

UNDERGROUND NEWS

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THE TIMETABLE

Sundays 2 June & 7 July

London Buses operate their excursion to Brill. Full details on page 63 of UN 281.

Friday 14 June

Talk, 'From Programme Machines to Computers - the Development of Modern LT Signalling Practices', by Mr.R.Blakey, Development Engineer (Signalling), LRT, 19.00 for 19.15 in the Conference Room, Baden-Powell House.

Please note: As this issue closed for press, there was a possibility that Mr.Blakey would not be able to give his talk, due to business commitments. In the event of Mr. Blakey not being able to attend, the Society's Chairman, Mr.B.R.Hardy, will give a slide presentation instead, and Mr.Blakey will speak at a later date.

Saturday 29 June

Society tour by bus of the Docklands Light Railway route from Tower Hill to the Isle of Dogs. Details UN 281, page 63.

Sunday 30 June

LURS Members are invited to participate in the London Passenger Transport League's annual memorial walk over the abandoned Northern Line extensions from Finsbury Park to Alexandra Palace, Edgware and Bushey Heath. This will be an all-day event, departing from Finsbury Park at 10.30. The cost will be £2.50 per person. Applications, with SAE and cheque for the relevant amount (payable to 'The London Passenger Transport League') to LPTL, 8 The Rowans, Palmers Green, London, N13 5AD.

Tuesday 2 July

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

Saturday 6 July

Morning visit to Acton Works. Applications, with SAE, to Mr.G.A.Finch, 161 Valetta Road, London, W3 7TA.

Further Timetable items on page 80.

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LEYTON SIGNAL FRAME

In 1978, an article appeared in *Underground News* (No.197) outlining the disposal of the redundant signal frame from the signal box at Leyton on the Central Line. Now, some seven years later, this signal frame has been restored to working order and the story of this is told below. However, as the Society has grown considerably in these seven years and has many new members, your Editor thought it would be appropriate to first publish the original article, followed by the latest report.

THE PRESERVATION OF LEYTON SIGNAL FRAME

by

Paul Creswell

What may well have been the first example of the preservation of an ex-LT signal frame (other than by LT) was accomplished in May 1978, at least to the extent of the removal of the frame from LT premises.

Until the closure of Leyton cabin in November 1971, severing the connections with the Eastern Region, the box was unique to the Underground in that it consisted of a 31-lever mechanical frame by Dutton & Co. of Worcester occupying two-thirds the length of the box, together with a 23-lever power frame of standard LT design, occupying the other one-third. The mechanical frame dated back to 1893, during the Great Eastern Railway's period of operation of the line, as did the box itself, but the adjacent power frame dated back only to 1947, when the Central Line was extended from Stratford to Leytonstone.

During the spring of 1978, the decision was taken to demolish the box as both frames had become disused following modernisation and automation of the signalling in the area, which is now controlled from the adjacent relay room. It was felt by some staff on the Signal Department of LT that there must be a preservation society somewhere which would be interested in a frame of this type, and a number of societies were contacted in April 1978 with this thought in mind. Following a visit on 29 April to view the frame, the North Norfolk Railway Company took advantage of the offer and arrangements were made to strip and remove it.

On Saturday 6 May 1978, a day shift of LT Signal Department volunteers and N.N.R. members stripped down the frame completely and lifted all the equipment from the underside of the frame to the floor of the box, as the only access below, via the working relay room, was not permitted for reasons of safety. During the course of Sunday night/Monday 7/8 May, a rather smaller number of LT and NNR personnel filled a 35 cwt van with some of this equipment, but the task was by no means completed that night. Sunday night is, of course, difficult to get people to work on, especially if they have to work again on Monday morning!

On Saturday night/Sunday 13/14 May, a much larger squad of LT and NNR staff filled a 4-ton lorry with the rest of the equipment in well under two hours. This may not sound a great feat, but the equipment, including some very heavy items and weighing, in total, nearly the 4-ton lorry capacity, had to be brought down the narrow cabin steps, across two tracks, alongside about 100 yards of track and onto and across the eastbound platform. It was fortunate indeed that there is a side entrance at street level to the eastbound platform, or more stair work would have been involved.

The exact use of the equipment then had to be determined, but the frame can be split into two sections, of either equal or unequal proportions - it could thus form the nucleus of two of the NNR's future cabins on their line from Sheringham.

THE REBIRTH OF LEYTON LEVER FRAME

by

John Keutgen

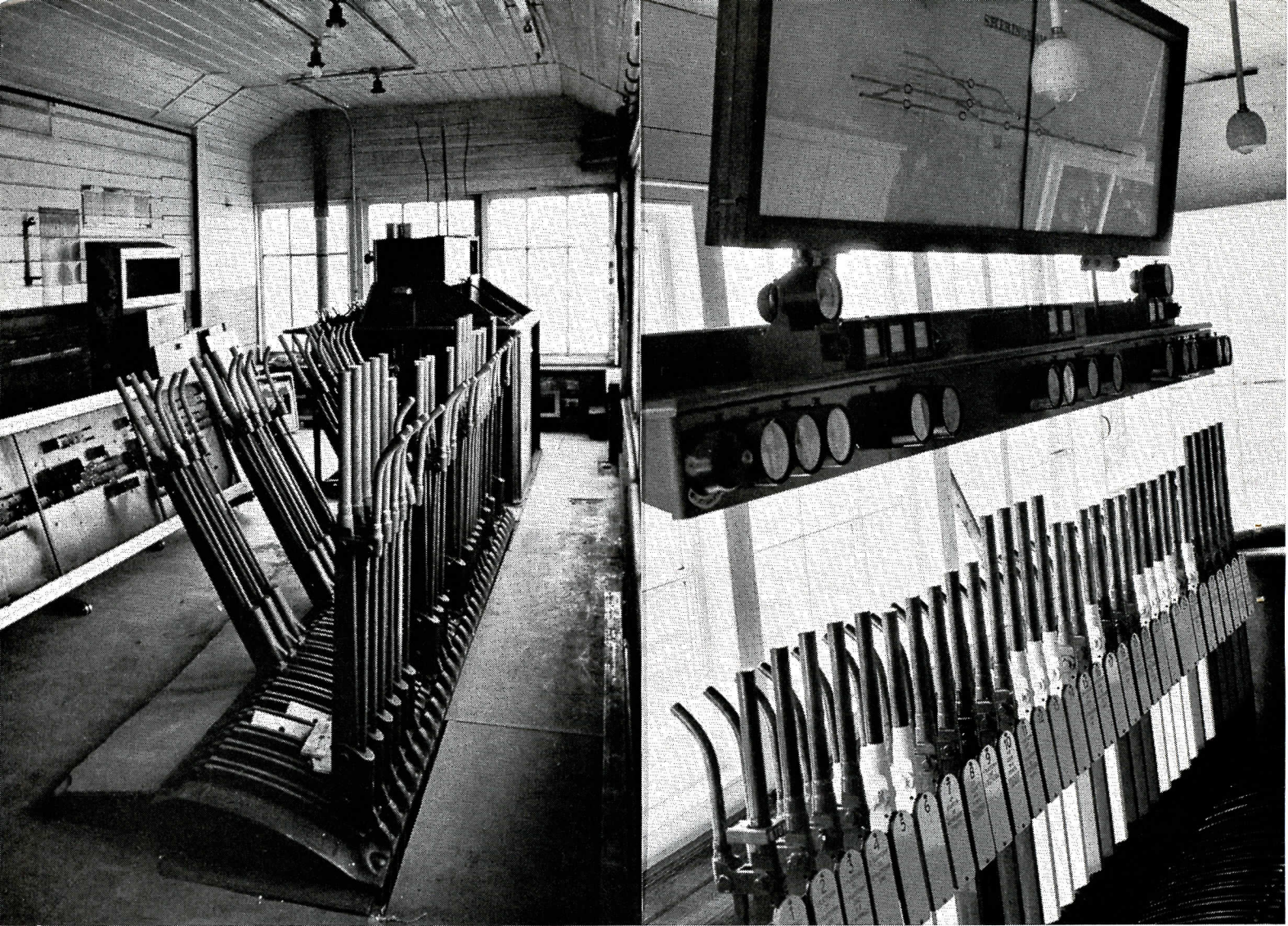
In April 1978 a group of volunteers from the North Norfolk Railway and London Transport Signals Department spent two weekends dismantling and transporting to Sheringham (the NNR's headquarters) the lever frame from Leyton signal box. The box, originally Great Eastern, was sited on what is now the Central Line just south of Leyton station and the frame was to an 1893 design by S.T.Dutton of which only one other example is known to be still in daily use (at Trowse Swing Bridge Junction just south of Norwich on the main line to London and the Midlands). The frame had been offered to the NNR at a very reasonable price as the box at Leyton was scheduled for demolition and being of an unusual design was considered ideal for preservation. At the time it was realised that neither of the two lever frames in the possession of the NNR were suitable for use at Sheringham station, so the offer was accepted although only the haziest idea of how it would be used and where it would be sited existed. Now, seven years later, the frame has been restored and reconstructed, and in 1985 will control the first phase of the re-signalling of Sheringham station.

