

UNDERGROUND NEWS

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THE TIMETABLE

Sunday 6 July

AFTERNOON & EVENING Library Meeting, from 15.00 to 21.00, at 62 Beauval Road, Dulwich, London, SE22 8UQ.

London Buses (Wandle District) Excursion to Quainton Road and Verney Junction. Seats must be booked in advance. It is regretted that notification of this event was received too late to include in the June issue of Underground News.

Thursday 10 July

LURS Members are invited to this meeting of the Southern Electric Group (Southern Forum) at which Mr.J.C.Gillham will give an illustrated talk on 'The Watford Electric Stock'. 19.15 at the Jubilee Tavern (upstairs room), 79 York Road, London, S.E.1.

Friday 11 July

Talk, 'The Underground Ticketing System', by Mr.N.P.Agnew, Operating Department Representative (UTS Team), London Underground Ltd. 19.00 for 19.15 in the Conference Room, Baden-Powell House.

Friday 8 August

Talk, '120 Years of Underground Tickets - Part II - including Season Tickets', by Mr.B.Pask of the Transport Ticket Society. 19.00 for 19.15 in the Conference Room, Baden-Powell House.

Saturday 9 August

Morning visit to Hammersmith depot, Metropolitan Line. Applications, with SAE, to Mr.G.A.Finch, 161 Valetta Road, London, W3 7TA. Minimum age 15 years. Associate members, please state age when applying.

Friday 22 August

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

23-25 August (Saturday to Bank Holiday Monday)

Working model tramway at the London Transport Museum, Covent Garden. The Feltham tram will be open for visitors, providing an opportunity to operate the controls of a tram with the power connected.

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UNDERGROUND SERVICE IMPROVEMENTS

London Underground is currently riding 'on a crest of a wave', with passenger journeys since 1982 having increased by more than 40% (498-million in 1982 to 718-million in 1985). It will be recalled that the (then) London Transport Executive reduced train services from December 1982 to match the falling traffic and accordingly the tube lines were able to cut their rolling stock allocations accordingly. This culminated in the withdrawal of the last of the 1938 Tube Stock on 20 November 1985, following which, the reduced tube stock fleet comprised -

Line	Available	Withdrawn	Total for Line	Note
Jubilee	15 x 1972 MkII 15 x 1983		30	
Bakerloo	31 x 1959		31	
Northern	3 x 1956 44 x 1959 3 1/2 x 1962 29 1/2 x 1972 MkI 18 x 1972 MkII	1/2 x 1959 1/2 x 1972 MkI	99	1 2
Central	83 x 1962	1 1/2 x 1962	84 1/2	3
Piccadilly	87 x 1973	1/2 x 1973	87 1/2	4

Notes:

- 1084-2084-9085-1031 withdrawn for provision of overhaul spares.
- 3203-4203-4303-3303 withdrawn for provision of overhaul spares.
- 1 1/2 trains represented by -

1658-2658	9.7.80	Holborn
1458-2458-9501-1501	16.11.82	Marble Arch
1542-2542-9543	20.8.84	Leyton
9733-1733	20.8.84	Leyton
1531	4.3.86	Wanstead

Plus odd cars 9659 (spare), 9741 (ex-9657) and 9749 (both damaged).
- 1/2 train represented by 888 (fire damage Wood Green 11.8.82), 314 and 514 (both never having entered service and the latter under conversion to Track Recording car).

With the introduction of Travelcards, Capital-cards and generally cheaper fares, the Underground's passengers have been increasing dramatically both peak and off-peak, to the extent that extra trains are needed - and soon. It is proposed that improved services will be introduced on the Central, Jubilee, Northern and Victoria lines in this coming autumn, with more increases, both peak and off-peak, planned for 1987.

As an interim step, it has been decided to re-commission five trains of 1938 Tube Stock and return them to passenger service. Coupled with this decision is LU's programme of One-Person-Operation, now concentrated on tube lines. A start has already been made on converting and adapting the 1973 stock for the Piccadilly Line, with OPO scheduled for late-1987, and now the Jubilee and Bakerloo and Jubilee lines (currently anticipated for introduction in late-1987 and mid-1988 respectively). Therefore, by the time these notes are read, it is likely that more stock transfers between lines will already be

taking place for this to be achieved. This is stage I and involves preparing five trains (4 for service and one spare) of 1938 Tube Stock at Ruislip which, at present, it is anticipated that they will work peak-hour 'push-in' duties on the Northern Line. The trains selected for return to service, which will include an overhaul and repaint (which itself has been the subject of much debate, and is not settled at the time this was being typed!), are:

Unit	Arrive Ruislip after previous service
3-cars:	
10205-012292-11205	-
10221-012160-11221	3.9.85
10229-012307-11229	29.10.85
10255-012364-11255	6.8.85
10291-012371-11291	5.12.85
4-cars:	
10012-012256-12027-11012	5.12.85
10116-012211-12087-11116	6.8.85
10142-012227-12112-11142	11.9.85
10184-012272-12123-11184	29.10.85
10297-012378-12048-11297	-

Units 10205 and 11297 were transferred direct from Stonebridge Park to White City for withdrawal on 15.11.81 for use as a Training train. Returned to Ruislip on 8.8.85.

Other 1938 Tube Stock at Ruislip is -

10139-012342-11139	11.9.85	stripped for spares: for scrap
10172-012259-12061-11172	21.2.85	utilised for staff accommodation

- which will not be returned to service.

The other moves associated with stage I is the transfer of 14 trains of 1972 MkII stock from the Northern to the Bakerloo and the return of 14 trains of 1959 stock from the Bakerloo to the Northern, which, on a weekly basis, will take until late-August/early-September to achieve.

Stage II, which will be when the 1938 Tube Stock trains are ready, will see their transfer from Ruislip to Golders Green for Northern Line service. At the same time 4 x 1972 MkII will be transferred from Golders Green to Neasden to form a float of four trains for OPO conversion, which may be undertaken at Ruislip. When OPO conversion is complete, this will give a total of 18 x 1972 MkII OPO-converted trains for the Bakerloo Line.

Future stock moves - i.e. the balance of trains for the Bakerloo Line to achieve total OPO, will be determined if or when a second batch of 1983 stock trains is ordered. Fifteen more trains of 1983 stock could allow the Jubilee Line to be wholly operated by this one type, the Bakerloo wholly by 1972 MkII and the Northern by 1956, 1959 and 1972 MkI, allowing increases in stock totals and services on both the Northern and Bakerloo. The small number of 1962 stock trains on the Northern could return to the Central, giving an increase on that line as well.

Your writer awaits future rolling stock developments with interest in the near future - WATCH THIS SPACE !

EARLY DAYS ON THE BAKERLOO/LNWR SERVICES

by

Alan A. Jackson

Study of the issues of 'The Railway & Travel Monthly' between 1914 and 1922 leads one to a belief that the editor (G.A. Sekon, otherwise Nokes) lived on the line, possibly at Hatch End (Pinner & Hatch End until 1 February 1920), since the reporting of the events and services is so detailed and much of it seemingly based on first hand experience. These references throw new light on certain aspects of the operation at this time, but before we look at this in detail, it may be useful to set down some basic facts.

