

UNDERGROUND NEWS

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THE TIMETABLE

Friday 7 February

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

Friday 14 February

Talk, 'Press and Public relations in the London Underground', by Mr.N.Garrie, Press and Public Relations Officer (Rail), LRT. 19.00 for 19.15 in the Conference Room, Baden-Powell House.

Tuesday 25 February

Library Evening, 18.00. Details as for 7 February.

Saturday 1 March

The 'O' Gauge Tram Group will be holding their 26th Transport Mart & Film Show, at The Y.W.C.A. Central Club, 16-22 Great Russel Street, London, WC1 3LR. Doors open at 2.30 p.m. Adult 60p Child 30p. Film show Adult £1.50 Child 50p.

Friday 7 March

Talk, 'LRT Breakdown Organisation' 19.00 for 19.15 in the Conference Room, Baden-Powell House.

Friday 21 March

Annual General Meeting, see page 27 of this issue for full details.

Friday 11 April

Talk, 'Prototype Rolling Stock', by Mr.R.J.Greenaway, 19.00 for 19.15 in the Conference Room Baden-Powell House.

Wednesday 30 April

Library Evening, 18.00. Details as for 7 February.

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LONDON TRANSPORT UNDERGROUND TIMETABLES

by
Brian Hardy

Part I
The Central Line

Continued from page 5 of UN 289.

WTT No. 108 - 5.11.1945

Peak services increased to 27 x 6 (MF morning), 32 x 6 (MF evening), 24 x 6 (SO morning) and 25 x 6 (SO midday), restoring a 2-minute service to the central area on MF, and thus 4-minutes to Ealing. MF midday off-peak increased to 8/4 throughout and evening off peak restored to 12/6. Saturday afternoon and evening service increased from 12/6 to 10/5 and Sundays after 16.00 altered to 15/5 with one extra train in service. No outstabling at Marble Arch, Queensway or Liverpool Street.

WTT No. 109 - 6.5.1946

Increase in peak service to 31 x 6 (MF morning), 34 x 6 (MF evening) and 28 x 6 (SO both) with a longer period of 2-minute intervals. Saturday mornings between peaks improved from 10/5 to 8/4. On Sundays local service increased to 6-minute intervals, but Ealing service reduced to 18 minutes, between 11.00 and 16.00.

WTT No. 110 - 7.10.1946 (MF & SO)

Earlier start to MF morning peak with two extra trains in service. No change to evening peak, but SO midday peak increased to 30 x 6, but SO morning reduced to 27 x 6. MF midday off-peak of 8/4 pattern improved to 7 1/2 Ealing, 2 1/2 Wood Lane.

WTT No. 111 - 18.11.1946 (MF & SO)

No change to maximum stock totals or service intervals, but additional trains in service in off peaks for trial running east of Liverpool Street to Drapers Field (every 7 1/2 between 10.15 and 15.45 and every 10 minutes between 19.45 and 22.00 MF, every 10 minutes 15.15 to 22.00 SO).

WTT No. 112 - 4.12.1946

Extension Liverpool Street to Stratford. 40 x 6 trains in each peak MF and SO. Marble Arch and Queensway sidings reintroduced for outstabling of trains. With no depot at the east end of the line, so that the maximum 4-minute peak service could be worked westbound from Stratford between 07.03 and 09.39 a 2-minute interval service commenced at 06.46 at Wood Lane eastbound.

It would be useful at this stage to summarise and update service intervals and trains in service:

	Ealing & Wood Lane	Wood Lane & L'pool Street	L'pool Street & S'ford	Trains in Service
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Monday-Friday

Peaks	4	2	4	40
Midday	7 1/2	2 1/2	5	31
Evening	10	5	5	19

Saturday

Peaks	4	2	4	40
Morning	7 1/2	2 1/2	5	31
Aft/Evening	10	5	5	19
18.30 to 19.30	10	3-3 1/2	5	24

Sunday

Before 10.00	20	10	10	11
10.00 to 16.00	12	6	6	15
After 16.00	10	5	5	18

WTT No. 113 - 3.2.1947 (MF & SO)

Improvements to layover times at Wood Lane and Ealing Broadway. No other major changes.

WTT No. 114 - 5.5.1947

Extension from Stratford to Leytonstone with stock totals 48 x 6 (MF), 45 x 6 (SO) and 21 x 6 (Sun). Outstabling of trains additionally introduced at Holborn and Liverpool Street, with two six-car trains (instead of one) at Marble Arch. Intervals as follows:

	Ealing & Wood Lane	Wood Lane & L'pool Street	L'pool Street & L'stone
<u>Monday-Friday</u>			
Peaks	4	1 1/2-2	2
Midday	7 1/2	2 1/2	5
Evening	10	5	5*
<u>Saturday</u>			
Peaks	4	2	3
Morning	7 1/2	2 1/2	5
Aft/Evening	10	5	5*
<u>Sunday</u>			
Before 10.00	20	10	10
10.00 to 16.00	12	6	6
After 16.00	10	5	5

Note * During off-peak times, to cater for LNER parcels trains, certain Leytonstone trains reverse at Liverpool Street, giving a number of 10-minute intervals. Such trains pick up their scheduled westbound working, thus spending some 37 minutes in Liverpool Street siding.

WTT No. 115 - 30.6.1947

Extension North Acton to Greenford. Stock increased to 52 x 6 (MF), 49 x 6 (SO) and 24 x 6 (Sun), of which four trains stable at Greenford. Peak services to both Greenford and Ealing each 6-minutes (representing a reduction of service to the latter), midday 7 1/2 and evening 10. Stepping-up of train crews introduced at Leytonstone on MF 07.50 to 09.10 and 16.48 to 18.34. Last vestiges of early-morning non-stopping (at the 'Actons') withdrawn.

WTT No. 116 - 8.9.1947 (MF & SO)

Slightly increased running times for rebuilding work at Wood Lane and the future White City station. No change to maximum stock, service intervals or operating patterns.

WTT No. 117 - 23.11.1947

Introduction of some seven-car trains and increase in Saturday peak by two trains. Stock now 29 x 7 and 23 x 6 (52 MF), 29 x 7 and 22 x 6 (51 SO) and 12 x 7 and 12 x 6 (Sun). Opening of new station at White City and permanent closure of Wood Lane station. Many trains to and from Wood Lane depot run empty to and from Shepherds Bush before and after the peaks, summarised as follows:

Starts -

14 trains	06.24 - 07.45 MF
15 trains	12.40 - 17.01 MF
12 trains	06.24 - 07.45 SO
11 trains	11.02 - 12.33 SO

Stablers -

15 trains	09.16 - 13.28 MF
19 trains	18.28 - 20.03 MF
11 trains	09.11 - 10.27 SO
20 trains	13.19 - 14.56 SO

Presumably trains had SHEPHERDS BUSH destination





Photographs on page 15

Top: The last day of operation of the 1938 Tube Stock was described in the previous issue of Underground News. On the morning of 20 November 1985, the last available train (the 'Starlight Express' - units 10291 and 11012) worked train 231, as seen here at Harlesden at 09.38, on its way back to Stonebridge Park.

Lower: DM 11012 (which was originally 11178) is at the rear of the same train departing from Harlesden, as a seven-car 1959 Tube Stock train arrives, working the 09.26 ex-Harrow & Wealdstone. Note the two different headboards at each end of the train - that on 11012 being prepared by the Stonebridge Park depot staff while that on 10291 (top picture) was made up by one of our Society members.

Photographs Opposite

The evening peak of 20 November 1985 saw the Starlight Express work train 230, starting and stabling at Stonebridge Park, working three round trips. At Oxford Circus, the first north-bound journey to Stonebridge Park (top photo) is seen departing, modernisation of the Bakerloo Line platforms here having been completed. The scene at Queens Park (lower photo) at about 18.15, before reversal for the last round trip. By now, many enthusiasts had joined the train and at the same time, Thames TV were at the south end of the station filming events for their programme Thames News.

All photos: R.J.Greenaway

plates, and train describers were able to show this short working (?).