During reconstruction it was realised from the two sets of numbers stamped on the tappets that this frame was in fact part of a much larger frame which probably stretched the full length of the box at Leyton. The main features of this design of frame are that the levers are in one piece curved at the lower end with the fulcrum at the end and the rod and wire connections being taken off at the bend in the lever. The locking was by tappet and wedge actuated via an escapement mechanism by the catch-handle. The catch handle is curved in shape and situated behind the lever. At the time of removal there were no mechanical connections to the frame and each lever was fitted with a circuit controller

PHOTOGRAPHS OPPOSITE

- Top: Leyton signal box in LNER days, looking west towards Stratford and London, on 2 July 1937, and before work had started on the Central Line extensions. (LURS Collection).
- Centre: Just over two years later at the same spot, on 22 November 1939, with work on the Central Line extensions then in full swing. Note the newly constructed ramp leading to the tube tunnels and that some track and current rails have already been laid. The LNER tracks remain as in the above photograph, those for the Central Line have been 'fitted in' between them and the houses on the left. At that time little or no work had started on what became the adjacent LT relay room, on the 'country' side of the LNER signal box. Because of the war, however, tube trains did not reach here (and on to Leytonstone) until 5 May 1947 - some 7½ years later. (LURS Collection).
- Lower: The last days of Leyton signal box, showing the adjacent LT relay room, on 29 April 1978. The connection with the Eastern Region has long since gone, although the alignment of the track can be clearly seen. A 1985 view of the same spot would show the LT relay room still in position, but only the foundations of the LNER box remain. (R.J.Greenaway)





attached to a Westinghouse D5 lever lock of a build standard used only by London Transport.

When the NNR took over Sheringham station, only the East box (one of two boxes - 'East' and 'West', of 1906 origin, which replaced the original 'Station' box) remained in existence, containing a 14-lever Saxby catch-handle rocker-locking frame common on parts of the Midland Railway, the chief feature of which is the fact that the entire works of the frame are situated above the signalman's floor. Due to a road improvement scheme this box had to be removed. At this time the NNR did not possess the expertise or equipment to move an object as large and awkward as a signal box to a location other than one reachable by a road-going vehicle, so the box was resited on the up platform just west of the site of the pre-1906 box. The site was not ideal, visibility of the yard being partially obstructed by an overbridge and parked rolling stock and some points were beyond the limit for mechanical operation. As the track layout developed it soon became apparent that the 14 levers were not going to be sufficient. As the levers of this frame are more widely spaced than is usual to allow for the locking rockers and some of the floor space was taken up by the level crossing gate wheel, it was felt that more levers would be available if the box was fitted with as much as would fit in of the Leyton frame.

At this time, signalling was virtually non-existent on the NNR, the line being operated on the 'One Engine in Steam' principle, with all connections with the main running line being controlled by ground frames released by the train staff. Signalling was considered a non-essential luxury and the usual financial constraints of a preserved railway meant that little was done although it was realised that the presence of signalling would add authenticity to the appearance of the line.

As the popularity and traffic of the line increased and with the line currently being extended a further two miles beyond Weybourne (the then western terminus of the line) it was decided that signalling had at last become essential as an aid to increased operation rather than just cosmetic. Weybourne already had a signal box obtained from Holt (formerly the next station west) and rebuilt on the up platform. Sheringham however, only had the small box that had been moved to the up platform and was being used as a signalling museum. This had proved to be a great attraction for visitors and given the disadvantages in location mentioned previously, it was decided to abandon this box and to look for a new box that could be rebuilt on the site of the old Sheringham West box. By this time, the railway workers had gained sufficient experience in moving large awkward items to inaccessible places and the absence of road access to the site was considered to be a problem no longer.

In 1982, with the completion of the new Crown Point maintenance depot at Norwich, one of the many signal boxes in the vicinity of Norwich Thorpe station became redundant. This was Wensum Junction box which was replaced by a

small power box controlling not only the functions of Wensum Junction box but the access to the new depot as well. The NNR purchased the superstructure of the box which was of wooden construction on a brick base and this was transported to Sheringham where for some months it rested on a Lowmac wagon while the foundations and a new brick-clad concrete base were being constructed on the site of the old West box. Once this work was completed the wagon was parked alongside the site and the box jacked up and rolled onto its new base. January 1983 saw the box ready for the installation of the Leyton frame. All parts were carefully restored and slowly the frame began to take shape. While this was happening the paper design exercise was being carried out, negotiations with the Department of Transport Railway Inspectorate were proceeding and by the time the frame was fully re-assembled a fully approved system design had been produced.

The design required the use of 20 of the 31 levers but in order to allow for future expansion a design covering the maximum possible degree of signalling that would ever be required was produced so that spare levers could be positioned where they would be required in any expansion.

One of the problems encountered when having to use second-hand components in a project like this is the number of different power supplies required by the various items of equipment. All the relays were 12V d.c., the block instruments required 24V d.c. and the lever locks having been originally made for London Transport were all fitted with coils wound for 100V 33 $\frac{1}{3}$ Hz a.c.

While work was proceeding on the box at Sheringham the search was on for other materials, e.g. signals, point detectors, mechanical connections, relays, repeaters, location cases, etc. These items were obtained from Ipswich Goods Junction signal box, closed on 7 April 1984 on the extension of the electrification of the London - Norwich line beyond Colchester. A group of volunteers from the NNR removed the mechanical connections from the points. The following weekend a smaller group of volunteers returned to remove relays, repeaters and other electrical items.

By the end of 1984 the Leyton frame had been completely reconstructed, all main signals and subsidiaries had been erected, the electric interlocking had been wired and tested and a fair proportion of external mechanical connections had been installed. An instrument shelf has been constructed and repeaters etc. installed. Relays have been allocated and installed in cabinets ready for wiring and the first signal has been connected to the frame.

The present aim is to have the first phase of the project in operation by Easter 1985, with project completion scheduled for Easter 1986. Then the work will start all over again - at Weybourne box!

Applications for visits to Sheringham (ex-Leyton and Wensum Junction) signal box may be made to the Commercial Manager at Sheringham station.

PHOTOGRAPHS OPPOSITE

Top left: Interior of Leyton former LNER signal box on 29 April 1978, showing the unique (to LT) lever frame supplied by S.T. Dutton of 1893 design. In the background can be seen the remains of the adjacent LPTB miniature lever frame and on the left the former LT illuminated diagram lying on the cabin floor. The signal box was taken out of use in November 1971, which marked the end of the few remaining Eastern Region DMU workings, then confined to early morning staff trains. (R.J.Greenaway)

Top right: An interior view of Sheringham West signal box (North Norfolk Railway) on 8 July 1984, showing the ex-Leyton frame in restored and almost working condition. (Brian Fisher).

Lower: In time for the May Day Bank Holiday weekend 1985, Metropolitan Railway class E 0-4-4T steam locomotive No.1 (which was LT No.144) was returned to steam by the Quainton Railway Centre. Looking immaculate in restored condition, No.1 is seen in the former Brill branch platform at Quainton Road on 6 May 1985. (R.J.Greenaway).

by

Richard Evans

Since electrification in 1913, the East London branch of the Metropolitan Line has always been served with a variety of rolling stock, and yet again we see another change, with spare units of District Line D stock taking over from A60/62 stock during the weekend of 27-28 April 1985.

