

UNDERGROUND NEWS

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FEBRUARY 1985

THE TIMETABLE

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.

Tuesday 12 February

Evening visit to the Post Office Railway and Workshops at Mount Pleasant. Applications, with SAE, to Mr.G.A.Finch, 3 Caverswall Street, London, W12 OHG.

Thursday 7 March

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

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. Full details and application forms for places, with SAE, to Mr.J.F.Thomason, 12 Berestede Road, London, W6 9NP.

Friday 29 March

Annual General Meeting, commencing at 19.15 in the Conference Room, Baden-Powell House.

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.

Monday 22 April

Library Evening, 18.00 Other details as for 7 March.

Friday 10 May

Talk, 'The History of Underground Tunnelling' by Mr.D.G.Jobling, Project Manager (Railways), London Transport. 19.00 for 19.15 in the Conference Room, Baden-Powell House.

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DECEMBER BADEN-POWELL HOUSE MEETING

This meeting had been planned for two-man operation, with a talk on destination plates by Brian Panting being followed by one on destination blinds by John Ward. Unfortunately the mechanical gremlins attacked Brian's means of transport, and the programme was swiftly converted to one-man operation by John Ward nobly expanding his talk at nil minutes notice to devote the whole evening to destination blinds.

The first use of destination blinds for a whole class of vehicles had been with the jumbo-sized blind boxes carried on the Metropolitan's British Westinghouse locomotives of 1904, followed by the much smaller and neater blinds on the same railway's British Thomson-Houston locomotives of 1906. However, both types of blind were replaced by enamelled iron headboards in about 1912.

The 'standard' tube stock delivered for the Hampstead line extensions and interconnections in 1923 and 1924 had roller destination blinds above the cab doors of motor and control trailer cars. John showed an official contemporary blueprint of the general arrangement, with one roller spring loaded, and the correct display kept in position by a toothed-wheel and pawl arrangement. The blind itself was of linen with the letters painted on. This stock was converted to show destination plates by the mid-1930's to standardise with subsequent standard stock.

The third attempt at fitting Underground trains with destination blinds came with the experimental tube stock of 1935, with the blinds being in the centre of the car ends below the windows on the streamlined stock and below the windows on the offside on the flat-fronted stock. These cars has the 'bus' type of blind with paper labels on a gauze backing. The blinds on the streamlined cars disappeared with their reconstruction as trailers during 1950-52, but those on the non-streamlined cars survived for their whole life, later being equipped with appropriate names for the Loughton-Epping, Epping-Ongar and Hainault-Woodford shuttles. The 1938 tube stock reverted to destination plates (was this because of the difficulty of arranging three lines of display - line name, destination and routing ??).

When the R stock was ordered in 1947, destination blinds were included as a standard feature, being located at the top of the windscreen opposite the driver's position (i.e. offside). Bus-type blinds were used, and the blind width of 25 ins. was also adopted on the 1956/59/60/62 tube stocks and the A60/62 surface stocks. From the 1967 (Victoria Line) stock, the width was increased to 31½ ins., which became the new standard. This stock also introduced another standard feature - plastic blinds instead of linen and paper.

The 1972 MkII tube stock marked the next 'great leap forward' with the introduction of a motorised destination blind, incorporated with positive train identification equipment. The blind was set by turning a thumb-nail wheel; other wheels set up the illuminated train number and the crew number (not displayed externally). The internal control of the blind-setting mechanism was by cut-outs on the blind, triggering micro-switches. Unfortunately the 'bugs' had not been eliminated from the motorised blind design. Whenever reset, it had to travel right back to the No.1 position, then reverse to show the required display. Failures were numerous, and the equipment was susceptible to voltage fluctuations, so that low batteries caused the blind to wind back. By the time this stock was transferred from the Northern Line to the Jubilee, the motorised blinds had been replaced by the traditional hand-worked mechanisms removed from the middle cars of 1967 stock.

The 1973 tube stock driving motor cars have motorised blinds. Their internal control is by infra-red sensors in the blind box, and they do not have to return to the No.1 position with each resetting. As with the 1972 MkII stock, the blind automatically turns to the selected position without further action by the driver. The 1983 tube stock blinds are motorised but non-automatic. The driver has buttons for 'up', 'down' and 'fast run'. The District Line D stock rejects all the frivolities of motorisation and retains manual blind setting.

John brought with him several examples of blinds, some working drawings, and a destination plate display from 1938 stock. He also brought a motorised blind box from 1972 MkII stock. With batteries, he displayed the latter in operation, and it fascinated the audience by its slow and stately progress through the whole series of Northern Line destinations. He then showed slides, illustrating, in turn, the full-length blinds of each line as they had developed over the years. The early alphabetical arrangement of destinations was soon replaced by a 'pragmatic' arrangement to group the displays to ensure the minimum amount of blind turning by crews. Plastic blinds soon replaced the bus type, as the former lasted much longer and could be washed on overhaul. There was some startling variety in the lettering styles used over the years, and in whether names should be abbreviated or shown in full.

Interesting features of the blinds for individual lines included:

Piccadilly

Addition of Green Park, Hatton Cross, Heathrow (with the aircraft symbol, the only coloured blind on LT), Hyde Park Corner, Ruislip.

Northern

Early manual version without guide markers, so that drivers could not see the setting from behind - soon scrapped.

Bakerloo

Successive issues with 'Watford LMR' and 'Watford Junction'. Late insertion of 'Harrow and Wealdstone'.

Jubilee

Originally a joint blind with Bakerloo. Unique introduction of 'Not in Service' in addition to 'Special'. Later insertion of 'Willesden Green' in place of 'Willesden Junction'.

Central

Various methods of showing 'Hainault via Newbury Park' and 'Liverpool Street'.

Victoria

Printing on reverse side of blind, so that it is invisible in daylight. Displays include Hainault, Grange Hill and Woodford.

Metropolitan (A60/62)

The latest blind incorporates the East London Line. Very early examples included 'Barking', 'Gloucester Road', 'Aldersgate' (often displayed in mistake for 'Aldgate') and 'Farringdon'.

Metropolitan (C69/77)

Three current types, all very long. The latest includes 'Ealing Broadway' and 'Richmond', to cater for service diversions.

District

Several types. Addition of 'Acton Town' and 'Ealing Common'.

The rest of the meeting was devoted to questions and discussions. Points of interest which arose included:

VICTORIA LINE - No real advantage in the 'wrong-

side' printing, except that a wrongly set rear blind is invisible when not illuminated.

NORTHERN LINE PLATES - Made into sets of three on rings. Original names included all destinations on proposed extensions such as Elstree and Alexandra Palace. Black-on-yellow plates included 'Via Highgate and West End' and 'Via Highgate and City', also 'Via Finsbury Park' and 'Via City'. Subsequently 'Via Bank' and 'Via Charing Cross' were preferred because they were station names. Where standard stock would still have been used (Northern City Line, extended to Alexandra Palace) a plate divided horizontally for a final destination and 'via' was devised. The paint was changed from gloss to matt, early in the life of the 1938 stock.

DISTRICT LINE PLATES - How and when were white-on-red plates used ??

1923 STOCK - The working drawing with Hampstead Line displays no further south than Charing Cross and Moorgate aroused much discussion, but the conclusion was that it illustrated the mechanism rather than the post-1926 blind display.

Just for the record, the Watford Joint tube stock of 1920 also had destination blinds, which it retained throughout all of its (short) life. The joint Hammersmith & City cars had them when they entered service in 1906 as did the Metropolitan 1905 BTH stock.

