

UNDERGROUND NEWS

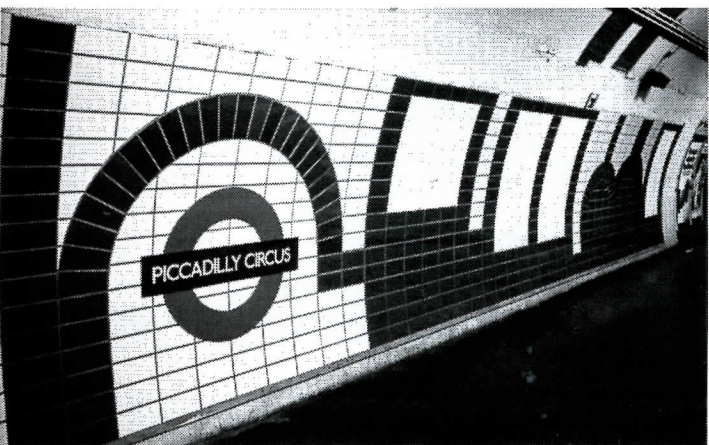
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UNDERGROUND 'NEWS' IN PICTURES

All photographs are by R.J.Greenaway, unless otherwise stated.

Front cover, top: On Tuesday 22 March 1984 a two-car DMU (Test Train - Laboratory No.5) was loaned to LT from BR for track recording experiments on the outer sections of the Metropolitan Line, visiting Amersham, Watford, Neasden depot and Uxbridge. The unit was built by Park Royal Vehicles and is seen passing Ruislip, next to a westbound Uxbridge train.

Front cover, bottom: The highly successful 'The Mary Rose' railtour on Southern Region metals took place on Saturday 7 July 1984 and was described in UN 272, page 88. At the very start of the tour, the train is seen at platform 15 at Waterloo.

Opposite, top left: The outward run of 'The Mary Rose' was to Portsmouth, via the L&SWR main line from Guildford. The first photographic stop was at Haslemere, in the 'up main' platform.

Opposite, top right: During the midday break at Portsmouth, the tour train was taken to Fratton depot by class 09 diesel shunter 09.026, seen to the right, and running round, Sarah Siddons and coaches.

Second from top, left and right: The modernisation of Piccadilly Circus and Green Park (Piccadilly Line) station platforms, which has recently started, has allowed much of the Yerkes original tiling to be revealed in its former glory during the early stages. Much of this was in good condition, only to be ripped down or covered up and replaced by the more modern designs of today. Piccadilly Circus (left) shows how the station names were originally displayed in letters five tiles high. The platforms at Green Park (right) shows the paper name frieze still in position, used before enamel frieze plates became standard. It appears that Piccadilly Circus (left) never had paper friezes, for after the removal of the enamel ones, the tiles underneath were as good as new. At Green Park (right) the bridge across the track above the train, two cars from the camera, is where the old entrance/exit to this station (then called Dover Street) used to be. When modernisation work started, the old name, it has been reported, was on view for just a few days!

Centre left: On the northbound Bakerloo platform at Piccadilly Circus, a section of platform has been modernised in what is likely to be the style for the rest of the station. The coloured tilework is mainly in green and red.

Centre right: During the modernisation work at Piccadilly Circus (Piccadilly Line), temporary names have been affixed, shortening the name to 'PICCADILLY'. It is interesting to recall a photograph taken in 1945 (See 'Improving London's Transport', Railway Gazette, May 1946, page 90), which shows that station after the fitting of fluorescent lighting, with the name 'PICCADILLY'.

Second from bottom, left: The modernisation of all three Central Line stations (Bond Street, Oxford Circus and Tottenham Court Road) has now been completed. This view of the eastbound Central Line platform at Tottenham Court Road looking west, shows the finished product, which was designed by Eduardo Paolozzi. Note that the decoration extends above frieze level, which is in Central Line red.

Second from bottom, right: On Saturday 30 June 1984 the last of the three vehicles for the URRST at Quainton Road was moved by road from Ruislip depot (see UN 274, page 113). CO stock motor car 53028 approaches the Swakeleys roundabout on the A40 at Hillingdon. (Photo: B.R.Hardy).

Bottom, left: On Sunday 12 February 1984, a six-car train of 1983 tube stock (units 3601/2) visited the Bakerloo Line and the LMR to Stonebridge Park for gapping tests. DM 3602 is seen nearest the camera at Queens Park.

Bottom right: On 2 and 3 July a 'Unilok' machine was demonstrated for shunting purposes at Ealing Common depot (see NF 106/84). It is seen coupled to a number of engineer's vehicles - and only a few of what it later hauled under demonstration.

THE TIMETABLE

Wednesday 5 December

Afternoon visit to the Greater London Council's Emergency Co-ordination Centre at Kingsway. FULLY BOOKED.

Saturday 8 December

Morning visit to the Metropolitan Line signal-boxes at Rayners Lane and Uxbridge. Full details on page 122 of UN 275.

Sunday 9 December

London Transport Film Show, presented by Barry Coward, at The Parkway Centre, 14 Parkway, Camden Town, London, N.W.1. 'The Life and Times of London Transport' - a journey along the high-ways and byways of London's transport history, with rare archive material. Doors open at 13.30, performance starts at 14.00. Admission: £2 (£1 for OAP's and children)

Thursday 13 December

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

Friday 14 December

Talks 'Underground Destination Plates' by Mr.B.R.Panting and 'Underground Destination Blinds' by Mr.J.Ward. 19.00 for 19.15 in the Conference Room, Baden-Powell House.

1985

Friday 11 January

Illustrated review of Underground events in 1984, presented by Mr.F.W.Ivey. 19.00 for 19.15 in the Conference Room, Baden-Powell House.

Tuesday 29 January

Library Evening, 18.00. Other details as for 13 December.

Friday 8 February

Talk, 'The Work of the Railway Inspectorate, relating to the London Underground System', by Major A.G.B.King, Railway Inspectorate, Department of Transport. 19.00 for 19.15 in the Conference Room, Baden-Powell House.

Friday 8 March

Illustrated talk, 'This is the New York Subway' by Mr.P.R.Connor. 19.00 for 19.15 in the Conference Room, Baden-Powell House.

Wednesday 13 to Sunday 17 March

Society overseas visit to Belgium and Northern France. Further details on page 122 of UN 275.

Friday 29 March

Annual General Meeting, commencing at 19.15 in the Conference Room, Baden-Powell House. Further details will be published in due course.

Friday 12 April

Talk, 'The Metropolitan's Outer Branch Lines' by Mr.D.F.Edwards. 19.00 for 19.15 in the Conference Room, Baden-Powell House.

June 1985

In conjunction with the Light Rail Transit Association (LRTA) the Society will be operating a visit to France during June 1985. Provisionally, the dates are Saturday 15 June to Saturday 29 June. One week will be devoted to Metro systems of Paris, Lyon and Marseille, as well as

the metre-gauge third rail SNCF line (the ligne de Cerdagne). The other week will be devoted to other rail and tramway systems in France. Members may wish to participate in all or part of the visit. Full details (enclosing an SAE), from: Mr. J.F. Thomason, 12 Berestede Road, London, W6 9NP.

OCTOBER MEETING AT BADEN-POWELL HOUSE

At this meeting Mr. Robert Barker gave a talk on 'The Metropolitan Railway at Neasden'. He commenced by saying that his researches on this particular subject started virtually when he began working. He advised that he had worked at practically every public library from Willesden Green to Preston Road, and it was during lunch breaks at these that a lot of his research had been done.

Neasden in the 1870's was an isolated hamlet in the western part of the Parish of Willesden, separated from the Parish of Kingsbury by the River Brent. Bearing in mind its proximity to London, it was about as remote as any place you could wish to find. The first railway on the scene was the Midland which opened its Cricklewood to Acton line in 1875, with a station at Dudden Hill. Soon after this the Metropolitan Railway came onto the scene providing an improved service to the City. The Met's interest in the area started in 1873, when powers were obtained to build a line from Swiss Cottage to a terminus 270 yards down stream of the Brent from Kingsbury Bridge. In 1874 the Kingsbury & Harrow Railway Act was passed. This stipulated that there had to be a station midway between the aforementioned Midland line and the Brent.