The Train Service 1915-22

Bakerloo trains served Queens Park station from 11 February 1915, coming up to new platforms between what were later to become the LNWR Up and Down Electric Lines. The new station here consisted of two island platforms, with the Bakerloo tracks on their inner sides and the prospective LNWR Electric Lines at their outer faces. Beyond, the tube tracks were to pass through a car shed which had been in use since 31 January 1915. These running roads were available as covered car storage to supplement the centre storage roads outside operating hours. At the west end of the car shed, the tube tracks joined the LNWR New Lines, over which the tube trains ran to Willesden (New) station from 10 May 1915, using the new Kensal Green tunnel. (Kensal Green station was not, however, ready to open until 1 October 1916). From 16 April 1917 the Bakerloo trains ran, on weekdays only, every 15 minutes right out to Watford High Street and Watford Junction, using the LNWR New Lines. At the same time, LNWR electric trains also started to run, in rush hours only, between Watford Junction and Broad Street via Hampstead Heath. The section of the New Lines inwards from Queens Park to Euston was not yet available, as wartime problems had delayed the completion of the works, notably the tunnels at Primrose Hill. Services between Euston and Watford was provided by LNWR steam trains, running at weekday peak hours and on Sundays to cover the absence of tube trains north of Willesden on that day. Also, from 6 July 1919, a supplementary steam service worked between Willesden (New) and Euston only. Wartime labour shortages brought about a reduction of the tube service to Watford to a basic 30-minute interval from 1 June 1918, but with the return of peace, it proved feasible to introduce a Sunday tube service to Watford from 6 July 1919 and the 15-minute basic weekday frequency was restored. Finally, following the completion of the New Lines between Camden No.2 Box and Queens Park, a full LNWR electric service was begun on 10 July 1922 between Euston and Broad Street and Watford Junction.

The Trains 1915-22

At first the Bakerloo trains used on the Watford service were made up with two 32-seat motor cars built by Brush in 1914-15 for the as yet uncompleted Central London Railway extension from Wood Lane to Ealing Broadway. With their two GE 212 240 hp motors, these cars included some features new to tube rolling stock design at this time; BTH automatic electro-magnetic control equipment; and an all-enclosed body. The three trailers in the centre of each train were refurbished original Piccadilly Railway gate stock with 52 seats.

It was of course necessary to adapt the shoe equipment of the CLR motor cars to fourth rail

operation and two additional collector shoes were fitted to the motor bogies, one on each side. There was insufficient clearance to fit positive shoes on the trailer trucks of these cars, so they were mounted on the truck of the adjacent LER trailer and connected by jumpers.

Each motor car had single swing doors each side at the trailing end, under the supervision of a gateman or gateman, who also had remote control of the single centre doors on each side. The LER trailers were fitted with ramps on their open end platforms which led up to a raised step to help passengers meet the higher step-up necessary to reach the normal-height LNWR platforms. No such aid was available in the motor cars owing to their closed vestibules and low ceilings, so that passengers using these had to exercise considerable agility when stepping up or down between the car and the LNWR platforms. All cars were painted crimson lake, with white and gold lettering above waist, a livery which made the Watford trains easily distinguishable at deep level tube stations between Kilburn Park and Elephant & Castle. Around the end of 1917, some Watford trains were extended to six-car length, their rear cars being reserved for certain stations only. During 1919 it was necessary to withdraw the CLR motor cars in batches to fit them with plate-frame Cammell Laird motor bogies as the original equaliser-bar motor trucks had been found unsuitable for the sustained running at speeds up to 40 mph between the LNWR stations. Ordinary LER stock was brought in to fill the gaps whilst this was going on.

Deliveries of the dedicated LER/LNWR Joint Stock for the Watford Junction - Elephant & Castle service began in January 1920 and the first train came into service in March, all trains being in service by May 1921. The Central London and Piccadilly cars then returned to their home lines.

The RTM Reports

Having outlined the background, we can now turn to the reports in the contemporary issues of THE RAILWAY & TRAVEL MONTHLY, which we shall refer to henceforward as RTM, despite the fact that it was renamed THE TRANSPORT & TRAVEL MONTHLY from April 1920.

As early as October 1914, the magazine reported that it seemed likely that the Bakerloo service to Watford might start by the end of the year, so advanced were the works. A large carriage shed had been built at Queens Park and the new station there, together with the new Kensal Green tunnels, were well forward. This prophecy was absurdly over-optimistic, even if no allowance were made for the outbreak of war. It was indeed not until the March 1915 number that RTM was able to report the opening on 11 February of the new Queens Park station, which the LNWR and later the LMSR always referred to as 'Queens Park (West Kilburn)', and which the RTM dubbed 'The Queens Park Exchange Station'. A note a few pages on in the same issue mentioned that the tube trains had been running into Queens Park station from 31 January, but passengers had not been conveyed beyond Kilburn Park, as the new station was not yet ready. Journalists and others, including Nokes, were taken over the new section on 29 January in a special train 'of fireproof construction, with inwardly opening doors in the centre of the cars, these doors being electrically locked by the conductor on the platform of the coach'.

In April 1917, RTM made extended reference to the opening of the electric service to Watford, commenting that the chief reason for the delay

had been the want of suitable rolling stock. It went on to describe the CLR/LER combination mentioned above, noting that the complete journey from Elephant & Castle to Watford Junction absorbed 63 minutes and allowing for 22 minutes standover at Watford Junction and four at Elephant & Castle, on the 15 minute service, ten trains were required. Most would be stabled in the new sheds at Watford. There was to be a certain amount of non-stopping, mostly at peak hours, the stations affected being Headstone Lane, Kenton, North Wembley, Kilburn Park, Queens Park, Maida Vale and Regents Park. The wooden platforms and buildings of Stonebridge Park had been destroyed by fire in the early morning of 9 January 1917 (RTM April 1917) and this station remained closed. (It was noted in RTM August 1917, that rebuilding had started on 16 July).

The trains were illustrated and described in the issue of May 1917 after another trial trip carrying journalists on 13 April. This train ran from Charing Cross, calling at Willesden Junction and stations to Watford Junction, thence to the car sheds at Watford, which were inspected. On return, it ran non-stop from Watford High Street to Willesden New, 12 miles, 'within a few seconds of 17 minutes' (an average of 42.5 mph, including the reduction to 40 through the Wembley flyunder curves). It is evident from a note in the June 1917 issue that the trailers did not have their upper panels painted white to conform with the motor cars until a short time after the service had started.

Events at Hatch End

At Pinner & Hatch End station (now Hatch End), the east side access to and from Royston Park was closed with the start of the Bakerloo Watford service on 16 April 1917. The May 1917 RTM elaborates on this, noting that with the exception of four morning fast steam trains, all the Up trains now serving this station ran into the New Line platform (No.1), and that the booking office on platform 6, together with the Royston Park entrance were no longer available. This involved a detour for the residents using this station, since nearly all the housing at this time was on that side of the line.

