

# UNDERGROUND NEWS

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## THE TIMETABLE

### Monday 9 September

Library Evening, 18.00 The Societys Library open for inspection at 62 Beaval Road, Dulwich, SE22 8UQ.

### Friday 13 September

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

### Saturday 14 September

Morning visit to White City Depot. Applications, with a SAE, to Mr G.A. Finch, 161 Valetta Road, London W3 7TA

### Saturday 21 September

Sarah Siddons Rail Tour on the Southern Region of British Rail to Folkstone.

### 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.

### Friday 18 October

Library Evening, 18.00 other details as for 9 September

### Saturday 26 October

First John Prigmore Memorial Lecture. 'A Hundred years of Development of Electric Traction' by Mr J. Graeme Bruce OBE C Eng . 14.30 in room 408 at the Imperial College of Science and Technology, Exhibition Road, London, SW7.

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## STATION MODERNISATION

### A Progress Report

In Underground News No.276 (December 1984) a report was published on the progress of the modernisation of certain London Underground stations. Since then, some have been completed, others have been started and many more make steady progress. This report is based on observations made up to the last week of July 1985 and where necessary references will be made to previous reports and photographs.

For several years ALPERTON station platforms have been under reconstruction and on occasion has seen months of little or no activity. To date, however, recent progress has been swift, so that both eastbound and westbound platforms have been rebuilt underneath from the west end right up to the canopies. It was on the eastbound platform that work first stopped, but now new railings and frames for the station names have been erected. On the westbound platform work has started on erecting these frames and on new lighting poles laid near to where they are to be eventually placed. These will be of the high pressure sodium type, like those already in use on the eastbound platform. The westbound platform surface has yet to be resurfaced and both west ends of the platforms have had new ramps built.

Brickwork restoration at BAYSWATER has been completed, with only the final 'cosmetic' work to be finished, making this the fourth station to be restored with original type brickwork (like Baker Street, Great Portland Street and South Kensington). New name bullseyes have been fitted, as have name and line colour friezes in each alcove. Station seating is of the bucket type in groups of four, but in brown (not in tradition of making these in line colour, but difficulty if served by two or more lines!) with green supporting ironwork. The station roof has been repainted in white with the girders picked out in blue. New litter bins are coloured green. The result so far is visually pleasing.

With work on escalator replacement completed at EMBANKMENT, modernisation of the station itself has commenced. So far, this applies only to the Northern and Bakerloo platforms, the latter not being so far advanced. Although completely separate platforms, both northbound and southbound Northern Line are at very similar stages. The old fluorescent lighting (which was comparatively dim by today's standards) has been removed and replaced temporarily by tungsten bulbs along the centre of each ceiling. The trackside walls have been partially cemented the remainder being at the rough concrete stage. The modernised platforms will have vitreous enamel panelling and these will be fixed onto new framework which is now in position. This stands proud of the original tiled walls, leaving all what is underneath in position. Thus in 'x' years time, when the station is modernised again, the old tilework will be there for all to see. Some very interesting posters and an Underground map have been uncovered, dating back to the early 1950's - presumably this station was last updated for the Festival of Britain? One old poster advertises coach tours by London Transport with such delights as the West End and City, each separate tours for 8/6d, The River and Docks for 7/6d, Windsor and Hampton Court (with tea at Windsor included in the price!) for the (probably then) princely sum of 12/6d. Another historic poster advertises Country Houses (Ref: 751/1408D/3200), with details of how to get to

them, each having an admission price of 2/6d. The uncovered Underground map (date impossible to see) is of the type that had the line name set into the colours and the famous 'YOU ARE HERE' transparent arrow pointing to 'Charing Cross' - as it was then called. The District Line then served Hounslow and South Acton, the Metropolitan - Aylesbury. White City (Metropolitan Line) station is also shown. It is interesting to note that the maps in those days did not show stations with restricted hours or being closed on Sundays - admittedly they were much less in number then. The new aluminium framework extends from ankle level to the top centre of the station ceiling, at which latter point the new fluorescent lighting will be. The straight southbound platform appears to be less complicated than the curved northbound, for the latter platform has to also contend with extra ironmongery associated with the floodgates and doors - the framework is in position for what appears to be a very wide frieze! Both platforms are partly resurfaced, partly boarded.

The Bakerloo platforms at EMBANKMENT are less advanced than those of the Northern, with the new framework for the intended panelling not yet going below waist level. As with the Northern Line the tiles, which are in the case of the Yerkes type, will be left behind the new work. At present the old fluorescent lighting has been retained on both platforms and trackside walls are as yet untouched, complete with advertisements. An Underground map probably identical to that uncovered on the Northern Line, can be seen on the southbound Bakerloo platform. It is interesting on the northbound Bakerloo Line platform, in that the old tiled name of the station ('EMBANKMENT'), which is, of course, the present-day correct name, has been uncovered after many years of being hidden by adverts. At some other stations (such as Green Park), such exposure of the old name (Dover Street) would immediately have had to be painted over! Whilst a Tiled EMBANKMENT stands proud, old friezes still display 'Charing Cross'.

The Piccadilly Line platforms at FINSBURY PARK are nearing completion, but more work remains to be done on the eastbound than the westbound. Grey tiling runs the whole length of the platforms but the old tiles above frieze level have been painted light grey to match. The trackside tennel walls have also been painted light grey, again matching the new tiles. Mosaics of hot air balloons are situated above the interchange and exit passageways, which wrap around the ceiling and trackside walls. It is interesting to note that these mosaics are installed piece by piece on site, and are not previously made up complete. The new headwalls have been cemented over and new station name friezes are being fitted covering over the cablework. These are made of enamel, are navy (Piccadilly Line) blue in colour with white lettering, with a white band above the station name. So far, there are no roundels next to the names. The exit passageway to Station Place is closed between 15 April and 31 August 1985 for modernisation and paintwork has been removed from the tiles at the Seven Sisters Road exit. These tiles are white and green, but in poor condition. Outside the station, at Station Place, the new bus layby has been completed and was recently opened. Above ground along the length of the refurbished arches are new panels of abstract trees. A new ticket office at this entrance was opened on 22 May 1984. Back to platform level, some new bullseyes have been fixed in

position, but there are still some temporary paper stickers in place. The advertisement spaces on the platform wall tiling take the form of black tiles, while on the trackside tunnel walls these are depicted by pink-painted borders.

At GLOUCESTER ROAD (District Line), a photograph in UN 279 (page 38) showed the station in December 1984, at which time modernisation work had only just started. Since then all stanchions have been removed and the walls on the disused platforms have been restored as at Baker Street and Bayswater, etc. On 25.7.85, scaffolding had been put up on the headwall spanning all tracks at the western end of the station, presumably for the brickwork there to be restored, and also the western brick end section of westbound platform No.1. The rest of the westbound platform remains unaltered, although earlier in the year some panels incorporating the station name were temporarily removed, showing some interesting signs.

