopper) control,
- Steerable bogies,
- Small wheels,
- All welded body and floor structure,
- Air suspension,
- All motored axles,
- High windows curving into roof,
- Perch seats.

Not all of these ideas are, of course, entirely new to London Transport trains. The R stock had all motored bogies, although only 50% of the axles were motored; C stock had a form of air suspension and high windows were tried out on 1938 tube stock car 10306. Before the new trials are dismissed simply as a rehash of what has gone before, however, we must consider that on the new trains all motored axles are being tried in conjunction with Chopper control and light weight, fully sprung traction motors on rigid bogies, although axle hung motors are retained for the steerable bogies. Remember also that the air suspension trials will continue the work begun with the articulated unit of 1935 stock, and later carried on with the same bogies under 1972 MkII tube stock car 3363.

It would be all too easy to criticise high windows and perch seating as going back over old ground, but in fact this is not so. The purpose of converting 1938 tube stock car 10306 back in 1949 was to try out a new design for the then proposed 1952 tube stock, which in the end did not materialise. As a result of this trial, extended windows in tube stock doors were adopted as standard for all trains from the 1967 tube stock onwards. High windows in the passenger areas were not adopted then because, in the summer months it was found that the interior temperature rise was unacceptable but the fitting of efficient ventilation to the prototype trains makes the high window idea worth exploring again. Also, when 10306 was modified it was impossible to obtain glass which was partly flat and partly curved and this necessitated a join between the flat and curved portions, with an associated risk of leakage.

As far as perch seating is concerned, the history of the previous trial must be looked at closely before judging the wisdom of the inclu-

sion of this feature in one of the prototype trains. In 1953, 1938 tube stock trailer 012339 was chosen for trials connected with methods of speeding up boarding and alighting times. It had been observed that in a standard 1938 tube stock car, standing passengers at double doorway positions reduced the effective entrance width from 4'6" to only 3 ft. It was postulated that if the draught screens were set back from the door opening then the full width of the doorway could be made available for movement of passengers. To test this idea in passenger service the car was modified by removing the cross seats nearest the existing draughtscreens in the centre portion of the car. The draughtscreens at the longitudinal seat positions could not economically be moved however, because the seats were mounted over the longitudinal which swept up over the bogies. The modification removed eight seats from the car and brought its total down to 32. In an effort to overcome this shortcoming 'L'-shaped perch seats were fitted at the modified position. Each perch seat was designed for three people.

In 1954 an Operational Research Team was set up to investigate the effects of the modification in passenger service. Observations were made in during March and June of that year but the results were inconclusive. Boarding times were cut with the new layout but only by about one second per station and the Team could not guarantee that this small observed saving was not obtained by chance. In any case, only one car was modified and the station stop times were therefore effectively determined by the other six cars of the train.

Four years later a more detailed investigation was carried out and the results of this were more conclusive. It was found that, whilst at low load levels there was no practical difference between the modified car and standard, at high load levels the combined boarding/alighting rate at the modified doorways was up to one-third faster, giving a theoretical saving of up to 1½ seconds per station on a fully-modified train. It found though that the 'L' shaped perch seat layout, in spite of increasing the vestibule area, did not result in an increased carrying capacity, mainly because passengers were still reluctant to pass down inside the car. Interestingly, it was found that passengers using the perch seats tended to brace themselves by splaying their legs, resulting in less floor space being available for standing passengers in all conditions except full crush loads.

The findings of both investigations resulted in the adoption of large standbacks on the prototype 1960 tube stock and on all new trains from the 1967 stock onwards. None of these had perch seats of course, and it does seem logical therefore, that these should be fitted for trial purposes on a car equipped with large standbacks on both sides of the doorway.

On the 1986 tube stock cars so fitted, the perch seats are mounted so that a single passenger can be seated longitudinally. They incorporate a litter bin with a 'letter box' opening. It remains to be seen if the litter bins do in fact get emptied regularly and it will also be interesting to see how many new found friends are made by passengers attempting to post litter between the legs of an already 'perched' passenger!

#### THE PARIS METRO - AN UPDATE

by

Bert Steinkamp

The year 1983 was another positive one for public transport in the French capital. Provisional figures indicate that passenger trips on the Metro rose by 2.4% to 1156.4 million, on the RER

by 4.3% to 256.9 million. Buses in Paris transported 2.2% more (320.4 million) and in the suburbs 5.8% (434.3 million). This is partly due to new social legislation, whereby employers from 1.10.83 pay 50% instead of 40% of the cost of season tickets of their workers. Car mileage on the Metro was slightly reduced from 191.3 to 190.2 million, that on the RER went up from 56.7 to 59.2 million. The average length of journey on the Metro was 4.82 km, on the RER 10.97. The annual fares hike occurred on 1.8.83 when the basic (2nd class garnet fare) rose from 2.20 to 2.40 francs.

The most notable rail event of the year after the finale of the Sprague stock (see UN 258, page 109) was the first phase of the 'Interconnexion', the through running of SNCF and RATP trains on line B of the RER. Its introduction had been planned for 29 May (start of continental railway summer timetables), but, as RATP drivers were dissatisfied with their new duty schedules (where have we heard that before, Ed), through running via Gare du Nord had to be postponed until 7 June. The new service reintroduced Orsay Ville as a peak-hour terminus and did away with the overtaking of slow by fast trains at Laplace. The service patterns, in trains per hour, are:

	'A'	'B'	'C'
St.Remy les Chevreuse	5	4	2
Orsay Ville	5	-	-
Massy Palaiseau	5	4	2
Robinson	5	4	4
Between Denfert & Chatelet	20	16	8
Terminate at Chatelet	8	-	-
Terminate at Gare du Nord	4	4	-
To SNCF destinations:			
Roissy Aeroport	4	4	4
Aulnay sous Bois	4	2	2
Mitry Claye	8*	2	2

Note \* to and from Gare du Nord only.

