

UNDERGROUND NEWS

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THE TIMETABLE

Friday 9 May

Talk, 'The 1986 Prototype Tube Stock', by Dr.R.W.Aylward, Project Engineer, Central Line, London Underground Ltd. 19.00 for 19.15 in the Conference Room, Baden-Powell House.

Tuesday 20 to Tuesday 27 May

LURS/LRTA joint visit to East and West Berlin.

FULLY BOOKED.

Saturday 31 May

Morning visit to Ealing Common depot, District Line. Minimum age 15 years. Applications, with SAE, to Mr.G.A.Finch, 161 Valetta Road, London, W3 7TA. Associate members, please state age when applying. All members are reminded that Society visits are open to LURS members only and to nobody else.

Monday 2 June

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

Friday 13 June

Talk, 'Metro Track Systems', by Mr.C.F.Bonnett, Director of Civil Engineering, London Underground Ltd. 19.00 for 19.15 in the Conference Room, Baden-Powell House.

Saturday 14 June

'The Commuter's Railway' - a one-day Seminar at the University of London, 26 Russell Square, London, W.C.1. Speakers will include Oliver Green, Curator of the LT Museum ('The Commuter's Train) and Alan A.Jackson, LURS Past-President and author of many great railway works relating to the Underground ('The Commuter's Home). Fee for this one-day Seminar is £14.50. Full details from the Department of Extra-Mural Studies (address above), or telephone: 01-636 8000, extension 3859.

Sunday 6 July

The Society's Library open for inspection at 62 Beauval Road, Dulwich, London, SE22 8UQ. Times on this occasion only: 15.00 to 21.00.

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MORE ABOUT METROPOLITAN SALOON STOCK

by

Brian Hardy

Further to the notes in Underground News No.292 (April 1986 - pages 49-50), more information has come to light regarding Metropolitan stock utilisation during the war. By no means complete, it does add more to what has been published already.

First, it is perhaps relevant to look at the Metropolitan saloon stock in its entirety, to see how it reached its maximum of 535 cars over a period in excess of two decades (1904-1926).

The saloon stock in Metropolitan days comprised:

Driving Motor Cars -

1-20	1904 †		20	
21-56 †	1905		36	
57-82	1906		26	
83-105*	1913-14		23	
106-125*	1921		20	
126-165	1906	H. & C.	40	
166-197	1902-06	G.N. & C.	32	
198-199	1926		2	199 cars

1st Class Driving Trailers -

1-20	1904		20	
21-56 †	1905		36	
57-76 †	1906		20	
77-86*	1913		10	
87-92*	1921		6	
93-105	1902-06	G.N. & C.	13	
106	1924		1	106 cars

3rd Class Trailers -

1-30	1904		30	
31-56	1905		26	
57-76 †	1906		20	
77-86*	1913		10	
87-119*	1921		33	
120-159	1906	H. & C.	40	
160-190	1902-06	G.N. & C.	31	
191-208 †	1904-05	Ex-motor cars from series 2-55, 1929-31	-	190 cars

Composite Trailers -

1-7	1905-06	Ex-1DTs series 21-76	-	
8-10	1906	Ex-3T series 51-76	-	
11-50	1906	H. & C.	40	40 cars

Grand Total: 535 cars

Notes:

- † Original No.18 replaced by new car in 1906.
- * Elliptical-roofed stock - all others clerestory roofs.
- † Composite trailers 1-7 were ex-1DTs 29, 33, 50, 71-74.
- Composite trailers 8-10 were ex-3Ts 65, 69, 71.
- Trailers 191-208 were ex-motors 2, 13, 21, 26, 29, 39, 36, 44, 10, 4, 49, 45, 1, 27, 15, 12, 48, 55 respectively.

Original numbers of G.N. & C. and H. & C. stock were listed in UN 255, pages 67 and 72.

The grand total of 535 cars was reduced to 522, with the conversion of motor cars 46 and 69 into double-ended compartment motors, and 10 1CTs into what became the first of the Dreadnought

steam stock coaches in 1910, plus CT No.66 into a surface stock gauging car.

When London Transport took over the Metropolitan stock in 1933, it was subsequently renumbered by the new owners to 2xxx (motors), 6xxx (control trailers - as LT preferred to call DTs) and 9xxx (trailers), which were subdivided as follows:

22xx	62xx	92xx	Hammersmith & City stock
25xx	65xx	94xx) Main Line stock
		95xx	
29xx	69xx	99xx	G.N. & City stock

The stock, after renumbering by LT, comprised (not necessarily all numbers in sequence were utilised, nor do previous numbers necessarily correspond with LT numbers):

Driving Motor Cars -

2200-2207	1905-06	8	Main Line stock on H. & C.
2208-2247	1906	40	H. & C. stock
2500-2545	1904-06	46	
2546-2552	1914	7	
2553-2560	1905	8	
2561-2580	1921	20	
2581-2596	1913-14	16	
2598-2599	1926	2	

2900-2940 1902-06 32 G.N. & C. stock

Total Motors: 179

Numbered Control Trailers -

6201-6203	1905-06	2	1st)	Main Line stock on H. & C.
6211-6212	1905-06	2	1/3)	
6220-6224	1905-06	5	3rd)	H. & C. stock
6225-6264	1906	40	3rd)	

6500-6538	1904-06	39	1st	
6539-6541	1921	3	1st	
6542-6550	1912-13	9	1st	
6551-6553	1921	3	1st	
6554-6556	1905	3	1st	
6557	1926	1	1st	
6580-6587	1905-06	8	1/3	
6590-6598	1906	9	3rd	

6900-6919 1902-06 12 3rd G.N. & C. stock

Total CTs: 136

Numbered Trailers -

9200-9203	1905-06	4	1st)	Main Line stock on H. & C.
9210-9212	1905-06	3	3rd)	
9220-9259	1906	40	1/3	H. & C. stock

9400-9410	1905-06	11	1st	
9483-9538	1904-06	56	3rd	
9539-9548	1912	10	3rd	
9549-9581	1921	33	3rd	
9582-9599	1904-05	18	3rd	Ex-motors

9900-9912 1902-06 13 1st)
9950-9968 1902-06 19 3rd) G.N. & C. stock

Total Trailers: 207

The Saloon stock therefore comprised:

Driving Motors	179
Control Trailers	136
Trailers	207

Total: 522

It appears that in its earliest days, the LPTB

had a grand 'sort out' of the Met's saloon electric stock, for the first cars went for scrap in 1935/36. These were mainly surplus G.N.& C. and Main Line cars, and it is believed that some of these cars were never given their LT numbers (see LPTB Rolling Stock 1933-1948, published by Bradford Barton, page 48 - 1st class G.N.& C. trailer No.94 at Neasden awaiting scrap should have become 9901). In 1935/36 also, some conversions and renumbering of the stock retained took place:

MR No	Type	Conversion	Renumbered		Date
			From	To	
47	DM	1905	2530	2535	3.6.36
54	DM	1905	2535	2530	3.6.36
61	1T	1906	9404	9477	12.1.35
65	1T	1906	9407	9478	12.1.35
38	3CT	1906	6591	9479	26.1.35
44	3CT	1906	6594	9480	21.1.35
46	3CT	1906	6595	9481	16.2.35
48	3CT	1906	6597	9482	23.2.35
77	1T	1912	6542	6533	25.7.35
46	1CT	1905	6533	6542	27.7.35
59	1T	1906	9402	6558	21.1.35
70	1T	1906	9408	6559	26.1.35
65	3T	1905	6585	6560	23.2.35
60	1T	1906	9403	6561	2.3.35
57	1T	1906	9400	6562	16.2.35

We already know (UN 292, page 49) that some withdrawn Metropolitan saloon coaches were sold for wartime use, and the table at the top of the next page shows the totals of cars disposed of up to 1948. Thereafter, 90 Circle Line cars, plus four others, were all that were left of a fleet which once totalled 535 vehicles.

Prior to the war, plans were formulated for the retention and storage of some stock made redundant under the 1935-40 New Works Programme. As far as the Metropolitan saloon stock was concerned, this was to comprise 12 x 6-car H.& C. stock and 12 x 6-car 'Main Line' saloon stock (the plans also included four six-car trains of District 'B' stock and 10 x 6-car trains of Central London old stock for their respective lines). However, it seems that, although some stock WAS retained, this plan was not executed, for some of the nominated Metropolitan cars were disposed of in 1940-41 (as were some of the District and Central London cars).

