

UNDERGROUND NEWS

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THE TIMETABLE

Friday 5 December

Talk, 'One Person Operation - District Line' by Mr.J.T.Ellis, Traffic Manager, District & Piccadilly, London Underground Ltd. 19.00 for 19.15 in the Conference Room, Baden-Powell House.

Saturday 6 December

LURS members are invited to this meeting of the Railway and Canal Historical Society (London Group) at which Mr.Alan A. Jackson will speak on 'The Metropolitan as a Railway for the Middle Class'. 14.30 at Neasden Library, 277 Neasden Lane, London, NW10 (second floor meeting room).

Wednesday 10 December

Library Evening, 17.30 to 21.00. The Society's Library open for inspection at 62 Beauval Road, Dulwich, London, SE22 8UQ. Members please note revised times. Please do NOT arrive after 21.00.

1987

Friday 9 January

Talk, 'The Metropolitan Railway - a Way of Life' by Mr.P. Greenslade, Divisional Operations Manager, Metropolitan & Jubilee, London Underground Ltd. 19.00 for 19.15 in the Conference Room, Baden-Powell House.

Thursday 12 February

Library Evening, 17.30 to 21.00. Other details as for 10 December 1986.

Friday 13 February

Talk, 'Far Eastern Metro Systems', by Mr.P.R.Connor. 19.00 for 19.15 in the Conference Room, Baden-Powell House.

Friday 13 March

An illustrated review of 1986 events on the London Underground, presented by Mr.F.W.Ivey. 19.00 for 19.15 in the Conference Room, Baden-Powell House.

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LONDON BUS AND TUBE FARES TO RISE

More bus and Tube passengers are expected to switch to Travelcards, bus passes and other pre-paid tickets - already used by nearly one million people - when London Regional Transport fares increase by an overall average of 4½% on 11 January 1987.

Bus passes and Travelcards for use outside the Central Zone, which are now available in advance from an expanded range of outlets, will be unchanged in price. Travelcards which include the Central Zone will rise, but they will offer a greater discount on ordinary fares.

The 50p Central London bus and Tube ordinary fares will be unchanged, as will be the 30p one-zone suburban bus fare after the Monday-Friday morning peak, but most other single fares will increase by 5p or 10p, and as a result, the use of Travelcards and bus passes is expected to expand both for regular and occasional travellers. For example, the one-day bus pass, giving unlimited travel in the inner or outer suburban zones, will be unchanged in price at 60p - equal to the present cost of two single journeys but offering far wider travel opportunities.

Taking into account all journeys, Underground fares are affected more than bus fares, redressing the balance from previous fares revisions, when bus fares generally were increased by more than Underground fares.

Buses

In Central London there will be no change to the 50p one-zone adult bus fare. The 30p 'short-hop' fare will rise to 35p throughout the day. Outside Central London the 30p one-zone fare will be increased to 35p before 09.30 on Mondays to Fridays. It will be unchanged at all other times.

Most 60p fares covering a two-zone journey between Central London and the inner suburbs (zones 1 and 2) will rise to 70p. The cost of a two-zone journey outside Central London (zones 2 and 3) will remain at 60p. Most three-zone 90p bus fares will increase to £1.

Fares to remain unchanged include children's single bus fares, and Red Arrow fares at 40p. On night bus routes, the 30p 'short-hop' fare in Central London will be withdrawn, making the minimum fare on these special services 50p in the central zone.

The revised bus fares will apply within Greater London on all services operated by London Buses as part of the LRT network, and on those services run by other operators under contract to LRT. Fares for journeys on LRT bus services outside Greater London will generally not be changed in January 1987. Possible revisions later in the year will be discussed with the appropriate County Councils.

Underground Fares

There will be no increase to the 50p Central London one-zone adult fare or in fares over £1.50, but all other adult Underground fares will rise by 10p. Many of these fares were not increased at the last revision in January 1986. The 30p one-zone suburban fare has remained unchanged since 1983. Some children's Underground fares - those covering longer distances - will rise by 10p although they will still be generally less than half the price of the corresponding adult fare.

One-Day Tickets

The prices of the money-saving one-day Bus Passes, which progressively are taking the place of single-journey tickets as the number of sales outlets is increased, will be unchanged. These tickets cost 60p for unlimited bus travel throughout the day in either the inner or outer suburban zones and £1.20 for a day's unlimited travel in both zones. The tickets, which can be bought undated for future use, are available from Underground stations, bus garages, some 1,800 newsagents and travel agents in all parts of London and at Post Offices in West London.

The price of the five-zone one-day off-peak Travelcard for bus and Underground travel will be unchanged at £2 adult, while the child five-zone ticket will be reduced from 80p to 70p. The adult four-zone ticket will be unchanged at £1.70. A new version of the four-zone one-day Travelcard will be introduced covering the zones outside Central London (2, 3a, 3b and 3c) to supplement the existing ticket covering zones 1, 2, 3a and 3b.

The extended range of one-day Travelcards (available after 09.30 on Mondays to Fridays and all day Saturdays and Sundays) will replace most remaining Underground cheap-day return fares, with the bonus of unlimited use on buses and Underground.

Longer-period Travelcards and Bus Passes

The price of the £2.80 weekly one-zone ticket outside Central London will again be unchanged - offering suburban passengers travel in 1987 at the 1983 price. The availability of one-day and longer period Travelcards and Capitalcards will be extended to include most Green Line coach services within Greater London. Green Line availability will be on the same five-zone structure as applies on the Underground and will be subject to the ticket covering a minimum of two zones.

Underground Fares in Detail

| Adult Single Fares - | Existing | New |
|-------------------------|----------|-------|
| One zone (Central Zone) | 50p | 50p |
| One zone (Other Zones) | 30p | 40p |
| 2 Zones | 60p | 70p |
| 3 Zones | 90p | £1.00 |
| 4 Zones | £1.20 | £1.30 |
| 5 Zones | £1.50 | £1.60 |
| Child Single Fares - | | |
| One zone | 20p | 20p |
| 2 Zones | 20p | 30p |
| 3 Zones | 30p | 40p |
| 4 Zones | 40p | 50p |
| 5 Zones | 40p | 50p |

The remaining £1.40 Cheap Day Return tickets for 3-zone journeys will be withdrawn.

Travelcards and Bus Passes -

| One Zone | 7-Day | Monthly | Annual |
|----------|-----------|----------|-----------|
| 1 | (£5.00) | £19.20 | £200.00 |
| | (£4.80) | (£18.50) | (£192.00) |
| 2 |) | | |
| 3a |) | £2.80 | £10.80 |
| 3b |) | (N/C) | (N/C) |
| 3c |) | | |

Note - Previous rates are shown in brackets. N/C indicates no change.

THE UNDERGROUND CAPITAL CAPER

| Two Zones | 7-Day | Monthly | Annual |
|--------------|----------------------|--------------------|----------------------|
| 1,2 | (£6.00 (£5.60) | £23.10 (£21.60) | £240.00 (£224.00) |
| 2,3a |) £5.60 | £21.60 | £224.00 |
| 3a,3b |) (N/C) | (N/C) | (N/C) |
| 3b,3c |) | | |
| Three Zones | | | |
| 1,2,3a | (£8.80 (£8.40) | £33.80 (£32.30) | £352.00 (£336.00) |
| 2,3a,3b |) £8.40 | £32.30 | £336.00 |
| 3a,3b,3c |) (N/C) | (N/C) | (N/C) |
| Four Zones | | | |
| 1,2,3a,3b | (£11.50 (£11.20) | £44.20 (£43.10) | £460.00 (£448.00) |
| 2,3a,3b,3c |) £11.20 | £43.10 | £448.00 |
| |) (N/C) | (N/C) | (N/C) |
| Five Zones | | | |
| 1,2,3a,3b,3c | (£14.30 (£14.00) | £55.00 (£53.80) | £572.00 (£560.00) |