- 'A' Peak periods Mondays to Fridays
- 'B' Day off-peak (including Saturdays & Sundays)
- 'C' Late evenings daily

Apart from industrial action, the early days of the new service were impeded by continuing electronic problems with the MI79 stock, thus increasing the importance of the Z stock, especially as the last MS61 had left line B for line A in February 1983. Later in the year reliability improved, also through continued deliveries. In October, after the first order for 82 units (51 SNCF and 31 RATP) had been completed the first of 38 sets of MI79B left the factory. Their delivery should finish early in 1985, to be followed by the first of the electronically simpler MI84's, of which 46 sets have been ordered so far by RATP and 17 by SNCF. The latter are intended for the extensions of line A in the west.

Where the Z stock originally was to have been phased out by the time this article appears in print, they are now likely to be around until 1986. This was further underlined by a development on line A, where peak traffic - now at 40,000 passengers in the busiest direction per hour - continues to grow. Train intervals therefore have to be reduced earlier than expected and as insufficient MS61 are available for that purpose, December 1983 saw the transfer of the first 8-car of MI79 from line B to line A. Four more have followed since and after driving instruction they will assist in increasing the line A peak requirement from some date in the spring. From 23 January 1984, train requirements on line B also went up, resulting in 14 eight-car Z stock trains being needed for service, one of them as a spare at Chatelet.

Four of them work the St.Remy service in between the peaks. Overnight they stable at Denfert (4), Bourg la Reine (1), Robinson (1), Massy (2) and

St.Remy (5). The first is on the road at 05.17 and the last runs in at 20.13. To see all the sets in any one peak requires some organisation for the last starter in the morning is at 08.02 (Massy) and the first stabler arrives empty at Denfert from Chatelet at 08.08. In the evening the last set into service leaves Denfert empty for Chatelet at 17.47, the first stabler is at St.Remy at 17.55! For the weekend service, only one Z train is booked: empty from Denfert at 05.17 to Chatelet, 05.35 to St.Remy and stable there at 06.23; back into service at 17.01 making one round trip to Gare du Nord and after running to Chatelet again, empty to Denfert stabling at 20.08.

The French economy suffers from negative developments to an extent, similar to that in other European countries. Therefore investments are being spread out in time, including those for rolling stock. The latest version of RATP's Five Year Plan (1984-88) delays the next phase of the Interconnexion on line B (12 trains in peak hours) to the end of this year, and the final phase (20 trains), to mid-1985. As far as the Metro is concerned the ten additional MF77's ordered in 1982 will be delayed until early-1985. Nothing will happen after that until 1986 when an order will be placed for the MF87 stock, to be delivered in 1988. The bodywork will be similar to the MF77, traction motors will be asynchronous. To obtain operating experience with this new mode of traction, only 16 three-car trains will be delivered initially. They will enter service on lines 3bis and 7bis, liberating sufficient MF67's to replace the Articulated stock on line 10. In 1987 it is planned to place an order for 20 five-car aluminium-bodied trains of type MP88, to replace the four-car MP55's on line 11. It is also proposed to use the MP73's now on line 11 on line 1 for the extension west from Neuilly to La Defense, yet to be approved.

The extension of line 5 from Eglise de Pantin to Bobigny will take place in 1985, as will the projection further south of line 7 to Villejuif. In 1986 line 7 will have its northern extension to La Courneuve. Apart from the line 1 project to La Defense no other Metro extensions are mentioned in the plan. Early 1987 will see the opening of St.Michel station on line B (giving interchange with line 4 and RER line C) and, interestingly, will be linked with the reopening of Cluny station on line 10, which has been closed since 3 September 1939.

The service developments since my previous contribution on page 82 of UN 256 are:

Date	M-F	Sat	Sun
8.1.83 Winter service reinstated after Christmas period.	556	291	245
28.3.83 Easter M-F reductions, except 4,7,7b,9,13.	525		
11.4.83 Winter service restored, except on 5.	554		
2.5.83 1st phase summer reductions, not 4,5,7,7b,9,13.	525		
24.5.83 Reduction on line 1.	523		
4.6.83 Summer weekend reductions, except 2 (Sat), 3b, 4 (Sun) and 7b.		231	215
1.7.83 July service, including reduction 2 Sat, 4 Sun.	442	225	214
1.8.82 Holiday service	362		
1.9.82 Reinstatement of May service M-F, also winter service on 9 Sat & Sun.	518	233	219
10.9.83 Winter service on 3,11 M-F, 4 Sat.	526	244	221
1.10.83 Full winter service, except line 11 M-F and Sat because of works at Mairie des Lilas terminus.	555	290	245

4.11.83 Normal service line 11.	556	291	
10.12.83 Increase on 4 Sat.			292
23.12.83 Christmas reductions, except 3,3b,4,7,7b,9,13.	528		
4.1.84 Winter service restored.	556		
20.2.84 Reductions for early spring school holidays.	522		
27.2.84 Winter service restored.	556		

#### R.E.R. Line A

1.9.82 Winter service.	33	21	21
1.7.83 Summer reductions 1st phase.	30	17	17
1.8.83 Holiday service.	25		
1.9.83 Winter service restored.	33	21	21

#### R.E.R. Line B

1.9.82 Winter service.	23	19	19
30.5.83 Interconnexion.	35	26	26
1.7.83 Summer reductions 1st phase.	32	20	20
1.8.83 Holiday service.	25		
1.9.83 Winter service restored.	35	26	26
23.1.84 Service increase.	36		

Finally, some other news items: in October 1983 Charonne works came back into operation (for lines 2 and 7bis) after a total reconstruction lasting 2½ years. The same month saw the end of the reconstruction works at Porte de St.Cloud station on line 9, reducing the number of platform tracks from 5 to 4. In January 1984 the last MF67, inundated at Eglise de Pantin in June 1982, returned to service. On 5 March the tunnels at Aubervilliers at the northern end of line 7 had been sufficiently extended to take over the stabling of seven sets until then out-stationed at Pre St.Gervais on line 7bis. With the introduction of the winter service 1983/84, line 7 obtained a new timetable in which the 1 to 1 alternation at the southern end (Ivry/Kremlin) has been changed to 2 to Ivey and 1 to Kremlin for the duration of the evening peak. This alteration requires one more train in service, making 60 in all.