In common with other railways being constructed during this period, money was short and so progress was slow. Sir Joseph Firkbank was Contractor, the Engineer was Charles Liddell and the stations were designed by a man named MacDermott. The navvies who built the line lived in two camps - one at Kilburn and the other at Neasden. During and after the very severe winter of 1878/9 the churches in the area provided welfare and recreational facilities at both camps. The line was ready to open by June 1880 but the Board of Trade Inspector insisted, because of the longer distance of the line compared with a purely urban system, that a turntable had to be provided at each terminus - Baker Street and Harrow. To counter this set-back, the Metropolitan discussed with 'other' main line railways about engines running bunker first, but any proposal based on these discussions was turned down by the Board of Trade. So the Metropolitan had to promise to construct turntables in order that the line could open. The opening was well celebrated by a gathering at the Kings Head on Harrow Hill. Public services began on 2 August 1880.

The intermediate station required by the Act was sited in Neasden Lane and given the name of Kingsbury and Neasden, reflecting the greater importance and size of Kingsbury, although it was some distance away. A report in the Willesden Chronicle suggested the name of North Willesden, but this was ignored. Of the original buildings only the wooden stairs to the old down platform remain. There was a booking hall over the track at street level and on the platforms there were open shelters. By 1883 these had been replaced by proper enclosed waiting rooms as a result of many complaints. The service started with 36 trains in each direction, except for the Sunday morning church interval. All trains stopped at all stations until 1887, when the line was extended to Rickmansworth.

A depot was required for all the extra rolling stock acquired for the line and to relieve pressure from the depots and sidings in central

London. So 290 acres between the River Brent and Kingsbury and Neasden station were bought for £83,000. The Met's Engineer, Joseph Tomlinson, designed a spacious works on this site, construction starting on 15 February 1881. The first contractor for the works was John Garlick, and he was followed by B.N. Smith & Son, Birmingham. Part of Smith's contract was to build the gasworks which was to provide the fuel for the Pintsch carriage lighting system. Previously the supply had been from works at Baker Street and Hammersmith.

The first item of rolling stock to be manufactured at Neasden Works was in 1888. This was a wagon with two gas tanks. It was actually built because of a misunderstanding of the minutes of a Board meeting which actually stated that the wagon was to be bought. When Smiths left they sold, for £200, their little four-wheeled engine they had used during construction of the depot. The Met. used it as a works shunter and this became No. 75 in the Met's stock. In 1886 the contractor for the Rickmansworth section urgently required an engine and he bought No. 75 from the Met. for £500, plus £107.11.1d (£107.55½p) for repairing all damage done to it during the Met's ownership. With these proceeds, plus a little more, the Met. bought, at 2½% discount for immediate payment, a larger engine for shunting, built by Hudswell, Clarke and numbered 100.

To house all the depot staff the Company built, during 1882, a staff colony called Neasden Village alongside the works. There were two streets: 'A' Street and 'B' Street, consisting of 62 and 40 cottages respectively, with room for 400 more. Ten shops were also built. Sewage from the works and houses went untreated into the River Brent which, needless to say, caused endless arguments with local authorities. Only five of the ten shops found tenants by 1889. Two of these were run by missions, one Anglican, one Congregational. Because the former was such a success the Company donated land for a church. Later the Company donated land for a Wesleyan church. Another of the shops was used as a school. Depot staff were the first Company employees to get privilege tickets, starting in 1882. Towards the end of the century, A Street became Quainton Street and B Street became Verney Street. In 1905 forty more cottages made up Aylesbury Street.

One of the early jobs done at Neasden was to convert six four-wheeled coaches into milk vans, but they were not a success due to their lightness. Very little construction work was done at the works because lack of space, and because of this, maintenance work would be delayed. However, one job done was to take the two special six-wheeled saloons, bought by the Met. in 1895 for the use of Ferdinand de Rothschild, the banker who lived near the line, and splice them together into one carriage on bogies. Refurbished, they were used by the Metropolitan Directors. The Company tried, unsuccessfully, to sell them to the Pullman Car Company. When Pullman cars did run on the Met., Neasden depot maintained all parts below the floor.

The Manchester, Sheffield and Lincoln Railway (later called the Great Central) tried to get into Neasden. The original plan of this line was to approach London on the up side of the Met. and buy Neasden Works completely. Concurrently the Met. was considering buying land near Stoke Mandeville for a depot. However, nothing came of either of these plans, largely because, after the departure of Sir Edward Watkin (Chairman of both the Metropolitan and the M.S. & L.Rly.) there was a rift between the two companies. At first the Met. would not sell land to the M.S. & L., but eventually and reluctantly relented. The Great Central (as it was by this time) then built its own depot, plus 150

cottages for staff accommodation south of the line. The Great Central also built a spur to connect with the Midland line at Neasden Junction.

In 1896 the post of Metropolitan Locomotive Superintendent, Neasden, was given to D.F. Clarke who designed two locomotive classes - the 'E' and 'F' types. Three locomotives were built at Neasden Works, causing the usual space problems. The cost of building engines at Neasden worked out at £2,500, whereas from outside they cost £3,300. One of the Neasden-built engines - 'E' class No.1 - was used for hauling the pre-opening special over the Uxbridge branch on 30 June 1904. Experiments were also carried out at the works, one being a system to remove smoke and foul air from the tunnels. This was not a great success and was not pursued. Another experiment was electrification. The short branch from Wembley Park to Watkins Tower was fitted with a four-rail system. The rolling stock was adapted at the works and the current for this experiment was generated there. Success with this prompted the building of a proper power station within the depot, the site chosen being that of the old gas works which was now out of use. The power house was a decorated red brick building. The first public electrically powered train left Neasden for Baker Street on 1 January 1905. From 1914 the Great Northern & City Line (taken over by the Metropolitan in 1913) received its power from Neasden and in 1920 the power station was enlarged. It then had sufficient power output to supply current for traction and the depot, and also sell electricity to Ruislip and Northwood Urban District Councils. After 1933 it also supplied current for some trolleybus routes.

Kingsbury and Neasden was renamed Neasden and Kingsbury in 1910 to reflect the growing importance of Neasden. It became a four platform station as a result of four tracking between Finchley Road and Wembley Park, commencing in 1915. The up platform was widened and made into an island with new buildings; 160 feet long canopies were illuminated by electricity instead of gas. The original signalbox at the down end of the down platform was closed and a new box from Willesden Green was erected on the other side of Neasden Lane on the island platform in January 1914, constructed with an electro-mechanical frame and illuminated diagram.

During the 1914-18 war, land was given over for a rifle range alongside Wembley Park station and was used by volunteers who were being trained in home defence tactics. Further land was also given by the railway to grow vegetables for military hospitals. A Munitions section was established within Neasden Works for transhipment of shells by volunteer labour. The depot's enforced contribution to the war effort was to produce adaptors for shell fuses. At this time women first appeared on the Met. staff as guards and carriage cleaners.

An experiment was tried in 1920, during a coal strike. This was to convert a new locomotive to oil burning. The land alongside Wembley Park station, previously used as a rifle range became a Memorial Recreation Ground from 1919. It was used for annual sports meetings which were followed by an open air dance with music supplied by the Met. & G.C.'s own band. To give welfare help to Neasden villagers the Met. provided many facilities, including halls for stage and film productions, etc., and a school with a playground. An annual outing was given to local children, often to Eastcote. Additional cottages were built in a new street called Chesham Street and the Company also laid out Kingsbury Garden Village nearby, although this did not prove so popular.

Due to extra rolling stock being used in the 1920's, Neasden depot was unable to cope and extra space was located at Wembley Park for sid-

ings. These were later covered with a shed which was a war surplus bargain - one of a number of bargains the Company obtained. From the end of 1931 the 'Kingsbury' was dropped from the name in readiness for the new station to be called Kingsbury on the Stanmore branch which opened in 1932.

In July 1933 the Metropolitan, reluctantly, became a constituent of the London Passenger Transport Board. The 1935 New Works Programme led to Neasden depot being demolished and entirely rebuilt during 1937-38. The new depot was capable of accommodating many more cars than the old, including those for the Stanmore branch.

Steam locomotives were transferred over to the Great Central depot and taken into L.N.E.R. stock. The men, however, remained Metropolitan employees. The power station closed on 21 July 1968, the site now being occupied by a school. The original buildings at Neasden station were changed, but the booking hall at road level celebrated its centenary by catching fire. Of the goods yard, only one road is left as a shunting neck. The village of Neasden has changed very little.