Child Travelcard Rates -

| | | |
|-------------------|------------------|--------------------|
| 2 Zones (Minimum) | £1.70 (£1.50) | £6.60 (£5.80) |
| 3 Zones | £2.50 (£2.20) | £9.60 (£8.50) |
| 4-5 Zones | £3.40 (£3.00) | £13.10 (£11.60) |

Other Tickets:

| | Present | Proposed |
|------------------------------|---------|----------|
| <u>Off-Peak Travelcard -</u> | | |
| 5 Zones Adult | £2.00 | £2.00 |
| 5 Zones Child | 80p | 70p |
| 4 Zones (1,2,3a,3b) Adult | £1.70 | £1.70 |
| 4 Zones (2,3a,3b,3c) Adult | - | £1.70 |
| <u>One-Day Bus Pass -</u> | | |
| Inner or Outer Zone Adult | 60p | 60p |
| Both Zones Adult | £1.20 | £1.20 |
| <u>London Explorer -</u> | | |
| 1 Day Adult | £3.50 | £3.50 |
| 1 Day Child | £1.30 | £1.30 |
| 3 Day Adult | £9.00 | £9.00 |
| 3 Day Child | £3.00 | £3.00 |
| 4 Day Adult | £11.50 | £11.50 |
| 4 Day Child | £3.50 | £3.50 |
| 7 Day Adult | £16.00 | £16.00 |
| 7 Day Child | £4.00 | £4.00 |

LRT are hoping that by producing a fares package that further encourages the pre-purchase of travel, bus boarding times will be reduced and Underground ticket office queues will be cut. The new fares package still offers passengers travel at a fair price and gives many of them the option of avoiding an increase by switching to one of the many money-saving tickets in the Bus Pass and Travelcard range. At the same time, of course, LRT is requiring progressively less financial support from ratepayers and taxpayers to operate its services, so the community as a whole is getting better value for money.

The London Underground Capital Caper was the biggest and most exciting event ever to be held on the Underground - on Saturday 27 September 1986 - in aid of charity. Sponsored by friends and relatives, Londoners taking part had to visit as many of the 18 checkpoint stations as possible, and also try to win a trip to Australia for four in the special Caper competitions and giveaways throughout The Day.

The Caper was not only open to individuals, but to Teams of people as well. Tube travellers could well have bumped into several Dr. Who's - coloured scarves flowing behind them as they covered the Caper Course. Firms of accountants have had the reputation of being staid boring, but the Caper has brought out the fun in them. Two City practices, one dressed as John Cleese look-alikes doing the Ministry of Silly Walks and the other, in keeping with the Australian theme, as kangaroos and koalas, challenged each other to see which team could raise the most money. Clowns, Chefs and 'man' sized animals were all seen travelling on the Underground throughout The Day.

This is the first time that London Underground has been involved in such a promotion. The main objective behind such an event was to raise the profile of the Underground and that it be seen as an integral element in the life of the Capital.

Dr. Henry Fitzhugh, LU's Marketing and Development Manager, said that LU wanted to give Londoners a day on the Underground that they would always remember, and to see it as a company that cares not only for its passengers but also for those in need.

The Stations and their Sponsors:

| |
|--|
| BAKER STREET - Westminster Cable T.V. |
| BOND STREET - H.M.V. Records |
| CAMDEN TOWN - London Zoo |
| GREEN PARK - A.G. Barr (Soft Drinks) |
| HAMMERSMITH - 7-11 Stores |
| KINGS CROSS - Raleigh Cycles |
| KNIGHTSBRIDGE - Qantas Airlines |
| LEICESTER SQUARE - Pizzaland |
| MONUMENT - London Fire Brigade |
| NOTTING HILL GATE - Radio Rentals |
| OXFORD CIRCUS - Brook Street Employment Bureau |
| PADDINGTON - Monarch Air Travel |
| PICCADILLY CIRCUS - Taco Bell |
| ST. JAMES'S PARK - British Telecom |
| TOTTENHAM COURT ROAD - Virgin Megastore |
| VICTORIA - London Buses |
| WARREN STREET - Capital Radio |
| WATERLOO - British Rail Network South-East |

UNDERGROUND RAILWAY IN KENSAL GREEN CEMETERY ?

by

E.D. Chambers

A previous note on this subject (Underground News No. 249, September 1982, pages 185-6) produced no response whatsoever. Negative information is of some value, so observations made

during a Willesden Local History Society visit on 27 September 1986 deserve to be recorded. Only the Anglican Chapel remains in use. This is well furnished and services are held several times a week for ordinary interments. However, coffins are placed in the catacombs below only once or twice a year. They are now lowered manually, as to an ordinary grave, but at catacomb level there remains the hydraulic catafalque. In one of the nearby vaults, difficult to make out in almost total darkness, is some hydraulic machinery.

A couple of the vaults still have regular visitors (and electric light). Most of the coffins, however, date back to the nineteenth century. So far as one can make out without exploring every pitch black passage, the flagged floors show no signs of there having been any rails.

ENGINEERING WORKS

Harrow-on-the-Hill - 4/5.10.86

The renewal of the scissors crossover south of Harrow-on-the-Hill station between the southbound local and fast lines, caused special services on the Metropolitan Line to be operated throughout Saturday and Sunday 4 and 5 October.

The service was in fact split into sections, as follows:

Baker Street & Wembley Park - A three-train 20-minute service provided. At the latter, trains reversed in platform 1 via the flyunder to Neasden depot reception road, and thence to platform 5.

Wembley Park & Harrow-on-the-Hill - A one-train 20-minute service from Wembley Park platform 2 to Harrow-on-the-Hill platform 3 via the northbound local line, working under single line rules. Journey times were 7 minutes (northbound) and 9½ minutes (southbound) and to achieve quick reversing times at Wembley Park and Harrow of 1½ and 2 minutes respectively, a train operator was provided at each end of the train throughout.

Harrow & Watford/Uxbridge - Generally a normal interval service was provided, Uxbridge trains reversing in platform 5 or 6 at Harrow, while Watford trains reversed via the siding, departing from platform 4. For this double-shunt to be achieved in eight minutes, an assisting train operator was provided.

Amersham Line Services - On Saturday the Amersham line was worked exclusively by BR DMUs from Marylebone throughout the day, every 30 minutes to Amersham and hourly (as usual) to Aylesbury, except for the 30 minute service 'up' before 10.00. The first through train was at 06.15 ex-Marylebone and 06.10 ex-Aylesbury. The last service at night ex-Marylebone was at 00.12 and southbound ex-Amersham to Marylebone at 23.39. Most unusually on this occasion, some BR services thus reversed north to south at Amersham, in platform 2 but not via the sidings.

On Sunday, the all-stations Amersham LU service was worked as normal, the 'fast' service being provided by an hourly through service between Marylebone and Aylesbury. Between Marylebone and Harrow, an hourly shuttle was also provided, giving two trains per hour between those two points.

Trains in Service - Saturday 4.10.86 -

| | | | |
|---------------------------|---|-------|--------|
| Uxbridge-Harrow | 3 | 21-23 | |
| Watford-Harrow | 3 | 1-3 | 11 |
| Chesham branch | 1 | 7 | trains |
| Harrow-Wembley Park | 1 | 30 | |
| Wembley Park-Baker Street | 3 | 11-13 | |

Trains in Service - Sunday 5.10.86 -

| | | | |
|---------------------------|---|-------|--------|
| Uxbridge-Harrow | 3 | 21-23 | |
| Watford/Amersham-Harrow | 4 | 1-2 | |
| | | 4-5 | 12 |
| Chesham branch | 1 | 7 | trains |
| Harrow-Wembley Park | 1 | 30 | |
| Wembley Park-Baker Street | 3 | 11-13 | |

One interesting working caused by this special timetable was that of the Chesham shuttle four-car unit on Sunday morning. Starting empty from Rickmansworth sidings at 05.57, it worked empty to Harrow-on-the-Hill, forming the 06.27 (staff) to Uxbridge. From here it formed the 06.54 first passenger train to Harrow. Being a four-car unit your writer wonders where this train stopped, especially at stations with the exit at the rear, and with mirrors/monitors at the eight-car leading end!