Rolling Stock totals at 31.12.83 are largely as on page 83 of UN 256, except for Sprague 34-34, Z 144 and MI79 76-76. Many Spragues are being kept stored to await finalisation of plans for the future of the Transport Museum.

#### THERE'S A HOLE IN MY TUNNEL ..

During the early hours of Friday 18 May 1984, flooding was discovered in the northbound Bakerloo Line tunnel between Waterloo and Embankment, caused when one of the cast iron segments became damaged during track reconditioning work. The incident occurred about 500 feet south of Embankment station. Until about 07.00 trains reversed south to north at Piccadilly Circus, following which through services were restored with a 5 mph speed restriction through the affected area. Eleven trains operated between Elephant & Castle and Queens Park for the morning peak. From about 12.30 a one-train shuttle operated between Waterloo and Elephant & Castle on the southbound line in both directions, under single line working rules, while eight trains operated between Piccadilly and Queens Park. Through services were resumed just after 16.00 with 11 trains for the evening peak, none running beyond Queens Park. Services were yet again suspended from 23.45 and all-day Saturday 19 May to enable repair work to be carried out. Special set numbers were used for the duration of the incident, and on 19.5.84 were:

Train No.	No.
1	10221 - 11148
2	10161 - 11248
3	1220 - 1211

Train No.	
4	10255 - 11262
5	10187 - 11162
100	1208 - 1203

Train 100 was working the shuttle between Waterloo and Elephant & Castle, while 1-5 worked between Piccadilly and Queens Park. During the day trains 4 and 5 were changed over for 1959 stock (1196-1259 and 1204-1251 respectively). Of the above formations, car 11262 was seen to be displaying 'PICCADILLY' as its southbound destination, while other 1938 stock showed a wide variety, including 'Elephant', 'Special', or just plain nothing! 1959 stock trains, which do not have Piccadilly on their blinds, showed 'Special'.

Normal services were restored from Sunday 20 May but further permanent repair work of the 1901-built tunnel was required and the opportunity was taken to use the three-day bank holiday weekend (26-28 May) for this. It is interesting to note that the tunnel is 67 feet below the high water level of the River Thames where the damage occurred. In 1919 the tunnel was lined with steel invert plates to stiffen the tunnel and prevent water leakage, but in 1944 this was removed in favour on a conventional concrete and sleeper base.

For the weekend operation a special Timetable Notice (No.134/84) was issued, for a service between Queens Park and Piccadilly (5 trains at 10 minute intervals on each day, except on the Saturday when an increased service operated between 07.00 and 18.30 with 6 trains every 8 minutes). There was also a single line service on the southbound line between Waterloo and Elephant & Castle operating every 18 minutes which was, by coincidence, 1208-1203 as on 19 May.

Passengers for the Piccadilly to Waterloo section were diverted to other routes, including the Northern Line Charing Cross branch between Leicester Square and Waterloo. On Saturday and Sunday 26/27 May, two 1938 stock trains were noted displaying 'PICCADILLY', but on Monday 28 May, although four out of five trains were 1938 stock, only one showed the correct southbound destination. On this day also, a failure of the points at Piccadilly caused the service to be suspended between 12.14 and 13.00 and thus five trains (204, 205, 201, then 204 and 205 again!) reversed south to north at Paddington.

#### ENGINEERING WORKS

##### Piccadilly Line, 15.4.84

On Sunday 15 April 1985 substantial stone reinforcement works were carried out on the side of the westbound Piccadilly Line embankment at a point about midway between Turnham Green and Chiswick Park stations, on the stretch where the westbound track is at a substantially higher level than the eastbound. For this purpose all westbound Piccadilly Line trains were diverted to use instead the District Line tracks between Hammersmith and Acton Town for the whole day. Your reporter was surprised to see that, although Piccadilly Line trains never normally use the District Line platforms at Turnham Green except in special emergencies such as this, the District Line platform indicators do nevertheless allow for this to happen. Even when on their own tracks, the Piccadilly Line trains stop at Turnham Green only on Sundays and late evenings. However, on 15 April, both in the morning and again in the evening, it was observed that although the western face of the Turnham Green District Line platform indicator correctly displayed 'Heathrow Central' when suitably illumin-

ated, the eastern side still shows 'Hatton Cross'. Did somebody forget to alter this when the line was extended in 1977? (I thought that the 'splitting' of trains on the Underground had been abolished now, but the apparent effect of this was that only the front three cars of all trains that day would be going through to Heathrow Central, and the rear three cars would be detached at Hatton Cross !!).

##### Wembley Park, 29.4.84 & 13.5.84

No.4 crossover at Wembley Park being converted to Chairlock operation caused northbound fast Metropolitan Line trains to be diverted over the local line between Wembley Park and south of Harrow-on-the-Hill throughout the above dates. Access to and from the north end of Neasden depot and the Metropolitan platforms (1 and 2) was not available and thus Metropolitan trains scheduled to start from that end were revised to start earlier from the south end and run empty via Baker Street to pick up booked workings.