Mr. Barker answered questions, one of which enquired about the Great Central temporary station at Neasden, which was in breach of the agreement made when this line was authorised. This agreement was that there would be no Great Central stations east of the River Brent. He explained that he had great difficulty in finding out any information about this station. He said that one excuse for it being there may have been 'that there was a war on!' at the time it existed. Although it was a station it did not book tickets, being only an interchange facility. It was said to have only one platform - on the up side and adjacent to the Met. station, but there was no photographic evidence to prove this.

At the end of the questions, Mr. Barker was thanked by the Acting Chairman for an extremely interesting and enlightening talk and this sentiment was fully endorsed by all those present.

LAB

THE CENTENARY OF THE CIRCLE LINE

The Underground's Circle Line was 100 years old on Saturday 6 October 1984, the final 'link' connecting Mansion House with Tower Hill being opened on 6 October 1884. The centenary was in fact celebrated two days earlier - on Thursday 4 October 1984 - with a special ceremony at Baker Street station. The festivities were led by TV entertainer/dancer Joyce Blair, and the event was covered by ITV's Thames News, carrying interviews with both Circle Line passengers and train crews.

The Circle Line (or Inner Circle as it used to be called - there was also an Outer Circle and Middle Circle service in the early days) was built in stages by the former Metropolitan Railway and the District Railway. The first section opened in 1863 as part of the world's first Underground railway, and when the circuit was completed 21 years later, the service was operated jointly by the two companies. The gas-lit carriages were originally steam hauled with the Metropolitan generally providing the clockwise (outer rail) service and the District the anti-clockwise (inner rail) trains. The line was electrified in September 1905 and since 1907 the Metropolitan has provided most of the trains. This arrangement continues to this day, as the only 'District Line' Circle workings are on Sundays, with two trains on each route.

Earlier this year on the Circle Line, the full-scale restoration of Baker Street station was completed, capturing its former Victorian style,

as well as smaller schemes completed at Great Portland Street and Euston Square. Work has recently started on updating or restoring platforms at Paddington and Bayswater, and work is expected to start soon on Sloane Square, Temple and Embankment.

Opening dates for what now comprises the Circle Line are:

Farringdon - Edgware Road	10. 1.1863
Edgware Road - Gloucester Road	1.10.1868
Gloucester Road - Westminster	24.12.1868
Westminster - Blackfriars	30. 5.1870
Blackfriars - Mansion House	3. 7.1871
Farringdon - Moorgate	23.12.1865
Moorgate - Liverpool Street (GE)	1. 2.1875
Liverpool Street (new Met stn)	12. 7.1875
Liverpool Street - Aldgate	18.11.1876
Aldgate - Tower Hill	25. 9.1882
Tower Hill - Mansion House	6.10.1884

The London Transport railtours for 1984 took place on Sunday 16 September, using new 1983 tube stock, and with the Circle Line centenary imminent, took this theme, with trains carrying 'Circle-Jubilee' headboards. Two separate trains ran an hour apart, rather than one tour on two separate occasions. This was because most Sundays in the 'season' are taken up with engineering work in some form or another, at some location in the proposed itinerary. Each 9½-hour tour took in the Circle Line, parts of the Metropolitan, East London, District, Piccadilly and Central lines. An added attraction on each tour were trips into or through some depots - special dispensation from the Department of Transport was given for this, and the depots concerned were Lillie Bridge, Northfields, White City, Ruislip, Cockfosters and Ealing Common.

The formation of the two specials was:

Train 405 - 3615 + 3701
Train 406 - 3602 + 3717

The opportunity was taken to use, on each train, one unmodified unit (with the all-round grab rails by the doors) and one new and already modified unit. Unit 3615 had entered passenger service on 18.8.84, but unit 3717 was in 'mint' condition, entering passenger service the day after the tour. (Observant participants in the tours will also have noticed on the newer units that the vents above the front cab door are different. On units from 3613 there is a lesser number of grilles, presumably to cut down the inflow of air into the cabs. It is believed that other units (3601-3612) are to be eventually modified in this way. Units 3601/2 (like 3603-6/8) are to be returned to Metro-Cammell for modification to the grab rails around the doors before entering revenue-earning service. The first of these (3606) returned on 20 October 1984).

The route of the special trains was as follows:

Baker Street platform 3 - New Cross Gate - Gloucester Road* - Olympia* - Lillie Bridge depot - Northfields depot - Acton Town (via east sidings) - Ealing Broadway (lunch break).

Ealing Broadway - White City depot - Ruislip depot - Ruislip siding - Ruislip* - Ealing Common depot - Cockfosters depot - Cockfosters* - Hammersmith (via Barons Court siding and reverse in Hammersmith eastbound Piccadilly platform) - Edgware Road* - Moorgate - Baker Street.

(Note * denotes photostop).

NEW WORKING TIMETABLES

Victoria Line

The introduction of new Victoria Line Working Timetable No.19 on Monday 1 October 1984 saw the end of individual full-service timetables for Mondays to Fridays, Saturdays and Sundays, a

practice revived in the early 1970's. In common with other lines the Saturday pages are printed on green paper and Sundays on yellow. The new No.19 timetable supersedes No.16 (Mondays to Fridays from 23.1.78), No.17 (Saturdays from 6.5.78) and No.18 (Sundays from 7.5.78). It is interesting to note that timetable No.16 was a 'compromise' timetable, replacing a short-lived No.15 that gave minimum turn-round times at terminal stations and sparked off the 'tea break' revolt by the Victoria Line's ATO's.

As in very recent timetables, staff train and taxi services are summarised on separate pages, the latter therefore being omitted from the main timetable pages. Unlike other recently issued timetables, however, trains entering service are still numbered in numerical order, instead of being numbered in the order of stabling during the midday period. This is because the Victoria Line services are not self-contained and trains do not stay on one particular route.

The only noteworthy alterations to the Monday to Friday service is the stabling of trains overnight in Victoria and Walthamstow sidings. On Friday nights only, these trains are diverted to Northumberland Park depot, thus reducing the number of changeover trains required on Saturdays from six to two, these being for the two Brixton outstagers. On Friday nights this means that the two trains normally stabling at Victoria return in passenger service northbound. These form additional trips at 00.10 and 00.26 and depart north from the southbound platform. There has been no change to the number of trains required for service (34 peaks, 23 midday off-peak and 19 evening), but the previous timetable worked one train less in the peaks on a permanent basis from August 1979. This has been continued in the new timetable, detailed on Timetable Notice No.185/84.

The main feature of the new Saturday service is the extension of all trains north of Kings Cross between 11.00 and 19.00, giving an increased service to Seven Sisters (every 4 minutes instead of every 4-8 minutes, or 16 trains per hour instead of 12) and Walthamstow (every 8 minutes instead of every 12). Previous service intervals operate before 11.00 and after 19.00.

Metropolitan Line

The introduction of full one-person-operation (OPO) of C stock trains on the Circle and Hammersmith & City section of the Metropolitan Line commenced on Monday 22 October 1984. From that date drivers of such trains were retitled 'train operators' and its introduction has seen a number of interesting service developments and changes. New daily timetables (No.280A for No.1 section and No.281A for No.2 section) also commenced on 22 October, containing detail alterations concerned with OPO, but are basically the same as their predecessors, in the number of trains operated and services worked. The opportunity was also taken to separately summarise staff transport facilities, as in recently issued timetables, and to include amendments and additions during the currency of timetables 280 and 281.

No.280A - No.1 Section

So far as stock allocation is concerned, four trains stabling at Neasden have been transferred to Barking (2 trains), Hammersmith (1) and Moorgate (1). This means that the first train from Barking is now at 06.29 (instead of 06.42) and the last arrival in the evening is at 19.13 (instead of 19.04). The last departure from Barking at the end of the evening peak is at 18.11, some 14 minutes earlier, but the later departure at 18.39 from Plaistow is unaltered. The alterations have resulted in one Circle Line train starting and stabling at Barking sidings on Mondays to Fridays. In the morning train 217

starts at 06.29, taking up inner rail service at Liverpool Street at 06.53. In the evening, outer rail train 201 leaves Liverpool Street at 18.50, arriving at Barking at 19.13.

Two outer rail Circle trains (one ex-Moorgate and one ex-Farringdon) run inner rail to Edgware Road where they reverse (train 207, 06.48 to 06.56 and train 203, 07.06 to 07.14) in platform 3. Normal reversing here is east to west by District trains, so the reversal of these two Circle trains gives the rare opportunity to ride No.15 crossover there. One-person-operation of C stock trains in passenger service is confined to the Circle and Hammersmith & City Line, and the early morning, early evening and late night passenger trips north of Baker Street to and from Wembley Park have been withdrawn. The remaining five trains that stable overnight at Neasden run empty or 'staff'.