WTT No.1 - 14.12.1947

Extension beyond Leytonstone to Newbury Park and Woodford. Introduction of some eight-car trains. Stock totals now 55 x 7 and 12 x 8 (67 MF), 54 x 7 and 12 x 8 (66 SO) and 28 x 7 (Sun). Maximum use made of sidings for stabling, on MF being Greenford (4 trains), White City (1), Ealing Broadway platform (1), Wood Lane depot (30), Queensway (1), Marble Arch (1), Holborn (1), Liverpool Street (1), Leytonstone WB loop (2), Newbury Park (10), Woodford sidings (6) and Hainault depot (9). Although trains terminated at Newbury Park, nine trains ran empty between there and Hainault depot. These operated via the Grange Hill end of the depot, reversing in Grange Hill station. At this stage, the LT signalling at Hainault was not complete. One four-car train also operated from and to Hainault depot for the conveyance of depot staff. Operating on MF and SO, this left Hainault depot for Newbury Park at 06.23 and Newbury Park for Hainault at 08.02.

During the MF midday off-peak services were not self-contained, each train working in sequence: Greenford-Liverpool Street-White City-Woodford-Ealing-Newbury Park-Greenford, with 46 x 7 in service. After the evening peak 28 trains (5 x 8 and 23 x 7) provided self-contained services Greenford-Woodford and Ealing-Newbury Park, which was also the pattern SO afternoon and evenings and Sundays at the relevant intervals. Reduction made in number of direct trains to and from Wood Lane depot via Shepherds Bush (variable between 8 and 11 in each peak).

Sunday service before 09.30 increased on western branches to 15, 5 central area, 10 eastern branches. After 09.30 intervals 10 minutes all branches and 5 minutes central area.

During the currency of this timetable, MF maximum stock amended to 65 x 7 and 2 x 8 (reduction in, and inability to operate 8-car trains - overall total of 67 unchanged), applicable from Jan-

uary 1948.

WTT No.2 - 2.2.1948

Wood Lane depot renamed White City, still providing 30 trains for service, with some direct to and from Shepherds Bush. Stock totals reflect changes made in previous month. Six trains transferred to Hainault for stabling, from sidings at Queensway, Marble Arch, Holborn, Liverpool Street and Leytonstone, leaving these free for emergency reversing. Peak service on western branches improved to 4-6 instead of 5-6, so that White City reversers are every 8 minutes instead of every 6 minutes. Service patterns in the peak through the central area thus: White City/Ealing/Greenford/Ealing/White City/Greenford/Ealing/Greenford, with 2-minute intervals through the central area.

Reduction in trains during MF midday off-peak from 46 to 41, with introduction of self-contained services and regular Marble Arch reversers. Service patterns thus: Greenford-Newbury Park, Ealing-Woodford and Marble Arch-Liverpool Street each service 7½ minutes, giving a 2½-minute frequency between Marble Arch and Liverpool Street. Evening off-peak not self-contained, operating Greenford-Woodford-Ealing-Newbury Park-Greenford.

WTT No.3 - 31.5.1948

Extension Newbury Park to Hainault, with 73 trains in service (61 x 7 and 12 x 8) MF, 69 SO (57 x 7 and 12 x 8), and 29 x 7 Sun. No stabling at Newbury Park. WB morning peak and EB evening peak increased to 1½-2 minutes in central area (34 trains per hour, 17 to each eastern branch). Introduction of Newbury Park reversers in peaks 06.47 to 10.32 and 16.25 to 18.35 (MF), 07.26 to 09.08 and 12.16 to 13.52 (SO) - peak service to and from Hainault is thus 3-8 minutes. All trains to and from Hainault depot via Hainault station (i.e. none via Grange Hill - presumably in preparation for the forthcoming electrification of the loop). MF midday off-peak increased by two trains in service to 43, but patterns as in previous timetable with improved layovers. Saturday evening service after 17.00 increased from 10/5 to 7½/3½-4.

WTT No.4 - 21.11.1948

Extensions Woodford-Loughton and Woodford-Hainault in the east and Greenford-West Ruislip in the west. Maximum stock 76 trains MF and SO (64 x 7 and 12 x 8), plus 2 x 3 and 2 x 4 for shuttle trains, Sundays 33 x 7, 2 x 4 and 1 x 3. Transfer of most stock from White City depot (which becomes a stabling point) to Ruislip depot. White City depot provides just nine trains and is used only at the start and close of traffic. All trains to and from depot via White City station. Stabling of trains at Woodford withdrawn. Peak service patterns improved at western ends of the line, with White City reversers every 10 minutes instead of every 8. Peak pattern through central area thus: White City/Ealing/Greenford/Ealing/West Ruislip. Introduction of 'main line' trains starting and stabling at Hainault depot via Grange Hill. Self-contained midday MF off-peak services: West Ruislip-Loughton, Ealing-Hainault and Liverpool Street-Marble Arch or White City. Same pattern MF evening, SO afternoon/evening - without the 'local' service. MF midday branch services reduced to 10-minutes, 2½-5 White City-Marble Arch and 2½ (no change) Marble Arch-Liverpool Street.

Service over the northern section of the Hainault loop operates as a shuttle between Hainault and Woodford 05.45 to 00.45 MF and SO, with a later start and earlier finish on Sundays. Service intervals between Hainault and Woodford an ambitious 10-minutes (7½ peak and SO after

17.00). Sundays: 10 minutes.

Sunday main line self-contained as MF and SO, but working pattern altered to become West Ruislip-Hainault and Ealing-Loughton.

Timetable also includes LNER service east of Loughton, generally every 20 minutes (15 peaks) to Epping and 60 (30-45 peaks) to Ongar.

WTT No. 5 - 23.5.1949

No change to number of trains in service, but all four trains on Hainault-Woodford branch strengthened to four cars. Reduction of one train in service SO peaks. Eight trains to stable at Newbury Park between Saturday morning and midday peaks.

MF midday and SO between peaks reduced to 12 minutes branches, 3-6 White City-Marble Arch and 3 Marble Arch-Liverpool Street.

Sundays before 13.30 reduced from 10/5 to 12/6, with five less trains in service.

WTT No. 6 - 25.9.1949

Extension of service Loughton to Epping, with increase in stock to 79 trains (67 x 7 and 12 x 8) MF, 1 x 8 less SO, plus 4 x 4 and 1 x 2. Sundays 34 x 7, 3 x 4 and 1 x 2. Existing service intervals over most of line unchanged. Peak service to Epping 10-15 minutes with additional short workings to Debden. Introduction of four trains entering and leaving service via the Grange Hill end of Hainault depot and running in service via Hainault. These depart Grange Hill at 06.00, 06.15, 06.54 and 07.05 and corresponding workings arrive at Grange Hill at 19.11 (ex-White City), 19.52 (ex-Ealing), 00.09 and 00.29 (both ex-West Ruislip) - one is led to wonder how these were indicated 'through the road', with no such provision of a 'Grange Hill via Hainault' description (or destination plate?). Trains stabled at Newbury Park SO between peaks reduced from eight to two. Stabling reintroduced at Woodford sidings (6 trains). Rolling stock redistributed at western end of line so that Ruislip depot provides 26 trains and White City 13 trains (previously 30 and 9 respectively), with better utilisation of White City depot. During off-peak times a limited through service provided to Epping, with most trains terminating at Debden. To double the frequency to Epping, a one-train two-car shuttle (set No.90) works between Loughton and Epping. Intervals over the 'new' section as follows:

	Through Service	Shuttle
	to Debden & Epping	L'ton & Epping

Mondays to Fridays

Peaks	3½-7½	10-15	-
Midday	12	48	48
Evening	10	40	40

Saturdays

Peaks	3½-7½	10-15	-
10.00 to 11.30	12	48	48
Afternoon	10	40	40
After 17.30	7½	37½	37½

Sundays

Before 13.30	12	48	48
After 13.30	10	40	40

This timetable also provides separately the complete Epping-Ongar service, operated on behalf of LT by BR (ER). This has been improved to run generally every 40 minutes - but not always corresponding to the main Central Line service. Most trains, however, connect into and from London services, but as the frequencies of the two ser-

vices did not always match, there were some frustrating and dubious connections - e.g. 11.17 arrival to 11.17½ departure MF on one hand, to 20.57 arrival and 21.18 departure SO on the other! There continues to be a gap in the MF and SO midday service to Ongar for freight traffic.

WTT No. 7 - 5.2.1950 (Sun)

The 12/6 minute service extended to operate until 19.30. Through Epping and shuttle service reduced to 48-minute intervals and Hainault-Woodford shuttle reduced to 12 minutes in consequence.

To be continued.