Also, throughout both days, because of drainage work between Northwood Hills and Pinner on the fast lines, such trains (hourly in each direction) were diverted to run non-stop on the local lines between Harrow North Junction and Watford South Junction.

##### Acton Town, 20.5.84

Reballasting of bridge D61 west of Acton Town throughout 20 May caused some interesting workings on the District and Piccadilly lines. (Bridge D61 is that which carries Ealing and Uxbridge branch trains over the Heathrow branch)

District Line trains scheduled to Ealing Broadway were diverted to Richmond throughout the day giving Richmond a 10-minute service instead of every 20 minutes. Through Piccadilly Line trains to Rayners Lane (scheduled after 13.30) were diverted to Northfields to reverse. Trains to and from Rayners Lane operated a shuttle, reversing east to west at Ealing Common via the District Line depot.

A substitute LT road service was provided between Turnham Green and Ealing Broadway calling at all intermediate stations, every 20 minutes. The six District Line trains which start from the west end of Ealing Common depot between 06.47 and 07.54 started instead from the east end.

Stabling of the six District Line trains at night was achieved by diverting the trains over the westbound Piccadilly Line from Hammersmith to Acton Town, reversing via the sidings east of the station and thence via platform 3 (eastbound Piccadilly Line) to Ealing Common depot. Only two District Line trains carried passengers between Hammersmith and Acton Town, however. The other four doing so after the normal close of traffic, the last stabling at 02.28.

##### Swiss Cottage, 27.5.84

Further re-signalling work, on the Metropolitan Line between Finchley Road and Baker Street required suspension of the Metropolitan main line service south of Wembley Park until about 08.20 on Sunday 27 May 1984. Trains from Uxbridge and Rickmansworth reversed south to north at Wembley Park via the north end of Neasden depot. As no C stock trains for the Circle Line service could start from Neasden depot, these were revised to start as follows: Aldgate (+1), Farringdon (+2), Edgware Road (+1) and Hammersmith (+1).

To cater for the stations south of Wembley Park to Baker Street, which are, until 08.00, served by Metropolitan Line trains, substitute Jubilee Line trains operated generally in Metropolitan Line train timings, running empty between Baker Street and Charing Cross, to reverse, and non-stop between Finchley Road and Baker Street.

Additional Jubilee Line trains, all stations between Finchley Road and Wembley Park, non-stop between Baker Street and Finchley Road, empty between Baker Street and Charing Cross:

Wembley Park	06.55	07.07	07.26	
Finchley Road	07.07	07.19	07.37	
Baker Street	07.15	07.27	07.46	
Charing Cross	07.22	07.34	07.53*	
Charing Cross	07.00	07.16	07.27	07.39
Baker Street	07.07	07.23	07.40	07.55
Finchley Road	07.13	07.31	07.46	08.01
Wembley Park	07.26	07.43	07.59	08.13

Note \* continues in passenger service from Baker Street to Charing Cross.

#### MAGAZINE REVIEWS

RAILWAY MAGAZINE for June 1984 contains an interesting two-page general article about the Post Office tube railway, describing operation and rolling stock. It includes one map and two photographs depicting the old and the new stock. In the section 'News & Notes' the extension of the Tyne & Wear Metro from Heworth to South Shields is described, completing the initial system. Four extensions are planned: Heworth to Washington, Tyne Dock to East Boldon, Bank Foot to Woolsington Airport and Benton to Killingworth. The restoration of platforms 5 and 6 at Baker Street is also covered, as is the extension of the Bakerloo Line from Stonebridge Park to Harrow & Wealdstone in the peaks, '... over a.c. electrified lines ...' (1938/59 stock with pantographs ?? Ed). One of the items of '50 Years Ago' recalls the withdrawal of first class accommodation on the Great Northern & City Line after traffic on 25 March 1934. The notes state the (then) intention of rebuilding all the GN & C cars, reupholstering and installing new lighting which, '... it is hoped, will satisfy even former first class ticket holders.' (Was this ever carried out, Ed ??). In 'Why & Wherefore' the reasons are given for the right-hand running between Borough and Moorgate on the Northern Line, being a relic from the days when the line was first built and terminated at King William Street. The reply also states that until reconstruction in 1922, a siding existed north of Elephant & Castle station between the two running lines and at that station the lines were on the same level. Where there were crossovers and sidings (Borough, Kennington and Oval) the lines were still side by side but one 9'6" above the other. It is said that this was to minimise the amount of stair walking by passengers. When the line was extended north to Moorgate in 1900 and the King William Street terminus abandoned, because of the position of the tunnels at Borough, it was necessary to continue with right-hand running to north of Bank station. (Apparently, although King William Street was abandoned from 1900, track for stabling and storage purposes existed up to the time of reconstruction).

RAILWAY WORLD (June 1984) has a four-page article with seven photographs devoted to Metropolitan 'E' class steam locomotive No.1, alias LT L44, currently being restored to working condition by the Quainton Railway Society. The article outlines the story of the several locomotives of this class, No.1 being the third locomotive to be built, taking the number vacated by a Beyer Peacock tank, which had been scrapped at about that time. No.1 was used as the motive power for the opening of the Uxbridge branch in 1904. It was renumbered L44 by LT, being one of only four of the class to bear LT numbers, the other three being scrapped in 1935. L44 survived to be exhibited at the Underground Centenary in 1963, after which it was sold to the London Railway Preservation Society, the forerunner of the present Quainton Railway Society. It was initially stored at Luton and later

at Bedford and Aylesbury, before going to Quainton Road. Work on major restoration commenced in 1976 but priority was given to a GWR O-6-OPT, which was also ex-LT. The article concludes by stating that work on L44 should be completed by the August Bank Holiday this year.