Although East London Line stations can accommodate full-length trains, passenger traffic requirements and subsequent signalling restrictions (shorter reversing berths at New Cross and Shoreditch, brought about by terminal protection as a result of the Moorgate collision in 1975) have dictated 'short' trains for many years, during which time rolling stock maintenance has changed a number of times (between Ealing Common (District stock) or Neasden (Metropolitan stock)), according to which line's stock was operating at the time.

Rolling Stock

Until 1937 the line was wholly operated by the Metropolitan's saloon stock, which comprised several batches built between 1904 and 1921, the earliest types (1904-06) having clerestory roofs akin to the period, while the later batches (1912/13 and 1921) had elliptical roofs. In addition to the eight 'local' trains per hour between Shoreditch and New Cross/New Cross Gate, a through service of four trains per hour to and from South Kensington (bay) via Baker Street was also operated. However, the latter lasted only until 1914, when through East London trains were to and from the Hammersmith & City Line instead. This through service became peaks only from May 1936 and was withdrawn completely in October 1941, since when the East London Line has been purely a branch line worked over the years by a multiplicity of stocks (not all at once!), between Shoreditch (peaks only), Whitechapel and New Cross/New Cross Gate.

The East London Line shuttle service became worked by District 'B' stock (of 1905 vintage) from May 1937, but as most of this class had been withdrawn by the outbreak of the war, it was replaced by District 'H' stock (a collection of types C, D and E of 1910-14 origin), being maintained at Ealing Common. However, one Neasden-based Metropolitan three-car set continued to work on the East London, comprising the two 1925 experimental saloon motors (2598 and 2599) with M.V. equipment (which were the prototypes for what became the 'T' stock) and 1923 control trailer 6557, which was displayed at the Empire Exhibition at Wembley in 1924/25, before entering service on the Metropolitan Railway. This odd-man-out was scrapped in December 1950 (6557) and April 1951 (2598/99) at the same period of time as the last examples of Metropolitan Railway saloon stock - the Circle Line handworked door cars.

Rolling Stock on the East London Shuttles

Until May 1937: Metropolitan Saloon stock.

May 1937 to December 1953: District 'B' stock, then District 'H' (C/D/E) stock.

From c1939 to 1950: One train of Metropolitan Railway saloon stock (q.v. above).

December 1953 to September 1963: Four-car 'P' stock from Metropolitan Line.

September 1963 to September 1964: Four-car 'Q' stock from District Line.

September 1964 to May 1965: Six-car (2 x 3-car units) of District Line CP stock.

May 1965 to September 1971: Four-car 'Q' stock from District Line.

September 1971 to January 1974: Four-car (2 x 2-car units) or five-car (1 x 3-car and 1 x 2-car units) of District Line CO and CP stock.

January 1974 to June 1977: Four-car units of 1938 tube stock from Bakerloo Line.

June 1977 to April 1985: Four-car units of A60/62 stock from Metropolitan Line.

From 27 April 1985: Three-car units of D stock from District Line.

D Stock on the East London

Although there has been a surplus of D stock since service reductions of December 1982, these spare trains have been absorbed in the ventilation modification programme. It was not until 30 January 1985 that there was, for the first time, a full complement (75 trains) of D stock on LT metals, for the first trains for ventilation modifications had been despatched (in March 1983) before the last of the new deliveries were made (in June 1983). With one-person-operation (OPO) of London Underground trains at last getting off the ground (Hammersmith & City Line from March 1984 and Circle Line from October 1984), plans were implemented to so operate all surface stock lines, involving the Wimbledon to Edgware Road section of the District Line (operated by C stock) and the District main line (D stock), both types of train being designed with OPO in mind. The Metropolitan main line and East London section, operated by A stock, which is about half-way through its operating life, is also included in the OPO plans, but the A stock was not built for OPO. As conversion of the A stock to OPO will therefore be a major operation with each train being out of use for several weeks, to continue operating the East London Line, and provide a 'float' for OPO conversion, would be out of the question. Therefore, with surplus D stock available (75 trains for a 59-train service) it was decided to operate the East London Line with D stock. Six units are usually on the line at a time (five for service and one spare) and introduction of D stock would therefore release three eight-car A stock trains as a partial float for OPO conversion. At the same time, the East London, operated by three-car D stock, would make an ideal OPO conversion and in December 1984 TV monitors and mirrors began to be installed at stations on the line.

Diary of Events

The following is the lead up to the changeover of stock at the end of April 1985. Unless otherwise stated, all units are correctly formed:

Monday 25 February

Commencement of crew training: two days at Railway Training Centre, three days (drivers) and one day (guards) stock training in Barking sid-

Top: New Cross on 19 April 1985, one week before the East London Line A60/62 stock was replaced by D stock. A62 DM 5124 (fitted with train radio as indicated by the aerial to the left of the centre cab door) arrives, about to pass one of the recently installed TV monitors, for one-person operation of D stock, currently planned from 13 May 1985 for the East London branch of the Metropolitan. (Brian Hardy).

Lower: On the same day, crew training D stock unit 7516 (left) pauses for a lunch break in the southbound platform at Whitechapel, while on the right, A60/62 mixed unit (5138-6092-6093-5093) reverses in the northbound platform on a normal service working. The previous day, collision-damaged DMs (5092 and 5139) were taken from Neasden to Acton Works for repair, following which, the units will revert to normal formations. (Brian Hardy).





ings (units 7508 + 7528 reserved for this purpose).

Wednesday 27 February

D stock unit 7538 transferred from Ealing Common to New Cross for 'road handling'.

Sunday 3 March

Road handling commenced, usually (but not always) on Thursdays (guards) and Sundays (drivers) using unit 7538. This train was allocated the set number '176' (171-175 for service trains).

Friday 15 March

Tests of station TV monitors and mirrors made during midday period, using unit 7538.

Friday 19 April

D stock unit 7516 (converted for OPO mode, also with East London destinations on blinds) replaced unit 7538 (for OPO conversion, fitting of East London blinds, AND cleaning off graffiti). Having arrived at New Cross at 11.16, unit 7516 was soon utilised for road handling (see photo at bottom of page 71) leaving the depot at 12.25.

Monday 22 April

Six-car train in Barking sidings, previously used for stock training (7508 + 7528) returned to Ealing Common for OPO conversion.

Last A stock move FROM Neasden to New Cross on this day.

From Neasden: 5196 + 5152

To Neasden: 5050 + 5138 - (6092-6093-5093)

A stock units on the East London Line for the final week were therefore:

5124, 5146, 5152, 5172, 5176, 5196 (all A62).

Friday 26 April

Stock transfers were:

13.48 New Cross to Neasden (train 410) - 5152

20.04 New Cross to Neasden (train 417) - 5176 + 5196.

20.13 Ealing Common to New Cross (train 455) - 7528 + 7538.

At the end of this day, the stock at New Cross then comprised three units of A62 stock (5124, 5146 and 5172) and three units of D stock (7516, 7528 and 7538).

Saturday 27 April

It was intended that all three trains on this day should be worked with D stock, but because of a (fortunate) hiccup 'in the system', the three A stock trains were in service from the start of traffic, as follows:

Train 171 starting at 05.35 - 5172

Train 172 starting at 05.03 - 5146

Train 173 starting at 05.17 - 5124

At 09.16 at New Cross, train 172 was changed over for D stock, unit 7538 having the honour of being the first passenger-carrying D stock on the East London Line, working the 09.20 from New Cross to Whitechapel. This gave the opportunity of photographing what should not have happened - A and D stocks in public service side-by-side on the East London, although it had been previously

possible to photograph the crew training D stock (empty) next to A stock. Stock moves on this day were as follows:

13.24 New Cross to Neasden (train 416) - 5146
17.53 Ealing Common to New Cross (train 456) - 7510.

Stock on the line then comprised:

Train 171 - A stock 5172

Train 172 - D stock 7538

Train 173 - A stock 5124

Units 7510, 7516 and 7528 spare in depot.