Northern Line

Point renewal work at Golders Green resulted in special services on the Northern Line for two weekends in October. The work done on each occasion was, however, different, and can be summarised as follows:

Saturday/Sunday 11/12 October -

This work involved closing the northbound line and loop. Throughout both days the City and Charing Cross branches of the line were virtually segregated, operating as follows SO -

- (a) High Barnet/Mill Hill East via Bank to Morden, each service every 15 minutes (7½ from Finchley Central), but 20 (10) before 10.00.
- (b) Golders Green-Camden Town:)
 10)
 Archway-Camden Town:) via
 10 (20 before 10.00)) Charing
 Camden Town-Kennington:) Cross
 5 (6½-7 before 10.00))
- (c) Golders Green-Edgware: 10

Similar arrangements were in operation on the Sunday, with patterns being 20/10 on the City services, increased to 15/7½ between 17.00 and 21.00, and 20 (10 evening) from Archway and 6½-7 (5 evening) via Charing Cross.

The four trains shuttling between Edgware and Golders Green were formed of four cars only, because of the restricted berth available for reversing in the middle platform at Golders Green. Trains from the central area reversing at Golders Green were worked across the southbound line, through No.26 road (adjacent to the southbound line on the depot side) into platform 5. This route, for which only 'shunt' signals are provided, had to be 'secured' for such moves.

Saturday/Sunday 18/19 October -

The work at Golders Green this weekend involved the renewal of No.22A points in the middle road, eliminating reversing facilities at that location. Thus, special arrangements applied from 12.00 on Saturday 18th and throughout Sunday, mainly affecting Golders Green reversing trains. These were normally diverted to reverse at Archway, but a small number reversed on No.26 siding at Golders Green for crew relief purposes.

Throughout Sunday 19th all trains booked to reverse at Golders Green were extended to Colindale, necessitating one extra train in service. Services throughout the rest of the Northern Line generally operated as normal, apart from minor early morning and late night alterations.

Barking Area - Various Sundays

Early morning District Line trains were replaced by bus services on three consecutive Sundays - 12, 19 and 26 October, because of road bridge construction work west of Barking station. Until 06.40 westbound services between Upney and Plaistow and eastbound services between Plaistow and Barking were replaced by bus shuttles. An earlier first train was provided from Upminster at 05.50, calling at all stations to Upney, from where there was a bus connection, enabling passengers to reach Aldgate East at the normal Sunday time.

REVIEWS

Magazine

THE MAGAZINE - For London Living: September 1986.

A two-page article entitled 'Nine Lines' looks at the London Underground's new image - in the form of pleasure and joyriding. It is said that not only do the public want efficiency, but the human touch as well. Among the questions asked are: (a) How many passengers actually speak to their driver or train operator at the end of the journey and (b) have passengers ever spoken to their fellows in the next seat - even if he reads your newspaper and jabs your foot with a wet umbrella?

The article praises the Underground for its improved information (in the form of the new dot matrix indicators, with the next train in 'x' minutes) and the sleek appearance of the latest rolling stock. It continues that London Underground are going to make journeys by tube a 'futuristic foray' - clean trains, contented passengers (!) and staff transformed into cheerful and polite custodians of the Underground, taking pride in their jobs. It reviews improvements being made to the system - new trains (the 1986 stock) with a touch of colour, refurbished stations, and poetry taking its place in the 'car card' collection.

BRH

Books

D.C. ELECTRIC TRAINS AND LOCOMOTIVES IN THE BRITISH ISLES by R.L.Vickers. Published by David & Charles, 96 pages, 59 illustrations, 15 line drawings. Price: £9.95.

This book is what might be called a potted history of British d.c. electric stock. It begins with a general technical review of the differences between a.c. and d.c. traction and then covers work of the pioneer schemes: Volks, the Giants Causeway Tramway, the City & South London etc. It goes on to cover London Transport's development, the Southern, the LNER, the LMS and British Rail. It concludes with a miscellany on such smaller systems as Glasgow, Newcastle and Dublin. The coverage of each subject is necessarily brief in a book of this size and there are gaps. In the LT chapter, for example, 1959-62 tube stock is not mentioned. However, a number of excellent line drawings are included and some are of LT subjects: a CLR locomotive, a Metropolitan Railway 1904 car, a Metropolitan electric locomotive, Watford Joint Stock, and A, C and D stocks. They are all attributed to Alan Prior.

What may be detected in reading this book is a lack of direction. Whilst the title may suggest a book on rolling stock, much is included which is not necessary to the rolling stock enthusiast and some rolling stock details are skimmed. A summary of stock details at the end of each

chapter would have been useful.

All this said, Mr.Vickers has covered a wide subject, he has got a lot of information into a compact book and has provided a useful reference work for the student of electric traction history.

PRC

LONDON UNDERGROUND ROLLING STOCK - 1986 Edition, by Brian Hardy. Size A5, 96 pages, 84 photographs plus car layout diagrams, colour card covers. ISBN 0 904711 79 X. Tenth edition. Published by Capital Transport. Price: £3.95.

Each year from 1976 to 1984 Brian Hardy produced his excellent manual which carried on and improved upon the tradition of the old Ian Allan 'ABC of London Transport Railways' of my pimply youth. This journal's reviewer of the ninth edition commented on the tendency for publication to slip further down the calendar each year and this time Brian has skipped a whole year. The long-awaited appearance of the tenth edition on 10 October 1986 (with information correct to 1 September) is thus doubly welcome.

Happily, that reviewer's complaint about a reduced standard of photographic reproduction has been addressed and, with the price increase restricted to 45p, the book is tremendous value at just under £4.

The tried and tested format of earlier years remains essentially the same, but with the addition of car layout diagrams by Mike Harris, with information provided by the author. As always, most of the photographs are Brian's own.

The revenue-earning stock description and listing sections are followed by a comprehensive one on service stock and another on sold and preserved stock, where, for instance, events on the Isle of Wight are described. I find it amazing how BR's operators there contrive to find so much new to do with what is, after all, a small remnant of the London Underground's standard tube stock of the inter-war period.

Then come pieces on the soon to be re-vamped Waterloo & City Line (with a photo of a train in new Network South-East livery), the Post Office Railway, and London Underground depots and sidings and the trains they offer for service.

Who would have thought that the first revenue-earning tube stock description section would be on the classic 1938 stock, apparently finally pensioned off in late-1985. However, with the advent of Travelcards, Capitalcards and generally cheaper fares since the last edition has happily reversed the steady downward trend in ridership and this, together with conversion of tube stock for OPO means that we can now ride, photograph and admire this magnificent stock once again, albeit temporarily until extra 1983 stock can be built. The 1938 tube stock section includes a photo of its first day back in service on the Northern Line - on 15 September 1986.

Also covered, of course, at the other end of the timescale, is the 1986 prototype stock for Central Line replacement in the early-1990's. Here, the steady evolution from 1938 to 1983 takes a giant leap forward with some revolutionary developments. We look forward to this colourful stock being tested in passenger service on the Jubilee Line, hopefully next year. The book includes three pictures of trains 'B' and 'C' in almost complete condition.

All the line reallocations of stock since the previous edition are covered, together with other developments, such as OPO conversion and

the start of transferring overhauls from Acton Works to the depots. In two simple sentences, Brian records the passing of political control of the system from the Greater London Council to the new London Regional Transport, through its subsidiary London Underground Limited.

Once again, Brian Hardy has produced a must for every Underground enthusiast's bookshelf. Indeed, 'London Underground Rolling Stock' must rank as the 'Wisden' of its subject and, in highly recommending the book, your reviewer looks forward eagerly to the eleventh edition - in, I hope, less than two year's time!

DNR

Note - Members may wish to make the following corrections to the 1986 edition of London Underground Rolling Stock:

- (1) Lower section of page 5 - Northern Line should have '1972 MkII stock: 18 trains' under the 30 April 1986 column.
- (2) The photograph on page 74 and that at the top of page 75 should both be transposed.