Rolling Stock Required - WTT 280

	In Morn	Out Morn	In Aft	Out Eve	In Night	Out Night
Hammersmith	10	4	4	3	1	8
Edgware Road	1					1
Farringdon	3					3
Moorgate	1					1
Aldgate	1					1
Barking	5	1	1	5		
Neasden	9			4		5
Total:	30	5	5	12	1	19
In Service:	30	25	30	18	19	-

Rolling Stock Required - WTT 280A

Hammersmith	11	4	4	4	1	8
Edgware Road	1					1
Farringdon	3					3
Moorgate	2			1		1
Aldgate	1					1
Barking	7	1	1	7		
Neasden	5					5
Total:	30	5	5	12	1	19
In Service:	30	25	30	18	19	-

No.281A - No.2 Section

The new timetable for the Metropolitan 'main line' incorporates various revisions made during the currency of its predecessor. This includes the return of one of the midday Moorgate stablers to Neasden depot, revision to the LMR DMU 'reporting' numbers, the elimination of the Finchley Road 'loop' workings and the inclusion of a 'rusty rail' working to Finchley Road station (platform 4, thence reverse).

Extra late night trains have been provided: The 23.30 ex-Baker Street is extended from Rickmansworth to Amersham, giving a connection to Chesham, and an extra train leaves Baker Street for Uxbridge at 24.00, breaking up the gap which was previously between 23.40 and 00.21. The latter has been achieved by extending the 23.29 ex-Uxbridge from Wembley Park to Baker Street, and reducing the layovers on last trains at Baker Street. The last train from Baker Street to Wembley Park at 00.45, formerly a C-stock working, is now an A stock train, formed by the last 'through' train from Uxbridge. The Uxbridge staff train from Baker Street at 01.18 (which used to be formed by the last 'through' train from Uxbridge) is now provided by the last Baker Street (00.26) to Harrow, returning empty from Harrow to Baker Street.

On Sundays the southbound early morning and northbound late night services that served Jubilee Line stations between Wembley Park and Finchley Road have been taken over entirely by A stock trains, the C stock OPO workings running empty to and from Baker Street. An interesting

consequential working because of no C stock passenger trains north of Baker Street is that of the four-car Chesham shuttle unit. Instead of terminating at Harrow-on-the-Hill at 23.28 (after working the 23.07 fast ex-Chalfont), it is extended (fast) to Baker Street (platform 1) arriving at 23.45, forming the 00.13 all-stations to Wembley Park via the Jubilee Line. This is the only four-car passenger working south of Wembley Park.

Now that drivers of C stock trains are Train Operators, the majority of crew reliefs take place at Baker Street on the Hammersmith & City and Circle services. A small number continue to take place at Hammersmith and Whitechapel for booking on and booking off purposes. Hammersmith and Barking crews have been trained for the Circle Line (previously, the extent of these crews' running was between Hammersmith and Barking). Only Baker Street crews take the five C stock trains to Neasden depot overnight.

Crews at Uxbridge, Neasden and Rickmansworth therefore no longer work on C stock trains and thus do not work on the Circle Line. All three depots therefore work on A stock between Aldgate and Uxbridge/Watford/Amersham, with Rickmansworth and Neasden crews working the Chesham branch as well. The majority of crews on the Metropolitan 'main line' now take place at Wembley Park, with a few at Uxbridge, Rickmansworth and Neasden - also Chalfont for the Chesham shuttle. No crew reliefs are now scheduled at Baker Street on these services.

It will be interesting to see, when the A stock is adapted for O.P.O., whether crews and services will revert to a certain amount of inter-mixing as they previously have done.

UNDERGROUND STATION MODERNISATION

A Progress Report

Major improvement work has started at Paddington as part of the £70 million programme to update many stations on the London Underground. The £6 million Paddington scheme, which will take about two years to complete, will improve interchange with British Rail's main line terminus and between the Bakerloo and Circle/District lines. There will be better ticket-selling facilities and many parts of the station will be updated or refurbished to improve the environment for passengers. The work at Paddington is being carried out with the full co-operation of British Rail and is another important stage in LT's programme to make the Underground more attractive.

The main change is the construction of a new below-ground ticket hall on the site of the main stairs leading up to the BR station concourse. A new staircase, nearer the main line platforms, will replace the existing stairs. The work will help to relieve serious congestion. The Bakerloo parts of the station, now 71 years old, will be completely modernised with a new 'wall' ticket office replacing the present passimeter office. Ticket checking facilities will be altered so that passengers interchanging with the Circle and District lines will no longer need to pass through a ticket barrier. The Bakerloo section will have new wall tiles and terrazzo floors and the platforms will be similar to those at Baker Street and Charing Cross, with furniture and fittings in Bakerloo Line brown. Wall tiling on the platforms and ticket hall will depict early tunnelling machines, including a tunnelling shield designed by Victorian Engineer, Sir Marc Isambard Brunel. Work on the 116-year-old Circle/District platforms will recreate the former Victorian appearance of this part of the station. Yellow brickwork, which has been covered by advertising hoardings for about 70 years, will be cleaned by grit-blasting and repaired.

All building work throughout Paddington station, used by about 21 million passengers a year, is being carried out by Taylor Woodrow Management Contracting, at a cost of £3.25 million

The following is a report of modernisation works at Paddington and other Underground stations, correct to 31 October 1984:

Paddington (District/Circle)

On both platforms the false panelling has been removed to reveal grime-stained brickwork. Temporary paper names have been put in place, but have been supplemented by pieces of the old enamel frieze, precariously positioned on the walls. Scaffolding has been erected at both ends of both platforms but no work on actual brick restoration has yet commenced, nor on platform surfaces. The old (and long inoperative) Metropolitan Railway train describer on the headwall of the outer rail platform has been removed. The girderwork over the station is picked out in red paint from a previous repainting scheme.

Paddington (Bakerloo)

Work has also started on the modernisation of the Bakerloo platforms. On the way down to the platforms, your writer noted that both new escalators were in use and were fitted with new foot-level protection strips. On both northbound and southbound platforms 'J'-shaped wires has been placed in position, suspended from the ceiling, along the length of the platforms - presumably to take cables (?). On the southbound platform all tiled surrounds at the advert positions have been hacked off, but on the northbound this has been done at the north end only. On the trackside walls the existing adverts remain and the enamel line diagrams are still in position. On both platforms the enamel Bakerloo Line frieze has been removed to reveal paper friezes in Bakerloo Line brown. At one position on the northbound platform a paper map of the Bakerloo Line (of the type to be found in trains) had been uncovered. Of 1952 origin (ref: 1152/2913Z/5000) it has the following interesting features:

- (a) Line interchanges shown as black outlined box with the interchange line name in colour - the Circle had a black outline to the yellow.
- (b) The name of BR regions shown at BR interchange stations - Marylebone is shown as 'Eastern'.
- (c) A 'This Station' red transparent sticker pointing to Paddington (do you remember these on Underground maps at stations, and if so, when were they discontinued ??).

Green Park (Piccadilly Line)

Although work is progressing on the platform sides, no work has yet been done on the trackside walls or headwalls. On the eastbound platform new nosing stones have been fitted and temporary boards are in place for about half way along from the west end. The original platform surface is still in place at the eastern end. About half of the platform walls from the west end have had new tiles fitted. It is an overall irregular design in three bands of blue, pink and green. The remainder of the platform is still at the cemented stage. New platform lighting being installed is set slightly back from the platform edge and not in the middle of the ceiling as before. A new framework (for cables) has been erected above normal frieze level.

Work is not so far advanced on the westbound platform. The original platform surface still remains as do the nosing stones. No new tiling has yet been placed in position - at the eastern end the walls have been concreted (over the Yerkes tiling), while in the middle sheets of hardboard cover concreted aluminium mesh - at the very western end, a small section of the

Yerkes tilework still exists. Station lighting and cable framework is as on the eastbound platform.

It is interesting to note that, so far, the original pale blue Yerkes tiled rings around the station tunnel have not yet been removed, and the existing train indicators remain. On the eastbound this is of particular interest as it is of the early 1930's variety. Apart from four blank sections at the bottom (what were these?) all other information is there for all to see:

NEXT TRAIN	
COCKFOSTERS	OAKWOOD
ARNOS GROVE	WOOD GREEN
NOT STOPPING AT	
CALEDONIAN ROAD	COVENT GARDEN
ARSENAL	HOLLOWAY ROAD

Piccadilly Circus (Piccadilly Line)

It appears that the modernisation work here is more involved and complex than at Green Park - most, if not all, of the original station style will be lost. So far on both platforms the tiled rings around the station tunnel have been removed as have tiles around the tunnel portals and along the trackside tunnel walls.