And finally, if tramway systems throughout Britain could incorporate reliable destination blind mechanisms in their cars from 1902 onwards, why did the Underground take so long to achieve reliability ??

The Vice-Chairman thanked John Ward for his very interesting talk, for coping so well with numerous questions, and for bringing so much interesting equipment with him. The audience showed its appreciation with a hearty round of applause.

DFC

LONDON REGIONAL TRANSPORT PLANS AHEAD

Bus and Underground services changed little in quantity but improved in quality; no Underground line or stations closed; fares rising only in line with inflation; improved cost effectiveness. These are the key points in London Regional Transport's first Annual Business Plan.

The Plan seeks to inform the public on the way transport services provided or secured by LRT will develop in the next year (1985/86). Compared with London Transport's original 3-year Plan, published in June 1983, improvements will be achieved in almost all areas: lower real fares, higher service levels, more passengers and a reduced requirement for revenue support.

The Plan establishes LRT's aims in planning public transport in Greater London, promoting an integrated approach to service planning and fares structure. LRT's directly controlled bus and Underground operations are expected to be established as separate subsidiary companies in April 1985. Additionally LRT will be encouraging the wider involvement of other bus operators in the provision of services, by competitive tendering designed to improve cost-effectiveness, while keeping the services, irrespective of operator, within LRT control, with LRT fares and passes accepted.

Commenting on the Plan, Dr. Keith Bright, LRT Chairman, has said that since the transfer of overall control of London Buses and the Underground from the Greater London Council to the Department of Transport less than six months ago, there has been a great deal of speculation

about the future. The Annual Business Plan will set the record straight. He said: 'Underlying all our plans is the desire to provide the capital with a comprehensive, safe and attractive bus and Underground system in the most cost-effective way. Our aim will be to give passengers - and ratepayers and taxpayers - better value for the many millions of pounds they pay to London Regional Transport each year.'

The Plan in Detail

Underground Services

Overall Underground mileage will increase slightly and the aim will be to maintain the current high quality of service, reflected in passengers' lower average waiting times - down from 3.6 minutes in 1979 to 3.3 minutes in 1984. No station or line closures are included. The Plan emphasises that many Underground service improvements are dependent upon investment. The most significant investment-related service addition in the year ahead will be the opening of the Piccadilly Line extension to Heathrow Terminal 4 towards the end of 1985. Elsewhere, service levels and patterns are being reviewed to see where worthwhile improvements can be made.

Following the successful introduction of 'driver only' trains on the Hammersmith & City and Circle lines, work will start on converting other lines. Steps will also be taken to reduce costs through more effective utilisation of station staff

Bus Services

Continuing improvements in reliability, together with a small (2%) reduction in bus service levels are proposed for 1985/85, reflecting passengers' demands for better quality service and the gradual underlying decline in the volume of bus travel caused by population shifts, changes in travel habits and rising car ownership. Total public transport mileage by road in London might increase if demand can be stimulated by the development of new routes and different kinds of services. Measures to improve service reliability, which have already reduced bus passengers' average waiting time from over eight minutes in 1979 to seven minutes in 1984, will be reinforced with more supervision and better scheduling. The Plan makes it clear that bus reliability is not wholly within LRT's control - the improvements embodied in the Plan depend on the continued provision of bus lanes and effective control over illegal car parking to reduce the effects of traffic congestion.

'Driver only' buses will be introduced, largely on suburban routes, raising the proportion of mileage so operated from the current level of 54% to 66% by Spring 1986.

New services will be encouraged, including some possibly using smaller vehicles or shared taxis.

Fares and Marketing

The highly successful LRT Travelcard has increased the use of services by 15% (10% on the buses, 20% on the Underground). The central feature of the fares strategy for 1985/86 will be the continuation and development of the zonal fare structure and of integrated fares, particularly following the introduction in January 1985 of the joint BR/LRT Capitalcard. The Plan is based on fares remaining constant in real terms, after allowing for inflation. Advertising of LRT's services will be increased to promote new ticketing initiatives, including the continued development of through booking between BR and the Underground, and the extension of Travelcard benefits to less frequent travellers.

The Travelling Environment

Investment in station modernisation will contin-

ue during 1985/86 with the target that, by 1990, some improvements will have been made at more than 80% of stations since the programme began in 1981. Work continues to provide trains and buses which have better riding characteristics and improved heating and lighting. More bus shelters and seats will be provided. Projects to improve interchange between LRT and BR will be implemented, ranging from small, but important, improvements in signing to the possible start of major works. The Plan includes a number of measures to improve security for passengers and staff, including a substantial planned increase in staff levels in the London Transport Division of the British Transport Police.

Information

Better information provision will include the publication of more local timetable booklets, maps and joint bus/Underground/BR information and improved signing of stops and stations. Better information for travellers on the system will include more improved (dot-matrix) indicators on station platforms, giving destinations of, and waiting times for, next trains. By the end of 1985 a centralised public address system will be in use at virtually all Underground stations.

Facilities for Disabled Passengers

An LRT unit has been set up specifically to develop and co-ordinate measures to improve travel facilities for disabled people. LRT's policy is to make ordinary bus and Underground services as accessible as possible, with concessionary free travel being provided by the London Boroughs. Design work under way includes the development of buses with special 'split' steps to make boarding and alighting easier for the less ambulant.

Cost Effectiveness

LRT's 1984/85 budget included measures to reduce real unit costs by some 4%. It is now forecast that this target will be exceeded and costs reduced by about 7%. LRT is committed to the Secretary of State's target of reducing real unit costs by more than 2½% annually over the next few years. In 1985/86 overall real unit costs will be 5.8% lower than the 1984/85 budget, and 2.8% below the forecast out-turn. The workforce will be consulted on all aspects of improving efficiency.

Staff Levels

Compared with the present level, staff numbers will fall by about 5% (3,000 jobs) by the end of 1985/86. During this 15-month period, natural wastage is expected to result in some 6,000 people leaving LRT's employment. Where natural wastage is insufficient to offset job losses, all efforts will be made to achieve the staff reductions through redeployment, re-training and voluntary severance arrangements.

The Plan does not take into account the possible financial effects of the current legal action brought by the Greater London Council against the Secretary of State for Transport, relating to the balance of the GLC grant for the current financial year.

LRT ANNUAL BUSINESS PLAN 1985/86

	1984/5 Forecast	1985/6 Plan
FARES INDEX (year average)		
Real Fares (mid-1983/4 = 100)	97	100
SERVICE LEVELS		
Operated Miles (m)		
Underground	29.4	29.5

	1984/5 Forecast	1985/6 Plan
Bus (including all London Buses mileage and other operators under contract to LRT)	176	173
AVERAGE WAITING TIMES		
Bus (minutes)	7.0	6.9
Underground (minutes)	3.3	3.3
DEMAND Passenger Miles (m)		
Bus	2,650	2,600
Underground	3,300	3,300
INCOME (£m)	579	623
REVENUE EXPENDITURE (£m) (excluding Depreciation)	751	751
REVENUE DEFICIT (£m)	172	128
CAPITAL EXPENDITURE (£m)		
Total Business Expenditure	163	194
Docklands (LRT Share)	15	19
STAFF NUMBERS (fiscal year end)	56,100	53,650
MILES OPERATED PER EMPLOYEE (p.a.)		
Bus	5,730	5,940
Underground	1,300	1,340

COLLISION AT KILBURN

At 10.32 on Tuesday 11 December 1984, Metropolitan Line train 11, the 10.23 Baker Street to Watford, collided with the rear of the previous train (No.44, 10.19 Baker Street to Wembley Park) adjacent to Kilburn station on the north-bound Metropolitan Line.