THE UNDERGROUND AT CHRISTMAS 1985

Yet again, services during the Christmas holiday period took the form of previous years - with no Underground services at all on Christmas Day. To summarise, reduced peak services operated on Mondays and Tuesdays 23, 24, 30 and 31 December, with special arrangements on Christmas Eve to cater for British Rail's early close-down, and on New Year's Eve, providing extra trains for New Year's revellers.

On Christmas Eve, services which finished early included the Richmond branch (all trains to Ealing Broadway) and Wimbledon branch (all trains to reverse at Putney Bridge) of the District Line from about 21.30, New Cross Gate on the East London (all trains to New Cross) from 21.45, and Paddington (H. & C. - all trains to non-stop from about 22.35). In addition, the BR Marylebone-Aylesbury service ceased early, the last trains being 21.10 Marylebone to Aylesbury, 20.40 Aylesbury to Marylebone and 21.40 Aylesbury to Harrow-on-the-Hill (then empty to Marylebone).

Services on Boxing Day were mostly as in recent years, starting between 09.30 and 10.00 and finishing generally at Sunday times. The main alterations from 1984 were as follows:

- (1) No service on Metropolitan Line to Watford or north of Rickmansworth, and thus no working via North Curve. Services 30 minutes from Watford and Uxbridge, combining to 15 minutes from Harrow. Stations closed ADDITIONAL to 1984 were Amersham, Moor Park and Watford.
- (2) No service on Piccadilly Line between Acton Town and Rayners Lane, with Alperton and South Harrow stations additionally closed. On the Cockfosters-Heathrow section, Caledonian Road station was also closed this year.
- (3) Colliers Wood station closed additionally on the Northern Line.
- (4) No increase in services on the Bakerloo or Central lines between 13.00 and 21.00, the standard intervals applying all day:

West Ruislip-White City	30
White City-Leytonstone	15
Leytonstone-Hainault	30
Leytonstone-Loughton	30
Queens Park-Elephant & Castle	15

 Additional station closed was St.Pauls.

See over for table of trains in service on Boxing Day 1985.

On Friday 27 December, Saturday interval services operated on all lines. However, with the exception of Aldwych, Shoreditch and West Brom-

Trains in Service Boxing Day 1985

	Before 13.00 & after 21.00	13.00 to 21.00
Metropolitan No.1	5	8
Metropolitan No.2	6	6
Jubilee	6	6
Northern	15	15
Victoria	6	* 9
District	12	* 16
Piccadilly	10	15
Central	10	10
Bakerloo	4	4
Total	74	* 89

Note * Plus two spare trains on District and Victoria lines (grand total 93 trains) for football traffic.

pton, which remained closed, all other stations were open as on a normal Monday to Friday. This included the Epping-Ongar branch, on which a normal peak service operated.

On New Year's Eve 31.12.85, as in 1984, last trains from the central area were extended to finish 30 minutes later than on a normal Monday to Friday. Sections excluded were those normally closed before 23.00, plus Watford (Met), New Cross Gate and Aldgate. Included this year was the City branch of the Northern Line. Free travel was again allowed, sponsored by Hofmeister Lager, but from 23.45 (instead of 23.00) until last trains, or 05.00 (buses).

ROLLING STOCK ALTERATIONS

AMEND delivery dates for new Battery Locomotives to read:

L63 - 4.10.85 L64 - 30.10.85 L65 - 29.11.85

ADD for November 1985:

1938 Tube Stock -

From Ruislip, to Booths, Rotherham, by road for scrap -

10148 11148 12101 012241 7th
10188 11188 12015 012268 15th
10161 11161 012246 22nd
10308 11308 012414 29th

Note that 11188 was originally 11235.

Service Stock -

From Ruislip, to Booths, Rotherham, by road for scrap -

Ballast Motor L155 22nd
Rail Grinding Car RG802 29th

Overhauls:

With the transfer of train overhauls from Acton Works to depots, starting with the Northern Line at Golders Green, the first units to be so treated were overhauled in November 1985 -

1150-2150-1151 6th
3463-4563-3563 13th

December 1985

1938 Tube Stock:

From Stonebridge Park to Ruislip, withdrawn stock -

10291-012371-11291+10012-012256-12027-11012 5th

From Ruislip to Booths, Rotherham, by road for scrap -

10193 11193 12054 012282 6th
10318 11318 012413 13th

1973 Tube Stock:

From Northfields to B.R.E.L. Derby, by road, for conversion to Track Recording Car -

514 19th

A Stock OPO Conversions:

End	Unit	Neasden- Acton	Neasden- Ruislip	Ruislip -Acton
D	5212	4.12.85	-	
A/D	5058	-	9.12.85	
D	5218*	13.12.85	-	
A	5128	17.12.85	-	

End	Unit	Ruislip- Acton
A	5080	3.12.85
D	5168	10.12.85
A/D	5088	20.12.85 †

End	Unit	Acton- Neasden	Ruislip- Neasden
A/D	5098	-	3.12.85
A	5130*	4.12.85	-

End	Unit	Entered Service
A/D	5096	3.12.85
A/D	5098	5.12.85
A/D	5110	8.12.85
A/D	5122	8.12.85
A	5130	12.12.85

Notes:

† Ruislip to Acton for testing after conversion.
* Includes half-life overhaul.

Miscellaneous Movements:

L130+ESL117+L131 Acton to Ruislip for scrap 3rd
L25 Lillie Bridge to Acton (2nd buckeye) 6th
L47 Acton to Ealing Common (overhaul, yellow livery & 2-ended buckeye) 18th
L18 Acton to Ealing Common ('D' end buckeye - 'A' end done previously 19.3.81) 20th

Service Stock:

From Metro-Cammell, Birmingham, delivered to Ruislip -

Battery Locomotive L66 13th

From Ruislip to Booths, Rotherham, by road for scrap -

Rail Grinding car RG803 13th

Livery Alterations:

From maroon to yellow -

Battery Locomotive L47

Overhauls:

Units to Acton Works -

Nil

Units from Acton Works -

Victoria 3016-4016-4116-3116 17th (c)
Central 1482-2482-9483-1483 19th (b)

At Golders Green -

Northern 1128-2128-9129-1129 12th (a)

Overhaul codes:

(a) Standard Heavy Overhaul
(b) Half-life Overhaul
(c) 18-year Overhaul
(d) 5-year Overhaul

PHOTOGRAPHS OPPOSITE

In the autumn of 1985, the North Woolwich Station Museum in East London acquired a Metropolitan Railway electric saloon stock coach (top) from the Army at Shoeburyness. This was one of five such cars sold in 1943/44 and initial detective work suggests this may be 3rd class trailer No.4, which became 9486 in early L.P.T.B. days. A number plate on the underframe bears the number RCP 003021, which it was given when sold to the Army. Although the car is believed to be a trailer it can be seen that the bogies - of 1930 origin - were able to carry shoegear.

Coinciding with the North Woolwich car coming to light, at the beginning of 1986, another Metropolitan electric saloon coach (minus bogies) was 'found' in central Gloucester, near the River Severn. This car has been definitely identified as ex-1st class control trailer No.54, which became 6554 with LT, being of 1905 origin. This car (middle and lower photos) was someone's home until about 12-18 months ago - the driving cab had been converted to a bathroom/toilet, while the rest of the coach was made up into three separate rooms up to the rear door. The car body is generally in poorer condition than that in East London, but is structurally sound. It is believed that the new owners of 6554 have no desire to keep it, and thus its future may be very short. CT No.6554 was one of 15 Metropolitan cars sold on 26 August 1940 to an unknown buyer and destination and the present owners suggest that it arrived at its present site in 1946.