On the Piccadilly Line at GREEN PARK the tiling is complete, apart from small areas of headwall at the front of the platforms. New flooring has been fitted consisting of white terrazzo tiles. There are blue cable ducts running the length of the platforms (without station names) high above the platform tiling. Trackside bullseyes have been fitted on the eastbound side, while on the westbound side only a few were in position. Wooden mountings for these outstanding fittings could be seen attached to the cable coverings. The roundels are not evenly spaced, but they are generally arranged in groups of two, and often below the alignment of the Yerkes light blue rings, which it is pleasing to note, have been retained in the scheme. Other work noted included new lighting, brown bucket seating (in groups of four) on the eastbound platform, advertisements reinstated on this platform on the trackside walls and blue painted ironwork over the tracks where the old subways lead to the disused lifts (then called Dover Street). No name friezes have yet been fitted, but it is pleasing to note that the famous Yerkes style tiled tunnel mouth has been retained at the east end of the eastbound platform. The three-tone platform tiles in pink, green and blue extend back to the bottom of the escalator shaft.

Preparatory work at KINGS CROSS (Piccadilly line) has revealed the old Yerkes tiles along most of both platforms - in all their glory! The removal of the enamel friezes has revealed paper friezes reading 'KINGS CROSS & ST.PANCRAS' rather than 'KINGS CROSS ST.PANCRAS'. Two out of the three passage entrances have had new brickwork built around them, the is still at the segment and concrete stage. All bullseyes have been removed, station identification being left to the friezes. The old L.E.R. sign at the east end of the westbound has been removed - hopefully to a good home, and not in a scrap metal pile! Eastbound trackside advertisements are still in position, but those on the westbound have been removed, being left in a torn and untidy condition.

The Piccadilly Line platforms at LEICESTER SQUARE are almost complete. The latest 'Piccadilly Lines' poster (Should read 'Piccadilly Lines No.2 1985') states that the tiling represents a film reel, complete with Piccadilly Line blue sprocket holes. The tiles measure 11.5 x 24cm compared with 10 x 20cm tiles at Finsbury Park. Narrow cable ducts with navy blue panels run along the length of the platforms, above the tiling and above the normal frieze level - i.e. no box type frieze panels have been fitted.

Adjacent to the entrances and exits to the platforms, decorative enamels have been installed, which also reduce the width of the platform at these points. The ceilings have been painted light blue and the trackside walls navy blue. The Piccadilly Line escalator ceilings have been repainted off-white with a central band of light blue. In the booking hall, the ceiling too has been repainted, an inner ring of cream and an outer ring of violet and cream. On the platforms seating is arranged in groups of four bucket-type seats, brown(!) in colour.

On the Northern Line platforms at LEICESTER SQUARE, much of the platform walls have been retiled - white with black sprocket holes. Some of the old paper frieze is still exposed and it can be seen that these comprised several layers the older frieze had blue outline and LT bullseyes. The 1930s style yellow tiling has not yet been touched at the passageway entrances and exits

MANSION HOUSE was featured in UN 282, page 72, the photograph of which was taken in April 1985. Since then much of the middle area has been rafted over, with much of the eastern end opened out. Passengers to and from the westbound platform now have to cross the tracks by a newly constructed footbridge and then walk along a side passage along the eastbound platform. The footbridge towards the west end of the station was still available for use on 25.7.85 despite being 'Out OF Use' from 23.6.85. The poster advising passengers of the work at Mansion House states that the platforms will be modernised later. It is hoped that the (very) old station name signs at this station will either be kept or preserved.

At MARBLE ARCH it is the intention to keep the old tiling and posters etc., as new framework has been erected on the top of these. Terrazzo floor tiling and new nosing stones is complete on both platforms and on the westbound trackside walls have been cemented up to lighting level but only from the east end to the middle. On the eastbound platform the trackside walls have been similarly treated at the east and west ends. On both platforms wire mesh has been erected at the headwalls and a metal framework has been fitted from floor level running the length of the platforms.

OXFORD CIRCUS Bakerloo Line platforms have now been completed, after a considerable lull following the fire on the Northbound Victoria Line platform in December 1984. The northbound platform was badly smoke damaged by the fire (see UN 279, page 37) and has now been cleaned up and, where necessary, repainted. On both platforms passengers have a choice of seats - groups of four red bucket seats, or groups of three brown swivelling 'perch' seats. The northbound line diagram on the trackside wall shows the Bakerloo Line terminating at Harrow & Wealdstone, with no space beyond - most other northbound diagrams show the section beyond Harrow to Watford as Blanked over. A recent addition to the northbound Victoria Line platform at Oxford Circus is the fitting of boards to the trackside segments, now displaying advertisements.

There is little to report at PADDINGTON (District and Circle lines) as the walls are still covered over with plastic sheeting (see photograph on page 72 of UN 282). However, it is anticipated that the restored brickwork will be completed soon. Linking the eastbound District/Circle platform with the Bakerloo Line lower circulating area is a 'monorail', presumably used during non-traffic hours to

transport materials between the two sites. This runs via the subway towards the WR lower concourse, turns right along the subway to the Bakerloo Line, through the Bakerloo ticket hall and down the centre stairway either side of the escalators. Work on the Bakerloo platforms continues, but slowly, with platform walls at the cemented stage. Trackside walls have also been stripped of advertisements, and on the south-bound an aluminium frame for above frieze-level ducting has been fitted.

At PICCADILLY CIRCUS, the tiling on the Piccadilly Line platforms is approaching completion, made up of red, green and blue colours. In certain sections the tiling wraps round the ceiling and extends over the length of the trackside walls. On the trackside the tiling will act as advert frames. Also, the central band of cable coverings have been removed and it remains to be seen what solution will be adopted here. The east end headwall on the westbound is now covered with mesh - all three other headwalls are at the smooth cement stage. Adjacent to the west end headwall on the eastbound platform a new equipment room is being constructed and in the middle of the same platform pipework is being covered over by a concrete wall. Cream coloured terrazzo flooring is being installed on both platforms. The framework for cables and station names at frieze level has been fitted. New lighting is now in use and some platform bullseyes have been placed in position. At present, the subway to the Bakerloo Line retains its old tiling on the walls, but the stairs have been renewed and new handrails fitted. The handrails are covered over with tape, but gaps in the tape reveal to be of brass. The subway which eventually leads to street level via two sets of escalators not only has renewed stairs and new handrails, but the red/green/blue tile scheme has been extended here. On the Bakerloo Line at Piccadilly Circus, platform walls have been cemented over, but no tiling is yet in position. The experimental section of tiling on the north-bound platform (see photograph on page 134 of UN 276) has been removed, as have the Yerkes rings around the ceiling.