Some passengers clearly found this so irksome that they were tempted to trespass on the running lines to take a short cut home. In the November 1918 issue of RTM we are told of one such who was electrocuted by a live rail whilst going home this way.

Curtains and Fares

In the July 1917 RTM there appears a paragraph informing us that the windows of some of the cars have been fitted with green curtains, 'much appreciated by the passengers these sunny days'. We are also told at this point that the colour of the lower parts of the coach bodies, described by RTM as 'dark brown', was seen to merge completely into the surroundings at a little distance in the open. In the following October there is comment about the season ticket rates, which were very much higher from Watford line stations to the City via the Bakerloo than via the LNWR and North London. The Harrow & Wealdstone - Broad Street season via the North London Railway, also available at Euston, was at this time only £2.10s and the Metropolitan Harrow to Liverpool Street rate was the same.

The Six-Car Trains and Winter Travel Hardships

In the January 1918 RTM there is mention of the additional car noted above. It was available on

Watford trains leaving Elephant & Castle at 5.35, 5.50, 6.5 and 6.20 pm Mondays to Fridays and on the 1.5, 1.20, 1.35, 1.50 and 2.5 pm trains on Saturdays. It is stated that the extra car was reserved for passengers joining at Piccadilly Circus and tube stations north thereof. Six-car trains were also being run on departures from Watford Junction between 7.30 and 8.30 am. The same note tells us that electric heaters have been fitted to 'some' of the coaches, and (here one detects the personal note) 'Passengers are wishful that the installation of these heaters be expedited now that the winter is here'. It seems truly extraordinary that the Underground management had overlooked this essential item.

Another thing which had been overlooked (and we must remember that this was the first occasion that tube stock had been run any distance in the open air) was ice and snow. In the February 1918 RTM we read that the fall of snow on 15 January dislocated the service, trains frequently coming to a standstill, 'Being unable to proceed until the motorman alighted and removed the snow from the live rail and return rails for some distance in front of the train'. Not surprisingly, 'The long section between Pinner and Bushey (2½ miles) under such circumstances took a considerable time to cover', accompanied by 'The finest displays of artificial lighting ever seen'. Fortunately there were no enemy aircraft about at the time. The journey times, with section by section hand-scraped in advance, and the discomfort inflicted on the unfortunate crews in freezing weather can readily be imagined. In the March 1918 RTM we learn more about the rigours of winter travel on these trains: 'A few of the coaches are heated by electric warmers placed beneath the seats passengers who sit on such seats receive very good evidence that they ARE heated'. Mostly however, 'these trains are like ice-wells'. The doors were not shut 'because the conductresses are too lazy to do so', reported a reader, 'I have complained about it, and the conductress said that their instructions are not to shut the doors unless a passenger complained'. No doubt at rush hours passengers were grateful for the alternative of the relative comfort offered by the LNWR steam trains as far as Queens Park.

By 1920 some progress had been made in coping with the ice and snow problem. In the December issue we are informed that the LNWR Locomotive Running Department had arranged in the winter season (November to March) for engines fitted with steam heating apparatus to stand ready from midnight to work sleet brush vans from either Willesden, Watford or Broad Street as required. These trains ran at a maximum of 15 mph with instructions that the van must be stopped at each passenger platform and a slow start made to clear the conductor rails for the following electric trains. Sleet brush vans were then allocated to Willesden (2), Watford (1), Broad Street (1), and propelling was authorised, with an extra driver provided to travel at the leading end of the vehicle, to keep a good look-out, sounding the loco whistle and applying the vacuum brake by using an emergency valve as required. If required in case of an accident to, or failure of a Bakerloo train, one of the 'specially-fitted wagons' - i.e. match wagons, which were kept on the short siding near Watford No.4 Box was allowed to travel between Watford High Street or Croxley Green Junction and Willesden Tunnel Mouth Box attached to or in front of the locomotive proceeding to or returning from assisting a disabled Bakerloo train. The engine with a special wagon or wagons attached was to be signalled as a passenger train

and had to be accompanied by a responsible Traffic Department representative who would be in charge of the working. Both the specially-fitted wagons were to be conveyed, one in front and one in rear of the sleet brush van when this was run from Watford to clear ice and snow from the conductor rails, so that the wagons were available to assist a Bakerloo train in each direction should this be necessary.

Progress of the LNWR Electrification

A paragraph in the April 1918 RTM announces that work on the LNWR electrification scheme had completely stopped after proceeding only very slowly for the previous three years. The contractors wagons had been requisitioned for war service in France and had been observed repainted with suitable lettering for that task.

In the August 1921 issue, we read that the third and fourth rails had been laid in platform roads 4 and 5 at Euston and most of the distance to Camden. But between Chalk Farm and the east end of Primrose Hill Tunnel, much remained to be done. A paragraph in the April 1922 issue looked forward to the full LNWR electric service and pointed out that some semi-fast running was expected, 'The fact that the present Bakerloo Tube trains stop at all stations is a considerable detriment to the popularity of the service'. The July 1922 number announces the full electric service as starting on 10 July 1922, whilst in the following month we are given details of the new separate Up and Down tube tunnels at Primrose Hill constructed for the LNWR electric trains. It is explained that these electrically-lit tunnels had a platform for their whole length so that in emergency passengers could alight from a train in the tunnel and walk to the mouth without getting down to rail level.

Bakerloo Train Performance

Some interesting details of the performance of the trains is given in the May 1919 issue of RTM. We are told that from Willerden (New) to Watford, 12 miles with ten intermediate stops (after Stonebridge Park was reopened on 1 August 1917), the tube timing was 32 minutes, but this had been increased to 36 minutes from June 1918. A rush hour train had been timed over this run at 33min 16sec, 28min 16sec in running and 5 minutes at stations, but at slacker times the journey had been made in 30min 27sec, spending only a total of 1min 56 sec at stations. Over the longest non-stop section, the 2½ miles between what is now Hatch End and Bushey, a timing of 5min 10sec had been recorded with a maximum speed approaching 39 mph. Coming from Watford, the tube timing was at first 31 minutes, including all ten stops to Willesden, but in June 1918 this had been relaxed to 35. The tube trains had easily maintained the 31 minute schedule and a timing of 29min 23sec had been recorded. The best time noted from Bushey to Hatch End was 4min 35sec with a maximum of just over 46 mph. One train had covered the 36 minute schedule in 31min 55sec with 3min 1sec of that spent at stations. It was observed that starts from Watford Junction were not always punctual; 'there being a very marked dilatoriness about the Tube as compared with the London and North Western Railway's own staff, so that a little latitude in the timing is desirable'.

Bakerloo Sunday Trains to Watford

The start of the Sunday service by the Bakerloo trains between Willerden New and Watford Junction on 6 July 1919 is noted in the July RTM, and we learn that the service was to be half-

hourly, the trains missing Stonebridge Park, some also not calling at Carpenders Park.