As will be seen from the diagram opposite, the force of the collision caused the two driving motor cars to veer (fortunately) towards the advert hoarding physically dividing the northbound Metropolitan Line from the 'up' LMR. If the cars had veered the other way, they would undoubtedly have fouled the adjacent northbound Jubilee Line and collided with the side of train 303 which was arriving in the platform at the time of the collision. The cab of car 5116, in which the driver was trapped, was demolished and embedded itself into 5029. Most of the latter car back to the first double doors was flattened by the impact from 5116.

The weather was foggy at the time of the collision and the presence of 'blocking back' was probably caused by a temporary speed restriction just north of Neasden.

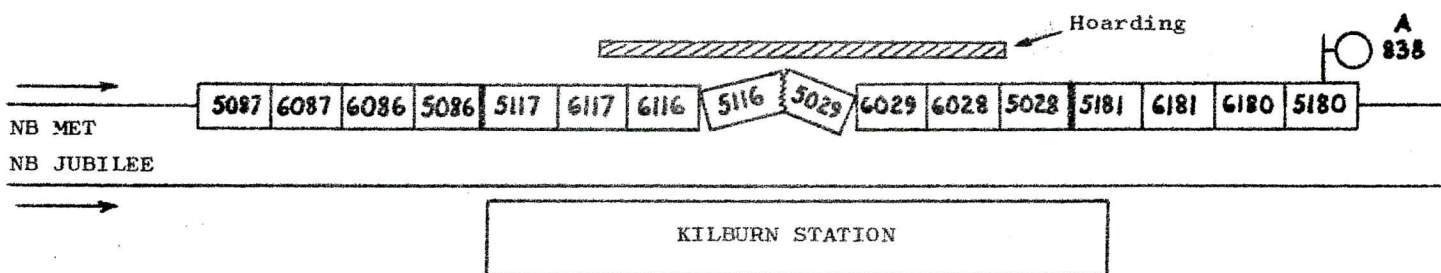
The cause of the crash, of course, will be the subject of an inquiry - the inexperienced driver (first day out on his own) regrettably lost his life, and six passengers were taken to hospital with slight injuries.

Services on the Metropolitan Line were suspended south of Wembley Park and on the Jubilee Line between West Hampstead and Willesden Green or Wembley Park. Great efforts by the breakdown and emergency services ensured a normal resumption of services on both lines from the start of traffic the next morning.

Throughout Tuesday 11 December, the London Midland Region of British Rail greatly assisted with the carrying of LT's passengers, both on the Euston d.c. line and from Marylebone. On the latter, many short workings of DMU's (4- and 8-car) were provided between Marylebone and Harrow-on-the-Hill right up to 00.20 and some of the Marylebone-Aylesbury trains were lengthened to eight cars. A limited bus and coach service operated between Willesden Green and West Hampstead or Finchley Road.

By far the most interesting aspect of the recov-

DOWN LMR →
 UP LMR ←



Not to scale

ery operation was the use of a breakdown train obtained from BR. This is said to have originated from Old Oak Common (although it has since been suggested that it was returning to Old Oak Common from a previous BR incident at Rugby) and worked to West Ruislip, through Ruislip depot to Ruislip siding and thence to the site of the collision via Neasden depot, where re-marshalling took place. This train, running on LT metals, turned quite a few heads - your Editor, suitably positioned at Eastcote station, witnessed this rare spectacle passing through the persisting fog at 16.38 heading for Neasden. The train was formed as follows:

47.231 Class 47 diesel locomotive
 ADB 975494)
 ADB 975475) Breakdown coaches
 ADB 975613)
 ADRC 97610 75 tonne crane (based at Bristol)

Meanwhile, back at the scene of the crash, the two trains were parted by about 18.00 and re-railing of the two damaged motor cars was completed by 23.40. The BR breakdown train departed Kilburn for Ruislip at about 02.20. Train 44 was hauled by battery locomotive to Neasden depot (04.10) and train 11 was propelled to Neasden at 04.48. Apart from three Jubilee Line trains that were outstabled on the Bakerloo Line at London Road depot, all stock was worked to the correct location for the morning start up on 12 December. For this to be accomplished, some trains were worked 'wrong line', running north on the southbound via Kilburn.

The suspension of the Metropolitan Line service south of Wembley Park required three shuttle services to be operated - to Uxbridge, Watford and Amersham. On the Jubilee Line, however, the situation was complicated in that crews inter-work with the Bakerloo Line. Thus, special services on both lines were provided. Broadly, these were as follows:

Jubilee Line - Northern Section

Five trains operating between Willesden Green and Stanmore, with additional crews being available at the former to speed reversing via the siding. Four trains were provided after the evening peak with two from about 22.30 until finish.

Jubilee Line - Southern Section

At the time of the incident, ten trains were 'trapped' south of Kilburn and operated between West Hampstead and Charing Cross. Two trains became defective and went out of service (one in Charing Cross siding - 1983 stock - and one to London Road depot, Bakerloo Line - 1972 stock) and one went out of service with no crew. These seven trains, plus one for which a crew had been found, were renumbered 321-328 for the evening

peak, giving a 5-minute service between West Hampstead and Charing Cross. After the evening peak, three trains were withdrawn (two to London Road, one to Charing Cross siding), and a further two by 21.00, giving a 5-train service until the close of traffic.

The three trains stabled in London Road depot worked empty the following morning to Baker Street, to take up scheduled workings, as follows:

Train 324 08.16 Baker Street - 3259 + 3557
 Train 327 08.26 Baker Street - 3247 + 3546
 Train 333 08.39 Baker Street - 3235 + 3554

Bakerloo Line

A special regular interval service was introduced between Queens Park and Elephant & Castle from about 15.00. During the evening peak, a further shuttle service was introduced between Queens Park and Harrow & Wealdstone, although there was one through train seen at about 17.30 at Baker Street. The Queens Park-Elephant service provided a 5-minute service in the peak, and, with less trains in service, 10-minute evening service.

CHRISTMAS & NEW YEAR 1984/85 - UNDERGROUND

The services on the Underground each Christmas and New Year period continue to provide some interesting variations, although, for the fifth year running, no services operated on Christmas Day. A summary of the special services (24.12.84 to 31.12.84) is given below:

Christmas Eve, 24.12.84

As Christmas Day fell on a Tuesday this year, it was thought unlikely that a peak service would be needed on this day, and a Saturday service was operated, using the current Saturday timetables on all lines. However, some stations that are normally closed on a Saturday were open until normal Monday to Friday times. These were: Barbican, Cannon Street (until 19.30), Fairlop, Mornington Crescent, Roding Valley (until 20.00) and West Brompton. No service was provided between Epping-Ongar, Holborn-Aldwych and Whitechapel-Shoreditch.

In addition, the usual Christmas Eve early closure of some British Rail stations served by LT trains took place, being Richmond-Gunnersbury and Wimbledon-East Putney (from about 21.30), New Cross Gate (21.50 - all East London Line trains to New Cross) and Paddington (H & C) from 22.37 - an hour earlier than in previous years.

Boxing Day, 26.12.84

All services were as operated in 1983, with no

changes to the stations closed, or service intervals (see UN 266, pages 15-16).