Since the previous report, SHEPHERDS BUSH Central Line station has been completed and was opened in May 1985. Platform walls are covered in green square tiles arranged diagonally with red borders. On the trackside there is a central band of rectangular tiles in three shades of green. The station ceiling is painted speckled blue, the platform flooring in yellow terrazzo tiling. A narrow cable duct lies above the platform tiling and this is covered over by a traditional style enamel frieze with a gold brass outline. At the top of the escalators there is a mural by the artist Julia King depicting country life, and opposite the escalators there is a reproduction of an old country LT poster featuring sheep. All around the booking hall there are enamel plates featuring the central line roundel.

Since the removal of asbestos material at SLOAN SQUARE on 9 and 16 December 1984, leaving the platform level at this station with bare cemented walls (with only chalked names on 17.12.84), very little has since been done. Some of the nameplates were restored to the walls, followed later by some maps and posters, but the area still has a derelict appearance, made worse by the application of graffiti. At ticket hall level, however, a new wall office has been opened and the booking hall area improved. When work eventually starts on the platforms, the station will take its theme from nearby Chelsea Flower Show.

TEMPLE eastbound platform is approaching completion with new cream tiling (over the old), with bottle green tiles used mostly to define future advertisement/information sites. No frieze has yet been fitted, but space is reserved for one as a wooden frame breaks the tiling between floor and roof level. New wooden slatted seats, in groups of four, have been fitted and are designed to prevent them from being used as 'beds' for the local homeless. A small section of the west end still remains partitioned off and station names are of the temporary paper type. Work is also under way to renovate a peak-hours-only staircase and a new 'wall' ticket office has been completed, replacing the old passimeter. No work has yet started on the westbound platform and it is interesting to note here that this platform has no station frieze. All work is expected to be finished by the end of 1985.

TOTTENHAM COURT ROAD Northern Line platforms are also approaching completion. The end product is very similar to that of the Central Line platforms - i.e. yellow tiling with mosaics in the centre section. The platform station name bullseyes, although of the same size as those on the Central Line, have the name written in full, in contrast to TOTTENHAM CT RD. Seating is of two types - red bucket in sets of four, or black swivelling in sets of three. The single shaft up escalator from Northern Line platform level, out of use since 1.10.83 in connection with modernisation work, has been 'sealed' to protect it from the associated mess this work causes, and was still out of use 25.7.85. The fluorescent lighting is suspended from the ceiling, but at where the mosaics are located, the lighting is at ceiling level. At the top of the escalators, two sets of arches per escalator have been constructed and cemented over. At the bottom of the escalators the circulating area the walls have been tiled over with Eduardo Paulozzi's mosaics, most effective here, since they fall easily within one's range of vision. In the area leading to the Central Line platforms a new false ceiling has been fitted, consisting of mirror strips, but the new low-level lighting obstructs the view of the mosaics.

The District Line station at WEST KENSINGTON is as yet far from complete, although the east-bound is far more advanced than the westbound. On the former, new walls, finished off with smooth cement have been built, obscuring the second canopy edge (viewed from platform side) once and for all (see note in UN 278, NF 14/85). Station name bullseyes, in the form of white rectangular plates have been affixed to these walls. Hoardings have recently been erected on the westbound platform, with a gap in the middle for staff accommodation. Repairs are also being made to the station canopy.

To conclude this report, mention must be made of certain other stations which are having 'mini' modernisation work done on them, and also of some of those already completed:

To the north of Finsbury Park, the stations MANOR HOUSE to BOUNDS GREEN are being refurbished. Repairs are being made to the concrete and brickwork of the surface buildings. Inside the stations the ceilings are being repainted, woodwork of the escalators is being revarnished and bronzework is renewed by an unusual method of scratching the bronzework then waxing it over. The original 1930s Way Out and platform signs have been removed. Posters describe the work being carried out thus: 'We're busy cleaning up this classic 1930's stations (and several others locally) to

to give it back something of its original stylish appearance). Of note are the new line diagrams which describe the platforms (geographically correct, but officially incorrect) as northbound and southbound (see also UN 257, page 98). These also include the new station names for the airport extension-

HEATHROW AIRPORT  
TERMINAL 4

and

HEATHROW AIRPORT  
TERMINAL 1 2 3

These new diagrams are also appearing at other Piccadilly Line stations in the westbound direction with the 'T4' name masked off. At HYDE PARK CORNER, however, 'Heathrow T1,2,3' is masked off, with 'T4' showing open! Several changes have taken place on Central Line platforms since their modernisation work has been completed. The miniscule bullseye sign on trackside walls at OXFORD CIRCUS and BOND STREET have been replaced by bullseyes of a larger size, like those at Tottenham Court Road (Northern Line). The original slimline litter bins were removed after several weeks service (they are featured in the Central Line brochure distributed to members last year). Long wall-mounted bins were taken then pressed into service, but these too have now been decommissioned. A third type, of a traditional design, will soon be appearing!

#### UNDERGROUND NOTEBOOK

Following from the recent society meeting on the same subject.

In an evening newspaper a report headed 'Tube Computers are a flop' described how the scheme for the computerisation of the signalling system between Wood Green and Cockfosters had come to be regarded as a failure. The source of the information was said to be an internal report by London Transport which had been 'leaked' to 'Computing' magazine.

The report said that since the new systems installation there had been an increase in service delays and cancellations, staffing levels had had to be increased and there was even said to have been a reduction in fares receipts as a result.

Regardless of the hysteria which popular newspapers usually generate in such circumstances, there is no doubt much to question in the current signalling systems being used on L.T. A look at what is being done in London and its results compared with what has been done elsewhere is very worthwhile at this time.

From the late 1950s, L.T. had pursued a policy of introducing programme machines in place of signal cabins in controlled areas. The programme machine works on the 'pianola' principle where the days train movements became a series of holes punched in a plastic roll. The rotation of the roll over electrical contacts allows 'fingers' to make contact as dictated by the position of the holes and thus sets up the signalling route required.

For areas with a regular, high frequency train service, such a system seems ideal. However, it

does have its drawbacks. Its biggest is the lack of local identification of trains in any particular area. Normally indications are limited to that of the next train due, regardless of any train which may be in the area concerned. This naturally tends to cause confusion if a train is cancelled or if there is late running.

Another drawback is the unfamiliarity with manual operation which the train regulators suffer from. The regulators supervise the operation of programme machines, over a number of areas (e.g. the Golders Green regulator supervises Edgware, Colindale, Golders Green and Hampstead) and are required to take over manual operation for any special working which may arise. Their work only require them to operate the equipment at rare intervals. When they are called upon to use it therefore, usually under pressure to re-route a train quickly, more delay is caused while the right control mode or push buttons are sought.

Now the programme machine has become a computer. In the broadest terms it is really only an electronic version of the programme machine, but with a keyboard for use by the operator when necessary. Here in lies the problem. The problem of the regulators are now compounded by the number of keyboard operations needed to 'get into' the system and by the difficulties when the wrong keys are operated.