BRH

LETTERS TO THE EDITOR

Sir,

Signals at Park Junction

In Underground News No.206 (February 1979), some photographs were published of signals, one of which was Park Junction NH13B with a second plate attached reading 'Park Junction Inner Home', which, the caption stated, was '..left over from a Distant Disc, since removed.'

When this area was first commissioned - 29 July 1939, and according to Traffic Circular Supplement No.28 of 1939, signal NH13B did not have a distant disc, but NH14 did, but was two signals further back. From the study of the Northern, Central and Metropolitan distant discs, the Northern and Central lines did not use the signal names (nouns) i.e. 'Home' or 'Distant', only adjectives - i.e. 'Outer', 'Inner', 'Middle' or 'Intermediate'. This would mean that the plate on NH14 would read 'Park Junction Inner' just like the distants on NH2 which read 'E.Finchley Outer' and 'Cranley Gdns Outer' and as the sign drawing confirms. Only the Metropolitan used the word 'Distant'.

I therefore think that the plate in the photograph 'Park Junction Inner Home' is not a distant disc plate (unless added at a later date - but it would have been attached to the air motor itself - nor was it moved from NH14), but in fact identifies NH13B as the Inner Home, which in fact it was.

Why? Because LNER drivers not all that familiar with the new system and/or that after NH9 went back on to LNER signals at Highgate? Perhaps, also this was the first use of distant discs, even prior to their introduction on the Central Line.

Any more ideas or clues, please?

Yours sincerely,
David M.Hibbert.

Rickmansworth, Herts.
1 October 1986.

Sir,

The Underground in the War

I have recently seen a copy of 'History of the

British Railways during the War' by R.Bell, Railway Gazette, 1946, in which there are no photographs. However, it says (page 201) that the LPTB fitted out for the Ministry of Fuel and Power 10 open saloon coaches to give rest, dining and sleeping accommodation for 80 miners and 13 train staff. Kitchen ranges were installed for cooking, and lavatories were constructed, together with chairs, tables and bunks. As the coaches had central draw and buffing gear, four dual-fitted match wagons were provided, so the coaches, in two trains, could be coupled to main line rolling stock. It also says that LT converted three Metropolitan TCs into living quarters for officers in charge of rail-mounted artillery and five more for offices for the War Department. There were another six for the Admiralty, while at various parts of Southern Command, over 100 LPTB coach bodies served as hutments.

The book concentrates on the 'Big Four' but there are odd snippets about the LPTB. The timber platform for the LNER at Neasden was because the tunnel to Marylebone was bombed on 26.9.1940, and the service was not resumed until 26.11.1940. A 'platform' in the singular is mentioned, but perhaps this served for both arrivals and departures if there was a crossover on the LNER to its north. The traffic via Neasden must have been two-way.

The bridge for the goods lines at East Acton was severely damaged by a bomb and the adjacent Central Line tracks covered in debris.

Over 200 tank engines of the LMS/LNE/GWR were earmarked to haul trains over the SR or LPTB if enemy action interrupted power supplies. By 1942 the SR had completed some emergency supply arrangements but 79 locomotives were still earmarked for LPTB services. Luckily, the emergency never arose, but it would be interesting to know how it was proposed to work these steam-hauled trains, bearing in mind the loading gauge, etc.

Colindale Station and the Hendon Air Pageant

I was interested to read 'Points of Interest' in UN 299, page 159, about loaded trains reversing in Colindale siding, and I have been seeing what information is available on the subject.

The annual R.A.F. Pageant at Hendon Aerodrome was held on the last Saturday in June, and had started by 1923, possibly earlier. It was last held in 1937 and was replaced from 1938 by a much less spectacular 'open day' which was also held at other airfields.

'Metropolitan Electric Tramways, Vol.2' (C.S. Smeeton) records the special arrangements to carry passengers to and from the Pageant by tram.

Colindale station opened in 1924.

In the 'bible' of underground operation in the 1920's 'Handling London's Underground Traffic' (1928), Mr.J.P.Thomas supplies a track and signalling diagram of Colindale, and says that in normal circumstances the reversers were allowed five minutes from arriving at the northbound platform to departing from the southbound, including layover. Later in the same book, there is a picture of the vast crowds leaving the air pageant (38,000 passengers arrived at Colindale and 36,000 departed, during the whole day, for the 1927 event). There is no mention of carrying passengers into the siding, and indeed Mr.Thomas says that with the new air-doored stock, a train load of 750 passengers could be unloaded in 20 seconds.

Subsequently, 1935 was the year when the LPTB took a great interest in this matter. A photo-

graph of the platform, looking south, in the LPTB Annual Report to 30.6.1935, clearly shows two trains unloading simultaneously, and another picture from the same vantage point, but of different trains, appears in the L.T. Golden Jubilee Book, page 24. Finally, 'Pennyfare' (staff magazine) for August 1935, described the operation in detail, included the loaded train reversal. In 1935 the combined arrivals and departures at Colindale were 107,620, which were 20,000 less than in 1934. The peak year had been 1932 with 138,392 passengers.

With the passage of time, it is easy to forget or overlook the operational constraints which led to then current practices, but, 50 years later, it does seem doubtful whether this reversal procedure gave a net benefit. Its sole advantages seem to be that it cleared the northbound track quickly, and avoided the need to check that all cars were empty. (Although Thomas's 20 seconds, or even 30 seconds for heavier traffic, does not seem to be an unsupportable delay). On the other hand there were the disadvantages that two trainloads of passengers had to use the narrow platform and exits simultaneously, that there would have to be stepping back of crews for quick reversal, that passengers might have panicked at not being allowed to alight in the northbound platform and that there could have been distortion of the running of the southbound service, since the actual arrival time of the northbound reverser determined its actual time of occupying the southbound road, irrespective of the timetable. Would it be disrespectful to suggest that, if there were simple and complicated ways of doing something, the Underground officials of the 1930's preferred the complicated? (c.f. non-stopping patterns and uncoupling arrangements). I should be interested to know if any members remember these workings and can cast more light on the subject.

Incidentally, the photograph on page 62 of Underground No.14 shows an auxiliary exit to Colindale Avenue. Hendon Central had a similar one. Has the history of these been recorded?

Yours sincerely,
Desmond F.Croome.

Perivale, Middlesex.
1 November 1986.

Sir,

Northern Line Bushey Heath Extension

Bridge T48 has been referred to as 'Under, south of Bushey Heath station' was a tunnel carrying a stream under the running tracks and tracks into the depot.

The early plans for Bushey Heath station included surrounding developments of a public house, cinema and shops. The station itself, in later plans, would have included shops but not the cinema and pub as on the first plans. The buildings themselves would have been on two floors, with an overall roof over half of the platforms, and an L.T. style tower. There would also have been a bus turn around point and un-covered bus station.

Elstree would also have had a bus turn around and a tower. There would have also been a subway across Elstree Hill to bus stops on the opposite side.

At Brockley Hill there would have been a Permanent Way hut, and, in the event, no bridge was ever put up across the Watford Way, although brick viaducts were built either side.

At Edgware the cutting north of the station was excavated but later filled in.

Yours sincerely,
J.James.

Carshalton, Surrey.
9 October 1986.

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NEW WORKING TIMETABLES

3 November 1986

The revised Underground services on the Central, Jubilee, Northern and Victoria lines from 3 November 1986 were mentioned in general in UN 297 (page 119). The following notes review the new services in greater detail.

Central Line WTT No.48

Improvements to services have been made daily, but there has been no change to the maximum number of trains in service (75) which comprises 72 x 8, 1 x 4 and 2 x 3. On Mondays to Saturdays a later service is provided at 00.10 from Ealing Broadway to White City, utilising a train that previously ran empty. The last train from Ealing in WTT No.47 was the 23.50, which ran through to Hainault.