Thursday/Friday 27/27.12.84

Reduced peak timetables were in operation on all lines, as follows:

Metropolitan (No.1)	234/84	* †
Metropolitan (No.2)	242/84	* †
Metropolitan (ELL)	234/84	*
Jubilee	12/83	
Northern	31/84	*
Victoria	282/83	
District	15/83	†
Piccadilly	17/83	†
Central	245/84	*
Bakerloo	244/84	*

Note: Timetables not yet reviewed in the journal are marked * (see below).

Timetables marked † include a reduced midday off-peak.

Newly-issued reduced peak timetables (*) are similar to their predecessors, but reflect minor changes. The main points of interest to note are:

Metropolitan 1/2:

Slight changes to C stock working taking into account one-person-operation, all workings north of Baker Street being empty or 'staff'. Basic services and intervals unchanged.

Northern

Re-allocation of stock following the closure of Highgate depot (in March 1984). This timetable was, in fact, issued in time for Easter 1984, but this is the first time of use.

Central

The number of trains in the morning peak is 60 and in the evening peak, 58. The reduced peak is based on the new full-service timetable introduced from 19 November 1984 (see UN 277, pages 3-4). There are six Northolt reversers after the morning peak and six before and after the evening peak. There are no evening peak Loughton reversers, with all trains serving Debden, with one in three going on to Epping.

Bakerloo

The previous reduced peak timetable for this line saw a peak service between Queens Park and Elephant & Castle (no Stonebridge Park reversers). However, with the Harrow service being introduced from June 1984, this new timetable includes a Harrow service (ten trains in each peak) with Stonebridge Park starts and stablers, but no reversers. A total of 21 trains are required for service, four less than on the full-service schedule.

Monday 31.12.84

Services as on 27/28.12.84, but most sections of line providing a service 30 minutes later than normal from London for New Year's Eve traffic. After 23.00 free travel was given, sponsored by Hofmeister Lager, which lasted until the close of traffic on the Underground and up to 04.00 on night bus services.

The sections of line and stations that did not have a later service were:

- (1) Lines normally closed before 23.00.
- (2) The City branch of the Northern Line.
- (3) New Cross Gate and Aldgate.
- (4) Croxley-Watford.

Not all lines, however, had later services TO London - this depended from which branches the later trains were to be provided. On the District Line, for example, the last departure from Ealing Broadway was as normal at 23.57, but the later services to Upminster were provided by trains returning from Richmond. Similarly, on

the Northern Line, no later services were provided from Edgware or High Barnet, but from Golders Green and Mill Hill East. All southbound Metropolitan Line trains ran at the normal time, with only one train, the 23.38 ex-Amersham, being extended from Wembley Park to Baker Street.

ENGINEERING WORKS

Neasden, 16.12.84

Further work on the installation of new cross-overs north of Neasden affected the northbound Metropolitan Line service throughout Sunday 16 December 1984. All northbound Uxbridge, Watford and all-stations Amersham trains ran via the Jubilee Line from Finchley Road to Wembley Park, where they detrained and shunted to platform 2 via the flyunder, thence continuing in service. The hourly fast Amersham service ran empty from Baker Street to Neasden (Jubilee Line from Finchley Road) and then via the depot to Wembley Park platform 1, then picking up passengers and continuing as normal.

Wherever possible, Metropolitan Line trains arriving at Wembley Park platform 3 provided a connection into the previous northbound service, which would be waiting in platform 2.

Sloane Square, 9/16.12.84

Throughout Sundays 9 and 16 December 1984, Sloane Square station was closed for the removal of asbestos material from the platform walls. In consequence, all District and Circle Line trains non-stopped in both directions. A special bus service operated between Victoria and Sloane Square every 5 minutes (10 minutes before 08.00 and after 21.00). When the station was re-opened on 17 December, all platform walls were bare, with only a minimum number of chalked 'Sloane Square' names. A few days later some of the old frieze names had been utilised as temporary name signs, but by the end of the year, the station must have been No.1 contender for 'the worst station at platform level' award!

LETTER TO THE EDITOR

Sir,

Great Central Platform at Neasden

With reference to UN 276, December 1984, page 137, I remember this platform at Neasden and used it on two occasions. For some little time during World War 2, all access to Marylebone station was blocked by enemy action. Great Central Aylesbury line trains and most Main Line trains terminated and returned from Harrow-on-the-Hill. High Wycombe line trains terminated at Neasden G.C.

Newspapers were not permitted to give details of altered train services, passengers only knew when they reached the station. The ticket office at Marylebone continued to issue tickets. Passengers for the Aylesbury line were told to go by Bakerloo Line to Baker Street (or walk); those for High Wycombe line for a few days were told to go to Sudbury Hill, Piccadilly Line, and join G.C. trains from the adjacent station. A temporary platform was quickly constructed by the up GC line at Neasden, access to which was by a temporary footpath from the Metropolitan Line northbound through line platform.

Great Central tickets could not be obtained at Baker Street, nor at Neasden. Passengers arriving at Baker Street without tickets had to buy one to Neasden; the G.C. fare being usually collected on the train. Many agreements on railways and elsewhere were temporarily set aside during the war.

Yours sincerely, H.V. Borley.
Bexhill, Sussex. 7 December 1984.

POINTS OF INTEREST

Nigel Hyde writes:

Distant Disc Signals (UN 273, pages 98/9)

To facilitate freight train working, these signals were also provided on the Northern Line extensions on the former LNER lines and in the early 1960's on the local lines between Harrow and Watford South Junction, as well as the Central Line over the former LNER lines.

It is also interesting to recall that the east-bound starting signal at Ravenscourt Park on the District Line was converted to a controlled signal from Hammersmith signal box (WD2) from April 1953 in order that the Brent-West Kensington/High Street goods trains could be given a clear run through the area - presumably an incident provoked this safety measure being introduced. Signal WD2 was converted to an automatic 'X' signal in the early 1960's in connection with early Automatic Train experiments between Stamford Brook and Ravenscourt Park on the east-bound District Line and became WDX585. Long after these experiments had ended, and coinciding with general resignalling in the area, WDX585 became A585 in April 1967.

Desmond Croome writes:

September Baden-Powell House Meeting

It is with some diffidence that I write about the excellent report of the talk given by Mr. Oliver Green in September 1984 on London Transport Station Architecture, as I know from experience the difficulty of recording accurately a flow of spoken facts. However, for the record, I would draw attention to the following:

1. According to Laurence Meneer's 'London's Underground Stations', Baker Street did originally have some small station buildings at street level, in fact he has an illustration of them. He also says that the early Metropolitan stations were generally faced in white stone.
2. The Central London architect was Harry B. Measures.
3. Heaps did not succeed Green in the 1920's, as Green died in 1908, aged 33.
4. I know that Oliver Green said that Bond Street was one of Holden's sample jobs, but I doubt whether the completed Bond Street had any influence on Pick's choice of Holden, as the escalator station there opened only three months before the Morden extension. The Embankment entrance of Westminster station seems a much more likely sample. Advertising the Morden line stations by electric light also included searchlights on the station roofs.
5. The special tiles at St. John's Wood (and several Central Line stations) were probably from the Carter Pottery of Harold Stabler, not 'Cartier'.
6. My notes of the talk include a note that LT had already begun to economise in the design of the Central Line stations by 1939 because of shortages of money. I have not seen this stated elsewhere, but the official LT publicity of those days may have done its best to conceal it!