Trains 171 and 173 remained A stock for the rest of the day - in fact into the early hours of Sunday morning. Train 173 (unit 5124) took the honour of being the last 'A' stock in service on the East London Line, working the very last scheduled passenger runs on this day (00.07 New Cross to Whitechapel and 00.29 Whitechapel to New Cross).

Sunday 28 April

The four-train service commenced with the four D stock trains available, but at 08.26 train 173 (unit 7510) was taken out of service at Surrey Docks southbound, with a pilot light and bell defect. Although the last two A stock units (5124 and 5172) were scheduled to return to Neasden depot later in the day, they were shown as 'spare' on the 'trains available for service' sheet, but (unfortunately) neither was used to replace train 173. At 12.33 the last two units of D stock arrived at New Cross from Ealing Common, consisting of 7518 and 7534 and train 173 was able to enter service at 13.53 Surrey Docks using 7518, despite difficulties with uncoupling the two in depot. At 13.36 the last two A stock units departed New Cross for Neasden and the changeover was thus complete.

Monday 29 April

Defective D stock unit 7510 was exchanged.

It will be noted that D stock introduced on the East London Line was crew-operated. OPO training commenced on this day in New Cross depot. At the time of writing, OPO is scheduled to commence on Monday 13 May. However, because of union opposition to further OPO, it remains to be seen whether OPO on the East London is realised on that date.

Conclusion

It is reported that the last A stock transfer from New Cross to Neasden on Sunday 28 April did not have a crew relief at Liverpool Street, and thus had to be worked (by reversing) to Aldgate, returning to Neasden later in the day. These two units (5124 + 5172) were seen in service as a complete train on the Metropolitan main line the next day, complete with their last East London Line destinations and set numbers in the middle positions!

In Underground News No.281 (NF 50/85) mention was made of the new car line diagrams being fitted to D stock trains. Although only three-car double cab units will work on the East London Line, some single cab units have also been fitted with them, although this now seems to have stopped. The main differences between the old and new maps were listed in NF 50/85, but

Top: In connection with the rebuilding of Mansion House station and future office development above the station, much of the station area has been opened up to daylight, revealing interesting historic buildings below street level and other buildings at street level. On 9 April 1985 a District Line D stock train arrives in the eastbound platform. By the time these notes are read, it is likely that work will have started in enclosing the station, in the next stage of development. (R.J.Greenaway).

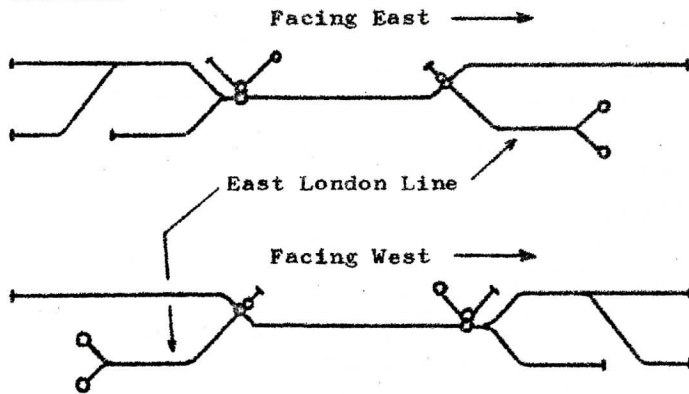
Lower: Platform view of Paddington (District & Circle) on 9 April 1985, looking east to Edgware Road. In connection with sandblasting, the station walls above frieze level have been sheeted over. The station lighting is of the high pressure sodium type. (R.J.Greenaway).

the changes in layout are as follows:

Old map:



New Maps:



FROM THE PAPERS

Daily Telegraph:

2.4.85 - The Post Office has decided not to move its headquarters back into its old building at St. Martins-le-Grand. The building may be sold for refurbishment or redevelopment. (St. Paul's station on the Central Line was known as 'Post Office' until 1937, because of its proximity to the Post Office headquarters).

The preserved Bluebell Railway marks its silver jubilee this year. Its 31 locomotives, 50 carriages (including the four Metropolitan 'Chesham' coaches) and 60 assorted wagons make it the possessor of the second largest collection of rolling stock, the largest being the National Railway Museum.

London Buses are to operate an open-top shuttle from Greenwich to the Thames Barrier.

6.4.85 - The Bluebell Railway has obtained Government permission for a five-mile extension from Horstead Keynes to East Grinstead. One major problem will be to clear a cutting filled with household rubbish!

8.4.85 - Prepaid season tickets are being used by more than 750,000 travellers on LRT buses and trains.

9.4.85 - Swakeleys House, Ickenham (formerly recognised in the station name 'Hillingdon (Swakeleys)'), has been completely restored and re-decorated by a group of local residents, and rented to an American company.

17.4.85 - From the new BR timetable, operative from 13 May 1985, Fenchurch Street will close at 21.00 each night and services will be diverted to Liverpool Street.

20.4.85 - The GLC is planning to extend the use of wheel clamps on illegally parked vehicles throughout the capital, but it needs Transport Department approval. The present limited scheme has caught nearly 90,000 cars since its start in 1983.

22.4.85 - The Prime Minister is due to open the £10-million Ismaili Centre at South Kensington on Wednesday (24.4.85). The centre has been designed to blend in with the surrounding area, and has its own stairway from the South Kensington station subway.

26.4.85 - So many women have been assaulted at Essex Road tube station (on the former Northern City Highbury branch, now part of the Great Northern suburban electric line), that BR have installed alarm-buttons and closed-circuit television. The station is 100 feet below street level and has a labyrinth of stairways and tunnels.

The NUR has instructed its members not to switch to one-person-operation of any further London Underground lines, and has called for a special study of extra stress and strain for such drivers and a 45-minute break after two hours of driving. The East London Line is due to go over to driver-only operation on 13 May, the District Line in June and the Metropolitan next year. London Underground Limited has withdrawn the general 7½% pay increase for 'everyone on the promotion ladder towards one-person-operation'.

29.4.85 - A fire in an office 80 feet underground in the Ministry of Defense building in Whitehall took six hours to get under control. Firemen had to work in 30-minute shifts because of the intense heat and smoke. The Scottish National Liberation Army claimed responsibility for starting it. The fire occurred at 03.30 on Saturday 27 April.

30.4.85 - British Rail is simplifying and altering its range of tickets from 12 May 1985. There will be three basic types of ticket: Cheap Day Returns (available for up to 50 miles radius in London and the South East), standard, and Savers (available up to one month, with differential fares according to the expected train loadings).

The Standard:

Date unknown - LRT is to hire consultants to improve signing on the Underground. Although the familiar bullseye will be retained, direction signs are to be clearer and colour coded for the different lines.

(Editor's Note: Photographers - get photographing the old signs now, before what remains are ripped down!)

The Times:

27.3.85 - Looks back to 25 March 1843 and the opening ceremony of the Thames Tunnel, now part of the Underground's East London Line. For the celebrations, two marquees were erected at Rotherhithe, one for directors and one for visitors. First impressions were not favourable. The staircase appeared to be 'propped up by sundry long poles, not very skilfully nor very effectively applied'. Walking through the tunnel, which had taken 18 years to construct, there was no ventilation and the sawdust on the damp ground, together with more than 150 gas lights, created an 'atmosphere at once disgustingly heated and fetid'. The sounding of a gun at 16.00 announced that the opening ceremony had begun, and the procession walked through the western tunnel to Wapping. Here they ascended to street level and after a parade descended again and returned to Rotherhithe through the eastern tunnel.

The Stanmore Observer:

15.3.85 - After a campaign beginning in 1983, a local resident has won a battle with Brent Council for netting to be put up under Cumberland Road bridge, by Queensbury station, and over which Jubilee Line trains run. The netting was put up in November 1984 to prevent birds roosting there.

REVIEWS

LONDON TRANSPORT UNDER THE GLC - A record of achievement. A4 size (210 x 297 mm), 16 pages in full colour. Obtainable free of charge from the GLC bookshop, County Hall, London, SE1 7PB.