All photos: R.J.Greenaway

ROLLING STOCK REVIEW

No.9 - 1985

New Stock

1983 Tube Stock:

From Metro-Cammell delivered to Neasden

Units: 3622 3623 3624 3625

From Metro-Cammell re-delivered to Neasden after modifications

Units: 3601 3602 3603 3604 3605 3606 3608

Entered service, Jubilee Line

Units: 3601 3602 3603 3604 3605 3606 3608 3618
3620 3621 3622 3623 3624 3625

Stock Scrapped

1938 Tube Stock (cars):

10106 10148 10161 10187 10188 10193 10213 10214
10222 10231 10248 10249 10275 10279 10308 10318
11106 11148 11161 11187 11188 11193 11213 11214
11222 11231 11248 11249 11275 11279 11308 11318
12014 12015 12026 12054 12094 12101 12431

012169 012226 012241 012246 012265 012268 012273
012282 012295 012302 012310 012314 012320 012345
012350 012413 012414

Note: 11188 was ex-11235

Stock Preserved

1938 Tube Stock (cars):

10177 11177 (Chatham Dockyard)

Line Transfers

1959 Tube Stock (units):

Northern to Bakerloo -

1032 1036 1040 1044 1048 1052 1064 1072 1092
1132 1144 1164 1184 1192 1264 1272 1284 1292
1304

1035 1043 1047 1051 1055 1065 1075 1095 1103
1135 1143 1155 1163 1175 1195 1275 1283 1295
1303 1315

Bakerloo to Northern -

1196 1200 1208 1212 1216 1220 1224 1228
1199 1207 1211 1215 1219 1223 1227 1231 1239

1972 MkII Tube Stock (units):

Jubilee to Northern -

3235 3237 3238 3239 3240 3241 3242 3243 3244
3245
3535 3537 3538 3539 3540 3541 3542 3543 3544
3545

1973 Tube Stock (unit):

Test Train to Piccadilly (converted from ETT to standard) -

894 (still O/S to enter service at end 1985)

Livery Alterations

From maroon to yellow -

Battery Locomotives

L26 L44 L45 L46 L49 L50 L52 L53

New Service Stock

New Battery Locomotives -

L62 L63 L64 L65 L66

New General Purpose Wagons -

GP901 GP902 GP903 GP904 GP905 GP906 GP907 GP908
GP909 GP910 GP911 GP912 GP913 GP914 GP915 GP916
GP917 GP918 GP919 GP920 GP921 GP922 GP923 GP924
GP925 GP926 GP927 GP928 GP929 GP930 GP931 GP932
GP933 GP934 GP935 GP936 GP937 GP938 GP939 GP940
GP941

Service Stock Scrapped

Ballast Motor -

L155

Hopper Wagons -

HW403 HW406 HW415 HW416 HW420 HW422 HW423 HW424
HW425 HW428

Rail Grinding cars -

RG802 RG803

Service Stock Sold for Further Use

Hopper Wagons -

HW435 HW437 (Isle of Wight Railway)

Lining Machine -

PTL764 (Severn Valley Railway)

Service Stock Withdrawn During 1985 and Awaiting Disposal

Flat Wagons -

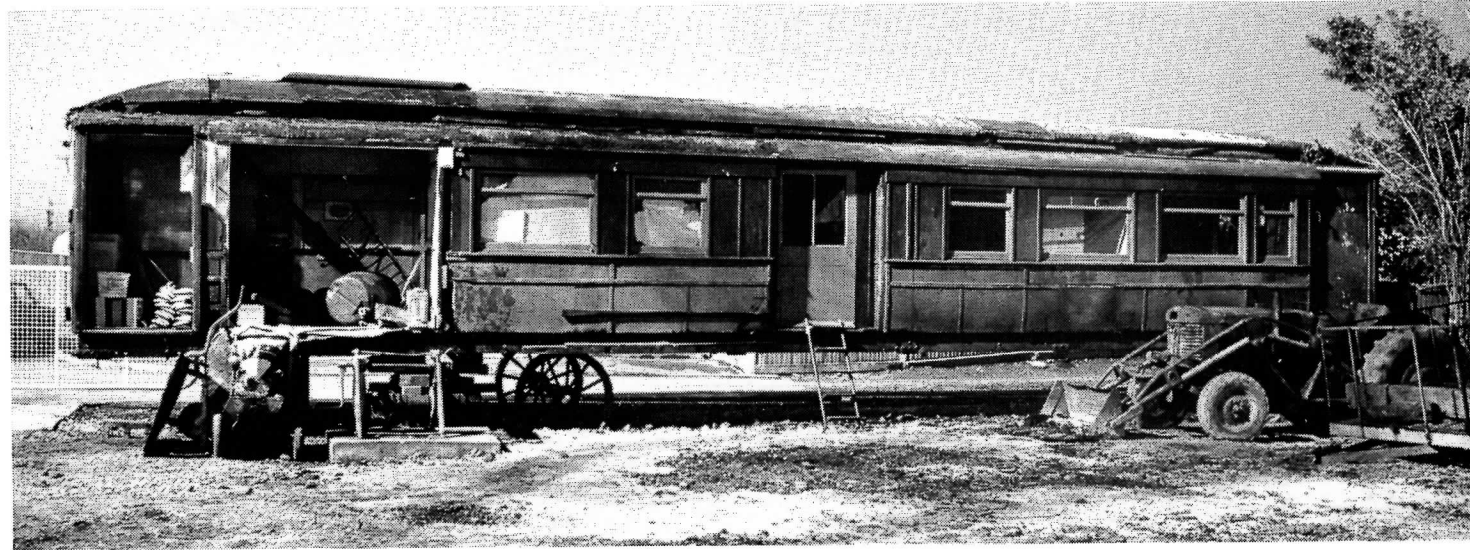
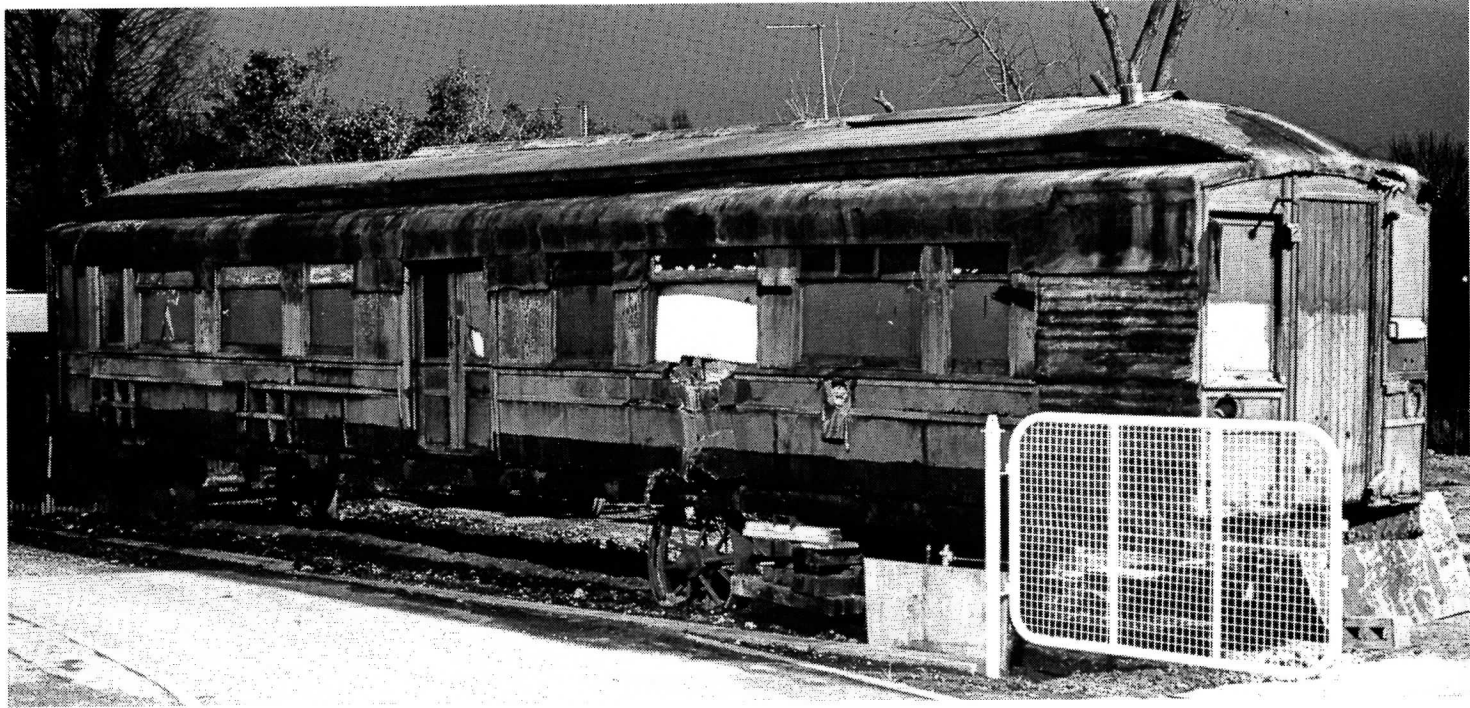
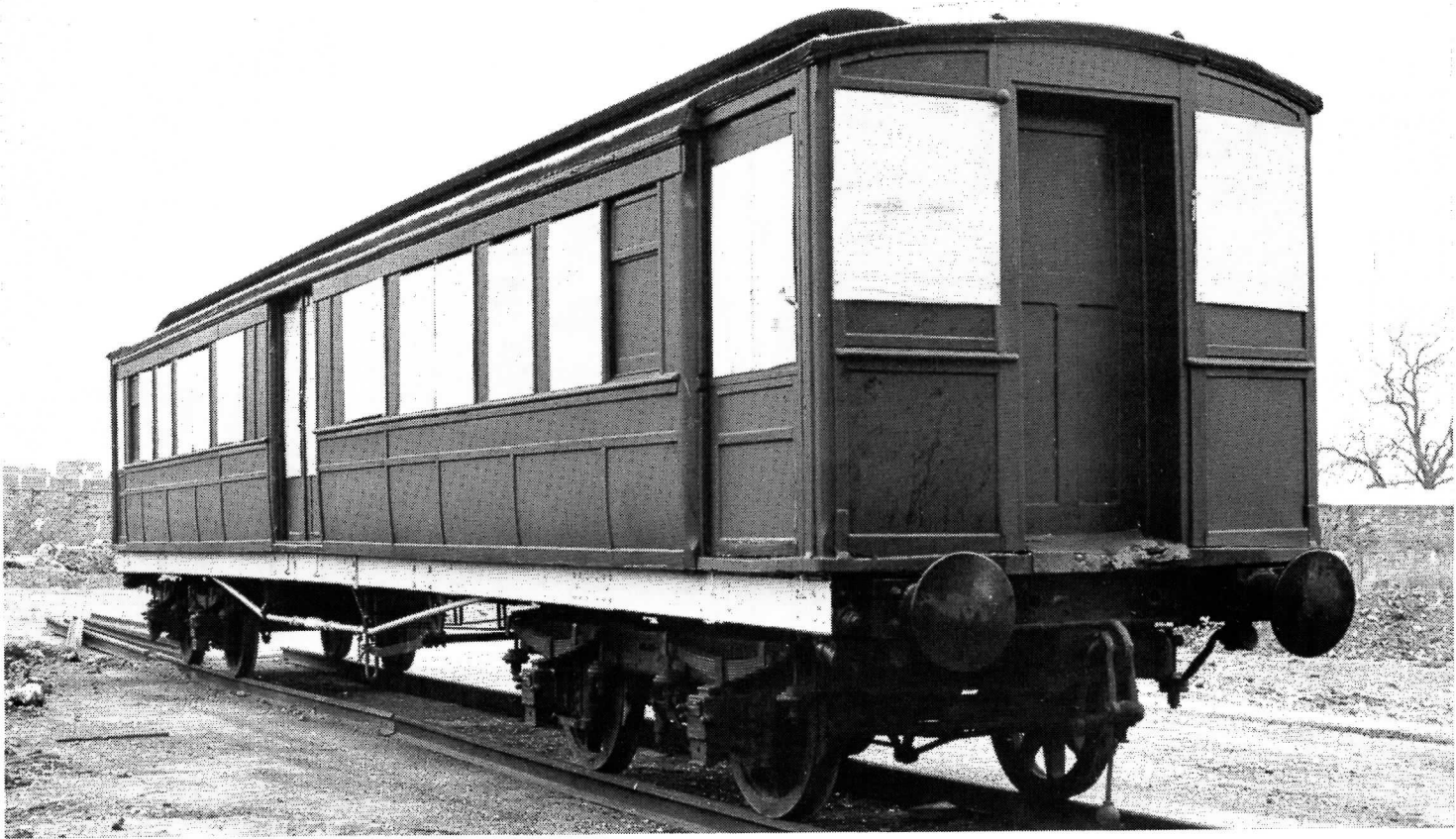
F311 F316 F317 F321 F322 F329 F331 F332 F341
F346 F347 F348 F354 F356 F359 F360 F361 F362
F363 F365 F367 F368 F370 F371 F372 F373 F374
F375 F377 F380