This, then, leads your writer to wonder if most, if not all wartime disposals were for wartime use, rather than for actual scrapping?

A number of interesting letters and comments have recently been received on the subject.

Mr.R.Bevin writes -

In mid-June 1941 I was posted to Chisledon Camp between Swindon and Marlborough, and my duties took me through Savernake Forest from time to time. In those days, the forest was a huge ammunition store and accommodation was provided by Metropolitan saloon stock cars which had been removed from their bogies. During the same period, I was told that the RTO at Thingley Junction had his office in a Metropolitan saloon, which had been fitted with standard buffing and drawgear.

Mr.G.Balfour writes -

I think there can be no doubt at all that the three vehicles in the list (UN 292, page 50-6500, 6502, 6581) went to the Army and not, as indicated in the list, to the Admiralty. SHB9 undoubtedly does signify the 9th Super Heavy Battery (which was stationed in the Ipswich

area) but I question whether all three would have borne that number. The 9th Battery stock list for 31.1.41 includes only one vehicle that MIGHT be one of them: Sergeants Mess, Fitted, No.WD29635.

More than three of these coaches went to Super Heavy Batteries, though I cannot say how many. A record kept by the commandant of the super heavy school at Catterick includes the following entries:

17.5.40 Tn.3c (at the War Office) informed him it was possible they would be purchasing 200 ex-LPTB coaches for conversion to use with railway batteries.

26.6.40 A conference at the War Office agreed to accept LPTB offer to sell some old Met. coaches at £27.10.0 each for fitting out as living accommodation for personnel.

11.7.40 Conference at War Office on battery trains ... The ex-German wagons (of which there about 200) would cost nothing, and the LT coaches were being purchased for £27.10.0 each ...

It looks from this as though the 200 mentioned on 17 May 1940 represents a misunderstanding (or a wrong transcript), but it seems unlikely that the LT coaches would have been given so much attention if there were only three of them.

A man who served with the Royal Engineers on the Elham Valley line says there were definitely four ex-Met. coaches on that line. He did not see any elsewhere. He writes, 'When they were received, they were in the original Met.Rly. livery, but even when repainted by us, brown paint was used, but not varnished.' He also states, 'On again being transferred (to Westbury) I was also in charge of the Military sidings at Warminster, and I saw, in a field, near there, a Met.Rly. BTH car probably being used as a chicken house (early-1946).'

In the 'Railway Observer', September 1943: 'A remarkable train was seen passing through Ashford on 30.7.43. It includes a rather ancient 'open' coach with sliding doors and clerestory roof, almost certainly of Metropolitan ancestry, but painted a somewhat faded green ...' From my own notes, this was clearly a battery train returning from an exercise on Salisbury Plain. The Elham Valley batteries and several others took part - notice the different colour of the coach.

An article by Arthur Wells in the 'Railway Observer', January 1955, dealing with the Shoburness WD Tramway, notes: 'Two vehicles deserve special mention. One is No.3/932 'X.P. Pullman', a former London Transport Metropolitan Line bogie coach, which was used by Sir Winston Churchill when he visited the ranges during the late war ...' There is an accompanying photograph. This coach - at least, I assume the same one - was still at Shoburness when I visited the establishment in August 1981, and still in occasional use as a conference coach.

A letter, from the LT Public Relations Officer, to Mr.Balfour in 1973, reads -

'... Acton Works built other kinds of vehicles than the armoured variety. They provided, for instance, three personnel coaches for Rail Mounted Artillery, saloon coaches, 33 Metropolitan Line coaches for Southern Command for use as hutments; to this Command they also supplied 78 coach bodies'

A great coincidence is that 33 Metropolitan coaches were disposed of between August and November 1940, and 78 between November 1940 and

ANNUAL SUMMARY OF METROPOLITAN SALOON STOCK DISPOSALS

During Year	Main Line			H. & C. (incl. loans)			G.N. & C. (excl. loans)			Grand Total
	M	CT	T	M	CT	T	M	CT	T	
1935	19	-	-	-	-	-	2	1	15	37
1936	3	-	4	-	-	1	-	-	-	8
1937	9	-	-	1	-	-	2	1	2	15
1938	3	-	1	17	20	28	-	-	3	72
1939	5	-	-	2	-	-	28	10	12	57
1940	1	21	30	5	16	7	-	-	-	80
1941	8	10	18	5	3	2	-	-	-	46
1942	2	-	1	5	2	-	-	-	-	10
1943	7	7	13	6	1	-	-	-	-	34
1944	-	1	6	-	-	1	-	-	-	8
1945	3	10	7	5	5	6	-	-	-	36
1946	1	5	6	2	2	2	-	-	-	18
1948	-	1	6	-	-	-	-	-	-	7
Totals:	<u>61</u>	<u>55</u>	<u>92</u>	<u>48</u>	<u>49</u>	<u>47</u>	<u>32</u>	<u>12</u>	<u>32</u>	428
	208			144			76			
	428									

Total stock disposed of:

Conversions etc., c1910 13
 Scrapped 1935-1948 428
 Total - 441

Leaving:

90 Circle stock cars)
 3 Experimental cars) In stock by London Transport as at 1 January 1949
 1 Other saloon)
 Total - 94

535

February 1941. Is it therefore reasonable to link these two sets of identical numbers?

Other cars known to have been used during the war include:

- (a) CT 6529 at Uxbridge as a Car Examiner's hut. This car remained 'on the books' until scrapped at Acton in 1954.
- (b) Trailer 9489 at Hillingdon goods yard by the Home Guard. Unlike the car above, this was 'disposed of' in 1941 as far as LT were concerned. It was scrapped in 1946.
- (c) CTs 6235, 6525 and 6587 utilised as a Rifle Range at Acton, in camouflaged condition. Officially scrapped in 1941, gone by mid-1946.

Metropolitan saloon stock stored throughout the war was as follows:

<u>Acton</u>						
CT - 6510	6512	6516	6523	6559	6562	6554
	6595	6596				
T - 9488	9500	9510	9518	9532	9534	9541
	9542	9544				
<u>Ealing Common</u>						
CT - 6504	6518	6522	6533			
T - 9509	9520	9537	9543			
<u>Willesden Green</u>						
T - 9499	9539	9545				

Unknown Locations

DM - 2539 2542 2560
 CT - 6527 6534
 T - 9477 9478 9482

The above 37 cars, plus the 24 that went to Liverpool, make up the total of 61 cars scrapped between 1945 and 1948 - see table above.

The notes in UN 291 (page 49) regarding the cars at Warminster, and the fact they could have been the result of the Dunkirk retreat in June 1940, the first bulk disposals in 1940 were 15 cars on 26 August - which could (more speculation!) have been the Warminster cars. Included in these 15 was control trailer 6554 - the car currently at Gloucester and illustrated on page 21 of UN 290, which is, of course, bogie-less, corresponding with how they were left at Warminster.

The Circle Stock

The story of the Circle stock has been well documented (e.g. 'Steam to Silver' by J.G. Bruce) but these notes deal more with the numbering of the stock selected for Circle work. In the early days of the LPTB, included in the sort-out of Metropolitan saloon stock was the selection of 90 cars comprising 36 DMs, 36 trailers and 18 CTs, making 18 x 5-car trains for a 14-train service (seven each route). The control trailers had their driving equipment removed, but were needed in the formation as they had the first class accommodation. Included in the renovation

carried out at Acton Works was the installation of communicating doors in the car ends, re-upholstering, removal of luggage compartments on DM cars, installing standard light fittings and repainting in Underground red and cream.

Naturally, the newer cars of the fleet were

chosen where possible (59 cars of 1921 stock) but some older vehicles were also required to make up the total of 90 cars, which included four clerestory-roofed specimens from the 1905 batch.