(Those interested in the Q.R.S. preservation schemes, including making cash donations, are asked to write to Mr.E.W.Miller, 69 Perry Street, Wendover, Aylesbury, Bucks., HP22 6DJ.)

#### FROM THE PAPERS

##### Daily Telegraph:

26.4.84 - The number of passengers handled at Heathrow, Gatwick and Stanstead airports in a twelve-month period has risen to 40 million for the first time, of which 34.5 million were international passengers.

3.5.84 - In the Commons yesterday, a Conservative M.P. said that the state of the subway from Westminster station to the Houses of Parliament was a disgrace to any capital city.

4.5.84 - Two London buskers have been given leave to bring their case before the European Commission of Human Rights for the second time. Their case will be considered next month. They complain of harassment whenever they set up a pitch in the street or in the London Underground.

9.5.84 - Her Majesty the Queen formally opened the £480 million Thames flood barrier yesterday.

11.5.84 - Following complaints by the women's committee of the GLC about sexist advertising on the Underground and buses, LT has added to its advertising code a rule that, 'advertising which seeks to depict women as sex objects is unacceptable'. Scantily-clad girls will be permitted only if chastely posed in decorous advertisements for women's underwear, but they will not be allowed to advertise other products such as cars or alcohol. The rule came in on 1 May, but existing contracts will be allowed to continue until expiry.

16.5.84 - The campaign against fraud on the London Underground has cut the loss of receipts from an estimated £40 million to £25 million. Now, a new team of more than 100 travelling inspectors will be created, so that they can cover the outskirts of the system as well as parts of the centre where fraud is heavy.

21.5.84 - Sir John Betjeman, Poet Laureate and Society Past-President, died on Saturday 19 May, aged 77. The most memorable of his television programmes was 'Metroland' (1973), 'an exquisite verbal and visual celebration of Harrow, Pinner and Ruislip'.

21.5.84 - In New York there is a new requirement that motorists must pay all outstanding parking tickets and a hefty fine if their cars are towed away. The amounts are so high that some motorists do not bother to reclaim their vehicles, which are auctioned monthly by the police. One motorcyclist had hitched his machine to a fire hydrant, but was asked £1,800 to reclaim it. He waited for the auction and bought it back for £160.

22.5.84 - Yesterday, a verdict of suicide was returned on David Martin, the gunman who was captured in a Northern Line tunnel between Hampstead and Belsize Park (see NF 61/83 in UN 255).

23.5.84 - In the House of Lords, an amendment will be introduced to the London Regional Transport Bill to allow people caught on LT buses and trains without tickets to be fined on the spot, possibly £10.

28.5.84 - A letter from the Deputy Leader of the Opposition of the GLC points out that the pro-



posed LT on-the-spot fine is only part of a much larger package of changes to ticket issue and checking, which has potential savings of as much as £150 million a year.

#### POINTS OF INTEREST

Mr. E. Dixon writes:

##### Grannie Dripping's Steps

In the original version of the current London Transport Bill there was a provision to enable rights of way to be extinguished over the railway footbridge south of West Hampstead station, which crosses the Marylebone, Metropolitan and Jubilee lines from Broadhurst Gardens.

LT want to be able to demolish the bridge, which is partly owned by LT and partly owned by BR, as it is not in good repair and is not now used by passengers as such. Following considerable local opposition, headed by Sir Geoffrey Finsberg, M.P. for Hampstead and Highgate, LT has agreed to drop the relevant clause from the current Bill.

This will allow previously abortive negotiations between LT and Camden Council over the future of the footbridge, known locally as Grannie Drippings Steps, to be resumed.

Mr. J. C. Gillham writes:

##### Holborn Station Closure

At the top of page 18 of the February issue of Underground News, it was reported that there was a fire at Holborn underground station on 12 December 1983, 'near the escalator linking the Central and Piccadilly lines'. Whilst it is true that one has to use this escalator (actually a bank of three) when transferring between the two lines, it is additionally and much more importantly the only way of getting to and from street level and the Piccadilly Line platforms. The fire itself was in the back corner of the landing area at the top of these three escalators and it occurred amongst a pile of miscellaneous builder's materials and equipment that had been temporarily stored in this corner for some weeks previously, in connection with work currently in hand replacing one of these escalators by a new one. The fire damage was mainly confined to these materials and to the adjacent walls and ceiling. The ceiling over somewhat a wider area was badly blackened by smoke, and all the fluorescent lighting was destroyed, but there was no visible damage to the floor.

As a regular daily user of the station for many years past I discovered the damage the next day. Apparently the station was closed for only two hours. There was no damage of any sort other than in this top landing. Temporary lighting with ordinary tungsten bulbs was quickly rigged up, with festoons of cables hanging loosely. For the next four months or so this area was very dark and dingy, with very low-powered bulbs and not enough of them. Then on Easter Sunday and Monday 22 and 23 April, while repairs took place, the entire station was closed to all passengers, not only for access to and from the Piccadilly Line escalators but also for access to and from the Central Line, although the latter was not really in any way affected. During these two days the adjacent Chancery Lane station, which is closed on Sundays and Bank Holidays under normal conditions, was kept open for the whole time and Central Line trains stopped there even though this is not on their normal Sunday schedule.

The station re-opened on the Tuesday, and the area at the top of the lower escalators now had a complete new dazzlingly-brilliant permanent installation of fluorescent lighting, also the whole of the ceiling in this area and part of the walls had now been fitted out with a very

attractive jet-white plastic panelling in panels about two feet square, a type of ceiling lining which I cannot remember having ever seen at any other Underground station. The effect is very nice, a great improvement on how it was before the fire, and much smarter now than the main circulating areas throughout the rest of the station still are, so perhaps it is an ill wind that blows nobody any good.