A Special Ticket

There are some interesting details in the RTM June 1918 of a special ticket used in connection with the Bakerloo Watford service. It is pointed out that Queens Park station at this time was closed to LNWR trains but there were many passengers who held season tickets between stations on the Bakerloo and LNWR stations to Watford Junction and beyond. Some of these wanted to travel to and from Euston at times, but as no Euston trains called at Queens Park, the difficulty of collecting the Euston-Queens Park fare arose. This it appears was overcome by issuing a 3rd class ticket marked -

Euston to Queens Park (West Kilburn). Excess Fare on Bakerloo Ticket available from Queens Park (W.K.). This ticket must be produced with the Bakerloo ticket to the Ticket Examiner and Collector, and is to be surrendered to the latter.

The note goes on to add that the Bakerloo service to and from Watford had started after the 50% increase in fares from 1 January 1917, but these tickets, although sold at 5d each, had printed on them the pre-1917 fare of 3½d from ticket No.1 onwards, and some 500 had been issued. (It is probable that the authorities naively believed the fare increase purely a temporary interruption to what they regarded as the normal.

Conclusion

These extracts from contemporary reports on the Watford extension of the Bakerloo throw new light on some hitherto obscure aspects of operations in the early days. They show how important it is that those responsible for reporting events and aspects of railway operation should not confine themselves to mere reproduction of official press releases, but should use every opportunity to assemble and publish first hand accounts and experiences. Future historians will, I am sure, be grateful for the manner in which this is being done to a much greater extent today, especially in UNDERGROUND NEWS. Had that journal been alive in 1914-22, it is certain that it would have done a great deal better than RTM, but we must nevertheless be grateful that because the editor of RTM, or someone on the staff, lived on the line, these items were recorded for posterity.

We are also enabled to reflect on the rigours of winter travel on this tube service extension and to speculate on the lightness of the loadings beyond Harrow and Wealdstone, given the availability of alternative LNWR steam services and the sparse nature of housing development around the intermediate stations at this time. When the LNWR electric arrived in 1922 the tube train loadings at the outer end must have fallen even lower.

BAKERLOO (WATFORD LINE) ROLLING STOCK

by

Brian Hardy

Since receiving the previous article from Alan A. Jackson, research on the numerical detail of the Watford stock in its early days has been most rewarding, as much has survived and is herewith reproduced for all to share.

Insofar as stock loans were concerned, 22 of the CLR 'Ealing' driving motors were allocated to the Bakerloo for the Watford service. The outstanding two were not available until 1920. To run with these, 28 Piccadilly Line control trailers and trailers were adapted and transferred. From this number, it will be appreciated that to make 11 x 5-car trains (10 for service and one spare), there is a deficiency of five cars and it can only be assumed that this number were made up from the Bakerloo's own stock. A further five cars (coincidentally!) were transferred at the end of 1917, which were, it is assumed, to provide the extra cars for the six-car rush hour trains mentioned in Alan's article.

All but four of the 22 CLR motor cars returned to their own line in time for the Ealing extension (opened 20.8.1920), the other four following in early-1921. The Piccadilly trailers and control trailers were then returned to their own line (9 cars), transferred to the Hampstead (8 cars) or were retained on the Bakerloo (16 cars).

1. Central London Motor Cars:

CLR No.	Bakerloo No.	Ealing No.
269	291 9.3.1917	269 27.4.1920
270	294 16.4.1917	270 29.3.1920
271	293 16.4.1917	271 19.3.1921
273	273 16.4.1917	273 27.5.1920
274	274 16.4.1917	274 19.3.1921
275	275 16.4.1917	275 10.2.1920
276	276 16.4.1917	276 10.2.1920
277	277 16.4.1917	277 29.6.1920
278	278 16.4.1917	278 22.6.1920
279	279 16.4.1917	279 29.3.1920
280	280 16.4.1917	280 27.5.1920
281	281 16.4.1917	281 29.3.1920
282	282 16.4.1917	282 29.6.1920
283	283 16.4.1917	283 22.6.1920
284	284 16.4.1917	284 29.6.1920
285	285 16.4.1917	285 14.7.1920
286	286 16.4.1917	286 27.4.1920
287	287 16.4.1917	287 28.2.1921
288	288 16.4.1917	288 28.2.1921
289	289 16.4.1917	289 22.6.1920
290	290 16.4.1917	290 27.4.1920
292	292 3.1917	292 14.7.1920

The two missing cars (CLR Nos. 272 and 291) were delivered to the CLR on 14.6.1920 and did not operate on the Bakerloo.

2. Converted Piccadilly Ts and CTs (28):

Piccadilly Type & No.	Bakerloo No.
French CT 106	138 26.11.1916
French CT 116	139 26.11.1916
French CT 119	140 26.11.1916
French CT 121	141 26.11.1916
French CT 124	142 26.11.1916
French CT 127	143 26.11.1916
Hungarian CT 144	250 1.12.1916
Hungarian CT 148	266 1.12.1916
French Tr 204	252 30.11.1916
French Tr 205	253 30.11.1916
French Tr 210	254 29.11.1916
French Tr 215	255 27.11.1916
French Tr 221	267 30.11.1916
French Tr 224	257 2.12.1916
French Tr 226	268 24.12.1916
French Tr 227	269 30.11.1916
Hungarian Tr 238	260 24.12.1916
Hungarian Tr 240	261 24.12.1916

Piccadilly Type & No.

Bakerloo No.

Hungarian Tr 241	262 2.12.1916
Hungarian Tr 242	263 2.12.1916
Hungarian Tr 244	264 24.12.1916
Hungarian Tr 249	265 14.10.1916
Hungarian Tr 251	251 24.12.1916
Hungarian Tr 256	256 30.10.1916
Hungarian Tr 258	258 27.10.1916
Hungarian Tr 259	259 19.10.1916
Hungarian Tr 270	270 9.12.1916
Hungarian Tr 271	271 31.12.1916

3. Additional Trailers for 6-car Trains:

French Tr 263	297 15.11.1917
French Tr 264	298 13.11.1917
French Tr 265	299 13.11.1917
Hungarian Tr 233	295 31.10.1917
Hungarian Tr 236	296 31.10.1917

4. Transfer of 33 Trailers/CTs after Watford Line service worked by Watford Joint Stock

Bakerloo Type & No.	Ex-Picc No.	Transfer
French CT 138	106	-
French CT 139	116	-
French CT 140	119	-
French CT 141	121	-
French CT 142	124	-
French CT 143	127	-
Hungarian CT 250	144	Picc 242 22.12.1921
Hungarian T 251	251	Hstd 214 27.9.1921
French T 252	204	Hstd 218 22.9.1921
French T 253	205	Picc 205 14.1.1922
French T 254	210	Hstd 219 22.9.1921
French T 255	215	Picc 215 13.2.1922
Hungarian T 256	256	Hstd 217 20.9.1921
French T 257	224	Picc 224 22.12.1921
Hungarian T 258	258	-
Hungarian T 259	259	-
Hungarian T 260	238	-
Hungarian T 261	240	-
Hungarian T 262	241	Picc 241 13.2.1922
Hungarian T 263	242	-
Hungarian T 264	244	Hstd 220 22.9.1921
Hungarian T 265	249	Picc 249 9.12.1921
Hungarian CT 266	148	Hstd 215 19.9.1921
French T 267	221	-
French T 268	226	-
French T 269	227	-
Hungarian T 270	270	-
Hungarian T 271	271	Picc 271 14.1.1922
Hungarian T 295 *	233	Picc 233 14.12.1921
Hungarian T 296 *	236	Hstd 213 23.9.1921
French T 297 *	263	-
French T 298 *	264	Picc 264 23.5.1922
French T 299 *	265	Hstd 216 27.9.1921