This lavishly-produced booklet sets out to record the development of London Transport services and facilities during the years from 1970 to 1984, when LT was under control of the Greater London Council. Except when dealing with the recent history of fares, the booklet makes no distinction between the Labour and Conservative administrations at County Hall. 'We' is used to describe the controlling body through the 14 years. There are various charts of progress during the period, showing capital expenditure, train and bus mileage run, and reduced waiting times. Underground developments described and illustrated include new rolling stock, station modernisation, lift and escalator modernisation, underground extensions, and the Docklands Light Railway. On the last page, photographs contrast CO/CP and 1983 stock. The implied question throughout is 'will it continue to improve under LRT?' Time will tell.

DFC

Exhibition: ON THE MOVE at the Design Centre, Haymarket, 3 April - 12 May 1985.

This exhibition was billed as 'examining the contribution that designers are making to a better future for passenger transport', and illustrated the latest design approach to all forms of short and medium-distance passenger transport - railway, road, sea and air. Apart from helicopter models in the shop window, the LRT exhibit had pride of place in the entrance. There were models of cars from each of the 1986 Prototype Tube Stock trains, as described in UN 270 (page 65), distinguished by letters and colours. The 'A', or red train, has red ends and red doors, but is otherwise black above the waistline and white below. There are two large two-leaf doors in the middle of each side, and two smaller single-leaf doors at the ends, including the external cab door. There are new high-backed seats and $\frac{2}{3}$ -length windows in the cabs, whilst the opposite ends have half-length windows. The 'B' or blue train has a floor-to-ceiling windscreen in the cab end, but much more limited glazing at the trailing end. The remainder of the car ends are painted blue, and there is a blue stripe below the windows along the sides, but otherwise the sides are silver. There is pressure ventilation over the central gangway. The 'C' or green train has one large side window between the doors (there are two windows in the other types) and fairly conventional cab glazing, which is repeated in the opposite end wall. The five-seat banks of longitudinal seats have arm-rests and there are perch seats at the doorways.

Turning from rolling stock to stations, there was a complex aluminium extrusion which was not described, but seemed to be a double-sided dot matrix train indicator case. Various station modernisation ideas were illustrated. There were four different drawings on the theme of Marble Arch, and ideas for particular stations were shown. Earls Court, Piccadilly platforms retained their dark brown rings, but had an added extra in the form of a four-colour 'shape' above the exit, which served no apparent purpose. At Waterloo, Northern Line platforms, the 'Yerkes rings' were repainted in red, yellow, blue and green, i.e. all colours on each ring. Similar colours were in a band down the platform wall. At Euston, large rectangles of blue, red and yellow adorned the platform walls and continued across the ceiling. There was also a model of Heathrow Terminal Four station with a large 'oval' (circular ends and straight sides) ticket hall. This had been craftily photographed to give the impression of a picture of the full-sized station.

The LRT exhibition was completed by illustrations of designing the next generation of London buses.

British Rail showed models of class 89 and 225

electric locomotives and a prototype Bo-Bo high speed electric locomotive, also new coaches for the 125's and a 'Sprinter' DMU.

The Docklands Light Railway was illustrated by photographs and a model, and the Tyne & Wear system by a model and an audio-visual display of the construction work. Westinghouse Signals showed their contribution to the new Singapore Rapid Transit system, with its sliding doors along the platform edges. Less conventional systems included the 'Flyda' (very) light rapid transit system, for Cardiff, with two wheels on the roof and two below the floor, and the Maglev system for Birmingham Airport.

The exhibition also included bus and trolleybus developments, the proposed 'STOL' airport in London Dockland, the proposed West Midland light rapid transit system, helicopters, hovercraft, short distance aircraft, and ships.

DFC

UNDERGROUND POCKET MAP - three-fold diagram of lines, 73 x 150 mm (folded). Ref.A.1985. Issued free of charge by London Underground Limited.

London Underground Ltd. has celebrated its formation by reverting to the old style of system diagram without the border of advertisements (reviewed in UN 272, page 92). The diagram itself, which occupies the whole area of one side, when opened, is very similar to the previous edition, and is still designed by FWT Cartography. The principal changes in the diagram are:

- (1) The previous diagram's upper case lettering for station names has been replaced by lower case throughout (apart from the initial letter).
- (2) All of the British Rail, London Midland Region lines have been deleted, i.e. Richmond-Broad Street and Harrow-Watford Junction. The Waterloo & City Line and the Great Northern Electrics are shown in orange.
- (3) Probably as a result of (2), the branch to Watford (Met.) runs due north from Moor Park, instead of being bent to form a symmetrical pattern with Watford Junction.
- (4) High Street Kensington has become an interchange station.
- (5) The panel giving details of stations which are not open throughout normal traffic hours has been enlarged, and the typeface made more legible.
- (6) The all-red 'roundel' has been replaced by a blue and red bullseye with 'UNDERGROUND' across the bar.

Although there is no change in the description of the Bakerloo' service north of Queens Park as merely 'peak hours', the removal of the BR line to Watford has deleted the last hint that there might be another operator on this route outside the peaks.

On the other side, two leaves contain an index to stations and a repeat of the details of stations not open throughout traffic hours, but a new feature is a blue bicycle symbol to show stations with bicycle storage facilities. The third leaf, the front when folded, shows an Underground bullseye against a 'tiled' background of grey rectangles, as though it were a station name. There is no fare zone diagram. The full reference is: 385/12086/1,000m(2777).

LARGE PRINT MAP - Two-fold diagram of lines. Size 148 x 210 mm (folded). Reference 385/12081/25m (3372). Issued free by London Underground Ltd.

This is an enlarged version of the Underground Pocket Map, doubtless printed for those whose eyesight is not as keen as it once was. The systems diagram appears to show exactly the same information as the smaller map. The index to

stations occupies one leaf of the back, but as the symbols for car and bicycle parking are printed in black, they do not stand out as well as the blue symbols on the small map. A lighter-weight paper is used than for the small map.

DFC

ADVERTISEMENT

Collect Transport Tickets? Then send a large S.A.E. for a copy of 'TRAVEL TICKETS MONTHLY', the new monthly sales/auction list with a difference. Tickets on approval. 'Wants' finding service facilities are available. Visitors are also welcome by prior arrangement to view tickets at the address below.

Of special interest to readers of Underground News is my stock of London Transport Underground tickets for disposal. A wide variety is available dating from pre-LPTB days (limited supply) to recent times. Just drop me a line indicating your particular interest, or call round by prior arrangement (I am in residence at most times). Enquiries from junior collectors also welcomed, bumper bundles of tickets at £1.00 per selection available to new collectors.

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Graeme Beedle Enterprises,
92 Elgin Crescent,
London,
W11 2JL.

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SA55/282/85

POSTAL AUCTION

The following items are available for auction by post:

- (1) 'London's Underground' by H.F.Howson, third edition, 1961.
 - (2) 'London's Underground' by H.F.Howson, fourth edition, 1967.
- Both (1) and (2) are in original dust jackets.
- (3) Underground Guide, 13 November 1972.
 - (4) 'How the Underground Works', second edition, 1968.
 - (5) ABC London Transport Locomotives and Rolling Stock, 1969 edition. (Ian Allan).
 - (6) London Transport Locomotives, by P.Densham, original price 1/6d! Published in 1947.

Any member wishing to make a bid should write to Mr.E.Cope, 25 Hawes Drive, Bradford, West Yorkshire, BD5 9BB on or before 29 June 1985. A separate bid is required for each item. Bidders should send no money, but state their bid(s). No acknowledgements will be sent, but the successful bidder(s) will be asked to forward his/her remittance, upon receipt of which, the item(s) will be forwarded by post.

The Society reserves the right not to accept any bid. Bidders, please quote your membership number.

SOCIETY SECTION

April Baden-Powell House Meeting

In introducing the speaker for the meeting, the Acting Chairman said that Mr.Edwards needed no introduction really to members, as he had occupied the office of President of the Society 1981

to 1982. He had also addressed meetings twice before and had been co-author of four books about the Metropolitan Railway, and a fifth book - 'London's Underground Suburbs' is to be published in the near future.