On the eastbound platform for about a car's length from the west end, temporary floor boards have been fitted - the remainder still being the original surface. The platform wall situation is varied, ranging from a small section of cemented wall at the west end, a section boarded over in the middle and a small section of original tilework at the east end. Basic framework for new lighting, as at Green Park, is in position and will eventually replace the early post-war twin tube lighting. Some temporary lights have also been put up in the form of the new fluorescent bulbs - of the type now seen in sub-surface tunnels of the District and Metropolitan lines. As featured in the photographs in this issue, temporary 'PICCADILLY' nameboards are in use.

On the westbound platform most of the original Yerkes tilework remains for all to see - unlikely to be so by the time this is read! The temporary lights, however, takes the form of standard bulbs. The new lighting appears to be complete, save for the installation of the new tubes.

Leicester Square (Piccadilly Line)

It has been noted that no work has yet been done on headwalls, nor on lighting on either platform. On the eastbound platform the state of the platform walls is in three stages. At the west end the yellow tilework of the early 1930's modernisation is still in place, but the removal of the enamel frieze has revealed a paper frieze which has the Piccadilly Line blue outline, but unlined bullseyes without the line name. In the middle section of the platform the walls have been cemented and the eastern end walls have been hardboarded over.

On the westbound platform all adverts have been removed from the trackside wall. Some two-thirds of the platform wall has been tiled in a new style which is light grey with blue/grey patterns along frieze and floor level:



The remaining one third of the platform is still at the cemented wall stage.

Leicester Square (Northern Line)

So far, very little has been done here, save for the removal of small sections of enamel frieze, which has revealed black paper friezes underneath. These incorporate the Northern Line name unlike the Piccadilly Line paper friezes.

Oxford Circus (Bakerloo Line)

This station is, of course, in two separate tunnels and thus the degree of progress differs between the two. More advanced is the southbound platform with the trackside walls, ceiling and north end headwall finished. New bullseyes have been fitted to these walls and the colour scheme is cream with top and bottom horizontal green bands from end to end. The advert spaces are currently painted black, presumably pending the posting of new advertisements. New platform nosing stones have been fitted all the way along, but the main part of the platform is boarded. New lighting is in use throughout. Along the platform wall most of the mosaic tiling has been completed. It depicts, in green, outlines of 'people' presumably making their way up and down 'escalators'. Space is left in the mosaics for the fitting of bullseye signs at a later stage, and at frieze level the Bakerloo Line brown coloured boxes have been used to hide the necessary cable work. The north end headwall has been completely tiled but at the south end a new headwall framework is in the course of erection.

The northbound platform, not so far advanced, offers the following differences for comparison:

New station name bullseyes have not yet been fitted to the trackside walls - old signs are fixed to the (black) advert spaces. Only about one-third of the platform wall has been tiled, the rest being at the cemented stage. The framework for the south end headwall is more advanced than that of the southbound south end one.

Tottenham Court Road (Northern Line)

The north end headwall on the northbound has yet to be tiled, whereas the other three appear to be almost finished. New nosing stones have been fitted but the rest of the platform floor area is part boarded and part original. At frieze level the cables are hidden by Northern Line 'black' boxes along each platform. New lighting has been installed; in the centre section this is flush with the tunnel roof but at both ends of both platforms the lighting is suspended at a lower level. As on the Central Line platforms the mosaic tiles carry on above frieze level up into the roof in the centre section. There are many temporary nameplates, two of note being: one on the southbound tunnel wall being the blue bar of an old bullseye, one on the northbound platform being of the temporary paper variety, suitably torn and vandalised, showing Marble Arch!

Finsbury Park (Piccadilly Line)

The two Piccadilly Line platforms are in separate tunnels, the westbound being the former G.N.& C. northbound terminal platform. The eastbound (northbound on signs!) is part hard-board over cemented mesh and part mesh prior to cementing. New lighting is in use and aluminium framework for cabling at frieze level is in position. New false headwalls are being built, that at the west end will hide the former Piccadilly Line signal box here - for many years disused. The new east end headwall will cover up the unique tunnel mouth - which at present curves to a point high in the tunnel roof. The removal of the old L.E.R. station names (made by Chromo of Wolverhampton) has revealed the colour scheme of the old tiles - white, and bottle green below waist level. These tiles were covered by grey paint when given a mini refurbishment at the time the adjacent Victoria Line platforms opened. No work on the platform surfaces (which are

on a 'hump') has yet started.

Work on the westbound platform has taken a slightly different form, for this was 'updated' when it took over from the Northern City Line (closed October 1964, reopened in October 1965). Both headwalls on this platform have been cemented, as are the platform walls. The aluminium framework for the frieze level cables has been fitted. New nosing stones have been installed but half the platform surface is newly concreted, the other half boarded. A new train indicator has been fitted, which incorporates the aircraft symbol for Heathrow (see also NF 146/84). The arrangement of the displays is as follows:

FIRST TRAIN
UXBRIDGE
RAYNERS LANE
RUISLIP
ACTON TOWN
NORTHFIELDS
HEATHROW
BARONS COURT
GREEN PARK

ENGINEERING WORKS

Stamford Brook - Various Sundays

Repair to the platforms and canopies on the westbound District and Piccadilly lines at Stamford Brook on Sundays from 23.9.84 to 9.12.84 (inclusive) has caused service alterations and diversions on these dates. All Piccadilly Line trains, both eastbound and westbound, are thus diverted over the District Line tracks. On the westbound, however, there is no access to and from the platforms at Stamford Brook and all trains non-stop. Westbound passengers, therefore, have to travel east one station to Ravenscourt Park, specially opened on these Sundays, and then back to their destination. Similarly, westbound passengers intending to alight at Stamford Brook have to travel on to Turnham Green and then one station back east.

Willesden Green: 30.9.84

1959 Tube Stock to the Rescue!

Another stage in the resignalling of the Metropolitan and Jubilee lines was completed on Sunday 30.9.84, with the commissioning of new signalling at Willesden Green, and required service alterations on that day until 18.00. On the Jubilee Line services were suspended between Wembley Park and West Hampstead, with normal service intervals on the operative sections of line (Stanmore-Wembley Park every 20 minutes and West Hampstead-Charing Cross every 10 minutes). Two of the five 1972 MkII stock trains operating between Charing Cross and West Hampstead developed faults during the morning and one was substituted by a spare train available in Charing Cross siding. As there were no other spare trains available on the Jubilee Line a seven-car train of 1959 tube stock was 'borrowed' from the Bakerloo Line. This train (units 1240 + 1231) originated from London Road depot and took the working of train 303 from 14.47 Baker Street (northbound) until 19.17 Baker Street (southbound). This involved a trip to and from Stanmore (arrive 18.38, depart 18.45) after through services had been restored, the first time that a train of 1959 stock has carried passengers to Charing Cross on the Jubilee Line. It carried 'SPECIAL' destinations.

On the Metropolitan Line, main services from

Uxbridge, Watford and Amersham terminated at Harrow-on-the-Hill. The all-stations services reversed south to north via the siding (platforms 5 to 4), while the hourly fast Amersham service reversed in platform 2 (normally used only by BR 'up' DMU's on Mondays to Saturdays). As additional work was taking place at Wembley Park (chairlock point conversion and resurfacing of platform 6), a service between Harrow and Wembley Park was provided, as follows: Single line service from Harrow (platform 3) to Wembley Park (platform 2) and from Harrow (platform 6) to Wembley Park (platform 5) - both services working under single line rules and calling in both directions at Northwick Park and Preston Road.

Two substitute bus services operated - one between Baker Street and Wembley Park (non-stop) and the other between West Hampstead and Wembley Park, calling at all stations.

The new signalling on the southbound Metropolitan Line at Willesden Green is all automatic - redundant points and crossovers having been removed previously. The southbound Jubilee Line and northbound up to the Willesden Green starting signal has been resignalled, with the code letters 'JE'. North of Willesden Green and on the northbound Metropolitan Line, the existing signalling has been retained for the time being - until the crossover from the northbound Jubilee to the northbound Metropolitan is relocated north of Neasden. These sections will then become automatically signalled.