Note * Five cars transferred in late-1917 for six-car peak hour train operation

5. Delivery etc., of Watford Joint Stock

No.	End Owner	Arrive Lillie Bridge	To Croxley Green	In Service
1J	N LNWR	20.1.20	14.3.20	29.3.20
2J	S LNWR	20.1.20	14.3.20	29.3.20
3J	N LNWR	20.1.20	14.3.20	29.3.20
4J	S LNWR	1.2.20	10.4.20	14.4.20
5J	N LNWR	8.2.20	10.4.20	14.4.20
6J	N LNWR	1.2.20	10.4.20	14.4.20
7J	S LNWR	21.3.20	20.4.20	21.4.20
8J	N LNWR	21.3.20	20.4.20	21.4.20
9J	N LNWR	21.3.20	20.4.20	21.4.20

THE UNDERGROUND'S UPS AND DOWNS

No.	End	Owner	Arrive Lillie Bridge	To Croxley Green	In Service
10J	N	LNWR	18.4.20	11.5.20	21.5.20
11J	S	LNWR	18.4.20	11.5.20	21.5.20
12J	N	LNWR	18.4.20	11.5.20	21.5.20
13J	S	LNWR	9.5.20	19.6.20	21.6.20
14J	N	LNWR	9.5.20	19.6.20	21.6.20
15J	N	LNWR	30.5.20	19.6.20	21.6.20
16J	S	LNWR	30.5.20	26.6.20	30.6.20
17J	N	LNWR	30.5.20	26.6.20	30.6.20
18J	N	LNWR	30.5.20	26.6.20	30.6.20
19J	N	LER	13.6.20	10.7.20	12.7.20
20J	S	LNWR	13.6.20	10.7.20	12.7.20
21J	N	LER	13.6.20	10.7.20	12.7.20
22J	S	LNWR	27.6.20	21.7.20	22.7.20
23J	N	LNWR	4.7.20	21.7.20	22.7.20
24J	N	LNWR	4.7.20	21.7.20	22.7.20
25J	S	LER	19.7.20	14.1.21	1.21
26J	N	LER	19.7.20	9.8.20	30.9.20
27J	N	LNWR	19.7.20	24.1.21	1.21
28J	S	LER	19.7.20	9.8.20	30.9.20
29J	S	LER	3.10.20	15.3.21	3.21
30J	N	LNWR	3.10.20	14.1.21	1.21
31J	S	LER	3.10.20	24.1.21	1.21
32J	N	LER	3.10.20	14.1.21	1.21
33J	N	LER	3.10.20	15.3.21	3.21
34J	N	LER	3.10.20	24.1.21	1.21
35J	N	LER	3.10.20	15.3.21	3.21
36J	N	LER	3.10.20	14.1.21	5.21
201J		LNWR	20.1.20	14.3.20	29.3.20
202J		LNWR	20.1.20	14.3.20	29.3.20
203J		LNWR	20.1.20	14.3.20	29.3.20
204J		LER	1.2.20	10.4.20	14.4.20
205J		LER	1.2.20	10.4.20	14.4.20
206J		LER	1.2.20	10.4.20	14.4.20
207J		LNWR	21.3.20	20.4.20	21.4.20
208J		LNWR	21.3.20	20.4.20	21.4.20
209J		LNWR	21.3.20	20.4.20	21.4.20
210J		LNWR	18.4.20	11.5.20	21.5.20
211J		LNWR	18.4.20	11.5.20	21.5.20
212J		LNWR	18.4.20	11.5.20	21.5.20
213J		LNWR	9.5.20	19.6.20	21.6.20
214J		LER	9.5.20	19.6.20	21.6.20
215J		LER	30.5.20	19.6.20	21.6.20
216J		LNWR	30.5.20	26.6.20	30.6.20
217J		LER	30.5.20	26.6.20	30.6.20
218J		LNWR	30.5.20	26.6.20	30.6.20
219J		LNWR	13.6.20	10.7.20	12.7.20
220J		LNWR	13.6.20	10.7.20	12.7.20
221J		LNWR	27.6.20	10.7.20	12.7.20
222J		LER	27.6.20	21.7.20	22.7.20
223J		LER	4.7.20	21.7.20	22.7.20
224J		LNWR	4.7.20	21.7.20	22.7.20
401J	S	LER	-	-	25.1.21
402J	S	LNWR	-	-	14.1.21
403J	S	LER	2.1.21	14.1.21	14.1.21
404J	S	LNWR	2.1.21	14.1.21	14.1.21
405J	S	LNWR	-	-	25.1.21
406J	S	LNWR	-	-	25.1.21
407J	S	LNWR	23.1.21	15.3.21	3.21
408J	S	LNWR	23.1.21	15.3.21	3.21
409J	S	LNWR	13.2.21	-	5.21
410J	S	LER	13.2.21	15.3.21	3.21
411J	S	LNWR	27.2.21	-	5.21
412J	S	LER	27.2.21	-	9.5.21

Motor cars were numbered - 1J - 36J
Trailers were numbered - 201J - 224J
Control trailers were numbered - 401J - 412J

In each group, the ownership was divided one-third LER and two-thirds LNWR.

There were 24 'North' facing DMs, 12 'South' facing DMs and 12 'South' facing CTs. It is evident that there was then no distinction made between 'odd' and 'even' numbers.

Regular readers of Underground News will be aware that a regular feature for the last nine years or so has been the monthly rolling stock alterations, with an annual summary in February or March of the previous year's events.

Some members have requested that similar treatment be given to the Underground's lifts and escalators as these play an equally important role in the movement of passengers. Subject to the information being available, these details will be included in these pages whenever possible.

To start with, the position at the end of 1985 is given below, as a basis to work on for the future.

Lifts:

At the end of 1985, there were 60 lifts in service, with a further 11 being renewed and one new lift being installed, making 72 in all. These can be summarised thus -

No.	Type
19	Standard Otis
4	Modernised Otis
2	Modernised Sprague
2	High-Speed Otis
12	New Otis
19	New Wadsworth
2	New High-Speed Otis
<hr/>	
60	Total
11	Being replaced
1	New lift being installed
<hr/>	
72	Grand Total

In UN 286 (October 1985 - pages 120-1) a total of 74 lifts were 'on the books' in mid-1985, with 65 in service and 9 being installed. The following updates correct to 31.12.85:

Out of service for Renewal 1985 -

Belsize Park Nos. 3 & 4	7.10.85
Borough Nos. 1 & 2	23.9.85
Covent Garden No.3	9.2.85
Goodge Street Nos. 3 & 4	11.11.85
Holland Park Nos. 1 & 2	11.3.85

Permanently Removed 1985 -

Caledonian Road Nos. 1 & 2	20.8.85
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In Service 1985 -

Bank No.3	3.12.85	Otis
Caledonian Road Nos. 3 & 4	7.7.85	Otis
Goodge Street Nos. 1 & 2	27.10.85	Wadsworth
Kennington No.2	4.3.85	Otis
Russell Square No.2	7.4.85	Wadsworth

Escalators:

The escalator situation was reviewed in UN 287, (November 1985, pages 130-132) and was correct to the end of August 1985. At the end of the year, the overall total of 274 was unchanged, but changes had been made to the various types of machines that had been introduced and those that had been withdrawn for renewal.