The 90 cars were:

Driving Motor Cars			Control Trailers			Trailers								
Year	MR No.	LT No.	Year	MR No.	LT No.	Year	MR No.	LT No.	Year	MR No.	LT No.			
1921	106	2561	1921	114	2579	1905	51	6536	1913	77	9546	1921	102	9564
1921	107	2562	1921	115	2580	1905	47	6537	1913	78	9547	1921	103	9565
1921	116	2563	1913	93	2581	1905	49	6538	1913	79	9548	1921	104	9566
1921	117	2564	1913	94	2582	1921	90	6539	1921	87	9549	1921	105	9567
1921	118	2565	1913	95	2583	1921	91	6540	1921	88	9550	1921	106	9568
1921	119	2566	1913	96	2584	1921	92	6541	1921	89	9551	1921	107	9569
1921	120	2567	1913	97	2585	1905	46	6542	1921	90	9552	1921	108	9570
1921	121	2568	1913	98	2586	1913	79	6543	1921	91	9553	1921	109	9571
1921	122	2569	1913	83	2587	1913	80	6544	1921	92	9554	1921	110	9572
1921	123	2570	1913	84	2588	1913	81	6545	1921	93	9555	1921	111	9573
1921	124	2571	1913	85	2589	1913	82	6546	1921	94	9556	1921	112	9574
1921	125	2572	1913	86	2590	1913	83	6547	1921	95	9557	1921	113	9575
1921	108	2573	1913	87	2591	1913	84	6548	1921	96	9558	1921	114	9576
1921	109	2574	1913	88	2592	1913	85	6549	1921	97	9559	1921	115	9577
1921	110	2575	1913	89	2593	1913	86	6550	1921	98	9560	1921	116	9578
1921	111	2576	1913	90	2594	1921	87	6551	1921	99	9561	1921	117	9579
1921	112	2577	1913	91	2595	1921	88	6552	1921	100	9562	1921	118	9580
1921	113	2578	1913	92	2596	1921	89	6553	1921	101	9563	1921	119	9581

Changes were made to Driving Motors as follows:

- (1) 2564 damaged beyond repair in Charing Cross collision of 17.5.38, scrapped 22.6.39. Replaced by 2552 (1913 - ex-105). Trucks and motors of 2564 retained, but bore 2552 number.
- (2) 2589 destroyed by enemy action at Kings Cross on 9.3.41, scrapped 2.5.41. Body of 2558 (1905 - ex-68) substituted and renumbered to 2589 on 28.6.41.

Although the first trains of Metadyne-equipped 'P' stock ran on the Circle Line from February 1947, it was not until 31.12.50 that the last of the handworked-door Circle stock operated, disposals not starting until October 1950.

Recapping, it will be recalled that in addition to the 90 Circle cars, there were another four saloon stock cars still in existence at this time, comprising the three experimental cars of 1924-26 (which latterly operated on the East London Line) and one at Uxbridge utilised as Car Examiner's accommodation. The final disposal of the last 94 cars was as follows:

Year	Circle Stock			Other		Total
	M	CT	T	M	CT	
1950	19	10	19	-	1	49
1951	17	8	17	2	-	44
1954	-	-	-	-	1	1
Total:	36	18	36	2	2	94
	90			4		
	94					

This, as far as London Transport were concerned, ended the story of the Metropolitan electric saloon stock. But, as we know, the story is far from over!

SNOW HILL REVISITED

Due to reopen in May 1987, preliminary work has started on the Snow Hill link which, when completed, will connect the LMR to the Southern be-

tween Farringdon and south of Holborn Viaduct. The route was previously severed in May 1971, having been closed since March 1969 to goods traffic and in June 1916 to passenger traffic, although 'through' passenger trains very occasionally used the link.

The Snow Hill link was the subject of a talk to this Society in September 1985 (see UN 287, pages 137-8 and UN 291, page 30). The situation on 19 March 1986 can be reported as follows, walking from Farringdon tunnel mouth (at which point there exists a Great Northern Railway boundary marker set into the brickwork) on an up gradient for most of the way southwards to Holborn Viaduct, both ends of which are blocked by a wire fence, but is illuminated for most of the way.

Throughout, some ballast remains but much debris litters the track bed, dating back to when the line was closed. Inside the tunnel on the north-bound (or 'up') side, the remains of carriage stabling sidings could be recognised, the buffers forming part of the debris. Very soon, these 'sidings' are separated from the main running tunnels and contain at least two abandoned and rusted cars (the road type!), one being recognised as a Vauxhall Victor. On route, the LT home signal identification plate (OH2) lies in the pile of rubbish, as do actual signals ROH2 (up line) and SR signal 36 (down line) further south, indicating that some or most of the obsolete equipment was 'dumped' when the line closed, rather than being removed.

Snow Hill station itself still exists (renamed Holborn Viaduct Low Level in 1912, and closed in 1916), the two platforms partially separated by bricked-up priest holes. Here, two rusted smoke deflectors can be seen at roof level on each

track. No signs remains of the station entrance/exit arrangements and some of the up platform has been built on. However, one of the original seats appears to have survived, almost intact, in one of the alcoves. The old Snow Hill signal box (later Holborn Low Level) has all but disappeared, the wooden base only now remaining, together with the brackets for three fire buckets and the occasional pulley wheels for signal wires sticking up in the dirt and dust. On the Farringdon side of Snow Hill station, the connection to Moorgate (closed 1916, removed 1927) has long since been built on, little evidence now remaining of its existence, apart from newer-looking brickwork and concrete. Beyond Snow Hill, and still climbing, the line comes out in the open at the southern end but at a lower level to the present Holborn Viaduct station. It is this tunnel entrance which is thought to present the tightest headroom clearances.

When complete, the Southern's third rail system will extend into the platforms at Farringdon, where the voltage changeover (between 750V d.c. 3rd rail and 25kV a.c. overhead) will take place like as at Drayton Park on the Great Northern electric system.

SIGNALLING CHANGES ON THE EAST LONDON

From Sunday 9 February 1986, the remaining BR-controlled signalling equipment on the Metropolitan East London Line - at New Cross Gate - was taken over by London Underground, making that branch's signalling wholly maintained by LU.

The diagrams opposite show the Canal Junction and New Cross areas as in 1950 and 1986. The following points are of interest:

- (a) New London Transport signal box in 'V' of Canal Junction opened 8.10.50, replacing the old ELR signal box and Deptford Road ground frame. Very soon, signals 1/3 and 84 at New Cross Gate became MC1, MC3 and MC5 respectively. Connections provided to and from both New Cross and New Cross Gate.(SR).
- (b) Deptford Road up loop out of use from 8.10.64, track removed early-1966.
- (c) Connection to SR just north of New Cross removed 12.10.66.
- (d) New Cross up loop out from 14.1.68, points and signals removed summer 1968.
- (e) Signal ET20 New Cross removed 23.8.70.
- (f) Home signal MC1 New Cross Gate removed 8.9.74.
- (g) New Cross Gate East London Line separated from Southern Region 14.12.74.
- (h) Automatic reversing at New Cross Gate from 13.1.75, supervised from London Bridge power box.

MC3 renumbered NCG3

MC5 renumbered NCG4

No.4 crossover (previously 88/86) became No.5 crossover.

Facilities to return signals to danger in area provided in Canal Junction LT box, for emergency use.

- (i) Transfer of signalling at New Cross Gate from SR to LU ownership from 9.2.86, with automatic reversing supervised wholly by Canal Junction box. No.5 crossover converted from hydraulic (SR) operation to pneumatic.

LETTERS TO THE EDITOR

Northern Line Extensions 1935-1940

'A 20th Century Mystery'

Sir,

I am sorry that I misunderstood Mr.Cleaver's 'mystery'. I see (UN 291, page 32) he wants idle speculation on what might have happened had there been no World War II. Insofar as this is useful, my guess is that everything would have been completed as planned and would still be running today. Work was proceeding quite well, but preparations for the war had begun to have some effect. If we assume that the war threat had been completely removed, there is little doubt that the job would have been finished in 1940 or 1941 at latest. Meanwhile, the house-builders would have been covering the fields north of Edgware. It is likely that some sort of Green Belt legislation on the present lines would also have come about but not in time to stop this, so the Green Belt boundary at this point would have to have been shifted to a line drawn say from Bushey to Elstree.

As for the Alexandra Palace branch, with important City commuter traffic continuing, and not displaced by bombing, initially this would no doubt have had healthy peak hour flows and electrification would also have built up new slack hour business (in this case mostly diverted from buses) just as it did on the High Barnet line. In both cases traffic flows would have changed over the years, much as they did generally in the period 1950-80, and for the same reasons. This would in particular have led to a heavy fall in loadings off peak and peak on the Alexandra Palace branch, and off peak elsewhere. But I doubt whether it would have caused closure, any more than it has on say the Newbury Park-Woodford, Stanmore-Wembley Park or Watford-Moor Park sections so far.