In the long term it is obvious that a mistake L.T. signalling policy was made many years ago when it was decided to make programme machines the master system. Other railways notably British Rail, have opted for the 'NX' system using entrance - exit panels. Here the route is set up with push-buttons on the signalman's diagram. Only two or three buttons are needed to set up a route over several miles and through complex station areas. Such a system would be ideal on the London Underground and it would allow a whole line to be controlled by one man from one point. Coupled with positive train identification (P.T.I.), showing where any train is at any time, such a system would be ideal.

The resignalling of the Central Line is planned for the late 1980s. It is not too late to use, tried and tested control systems which do not suffer from the inflexibilities of the current programme machines and computers. Paris for example, has a very good computer controlled system with constant P.T.I. and the necessary flexibility.

One is reminded of a comment by a senior operating official some 10 years ago when he said of the north end of the Piccadilly Line, 'We run a lovely railway here. We have no programme machines, we can sort out any problems you care to give us. God help us if they ever put in programme machines'.

#### LRT STRATEGY BASED ON PUBLIC CONSULTATION

London Regional Transport's statement of strategy, says that prospects for the next three years look good, with improving service reliability, broadly stable fares and reducing costs.

LRT has prepared the three-year strategy statement in accordance with the requirements of the 1984 London Regional Transport Act. The statement has been drawn up following a consultation exercise earlier this year. More than 350 organisations including local authorities,

British Rail, the London Regional Passengers Committee and Trades Unions were sent copies of the consultation document. In addition the views of individual passengers were sought. Some 280 responses were received. The views expressed have helped to form the statement of strategy now published.

Underlying LRT's policies are four major strategic aims:

- \* To provide services with safety, efficiency and economy to match demand;
- \* To keep fares broadly stable in real terms
- \* To meet Government financial targets, reducing the level of support from public funds, without major reductions in services;
- \* To achieve these strategies by reducing costs in all areas.

The statement of strategy sets out the policies LRT will adopt to achieve these aims, under a number of broad headings, which reflect the major policy issues identified in the consultation document.

#### Fares

Fares have kept in step with prices generally over the past two years. This period of stability has seen a growth in both revenue and ridership. Some responses to the consultation exercise argued that London's fares are too high, although others considered the level about right. The continuing buoyancy of receipts and growth of passengers on the Underground in particular are a practical answer to this concern. LRT believes that the first priority, within the financial resources available, should be to provide better, more efficient services. Responses to the consultation showed widespread support for the simplified zonal fares structure and Travelcard-type tickets. LRT aims to increase the use of Travelcards by 25% to over one million holders, and to sell a wider range of pre-purchased integrated tickets. A concessionary fare scheme for elderly and disabled passengers will be continued.

#### Services

Responses to consultation indicated a very strong preference for improving service reliability.

It is intended further to improve the punctuality of the Underground service, leading to a further marginal reduction in passengers average waiting time. The volume of Underground services - already increased - will be stepped up further with the opening of the Heathrow Terminal 4 extension early in 1986; enhancements on other lines are under consideration.

#### Passenger Environment

Security and information were highlighted as passengers key requirements in the consultation responses, and will be given priority along with cleanliness. New technology will keep bus and tube passengers better informed about the running of services. The scope for wider installation of closed-circuit TV is being reviewed.

#### Competition and Co-ordination

Respondents supported the current policy of exploiting the potential of railways for radial and longer distance travel needs, together with the development of innovative road services to meet the demand in less densely populated areas.

LRT will co-operate with BR and other operators to secure the most cost-effective service from the public transport system as a whole, including improved interchanges and greater co-ordination of fares and investment. With the Docklands Light Railway due to open in 1987, the potential for further light rail operations in London is being assessed.

LRT will ensure that services are provided as cost effectively as possible, through competition with external suppliers. Competitive tendering for bus routes - under contracts which retain LRT control over service levels and fares will be extended as LRT believes that the policy will contribute significantly to improving services.

#### Transport for Disabled People

The transport needs of disabled people will be fully considered including, where appropriate, the provision of special services for disabled travellers.

#### Financial Prospects

LRT's major financial objectives are to meet the targets set by the Secretary of State to reduce revenue support to £95 million by 1987/8 and to improve real unit costs by at least 2½% a year. LRT is confident that its major programme of cost control, together with effective marketing, will enable these targets to be met.

Capital investment needs - modernise and improve the system and improve efficiency generally are forecast at a rate averaging £240 million a year in the three-year period covered by the statement.

### ENGINEERING WORKS

#### Woodford - 7.7.85

Renewal of the diamond crossover west of Woodford required the Central Line service to be suspended between Leytonstone and Woodford throughout the day. Trains to and from West Ruislip, which normally work to and from Epping, reversed east to west at Leytonstone, giving a service pattern on this day of two Leytonstone trains and one Hainault. Trains to and from Epping reversed west to east in the westbound platform at Woodford, as did the shuttle trains from Hainault. The Epping shuttle service of three trains (set numbers 131, 132 and 133) worked at the normal Sunday interval of 20 minutes for much of the day, but between 18.00 and 20.00 this was increased to 15 minute intervals, by reducing the layover times at Epping.

A replacement London Bus service was provided between Leytonstone and Woodford, calling at Snaresbrook and South Woodford, operating about every 10 minutes.

#### Rayners Lane - 14.7.85

Preparatory work in connection with the re-signalling of the Rayners Lane area has seen new signals 'sprout up'. However, to enable the slip points on Rayners Lane Junction to be removed when the signalling is commissioned at a later date, a new crossover was installed during Sunday 14 July 1985, which will take trains from the westbound platform onto the eastbound Piccadilly Line. For this work to be carried out (the new crossover being previously assembled in the former goods yard, all Piccadilly Line trains reversed west to east at

South Harrow, generally in the eastbound platform, using the crossover east of South Harrow station. Metropolitan Line trains to and from Baker Street terminated at Harrow-on-the-Hill. The service between Rayners Lane and Uxbridge was provided by two four-car shuttle trains, one operating on each line under single line working rules. Four car trains were used, to provide a protective distance from the junction - thus they reversed at Rayners Lane using the western end four-car berth, not being allowed to draw up to the normal stopping mark. Train 31 (west end) 5059-6059-6058-5058 operated on the eastbound line, while train 32 (west end) 5125-6125-6124-5124 operated on the westbound line. These two units had previously uncoupled from each other in Uxbridge sidings and re-coupled for the Monday morning service. A spare train for each line was available, but in the event neither had to be used. These comprised unit 5012-6012-6013-5013 (train 34) which stood spare in the middle platform at Uxbridge for the westbound shuttle, and unit 5105-6105-6104-5104 (train 33) in Uxbridge sidings for the eastbound shuttle.

Two replacement London Bus services were operated:

(a) Between Rayners Lane and Harrow-on-the-Hill, via South Harrow, running every 10 minutes.

(b) Between Harrow-on-the-Hill and West Harrow direct, every 20 minutes.

It will thus be seen that there was no facility provided for passengers wishing to travel between Rayners Lane and West Harrow - without travelling via, and changing buses at Harrow-on-the-Hill!