Holborn station has four escalators leading down from the street-level booking hall, eastwards (and parallel with the Central Line tracks) to the half-way landing stage, and then three more escalators leading down westwards from here so as to finish up vertically underneath the booking hall, close to the same point which the lifts reached until 1933, and here serving the 1906 Piccadilly Line platforms which here run north-to-south. From the half-way landing stage a short flight of steps leads to the closely adjacent Central Line platforms which were newly constructed in 1933 to replace the previous British Museum station about 300 yards further west. These steps and Central Line platforms are on the north side of the half-way landing stage, and the three Piccadilly Line escalators are on the south side. It was the northernmost of these three lower-level escalators which was out of action for replacement at the time of the fire, having been taken out of service last summer. It was immediately totally enclosed, over the top as well as the ends and side, in a shroud of temporary panelling, while the whole of the old escalator was stripped out and removed, right down to its foundations. The shrouding was essential because of the vast amount of dirt and dust which had accumulated during fifty years, now being disturbed, and to prevent all this from contaminating the other two escalators (which, of course, remain in use) and the rest of the station. As soon as all this had been cleaned out and disposed of, the upper part of the shrouding was removed, whilst still leaving a partition high enough to totally enclose the working area and to protect Otis personnel from inquisitive passengers. Before long, the framework of a brand-new escalator was installed, followed in due course by its super-structure and the driving mechanism, and at the time of writing (23 May) most of the new step-plate treads have been installed and it looks as if it won't be long before it is finished. For many years this escalator was on the 'up' side, but more recently it has been the 'down' side. The middle one of the three is of course, reversed daily, to give two up in the morning and two down in the evening. At present, there is only one in each direction, which makes severe congestion in the rush hours.

In addition to these three lower escalators, there are also the four upper-level ones which serve the Central Line as well as the Piccadilly. One of these four, the second from the north side, was also taken out of service last autumn and totally enclosed in a plywood shroud while the whole of the original escalator and fifty years of dirt and dust was removed, right down to just an empty hole. Here too the upper part of the shrouding was then removed, since when it has been possible by standing in one particular place, for passengers to observe the progress of the work day-by-day. At present all the foundations and lower-framework of a brand-new escalator are already in situ, but it will be many months yet before the job is finished. It is the intention that the other five escalators at Holborn will also be renewed over the next few years.

#### SOCIETY SECTION

##### Society Rules

Members should have received a revised set of Rules with the May 1984 issue of Underground

News, as agreed at the Annual General Meeting. If any member did not receive a revised set of Rules, they can be obtained from the Despatch Officer - address on back page.

#### 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 is on the back page of this, and every journal.

#### Society Sales

The following items are new to the Sales stock and can be ordered from the Postal Sales Manager at 118 Elm Drive, North Harrow, Middlesex, HA2 7BZ.:

'LONDON COUNTRY', edited by David Stewart. The story of London Country Bus Services. Published by Capital Transport, 136 pages plus covers, size approximately 8½" x 11". Colour hard back cover protected by colour dust jacket. Price: £9.95 post free to members.

'LONDON BUS MAGAZINE' No.48, Spring 1984, published by the London Omnibus Traction Society, Price: £1.40.

'METROPOLITAN ELECTRIC LOCOMOTIVES' by Ken Benest. Published by the London Underground Railway Society, 96 pages with colour covers. Price: £3.50.

#### Society Officers

The following list of Society Officers is correct to 1 July 1984, keeping members up to date with 'who's who'. Please note that there have been further changes since the list previously published on page 58 of UN 269. Please ensure that you send your correspondence to the correct Officer.

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

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

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 0HG.

Treasurer: F.W.Ivey, 37 Raglan Court, Empire Way, Wembley, Middlesex, HA9 0RE.

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

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

Preservation Group Chairman: R.S.Logan, 105 Herlwyn Avenue, Ruislip, Middlesex, HA4 6HP.

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, London, SE22 8UQ.

Curator of Cartographic and Thomson Collections: Vacant.

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

Curator of Poster Collection: L.A.Bartrip, 11 Treve Avenue, Harrow, Middlesex, HA1 4AL.

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.

Information Officer: J.F.Wright, 15 Beardsley Way, Acton, London, W3 7YQ.

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

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

United States Representative: G.H.Arnold, 60 Blake Road, Brookline, Massachusetts, 02146, United States of America.

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

Please note that the above addresses are for correspondence only and NOT for callers without prior arrangement. Further, please do not use the telephone to contact Society Officers, unless previously invited to do so.

#### Breach of Society Rules

It has been brought to the Chairman's notice that a small number of members have recently been using the Society's name when making uninvited approaches to LT personnel and unauthorised visits to LT premises, including two members who themselves have LT staff passes. This is a breach of Society Rule No.19 and such activities must cease forthwith. Rule 19 reads, 'Members must not use the name of the Society in a manner which might bring discredit upon the Society'.

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#### SMALL ADVERTISEMENT

COACH TOUR TO SANDOFT TROLLEYBUS CENTRE on 29 July for 'Gathering'. Details SAE to Rowaway Tours, 34 Pelham Road, London, N22 6LN.