I should add that there was no work done beneath the main road north of Edgware station itself. The parapet behind the shops on the north side of Station Road which Mr.Cleaver mentions is of earlier date. When the shops were erected in 1926-27, provision was made in the construction of numbers 30 and 31 for the passage of a double railway underneath them, should an extension northwards from Edgware be wanted by the Underground at some future date. The railway alignment from this point as far as Watford Way was also secured and when houses were built in this area from 1928 onwards, the strip was left. The works started just before World War II had not proceeded to the point where a tunnel was made under Station Road.

Yours sincerely,

Alan A.Jackson.

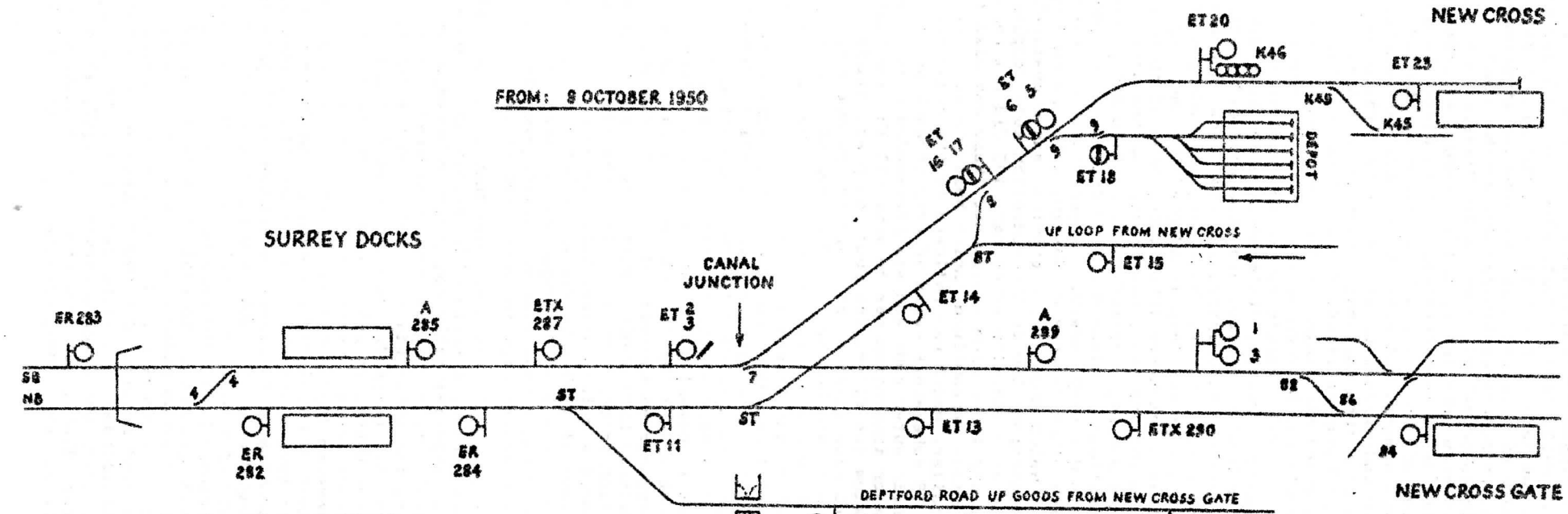
Dorking, Surrey.

12 March 1986.

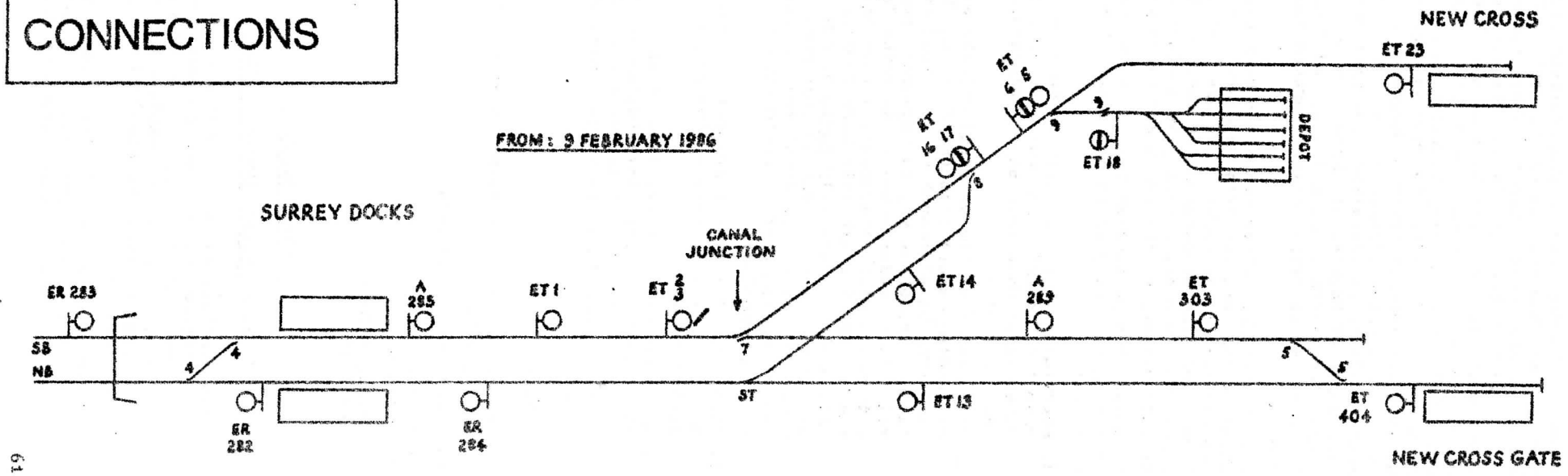
Sir,

I am sure that Mr.Cleaver, myself, and all other Society members have a common interest in establishing the true historical facts of Underground history, and correspondence such as this plays a useful part in achieving that end.

A great deal of information has already been published about the abandoned Northern Line extensions in the publications previously mentioned (and others) and my main purpose in writing was to attempt to put the record straight in instances where I thought Mr.Cleaver's article was wrong or misleading. But to return to his original questions - if there had not been a



CANAL JUNCTION
& NEW CROSS:
CONNECTIONS



Continued from page 60

Second World War, and if preparations for a possible war had not caused the work to be slowed or abandoned, then the whole scheme would certainly have been completed. The second 'if' (what would the services be like now?) depends on the answer to several other 'ifs', but if the Green Belt town planning legislation had still been enacted to prevent further substantial housing development north of Edgware, my guess is that the whole planned Northern Line network would still be in operation, but that the section north of Edgware may have been kept as a single track with passing loops, and used solely for empty stock trips between Edgware and Aldenham.

I feel that Mr. Jackson and I can be forgiven for thinking that Mr. Cleaver's 'mystery' was the abandonment of the works, when his last three lines read 'the abandonment of these works, bring them into the category of a minor unexplained mystery of the twentieth century'.

To answer his particular points, with the same paragraph numbering as in his letter (UN 291, page 32):

1. Everything proposed south of Edgware; 1962, when the Victoria Line was approved, or any other later date when major Underground works were approved.
2. Paragraph 6 of the original article was very misleading - apart from the fact that Mill Hill (The Hale) cannot be described as 'almost the whole way to Edgware' (conductor rail) it is quite wrong to describe 'a deep cutting, a high embankment, a vast brick viaduct and through twin-bore tunnels' as 'all newly built'. Only parts of any of these were built, and I doubt whether much, if any, work was done on the first two (probably the spoil from the cutting would have been used for the embankment).
3. 'Improving London's Transport', 1946, page 32, gives full details of the proposed plate girder bridges.
4. A reasonable interpretation of the sentence 'The works were interrupted by the outbreak of World War II in September 1939' is that it means that the works ceased at that date.

5)
6) Noted.

7. The depth excavated seems so short as to be negligible.
8. Noted, with interest.

Yours sincerely,
D.F. Croome.

Perivale, Middlesex.
23 March 1986

SOCIETY SECTION

March 1986 Baden-Powell House Meeting

At this meeting, the well-known and long-serving Society Officer - Bob Greenaway - gave a comprehensive review of prototype passenger rolling stock from 1900, covering complete prototype cars, special features in standard cars, mock-ups and drawings.