Rail Wagons -

RW460 RW461 RW463 RW464 RW466 RW467 RW474

Note: The above vehicles are in addition to those listed below, which were withdrawn prior to 1985 and are still awaiting disposal:

L154 ESL117 ESL118A/B





PHOTOGRAPHS OPPOSITE

On Saturday 7 December 1985, British Rail's High Speed Track Recording Coach (HSTRC) was borrowed again by London Underground, operating on the surface sections of the Metropolitan Main Line. The special train is seen (top) passing West Hampstead, having reversed and shunted at Finchley Road. The HSTRC is the second car from the front, the other three being the narrow 'Hastings' line stock from the Southern Region, whose days are now numbered. Formed S60004-DB999550-S60523-S60005, the extra trailer included on this occasion was specifically for its unique trip on the Chesham branch. For this to be achieved, arrangements had to be made to carry passengers, while the four-car A stock set remained in Chalfont bay, and many enthusiasts (and a few passengers!) packed themselves into S60523 and the adjacent power car. On the return trip from Chesham, the special is seen at Chalfont & Latimer, with an Aylesbury-bound DMU departing, whose days may also be numbered if the closure of Marylebone is approved (centre). The other place of interest visited by the special train was Stanmore (lower photo). The sides of the power cars were adorned with stickers which read 'Ride the 1066 Route'.

All photos: R.J.Greenaway.

HW418
RW454 RW455 RW456 RW457
B556 B560 B581
C606 JC683

- (d) 3243, 4243 ex-derailment.
- (e) 3230, 4230 to store.
- (f) 3230, 4230 ex-store, 3203, 4203 withdrawn.
- (g) 17514 collision.

Stock Conversions

1973 Tube Stock (unit):

From ETT to Standard -
894

A60/62 Stock (units):

OPO Conversions at Acton -

A End 5038 5130
D End 5222 5226

OPO Conversions at Ruislip -

A/D End 5094 5096 5098 5108 5110 5122

Changes to Unit Formations

1962 Tube Stock

From 1542-2542-9543-1543	} 1.85 (a)
From 1732-2732-9733-1733	
To 1732-2732-9747-1543	

1967 Tube Stock

From 3021-4021-4121-3121	} 3.85	}
From 3022-4022-4122-3122		
To 3022-4022-4121-3122	} 11.85	(b)
From 3022-4022-4121-3122		
To 3021-4021-4121-3121		
To 3022-4022-4122-3122		

1972 Tube Stock

From 3205-4205-4305-3330	} 4.85	}
To 3205-4205-4330-3305		
To 3230-4230 4305-3330	} 7.85	(c)
From 3235-4235-4335-3343		
To 3235-4235-4335-3335		
To 3243-4243-4343-3343	} 9.85	(d)
From 3203-4203-4303-3303		
From 3230-4230-4305-3330	} 8.85 (e)	
To 3203-4203-4305-3330		
From 3203-4203-4305-3330	} 11.85 (f)	
To 3230-4230-4305-3330		

D Stock

From 7500-17500-7501	} 6.85	}
From 7514-17514-7515		
To 7514-17500-7501	} 11.85	(g)
From 7514-17500-7501		
To 7500-17500-7501		
To 7514-17514-7515		

Notes:

- (a) 1542, 2542, 9543, 9733, 1733 collision. 9747 ex-store.
- (b) 4122 burn-out.
- (c) Bogie experiments on 3305, 3230.

Remumbering of Stock

1962 Tube Stock

DM 1501 to 1459)	} 3.85	(Reversion to original numbers
NDM 9501 to 9459)		

A60 Stock

DM 5028 to 5232)	} 6.85
T 6028 to 6232)	
DM 5008 to 5034	7.85
DM 5117 to 5233)	} 8.85
T 6117 to 6233)	

SOCIETY SECTION

SILVER JUBILEE FILM SHOW

In 1986, the London Underground Railway Society will be 25 years old - first formed in November 1961. As an early celebration, a special video film show has been arranged for Saturday 12 April 1986, presented by Barry Coward. The film show will commence at 18.00 in the Lecture Theatre of the London Transport Museum.

The programme will include:

METROPOLIS (Paris Metro in the 1930's), EALING & SHEPHERDS RAILWAY (1920), PICCADILLY LINE EXTENSIONS (1931), CENTRAL LINE EXTENSIONS (1948), and much more other interesting Underground material of times past.