The situation as at 31.12.85 can be summarised thus -

No.	Type
6	MA (ex-type A 1935-38)
56	MH
25	MY
7	M
62	LHD.M (ex-type L 1963-82)
56	MY.A
26	MH.A
1	J & E Hall
1	E - K
11	RA-C
2	CNIM
16	New HD-B
5	New HD-C
<hr/>	
274	Total

Out of Service for Replacement 1985 -

Holborn No.3 (MH)	23.9.85
Holborn No.5 (MH)	21.10.85
Maida Vale No.1 (MA)	3.6.85
Warwick Avenue No.1 (MA)	29.7.85

Into Service 1985 -

Earls Court Nos 1 & 2 (HD-B, ex-MA)	15.9.85 (o.o.s. 24.4.84)
Embankment No.4 (HD-B, ex-MA)	10.2.85 (o.o.s. 25.9.83)
Hyde Park Corner No.1 (HD-C, ex-MH)	4.8.85 (o.o.s. 2.6.84)
Marble Arch No.1 (HD-C, ex-MH)	27.10.85 (o.o.s. 10.9.84)

Lift and Escalator Changes -

January to April 1986 (inclusive):
 Liverpool Street Nos 4 & 6 escalators o.o.s. for replacement (ex-type MH) 28.2.86.
 No change to lifts.

For the Future

A prototype escalator from a new manufacturer is to be tried on the Underground. The prototype has been developed, in conjunction with London Underground Ltd., by the Epping engineering firm of W. & C. Pantin.

The Underground's aim is to develop more competition for its requirements. Dr. Tony Ridley, Chairman and Managing Director of London Underground, has said that passengers have a right to expect new escalators to be installed as efficiently and quickly as possible, and at a fair price. These demands can only be met if LU are able to 'shop around' and to that end, Pantin have been encouraged to enter the market.

The Pantin escalator meets London Underground's heavy-duty specifications and could be both cheaper and quicker to install than traditional suppliers. The prototype escalator will be installed at Manor House station, where the existing MH type escalators, of 1932 origin, are due for replacement. Work will begin towards the end of this year. W. & C. Pantin have considerable experience in the design and manufacture of con-

voyors and other materials handling machinery.

SOCIETY SECTION

May Baden-Powell House Meeting

The members welcomed Dr. R.W. Aylward, Project Engineer, Central Line, who gave an illustrated address on the 1986 Prototype Tube Stock.

Dr. Aylward began by explaining the origins of the stock. It was the intention in the late-1970's to have a completely new generation of rolling stock for the Central Line, from about 1990. However, none of the existing stock justified being replaced at that time, but with the signalling system on the Central Line being due for renewal at about the same time it was subsequently decided to put new trains into service at the same time and replace, perhaps earlier than anticipated, the 1959 Tube Stock. Previous experience on the 1973 stock Experimental Tube Train units with Thyristor (chopper) control had been unsuccessful due mainly to problems in interference with the signalling system, being unable to operate with conventional track circuits. Therefore, if chopper control was to be employed on the new trains, resignalling would have to bear this factor in mind.

It is intended to make significant changes with the prototype trains, including -

- Reduction of weight (tube cars are often as heavy or heavier than surface stock cars, due to their constraints in construction.
- Reduction in friction braking, by improving electric braking.
- Reduction of maintenance requirements.
- Reduction of energy consumption.

The concept of the 1986 stock follows closely that of the 1935 Experimental Tube Stock, on which the 1938 stock was based. Each experimental train will have its own distinct style and equipment, but all will be operationally compatible. The cab design, however, is similar to the 1983 Tube Stock and drivers' windows will have missile-proof glass.

Initial studies with Metro-Cammell, BREL, Orenstein & Koppel and Societe Franco Belge (who also built the Paris Metro MF77 stock) showed that it was possible to build a train of tube stock dimensions using wide longitudinal aluminium planks welded together, with a saving of about two tons in weight per car. This type of body design and construction, which requires strong doorway pillars to stiffen the assembly, precludes the doors from sliding into pockets and thus they will be exterior-mounted. The intention to use smaller wheels which did not penetrate the floor area did not materialise (these were to have been 600mm wheels), but the bogies will have 700mm wheels which will only penetrate the floor area by a small amount.

Before tenders were invited for the manufacture of the trains, the (then) London Transport used David Carter Associates of Warwick to investigate and report on interior and exterior design possibilities. Their results, with modifications and improvements, were incorporated into the eventual specification. It was subsequently decided that Metro-Cammell should build two four car trains, and BREL one four car, due mainly to financial constraints. Other companies considered for building the new trains were CIMT (France - who also built much Paris Metro stock) and Waggon Union of Berlin. As three trains were involved, each one would be of a different

design and colour.

The 1986 stock was described in UN 270 (June 1984, pages 65-67) and it is thus only necessary to update those notes. Dr. Aylward went on to state what would be required of the new trains with the changes mentioned above. This includes:

- High performance (saving about 10% on total stock requirements).
- Easier trouble-shooting.
- Reduction in the number of wearing parts.
- Use of diagnostic equipment and storage of fault information

In addition, special attention is being given to ventilation and to the use of fire-resistant materials.

Each train will be formed of two fully reversible two-car units, each having a driving motor car and non-driving motor car, each car having an automatic coupler at its outer facing end. Identified as trains A, B and C, they will be numbered and formed as follows:

Train A

(Red)



Built by: Metro-Cammell
Bogies: Duwag, to Metro-Cammell design
Traction: G.E.C.
Brakes: Westinghouse + SAB
Heating/Ventilation: Stones

Train B

(Blue)



Built by: BREL
Bogies: BR (steerable)
Traction: Brush
Brakes: Davies & Metcalfe and Girling
Heating/Ventilation: EBAC

Train C

(Green)



Built by: Metro-Cammell
Bogies: Hunslet, to Metro-Cammell design
Traction: Brown-Boveri
Brakes: Davies & Metcalfe
Heating/Ventilation: Temperature

Although there would be much testing needed on the prototype trains, as well as modifications from time to time, the purchase of 12 cars (three four-car trains) allows for eight in service and four spare, and to this end it is anticipated that they will carry passengers from late-1987. Dr. Aylward would not, however, commit himself as to the delivery dates for the trains,

other than to state the original proposed delivery dates, which were -

Train A August 1986
Train B May 1986
Train C June 1986

These dates, of course, would not now be met.