Finally, the above arrangements created a very unusual situation, in that five types of stock served the public at stations West Hampstead to Neasden during the course of the day, viz: 1959, 1972 MkII, 1983, A60/62 and C69/77. The last type of stock serving these stations is now history and with 1959 stock not usually working on this line, this is unlikely to be repeated for a while.

Camden Town: 30.9.84

In connection with point renewal work at Camden Town, revised Northern Line services operated throughout Sunday 30.9.84. No.23b points, leading from both Edgware and Barnet branches to the City branch, was converted to 'Chairlock' operation and was not available for use on this day. In consequence, services were revised as follows:

Charing Cross branch, ex-Kennington

Service increased from 6½-7 minute intervals to 5-minute intervals before 11.00, providing a Kennington-Edgware/High Barnet/Edgware/Mill Hill service pattern. This was to compensate for the lack of through City branch trains (q.v. below) which reversed at Euston.

After 11.00 normal central area intervals applied (6½-7 minutes, increased to 5 minutes between 17.00 and 20.30) with a pattern of service Kennington-Edgware/Edgware/Golders Green.

City branch, ex-Morden

Normal service intervals of every 10-minutes before 11.00, but all trains reversed north to south at Euston, running northbound via the Euston loop.

After 11.00, normal service intervals (10 minutes, increased to 7½ between 17.00 and 20.30), with trains running alternately to and from High Barnet/Mill Hill East.

These changes in service did not affect the number of trains in service - i.e. 28 (increased to 36 between 17.00 and 20.30).

Wembley Park: 28.10.84

The whole of the Wembley Park area of both the Metropolitan and Jubilee lines was resignalled

for the start of traffic on Monday 29.10.84, requiring a total suspension of all train services in the Wembley Park area throughout Sunday 28.10.84.

Metropolitan main line services reversed south to north at Harrow-on-the-Hill - fast Amersham trains in platform 2, slow Amersham and Watford trains via the siding (platform 5 to 4) and Uxbridge trains in platform 6. The four-car unit for the Chesham shuttle started from Rickmansworth siding.

All Jubilee Line services reversed north to south at Neasden via the depot. Early morning services, normally provided by Metropolitan Line trains, were provided by Jubilee Line trains, not stopping at Swiss Cottage and St. Johns Wood, and running empty south of Baker Street to Charing Cross to reverse.

This operation caused three substitute LT bus services to operate - perhaps one of the biggest operations in recent times. These were: (1) Harrow-on-the-Hill to Baker Street (non-stop), (2) Harrow-on-the-Hill to Neasden, calling at all stations and (3) Stanmore to Neasden, calling at all stations except Wembley Park.

In order to provide connections between buses and trains late at night (from London) and early in the morning (to London), additional trains operated on the branches. For example, the first train from Uxbridge was at 06.32 (instead of 06.54 as on a normal Sunday), while the last arrival was at 01.01 (00.38).

FROM THE PAPERS

7.9.84 - Hopes have risen of avoiding next week's threatened industrial action on the railways, after talks between the Unions, BR and LT. The latter has told the Unions that the Underground is not being run down, that future plans will be fully discussed with the Unions, and that new rosters due to be introduced on 1 October will be withdrawn.

Half-Chinese Michelle Han, who started reading the Channel 4 TV News this week, met her husband, public relations officer for the Hong Kong Mass Transit system, when she was sent to report on an industrial dispute there.

11.9.84 - The threatened 24-hour London rail strike for tomorrow was called off yesterday, together with a proposed London bus strike.

14.9.84 - M/S Angela Williams was remanded for reports yesterday at Clerkenwell after admitting smoking on an Underground train and being found guilty of assaulting a police officer when asked to stop.

18.9.84 - 270 of London's 360 main post offices were closed yesterday by a 24-hour lightning strike. The management said that the cause of the strike was the compulsory purchase of a post office in Canal Street, East London, for the Docklands Light Railway.

24.9.84 - William Pye, one of five finalists in a competition to decorate the escalator vault at Holborn, none of whose ideas was adopted, was successful in a similar contest for a scheme at Vauxhall, BR. This week he completes a fortnight of all-night work on the vaulted ceiling over the ticket hall. An eight-man team from Islington has created a 96' x 24' mural incorporating the BR logo at a cost of £4,000.

25.9.84 - Yesterday LT confirmed that it was considering increasing Underground fares by an average of 9% from 6.1.85. Most 40p minimum fares would be unchanged, but a few would go up to 50p. At higher levels, the general increase would be 10p. Some fares beyond the GLC boundary would come down.

1.10.84 - The transport industry is concerned

at rumours that train and bus fares may become subject to V.A.T.

Four possible routes are under study for a Beckton extension of the Docklands Light Railway - a direct crossing of the River Lea or a diversion via Canning Town, and two routes in Beckton, one serving more existing homes than the other.

10.10.84 - Angela Williams, 24, the first person to be prosecuted for smoking on a tube train, was put on probation for one year yesterday for a 'fierce assault' on a police officer, and ordered to pay £75 compensation to the inspector who tried to stop her smoking. No penalty was imposed for breaking the no-smoking rule.

19.10.84 - In British Rail's new Corporate Plan, rail jobs will be reduced from 150,000 to 137,000 by 1990, and subsidies reduced. Up to 35% of passengers are expected to stand on modern (sliding door) trains and up to 10% on old 'slam door' trains, but nobody to stand for more than 20 minutes.

24.10.84 - An order issued yesterday by the President of India, ahead of the imminent opening of the first section of the Calcutta Metro, bans all drunks, protesters and smokers, and people riding on the roofs of cars.

Four train drivers involved in collisions with suicides and other rail trespassers asked the High Court yesterday for a ruling that they are entitled to criminal injuries compensation for nervous shock. They claim that trespass on railway property amounts to a 'crime of violence' against themselves, because of the shock, and, in one case, actual physical injury suffered. The four included BR and LT staff. One LT driver had been involved in three fatal accidents.

25.10.84 - Judgement was reserved in the High Court action by four train drivers who said that they are entitled to criminal injuries compensation for nervous strain in collisions with suicides and other rail trespassers.

26.10.84 - In nationwide strikes by French Government employees yesterday, only one in four main line trains ran and Paris SNCF suburban traffic was down by 70%. The Paris Metro maintained 92% of its services and the Paris buses 87%.

2.11.84 - The newly-opened Calcutta underground has been closed for fear of riots inside, following the assassination of Mrs. Gandhi.

3.11.84 - London Transport has proposed to the trades unions that 3,150 jobs on the Underground and 3,000 bus conductor posts should be eliminated over three years. Most of the cuts would be by natural wastage, early retirements and job switching. Fares will increase by about 9% early next year. Most of the Underground cuts will arise from the driver-only operation of trains.

BOOK REVIEW

THE KILLING DOLL by Ruth Rendell (Hutchinson, £7.95).

Ruth Rendell is one of Britain's foremost thriller writers and this, her latest novel, is set in North London with a fictional location on the Finsbury Park - Highgate (High Level) line playing a prominent part in the plot. Public transport features quite extensively, with one character meeting a sticky end on the track at Hampstead station. The transport details are generally accurate. The plot would sound extremely melodramatic in synopsis, but the book is intelligently written and can be recommended to any member who enjoys this kind of writing.

AJR

POINTS OF INTEREST

Members may be interested to know of the existence of the Motherwell District Library, which holds about 40 albums of photographs, some of which include the Hurst Nelson collection. As well as having photos of the old Glasgow Subway stock, there are some items of LT Underground interest. These are:

- (a) 'Underground Powered Service Vehicle', Volume 15, photograph 579: Battery locomotive numbered 1B. Another print of the same photograph appears in Volume E, photo 1769.
- (b) Bogie Flat Wagon, in Volume 15, photo 580. This flat wagon has collapsible uprights and a very low deck with Ward coupler, springs, etc. above the floor level. Another print of the same photo in Volume E, photo 1770.
- (c) Volume 8, photographs 234, 235 and 270. (Photos 1752 and 1753 in Volume E duplicate 234 and 235). These photographs are of 'Padded Cell' cars, but have windows intermediate in size between those shown on pages 6 and 8 of the 1973 edition of 'Tube Trains Under London'. Photo 234 shows the exterior of one car, 235 shows the exterior of three cars coupled together and 270 shows an interior.
- (d) Metropolitan District Railway Driving Trailer (Volume E, photo 1758). An exterior view of a C stock car No.199 (which was really a motor car - Ed.).
- (e) In Volume 34, photo 1529 shows an LPTB brake van number B224. This is one from the batch that was subsequently renumbered in the B555-560 range.