As the event will be outside normal Museum hours, there will be no access to the rest of the Museum and its exhibits. The Museum, of course, will be available before 17.00 to those paying the appropriate admission charges.

The non-refundable admission price of £1.50 per person must be paid in advance. If you would like to attend this very interesting film show, please write, ENCLOSING an SAE. to Mr.G.A. Finch, 161 Valetta Road, London, W3 7TA as soon as possible. Cheques or postal orders to be made payable to THE LONDON UNDERGROUND RAILWAY SOCIETY, and to be sent when booking.

Please note, there is No-Smoking inside the Museum, including the Lecture Theatre.

November Baden-Powell House Meeting

For the November meeting, Mr. C. Baker addressed the Society on "Met. men and Models".

He served his apprenticeship at Neasden from 1923 to 1928, but it was the Met's practice to discharge these young men after their apprenticeship had been completed. Some staff might be taken on as adults after they had gained outside experience.

With the aid of a plan of Neasden Works in the 1920's, Mr. Baker took his audience through the

works from one end to the other, describing the activities in each shop. Experimental work in the body shop included finding the optimum locations for car advertisements, and an experimental car seat which was not generally adopted because it was too comfortable, and made passengers reluctant to leave.

A small drawing office was attached to the body shop, and this in turn had a print room in a hut at the end of a siding. With the usual Met. eye to economy, the arc light for taking prints was fed from the current rail via a motor generator, so the man making prints had to ensure that no electric vehicles were moving about, or else he would not have enough voltage to make a presentable print.

The so called "laundry" was little more than a shop for washing wiping-cloths, but it was fed by an ex-"A"-class boiler, when this had to be repaired, a stationary "E"-class locomotive deputised.

In the paint shop, the foreman insisted on a perfect finish, but was not so conscientious when it came to mixing colours. The locomotive colour was officially chocolate, but could vary to maroon or crimson. The finish for passenger stock was varnished teak, and any steel panels were carefully grained to resemble teak.

The wheel yard formerly accommodated a winding engine which hauled a rope round the whole works.

All the foremen wore bowler hats, and the official in the smiths' shop went one better by sporting a dark suit with four buttons.

Most machines in the machine shop were driven by belts from overhead shafting. Changing a machine's belt from one sized pulley to another was difficult and dangerous.

One hot day a foreman removed his bowler, and a playful turner reduced part of a bolt to needle thickness, and pinned the bowler to the wall through one of the pin-holes in the crown. Luckily the foreman took it in good part.

The winding engine and the round-the-works rope had formerly powered a heavy crane in the erecting shop. When the engine was taken out of service, a section of rope was retained for the crane, driven by a local electric motor. One day in 1926 a heavy crash was heard all over the works. Its source was the erecting shop, where a 4'6" rope wheel had disintegrated, and a companion wheel had also failed from the shock. An "H"-class locomotive, weighing about 50 tons, fell about three feet, but fortunately landed on its wheels, on a section of track. The only damage was to the locomotive springs, and to one rail. The crane wheels were replaced by new wheels of the same design but of different materials.

The armature shop was a late addition, at the north end of the works, and had a palatial atmosphere. The foreman wore a light suit in recognition of his status as an electrical engineer.

The gauge and dials man was greatly respected because of the small size of his charges, but he was once severely told off for adjusting a Great Western safety valve at Aylesbury.

The firm of Stones, who provided the carriage lighting equipment, had a shop at Neasden which was out of bounds to the Met. men.

Destination boards on locomotives were wider than on cars - a latter day rootle through the steam shed turned up boards for Eastbourne and Hastings, once carried by locos hauling excursions, for the first part of the journey.

Turning to the various steam locomotive classes, Mr. Baker paid tribute to the strength of the "A" class frames, which were still sound (on the survivors), after 60 years. The "C" class was an S.E.R. type, ordered during the Watkins regime, and was underpowered. Examples of "Cs" and "Ds" were standing disused during Mr. Baker's stay at Neasden.

Tests on the road with newly-overhauled steam locomotives made a pleasant break in the routine, as the apprentice who had worked on the loco was taken on the test. They were in the afternoons, and the first stop was usually in a siding at Chorley Wood, where the apprentice was expected to buy the foreman a beer or else crawl under the engine feeling the bearings. The trial usually continued to Great Missenden, where the foreman disappeared on private business until the return journey. On one such trial with an "F" class, the loco returned to Neasden with a coupling rod almost red hot, because of misalignment of the axles. Mr. Baker continued with numerous other anecdotes of locomotives and men, and described how he had built his half-inch scale models, both the five models he had brought to the meeting and others shown on slides. A wooden veneer, used to wrap Havana cigars, had proved to give an excellent reproduction of Metropolitan teak, but was rather expensive in cigars!

After Mr. Baker had answered questions on a variety of Metropolitan matters, the meeting showed its appreciation of his interesting talk and his display of models in the usual way. Thanks are due to John Herting for transporting the models.

DFC

December Baden-Powell Meeting

For our December meeting we had the privilege of being addressed by Dr. Tony M. Ridley, Chairman and Managing Director of London Underground Ltd. and a past President of the Society, whose talk was entitled "Oxford Circus - The Fire and its Implications".

The most destructive fire in the Underground's history broke out at 9.50 p.m. on Friday 23 November 1984, and was reported in UN 277. The fire started between the Northbound Bakerloo and Victoria Line platforms, in a cross-passage which was being used as a materials store by contractors working on the station modernization. The fire rapidly took hold, with the flames licking up to the ceiling, and dense smoke severely limiting visibility.

Dr. Ridley told the meeting how emergency evacuation of the station was immediately started, and services halted on the three lines serving it. The Fire Brigade arrived within 6 minutes of being summoned and assisted Police and operating staff in the evacuation, which was hampered by the dense smoke spreading through the station, limiting visibility and making breathing difficult. Trains on the Southbound Bakerloo and Victoria Lines were used for evacuation purposes, but it was not possible to use Northbound trains.

The firefighting was very difficult operation as the Fire Brigade had to carry their equipment 140 metres from the street level to the fire hydrants on the platforms. They could not use their hoses until they knew that traction current was off, and by this time the fire had spread to such an extent that it took nearly four hours to be totally extinguished, and 30 pumps were needed.

In order to ensure that nobody was trapped, firemen wearing breathing apparatus, assisted by

operating staff, made a detailed search of the whole station. Only 14 people (9 staff, 4 passengers and a Policewoman) needed hospital treatment for smoke inhalation; of these ten were not detained, 3 were kept in hospital overnight, and one - a staff member - was detained several days for observation. That casualties were not heavier was thanks to the "heroism and bravery" of those involved in the evacuation - and also to the fact that fortunately the fire occurred at a time when the station was not busy. Had it broken out a few hours earlier, Dr. Ridley said, he did not like to think of the consequences. As one Fire Brigade Officer had said to him afterwards: "Dr. Ridley, don't you think our luck may be running out?"

The effect on services

No trains were trapped on the Southbound Bakerloo and Victoria Lines, but three Northbound Bakerloo trains were directly affected. It was at first thought that these trains had passed through Oxford Circus, but the first one had actually been halted in the platform by the operation of the passenger emergency brake valve. This train was detained at Oxford Circus, but the second and third trains were held in the tunnel behind it. The driver of the second train was unable to walk forwards to Oxford Circus because of the fire. He returned to his train and moved his passengers to the rear, further from the fire. 370 passengers were eventually walked back along the tunnel from these two trains to Piccadilly Circus. On the Victoria Line a Northbound train was halted just short of Oxford Circus, and another was in the tunnel behind it. Communication with these trains was not possible, as the tunnel telephone system had been put out of action by the fire, and a short-circuiting device had been placed on the current rails, disabling the "Carrier Wave" system. In the end staff had to be sent down the tunnel from Green Park to these trains with the message to evacuate, and 350 passengers from these two trains were walked back to Green Park.

On the Central Line an Eastbound train arrived at Oxford Circus; nobody was allowed off but the passengers on the platform were evacuated to Tottenham Court Road on this train. 155 passengers were detained from the two Westbound trains at Tottenham Court Road, the first being moved forward after detrainment in order to allow the other into the platform. Overall, the Central Line was least affected, being furthest from the fire, and was back in service the following morning. An engineering team was formed on that Saturday morning, to restore services as soon as possible. It was hoped to reopen the Bakerloo Line platforms that same evening, and the Victoria Line by the Monday morning.