Dr. Aylward then went on to outline what tests had already been carried out, or were currently being carried out in relation to the new trains. These included:

- The two trains of 1973 Tube Stock (ETT's), which had now been disbanded, with one converted to standard (unit 894), and the other (unit 892) under conversion.
- Steerable bogies on 1972 MkI stock DM car 3305, in service on the Northern Line.
- Frame-mounted motors on conventional rigid frame bogies on 1972 MkI stock DM 3230.
- Experimental rubber flooring surface to 1972 MkI trailers 4205 and 4517.
- Experimental disc brakes on 1973 stock trailer 682.

We were then shown an interesting selection of slides, initially of drawings and mock-ups and latterly of the new cars under construction. The evening concluded with an interesting question and answer session. Among the points raised were (a) the controls at the shunting ends of the non-driving motor cars, which we learned would be hand-held equipment, (b) the age-old debate on whether it was preferable to have a greater number of seats and less standing room, or vice-versa, and (c) the modern-day problem of vandal-proofing the trains. The meeting, which was attended by many members, showed their appreciation to Dr. Aylward for an interesting and informative evening's address.

Correction to Underground News No.293

May 1986, page 58 -

Control Trailers stored at Acton:

AMEND 6554 to read 6584 (6554 is, of course, the car at Gloucester, featured on page 21 of UN 290).

Society Officers

The following list superseded that previously published in Underground News No.289 (January 1986) and is correct to 1 July 1986. The next updated list will be published in January 1987. This list has been compiled to allow members to send their correspondence to the correct person - failure to do so will mean a delay in reply. Please note that the addresses are for correspondence only and NOT for callers without prior arrangement. Further, please do not use the telephone to contact Society Officers, unless previously invited to do so.

A number of changes have been made during the course of the first half-year, some of which were notified in the May issue. Other changes since then include, with regret, that Dennis Down has found it necessary to leave the Committee (currently leaving one vacancy), and the posts of Sales Co-ordinator and Exhibitions Sales Manager have been abolished as nobody came forward to assist, despite numerous appeals.

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

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

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AUSTRALIAN REPRESENTATIVE: S.Hamer, 44 Tarakan Avenue, Broadview, South Australia, 5083, Australia.

ROLLING STOCK ALTERATIONS

April, 1986

1959 Tube Stock:

Overhauled at Golders Green depot -
1148-2148-9149-1149 11th

Overhauled at Stonebridge Park depot -
1238-2238-1239 30th

1972 MkII Tube Stock -

From Neasden to Golders Green for overhaul -
3252-4252-4352-3352-3452-4552-3552 10th

Overhauled at Golders Green depot -

3243-4243-4343-3343 24th

(Northern Line stock)

A60/62 Stock:

O.P.O. Conversions -

Unit	End	Neasden-Acton	Neasden-Ruislip
5012*	A	2.4.86	-
5002	A	3.4.86	-
5114	A/D	-	4.4.86
5164	D	8.4.86	-
5078	A	9.4.86	-
5024*	A	10.4.86	-
5166	D	15.4.86	-
5022	A	16.4.86	-
5172	D	17.4.86	-
5026*	A	18.4.86	-
5104	A/D	-	21.4.86
5174	D	23.4.86	-
5176	D	24.4.86	-
5084	A	25.4.86	-
5030	A	30.4.86	-

Unit	End	Ruislip-Acton	Acton-Neasden	In Service
5152	D	-	-	3.4.86
5148	D	-	1.4.86	1.4.86
5070	A	-	1.4.86	1.4.86
5192*	D	-	3.4.86	4.4.86
5150	D	-	4.4.86	5.4.86
5232	A/D	-	7.4.86	9.4.86
5054*	A	-	7.4.86	10.4.86
5072	A	-	14.4.86	15.4.86
5140	D	-	14.4.86	-
5016*	A	-	15.4.86	17.4.86
5230	D	-	16.4.86	-
5020	A	-	22.4.86	25.4.86
5154	D	-	23.4.86	-
5156	D	-	24.4.86	29.4.86
5060	A/D	24.4.86	-	-
5158	D	-	25.4.86	28.4.86
5066	A/D	14.4.86	30.4.86	-

A60/62 Stock Monthly Summary - 30.4.86:

	Units	Trains
Stock as delivered -	116	58
Not available	4	2
Converted for OPO	51	25½
At Acton Works	19	9½
At Ruislip	3	1½
Un-converted	39	19½
Total:	116	58

Changes to Unit Formations -

From 5138-6092-6093-5093
To 5092-6092-6093-5093) 5092, 5139 repaired
To 5138-6138-6139-5139) 6138, 6139 ex-store

Service Locomotives:

Battery Locomotives -

L20 Acton Works to Lillie Bridge (2nd 'A' end buckeye conversion) 30th

Ballast Motors -

From Chipman's of Horsham, returned to Ealing Common depot via Wimbledon -

L150-L151 (with B580-B585 Match/Brakes) 22nd

Unimog Road/Rail Shunter -

From Euro-Trac, Wetherby, delivered to Ealing Common depot - L85 (C622EWT) 8th

Miscellaneous Vehicles:

From Procor, Wakefield, new Rail Wagons delivered to Ruislip -

RW819 RW820 RW821 RW822)
RW823 RW824 RW825 RW826) 3rd

Note * Includes Half-life overhaul (applicable to A stock).

POINTS OF INTEREST

Even More About Metropolitan Saloon Stock

Mr.F.Nailer writes -

Referring back to 'The Later Years of Metropolitan Steam' by H.C.Casserley, a clerestory roofed saloon coach is shown grounded in the yard of the G.C.R. shed at Neasden in June 1948.

In those early days, I seem to remember seeing two other like bodies in the Wembley Exhibition Grounds, laid by the roadside in Fourth Way, immediately behind the British Government Pavilion. This building was demolished in the mid-1970's after the site was possessed by Johnson Matthey. Two other vehicles, probably Robinson G.C.R. stock, lay outside the South Africa Pavilion in South Way for some years.

When the last of the Metropolitan Saloons were withdrawn from the Circle Line, they were stabled for many weeks or longer in the G.C.R. sidings across the line from Neasden Power Station, before disappearing into oblivion (which was to the Steel Breaking & Dismantling Company's scrapyard near Chesterfield).

Other Metropolitan Stock

Mr.Richard Graham writes -

During the early to mid-1950's, and perhaps later, I recall seeing a coach body on the north side of the Metropolitan Railway sports ground, approximately opposite to Barn Rise. It was painted blue and used for the storage of coal. I seem to remember the round-top doors characteristics of Metropolitan stock.

Paris

Mr.Nigel Hyde writes -

On a recent visit to Paris, my room overlooked the R.E.R. line A to Boissy St.Leger near Fontenay-sous-Bois. It was interesting to note the rather tatty appearance of the flat roofs of both the earlier MS61 type three-car units and the later MI79/84 dual-voltage four-car units. On the morning of 8 April, several units of both types of stock were seen carrying pools of rainwater! R.E.R. carnets are five tickets compared with Metro carnets which are ten.

A journey on Metro line 6 at night will give fine views of the illuminated Eiffel Tower.