Copies of these photographs can be purchased from:

The District Librarian,
Motherwell District Libraries,
Hamilton Road,
Motherwell.

No prices have been quoted and enquiries should include an SAE.

JKW

Nigel Hyde writes:

Cromwell Curve/Depot - Triangle Sidings

(UN 273, pages 100-102)

Cromwell depot Nos.7/8 (later 27/28 roads) were in a covered shed.

The inner rail connection between the westbound District Line from High Street Kensington to Earls Court and the eastbound District Line at Gloucester Road was used by Circle Line trains on weekday evenings and on Sundays (except for terminating workings at South Kensington). This arrangement avoided the passenger uncertainty at Gloucester Road and South Kensington at those times as to which service would provide the first train going eastwards. Also using this connection were empty Piccadilly Line trains of 1938 tube stock running to and from Acton Works. These trains operated the 'wrong way round' in service, i.e. 'D' end west and 'A' end east. When the 1938 stock was reformed after the war, 92 UNDM cars were provided, half for the Northern Line (A end) with the other half (D end) for the Bakerloo (31 trains) and Piccadilly (15 lines). For uncoupling on the Piccadilly Line, the three-car unit was required at the east end (as with the Pre-1938 tube stock) while the Bakerloo Line has the three-car unit at the north (west) end. After the closure of Cromwell Curve the Piccadilly Line 1938 stock trains being turned reversed in the outer rail platform at High Street and then ran via Mansion House.

When uncoupling was abandoned the need for these trains to work the wrong way round no longer existed and they were later turned so that the 'A' end faced west.

The Metropolitan sidings at Gloucester Road, the siding nearest to the outer rail entered the sub-station. One of these sidings had an inspection pit.

In Triangle sidings, Nos.10 and 11 roads (later 30/31 roads) were disconnected as they were only of three-car length. Although some three-car trains of 'H' (handworked door) stock operated on the Putney Bridge-Edgware Road service outside peak hours in the late 1940's, this was only a temporary measure due to the shortage of trailers during the R stock conversion programme - i.e. Q38 trailers were away being converted to R stock DMS and 1931/5 'L', 'M' and 'N' stock handworked door trailers were having their doors converted to air operation. Incidentally some DMS of this stock were temporarily converted to trailers and operated for a time with the motors isolated and the (motor) car numbers prefixed with a 'O'.

UN 273, pages 98-99

Access to Hainault depot from the former LNER lines was either via Loughton Branch Junction and Leyton, or via a triangular junction with the GE main line near Seven Kings and Newbury Park. Presumably the eastern end of Ilford EMU car sheds now occupy part of the site of the triangular junction.

Ruislip depot was also used for stored and withdrawn Underground stock and later war work (see photo on page 53 of IMPROVING LONDON'S TRANSPORT, published by the Railway Gazette in 1946). Access (also serving the former Air Ministry depot near West Ruislip) was by a connection trailing into the down slow line at Ruislip & Ickenham station. The present site of the Central Line platforms at West Ruislip was not cleared until after the war had ended. There was also a connection between the Central Line at Ealing Broadway with the former GWR and this link had an AWS isolating ramp to prevent steam engines making contact with the LT 'live' rail.

The Permanent Way department established DRAPER'S FIELD DEPOT near Leyton and used battery-hauled ballast trains on the extension works.

SOCIETY SECTION

Subscriptions for 1985

Subscriptions for 1984 expire on 31 December 1984 and we should be grateful if members renew their subscription for 1985 by that date. Rates for 1985 are the same as for 1983 and 1984 - i.e. £8.00 for full members and £4.50 for Associate members (aged 12-15 years inclusive on 1 January 1985), with a supplement of £3.00 for overseas members to cover postage costs. Renewal notices have been sent out with the October issue of Underground News for overseas members and with the November issue for home members.

End of Financial Year

All Officers and Members holding funds belonging to the Society, or being owed money by the Society, are asked to send their remittances and claims respectively, made up to 31 December 1984 to The Treasurer, 37 Raglan Court, Empire Way, Wembley, Middlesex, HA9 0RE, AS SOON AS POSSIBLE but in any case NO LATER than Saturday 12 January 1985. Membership subscriptions (see above) should be sent to the Registrar and NOT to The Treasurer.

Society Officers

The Committee is pleased to announce that with

immediate effect, the Vice Chairman of the Society is Mr.F.W.Ivey. A full list of Society Officers will be published in the January 1985 issue of Underground News.

Seasons Greetings

The Society's Chairman and Committee wish all members a very happy Christmas and a prosperous New Year. We thank all members for their support during 1984 and look forward to this continuing in 1985.

'Urban Public Transport Towards 2000'

London Transport has published a detailed report of the 'Urban Public Transport Towards 200' Conference organised in 1983 in association with the Chartered Institute of Transport and the University of London. The report contains all the papers presented to the conference and a full summary of the subsequent discussions. The conference - one of the events held to celebrate the Golden Jubilee of London Transport - looked at the future of urban public transport from three viewpoints: organisation and planning, finance and marketing, and operations and technical development. The conference report, summarising experience and views from around the world, will be of particular interest to politicians, planners, operators and students of urban public transport issues. Copies are available from:

The Press & Public Relations Officer
(Corporate),
London Transport,
55 Broadway,
London,
SW1H 0BD.

The price is £15.00 inclusive of postage in the U.K. and £20.00 (including airmail postage) abroad.

ROLLING STOCK ALTERATIONS

October, 1984

1983 Tube Stock:

From Metro-Cammell, Birmingham, delivered to Neasden

3628-4628-3728 20th

From Neasden to Metro-Cammell, Birmingham, returned for modification

3606-4606-3706 20th

Entered service, Jubilee Line

3616-4616-3716 17th

R Stock:

From Ruislip to Booths of Rotherham, for scrap

23231 12th

D Stock Ventilation Modifications:

Units	Ealing - Ruislip	
	Ruislip	Ruislip - M.C.W.
7106+7039	1.10.84	3.10.84
7110+7029	8.10.84	10.10.84
7036+7053	15.10.84	17.10.84
7044+7057	19.10.84	24.10.84
7056+7087	29.10.84	31.10.84

Units	M.C.W. - Ruislip - Ealing	
	Ruislip	Ealing
7008+7071	2.10.84	4.10.84
7052+7101	9.10.84	11.10.84
7016+7083	16.10.84	18.10.84
7064+7005	23.10.84	25.10.84
7038+7045	30.10.84	-

Miscellaneous Movements:

L29 Acton to Lillie Bridge (overhaul & 'A' end buckeye mods) 8th

Miscellaneous Movements (continued):

L52 Lillie Bridge to Acton (overhaul and mods) 19th
L130+3250+L131 Acton to Neasden (ex-burn-out) 22nd
L17 Acton to Lillie Bridge (overhaul and 'A' end buckeye mods) 25th

Units to Acton Works for Overhaul:

Central 1404-2404-9405-1405 2nd
Metropolitan 5196-6196-6197-5197 4th
Piccadilly 168-568-368 5th
Northern 1140-2140-9141-1141 10th
Metropolitan 5587-6587 11th
Jubilee 3448-4548-3548 16th
Metropolitan 5200-6200-6201-5201 17th
Central 1440-2440-9441-1441 18th
Piccadilly 357-557-157 24th
Metropolitan 5202-6202-6203-5203 25th
Northern 1040-2040-9041-1041 26th
Northern 1098-2098-1099 31st

Units from Acton Works After Overhaul:

Metropolitan 5188-6188-6189-5189 4th
Northern 3407-4507-3507 4th
Central 1446-2446-9447-1447 8th
Northern 1076-2076-9077-1077 10th
Metropolitan 5583-6583 11th
Northern 1746-2746-1747 11th
Piccadilly 166-566-366 12th
Jubilee 3446-4546-3546 16th
Central 1426-2426-9427-1427 18th
Piccadilly 355-555-155 24th
Metropolitan 5194-6194-6195-5195 25th
Northern 1108-2108-9109-1109 26th
Northern 1162-2162-1163 31st

Livery Changes:

From Service stock maroon to yellow
L17

Changes to Unit Formations:

From	To
3235-4235-4335-3335	3235-4235-4335-3343
3243-4243-4343-3343	
3256-4250-4350-3350	3250-4250-4350-3350

Service Stock:

PC854 scrapped at Ealing Common by Booths of Rotherham (removed by road) 12th
PBT762 from Ruislip to Southern Steam Trust by road 24th

Note: At the end of October 1984 there were 14 trains of 1938 tube stock allocated to the Bakerloo Line.