Mondays to Fridays

The phenomenal increase in passenger traffic has necessitated the re-introduction of some 1½-minute intervals in the westbound morning peak service. This has been achieved by running one extra train 'through the road' - being the 07.58 ex-Grange Hill via Woodford and by reversing two eastbound trains at Liverpool Street at 08.31 and 08.42, forming the 08.46½ and 08.56½ respectively. However, the timetable notes that these two trains may depart between 08.40 and 08.51, and 08.51 to 09.01 respectively, according to the requirements of the Central Line westbound service. The former is a stabling train at White City but the latter has a generous layover at White City, in case it should have to depart as late as 09.01. The manoeuvrability of these two trains should ease some of the problems at Liverpool Street westbound in the morning peak. In consequence of this extra westbound service, one train extra stables at Hainault and one less at Ruislip.

During the midday period the branch services are increased to 10-minute intervals, except beyond Loughton, which is reduced to one train every 20 minutes. The central area morning service is at 3-3½ minute intervals (three trains every 10 minutes), enhanced from midday to 2½ minutes, by the introduction of Marble Arch reversers. In the morning period, trains in service are increased from 36 to 41 and from 41 to 44 in the midday/afternoon period. Shuttle trains between Hainault and Woodford are correspondingly improved from 24 to 20 minute intervals. Service

| | Start Morn | Stable Morn | Start Midday | Start Aft | Stable Eve | Stable Night |
|---|------------|-------------|--------------|-----------|------------|--------------|
| Ruislip depot | 13 | 12 | - | 12 | 9 | 4 |
| White City depot | 12 | 6 | 3 | 3 | 5 | 7 |
| Woodford Sidings | 6 | - | - | - | 3 | 3 |
| Loughton Sidings (| 10 | 1 | - | 1 | 4 | 6 |
| (| 1* | 1* | - | - | 1* | - |
| Hainault depot (via Grange Hill & Woodford) (| 6 | 6 | - | 6 | 6 | - |
| (| - | - | - | 1* | - | - |
| Hainault depot (via Station) (| 25 | 6 | - | 6 | 18 | 7 |
| (| 2‡ | - | - | - | 2‡ | - |
| Total (| 72 | 31 | 3 | 28 | 45 | 27 |
| (| 1* | 1* | - | 1* | 1* | - |
| (| 2‡ | - | - | - | 2‡ | - |
| Trains in Service: (| 72 | 41 | 44 | 72 | 27 | - |
| (| 1* | 1* | - | 1* | - | - |
| (| 2‡ | 2‡ | 2‡ | 2‡ | - | - |

Notes: ‡ 3-car 1960 stock, shown as ATO trains but in fact OPO stock.

* 4-car 1962 stock for Epping-Ongar shuttle. After stabling at Loughton at 09.49, restarts at 11.44 for transfer to Hainault.

patterns are unchanged during the midday period at -

West Ruislip - Loughton/Epping
Ealing Broadway - Hainault
Liverpool Street - Marble Arch/White City

The evening peak is virtually unaltered, with 2-minute intervals through the central area eastbound and 2½ minutes westbound. Improvements have been made to the end of evening peak times. Westbound from Liverpool Street a three-minute service continues until 19.03 then 3½-4 minutes until 19.26. The evening off-peak service previously started at 19.18, the 3-minute service ending at 18.42. Eastbound from White City the evening service starts at 19.49 instead of at 19.24.

The evening off-peak service has been partly improved, although western branch services remain every 20 minutes. Through the central area services operate at 5 minute intervals (instead of 6½-7 as hitherto). Loughton benefits from a 10-minute evening service but Epping and Hainault remain at 20 minutes. There are no evening Leytonstone reversers and thus one train every 20 minutes reverses at Liverpool Street. For this evening service, patterns are changed as follows:

West Ruislip - Epping
Ealing Broadway - Loughton
White City - Liverpool Street/Hainault

Saturdays

Improvements to services made from 13.00, increasing services through the central area to 3½-4 minutes. The additional trains allows a 7½ minute service to Loughton in the afternoons and 37 trains are required for service. Service patterns are as MF evenings (above). The 6½-7 minute evening pattern remains, but starts later at 19.26 eastbound from White City (previously 18.38) and 19.07 westbound from Liverpool Street (18.45).

Sundays

Services between 10.30 and 21.00 are improved, in that the branch services are increased from 20 to 15 minutes, requiring 30 trains in service instead of 27. This timetable also incorporates

one direct service from Grange Hill (09.52) to Ealing Broadway via Hainault station.

Summary

Northolt reversers -

WTT No.47

11 between 07.52 & 10.38
9 between 16.02 & 19.02

WTT No.48

12 between 07.55 & 10.18
8 between 16.01 & 19.16

Newbury Park reversers -

6 between 08.45 & 09.53
5 between 16.24 & 17.16

5 between 08.50 & 09.49
3 between 16.26 & 17.09

Ongar departures -

06.57
07.34
08.10
08.46
09.19 to Loughton
16.04
16.55
17.35
18.14
18.50
19.29 to Loughton

06.59
07.34
08.09
08.44
09.19 to Loughton
16.09
16.54
17.34
18.14
18.49
19.29 to Loughton

Off-peak Train Numbering -

MF: 1-7,10-17 Ealing-Hainault
21-27,30-37,40-42 West Ruislip-Loughton & Epping
51-57,60 White City/Marble Arch-Liverpool Street
SO: 1-7,10-11 White City-Hainault
21-27,30-35 West Ruislip-Epping
51-55 White City-Liverpool Street
61-67,70-72 Ealing-Loughton
Sun: 1-7,10-12 Ealing-Hainault
21-27,30-35 West Ruislip-Epping
51-57 White City-Leytonstone

In consequence of the above changes to train set numbers the Epping-Ongar shuttle becomes 171 and the Hainault-Woodford shuttles become 161 and 162.

Northern Line WTT No.36

The most important features of this new timetable are -

Increase in trains in peaks from 82 to 84 with consequent slightly more frequent services, which has also been achieved by reducing hitherto generous running times and,

Restoring an off-peak service via Charing Cross to Morden daily.

Monday to Friday Peaks -

Although the main peak pattern of service is at the 3½/6½/13½ cycle, this is increased to a 3/6/12 pattern for the busiest period at the height of the rush hour. Three-minute intervals in the central area are therefore scheduled at the following times:

Ex-Camden Town SB

via Bank 08.01½ to 08.40½
09.27½ to 09.45½
16.47½ to 17.50½

via Charing Cross 08.01½ to 08.40½
09.27½ to 09.57½
16.44½ to 17.50½

Ex-Kennington NB

via Bank 08.06 to 09.06
16.08 to 16.50

via Charing Cross 07.55 to 09.07
16.09 to 16.45

Similarly, the service between Tooting Broadway and Kennington has been increased to even 2-minute intervals as follows:

Ex-Tooting Broadway NB

07.46 to 08.50
15.56 to 16.38

Ex-Kennington SB

08.41 to 09.03
17.09 to 18.13

Reductions made to running times in the central area in peak hours are -

| | NB Morning | NB Evening |
|-----------------------------------|------------|------------|
| Kennington - Camden Town via CX | 17 (18½) | 17 (19) |
| Kennington - Camden Town via Bank | 21½ (23½) | 22 (24) |
| | SB Morning | SB Evening |
| Camden Town - Kennington via CX | 16½ (17½) | 17 (19½) |
| Camden Town - Kennington via Bank | 21 (22½) | 21 (24½) |

The number of trains reversing at Tooting Broadway in each peak has been increased by two, being 12 in the morning and 9 in the evening. However, the timetable has been arranged so that no trains reverse at Tooting between 17.00 and 17.45.

An alteration made during the currency of WTT No.35 was to abolish stabling of trains at Edgware during the MF midday period. This has been incorporated in the new timetable and also includes the diversion of one train stabling at High Barnet to Golders Green. Trains in service during the day MF are: Peaks 84 (+2), midday 50 (+4), evening 39 (+3).