Bob began with the four Central London trailers that were converted experimentally to motor cars in 1901 after the vibration troubles with the

electric locomotives, and continued with the two single British-built all-steel cars for the Piccadilly Line in 1905, which were alleged to be too large for the tunnels. The high manning costs of gate stock led to numerous experiments with remotely-controlled doors - the simple piston-propelled doors on the District B stock had been unreliable, and Bob showed experiments with doors that pivoted, or slid along the outside of the car. The First World War halted development, but soon after peace was regained, the Underground Group built a full-sized mock-up of a tube car that resembled what later became known as standard tube stock. However, an intermediate stage saw the construction of one sample car by each of five different manufacturers, and a single car to the Underground company's design. The manufacturers were given a free hand in design, and some produced amazingly ornate and impractical interior decor and lighting installations. Naturally, the Underground's own design was largely adopted for the large fleet of standard tube stock, ordered in batches from 1923 to 1934. One feature of the sample cars was bogie shrouding to contain noise, but practical problems defeated this idea for the main delivery. However, experiments continued with other aspects of design. A Tomlinson coupler which made air, electrical and mechanical connections led to the Wedglock auto coupler, but air-conditioning on car 7195 did not result in any fleet-wide equipment. There was also the curious streamlined 'nose' built on to a control trailer, which was followed by the order for 1935 tube stock - with 18 cars streamlined at their outer ends and six flat-ended cars. The major innovation was to move all the equipment below the floor, but four equipment manufacturers were given a free hand to try out their ideas. The bodies tested alternative finishes - colours, etc., and two cars had pressure ventilation. The streamlined cab ends, with their central train doors and seated motormen, also called for careful design, and slides showed variations to door treatment and subsequent modifications. The 18 streamlined cars were later converted to near-standard trailers to work with 1938/49 stock, but the six flat-ended cars served various roles - on the Piccadilly and Central Line shuttle services, or for regeneration tests. Very soon after the 1935 stock entered service, orders were placed for the large fleet of 1938 tube stock. In later years, odd cars were used for experiments, such as higher door and window glazing, ceiling-mounted fans, fluorescent lighting and perch seats.

Reverting to the situation just after the LPTB was formed, a train of Metropolitan saloon stock was experimentally converted to Metadyne control. The experiment was considered a success, and the whole fleet of new O and P stock trains was so equipped. However, camshaft control proved more reliable in the long run and these trains were converted to the standard method between 1955 and 1965. After the design department had finished its work on the O and P stocks it turned its attention to the almost insoluble problem of building compartment stock with sliding doors, no doubt in deference to the influential body of Metropolitan Line season ticket holders! In 1939 some very odd-looking mock-ups were produced, and another in 1944. Car 17000, built on an underframe from withdrawn T stock, entered service in 1946 with a side corridor and island seating. Car 20000, also built on the underframe of a withdrawn T stock, had 2+2 seating and entered service in 1947. The first car, 17000, was converted to 3+2 seating and became car 17001, re-entering service in 1949.

This car was the one on which the present A60/62 stock was based. On the District Line, the first light-alloy R-stock car (body and underframe) entered service in May 1952, and one car of this type was carefully dismantled to check for corrosion over 30 years later when it was due for scrapping.

As the Metropolitan electrification had still not been authorised, there was time to build yet another mock-up for the main line service. This was in 1952 and had oval windows at the door pocket positions. Externally the shape resembled Triumph Mayflower and Renown cars of the time. Eventually the electrification and four-tracking were approved and the A60/62 stocks were ordered from Cravens of Sheffield.

Back with the tubes, plans were prepared for a 1952 stock fleet, but money was not available until 1956, when three prototypes were acquired, one each from Metro-Cammell, Gloucester and Birmingham. Major innovations on all cars included unpainted aluminium alloy bodies, rubber suspension and fluorescent lighting. The manufacturers had far less chance to try out their own ideas than in 1923, and the prototype trains were only slightly different from the 1959 and 1962 fleets that followed.

Before the 1962 stock order was placed, twelve motor cars of 1960 stock had been built by Cravens as prototypes for the Central Line fleet and incorporated many new ideas that were later adopted for the stocks of the 1970's. However, pressure of events compelled the early elimination of standard stock from the Central Line, and the 1960 stock remained the odd man out. Its later duties included trials for automatic train operation, chopper control trials, track recording, and F.A.C.T.

The idea of an articulated train always had its supporters, and Bob showed a drawing of a 1919 articulated scheme for the District Line, which proceeded no further. Later, two 1935 stock cars were heavily modified to form an articulated three-bogie unit. It did not see passenger service, but provided useful experience. It ended its days as a works shunter at Acton. Six cars of 1973 stock were used for the Experimental Tube Train, featuring new types of experimental thyristor chopper control, and a scrap-list 1938 stock trailer was used for a forced-ventilation experiment.

Finally, the D stock was in the prototype business in two ways - varied external coloured stripes (which got no further than artists impressions and one trial on a car at MCW's factory before delivery) and prototype modifications to one car to improve ventilation.

Bob ended his talk by showing some drawings of 'might-have-beens' - District stock to run with F-stock; District stock with longitudinal island seating (1946 and 1955) and a startling idea for the Acton Town-South Acton shuttle car, with the motorman climbing a ladder to drive from a central observation dome which projected above the roof line (1932).

After a question and answer session, the meeting was concluded by the audience expressing its appreciation to Bob for preparing and delivering this very interesting talk.

DFC

Annual General Meeting Evening - 21 March 1986

Brian Hardy turned the A.G.M. evening into a memorable Treble Bill by showing slides on a very wide-ranging selection of underground rail-

way subjects.

He began with almost a full life history of 1938 tube stock, which will always be identified with the Northern Line, and shots of Morden, and of Finchley Central with a goods yard, recalled the classic days which finished with withdrawal from the Northern Line in 1978. Other lines on which 1938 stock never seemed quite at home are the Piccadilly, Northern City and East London, all illustrated by some unusual shots. The Bakerloo was the other 'natural' line for this stock and Brian reminded us of earlier days with views of the unrebuilt Wembley Central, Willesden Junction, Queens Park and Waterloo. April 1979 saw the last regular 1938 stock on the Stanmore branch when it was transferred to the Jubilee Line, but there was still some excitement to come with the twice-deferred withdrawal of the Watford Junction service in March and June 1982, finally being achieved in September 1982. The restoration of the seven-car train to near original condition was seen, the 1985 rail tours (which included a visit to Kilburn High Road LMR) and final withdrawal from regular service in November 1985. Brian hinted that we may not have seen the last of the 1938 stock.

Before the 1938 stock was the 'standard stock', and some nostalgic views recalled trains on the Piccadilly Line, the Central and Northern City, where a transfer movement behind an N.2 steam locomotive was shown. Many of the cars withdrawn from the Northern City were retained for possible use on the Isle of Wight. Some 58 trailers of 1927 vintage were converted to run with 1938 stock and two cars had end doors added as prototypes for future 1960 stock conversions.

New developments with older stock were illustrated by shots of a 1904 Metropolitan saloon car acquired for restoration at North Woolwich, and of a 1905 Met. saloon car at Gloucester, probably in too poor a state to justify restoration, at least as a full car. More modern surface stock was the CO/CP, originally the O and P classes until conversion to P.C.M. control. We were shown several slides of this stock on the Metropolitan and District, up to its withdrawal in 1981, followed by the now-inevitable rail tour and the sad journey to the scrap merchant. The R stock was always concentrated on the District Line, but its early days were recalled by slides of it in red livery, and of coupling-up from six to eight cars at Parsons Green. Eventually, this stock saw its last day in passenger service in March 1983, followed by a farewell rail tour and the employment of some units as pilot motor cars.

The London section concluded with views of the East London Line being changed from A stock to 'D', of events at Pinner (the 1985 station centenary and the annual fair), of an open-air Mansion House station, and some complicated engineering work arrangements on the Metropolitan and Jubilee lines.

Turning further afield, recent developments on the Isle of Wight were illustrated (five-car trains and remodelled front-end cabs), followed by a comprehensive picture story of the Glasgow Underground both before and after modernisation. The next stop in our tour of the British Isles was Tyne & Wear (Newcastle) including two 'before' shots of BR EMUs, followed by Merseyside, with a full review of rolling stock developments from the original Mersey Railway electrification in 1903 to the present day. Finally, we stayed with British Rail but came back to London to see the final days of the class 501 stock on the Euston-Watford line, the last days

of Croyley Green depot (which still had the LT fourth rail in position, although well-rusted!) and 'new' class 313's in service. The last slides featured the Waterloo & City tube, with 'then and now' pictures of rolling stock.