Fire damage

The damage was mainly confined to the Northbound platforms and adjoining passages. On the Bakerloo platform there was damage to lighting and other electrical equipment, and heavy smoke staining occurred here, extending up the escalator shaft and to the booking hall. However, the Victoria Line platform and its adjacent passages fared worse, being gutted by the fire, and Dr. Ridley showed a number of slides graphically illustrating the extent of the damage, which he described as "an unholy mess".

Initially, good progress was made in clearing up, but then traces of white asbestos were found in the burnt-out ceiling linings of the Victoria Line tunnels. Despite the possible temptation of turning a blind eye to this discovery, it was realized that the asbestos would have to be

cleared by specialist contractors, before which the affected area would have to be sealed off. Until this work was completed, trains were not able to call at the Northbound Bakerloo platform, which did not reopen until 30 November.

The offending material, known as "Cellactite", was a corrugated steel sheet coated in a bitumen/asbestos layer. Normally, the asbestos would be sealed and quite harmless, but the fire had damaged the seal and there was a danger that in removing these sheets, the asbestos fibres would be released into the air. In order to extract all the Cellactite it was necessary to remove all the architectural finishes - tiles and walls. As an added complication, airlocks, and shower units for decontamination of personnel, had to be set up at the exit from the affected area. (However, in the event, the level of airborne asbestos fibres turned out to be much less than had been feared.)

The specialist contractors worked round the clock to clear the tunnel section by section, packing the material into sealed containers for removal by engineer's trains. Meanwhile, as each section was cleared, temporary reconstruction work followed. The asbestos was finally cleared by 15 December, and the Warren Street - Victoria section was reopened to traffic on 17 December just over 3 weeks after the fire and in time for the last week of the Christmas shopping traffic.

These emergency repair works cost about £2.4 million, with a further £2.8 million for restoration. Revenue losses are believed to be fairly small, as holders of zonal tickets and travel-cards were carried by alternative routes. The total bill is estimated at over £5½ million, of which the majority should be covered by insurance. However, Dr. Ridley said, this fire was one of the Underground's more dramatic failures, with the in-town section of the Victoria Line being closed in the middle of the busy Christmas shopping period.

The cause of the fire

The Fire Brigade investigated the cause of the fire, and in the remains of the contractor's store they found charred rag, cardboard and a paint roller. They concluded that the fire had probably been started by lighted smoker's material (a cigarette or match) being pushed through the mesh dividing off the platform from the store where it came into contact with a rag soaked in paint thinners. Fanned by the draught from passing trains, the fire spread to acetone (used for cleaning paintbrushes) in the store, and to the Cellactite tunnel linings outside. The Cellactite had been located behind melamine ceiling panels, and the gaps in between had acted as a flue. Dr. Ridley said that LRT would need to install firebreaks.

Other safety measures had been identified by a special Task Force set up by LRT after the fire. They had looked at the materials used on station modernization projects, and the location of Cellactite and other potentially hazardous materials on the Underground. Contractors would have to comply with tighter fire prevention rules, and materials stores will be rigorously controlled. These stores will in future have to be located away from platform telephones and other emergency communications, and smoke detectors and/or sprinklers may need to be installed in them. The Task Force also looked at litter disposal and the role of tunnel dust in spreading fire. But the most noticeable measure was the extension of the Underground's 1 year experimental smoking ban.

This had originally been introduced on trains in July 1984, but had encouraged some passengers to smoke on platforms - until a train arrived, when the lighted cigarettes would be hastily discarded. The fire justified the ban being made permanent and extended to below-ground stations on 17 February 1985, a measure which has met with approval from many passengers - and not just non-smokers!

Other lessons to be learned from the fire included improving liaison with the London Fire Brigade, and better communications. The Carrier Wave system on the Victoria Line does not work if short-circuiting devices are used in an emergency, so "leaky feeder" train radio, as used on other lines, will be extended to the Victoria Line. This system is also to be installed for communication with staff and Police at some deep level stations - Baker Street and Oxford Circus have already been equipped. A new automatic telephone system has also been installed on the Underground since the fire, replacing the old one which was life expired, having been installed in 1939.

Other suggestions for improving means of escape in the event of fire had included additional exits, but this was ruled out not only on the grounds of cost, but also because little-used passages are rubbish traps, attract abuse, and make passengers feel insecure. Dr. Ridley felt it was far more efficient to use trains for rapid evacuation of large numbers of passengers in the event of fire, rather than halting services at the first hint of smoke.

Dr. Ridley's talk was followed by a long and lively discussion on smoking, fire prevention and safety, and emergency procedures including evacuation and communications. This was widened to include other current topics of interest, including the recent upsurge in Underground traffic due to the success of the zonal scheme, and preserving the Underground's architectural heritage. The meeting closed with a hearty vote of thanks to our speaker, for a most interesting, informative and authoritative talk.

Footnote

We are pleased to record that Dr. Ridley was awarded the CBE in the New Year's Honours List, and would like to congratulate him on this decoration.

NHGM

NEWSFLASHES

NF 1/86 - A purpose-built track recording car the Underground is to be built by BREL at Derby. This will be ex-1973 Tube Stock trailer 514, (never having entered service), taken to Derby by Road (19.12.85). It is anticipated that the new vehicle will be available for operation in early 1987. The motive power for the car has not

yet been decided, although it is believed that a pair of 1960 stock DMs (3904/05) or 1938 stock DMs will be the likely choice. To continue with the current policy on service vehicles, buckeye couplers will be fitted on the new car and motors.

NF 2/86 - On Friday afternoon 25 October 1985 a six-car train of 1983 tube stock carried a party of the International Union of Public Transport (UIPT) from Mansion House to Heathrow Terminal 4. Comprising units 3624 and 3625, the train worked to the new station via Heathrow Central - which will NOT be the way when the line is opened in the spring of 1986. The train had to be worked onto the new loop under special signalling regulations in force for engineers trains, as the proper signalling for the loop was not to be commissioned until 4.11.85. The party visited the new station, ticket hall and air terminal. The train returned to Northfields depot (empty), scheduled to leave Heathrow Central at 00.05, returning to Neasden depot on Sunday 27.10.85.

NF 3/86 - The whole of the District Line went one-person-operated from Monday 4 November 1985, including the Wimbledon-Edgware Road section, which was the last part of the Underground to use C69/77 stock in crew-operated mode. The changeover went smoothly with very few problems being reported.

NF 4/86 - Some 65 stations had their staffing levels reduced from 18 November 1985 so that in most cases, apart from the booking clerk, a Station Foreman only will be on duty.

NF 5/86 - Because of the non-availability of many of the Metropolitan's A60 stock de-icing trailers - at Ruislip for O.P.O. conversion - Jubilee Line stock has been utilised for night time sleet train working on some sections of the Metropolitan. On Saturday night 16.11.85, a six-car 1983 Tube Stock train was observed passing Harrow-on-the-Hill, while the following night, a seven-car train of 1972 MkII stock was used.

NF 6/86 - Sponsored by the large department store, Lewis's, of Liverpool, the three-car class 503 EMU set repainted in LMS livery was scheduled to work four shopper special trips (17.47, 18.47, 19.47 and 20.47) on each Thursday evenings 20.11.85, 5/12/19.12. 85 from Hooton, via the Liverpool loop and back to Hooton. These trips were in addition to the normal passenger service, provided by class 508 stock.

NF 7/86 - The 1972 MkI tube stock DM fitted with experimental steerable bogies (3305), entered service on the Northern Line on 18.11.85.

Underground News is printed and published by the London Underground Railway Society. Correspondence 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 correspondence are asked to enclose a stamped addressed envelope.

The last full list of Society Officers can be found on page 12 of Underground News 289.

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.

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

ANNUAL GENERAL MEETING

1986

Notice is hereby given that the Annual General Meeting of the London Underground Railway Society for the year 1986 will be held in the Conference Room, Baden-Powell House, Queen's Gate, London, SW7, at 19.15 on Friday 21 March 1986.

There will also be a slide presentation by Mr. B.R. Hardy of Miscellaneous Underground subjects commencing at 17.30 in the Conference Room.