#### Mill Hill East - 28.7.85

To enable track maintenance work to take place on the single line between Finchley Central and Mill Hill East on Sunday 28 July, the Mill Hill service was reversed north to south at Finchley Central until 17.20. A substitute London Bus service was provided between two points, connecting into and from trains at Finchley Central.

#### FROM THE PAPERS

##### Daily Telegraph:

2.7.85 A £45 million equipment contract for London Regional Transport's £135 million Underground Ticketing System has been awarded to Westinghouse Cubic.

British Rail are seeking the co-operation of local firms in a pound-for-pound station rehabilitation scheme throughout the country. An early example is the restoration of Godalming station in collaboration with Friary Meux.

The £54 million Snow Hill tunnel scheme was given Government approval yesterday. 184 new electric trains will be built, to run on both the overhead system of the London Midland Region and the third rail of the Southern Region. The restored section, which was last used, by goods trains, in 1969 is between Farringdon Street and Blackfriars. It is planned to reopen in 1987/8. Trains are likely to run through from the Bedford line to the Medway towns, Croydon and Sevenoaks. The present Bedford line trains will be switched to services from Euston.

3.7.85 The Channel Tunnel Group is proposing peak-hour services of car-carrying trains so frequent that advance booking would be unnecessary. The double-deck shuttle trains would take 30 minutes. There would be through

passenger trains from London and other parts of Great Britain to Paris, Brussels and beyond. Contracts worth £600 million would be given to firms throughout Britain.

At yesterday's press launch by the Channel Tunnel Group, there was a model of the tunnel and one of the double deck trains. Unfortunately the train was too large, and although they were able to squeeze it into the tunnel, they doubted whether they would ever get it out again.

Tooting Bec station will be closed over the weekend for the removal of asbestos from the ticket hall under strictly controlled conditions.

5.7.85 The Euroroute consortium yesterday launched its bridge and tunnel scheme for a Channel link. The separate rail tunnel would be conventionally bored.

The reserve collection at the National Railway Museum in York will be open to the public in September 1985.

The short list for the designer of the BBC's new £80 million radio headquarters at White City ensures that the fashionable architect will be chosen.

10.7.85 Heathrow Terminal 3 is to undergo a phased four-year redevelopment programme, costing £68 million, after British Airways long haul services are transferred to Terminal 4 early next year.

A GLC report alleges that the new road schemes in London have created more traffic jams than they eased. The GLC solution for congestion is cheaper and better public transport, an end to company cars, and tough parking controls.

11.7.85 Extra trains will run on the Central, Jubilee and Piccadilly lines on Saturday night for the crowds from the Handel anniversary concert and firework display in Hyde Park.

12.7.85 BR is being forced by the Transport Secretary to abandon its plan for a fast and frequent train link from Stansted Airport to St Pancras and concentrate on an electrified link to Liverpool Street instead.

17.7.85 Leaders of ASLEF and the NUR have refused to hold talks with BR on the introduction of driver-only-operation. BR later said that it would continue its efforts to introduce such operation.

The Local Government Act abolishing the GLC and six metropolitan county councils received the Royal Assent yesterday.

The of living and working in London rose by 11.5% in the year to April 1985, well above the inflation rate. To maintain the same standard of living as in the provinces, Londoners need an extra £1,683 a year, gross. Increases in LRT underground and bus fares pushed up the relative cost of living in London. The travel element of the weighting has gone up by 6.4% in the year in inner London, and 12.5% in outer London, due partly to BR fare increases.

Patrick Ransome-Wallis, the railway author, has died.

18.7.85 An article on the impact of London on the tourist calls Kew Gardens Station 'the worst station I have ever come across'. 'Every so often a British Rail train comes along the line on the notorious, crime-infested North London Link route'.

20.7.85 Westinghouse Signals, owned by Hawker Siddeley, has won a £5.8 million contract for signalling and telecommunications for a Thailand railway.

The classes for driver-only-operation on the Kings Cross suburban lines have not yet been attended by a single driver, arising from the 'unions' policy of non-co-operation.

Emergency levers to allow passengers to open doors in case of accident or fire are to be fitted to new BR suburban trains. There is also to be an urgent conversion scheme for existing trains, where emergency levers will be fitted in glass boxes near the ceiling at alternate doors. The new trains will such levers at all doors. Meanwhile trains are being fitted with notices telling passengers to walk through the train in emergency.

23.7.85 Between 60 and 70% of commuter trains on the Great Northern network were cancelled yesterday because of a guards overtime ban, arising from the proposal to introduce driver-only-operation. One driver attended the classes for conversion to this mode.

American Express is to provide £85 million to fund the second phase of the Broadgate development of Liverpool Street station, and to occupy the building by the end of 1986.

In its report for the year to 31.3.85, the London Docklands Development Corporation reports rapid progress, with 5,700 new jobs, 2,500 houses finished, 4,500 under construction and 2,400 planned for 1985/6. The key to the success of the area has been transport, but the Docklands Light Railway, due to open in 1987, must be extended to Beckton in the east and to Cannon Street or Bank westwards. An American financial consortium, which has proposed phased office development of between £4 million and £10 million, is asking for an extension to Cannon Street at least. The £50 million cost may be funded by the consortium. The City of London planners would have to give the final approval to such an extension, and the City's aims clash with those of Docklands.

24.7.85 The disruption on the Great Northern lines arising from the guards overtime ban was much less severe yesterday.

26.7.85 An advertisement by LRT shows Underground passenger miles in 1984 to have been over 120% of those in 1979. In 1982 they were about 82%.

DFC

## REVIEWS

### Magazine Review

#### Model Railway Journal

A new publication Model Railway Journal has recently been produced. Published quarterly and priced at £1.50, the magazine is aimed at the finescale model railway enthusiast, concentrating on 2mm, 4mm and 7mm scales.

Reviewing the winter and spring issues there are articles covering such varied subjects as an 'Etched class 40', 'Modelling bank road pointwork' and of interest to London modellers, two fine reviews of models of 'Aylesbury LNWR' and 'Edwardian Stanmore'.

The quality of production is very fine, with many diagrams, drawings and B&W photographs. The market for the publication is, if I may quote from the editorial:-

'MJR is for finescale railway modellers ..... who take their interest seriously and who are already (or wish to start taking their projects beyond the limits set by the ready to run manufacturers'.

Looking through the first two issues, the editors have made a good attempt at fulfilling this aim. I was particularly impressed by Edwardian Stanmore (LNWR) where the at-

mosphere had been captured through the modellers attention to detail. The article included 7 photographs, a track diagram and the text detailed a brief history of the line. Although no article about the London Underground has appeared yet, the editors would be very interested in hearing from anyone who is modelling Underground Railways (especially earlier, electric powered types) in 2mm, 4mm or 7mm scales. The address for correspondence is:- Model Railway Journal, PO Box 4, Sudbury, Suffolk, CO10 6ST.