After the Annual General Meeting, the slides were in three groups. The first illustrated the fine progress made on the Society's Q-stock car by the small band of devoted members. Recent activity had been concentrated on the car interior, with some most rewarding results in the window assemblies and the varnished-wood panelling. In the second group, Brian gave us a very full review of the 'old regime' of Underground station decor, including the innumerable variations of station name bullseyes, unusual small details of decor, and the interesting tile patterns on the Yerkes group tubes (which could be described as all the same - but different!), with some unusual destination names in cross-passages and along platform tunnel walls, which still survive. Then came a review of Paris Metro stations showing the various types, from those still in near original condition, through the various modernisation schemes, to the very latest styles used on the new extensions. We saw that the spending of 'big money' on station modernisation in Paris had almost ceased, but it was interesting to see that one of the platforms of the closed Croix Rouge station had been transformed into a beach scene! The evening concluded with the two Metro all-night tours in Sprague stock in 1985 and 1986, on which the Society participated.

Brian was thanked for showing an interesting and varied selection of slides.

DFC

BOOK REVIEWS

ACCESS TO THE UNDERGROUND. A guide for elderly and disabled people. Published by London Regional Transport, 1985. 209 x 148 mm, card cover, 74 pages. Price: 50p. Obtainable from LRT Travel Information centres.

This is a new edition of a booklet first published in December 1981. After a foreword by Board Member Keith Brown, the book continues in five sections: (i) How to use this guide, (ii) line-by-line - a general description, (iii) a list of stations with fixed stairs as well as escalators, (iv) access from street entrances to platforms and (v) interchanges, subdivided into (a) same-platform, (b) same-level and (c) via stairs/escalators.

Section (i) gives much useful information, of both general interest and of particular interest to disabled people, including the 16 Underground stations not served directly by buses. Section (ii) has a general description of the geography of each line, with special emphasis on the means of access.

Section (iv) lists, for each station, the route from the street to the booking hall, and from there to each platform, with lift or escalator specified, and the number of steps in every staircase. Each entrance is listed separately so that when a station is reached from a subway system, every flight of stairs from the street is listed, each with the number of steps. Separate booking offices are indicated by broken lines dividing the groups of entrances. Sections (v) (a) and (b) list the interchanges available at the same level, and section (v) (c) is laid out similarly to section (iv).

With such a vast amount of information compressed into a small space, a few mistakes are bound to creep in, e.g. the Alperton escalator serves the eastbound platform and not the westbound; at East Putney the stairs to the platforms ascend and do not descend. The treatment of island platforms is not thoroughly thought through. Section (i) explains that they can be used for travelling beyond one's destination station, then crossing the platform and coming back, in cases where the platform in the opposite direction gives a more level exit. However, in section (iv) all island platforms are listed (except Hatton Cross), including such oddities as East Finchley and East Putney, and terminals with some islands. It would be more helpful to restrict this to standard two-track islands - the more complex cross-platform interchanges are described in section (v) anyway. And in section (v) (c), your reviewer cannot quite appreciate the value of interchanging from outer rail to inner rail at Aldgate (via the stairs) but there may well be a subtle reason.

Although intended for the disabled, this booklet contains a mine of information for Underground enthusiasts, who could spend many hours checking the listed information against their own knowledge.

DFC

LONDON AT WAR (THE MAKING OF MODERN LONDON, 1939-1945), by Joanna Mack and Steve Humphries. Published by Sidgwick and Jackson, London, 1985. 247 x 185 mm, card-covered edition, price £9.95. 176 pages, fully illustrated with photographs in the text.

Written to accompany the recent London Weekend Television series of the same name, this book covers the wartime history of London. The first chapter deals with the 'phoney war' and the Battle of Britain period, and the second and third the bombing of London by enemy aircraft in 1940 and 1941. The fourth deals with wartime industry in London, the fifth with the terror weapons - the V.1. flying bombs and the V.2. rockets. The final chapter covers the victory celebrations and the permanent changes in the social structure brought about by total war.

Naturally, the tube railways feature prominently in their enforced role as shelters, and the story of the slow and gradual replacement of chaos by order is well told. There is much discussion of public morale at the different stages of the war, based on official Home Intelligence Daily Reports, and of censorship of unpleasant facts to help boost morale. Many pictures show sheltering in the tubes (across the tracks at Elephant & Castle, and on escalators) and two illustrate the Balham disaster, when a bomb penetrated the station tunnel. The text is enlivened by memories of those living in London in those terrifying, exciting times.

Worth buying for its general history and its non-official approach, but not solely for its London Underground content. The previous books on the 1815-1914 and 1914-1939 periods are still available.

DFC

MAGAZINE REVIEWS

Due to pressure of space in previous issues of Underground News, the following reviews have been delayed. However, readers may find them of interest:

ON THE MOVE. 'Britain's best buy for discriminating travellers'. 297 x 210 mm. 60 pages in October/November 1985 issue. Price: 90p. Published by Transit Publications Ltd., 147 Kennington Road, London, SE11 6SF.

This new magazine is designed to help the regular and occasional traveller within this country (or to the near Continent or off-shore islands) to make best use of public transport. It is brightly written and well illustrated, and treats the news from a professional viewpoint. The text is a mixture of short news items and longer articles. These include full details of the LRT fares due to be introduced in early 1986; the timetable for deregulating bus services under the 1985 Transport Act; a review of commuting to London from 1969 to 1984; the different ways to get to Heathrow. In the centre is a supplement showing details of fares, frequency and journey time by BR, coach and air (as applicable) from London to numerous provincial centres, also for some journeys within the provinces. There is also a list of ferry services to the Continent, Ireland and the Channel Islands, with fares and service information.

There are a few unfortunate slips in proof-reading (such as giving the Liverpool Street-Heathrow details for the Kings Cross-Heathrow journey) but this is an interesting and useful publication for travellers.

Worth looking at before buying. To be published every second month. Second issue now available.

RAILWAY WORLD - October 1985. Price 90p.

This issue includes an article on the Snow Hill Link by Mr.C.Austin, who addressed the Society on the subject in September 1985. The historical side is covered very fully, but the future pattern of services through the link is covered only briefly. Illustrated with a map and photographs.

RAILWAY WORLD - November 1985. Price 90p.

There is a four-page illustrated article by Frank W.Goudie on the 'Finchley Road-Baker Street bottleneck', recalling the numerous plans to relieve the bottleneck by constructing new tube lines (mostly from West Hampstead or Finchley Road to Baker Street or Kings Cross). A map illustrates six different proposals considered between 1921 and 1931, and there is also a track plan of Edgware Road after reconstruction in 1926 (it would have been more illuminating if this plan had shown how the 1926 tube from Kilburn would have joined the Circle Line). None of these schemes for new lines came to fruition, but the palliatives to relieve the bottleneck are described - longer trains (and station platforms) and the closure of St.Johns Wood and Marlborough Road stations in the morning peak. The description of the Edgware Road reconstruction says that there was a subway connection from the Edgware Road itself.

On another page is a picture of an 0-4-0 saddle tank 'Ajax' hauling 1938 stock cars 10177 and 11177 on 23 July on the Chatham Dockyard Railway.

YOUR MODEL RAILWAY - October 1985. Price 95p.

In this issue, the restoration of Metropolitan 0-4-4T E-class locomotive No.1 to working order is celebrated by a feature comprising a history and technical description, general arrangement plans and elevations to the scale of 7mm to the foot, and six photographs of the prototype.

No.1 (so numbered because it replaced a damaged

'A' class 4-4-0T broken up after an accident) was the last locomotive constructed at Neasden Works and is the only ex-Metropolitan steam locomotive in working order. Latterly numbered L44, it headed several rail tours on the Underground, and appeared in the 1963 Centenary parade. Purchased by the London Railway Preservation Society, it was initially stationed at Luton, but could not conveniently undergo a hydraulic boiler test. After moving to Quainton Road in 1970, a boiler examination was made in 1975 and overhaul work started in 1976. A four-year gap occurred because of another locomotive being given priority. No.1 was first driven under its own power on 24 April 1985, the result of over £15,000-worth of expenditure and much hard work.