SA50/271/84

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#### ROLLING STOCK ALTERATIONS

Add to April 1984:

Livery change from grey to yellow:  
CW1050 CW1051 CW1052

May, 1984

#### 1967 Tube Stock

From Hainault to Northumberland Park  
3078-4078-4178-3178 6th

#### 1983 Tube Stock

From Metro-Cammell, Birmingham, delivered to Neasden

3610-4610-3710 12th  
3611-4611-3711 26th

Entered service, Jubilee Line

3607-4607-3707+3609-4609-3709 8th  
3610-4610-3710 25th

#### D Stock Ventilation Modifications

Units	Ealing - Ruislip	Ruislip - M.C.W.
7026+7107		2.5.84
7122+7111	8.5.84	9.5.84
7028+7089	14.5.84	16.5.84
7024+7041	21.5.84	23.5.84

Units	M.C.W. - Ruislip	Ruislip - Ealing	Acton - Ealing
7014+7095	2.5.84	3.5.84	
7114+7075	9.5.84	11.5.84	
7010+7079	16.5.84	17.5.84	
7508			18.5.84
7020+7007	23.5.84	24.5.84	

#### Miscellaneous Movements:

L49 from Lillie Bridge to Acton Works (overhaul & mods) 3rd  
L130+3230+L131 Golders Green to Cockfosters 10th  
L130+3230+L131 Cockfosters to Ruislip 11th  
3230 Ruislip to BR Derby by road, for fitting of experimental bogies 16th  
L25 Acton Works to Lillie Bridge (ex-overhaul & mods) 29th.

#### Livery Alterations:

From maroon to yellow: L25, L149

#### Service Stock:

Scrapped at Neasden by Booths of Rotherham

RW459 RW468 )  
RW482 PC856 ) 4th  
F313 F320 F324 F339 11th  
F304 F306 )  
F323 F338 F379 ) 18th  
B555 B559 )

#### Changes to Unit Formations

From	To
<u>1972 Mki Tube Stock</u>	
3205-4205-5305-3305 )	3205-4205-4305-3330
3230-4230-4330-3330 )	

#### Units to Acton Works for Overhaul:

Northern	1744-2744-9745-1745 )	(b)
Northern	1066-2066-1067 )	(a)
Jubilee	3248-4248-4348-3348 10th	(d)
Metropolitan	5578-6578 10th	(d)
Northern	1086-2086-1087 14th	(a)
Victoria	3011-4011-4111-3111 16th	(c)
Central	1406-2406-9407-1407 21st	(b)
Piccadilly	118-518-318 23rd	(d)
Metropolitan	5108-6108-6109-5109 24th	(b)
Northern	3207-4207-4307-3307 29th	(d)
Northern	1080-2080-9081-1081 31st	(a)

#### Units from Acton Works after Overhaul:

Northern	1748-2748-1749 1st	(b)
Northern	1082-2082-1083 4th	(a)
Jubilee	3236-4236-4336-3336 10th	(d)
Metropolitan	5513-6513 10th	(d)
Northern	1060-2060-9061-1061 11th	(a)
Victoria	3013-4013-4113-3113 16th	(c)
Central	1400-2400-9401-1401 21st	(b)
Piccadilly	106-506-306 23rd	(d)
Metropolitan	5176-6176-6177-5177 25th	(b)
Northern	3427-4527-3527 30th	(d)
Northern	1092-2092-9093-1093 31st	(a)

#### Overhaul codes:

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

#### NEWSFLASHES

NF 90/84 - It is customary when major events take place at Wembley for a number of extra trains to be operated on the Metropolitan and Jubilee lines. Normally, the additional Metropolitan Line trains work through to the City, returning to Wembley Park (platform 1). Some of these trains make a second round trip, running empty to and from Harrow to reverse. On the Jubilee Line the 6-minute central area service is extended to Stanmore. For the F.A. Cup Final on Saturday 19 May 1984 (Watford v Everton), the extra passenger traffic differed from usual in that the local team generated much extra traffic

from the northern branches of the Metropolitan. Thus, some of the specials worked unplanned trips to and from Watford rather than through to the City as scheduled, and similar arrangements were made for return traffic, the Watford specials starting from platform 1 at Wembley and running non-stop to Harrow-on-the-Hill. Many of the Everton fans travelled direct to Wembley Central (BR) or by road to Stanmore and other outer suburban stations. DMU's on the Marylebone-Aylesbury service were lengthened to eight cars.

NF 91/84 - A new booking office at Acton Town station, which had been under construction for some months behind a high hoarding, was brought into use on 14 May 1984. It is in the eastern corner of the booking hall, the railway here running in a NW to SE direction, and it replaces the old 1931 booking office in the centre of the booking hall, which was dismantled and removed the same day. The new structure is of most unusual appearance, made almost entirely of dark red plastic. It has no windows at all, except for the three (very small) actual ticket-sale windows, hence the staff have to work permanently in artificial light, whereas the old structure was bright and airy with plenty of daylight and sunshine, and windows around all four sides, though admittedly rather small and cramped. All that can now be seen of the old office is the badly-worn patch on the surface of the floor, where millions of passengers have stood whilst buying their tickets. The side entrance from the booking hall, to and from Bollo Lane, which was closed about a year ago, together with the eight public telephone boxes, and used as a working and storage area by the builders constructing the new booking office, still remains closed and shows no signs of being re-opened yet, but this does not affect the main entrance into Gunnersbury Lane. Unfortunately on only its fourth day, the new booking office was dark and deserted and a blackboard notice saying, 'Closed due to staff shortage; please pay at your destination'!

NF 92/84 - On Tuesday 15 May, Hammersmith & City train 227, the 07.32 ex-Barking, accepted the wrong signal at Aldgate East and continued in O.P.O. mode via the southern side of the Circle Line round to Edgware Road. The train was formed of units 5502+5592+5576.

NF 93/84 - For the extension of the Bakerloo Line service to Harrow, an addition has been made to the destination blinds on 1959 tube stock trains after 'SPECIAL' at the end of the roll. The extra destination reads -

HARROW AND  
WEALDSTONE

NF 94/84 - TV monitors in driving cabs, giving pictures of station platforms, have been introduced to trains operating the suburban service between Paris Gare de Lyon and Melun. The one-man-operated trains have three 14-cm screens in each cab, to which video signals from cameras on the platforms transmit the picture, provided the train is travelling less than 12 kph. Some 200 cameras have been installed on the 12-station route. The full-scale trial has advantages over platform-mounted monitors, in that the driver's stopping does not have to be 100% accurate to see the platform, pillars on which monitors are mounted are extra obstructions, and picture quality is affected by platform lighting conditions.