The Report of the Committee for 1985 is given below. The Accounts will be available at the Annual General Meeting, and also by post to those sending a stamped addressed envelope (9" x 4") to the Treasurer at 37 Raglan Court, Empire Way, Wembley, Middlesex, HA9 0RE.

Please note that the whole of the above event is open to MEMBERS ONLY, who must produce a 1986 Membership card to gain admittance.

As the Annual General Meeting is being held earlier in the month of March this year than usual, details of the Committee election and proposed Rule changes will be given in the March issue of Underground News.

AGENDA

1. To receive any apologies for absence.
2. To have read the Minutes of the 1985 Annual General Meeting, if so desired by the majority of members present.
3. To confirm the election of Mr. W.R. Clarke as President of the Society for the year 1986-87.
4. To confirm the election of Mr. M.A. Fopp as Vice-President of the Society for the year 1986-87.
5. To receive the Report of the Committee for the year 1985.
6. To receive the Accounts for 1985, and the report of the Hon. Auditor thereon.
7. To elect an Auditor.
8. To elect members to serve on the Committee.
9. Assistance from members with Society activities.
10. To conduct any other competent business.

REPORT OF THE COMMITTEE 1985

The Committee is pleased to present to Members its Report for the year 1985. It is very true to say that this has been both a good and a bad year for the Society. Membership numbers have broken all records and have reached an all-time high, but with the continued absence of a Sales Manager, income from our sales has decreased. Continued reduction of income from our sales can only result ultimately in higher Membership Subscriptions, a situation the Committee has been working hard to avoid.

The most notable change within London Regional Transport took place on 1 April, when a subsidiary Company was formed - London Underground Limited - this company owning and being responsible for all aspects of LRT's Underground Railways. On an equally important note, however, although there was a fares increase from 6 January a new ticket - the Capitalcard - was introduced, giving joint availability within Greater London on British Rail, London Underground and London Buses, the result of which has been greatly increased numbers of passengers carried, especially on the Underground.

Library

Ten Library Evenings have been held during the year. Tom Scott, our Librarian, reports varying attendances from as little as three Members, to a maximum of 16, with noticeably more Members attending during the milder weather. He also hopes to be able to experiment with a Sunday opening during 1986, but this has not been possible to date for personal reasons.

Only a small amount of Library stock has yet to be catalogued, but Members may browse through this section if they wish. Expansion of the shelving will be taking place as opportunity permits, and an 'Overseas' section will be created from the main 'British' section. This due to the significant number of publications on foreign underground systems now on hand.

Our thanks are due to Tom Scott for the thoughtful way in which he has organised and hosted the Library Evenings.

Meetings

Twelve monthly meetings were held at Baden-Powell House on a variety of Underground and closely allied subjects. Desmond Croome was appointed Meetings Chairman early in the year and has chaired most Baden-Powell House meetings during 1985. We express our grateful thanks to Desmond and to all our speakers for providing interesting, informative and entertaining evenings. The average attendance at these meetings was 74 - an increase of 10, or about 15%.

The 1985 Annual General Meeting was held during the evening of Friday 29 March. This was better attended than is usual for our AGM's, so it is concluded that this is a better day and time to hold them. Prior to the commencement of the meeting, there was an interesting cine film presentation by Fred Ivey.

Membership

At the end of 1985 the total Membership was 822, a record for the Society, an increase of 50 over 1984 and a source of great encouragement for the Committee. Thanks are due to Alan Blake, Registrar, for his efficiency in dealing with this large number.

The Society also records its thanks to all Overseas Members who supported us during 1985 and to the Society's Overseas Representatives, Geoff Arnold (USA) and Steve Hamer (Australia) for their valuable assistance.

Periodicals

Twelve issues of Underground News were produced during the year, two issues of which included photographic pages prepared by Bob Greenaway.

The major happening with Underground News was the change of Editor from the August issue, when Brian Hardy handed over Editorship to Del Lomas who is assisted by Brian Panting. Our deepest thanks are extended to Brian Hardy for the excellent production and the hard work that he has put into this publication for the past eight years. Thanks are also extended to Del Lomas and Brian Panting for their prompt offer in taking over Underground News, which saved the Committee one big headache! Communication is so vital with a Society such as ours.

Thanks are due to Paul Creswell and his collating and despatch teams for coping with the ever increasing numbers of magazines, and to Dennis Down for maintaining a very high quality standard of printing.

In the closing weeks of 1985, Underground No. 14 was almost ready for the printer, being closely

followed by Underground No.15. These two fully-printed magazines are about Pre-1938 or 'Standard' Tube Stock, both pre-war and post-war, having been compiled and written by Brian Hardy. It must be understood that no firm dates can be given for the publication of Underground magazines, and the somewhat lengthy gaps between issues is entirely due to the amount of time our producers can spend on the project. Nobody would want rapid issues of Underground full of inaccuracies and we pride ourselves on the fact that our magazines are well researched and worth owning.

We are pleased to report that issues of back numbers of Underground continue to sell well, and that No.11 (Isle of Wight Underground Stock) is now out of print.

Publications

No new publications were produced in 1985, but it is heartening to learn that the author of the '1938 Tube Stock' book has been able to start working on it.

Preservation

The Preservation Group continued to make progress on the Society's Q stock trailer at Ealing Common depot. Apart from the centre ceiling panels and the floor, the interior is about three-quarters completed. An estimated 400 voluntary man hours were spent by the small team of Society Members during the year. The Society extends its thanks to all who have given their time, donated money, tools and equipment. Thanks are also due to the London Underground staff at Ealing Common depot for allowing the car to be stored there and permitting access for working parties. Bob Logan, Preservation Group Chairman, would be pleased to hear from anyone who would like to join the Preservation working parties.

No work was done on the City & South London coach bodies at Ruislip depot and the Society is still in possession of the sleet locomotive bogies purchased from London Underground.

Towards the end of the year, Members were invited to subscribe to a fund, the purpose of which was to purchase from London Underground the redundant T stock motor cars for preservation. The response since the fund was started has been extremely encouraging. Nothing further can be reported on this at the present time, but Members will be kept fully informed of developments and thanks is extended to all Subscribers for their very valuable support.

Roving

1985 has been a disappointing year. Roving Secretary Mike Sherman has been receiving enquiries at the rate of three to four a month, but this is as far as it has got. It is anticipated that a serious attempt may be made on the record early in 1986. The record of 17 hours 37 minutes is still held by Mr.C.Mulvaney, set in December 1981.

Sales

Regrettably 1985 did not produce a Sales Manager from Members and our sales are now suffering as a result.

All members, during 1985, received a comprehensive Sales List which was well worth the effort of producing, as orders by post were encouraging. Later during the year, however, certain items became very short or sold out and difficulty was experienced in satisfying demand, and some orders were being delayed due to additional administration. As there is no Sales Manager, purchase of new stocks on behalf of the Society

has virtually ceased! Sales of our own publications, both direct by post and through other societies, continues to provide very useful income.

The only outside sale attended by the Society in 1985 was the LOTS Sale in October, which, according to several stall-holders, was somewhat depressed this year. Under the circumstances, the Society did reasonably well. Unless offers of help are received from the membership, the Society will not be attending any outside sales events in the foreseeable future.

The Sales Stand is present at most monthly meetings at Baden-Powell House and it is hoped that Members will support our sales there as much as possible.

Thanks for the hard work put in under difficult circumstances are due to John Horsman for Postal Sales, Graham Waterer and Anne Hadjiry for their help at monthly meetings, and to Bob Greenaway for trying to keep everyone happy!

Visits

Nine visits were made to London Underground establishments and non-LU premises during the year. Of the latter, a five-day visit took place to Belgium and Northern France, and an evening visit to the Post Office Railway and Workshops.

A proposed tour of the route of the Docklands Light Railway did not take place due to the lack of support.

Following some difficulties in 1985, it must be stressed that all visits are arranged for Society Members only, and only those who apply personally to the Visits Organiser are allowed to take part.

Society Officers and Committee

Business commitments of the Society's Chairman, Brian Hardy, will mean that he will be relinquishing this position, but not as stated in Underground News No.288 (December 1985). He has agreed to stay on as Chairman until the 1986 Annual General Meeting, when it is envisaged that other changes may take place also.

Conclusion

The Committee thanks all Members for their support during 1985, and to London Underground Ltd., and other transport authorities for their help, co-operation and guidance in many ways.

By Order of the Committee.

D.G.Down,
Assistant Secretary.