FROM THE PAPERS

Daily Telegraph:

6.12.84 - Some passengers panicked last night when a small rubbish fire sent smoke into Oxford Circus station. It was quickly put out.

A letter from the leader of the Greater London Council complains that London Regional Trans-

port has not sent the GLC three-monthly reports on bus and underground services, since it came into operation. Nor has it provided six-monthly reports on major capital expenditure.

7.12.84 - British Rail has applied to Parliament for permission to re-open the Snow Hill tunnel under London, last used for passenger service nearly 70 years ago. There could be through trains from Bedford to Gillingham or Luton to East Croydon. The tunnel begins at Farringdon and emerges at the side of Holborn Viaduct station. The estimated cost of the scheme is £4 million.

11.12.84 - From next month, the ban on smoking on the London Underground will be extended to stations. The inquiry into the fire near Goodge Street in 1981 suggested that a lighted cigarette end might have blown from a platform to ignite material in a cross-passage. LT is now studying how far, and to which stations, the ban should apply.

12.12.84 - BR is to experiment with hot meals delivered to passengers by trolley instead of having dining cars.

For the Docklands Light Railway, on which work started yesterday, the steel shells of the car bodies will be built by Linke-Hoffman-Busch of West Germany, but the 'outfitting' will be done by Metropolitan Cammell. No British company could meet the design requirements.

13.12.84 - An urgent study into the effect of stress on railway workers is being made as concern mounts over an increasing number of train crashes, some after passing signals at danger. BR and the unions are working together on the study, and hope for results by the spring.

15.12.84 - LT hopes to restore a Victoria Line service across Oxford Circus on Monday (17 December) after last month's fire, which caused damage estimated to cost between £1 and £2 million.

Judgement was reserved in the High Court yesterday in the case in which the GLC is challenging the demand of the Transport Secretary that London ratepayers should pay £281 million next year towards the cost of running London Transport. The decision is expected in January.

18.12.84 - The Transport Secretary yesterday announced plans to finance London Regional Transport for 1985/86. A rate levy will produce £212 million (compared with £262 million levied by the GLC in the current financial year) and a Treasury cash grant will provide £111 million (£76 million this year), i.e. a net reduction of £15 million on the overall subsidy. LRT still hopes to keep fares increases to the level of inflation. The GLC complains that these arrangements ignore the LT accumulated deficit of £69 million, requiring a GLC levy on the rates of 3.72p in the £ in 1985/86, but the Government says that this was incurred by the GLC in defiance of Government policies.

Included in a programme of Southern Region station improvements for the next three years are: New Cross, Kew Gardens, Southfields and Wimbledon.

22.12.84 - The Russian politburo has decided that the city of Volgograd shall return to its pre-1961 name of Stalingrad, thus coming into line with the Paris Metro station which has been named Stalingrad since 1946. The city was Tsaritsyn until 1925.

In a world-wide survey of fares, the New York Underground is stated to give the cheapest Metro ride, where 256 miles can be covered for 72p (90 cents).

27.12.84 - A male passenger on the New York subway who was threatened by four teenage youths carrying sharpened screwdrivers, produced a gun and wounded each of them, one seriously.

27.12.84 (continued) - It has been discovered that the new Japanese-built coaches for the New York subway allow only 17 inches width per seated passenger, being based on Japanese dimensions. A New York councillor did her own survey and found that a typical local passenger needed 23 inches to sit comfortably.

28.12.84 - A site at Temple Stairs, near to Temple Underground station, is proposed for a helicopter landing pad, and has aroused local opposition.

29.12.84 - The New York authority has announced free travel on New Year's Eve and until 08.00 on New Year's Day. The Subway, buses, Staten Island ferries and longer-distance commuter trains are included. The estimated cost to the city is £830,000.

2.1.85 - The New York passenger who shot four muggers yesterday surrendered to the police on four charges of attempted murder. His action has received widespread public support.

British Rail continued with a presentation to a retiring commuter, despite his telling them that he had been commuting for only 15 years and not 51! The ceremony made him miss his train for the first time ever!

SOCIETY SECTION

Society Sales:

Available from the Postal Sales Manager (address on page 11 of UN 277), or from the Sales Stand at monthly Baden-Powell House meetings is 'THE STL's' by Ken Blacker. Size 8 $\frac{3}{4}$ " x 11", hard-back with dust jacket, published by Capital Transport. With 200 pages and numerous photographs, this book is excellent value for £11.95. The book tells the story of the famous STL type London bus from its introduction in 1932 right up to the very end.

Photographs in UN 276:

A small number of photograph pages in UN 276 (December 1984) had a superfluous mark on one of the interior views of the 1938 tube stock on the inside back cover. If you have one of these and would like it replaced, please:

Return the defective page (so that substandard spare copies can be made up), with your name, membership number and address to the Despatch Officer, 67 Weltmore Road, Luton, Bedfordshire, LU3 2TN. The replacement page will probably be sent with the first available journal.

Underground Roving - Request for Checkers:

Due to the increase of interest in Underground Roving over the last three months, with eight requests for information, the Roving Secretary requires to update his records of members prepared to assist with the checking of attempts. He also requires extra help and anyone who is interested is asked to contact Mike Sherman (address on page 11 of UN 277) with the following information -

- (a) Name and address.
- (b) Daytime telephone number.
- (c) Evening telephone number.
- (d) Time of day and/or evening when possibly you would be available to check.
- (e) Whether you are employed by LT, or have a Travel- or Capitalcard.

Further Timetable Item:

Saturday 16 March

'O' Gauge Tram Group's Transport Mart and Film Show at the Y.W.C.A. Central Club, 16-22 Great Russell Street, London, WC1B 3LR. Nearest station - Tottenham Court Road, then two-minute walk from Dominion exit. Doors open at 14.30.

Admission: 50p adult, 30p child. Film show start at 17.00. Admission to films: £1.50 adult, 50p child.

Members are respectfully reminded of the notice that appears in every journal (generally on the back page, but always near the back), of the request -

'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.'

There have been several occasions in the recent past few months where members and prospective members have arrived on the Chairman's doorstep without warning, the latter often having been directed there by existing members, requiring or requesting information about the Society or Underground in general.

This Society is run by a relatively small group of people who willingly give a small or large amount of their spare time, free of charge, for the benefit of the membership, and do not wish their families to be inconvenienced by uninvited callers.

Brian R.J.Hardy
CHAIRMAN

ROLLING STOCK ALTERATIONS

Add for October 1984:

Ballast Motors repainted yellow - L142, L143

Add for November 1984 -

Battery Locomotive repainted yellow - L53

R Stock DM car from Ruislip to Stour Valley Railway, for preservation - 22624

December 1984

1938 Tube Stock:

From Stonebridge Park to Neasden, condemned cars

10275-012350-11275+10106-012169-12094-11106 3rd

From Neasden to Ruislip, condemned cars

10275-012350-11275+10106-012169-12094-11106 4th

1959 Tube Stock:

From Golders Green to Stonebridge Park (Northern to Bakerloo)

1312-2312-9313-1313+1082-2082-1083 5th

1972 MkII Tube Stock:

From Neasden to Golders Green (Jubilee to Northern)

3236-4236-4336-3336+3436-4536-3536 4th

1983 Tube Stock:

From Metro-Cammell, Birmingham, delivered to Neasden

3618-4618-3718+3619-4619-3619 1st

3620-4620-3720 15th

3621-4621-3721 22nd

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

3604-4604-3704+3605-4605-3705 15th

Entered Service, Jubilee Line

3629-4629-3729+3630-4630-3730 3rd

3619-4619-3719 20th

Note:

All 1983 tube stock units outstanding to be modified have now been returned to M.C.W.