Mr.Edwards opened his talk by stating that he was not going into technical details as he was sure that these were well known by most of those present already. He then gave a generally accepted view of the picture most persons had of a branch line, such as those belonging to the Metropolitan Railway. This included such things as a hot summer's day with the sun shining on a creosoted plank platform, a tiny hut as a waiting room and a small ticket office out alongside the road with a shuttle train moving about. There would be fields all around and a smudge of soot on the overbridge outside the station. In the winter, of course, there would be a coal fire in the waiting room. The line was usually served by antiquated stock. Wild life would abound, with the train possibly running over foxes and rabbits, and the driver stopping his train in order to poach pheasants or some other game. At the terminus there would be a goods shed, and this was very much so on the Metropolitan, for this line was built not only for passengers, but also for goods, of which it carried a lot. So goods trains would inevitably be in view. The fascinating thing about the Met. branches were their apparent remoteness from civilisation, although they were so close to London.

In setting the scene for his talk, entitled THE METROPOLITAN'S OUTER BRANCH LINES, Mr.Edwards said that he was going to talk about each branch, taking them in their correct chronological order.

The first of these branches was that from Paddington (Bishops Road) to Hammersmith (the Hammersmith & City Line). This may seem surprising but in fact it was a branch of the first stretch of the Metropolitan Railway which ran from Paddington (Bishops Road) to Farringdon Street in the City. This was, of course, also the first Underground Railway in the world. The line to Hammersmith, opened in 1864, was a branch to this. It is recorded that when built this branch ran out in open fields and from land which produced hay and vegetables for the London Market. At the time of the construction of the branch, London was expanding south-east and not north-west in the area where the branch ran. Portobello Farm and Notting Hill Lane were the areas through which it ran. However, after the railway was built, it was not long before the land around it became built up with houses.

The extension of the Metropolitan Railway into the country, later known as Metro-land, was part of Sir Edward Watkin's (who was Chairman of the Metropolitan Railway and of the Manchester, Sheffield and Lincoln Railway - later to become the Great Central Railway) dream of a railway from the north through London to the south coast and then, via a tunnel, onto Paris. This, of course, has yet to happen! The first place the Metropolitan went to in the Chilterns as part of the extension was Chesham - which is the second branch to be considered. The line went to Chesham, not because of the possible construction of a main line to Berkhamsted, but because Chesham was a good place to have a temporary terminus. When the line was constructed the local inhabitants feared that the station was not going to be in the town centre, which was true because owing to lack of money the Company could not afford to build a station in the town.

The Company had needed to buy a lot of land already from the Duke of Bedford and Lord Chesham along the Chess Valley in order to lay the line up to the town. Therefore, the town's people contributed £2,000 to purchase land in the centre of Chesham for the station. This land also allowed for a fair size goods yard. Goods in

those days was the prime reason for the line to be built. Chesham was famous for making boots and shoes, water cress and wood turnery. For this gift of land for the station the Metropolitan was very grateful. To show their gratitude the Company gave a lavish lunch to the town's folk at the time of the opening, which is the reverse to normal practice. Practically from the time of opening the line was used for outings by many people from London who could hire a conveyance (horse and carriage) for a half-guinea for a tour around the Chilterns. Also, through running for excursions could be made from Chesham to Crystal Palace and even Margate. Typical of many rural branch lines, the Chesham line was renowned for its very friendly atmosphere.

The next branch line was the Oxford and Aylesbury Tramway, otherwise known as the Brill line. It is not intended to go into the history of the line but to relate one or two anecdotes. However, very few people ever travelled on this line, a lot of those who did being enthusiasts who would enjoy the line's subtleties. One of its charms was that the branch was very 'Emmett like' (Emmett being a British cartoonist who drew pictures of funny-looking machines) with odd-looking engines. Derailments were a frequent occurrence and there are reports that the estate workers were often called in to assist in putting the vehicles back onto the rails again. Another incident reported was that of a lady who joined the train at Quainton, wondered why it had stopped at Church Siding and was waiting for a long time. Noticing the engine crew having a smoke beside the locomotive she asked the question why they were waiting so long. She was told by them that they were unaware that anybody was on the train that afternoon. The most serious accident, it is thought, was when a lady-in-waiting to one of the Duke of Buckingham's daughters, was killed by a train when walking alongside the track in the early 1900's. It is noted in any pictures of the line that there are always a lot of wagons in view. Far more went by rail in those days as there was very little road transport. The line does not seem to have been well advertised and in fact, in 1932, the Metropolitan stated there was little at Brill for travellers. However, if one wanted to stay there, there was one hotel, or they could stay at Mrs. Aida Smith's Guest House, which had nine rooms and bedrooms and running water. The only time the branch made a profit was in June 1904 when the materials for building the rival Great Central Railway were carried on the branch to Wootton where the new Great Central Railway crossed the line.

The next branch was the important country branch called 'The Harrow and Uxbridge Railway'. It is reported that at the time of building the line passed through $7\frac{1}{4}$ miles of open, sparsely inhabited countryside, of elm-lined lanes and hayfields, under which lay heavy London clay. During construction some very fine poplars at Eastcote were cut down and were used for fencing alongside the railway. The Contractors also built a saw-mill at Rayners Lane. These buildings were later sold to a caterer and made into the main buildings of the Paddocks Tea Garden in South Harrow. A 'Times' reporter, who travelled on the train from Harrow that opened the line, wrote about the grass cutting machines and the startled heads of pheasant which ran for cover 'almost within the sound of Bow Bells'. At the inaugural lunch at Uxbridge, those present heard the Metropolitan Chairman and other speakers talk about how the areas beside this rural branch would be built up into areas of houses for London's expanding population. The local press stated that they expected Uxbridge to develop into a first class residential neighbourhood and health resort. The first bank holiday after opening 2,000 people bought tickets at Uxbridge station, having come out by tram and were to return by train, or vice-versa. However,

the actual build up of residential areas did not happen as expected until the mid-1920's. In the early years the branch was very popular for outings and this resulted in the need for facilities such as tea gardens. One of the first halts on the branch was at Ickenham, which was requested by petition by two councillors of the area - David Brickett and George Weedon. The latter also opened the Poplars Tea Gardens in Ruislip, a place which probably had the most excursion traffic. Parties of up to 4,000 people could be accommodated under cover, so it was a great place to go for outings, especially Sunday School outings. Trains could be hired for these outings and they were stabled in the electrified sidings alongside the coal yard. Another popular place was the Pavillion at Eastcote. It had to be remembered that many of the children who went on these outings came from places like White-chapel or Edgware Road and this tended to be the only sort of holiday they would get - a day's outing by train into the country at Ruislip or Eastcote. Goods traffic was very important on the Uxbridge branch and it was the people of this town who requested a large goods yard at Belmont Road. Dairy produce, especially milk, was expected to be a large traffic, but it never really came fully up to expectations. Some building was done before World War I, but not many people moved into the areas alongside the line. Those who did were the early day commuters. There is a story of some people who commuted to London each day, would spend the evening in town as well and would catch the last train to Harrow. They would often miss the last shuttle train from there to Uxbridge in which case they would leave Harrow station and walk to West Harrow, by which time the current was off and they would walk along the track to Ruislip. The Station Master at Ruislip used to turn a blind eye to all this. In the 1920's the Metropolitan instigated development of the land either side of the line, it being advertised as part of Metro-land. Two branch lines were proposed from this line in the 1920's. These were the 'Harefield loop' from Ickenham, through Harefield to Uxbridge and the Chalfont branch leaving the Uxbridge line at Eastcote, running up the Pinn Valley, across the Colne Valley to Chalfont St. Peter. Neither of these schemes ever reached Parliament. The first major development in large scale building started on 1 August 1929 when Rayners Lane as a housing estate was founded as Harrow Garden Village, which was very quickly to expand.