On Saturdays the increase of service from the 6½/10/20 pattern to the 5/7½/15 pattern starts

an hour earlier at 09.00.

The off-peak Morden via Charing Cross service is taken from the High Barnet branch, trains being numbered in the range 31-45. In consequence, midday stabling of Charing Cross branch trains are altered to become: 51 (High Barnet) and 61-66 (Morden). On the peak fringes MF there are a number of Morden via Charing Cross trains that operate to and from Edgware instead of Mill Hill East or High Barnet.

The reinstated Morden via Charing Cross off-peak service is merely an extension of trains in between the booked City service, with little or no attempt made to equally space trains between Kennington and Morden. Although the number of trains per hour are as stated in UN 297, page 119, intervals vary from 3-6 MF midday (15 tph), 3-7 MF evening, SO after 09.00 and Sun between 17.00 and 21.00 (12 tph), and 4½-10 SO before 09.00 and Sun except between 17.00 and 21.00 (9 tph). Therefore, layover times of City and Charing Cross trains at Morden vary considerably. For instance, during MF midday and Sundays except between 17.00 and 21.00, City trains arrive at Morden after, and depart before, the Charing Cross service. On MF evenings, all-day SO and Sundays between 17.00 and 21.00, the situation is reversed, with Charing Cross trains having a much shorter layover.

The through Morden via Charing Cross service does not operate in the early mornings and late at night (except for first and last trains) and periods of operation can be summarised thus:

Ex-Morden -

MF at 05.30 then
from 06.02
until 22.28

SO at 05.30 then
from 07.30
until 22.28

Sun at 07.18 then
from 08.10
until 22.30

Ex-Kennington -

MF from 06.47
until 22.45
and at 23.25
and 00.39

SO from 07.42
until 22.45
and at 00.39

Sun from 08.42
until 23.20
and at 23.39
and 23.50

Jubilee Line WTT No.5

The main changes to the new timetable are in the MF peaks and evening off-peak and Sunday afternoons, where enhanced services are provided. The maximum stock required goes up by one train from 23 to 24 - all that can be reasonably achieved with the present stock holdings. The extra train in service in the peaks allows a period of 3-minute intervals to be scheduled instead of the previous 3½ from 07.57½ to 08.57½ ex-Willesden Green southbound and from 17.05½ to 18.05½ ex-Charing Cross northbound. This increases the number of trains per hour from 18 to 20 and reversing times at Charing Cross have been reduced from 4½-5 minutes to 4 minutes, giving a two-minute clearance over the pointwork. In the previous timetable the peak service pattern was generally two trains to/from Stanmore and one

to/from Willesden Green. This also holds good in the new timetable, but in the morning peak two trains start from Wembley Park at 08.17 and 08.47, while two evening peak services reverse there at 17.22 and 17.44.

The MF evening off-peak is increased from 7½/15 to 6/12 with 13 trains in service instead of 11. The Sunday afternoon service between 13.00 and 19.00 is also increased from 10/20 to 7½/15, with 11 trains in service instead of 8.

Other improvements made to this timetable incorporate the changes made mid-stream to the previous timetable in April 1986, giving some earlier and later services to and from Charing Cross, making use of some 'empty' workings. This applies MF and SO nights, where the last train from Charing Cross at 00.23 to Wembley Park was followed by two empties. These now form extra passenger trips from Charing Cross at 00.28 (to Neasden) and 00.38 (to Wembley Park). On Sunday mornings the 07.15 southbound empty ex-Neasden depot to Charing Cross, which took up passenger working from Baker Street at 07.46, now runs passenger all the way from Neasden, departing at 07.30. On Sunday nights the last service from Charing Cross was at 23.27 to Stanmore. A later Stanmore service was provided from Finchley Road at 00.08 by the 23.42 running empty from Charing Cross. This now carries passengers all the way, having a 12½-minute stand at Finchley Road, and follows the 23.36 Whitechapel to Wembley Park C stock working.

Victoria Line WTT No.20

Increased services have been provided at the following periods:

- MF - peaks
- MF - midday
- SO - before 10.00 and after 20.00
- SO - between 10.00 and 20.00
- Sun - before 07.30
- Sun - between 14.00 and 17.00

During MF peaks, one extra train, making a total of 35, are scheduled for service, allowing a continuous period of 2-minute interval operation instead of the previous 2½. This applies in the morning peak ex-Kings Cross 08.21 to 08.39 and ex-Brixton 08.40½ to 08.58½. In the evening peak this is 17.07 to 17.23 ex-Kings Cross and 17.26½ to 17.42½ from Brixton.

During the MF midday off-peak the number of trains in service are increased from 23 to 25, improving services as follows:

| | WTT 19 | WTT 20 |
|---------------------------|--------|--------|
| Brixton-Victoria | 4-6 | 4-5 |
| Victoria-Seven Sisters | 3-3½ | 3 |
| Seven Sisters-Walthamstow | 6½-7 | 6 |

On Saturdays before 10.00 and after 20.00, improvements have been made south of Victoria (by eliminating those reversing trains) and north of Seven Sisters. Intervals are as follows:

| | |
|---------------------------|--------------------------------|
| Brixton-Victoria | 5 |
| Victoria-Kings Cross | 5 |
| Kings Cross-Seven Sisters | 5-10 (three trains in 20 mins) |
| Seven Sisters-Walthamstow | 10 |

This improved service requires the same number of trains (15) in service.

The Saturday midday service is also improved, with the central area service pattern being increased to 3½ minutes (6½ Walthamstow) instead of 4/8. A total of 23 trains (previously 19) are

required for service. Victoria reversers operate from 10.57 to 19.41, giving Brixton two trains out of three as normal, two every 10 minutes, or one every 4½-5½ minutes.

On Sundays, services start about 30 minutes earlier between Brixton and Seven Sisters, to assist those from overnight services waiting for the first trains at the London terminal stations.

First trains can be compared thus -

| | WTT No.20 | | WTT No.19 | |
|---------------|-----------|-------|-----------|-------|
| Brixton | 06.52 | 07.08 | 07.23 | |
| Victoria | 07.00 | 07.16 | 07.33 | |
| Kings Cross | 07.08 | 07.24 | 07.41 | |
| Seven Sisters | 07.18 | 07.34 | 07.51 | |
| Walthamstow | | 07.40 | 07.57 | |
| Walthamstow | | 07.33 | 07.33 | |
| Seven Sisters | 06.52 | 07.39 | 07.20 | 07.39 |
| Kings Cross | 07.02 | 07.49 | 07.30 | 07.49 |
| Victoria | 07.11 | 07.58 | 07.38 | 07.58 |
| Brixton | 07.18 | 08.11 | 07.46 | 08.11 |

Intervals between trains before 07.45: 12-15.

On Sunday afternoons the 4/4-8/12 minute pattern has been brought forward to start at 14.00 instead of 17.00, but operating patterns have been changed so that a through northbound Brixton-Walthamstow service is provided.

It is interesting to note that the Victoria Line Working Timetable is now the only one that has train numbering generally in the order they START from depot in the morning - i.e. it is the only line not to operate self-contained services during the midday period.