NF 95/84 - The four starting signals at Watford Junction have been renewed, with standard three-aspect signals with no calling-on lights, rather than continuing with the system now unique to the d.c. lines.

NF 96/84 - For the second year running, a service was operated between Epping and North Weald for the Air Display on 6/7 May. Broadly as last year, a 20-minute service was provided with one train (1962 stock unit 1560) operating from

about 10.15 to 19.35.

## SOCIETY VISIT TO LIVERPOOL

Tuesday 4 September

**NF 97/84** - Fares for LT Underground journeys outside Greater London were increased from Sunday 22 April 1984. Although LT has proposed a fares freeze for Greater London, different circumstances apply in the surrounding counties. LT has held discussions with the counties about financial support for bus and underground services and where increases are being introduced they reflect the policies of those authorities that fares should rise broadly in line with the cost of living. The single underground fares from £1.80 to £2.60 were increased by 10p as were most £1.20 fares. Some 60p and 80p fares were increased by 20p. Season tickets and Travelcard rates were also increased proportionately.

**NF 98/84** - A modern ticketing system to speed up ticket issue and help to reduce fraud on the Underground has been recommended to the Greater London Council by London Transport. The project would be spread over five years and the total cost of £90-million includes a large amount of building work at stations. Following the success of trials at Vauxhall station on the Victoria Line last year, LT wants to install 1,500 new ticket-issuing machines throughout the network. Three new types of machine would be installed at each station - one for booking clerks to issue every type of ticket, including through tickets to British Rail, and two for passengers to serve themselves. The machines would be monitored by computer. The most common passenger-operated machines would offer a selection of tickets for those who already knew their fare. At each station there would also be a more comprehensive machine displaying all destinations; on choosing the journey and type of ticket, the passenger would have the correct fare indicated. Both types of machine would give change. Under the programme centrally-sited ticket offices would be replaced by wall offices. The new passenger-operated ticket machines would be wall-mounted, and serviced from the rear, giving greater security to staff who handle the cash and allowing more freedom of movement in the station ticket halls. All tickets would be individually printed, showing date and time and would be magnetically encoded to help reduce fraud. Tickets issued by LT would be compatible with coded tickets issued by British Rail and with future plans for ticket checking.

**NF 99/84** - The 1983 tube stock is currently scheduled to work the following trains on the Jubilee Line:

**Mondays to Fridays -**

Train 322 (07.03 to 19.28), train 332 (morning peak) and 335 (evening peak and evening).

**Saturdays -**

Train 312 (05.11 to 00.08)

**Sundays -**

Train 307 (07.56 to 00.16)

Up to 8 June 1984 however, only one train on any one day was in service.

All-day visit to Liverpool, to study the Mersey-rail 3rd rail electric underground lines, including a visit to Birkenhead North depot and Hall Road Electrical Control Room.

Provisional arrangements are: Depart Euston at 07.40, arrive Liverpool 10.30. Return on 18.50 ex-Liverpool, arrive Euston 21.39.

Because of the difference in the party fare (£14.60) and the privilege fare (about £10), and the ordinary return fare being £41.50 (the day-return fare of £22.50 not being valid until after 09.30), preference will be given to the first ten members willing to pay the party rate of £14.60, which is inclusive of seat reservation in both directions. Thereafter, consideration will be given to others on a first-come, first-served basis, although privilege ticket holders will have to purchase their own tickets, but will have a reserved seat with the party at no extra cost.

Families and friends are welcome to join the party, and may wish to visit the International Garden Festival. The depot and control room visit, however, will be restricted to MEMBERS ONLY.

ALL intended participants are asked to write, enclosing an SAE, to Mr. B.R. Hardy, 'Heidi', 13 Castleton Road, Eastcote, Ruislip, Middlesex, HA4 9QQ by Saturday 4 August 1984 at the latest. Please state whether you wish to be included in the party ticket (and therefore enclose cheque at the rate of £14.60 per person, payable to the London Underground Railway Society), or whether you will be purchasing your own privilege ticket.

Note: The above arrangements do NOT include travel on Merseyside transport around Liverpool.

### 'PLATFORM AT ONGAR'

by

Adrian Willats

Inspired by the drawing of Ongar's platform in 'London's Underground Stations' reviewed in UN266.

'Platform at Ongar' - the caption said.

A single tube train (no longer red)

Waiting for people going to town,

From open country all around.

A quiet station, with no fuss -

The single-platform terminus

With wooden seats and wild flowers

Open only at limited times -

A 'peak-hours only' shuttle line.

Its survival hanging by a thread -

The single tube train (no longer red)

Cannot stem the financial tide,

Despite the lovely scenic ride.

A relic from the railways' prime -

This line that lives on borrowed time;

For one day folk will wait much longer

To ride the Central Line to Ongar.

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. When writing to any Society Officer, please quote your membership number on all communications, including applications for visits. Members requiring a reply to their correspondence are asked to enclose a stamped addressed envelope.

The last full list of Society Officers' addresses can be found on page 82 of this issue of Underground News and is correct to 1 July 1984.

For non-receipt of journals and changes of address, correspondence should be addressed to the Despatch Officer, 67 Weltmore Road, Luton, Bedfordshire, LU3 2TN. Members are asked to wait until the 1st of the next month, before writing about journals not received.

Members are asked NOT to use the telephone when communicating with Society Officers, nor make a personal house call, unless previously invited to do so.