Well worth looking for on a newsagents stand if only to assess the journal for yourself, or to keep an eye on for Underground subjects.

IJR

### Computer Game Review

MORNINGTON CRESCENT, adapted for the Sinclair Spectrum Computer, improved and revised by John Howe, 24 Hillfoot Road, Collier Row, Romford, Essex, RM5 3LP. Available from John Howe at the above address, price £2.50 inclusive of postage and packing.

The game, available for the 48K Sinclair ZX Spectrum (or Spectrum+) Computers, is based on the BBC Radio 4 programme 'I'm Sorry, I Haven't a Clue', but has been adapted to an up to date Underground network. There are two modes of play: human versus computer, and human versus human. When playing against the computer, players take it in turns to move about the Underground network defined by the geography of the system, part of the fun being trying to work out what the rules are! To win the game the player must move to Mornington Crescent station. To attempt two successive illegal moves results in the other player moving directly to Mornington Crescent and thus winning the game.

In the two (human) player version, the 'target station is different for each player and unknown to the other. Played in either mode, the game can provide a mix of memory test, plus a test of one's knowledge of the geography of the London Underground system. Society members should, of course, play without reference to an Underground map!

Highly recommended.

BRH

## LETTER TO THE EDITOR

Dear Sir

### New Ticketing System for LT

As an LT Booking Clerk I have read the comments on the new ticketing system for LT with great interest, (UN283 July 1985).

I am greatly heartened to learn that at a cost of a mere £135 million all our problems are going to be cured at a stroke. I also assume that the present day electronic wizards are going to produce a lasting system as the present basic Edmonson system has been with us for 140 years.

Truth to tell, £135 million is probably a small price to pay for the savings that LT have made over the years in never a ha'penny on the Dickensian conditions that Booking Office Staff are forced to put up with, and, frankly, I have never found anyone, either Management or Unions who are Really interested in making improvements - always empty promises.

I am also heartened by the fact that LT are now saying that the ticketing system is out of date which causes the queuing, etc. However, only a fortnight ago the implication was that the



queues were the fault of the Staff. No mention was made of, course, of the passengers - the ones that don't know where they are going, never have their money ready, never write the cheque out in advance, always want to borrow a pen, are too lazy to lay on Travelcards in spite of using a station every day - the list is endless.

My only hope is that proper studies have been made and that the money will be spent wisely - I would be delighted to be able to provide an efficient service in pleasant working conditions - but in line with most Booking Clerks that I have spoken with, we will believe it all when it happens!!

Your Sincerely  
D.G.Down

Uxbridge, Middlesex.  
30 June 1985

### SOCIETY SECTION

#### July Baden-Powell House Meeting

D.K. Ware, the London Underground's Railway Development Engineer, was the speaker at the Society's regular monthly meeting on 12 July. His talk was entitled "ATO to OPO" and in it he traced the parallel but interwoven threads of Automatic Train Operation and One Person Operation from 1962 down to the present time. The objective of both these innovations has been to reduce operating costs by reducing the number of staff required to run the service.

#### Automatic Train Operation

ATO had originated in 1962 when Robert Dell, then Chief Signal Engineer, started the series of experiments which eventually led to the introduction of automatic driving on the Victoria Line. An R stock car was converted for trials on the Northfields test track, and soon afterwards one service train was being automatically driven between Ravenscourt Park and Stamford Brook.

In April 1964 a full-scale trial of automatic driving commenced on the Woodford - Hainault line. These tests proved successful and formed the basis of the Victoria Line ATO system. There were no serious industrial relations problems involved in introducing this, since the line was new and new jobs were being created. The Unions negotiated extra pay for Automatic Train Operators, and the new job was one which went, on seniority, to experienced drivers who took a pride in the lines advanced technology.

When the Victoria Line opened in 1968, it was assumed that in due course the rest of the Underground would be converted to ATO. However, while the additional cost of equipping a new line for ATO forms a comparatively small part of the total construction bill, in order to justify conversion of an existing line to ATO one must show savings in running costs which will repay the considerable capital outlay involved.

In the early 1970's work begun on designing an improved ATO system making use of the advanced electronics which had become available since the Victoria Line system was designed. For conversion of existing lines an improved stopping accuracy was needed (to within 0.5 metres instead of 5 - 6 feet) as some platforms are shorter than trains. In addition, a fail safe governor, better control of headways and speeds, and blockjointless track circuits were felt to be desirable technical improvements. A specification was drawn up, which later formed the basis for auto-driver installations by

Westinghouse in Madrid and Hong Kong.

The fleet (now Jubilee) Line was seriously for automatic driving, and the 1972 Mark II stock was designed with this in mind. The intention was originally to convert the stock from conventional 2-man manual operation to one-man ATO when the Jubilee Line opened, however this work was later felt to be impractical. Furthermore, there were technical problems with the track circuits and the governors, which led to the project appearing uneconomic.

At that time, the Department of Transport would allow one-person operation on tube lines provided trains were automatically driven, since they were concerned about the - somewhat unlikely problem of a train becoming stranded between stations in a single track tunnel as a result of the driver becoming incapacitated. They were prepared to accept OPO, with manual driving, on open and subsurface lines, provided there were good communications between trains and controllers, closed-circuit TV on platforms (where necessary), and emergency plungers at stations (a requirement since dropped). Obviously, from LT's viewpoint, OPO (where possible) was preferable to ATO as they could achieve the same manpower savings without the costs associated with automatic driving.

At one time, a mixed system was envisaged for the Jubilee Line, saving costs by only equipping the tunnel section for ATO and having manual driving OPO on the outdoor section. However, it would still have been necessary to equip all the trains for ATO, and the technical problems involved in making a safe changeover between the two methods of operation were mind-boggling.

For the Central Line re-equipment (planned for 1990) LRT are considering ATO but this has to be justified financially against the cheaper alternative of "OPOT" (OPO-Tube). This system would have one-person operation with manual driving, and the Department of Transport's concerns would be met by having a radio link which would alert the controller in the event of a deadmans handle operating. If it is decided to install ATO on the Central Line this would be based on a development of Westinghouse's Hong Kong system, which they are currently offering for Singapore. Compared with OPOT, ATO can achieve a saving of 2 trains in the rolling stock order, by ensuring a greater consistency of train performance than is possible with human drivers. The best drivers can outperform ATO, but on average ATO should give a better control over high performance which 1990 stock is planned to have - it will be capable of 60 mph on the gradients up to Epping. Clearly some sort of controls are needed to prevent drivers running at these speeds in the Central London tunnel section.

#### ONE PERSON OPERATION

One person operation on the surface lines, although envisaged in the 1970's, was not agreed with the unions until 1984 when the C stock commenced OPO. Design work for conversion of A stock to OPO is now under way after a number of false starts. Considerable changes are needed - the door controls have to be placed in the cab, and sufficient handbrake power must be provided in each cab to hold the train on the steepest gradient - the existing screw-operated brakes do not give this. Of course, as time has gone by and the remaining service life of A stock has diminished, the cost of the modifications will need to be recouped over a shorter period, but the conversion is still financially viable.