Scheduled Trains for Service:

| | Before 3.11.86 | From 3.11.86 |
|-------------------|-------------------|-----------------|
| Metropolitan No.1 | 30 x 6 | 30 x 6 |
| Metropolitan No.2 | (39 x 8 | 39 x 8 |
| East London | (1 x 4 | 1 x 4 |
| Jubilee | 5 x 3 | 5 x 3 |
| Northern | 23 x 6/7 | 24 x 6/7 |
| Victoria | 82 x 7 | 84 x 7 |
| District | 34 x 8 | 35 x 8 |
| Piccadilly | (61 x D6 | 61 x D6 |
| | (9 x C6 | 9 x C6 |
| | (72 x 6 | 72 x 6 |
| | (1 x 3 | 1 x 3 |
| Central | (72 x 8 | 72 x 8 |
| | (1 x 4 | 1 x 4 |
| Bakerloo | (2 x 3 ATO | 2 x 3 OPO |
| | 25 x 7 | 25 x 7 |
| Total: | 457 | 461 |

Timetables in Operation:

| | | |
|-------------------|------------|---------|
| Metropolitan No.1 | WTT No.284 | 7.4.86 |
| Metropolitan No.2 | WTT No.286 | 29.9.86 |
| East London | WTT No.283 | 4.6.84 |
| Jubilee | WTT No.5 | 3.11.86 |
| Northern | WTT No.36 | 3.11.86 |
| Victoria | WTT No.20 | 3.11.86 |
| District | WTT No.113 | 7.4.86 |
| Piccadilly | WTT No.21 | 7.4.86 |
| Central | WTT No.48 | 3.11.86 |
| Bakerloo | WTT No.6 | 12.5.86 |

FROM THE PAPERS

Barnet Borough Times:

9.10.86 - A whole page is devoted to the return of the 1938 Tube Stock on the Northern Line. The article has two photographs of the train and a further six of passengers and staff. It states that both passengers and staff welcome their return.

Daily Telegraph:

27.9.86 - The new BR station at Welham Green is due to open on 29 September, and the fire-damaged London Fields is to re-open.

29.9.86 - The Chief Inspector of Railways in his annual report says that complete control of BR trains by 'robots' will be necessary to prevent over-running red signals and failure to observe speed limits.

30.9.86 - Electric trains are due to start running between London and Huntingdon on 13 November some six months earlier than planned.

The London Underground public relations manager has written to 'The Magistrate' journal, pleading for magistrates to get tough with graffiti-painters. It is costing LUL £260,000 a year to remove graffiti, and this is expected to increase to at least £280,000 in the next 12 months. Two mobile gangs of workers are ready to respond day and night to graffiti incidents.

Sir Reginald Goodwin has died at the age of 78. He was leader of the GLC from 1973 to 1977, and introduced free off-peak travel for pensioners on London Transport.

2.10.86 - Half of BR's 11,000 track-miles will be electrified by 1991.

Kennington station was evacuated and closed for nearly an hour yesterday while fire crews tackled a blaze believed to have been caused by an electrical fault.

4.10.86 - Westminster Council planning sub-committee has granted planning permission for homes, shops, offices and other facilities on the site of Paddington Goods Yard which was suggested by LRT as one out of two possible sites for a coach station.

6.10.86 - A gang of football hooligans stabbed a young man to death in the foyer of Embankment station on Saturday night. The gang also seriously assaulted ten other people in the neighbourhood.

10.10.86 - The London Regional Passengers' Committee has presented LUL with a report on lavatory provision at Underground stations, including a suggestion for unisex toilets at the smaller stations.

14.10.86 - the Transport Department yesterday presented a large silver cup to the Chiltern Link for improved punctuality and cleaner trains during the last six months. The lines involved are from Marylebone to Banbury and Aylesbury.

15.10.86 - Hermann von Siemens has died at the age of 101. He was head of the giant Siemens electrical company for 27 years.

16.10.86 - The Government has agreed a 177-yard tunnel at the Green Man roundabout, Leytonstone, for the new road between Redbridge and Hackney Wick. The whole scheme will cost £125 million.

17.10.86 - The Chief Inspecting Officer of Railways says that the accident record of contractors working for BR is giving cause for concern.

18.10.86 - Last year there were 27 accidents because of train drivers passing a signal at danger.

Mr.W.W.Maxwell has died at the age of 61. He was design and development engineer of the Victoria Line, Chief Operating Manager (Railways) from 1970 to 1973, Member of the London Transport Executive from 1973, Managing Director of London Underground from 1979 to 1980, and Chairman of LT International (consultancy) from 1980 to 1981.

21.10.86 - A 41-man 'hit-squad' has been formed to trap fare-dodgers on the Southern Region network. It is estimated that the Region loses £10 million a year from fraudulent travel.

22.10.86 - The subsidy to British Rail will be cut from £712 million in this financial year to £555 million in 1989/90. Last year Provincial Services needed a £504 million subsidy and Network South-East £223 million. Inter City will receive no subsidy after next year.

LRT expects fares income to be up again this year, despite a drop of £5 million in tourist traffic. Capitalcards and other special fare offers have caused a sharp rise in the number of tube users.

The French public employees' 24-hour strike yesterday had a patchy effect on the main line railways. The Paris Metro ran an 85% service until midday, but thinned out severely from then until close of traffic.

The Independent:

9.10.86 - The Government is to give LRT £15 million over the next three years to combat crime on the Underground. Most of the money will be spent on improved communications.

MAGAZINES

Railway Magazine - October 1986:

The regular feature 'Locomotive Practice and Performance' is devoted to cross-London links, and by interpreting the definition rather broadly, it includes the Dover-Bromley South section of a through service via Kensington Olympia, and a Gatwick Express service. However, the major part of the article reviews performance on the Waterloo & City Line, with gradient diagrams and a summary of time taken between Waterloo and Bank. There is an interesting review of current operating practices, including the speed-limiting signals at Bank.

Buses Worldwide - Issue No.24:

From an article on Spain by Stephen Collett -

A trip on the Madrid metro, operated by the Cia. Metropolitano de Madrid (CMM) is an experience, and it is quite the most ramshackle system I have ever travelled on in Europe, east or west! 12 lines are operated, mainly by very elderly and battered rolling stock. Ventilation is conspicuous by its absence in both stations and cars, and in the latter, seems to consist merely of unglazed small upper window panels and roof lights! Even the more modern cars that I travelled on are not much better. Livery for the older cars is red and light grey, and for the newer ones - light and medium blue and yellow. Current collection is by overhead.

THE KENSAL GREEN COLLISION

On Thursday evening 16 October 1986, southbound Bakerloo Line train 201, the 16.49½ from Stonebridge Park to Elephant & Castle, standing at signals between Willesden Junction and Kensal Green, was hit in the rear by a class 313 EMU on an 'up' local service from Watford Junction. The leading car of unit 313.013 was extensively dam-

aged, as were 1959 tube stock cars 1052, 2052 and 9053 of the Bakerloo train. In fact, DM car 1052 was damaged so badly that it was later moved to Willesden TMD and is likely to be scrapped there.

The accident occurred north of Kensal Green tunnels, near to Victor Road, N.W.10. Fortunately, there were no fatalities, but one person was trapped in the wreckage for a time and had to be cut free. Some 25 people were taken to nearby hospitals. It was also fortunate that the Bakerloo train was almost empty, having started in service from Stonebridge Park, and that the quick-thinking guard on that train hurriedly escorted a passenger clear of the collision point.

Rescue services and both LU and BR breakdown gangs worked throughout the night to clear the wreckage. Class 313 EMU and 1959 stock DM 1052 were worked to Willesden TMD, and the remaining six cars of the Bakerloo train to Queens Park depot. These six cars were worked to Stonebridge Park depot on Sunday night, 19 October. A stalled northbound Bakerloo train, otherwise unaffected by the incident, at Kensal Green station was worked back to Queens Park in the early hours of Friday morning.

Through LMR services of a limited nature were resumed from about 10.00 on Friday morning, but no Bakerloo services were able to operate that day due to the outstanding repair of the negative current rail - which the LMR trains do not require or use.

It will be interesting to see if a Public Enquiry will be held into this accident, for an almost identical accident took place in 1962 between Watford Junction and Watford High Street, where an 'up' LMR train ran into the back of a Bakerloo train. On that occasion, however, fog was a contributing factor, although the formal Accident Report laid the blame on the LMR driver for failing to carry out the 'Stop-and-Proceed' rule in a correct manner.