The next branch is that to Watford, Originally it had been proposed, in 1892, for a line from Wembley Park through Kingsbury, Stanmore and Bushey to Watford, but this never got off the ground. Other proposals were made with the same success. However, the local Watford inhabitants pressed for the Metropolitan for a branch line to their town, not from Wembley Park, but from Moor Park (and Sandy Lodge) through Croxley to Watford High Street. The station in the High Street was actually built but was never used for its intended purpose because the railway did not reach the High Street. The buildings became a tea room run by a company wholly owned by the Metropolitan Railway. The reason for the Met. not going to the High Street as originally intended was because the local town's people, although they wanted the railway to the High Street, did not want the line to cross the lovely Cassio Park. So the terminus was built on the far side of the Park, at least a mile from the town centre. At the opening there was great celebration and speeches of expectation about how the railway would open up Watford, but this was not to be fully realised, the crowds not coming as expected. The branch required some heavy engineering work in its construction, crossing the Grand Union Canal twice and requiring a deep cutting through a spur of the Chilterns. At Watford there was built an enor-

mous goods yard. To start with a lavish train service was provided by both the LNER to Marylebone and the Metropolitan to Baker Street - 70 trains by each company each weekday. The LNER withdrew their passenger service at the time of the General Strike in 1926, but both companies continued their goods services.

The final branch was the Stanmore line. This line was built to tap more suburban traffic and also to take advantage of an Act of Parliament passed in 1930 to ease the then unemployment problem. First thoughts were to go to Elstree, and Stanmore was to be a temporary terminus with facilities to extend the line later. The line, like all the others, was built in open country, passing Stag Lane Aerodrome which was up for sale at this time for development. Queensbury was the last Metropolitan station to be opened and was in an area of great development. The name was the winning entry of a competition to find a name for the station. The prize for the winner was £5.

In conclusion, one has to think of the branches as they were, the most typical being that to Brill which closed some 50 years ago - a time which today seems a long way back in history. So, of the branches that remain, the one to Chesham is to be considered today as the most typical of the Metropolitan branch lines.

The talk was followed by some very interesting slides, some over 20 years old, of scenes on all the branches, illustrating a lot of the points covered in the talk. After answering some questions from the audience, the latter showed their appreciation for a very interesting and informative address.

LAB

Correction to UN 279

On page 32, top of first column, 3rd line -
DELETE 'bow'.

ROLLING STOCK ALTERATIONS

ADD for February 1985:

C77 unit to Acton Works for overhaul -

5706-6706 7th

AMEND for March 1985:

1938 Tube Stock unit going for scrap on 22nd should read - 10248 11248 12431 012226 and NOT as shown.

April 1985

1938 Tube Stock:

From Stonebridge Park to Ruislip, withdrawn stock -

10213-012302-11213+10222-012310-12026-11222 16th

1959 Tube Stock:

From Golders Green to Stonebridge Park, transferred Northern to Bakerloo -

1048-2048-9049-1049+1050-2050-1051 18th

1972 MkI Tube Stock:

From Thomas Hill, Derby, returned to Morden by road, fitted with experimental bogies -

3230 2nd

1972 MkII Tube Stock

From Neasden to Golders Green, transferred Jubilee to Northern -

3237-4237-4337-3337+3437-4537-3537 17th

1983 Tube Stock:

From Metro-Cammell, Birmingham, delivered to Neasden -

3624-4624-3724 6th

Entered service, Jubilee Line -

3623-4623-3723 1st

3605-4605-3705 12th

A60/62 Stock OPO Modifications:

Units	Neasden - Acton	Neasden - Ruislip
5038 *	26.4.85	-
5122+5098	-	30.4.85

Note * Unit for half-life overhaul in addition to OPO mods.

Miscellaneous Movements:

4122-3121 Northumberland Park to Acton, burn-out 9th

5222-6222-6223-5223 Neasden to Acton, for parking brake mods 15th

L126+5092-5139+L127 Neasden to Acton, collision damage 18th

3230-4230-4305-3330 Golders Green to Acton for weighing 30th

5222-6222-6223-5223 Acton to Ealing Common after parking brake mods and for tests 30th

Changes to Unit Formations:

1972 MkI Tube Stock:

From 3205-4205-4305-3330
To 3230-4230-4305-3330

Spare 3205 4205 4330

Expts 3305

Units to Acton Works for Overhaul:

Metropolitan	5713-6713	2nd	(d)
Piccadilly	176-576-376	3rd	(d)
Bakerloo	1152-2152-9153-1153	11th	(a)
Metropolitan	5112-6112-6113-5113	12th	(b)
Victoria	3002-4002-4102-3102	16th	(c)
Central	1434-2434-9435-1435	18th	(b)
Metropolitan	5714-6714	25th	(d)
Northern	3434-4534-3534	25th	(d)

Units from Acton Works after Overhaul:

Metropolitan	5706-6706	2nd	(d)
Piccadilly	164-564-364	3rd	(d)
Bakerloo	1104-2104-9105-1105	11th	(a)
Metropolitan	5220-6220-6221-5221	12th	(b)
Victoria	3030-4030-4130-3130	16th	(c)
Central	1438-2438-9439-1439	18th	(b)
Metropolitan	5710-6710	25th	(d)
Metropolitan	5216-6216-6217-5217	26th	(b)
Northern	3234-4234-4334-3334	26th	(d)

Service Stock:

From Procor, Wakefield, delivered to Ruislip -
General Purpose Wagons

GP903 GP907 GP908 GP909 GP910)	4th
GP911 GP912 GP913 GP914 GP918)	
GP915 GP916 GP917 GP919 GP920)	18th
GP922 GP923 GP924 GP925 GP926)	
GP921 GP929 GP930 GP931 GP932)	30th
GP933 GP934 GP935 GP936 GP937)	

1938 Tube Stock Position - April 1985

At the end of April 1985, there were nine trains of 1938 Tube Stock available for service.

These were as follows:

3-car units	4-car units	Note *
10139	11012 *	
10161	11116	
10221	11142	Restored
10229	11148	units (in
10255	11162	as near
10279	11184	original
10291 *	11188	condition).
10308	11193	
10318	11214	

NF 51/85 - It is reported that the Terminal 4 building will not now be opened this year, due to a dispute over what airline companies should operate there. Thus, the signalling for the loop, which was to have been commissioned during the weekend of 27-28 April 1985, has now been put back to the weekend of 19-20 October 1985. Consequently, new District and Piccadilly timetables will be deferred.

NF 52/85 - The modernisation of Kings Cross station, Piccadilly and Northern lines, was scheduled to start on 18 March 1985.

NF 53/85 - Work has started on the renewal of two bridges on the Chesham branch - at Moor Road and Waterside.

NF 54/85 - It is generally the practice when installing new lighting in the open sections of open-air stations, for the name signs to follow later - sometimes weeks after the new lighting has been commissioned. However, it was observed at Newbury Park on 2 May 1985, that the new name signs had been placed in position, but the light fittings had not been fixed in position.

NF 55/85 - At long last, work on installing fluorescent lighting has been started at Hammersmith (District & Piccadilly) platforms.

NF 56/85 - On Friday morning 1 March 1985, a point failure at Hanger Lane Junction caused two Piccadilly Line trains to be diverted to Ealing Broadway (District Line). The first, No.256, the 08.14 at Ealing Common, was observed by a member arriving at Ealing Broadway at 08.37 showing 'Uxbridge' and carrying a fair number of passengers. The other train to be diverted was No.314, the 08.19 at Ealing Common. Through running was restored with train 316 (08.24 at Ealing Common), albeit some 40 minutes later than scheduled.

NF 57/85 - Good progress is being made on installing OPO equipment at stations on the District Line between Ealing Common and West Kensington. As at 20 April, supports for TV monitors and mirrors had been erected on all but a few platforms - the exceptions being the eastbound platforms at Stamford Brook, Ravenscourt Park and West Kensington. However, the mirror and monitor put up on the eastbound at Ealing Common in March has since been taken down, no doubt as they obstructed the eastbound starting signal, WM5. It is interesting to note that 'rare' moves have also been catered for, so far as District Line OPO is concerned - such as an eastbound departure from the westbound Piccadilly platform at Hammersmith, and Piccadilly platform faces between Acton Town and Ravenscourt Park.

NF 58/85 - It is reported that traffic at Shore-ditch station since reopening on Sunday mornings from June 1984, has been disappointing, and not sufficient to justify the extra staff needed for the opening.