LONDON UNDERGROUND ROLLING STOCK - 1986 EDITION

The 1986 edition of Capital Transport's book 'London Underground Rolling Stock' by Brian Hardy is now in preparation. It is planned to have the information correct to 1 July 1986 and will include a new selection of photographs, up-to-date fleet lists and latest known developments.

It is currently anticipated that it should be available in September. Price: £3.95

FROM THE PAPERS

Daily Telegraph:

1.5.86 - British Rail has abandoned its plans to close Marylebone station and Wembley Complex, Sudbury & Harrow Road, Sudbury Hill and Northolt Park stations. This is because the introduction of the Travelcard and the Capitalcard has resulted in a 15% increase in the number of passengers using the Metropolitan Line to Baker Street so that LRT cannot cope with the passengers displaced from the BR line from Aylesbury. BR still hopes to sell half of Marylebone for redevelopment and to retain only two platforms.

5.5.86 - Changes planned to be introduced by BR from 12 May include the Sunday closure of the line from Finsbury Park to Moorgate.

7.5.86 - Mr.Mitchell, Public Transport Minister, yesterday claimed that LRT will need a subsidy of only £79 million in the current year, compared with £210 million that it would have required under the GLC.

9.5.86 - The Appeal Court ruled yesterday that train drivers who suffer mental anguish when suicide victims throw themselves on the line are not entitled to damages from the Criminal Injuries Compensation Board.

17.5.86 - The LRT Chairman, Dr.Keith Bright, has been given a £4,000 a year salary increase, bringing it to £55,000. However, he says that his new salary is still £6,000 a year less than he was getting at Huntley & Palmer foods in 1982. The salary of Dr.Tony Ridley, head of London Underground, has also gone up, to £44,000.

19.5.86 - BR is still studying ways of linking the Great Northern line to the Snow Hill link, so that trains could run from Hertford or Welwyn to the Southern Region. Another scheme is for direct services between Stansted and Gatwick Airports via Snow Hill.

20.5.86 - Plans to restore the London Pavilion at Piccadilly Circus include interior redevelopment to include shops, exhibitions and a restaurant, and a subway link to Piccadilly Circus ticket hall.

21.5.86 - A working party of the London Regional Passengers' Committee says that BR's Inner London network is a scandal of run-down services and stations. BR does not market them, although they can provide much faster journeys than buses or the Underground.

BR will eliminate between 5,100 and 5,900 jobs at workshops and maintenance depots over the next three years. This is in addition to 1,750 redundancies previously notified, which were mainly at Swindon. The losses are attributed to a smaller fleet of rolling which needs less maintenance.

23.5.86 - The concrete cows alongside the North Western main line at Milton Keynes were yesterday joined by a Friesian bull, made of wood and straw.

24.5.86 - A travel article mentions an extensive underground electric tramway which carries tourists around the Maginot Line fortifications at Ferment, east of Montmedy, about 30 miles from Verdun.

The London Standard:

1.5.86 - When the traffic on the Waterloo & City Line was checked last November, 8,900 passengers boarded trains between 08.15 and 09.15, and the total daily patronage was 32,000. It states that usage of the line is declining, probably because

of the unreliability of the service due to the age of the stock. New stock, on which no decision has yet been made, would have to be 'tailor-made' because of the acute curves on the line, which had to follow the route of roads. However, Bank and Waterloo stations will have new floor and wall tiles and the lighting will be renewed. Work is already in progress in the subways at Waterloo and improvements to the platforms start in July. Work at Bank will start later in the summer. 'Colour screen indicators' will be installed in the next few weeks - there will be six at Waterloo.

The Bedford-Moorgate line has led to a house price explosion, with prices in St. Albans having risen 20% since January 1986. BR claim a 50% increase in passenger loadings since electrification.

Daily Mail:

18.2.86 - When a female ticket clerk on the New York Subway refused to hand over takings, the gunman produced a snake and slid it through the opening of the bullet-proof glass window. She stood on a stool after operating an alarm, but the snake (which turned out to be a harmless grass snake), curled up in a corner.

21.2.86 - Faulty track caused the derailment of the first French-built New York Subway car, which was being delivered from the ship. The car was undamaged in the incident.

NEWSFLASHES

NF 51/86 - For the England v Scotland football match on Wednesday evening 23 April, the usual special train arrangements operated for return traffic late evening after the match. Before the match, however (with kick-off 19.45), in addition to the service immediately prior to the match, a special afternoon service operated from 13.00, in the form of extending Watford and Uxbridge trains to terminate at Aldgate, until the start of the evening peak. Four extra trains were required for this enhanced service, which gave a 2½-minute frequency in the City.

NF 52/86 - In connection with the new Timetables, operative from 7 April, amendments have been made to line maps of District Line D stock and Piccadilly Line 1973 stock. On the District Line, stickers have been applied to the existing maps which show a solid green line from Olympia to High Street Kensington, with a note in red lettering explaining times of operation.

When the Terminal 4 extension opened, 1973 stock car line diagrams had stickers applied over the loop, showing the new station, the renamed T123 station, and the direction of travel. By late-April, completely new diagrams had started to

appear. Comparisons between the new (which has no reference number) and the previous map (883/05689/5m/1512) are as follows:

Previous Map -

All station names in upper case lettering.

Turnham Green station in red with appropriate note re-stopping times.

BR interchanges in white rectangular boxes.

LU interchange line names in upper case lettering.

Roundels either side of 'Piccadilly Line' name.

New Map -

All station names in lower case lettering. (*)

Turnham Green station name in black, with 'red' note.

BR interchanges in orange rectangular boxes.

LU interchange line names in lower case lettering.

No roundels either side of 'Piccadilly Line' name.

Note * As applied on new Underground diagram (pocket map - see UN 294, page 76) and large poster map.

NF 53/86 - Further to NF 18/86, it has been observed that a number of stretches of track between Watford Junction and Harrow & Wealdstone show that the centre conductor rail has sagged between supports to the extent that it must be doubtful whether a negative shoe would remain in contact with the rail.

It will be recalled that the Midland's own stock operates the Croxley Green branch, although tube stock (acquired by the LMS) did so in the 1930's. This has also included the class 313's in recent times. However, on Thursday morning 15.5.86, a two-car ERCW DMU was observed working the service, presumably because of a shortage of class 313 stock. It has been suggested that this happened in December 1985 (and missed being reported).

It has also been reported that night time stock moves of class 313's has occasionally been in nine-car (three-unit) formations.

NF 54/86 - The old bay platform at Liverpool Street Metropolitan Line station has been turned into a kind of 'country club' for building workers who are involved with the rebuilding and modernisation. It is partitioned off from platform 2 and houses a cafe, toilets, washroom and shower. Is this the first time that a shower has been erected on an Underground station platform?

Underground News is printed and published by the London Underground Railway Society. Contributions to this journal should be addressed to the Editor Underground News, 'Heidi', 13 Castleton Road, Eastcote, Ruislip, Middlesex, HA4 9QQ. When writing to any Society Officer, please quote your membership number on all communications, including applications for visits. Members requiring a reply to their correspondence are asked to enclose a stamped addressed envelope.

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