D Stock Ventilation Modifications:

Units	M.C.W. - Ruislip	Ruislip - Ealing
7056+7087	4.12.84	6.12.84
7032+7127	12.12.84	13.12.84
7088+7043	18.12.84	-

Miscellaneous Movements:

L23 Acton to Ealing Common ('A' end buck-eye, and mods) 11th
 L134+ESL117+L135 London Road to Acton 13th

Livery Alterations:

From maroon to yellow - L141

Service Stock:

New 7½-tonne cranes delivered from Cowan Sheldon of Carlisle to Lillie Bridge by road

No.	Date	Maker's No.
C624	7th	34491
C626	21st	34492
C625	14th	34535

Rolling Stock Renumbered:

1962 Tube Stock -

9459 - 1459 to 9501 - 1501 respectively, 3rd

This makes the following unit -

1500-2500-9501-1501

The original 9501 and 1501 are in Ruislip depot, damaged, awaiting a decision on their future.

It is interesting to note that only DM 1500 is the original one of the unit - trailer 2500 was previously numbered 2528.

Units to Acton Works for Overhaul:

Central	1430-2430-9431-1431	3rd	(b)
Metropolitan	5585-6585	4th	(d)
Northern	1120-2120-9121-1121	5th	(a)
Northern	1100-2100-9101-1101	7th	(a)
Piccadilly	367-567-167	11th	(d)
Metropolitan	5210-6210-6211-5211	12th	(b)
Northern	1050-2050-1051	14th	(a)
Jubilee	3437-4537-3537	18th	(d)
Metropolitan	5704-6704	20th	(d)
Central	1464-2464-9465-1465	20th	(b)

Units from Acton Works after Overhaul:

Central	1404-2404-9405-1405	3rd	(b)
Metropolitan	5587-6587	4th	(d)
Northern	1140-2140-9141-1141	5th	(a)
Northern	1040-2040-9041-1041	7th	(a)
Piccadilly	357-557-157	11th	(d)
Metropolitan	5200-6200-6201-5201	12th	(b)
Northern	1098-2098-1099	14th	(a)
Jubilee	3448-4548-3548	18th	(d)
Metropolitan	5501-6501	20th	(d)
Central	1440-2440-9441-1441	20th	(b)
Metropolitan	5202-6202-6203-5203	21st	(b)

Explanation of overhaul codes used above on page 12 of UN 277.

At the end of December 1984 there were 12 trains of 1938 tube stock allocated to the Bakerloo Line.

CORRECTION to UN 277 - last paragraph of Rolling Stock Alterations for November on page 12: the 4th/5th lines to read - 'last train in this condition was 7080+7059 which left Ealing Common depot on 26.11.84', and NOT as shown. This will then agree with details under D Stock Ventilation Modifications shown in second column of page 11 of same issue.

Further to the notes on No-Smoking signs in UN 277, page 6, further variations have been noted as follows:

A 1973 stock UNDM car with type (3), having had some windows replaced with no labels at all in the past, have suddenly gained the temporary white squares on those windows. It is believed that this is the first use of these labels out-

side the former 'smoking' cars.

1972 MkII trailer 4548 was seen on 12.1.85, having broken all previous traditions, by having type (5) - normally to be found on 1973/83 and D stocks.

ROLLING STOCK REVIEW

No.8 - 1984

New Stock

1983 Tube Stock:

From Metro-Cammell delivered to Neasden

Units:	3605	3606	3607	3608	3609	3610	3611	3612
	3613	3614	3615	3616	3617	3618	3619	3620
	3621	3626	3627	3628	3629	3630		

Entered service, Jubilee Line

Units:	3607	3609	3610	3611	3612	3613	3614	3615
	3616	3617	3619	3626	3627	3628	3629	3630

From Neasden returned to Metro-Cammell

Units:	3601	3602	3603	3604	3605	3606	3608
--------	------	------	------	------	------	------	------

Stock Scrapped

1938 Tube Stock (cars):

10036	10044	10151	10178	10186	10207	10242	10262
10299							

11012	11036	11044	11151	11186	11207	11242	11262
11299							

12012	12028	12051	12098	12116	12148
-------	-------	-------	-------	-------	-------

012188	012192	012240	012270	012271	012296	012309
012369	012382					

Note: 11036 was originally numbered 11055 until January 1977.

CO/CP Stock (cars):

53028	013063
-------	--------

R Stock (cars):

22624	23231
-------	-------

Line Transfers

1959 Tube Stock (units):

Northern to Bakerloo -

1104	1152	1172	1196	1312
------	------	------	------	------

1039	1083	1183	1199	1263
------	------	------	------	------

1962 Tube Stock (units):

Central to Northern -

1738	1740
------	------

1972 MkII Tube Stock (units):

Jubilee to Northern -

3236	3261	3262	3263
------	------	------	------

3536	3561	3562	3563
------	------	------	------

Livery Alterations

From Bus Red to Underground Red with cream window pillars (restored to original condition)

1938 Tube Stock (units):

10291	11012
-------	-------

From Maroon to Yellow:

Battery Locomotives -

L16	L17	L19	L20	L22	L24	L25	L53
-----	-----	-----	-----	-----	-----	-----	-----

Ballast Motor Cars -

L141	L142	L143	L149
------	------	------	------

From Grey to Yellow:

Flat Wagons -

F335	F387	F395
------	------	------

Cable Drum Wagons -

CW1050	CW1051	CW1052
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New Service Stock

7½-tonne Cranes -
C624 C625 C626

Service Stock Scrapped

Flat Wagons -
F304 F306 F310 F313 F319 F320 F323 F324 F325
F338 F339 F379
Rail Wagons -
RW458 RW459 RW465 RW468 RW469 RW482 RW485
Brake Vans -
B555 B559 FB578
Electric Sleet Locomotives -
ESL101 ESL102 ESL104 ESL106 ESL108 ESL114
Tamping Machines -
PBT761 PBT762 PBT763
Personnel Carriers -
PC854 PC856

Changes to Unit Formations

1962 Tube Stock
From 1740-2740-9741-1741 } 1.84 (a)
To 1740-2740-1741
From 1656-2656-9657-1657 } 6.84 (b)
To 1656-2656-9741-1657
1972 MkI/II Tube Stock
From 3205-4205-4305-3305 } 5.84 (c)
From 3230-4230-4330-3330
To 3205-4205-4305-3330
From 3256-4250-4350-3350 } 10.84 (d)
From 3243-4243-4343-3343
From 3235-4235-4335-3335
To 3250-4250-4350-3350
To 3235-4235-4335-3343
A60/62 Stock
From 5092-6092-6093-5093 } 3.84 (e)
From 5138-6138-6139-5139
To 5138-6092-6093-5093

Notes:

- (a) 9741 to store.
- (b) 9657 collision damaged.
- (c) 3230, 3305 bogie experiments. 4230, 4330 stored.
- (d) 3250 ex-fire damage. 3243, 4243, 3335 derailment damage. Others spare (stored).
- (e) 5092, 5139 collision damaged. Others spare.

Renumbering of Stock

1962 Tube Stock:
NDM 9741 to 9657 6.84 - in service
NDM 9657 to 9741 6.84 - withdrawn
DM 1459 to 1501 12.84)
NDM 9459 to 9501 12.84) in service

Note: Original 9501/1501 remain withdrawn in Ruislip depot.