Incidentally, this project has revealed that some Metropolitan tank engines carried thin metal plates along the face of the side water tanks, which gave the double benefit of concealing the rivet heads and keeping the paint-work away from the boiling water in the side tanks (after much 'condensing'). This feature may still be seen on No.23 in Covent Garden.

DFC

CHANGES TO SOCIETY OFFICERS

The following changes were made at the 1986 Annual General Meeting and members are asked to note these with immediate effect. It is anticipated that other changes will be made in the near future, a full updated list to be published in the July issue of Underground News:

The President of the Society for the year 1986-1987 is Mr.W.R.Clarke.

The Committee of the Society comprises Messrs. F.W.Ivey (Chairman), L.A.Bartrip, A.R.Blake, D.G.Down, G.A.Finch, R.J.Greenaway, P.Hoskins, S.R.Johns, D.Lomas, B.R.Panting, J.F.Thomason and J.F.Wright.

CHAIRMAN & TREASURER: F.W.Ivey, 37 Raglan Court, Empire Way, Wembley, Middlesex, HA9 0RE.

CURATOR OF PHOTOGRAPHIC COLLECTION: B.R.Panting, 409 Bowes Road, New Southgate, London, N11 1AB.

DESPATCH OFFICER: D.Lomas, 116 Kingshill, Brandon Street, London, SE17 1UH.

For changes of address, please notify REGISTRAR Mr.A.R.Blake, 54 Beech Avenue, Eastcote, Ruislip, Middlesex, HA4 8UQ.

EDITOR OF UNDERGROUND NEWS: B.R.Hardy, 'Heidi', 13 Castleton Road, Eastcote, Ruislip, Middlesex, HA4 9QQ.

ROLLING STOCK ALTERATIONS

ADD for January 1986:

A60/62 stock re-entered service after O.P.O. conversion -

Units: 5100 + 5198 31st

From Procor, Wakefield, new rail wagon delivered to Ruislip depot by road -

RW804 27th

February 1986

1959 Tube Stock:

Changes to Unit Formations -

From 1030-2030-1031
To 1030-2030-1085

(Collision damage on 1031, 1085 ex-withdrawn car).

1962 Tube Stock:

From Acton Works to Ruislip depot after 1/2-life Overhaul -

1594-2594-9595-1595 27th

1967 Tube Stock:

From Acton Works to Northumberland Park depot after 18-year Overhaul -

3012-4012-4112-3113 26th

(via Cockfosters, following route failure at Finsbury Park, preventing transfer from Piccadilly Line to Victoria Line!)

1972 MkII Tube Stock:

Overhauled at Golders Green depot -

3462-4562-3562 14th (Northern Line stock)

1973 Tube Stock:

Entered service, Piccadilly Line -

894-694-895 12th

A60/62 Stock:

O.P.O. Conversions -

Unit	End	Neasden-Acton	Neasden-Ruislip
5016 *	A	3. 2.86	-
5232	A/D	-	5. 2.86
5146	D	5. 2.86	-
5148	D	7. 2.86	-
5230 *	D	12. 2.86	-
5066	A/D	-	13. 2.86
5150	D	14. 2.86	-
5070	A	19. 2.86	-
5018 *	A	20. 2.86	-
5072	A	25. 2.86	-
5060	A/D	-	26. 2.86
5140	D	27. 2.86	-

Unit	End	Ruislip-Acton	Acton-Neasden	In Service
5106	A/D	-	11. 2.86	12. 2.86
5014 *	A	-	13. 2.86	17. 2.86
5212	D	-	13. 2.86	17. 2.86
5062	A/D	6. 2.86	17. 2.86	18. 2.86
5080	A	-	17. 2.86	18. 2.86
5058	A/D	21. 2.86	-	-
5128	A	-	24. 2.86	24. 2.86
5168	D	-	24. 2.86	24. 2.86

Note * includes 1/2-life overhaul.

A60/62 Stock Monthly Summary - 28.2.86:

	Units	Trains
Stock as delivered -	116	58
Not available †	4	2
Converted for OPO	26	13
At Acton Works	19	9 1/2
At Ruislip	4	2
Un-converted	63	31 1/2
Total:	116	58

Note † 5034-6008-6009-5009)
5036-6036-6037-5037) Neasden
5116-6116-6029-5029)
6171)
5171 - Acton
5170-6170 - Scrapped

Service Locomotives:

Battery Locomotives -

- L21 Acton to Lillie Bridge ('D'-end buckeye mod. 'A' end already done) 4th
- L31 Lillie Bridge to Acton (2nd 'A' end buckeye mod.) 12th
- L27 Acton to Lillie Bridge ('D'-end buckeye mod. 'A' end already done) 12th
- L32 Lillie Bridge to Acton (2nd 'A' end buckeye mod.) 25th

From Metro-Cammell, Birmingham, delivered to Ruislip -

L67 28th (last of order of six)

Miscellaneous Vehicles:

From Ealing Common depot to Booths, Rotherham, by road for scrap -

C606 JC683 15th

FROM THE PAPERS

Daily Telegraph:

5.3.86 - British Rail yesterday disclosed details of a £100-million redevelopment scheme for Charing Cross and the surrounding area, including a huge office tower.

6.3.86 - The London Chamber of Commerce pleaded with all London MPs to vote for the Docklands Light Railway extension to Bank when it comes up for Second Reading today.

7.3.86 - In its study of possible replacements for Victoria Coach Station, London Transport has ruled out Marylebone station, but will study Kings Cross Freightliner Terminal, Paddington goods yard, and Uxbridge Road depot at White City.

The Commons yesterday approved the £92-million railway link between London's Docklands and the City (Second reading).

8.3.86 - A travel feature recommends taking the Island Line (Mass Transit Railway) to see the real Hong Kong.

11.3.86 - The Southern Region's 4,000 passenger coaches are having to be hand-scrubbed with special detergent to remove the grime which became encrusted during the month of below-freezing temperatures.

The City of London's decision to alter the method of calculating plot ratios means that 20 million square feet of offices could be developed in the City in the next decade, which puts a further question mark over the Canary Wharf project.

14.3.86 - A £400,000 modernised link between Waterloo East and Waterloo Main Line is due to be opened by the Chairman of the GLC Transport Committee on 24 March.

British and Irish teams from the construction of the new Singapore underground have helped to rescue survivors from a collapsed hotel in Singapore.

21.3.86 - Yesterday a bomb in a Champs Elysees shopping arcade killed two and injured 29. Another bomb was found on a Paris Metro train, but was thrown out at Chatelet station and defused.

A reconditioned Eros is due to be restored to Piccadilly Circus on 24 March. He will be in a new position, 40 ft. to the south-east, forming part of a new piazza. Restoration has cost £1-m.

25.3.86 - The G.L.C. archive collection will remain at Clerkenwell, but will be taken over by the City of London.

26.3.86 - An overhead line power failure at Bow last night caused about 1,000 Tilbury line passengers to walk along the tracks, and Fenchurch Street station to be closed for the rest of the evening. Passengers were diverted to the Underground, which was unaffected.

The London Standard:

7.3.86 - The consortium of American bankers intending to build the Canary Wharf office project have now said they cannot finance the Docklands Light Railway as a private line. It was announced in the Commons yesterday that LRT had agreed to take over the line, but the developers would still be expected to pay the £80-million construction cost of the Bank extension.

NEWSFLASHES

NF 15/86 - At least two occurrences have been reported of 'uncoupling' on the LMR Watford-Euston line, using class 313 EMUs. Apparently, when there is a shortage of crews, the 07.24 Watford to Euston and 07.27 Watford to Broad Street depart as one six-car train at 07.27 and uncouple at Willesden, by which time a crew for the second train has been organised. It is interesting to note that six-car class 313's are not normally operated. On the occasion of 5.2.86, this uncoupling operation successfully despatched the morning peak Bakerloo service north of Queens Park.

NF 16/86 - It will be seen from the rolling stock notes on page 66 that 13 A stock trains had been converted to OPO by the end of February 1986. Apparently, a four-car converted double-ended unit has already worked on the Chesham branch, at an unrecorded date.

NF 17/86 - Mixed 1972 Mk1/II tube stock unit 3520-4544-3444 was released for passenger service on 5.2.86. It is reported that when 3420 is repaired, rejoining 4520 (spare), 3520 will be replaced by a DM (3203 or 3303) from the Mk1 four-car unit currently withdrawn for spares on overhauled units.