NF 59/85 - Islington Council are considering the future of a number of buildings in the Gifford Street area, N.1. One of the buildings in question is the surface of York Road old tube station, closed in 1932, but still owned by LT. Although the surface building has been empty for some time and '...has become a considerable eyesore', the Council feel it would be better used for workshops or storage, rather than it be demolished as this would be expensive because ventilation shafts for the Piccadilly Line are incorporated into the structure of the building. The report concludes by stating that the station building is attractively tiled and grant aid to a private developer could be possibly made available for conversion works to the building.

NF 60/85 - Dot matrix advertisements have been installed in the ticket hall of Morden station for outgoing passengers, currently advertising

Wandle District bus excursions.

NF 61/85 - St. Paul's station was closed on Saturday and Sunday 27/28 April for essential work to the roof of the station booking hall. On Sunday 28 April, Chancery Lane station was opened specially - normally this next-door station is closed on Sundays.

NF 62/85 - The temperature in Neasden South (BR) signal box dropped below the agreed minimum of 60.8°F on 29 April 1985 because of a heater failure. The signalman on duty decided it was too cold to work and went home. In consequence, LMR DMUs destined for Marylebone had to be turned short in the morning peak - at Harrow-on-the-Hill (south to north) and (presumably) West Ruislip.

NF 63/85 - A notice alongside the ER booking office at Stratford station deals with the transportation of prams and bicycles on the Underground as follows:

They are not allowed at any time on the Piccadilly, Central or Northern lines, or on the District Line between Acton Town and Hounslow West, or between Acton Town and South Acton. They are also not allowed between Elephant & Castle and Stanmore or Queens Park on the Bakerloo Line, but CAN be taken at any time in the luggage compartments of Metropolitan Aylesbury line trains!

The notice bears the date of 2.50!

NF 64/85 - London Underground staff are being asked to lend a special helping hand to passengers suffering from 'transport disabilities'. In a message to staff, Operation Director John Cope reminds train and station staff that many people without obvious physical disability may suffer problems while travelling on the Underground, through, for example, stiff joints, sight or hearing difficulties, heart trouble, and the need to cope with small children or luggage. Mr. Cope says that though London Regional Transport has a statutory duty to take the needs of the disabled into account, the personal attitude of Underground staff is most important.

The message is: 'Look out for passengers who may need your help - and please offer it without needing to be asked'.

NF 65/85 - On the Keighley & Worth Valley Railway, the following report has been received on the three ex-Metropolitan Dreadnought compartment stock coaches:

No.427 - Continues to be operated in service. As a 3rd brake it is a very useful vehicle on the railway. Some exterior trim work was completed during 1984, with more to be done in better weather.

No.465 - The roof of this 9-compartment coach was re-covered in 1984. Some exterior panel and trim work remains to be done.

No.509 - The roof of this coach was also re-covered in 1984, with other work continuing.

NF 66/85 - A B.T.C. sign still exists at the entrance to Chalfont & Latimer station, as follows:

BRITISH TRANSPORT
COMMISSION

NOTICE IS HEREBY GIVEN
IN PURSUANCE OF SECTION 57
OF THE BRITISH TRANSPORT
COMMISSION ACT 1949 THAT

THIS ROADWAY IS
PRIVATE PROPERTY

Section 57, as to Rights of Way over roads, footpaths & C.

As from the passing of this Act no rights of way as against the Commission shall be acquired by prescription or user over any road, footpath, thoroughfare or place now or hereafter the property of the Commission and forming an access or approach to any station goods-yard, wharf, garage or depot or any dock or harbour premises of the Commission.

NF 67/85 - Not on the Underground, but interesting nevertheless, new signs have been erected at the peak-hour-only station of Watford West on the Croxley Green branch of the LMR d.c. electric lines. However, the new signs read WEST WATFORD, but one old LMR maroon sign remains right next to one of the new ones - reading WATFORD WEST!

NF 68/85 - The fire at Oxford Circus northbound Victoria Line platform in December 1984 has revealed interesting tunnel segments. Among those which bear the date roughly applicable to when the line was built, there are some examples of 'LPTB' segments, which must have come from the store of tunnel segments, between South Woodford and Snaresbrook, beside the Central Line westbound track. Perhaps these LPTB segments were meant for some of the abortive extensions, such as the Brockley Hill tube tunnels on the Bushey Heath section??

NF 69/85 - The class 503 EMU's on Liverpool's Wirral Line made their final passenger runs on Friday 29 March 1985. The last four serviceable sets all worked on this day - the 1956-built units (28371+28394) in the morning peak and the 1938 units (28680+28690) in the evening peak. A very successful farewell railtour operated on Saturday 13 April using both trains, and were changed over during the afternoon break, so that all participants had a chance to ride on both types. The two specials ran about 15-20 minutes apart and covered all passenger sections of the Wirral and Northern Lines. This gave the opportunity to ride the empty stock connection between James Street and Liverpool Central, in both directions. The Wirral Line is now worked by class 508 stock transferred from the Southern Region.

From the new BR timetable from 13 May, peak hour and evening services on the Wirral Line are being reduced. During peak hours, the off-peak service interval (5 minutes in tunnel section, 15 minutes to each of the three branches) is continued, but with six-car trains, plus four 'push-in' trips (one to West Kirby, three to Rock Ferry). In the evening period, services are reduced from 6 1/2-7 minutes loop and 20 minutes branches to 10/30 minutes respectively.

The Mersey Railway tunnel and the elaborate draining and pumping arrangements were featured recently on BBC TV's Blue Peter programme. This included a cab ride in a class 508 EMU from James Street to Hamilton Square.

NF 70/85 - Work continues apace on the reconstruction of the platforms at Alperton station. The westbound, on which work was started after the eastbound, has reached the canopy.

NF 71/85 - Further to NF 41/85, work is almost complete in installing new lighting at Eastcote, with only the westbound platform under the canopy outstanding. It is pleasing to note that the high pressure sodium type lighting, installed in the 'open-air' section, have been fixed to the original concrete LPTB lighting stands, rather than provide complete new poles.

THE TIMETABLE (Continued)

Friday 12 July

Talk, 'From ATO to OPO' by Mr.D.K.Ware. 19.00 for 19.15 in the Conference Room, Baden-Powell House.

Tuesday 30 July

Library Evening, 18.00. Other details as for 2 July.

Friday 9 August

Talk, '120 Years of Underground Tickets' by Mr.J.E.Shelbourne, General Secretary, Transport Ticket Society. 19.00 for 19.15 in the Conference Room, Baden-Powell House.

Monday 9 September

Library Evening, 18.00. Other details as for 2 July.

Friday 13 September

Talk, 'The Snow Hill Link' by Mr.C.Austin, Passenger Planning Officer, London & South East, British Rail. 19.00 for 19.15 in the Conference Room, Baden-Powell House.

Friday 11 October

Presidential Address, 'British Railway Bridges' by Mr.P.D.Stephens. 19.00 for 19.15 in the Conference Room, Baden-Powell House.

BEAUTY, PERFECT BEAUTY

As your Editor was wondering what to fill this last bit of space with, his attention was drawn to the following, in 'Sunday Express Magazine' for 12 May 1985:

A multi-page article on 'The Fifty Most Beautiful Things in Britain' includes under 'The Most Beautiful Emblem' - THE (bullseye) SYMBOL OF LONDON TRANSPORT. It is described as being -

'.. neither a poke in the eye, nor a visual excitement, but is an old friend, a simple and plain-spoken character As a design it has an honest simplicity. The circle is evocative of wheel and place, the bar is a practical vehicle for name and designation. Everybody knows what it signifies, recognises what it represents, reacts to what it implies. TOP MARKS.'

What more is there to say??

TAIL-PIECE

In a blank advertisement space in a Circle Line car, someone had written:

'This space donated by the silent majority'!

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 11 of Underground News No.277 (January 1985), plus the amendment in No.281 (May 1985), page 63.

For non-receipt of journals and changes of address, correspondence should be addressed to the Despatch Officer, 67 Weltmore Road, Luton, Bedfordshire, LU3 2TN. Members are asked to wait until the 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.