Other features necessary for OPO include a calling-on light to enable the driver of a disabled train to request assistance from the following train, and a revised door interlock to prevent the driver starting before all the doors are shut - there was an incident some years ago on the Woodford - Hainault when an operator, having forgotten to close his doors, found that his train would not start in ATO. Thinking the ATO system to be faulty, he drove manually from Hainault to Grange Hill with the doors open.

Mr Ware illustrated his talk with a number of slides of modern rolling stock designs, discussing some of the features associated with ATO and OPO. 1972 Mark II stock have door controls in the cab (for eventual one-person operation) as well as in the cars (for Northern Line operation where the guards position would otherwise have been beyond the end of the platform at some stations.)

One would expect 1973 tube stock, which has electric control of emergency braking, to have an electrical trip switch, rather than the conventional pneumatic tripcock, operating an electrical pressure switch, which is actually fitted. Originally intended as a temporary measure pending conversion to ATO (when a coded track circuit trip relay would have been fitted), this has been fitted, this has been retained in order to save the work of designing and fitting an electrical trip switch.

On C stock, the driver has to leave his seat and turn round before he can open the train doors (unlike D stock). This has caused extended station stops, so C stock is being modified to give an extra set of door controls on the drivers desk. Also, it is no longer felt necessary to require the cab door to be opened at stations, thanks to closed-circuit TV which saves the driver from having to look out of his cab door.

Looking to the future, Mr Ware envisaged converting the Piccadilly Line to OPOT, to be followed by the Jubilee Line, but no timetable for this has been set.

#### QUESTION TIME

In response to questions, he admitted that automatic stopping on open sections of line was a problem, because one had to adjust braking rates to cope with greasy rail conditions in wet weather.

Another problem with with ATO and OPO has been that one needs an additional crewman at depots to assist with train preparation, to check that equipment is working correctly.

The original plan to have Fully Automatic Control of Trains (FACT) on 1990 stock was dropped about a year ago. The first phase of the FACT project - to make the system work - was the easy part. The second phase - to make it reliable - is much harder and the GLC did not provide funding for this. It would now be hard to complete the work in the remaining time. In any case, the savings from FACT are not as great as might be expected, as additional staff would be needed off the trains.

The coasting control originally provided on the Victoria Line was too crude, as it either applied to all trains or none. What was needed was a way of cutting out coasting only on those trains which had an excessive gaps in front. This has now been provided on the Victoria Line, and a more sophisticated system is envisaged for the Central Line, allowing more coasting at off-peak times when train performance is less critical. (the saving from having high performance trains comes in the peak hour when, by running faster, you do not need to buy as many trains in order to operate the services.)

ATO systems could become too complicated to understand properly: the Victoria Line system might be "cheap and cheerful" but at least was comprehensible.

Automatic closing of doors is a problem - the train operators on the Docklands Light Railway will have to press a button to close the doors after a bleeper has sounded. (They will be able to do this from any doorway.)

At the close of the question-and-answer session, the speaker was presented with a set of recent Society publications (a new innovation), and the meeting expressed its appreciation for an interesting and thought-provoking talk.

NHGM

#### SOCIETY VISITS

Members are reminded that when applying for visits they should:

- (a) enclose a separate SAE for each visit.
- (b) in the case of associate members, please state age
- (c) include their membership number

Our visits organiser would appreciate it, if members co-operate in this matter.

#### PARIS METRO RAILTOUR

The society has been advised that an all-night railtour of some sections of the Paris Metro is likely to operate during the night of Saturday 25 January 1986 organised by the Paris rail enthusiast group COPEF. At present the type of stock is unknown. The Society is prepared to organise a visit to Paris, to include also the railtour.

Current proposals are:

Travel out to Paris Friday morning 24.1.86  
Return to London Sunday morning 26.1.86

The above will allow time to explore the Metro, such as the newly-opened extensions to lines 5 and 7. Those wishing to travel out during the day on Saturday 25 January 1986, just for the railtour, may do so.

If you are interested, please write to the Overseas Visits Organiser, Mr J.F. Thomason, 12 Berestede Road, London, W6 9NP. Please enclose an SAE and state whether you wish to travel out on Friday 24.1.86 (with one nights accommodation in Paris), or Saturday 25.1.86. It would also be appreciated if you could give a contactable telephone number, as in the case of a previous similar railtour (see UN 279, page 28), very little notice was given regarding the final tour arrangements.

#### MINIATURE SIGNS FROM GARNIERS

Since I last reported what Garnier are producing in March 1983 (UN 255). Garnier have extended their range of standard enamel plates greatly. They have also produced some limited editions and reproduced some small signs used on the Underground for various individuals. Listed below are the items I can supply the price indicated is the price if collected at a society meeting.

#### Miniature Signs

An enamel plate featuring a Metropolitan diamond with a blue bar with the wording "QUANTON ROAD" on a white background. The plate measures 110mm x 100mm £1.75

Miniature Enamel British Railways Totem in all 6 regional colours (Dark Blue, Light Blue, Orange, Brown, Green and Maroon). With the wording "PRIVATE". The plate measures 150mm x 40mm (Limited Edition of 20 of each regional colour) £1.25 each

#### Reproduced Signs

An enamel plate featuring a red roundel with a blue bar with the wording "BUILDING DEPT." with a blue border. Can be found at various stations all over the Underground system. The plate measures 108mm x 86mm £2.40

An enamel plate with white background with the wording "PRIVATE" in black lettering and a brown border. This plate can be found on most supervisors and staff messroom doors on the Underground system. The plate measures 218mm x 77mm £2.80

Please send your requirements indicating the following:

- 1/ How many of each sign is required.
- 2/ Whether you wish to collect, or want them sent by post. If the latter please send a SAE for postage and packing charges.
- 3/ Please send your order and remittance (cheques and postal orders to be made payable to David M. Hibbert), bearing in mind (2) above, To David M. Hibbert, 26 Beacons Way, Rickmansworth, Herts, WD3 2EP.

Orders will be processed after the closing date (5 October 1985) so that the full quantity may be dealt with as one order.

#### ROLLING STOCK ALTERATIONS

ADD for June 1985

#### 1938 Tube Stock:

From Ruislip to Booths, Rotherham, by road for scrap

10213 012265 28th

AMEND entry for 28th to read 'Ruislip to North Downs Railway Preservation Society, Chatham, by road, by Booths.