At the end of October 1984 there were 8 three-car units of D stock on the District Line which had not had ventilation/window modifications carried out. At the same time 132 units had been completed, with 10 units away.

NEWSFLASHES

NF 148/84 - Further to NF 147/84, DM 870 of 1973 stock was seen on 12.11.84, without the extra red roundel.

NF 149/84 - 1972 MkI stock DM 3305, which has been fitted with steerable bogies as an experiment, has been on test on the Midland main line. It was seen reversing at Bedford on 12.11.84, having worked from Derby. The car is formed between BR match wagons and the train was hauled by a class 31 diesel.

NF 150/84 - From Monday 29.10.84, District Line D stock trains were converted back to the 'passenger open' mode - possibly the last time that guard's open would have been used, pending completion of all modifications to D stock by January 1985.

NF 151/84 - It was noted that all pointwork relating to the former loop at Finchley Road had been removed by 29.10.84.

NF 152/84 - It has been reported that D stock trains (three-car double cab units) are to take over from A stock on the East London section of the Metropolitan from March 1985. This is so that a float of A stock trains can be provided for their conversion to O.P.O.

NF 153/84 - Four out of six tracks were blocked when a Euston - Bletchley train collided with a freightliner just south of Wembley Central in the evening peak on Thursday 11.10.84. Three people were killed, 18 injured and damage estimated at about £2 million was caused. In order for rescue work to be carried out, local d.c. (and Bakerloo) services were also suspended until late evening. The main lines were not fully available until the following Monday.

NF 154/84 - As scheduled, the Harburg line of the Hamburg d.c. S-Bahn was lengthened by nearly 10 km from 'Harburg Rathaus' to 'Neugraben', of which about one-third is in tunnel and the rest newly built parallel to existing main line tracks. There is only one new tunnel station ('Heimfeld') and two on the surface ('Neuwiedenthal' and the terminus). The line is covered by routes S3 and S31 (peaks only) and served by trains reaching 100 kph - the classes 470 and 472/3 EMUs. Delivery of the latter type was completed in advance with the 62nd unit. As there are no subsidies for further new stock the first batch of class 471 (built 1939/40) is to be EHO'd and modernised!

NF 155/84 - Further work in connection with the protection of terminal stations has taken place as follows:

From Sunday 7 October 1984 the bay platform at Barking was so converted. This involved making the eastbound home signal FF59 approach controlled at 20 mph, and installing a trainstop at the west end of the platform, lowering when approaching trains are travelling less than 15 mph. A further trainstop, set for 10 mph or less, has been fitted in the middle of the platform.

Similar arrangements were brought into use at Aldgate from Sunday 21 October, for the terminal platforms. In addition, to provide protection for the District main line at Minorities Junction from Outer Rail Circle trains, a platform draw-up signal (OB490) has been installed in platform 4.

NF 156/84 - At about 03.30 in the early hours of Tuesday 6 November, the leaf clearing Unimog machine became derailed just south of Chesham station, blocking the single line. Services were thus suspended until 15.15, a service being provided by London Country Bus Services between Chesham and Amersham. It was not until the following Monday night that the Unimog was repaired and back in use - and in the meantime the BR DMU's became susceptible to wheel slipping on uncleared leaves. Fallen leaves have also caused problems elsewhere this autumn - on the eastern end of the District Line and on the Epping - Ongar branch of the Central. On Friday 2.11.84, for instance, the Epping-Ongar shuttle train lost an hour on its first round trip of the morning.

NF 157/84 - Car S30 on the Isle of Wight, a 1925 M.C.W. Control Trailer, now withdrawn, is to be used as a 'store' at Ryde Works.

NF 158/84 - Further to NF 150/84 (this issue), a three-car unit of D stock was scheduled to operate a gauging trip on the East London Line during the night of Sunday/Monday 11/12.11.84.

NF 159/84 - The very last C stock passenger working north of Baker Street was on Sunday night 21.10.84, on the 00.08 to Wembley Park, formed of units 5557+5546+5519.

It is with great pleasure that the Society is able to announce and illustrate the restoration to original condition of a seven-car train of 1938 tube stock. The train, comprising units 10291 and 11012, has been restored as far as possible by Underground staff at Stonebridge Park depot on the Bakerloo Line, and is being sponsored by a West End agency, which is taking all the commercial advertising space on the seven-car train. A press run was scheduled to take place on Thursday 22 November, with re-entry into passenger service in early December. It is hoped to use the special train for enthusiasts' tours and is expected to stay in use until the last of this type of train are withdrawn in 1985.

Photos opposite: Two interior views of restored car 11291, which includes refitting of the 'shovel lampshades', black skirting strip and route diagrams with lined bullseyes.

Photos on back cover: Two exterior views of DM 11291, posed for the camera on 14 November 1984, at an advanced stage of restoration. This is a 'middle' motor car and thus the whistle and lamp bracket has been kept in position. Those on 10291 and 11012 have been moved to the solebar and middle cab door respectively. Modern innovations, such as the 'J' door locks, outside door indicator lights, stabling lights and plastic armrests have had to be kept. Present station names on the maps, of course, are used.

HISTORY OF RESTORED 1938 TUBE STOCK CARS

Car	Delivered	Entered Service	Line	Line Transfers				Extra Heavy Overhaul Record		
								To Acton	Ex-Acton	Transfers
10012	11.5.38	30.6.38	(N)	N-P 2.51	P-N 8.62	5.4.72	25.7.72	(N)	N-B 3.74	
				N-P 12.62	P-N 2.67					
012256	27.6.39	21.7.39	(N)	N-NC 10.70	NC-B 10.75	12.3.76	26.7.76	(B)		
12027	12.9.39	4.1.40	(N)	N-P 2.51	P-N 8.62	5.4.72	25.7.72	(N)	N-B 3.74	
				N-P 12.62	P-N 2.67					
11178 (11012)	28.7.39	21.8.39	(N)			17.4.73	25.9.73	(N)	N-B 3.74	
10291	17.6.40	18.10.40	(N)			5.11.71	18.2.72	(B)		
012371	25.4.40									
11291	17.6.40									

The main external restoration work has involved the repainting of the body in the slightly darker 'Underground' red livery, used until 1973, with the pale cream vertical strip between the windows in each bay. This was a feature until the early 1950's. The roof has been repainted grey, the colour the cars were delivered in when new. The brown colour did not come into use until during the war - on overhauled stock. The white roundels and car numbers have given way to the underlined London Transport fleet name and gilt car numbers, as used on every car when the stock was delivered. On the two end driving motor cars 10291 and 11012 the tail lamp bracket has been put back to the centre cab door, the train whistle has been placed on the sole bar under the cab. On these two cars also, the 'J' door candle holder has been refitted (and re-chromed). Throughout the train old style No-Smoking labels have been put in the usual positions. These read 'Non-Smoking' from the outside and 'No-Smoking' from the inside. For reasons of cost, and because of modern developments, some features have not been restored. In addition to the features mentioned in the photo captions that have not been restored, this also includes the seating moquette, the position of the line diagrams (which used to be above the adverts), and the plastic armrests. Whenever possible it is hoped to keep the two units together as a train but operating needs may require them to be split into different trains.

Of the seven-car train, unit 10012 has been chosen because it was the first to be delivered in May 1938 and was the first to enter passenger service. However, the NDM, trailer and 11012 were not in the original train, indeed DM 11012 was originally 11178, which replaced the original in 1983 because of accident damage. The DMs and NDM were built by Metro-Cammell, while the trailers were built by Birmingham. Trailer 012256 was originally in unit 10169 on the Northern City, but when the line was closed in 1975, the trailer was retained and EHO'd to replace 012495 - a non-standard 1949 tube stock trailer that had been given an EHO in error. Three-car unit 10291 has worked mostly on the Northern Line, and from the early 1950's was made up into a four car unit. With the reformations of the early 1970's, it again became a three-car unit, the NDM being withdrawn.

The opportunity has also been taken, where possible, to use transfers that were on the trains from new. This includes 'Do not alight whilst the train is in motion' over the doors and 'This compartment not to be used by passengers while occupied by the guard' in the guard's positions.

It is hoped that this gesture by London Transport, in restoring the train, will be respected by passengers and crews alike - making it's final days ones to remember with affection.

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 UN 271 (July 1984), plus the amendments shown on page 119 of UN 274 (October 1984) and page 144 of this issue.

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

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