LONDON TRANSPORT SERVICE STOCK

No.4 - December 1984

The following observations were made on Saturday 29 December 1984.

Abbreviations used for locations:

AW Acton Works
BR On BR - last used for transferring a preserved R stock car. 'In transit' between BR and LT.
CL Chalfont & Latimer
EC Ealing Common depot
H Hainault depot
LB Lillie Bridge depot
N Neasden depot
NF Northfields depot

R Ruislip depot
UP Upminster depot

Other Notes:

† Withdrawn
* Yellow Livery

Locomotives

Electric:

*L11 AW 12 NF L13A/B AW

Battery:

*L15 AW	*L16 R	*L17 LB	*L18 R	*L19 LB
*L20 LB	*L21 N	*L22 LB	*L23 R	*L24 LB
*L25 EC	L26 AW	*L27 N	*L28 N	*L29 N
*L30 LB	*L31 R	*L32 LB	L33 LB	*L35 LB
L36 LB	*L37 N	*L38 N	*L39 N	L40 R
L44 AW	L45 AW	L46 AW	L47 LB	*L48 R
L49 AW	L50 AW	*L51 R	L52 AW	*L53 AW
L54 R	*L55 R	*L56 LB	L57 EC	L58 LB
L59 R	L60 LB	*L61 LB		

Diesel:

DL81 EC DL82 N DL83 LB

Unimog Shunter:

*L84 LB

Sleet:

*ESL107 AW *ESL117 AW ESL118A/B N

Pilots:

*L126 AW *L127 AW *L130 AW *L131 AW
*L134 AW *L135 AW

Ballast:

*L140 R	*L141 R	*L142 R	*L143 R
*L144 LB	L145 R	L146 R	L147 R
L148 R	*L149 LB	*L150 R	*L151 R
L152 LB	L153 LB	†L154 LB	†L155 LB

Miscellaneous Vehicles

Flat Wagons:

*F305 R	F311 N	F314 LB	F315 EC
F316 R	F317 LB	F321 EC	F322 LB
*F328 R	F329 N	F331 LB	F332 LB
F333 N	*F335 LB	F336 R	F340 EC
F341 N	*F342 LB	*F343 LB	*F344 R
*F345 LB	F346 LB	F347 R	F348 R
F349 R	*F350 LB	*F351 LB	*F352 EC
*F353 R	F354 R	*F355 LB	F356 LB
*F357 N	*F358 R	F359 N	F360 N
F361 LB	F362 UP	F363 LB	*F364 R
F365 N	*F366 R	F367 NF	F368 LB
*F369 N	F370 N	F371 LB	F372 N
F373 LB	F374 N	F375 N	F377 LB
F380 R	F382 LB	F383 LB	F384 LB
*F385 R	*F386 N	*F387 R	F388 R
F389 LB	F390 LB	F391 LB	F392 R
F393 LB	*F394 R	*F395 R	F396 LB
F397 R	F398 LB		

Additional notes:

- F352 with Steiner HSM800 trench digger.
- F340 with Smalley 3009 concrete breaker.
- F341 tank car (for emptying drains).
- F311 with water tanks, maroon livery.
- F342, F343, F345, F350, F351, F355 refurbished with concrete mixers.
- F344, F353, F357, F358, F364, F366, F369, F385, F386, F387, F394, F395 refurbished with buckeye couplers and retractable buffers.
- F329 tank wagon.
- F347, F388, F397 carry cable drums.
- F380 compressor wagon.
- F391, F398 bin wagons for rubbish trains.
- F346, F361, F393 battery storage wagons.
- F362 storage of Jubilee coach.
- F314 miscellaneous storage.
- F315, F331, F333, F393 refurbished grey.
- F356, F360, F365, F367, F370, F374, F389, F392, F396 with yellow side planks only.

Hopper Wagons:

*HW201 R *HW202 N *HW203 R *HW204 N

Number of Units Overhauled at Acton during 1984:

Stock	Jan	Feb	Mar	Apr	May	Jun	Jly	Aug	Sep	Oct	Nov	Dec	Total
1956 (N)	1	-	-	-	-	-	-	-	-	-	-	-	1
1959 (N)	3	2	3	2	3	3	2	2	3	3	2	3	31
1962 (C)	-	2	1	2	1	2	1	1	2	2	2	2	18
1962 (N)	-	1	-	-	1	-	1	-	-	1	-	-	4
1967 (V)	-	-	1	1	1	1	1	1	1	-	2	-	9
1972 MkI (N)	1	-	1	-	1	-	1	-	-	1	1	-	6
1972 MkII (J)	-	1	1	1	1	2	-	1	1	1	1	1	11
1973 (P)	-	1	1	1	1	1	1	1	-	2	1	1	11
A (M)	1	2	2	2	1	2	2	-	2	2	2	2	20
C69 (M)	1	1	1	2	1	2	1	1	1	1	1	2	15
Total:	7	10	11	11	11	13	10	7	10	13	12	11	126

Comparison number of Units Overhauled at Acton 15 years ago: during 1969:

1938 (N)	6	3	6	3	5	5	3	5	2	-	-	1	39
1938 (B)	2	1	1	1	2	3	1	1	1	-	-	-	13
1938 (P)	1	1	-	1	-	1	1	-	1	-	-	-	6
1956 (P)	1	1	1	-	1	-	1	-	-	-	-	-	5
1959 (P)	-	-	-	-	-	-	-	-	1	-	-	-	1
1960 (C)	-	-	1	-	1	-	-	-	-	-	-	-	2
1962 (C)	4	4	4	4	3	3	4	4	3	-	-	-	33
Q (D)	-	1	-	-	-	-	-	-	-	-	-	-	1
CO/CP (D)	-	2	-	-	2	-	2	-	2	-	-	-	8
CO/CP (M)	2	-	2	2	2	2	-	3	-	-	-	-	13
R (D)	2	1	3	1	1	3	1	1	2	-	-	-	15
A (M)	2	1	2	1	2	1	1	2	1	-	-	-	13
Total	20	15	20	13	19	18	14	16	13	-	-	1	149

The 1969 figures reflect the three-month strike at Acton Works in 1969, which badly affected the 1938 tube stock.

Hopper Wagons (continued):

*HW205 R	*HW206 R	*HW207 R	*HW208 N
*HW209 R	*HW210 R	*HW211 N	*HW212 R
*HW213 R	*HW214 R	*HW215 R	*HW216 R
*HW217 R	*HW218 R	*HW219 R	*HW220 R
*HW221 R	*HW222 R		
HW403 LB	†HW406 R	HW415 LB	HW416 LB
†HW418 EC	†HW420 R	HW422 LB	HW423 LB
†HW424 R	†HW425 R	HW428 LB	†HW435 R
HW437 LB			

Rail Wagons:

†RW454 LB	†RW455 N	†RW456 LB	†RW457 N
RW460 R	RW461 R	RW462 N	RW463 N
RW464 R	RW466 R	RW467 EC	RW470 R
RW471 EC	RW472 LB	RW473 LB	RW474 EC
RW475 R	RW476 N	RW477 EC	RW478 N
RW479 N	RW480 LB	RW481 R	RW483 N
RW484 R	RW486 N	RW487 R	RW488 LB
RW489 LB	RW490 R	RW491 R	RW492 R
RW493 R	RW494 R	RW495 R	RW496 R
RW497 R	RW498 R	RW499 R	RW500 R
RW501 R	RW502 R	RW503 R	RW504 R
RW505 LB	RW506 N		

Additional notes:

RW460, RW481, RW484 fitted with ELK equipment.
 RW490 fitted with electric hoist for operating with long-rail trains.
 RW490-504 fitted with 'hoop' side rails for operating with five-car long-rail trains.
 RW462, RW470 refurbished grey.
 RW470 with experimental Gloucester bogies.
 RW497, RW502, RW503, RW504 being repainted at end of December 1984.