10177 11177 28th

ADD

#### Changes to Unit Formations:

##### D Stock:

From 7500-17500-7501

From 7514-17514-7515

To 7514-175-7501

#### JULY 1985

#### 1938 Tube Stock:

From Stonebridge Park to Ruislip, withdrawn stock:

10279-012345-11279+10214-012295-12014-11214 10th

10161-012246-11161+10188-012265-12015-11188\* 11th

Note \* 11188 was originally 11235

From Ruislip to Boths, Rotherham, for scrap by road:

11213 012302 012310 5th

10222 11222 12026 12th

#### 1959 Tube Stock:

From Golders Green to Stonebridge Park, transferred Northern to Bakerloo

1144-2144-9145-1145+1054-2054-1055 3rd  
1304-2304-9305-1305+1282-2282-1283 10th  
1044-2044-9045-1045+1102-2102-1103 17th  
1264-2264-9265-1265+1046-2046-1047 24th  
1154-2154-1155 31st (pilot unit 1092)

From Stonebridge Park to Golders Green, transferred Bakerloo to Northern

1196-2196-9197-1197+1230-2230-1231 4th  
1208-2208-9209-1209+1218-2218-1219 16th  
1216-2216-9217-1217+1258-2258-1259 25th  
1214-2214-1215 30th (pilot unit 1092)

#### 1972 MkII Tube Stock:

From Neasden to Golders Green, transferred Jubilee to Northern

3235-4235-4335-3335+3435-4535-3535 12th

#### Changes to Unit Formation:

##### 1972 MkII Tube Stock

From 3235-4235-4335-3343  
To 3235-4235-4335-3335 8th

##### 1972 MkI Tube Stock

From 3205-4205  
4330 }  
3305 } Odd cars

To 3205-4205-4330-3305 +

Note + 3305 fitted with experimental bogies

#### Renumbering of Stock:

##### A60 Stock

From 5008  
To 5034 12th

Note: Unit now reads 5034-6034-6035-5035  
Original 5034 remains withdrawn at Neasden.

#### Service Stock

From Ruislip to Booths, Rotherham, By road for scrap

HW420 HW425 5th

HW406 HW424 12th

#### Units to Acton Works for Overhaul:

Central	1462-2462-9463-1463	1st (b)
Victoria	3024-4024-4124-3124	2nd (c)
Northern	3461-4561-3561	12th (d)
Victoria	3019-4019-4119-3119	16th(c)
Northern	1136-2136-9137-1137	19th(a)

#### Units from Acton Works after Overhaul:

Central	1434-2434-9435-1434	1st (b)
Metropolitan	5112-6112-6113-5113	3rd (b)
Northern	3434-4534-3534	12th (d)
Central	1422-2422-9423-1423	15th(b)
Victoria	3002-4002-4102-3102	16th(c)
Northern	1168-2168-9169-1169	17th(a)
Metropolitan	5714-6714	18th (d)
Northern	1126-2126-1127	19th (a)

Note: At the end of July 1985, there was 7 trains of 1938 tube stock available for service on the Bakerloo Line.

## NEWSFLASHES

NF 90/85 - On Tuesday morning 11 June 1985, train 106, the 05.16 ex Upminster depot, became derailed whilst entering service, which caused some 17 trains to be cancelled in the morning peak. Because of the lack of Ealing trains, a train of Piccadilly line 1973 tube stock was commandeered at 07.26 Acton Town (train 273, units 106 + 167) and worked about five shuttle trips between there and Ealing Broadway, being provided with a District Line 'pilot' crew. A hand-made sign reading:-

### ACTON TOWN AND EALING BROADWAY

was displayed in the cab window.

NF 91/85 - BR's two car DMU (LAB5) arrived on LT metals again for Track Recording purposes on Monday 3 June through to Thursday 6 June with maximum use being made, runs were as follows:-

Monday 3 June, Olympia (from BR) - High Street Kensington- Northfields Depot.

Tuesday 4 June, Northfields Depot - Upminster (via Embankment) Lunchbreak - Putney Bridge (via Embankment) - Edgware Road - Hammersmith - ELL New Cross Depot - Shoreditch - New Cross Gate - Whitechapel - New Cross - Northfields Depot (via Baker Street)

Wednesday 5 June, Northfields Depot - Acton Town - Uxbridge - Finchley Road - Stanmore - Neasden Depot lunchbreak - Watford - Northwood - Amersham - Harrow on the Hill - Rickmansworth - Neasden Depot - Ruislip siding - North Acton - Ealing Broadway - Acton Town - Northfields Depot

Thursday 6 June, Northfields Depot - High Street Kensington - Richmond - High Street Kensington - Ealing Broadway - Ealing Common Depot Lunchbreak - Ruislip siding - Ruislip Depot then to BR.

NF 92/85 - A dot matrix news display has been installed at Earls Court on the gantry facing the two island District Line platforms, news is supplied by Reuters.

NF 93/85 - The two 1938 tube stock motor cars (10177 and 11177) sold to the North Downs Railway Preservation Group, were taken to Chatham Dockyard from Ruislip on 28 June 1985 by road. The two cars were in use during the weekend of 20/21 July for the tall ships race.

They were reported to have been hauled around the dockyard with a steam locomotive at one end and a diesel loco at the other! Your chairman would be pleased to receive further details - including hearing from anyone who were able to take photographs of them.

NF 94/85 - The opening of the extension to Hooton from Rock Ferry, on Liverpools Wirral Line is currently anticipated for 30 September 1985. Meanwhile, three class 501 EMUs from the Euston Watford Line are to make their way to Liverpool, for use as sandite/de-icing units, each less their trailers.

NF 95/85 - Authority has been granted for the re-opening of the Snow Hill tunnel, linking the Southern Region to the London Midland Region of British Rail between Holborn Viaduct and Farringdon. The route was last used by passenger trains in 1917, but goods traffic lasted until 1969. It is suggested that the work should be finished in 1987-88 and some 184 new dual voltage EMU's are planned.

NF 96/85 - Work has started to demolish the remains of Broad Street station on 1 July 1985, to make way for a £300 million office development. It was last used by trains during the evening peak on Friday 28 June. It is anticipated that the services will be diverted into Liverpool Street in 1986, using the Graham Road curve, under construction. The rebuilding work will presumably remove all traces of the long-abandoned Broad Street lift shaft, for so many years standing derelict for all to see.

NF 97/85 In order to remove all asbestos material, Tooting Bec station was closed from about 20.00 on Friday 5 July 1985 until the start of traffic on the following Monday.

NF 98/85 - The footbridge at the west end of Mansion House station was taken out of use after 23 June 1985, in connection with rebuilding work, for a period of about nine months. During this period, passengers on Mansion House reversing trains that wish to travel further east are being advised to change at Blackfriars.

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Underground News is printed and published by the London Underground Railway Society. Correspondance for this journal should be addressed to The Editor, Underground News, 116 Kingshill, Brandon Street, London, SE17 1UH. When writing to any Society officer, please quote your Membership number on all communications, including applications for visits. Members requiring a reply to their correspondance are asked to enclose a stamped addressed envelope.

The last full list of Society Officers addresses can be found on page 71 of issue number 283 of Underground News.

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

For non-reciept of journals and changes of address, correspondance 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 recieved.