NF 18/86 - The 'Harrow Observer' of 13.3.86 reports that Bakerloo services are unlikely to reach Watford in the foreseeable future, as the LMR do not intend replacing the centre negative current rail when track renewal work takes place. Indeed, it was observed on 26.3.86 that the northbound (down) line at Hatch End was newly relaid, without the fourth rail.

NF 19/86 - It is reported that improvements are to be made for Train Operators working C69/77 stock on the Hammersmith & City, Circle and Edgware Road-Wimbledon section of the District. The C stock is less than satisfactory for OPO as the door controls are behind the operator, with the offside buttons on the offside back panel. It is proposed to re-locate the buttons in front of the operator, as on D stock and as will be on A stock. In addition, a new driver's seat will be fitted, which will adjust sideways, forwards, backwards as well as up and down. This type of seat is already in use on Newcastle's Tyne & Wear Metro.

NF 20/86 - The usual arrangements operated on the Underground during most of the Easter Holiday period. On Good Friday this was a Sunday service starting and finishing at Sunday times, whilst on Easter Monday a Sunday service operated, finishing at weekday times. Exceptions to these were:

Early morning Heathrow service on the Piccadilly

Line on both Good Friday and Easter Monday.

On the Victoria Line, a special early-morning service was provided for the first time on Good Friday, between Victoria and Kings Cross only, operating at 12-minute intervals. First southbound from Kings Cross at 06.28, first northbound at 06.24 from Victoria.

'Saturday' pattern service on Metropolitan Line (No.2 section) due to BR Aylesbury service operating, giving the Watford branch the normal 20-minute service, rather than alternate 20/40 (two per hour) as on Sundays.

London Bridge station was closed on Good Friday and Saturday 29/30 March, to allow asbestos to be removed from the ticket hall. On Good Friday also, adjacent Borough was closed, giving a non-stop run between Elephant & Castle and Bank! During the period of this work, emergency arrangements were made for detraining via the old spiral stairs and old station at London Bridge, which were not, in the event, needed.

NF 21/86 - The storm-force winds that hit much of the country on Monday 24.3.86, caused comparatively little problems for the Underground. However, one place affected was on the Epping-Ongar single line, where trees on the track east of North Weald (spelt 'Wield' on TV's travel information service!) caused suspension of the service between North Weald and Ongar from the first service in the afternoon until about 17.25.

NF 22/86 - The Rotterdam Public Transport undertaking (RET) has announced that the official opening of the Metro extension from Coolhaven to Marconiplein will take place on Friday 25.4.86. The extension, which includes one intermediate station at Delfshaven, completes the line as originally projected. The following day, Saturday 26.4.86, is being declared an open day on the Metro, with free travel on both lines. A programme of special events (music, dances, sports, etc.) is to take place at several Metro stations. Also on 26 April it will be possible to ride historical buses and trams through Rotterdam and sample a so-called 'Biertram'.

NF 23/86 - Special arrangements for football at Wembley were in operation on Sunday 23.3.86.

On the Metropolitan (No.2 section), seven extra trains provided a 10-minute service to and from Aldgate for forward traffic, the same number of trains being provided as 'spare' for return traffic.

On the Hammersmith & City/Circle lines, as well as the No.2 section trains (above), further extra trains were provided by District Line Wimbledon trains projected to Moorgate, with departures every 20 minutes 12.24 to 15.04 and 16.44 to 19.24. One extra District C stock was required for this working.

Between Baker Street and Moorgate, for forward traffic, the service was thus augmented to an almost even 2½-minute (with one 5-minute gap every 20 minutes) eastbound, but an uneven 1½-5 minutes in the westbound direction, but still seven trains every 20 minutes.

On the Jubilee Line a 6-minute service was provided for both forward and return traffic throughout the line (seven extra trains), but during the match a 6-minute Wembley Park and 12-minute Stanmore service (five extra trains) operated.

On the Metropolitan Line also, from 21.15 Saturday 22.3.86 and throughout Sunday, the Chesham branch service was suspended due to bridge renewal work. London Buses provided a replacement service between Chesham and Amersham.

NF 24/86 - Not previously reported is that from 3.11.85, Victoria Line trains no longer out-stable in Victoria sidings, the maximum of 34 being provided from Northumberland Park depot (30), Brixton sidings (2) and Walthamstow sidings (2).

NF 25/86 - With effect from 3.3.86 a new grade of 'Regulating Room Supervisor' was created for Cobourg Street (Northern & Victoria) and Earls Court (District & Piccadilly) Regulating rooms, whose task it is to administratively supervise the Senior Signalmen (formerly Train Regulators).

NF 26/86 - Further to NF 14/86, Allen Industries (London) Ltd. has also acquired the prototype 'Hoverpad' 40-ton coach lifting gantry, latterly at Neasden depot. The gantry was built by British Hovercraft Ltd. at Cowes, Isle of Wight, as an experimental project, but no further examples were built. The gantry is capable of lifting a coach off its bogies and via air cushions, moving the coach in a raised position, in any direction.

NF 27/86 - On the afternoon of Friday 2.2.86, passengers for Canons Park were being asked at Wembley Park to travel in the rear of trains. Although the announcements were not consistently made thereafter, on the following day at least, a blackboard at Canons Park urged passengers not to use the front of the platform because it 'required attention'. This was somewhat of an understatement, your writer suggests, since frost had damaged some coping stones quite badly and in one case so much that a wooden support had been provided.

NF 28/86 - As part of their Rag Week celebrations the students of King's College (London) had a dinner on the Circle Line. This involved 30-40 people on 5 March 1986, eight of whom were eating, sitting in two adjacent compartments. Service was performed by using a relay system with 'waiters'. The meal consisted of ham salad, gateau, cheese and biscuits, washed down with liberal amounts of alcohol. The event started at Sloane Square at about 18.00, after confusion as to which train was to be used, and continued on the outer rail via Kings Cross to Temple, which is nearest to the college. The whole event was in aid of charity.

NF 29/86 - Two Southern Vectis minibus routes, operated as 'Ryde Wanderers', have been extended to Ryde Pier Head, thus adding a further threat to the Pier Head-Shanklin electric railway.

NF 30/86 - After many years of disuse, the foot-bridge across the Piccadilly Line tracks east of Northfields station leading to the old Weymouth Avenue entrance/exit to the station, has been demolished. Last used in 1942, the

walkway itself has been removed for many years, although its supports remain.

NF 31/86 - No signalmen at Harrow & Wealdstone (LMR) caused suspension of the Bakerloo Line service north of Stonebridge Park on Monday morning 24.3.86, but not before train 207 had ventured north, which had to be reversed north to south at Wembley Central.

NF 32/86 - The six new Metro-Cammell battery locomotives (L62-67) have coloured 'Underground' bullseyes applied to the sides comprising a blue bar, red half-circles and white infills. The new Rail wagon delivered in February (RW804) has the new name 'LONDON UNDERGROUND' on its sides.

NF 33/86 - A visit to the Isle of Wight on 5.2.86 revealed the use of three-car trains, which has been the case since early new year. Although on this occasion it was only the Pier Shuttle that was of three-cars (20-28-1), more three-car trains have operated at various times. It was interesting to note that the three-car train contained a car from three different units - viz:

20 (from 031)
28 (from 042, but still showing '6032')
1 (from 041)

To date, four DMs (1, 2, 5 and 6) have had the all-flat front cab ends, and 12 cars have had lighting modifications carried out.

NF 34/86 - Further to NF 13/86, close examination of the new nameplates at Alperston has shown they are not of the slot-in type, and must be affixed to the outside of the frame.

NF 35/86 - It was observed in mid-March that No.6 escalator at Tottenham Court Road was being prepared for service, having been out of use since modernisation commenced on the Northern Line platforms. This is the single 'up' direction machine, access to which is in the middle of the Northern Line platforms.

NF 36/86 - In 'The West London Joint Railway' by J.B. Atkinson (Pub: Ian Allan, 1984, price £8.95) the following reference is made:

'.... Another special train of interest ran on 25 May 1898 following the death of W.E. Gladstone. The body of the great statesman was brought from Hawarden to Westminster by way of Earls Court Junction, and borne from the District Railway platform to Westminster Hall through the private subway built for the Houses of Parliament.'

Has there been any other use of the Underground for funerals??

NF 37/86 - Preliminary work has started on the modernisation of the Northern Line platforms at Euston, and also at Bank - reports to follow.

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