Brake Vans:

B556 AW	B558 EC	B560 LB	*B580 R
†B581 R	B582 LB	B583 BR	B584 BR
*B585 R			

Additional notes:

B558 in maroon livery with yellow ends.
 B580, B585 tube stock match wagons.
 B583, B584 surface stock match wagons.

Diesel Cranes:

*C606 EC	*DEC617 N	*DEC618 LB	DEC622 EC
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*C623 R *C624 EC *C625 LB *C626 EC

Jib Carriers:

*JC683 EC *JC688 N JC689 LB *JC691 EC

Gauging Car:

*G663 R

Track Maintenance Machines:

*PTL764 R *SC765 EC *TMM771 EC
 *TMM772 H *TMM773 N *TMM774 CL
 *TMM775 CL

Rail Grinding Cars:

RG802 R RG803 R

Personnel Carriers:

PC850 N PC851 N *PC852 R *PC855 R
 *PC857 N *PC858 R *PC859 N

Track Recording Trailer:

TRC912 AW

Tunnel Cleaning Train:

*TCC1-5 EC

Well Wagon:

WPW1000 EC

Cable Drum Wagons:

*CW1050 N *CW1051 N *CW1052 N

Summary of Battery Locomotives fitted with Buckeye Couplers at the end of 1984:

L15 (D)	L16 (A)	L17 (A)	L18 (A)	L19 (D)
L20 (D)	L21 (A)	L22 (A)	L24 (D)	L25 (D)
L27 (A)	L28 (A)	L29 (A)	L30 (A)	L31 (D)
L32 (D)	L38 (D)	L39 (D)	L48 (A)	L51 (D)
L53 (D)	L56 (A)	L61 (A)		

Long-rail train formations at end of 1984:

490 - 491 - 492 - 493 - 494
 495 - 498 - 496 - 501 - 499

Other five wagons (497, 500, 502, 503, 504) receiving depot attention, with 477, 502, 503, 504 being repainted.

NEWSFLASHES

NF 12/85 - A through Victoria Line service was restored from the start of traffic on Monday 17 December 1984, the first northbound train being set 203 (05.36 ex-Victoria, formed of units 3050 (north) and 3139 (south)). A number of empty test runs had been made from late the previous (Sunday) afternoon. It was evident that there was nothing left of the original station fittings, for the whole area was whitewashed iron segments (trackside and roof) & brickwork (opposite the platform, on which someone had scrawled 'No Smoking' in red !!). The platform side walls were boarded up along the whole length of the platform, except for the few cross-passages that had been reopened, on which temporary name signs had been affixed. At frieze level, some temporary frieze plates (with the old line colour painted over in white) had been put into position. One of these had been tampered with within a few days, revealing they were from the Central Line. Temporary lighting had been erected. A few days later after re-opening maps and advertisements began to appear on the boards, and by early January, blue (Victoria Line) paint had been added at frieze level where there were not names. On the Bakerloo Line northbound platform, cleaning of the smoke damaged areas have continued, but it was not until 12 January that this was almost completed. It will be interesting to see how much the Victoria Line platform will change before rebuilding starts. Week by week, changes occur, and to date much has changed since 17 December 1984.

Perhaps rather badly timed, but in the 'Radio Times' of 8.12.84 - a fortnight after the fire - an LT full-colour advertisement about station modernisation shows the new mosaics at Tottenham Court Road (Central Line), the new tiling at Oxford Circus (Bakerloo), and - assorted materials stored in an un-named cross-passage at deep level !!!

NF 13/85 - Although much of the country has been gripped by cold weather since late-December, and substantial amounts of snow, London and other parts have got off comparatively light, compared to some other European countries. In Paris, for example, the French Government has decided to keep open Metro stations throughout the night to provide shelter for the homeless from the extreme cold.

NF 14/85 - Station renovation work at West Kensington has revealed platform edge canopies on the opposite side to the platform edge. Were there ever third and fourth platforms at this station - like when the Piccadilly used to stable in Lillie Bridge depot (pre-1933), or are the extra canopies a coincidence ???

NF 15/85 - In connection with the reconstruction of the 'top' station, and lift modernisation, a 'new exit' from platform level came into use at Covent Garden station from Monday 17 December 1984. The former two-way subway is now used for incoming passengers only. The 'new' subway has been disused for many years, but has been restored to its former glory, with the old LER-type tiling as good as new, and a whitewashed ceiling. This station also boasts signs set into

the tilework - 'To the lifts', 'To the trains', etc. It is thought that the subway closed in the early days of the GNP & BR, when the hoped-for traffic did not materialise - the one subway then being capable of handling the traffic.

NF 16/85 - It has been noted that building work is taking place at Kings Cross (Metropolitan Line) station, on the site of the former bay platform that was never completed or opened for short-working trains. It is believed that the work is for new staff accommodation.

NF 17/85 - A good start to the New Year occurred late on New Year's Day, when Metropolitan Line train 13, booked to call at all stations southbound via the Jubilee Line (23.35 ex-Watford to Baker Street), accepted the wrong signal just north of Finchley Road, and collided with the surface stock train detector, smashing the three suspended mercury tubes located at the north end of the southbound Jubilee Line platform. The train was eventually set back and proceeded to Baker Street on the Metropolitan Line. Other surface stock train detectors of this type can be found west of Barons Court on the eastbound Piccadilly Line, and between Hounslow Central and Hounslow West on the westbound Piccadilly Line.

NF 18/85 - Heard on LBC Radio on 23.11.84 was: 'Trains from Watford and Broad Street are being diverted over the Northern Line !!' What should have been said, of course, was 'North London Line'.

NF 19/85 - Further track recording using BR stock on LT metals occurred in December 1984. On 4th, two 'Hastings' DEMU power cars and a high speed track recording coach operated on the Metropolitan Line to Uxbridge, Watford and Amersham. On 5th and 6th, the two-car DMU that was borrowed in March 1984 was loaned again, but worked on as many surface and sub-surface lines of the Underground as was possible. This included the East London Line, Hammersmith (Met), Upminster, both sides of the Circle Line, Wimbledon and Richmond. The DMU was stabled overnight 5th/6th in Northfields depot.

NF 20/85 - The former CLR signal box at Queensway was officially taken out of use at the close of traffic on Thursday 6.12.84, and the area converted to automatic signalling. The siding, east of the station, has been out of use for many years previously.

NF 21/85 - An Underground train driver in Frankfurt met a car on the track inside a tunnel with the driver asleep at the wheel on 19.12.84. Fortunately the train driver stopped in time and then sought police assistance. It appears that the motorist was suffering from pre-Christmas revelry, and apparently steered his car onto ground level tracks and then followed the rails down an incline into the tunnel, before falling asleep at the wheel!

NF 22/85 - Further to NF 149/84, 1972 Mkt DM 3305 made a visit to LT metals on Friday 14.12.84, when, hauled by a class 31 diesel, the train worked to and from Neasden depot via Aylesbury having been fitted with steerable bogies.

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