ROLLING STOCK ROUND-UP

As announced in last month's Underground News (page 164), London Underground have ordered a second batch of 1983 Tube Stock, in the form of 16½ trains, or 33 three-car units, which will ultimately make a grand total of 31½ six-car trains of this type, with the 15 already owned. Delivery of the first unit is expected at the end of 1987 and the £45 million package also includes the conversion of 4½ trains of 1972 MkI stock to work with the Victoria Line 1967 ATO trains - that line is urgently in need of extra trains, with the increasing numbers of passengers. The conversion of these 1972 MkI trains will be undertaken in motor-trailer pairs (ex-seven car trains, less the UNDM car) and will enable a small number of extra trains to be formed thus:

| | | | | | | | |
|------|--------|--------|--------|--------|--------|--------|--------|
| A | A | D | D | A | A | D | D |
| DM | T | T | DM | DM | T | T | DM |
| 1967 | - 1967 | - 1972 | - 1972 | + 1972 | - 1972 | - 1967 | - 1967 |
| | | MkI | MkI | MkI | MkI | | |

The 1967 stock motor-trailer pairs displaced from the middle will, of course, form extra four-car units. Placing the 1972 stock in the middle of train formations reduces the cost of conversion. Work on conversion is currently scheduled to start in January 1988.

The new trains of 1983 stock will work on the Jubilee Line, making that line wholly operated

by one type of stock, although the line will also be the host to the 1986 Prototype Tube Stock (three four-car units - 1½ trains). The 1972 MkII could thus be transferred to the Bakerloo, giving another line one type of stock. The displaced 1959 stock will return to the Northern, which will retain its 1972 MkI, except for those taken for adaptation with 1967 stock.

Final stock allocations could therefore be -

| | | |
|-----------------------------|--------|-------------|
| <u>Jubilee Line:</u> | | |
| 15 x 1983 - OPO | } | 33 trains |
| 16½ x 1983 (batch II) - OPO | | |
| 1½ x 1986 - OPO (?) | | |
| <u>Bakerloo Line:</u> | | |
| 33 x 1972 MkII - OPO | | 33 trains |
| <u>Victoria Line:</u> | | |
| 39½ x 1967 - ATO | } | 44 trains |
| 4½ x 1972 MkI - ATO | | |
| <u>Northern Line:</u> | | |
| 3 x 1956) |) Crew | 105½ trains |
| 75½ x 1959 *) | | |
| 1½ x 1962) | | |
| 25½ x 1972 MkI) | | |
| <u>Central Line:</u> | | |
| 86½ x 1962 - Crew | | 89½ trains |
| 3 x 1960 - OPO | | |

Note * excludes consequential position after Kensal Green collision of 16.10.86, may-be 75 x 1959.

Current Situation

The present round of tube rolling stock transfers, which began in May 1986, has now stopped for the time being, following the transfer of 13 trains of 1972 MkII stock from the Northern to the Bakerloo, and 13 trains of 1959 stock from the Bakerloo back to the Northern. These transfers have been recorded in the pages of Underground News, but can be summarised thus:

13 x 1959 Bakerloo to Northern:

| | | |
|-----|-------------|----------|
| 1. | 1104 + 1275 | 17.5.86 |
| 2. | 1184 + 1251 | 24.5.86 |
| 3. | 1248 + 1255 | 16.6.86 |
| 4. | 1132 + 1303 | 23.6.86 |
| 5. | 1236 + 1183 | 6.7.86 |
| 6. | 1256 + 1103 | 15.7.86 |
| 7. | 1292 + 1203 | 22.7.86 |
| 8. | 1272 + 1315 | 3.8.86 |
| 9. | 1240 + 1163 | 9.8.86 |
| 10. | 1244 + 1195 | 16.8.86 |
| 11. | 1304 + 1243 | 23.8.86 |
| 12. | 1312 + 1263 | 12.9.86 |
| 13. | 1252 + 1247 | 19.10.86 |

13 x 1972 MkII Northern to Bakerloo:

| | | |
|------|-------------|----------------------------|
| 1. | 3261 + 3561 | 16.5.86 |
| 2. | 3231 + 3531 | 23.5.86 |
| 3. | 3232 + 3532 | 15.6.86 |
| (4). | 3233 + 3533 | 22.6.86 to Jubilee 25.7.86 |
| 4. | 3234 + 3534 | 4.7.86 |
| 5. | 3235 + 3535 | 11.7.86 |
| 6. | 3236 + 3536 | 18.7.86 |
| 7. | 3243 + 3543 | 2.8.86 |
| 8. | 3240 + 3562 | 9.8.86 |
| 9. | 3238 + 3538 | 16.8.86 |
| 10. | 3237 + 3537 | 23.8.86 |
| 11. | 3242 + 3542 | 30.8.86 |

12. 3241 + 3541 15.9.86
 13. 3262 + 3544 * 17.10.86

It will be seen that units 3233 and 3533 were soon transferred to the Jubilee Line, on 23 July 1986, resulting from the Neasden derailment of 20 July, and this has since become a semi-permanent transfer. In addition, units 3239 + 3545 were transferred from Golders Green to Neasden on 21 October, giving the Jubilee the one extra train needed for the new timetable on 3 November. Unit 3544 (marked * above) actually has 1972 MkI DM 3520 in place of 3544, which is at Acton Works under repair. This is the first time that 1972 MkI stock has ever operated on the Bakerloo Line and very quickly entered service, in the evening peak of Monday 20.10.86.

The above transfers now leaves just 2½ trains of 1972 MkII stock left on the Northern Line and as at 31.10.86 the complete allocation of that type of stock was as follows:

| 4-Car Units | | 3-Car Units | |
|-------------|---|-------------|---|
| 3231 | B | 3531 | B |
| 3232 | B | 3532 | B |
| 3233 | J | 3533 | J |
| 3234 | B | 3534 | B |
| 3235 | B | 3535 | B |
| 3236 | B | 3536 | B |
| 3237 | B | 3537 | B |
| 3238 | B | 3538 | B |
| 3239 | J | 3539 | N |
| 3240 | B | 3540 | N |
| 3241 | B | 3541 | B |
| 3242 | B | 3542 | B |
| 3243 | B | 3543 | B |
| 3244 | N | 3520 * | B |
| 3245 | J | 3545 | J |
| 3246 | J | 3546 | J |
| 3247 | J | 3547 | J |
| 3248 | J | 3548 | J |
| 3249 | J | 3549 | J |
| 3250 | J | 3550 | J |
| 3251 | J | 3551 | J |
| 3252 | J | 3552 | J |
| 3253 | J | 3553 | J |
| 3254 | J | 3554 | J |
| 3255 | J | 3555 | J |
| 3256 | J | 3556 | J |
| 3257 | J | 3557 | J |
| 3258 | J | 3558 | J |
| 3259 | J | 3559 | J |
| 3260 | J | 3560 | J |
| 3261 | B | 3561 | B |
| 3262 | B | 3562 | B |
| 3263 | N | 3563 | N |

Note * Car 3520 in place of 3544; other cars in unit 4544-3444.

The 18 trains of 1959 stock left on the Bakerloo Line are as follows -

| 4-Car Units | | | 3-Car Units | | |
|-------------|------|------|-------------|------|------|
| 1032 | 1064 | 1172 | 1035 | 1063 | 1155 |
| 1036 | 1072 | 1192 | 1039 | 1075 | 1175 |
| 1040 | 1092 | 1204 | 1043 | 1083 | 1235 |
| 1044 | 1144 | 1232 | 1047 | 1095 | 1239 |
| 1048 | 1152 | 1264 | 1051 | 1135 | 1283 |
| 1052 † | 1164 | 1284 | 1055 | 1143 | 1295 |

Note † Damaged in Kensal Green collision of 16.10.86.

All other units of 1959 tube stock (57 3-car and 58 4-car) can be found on the Northern Line.

Therefore, on 31 October 1986, the ACTUAL rolling stock position (as against any PLANNED position) was as follows:

ition) was as follows:

Jubilee Line:

17½ x 1972 MkII }
 15 x 1983 } 32½ trains

Bakerloo Line:

18 x 1959 }
 13 x 1972 MkII } 31 trains

Northern Line:

3 x 1938 }
 3 x 1956 }
 57½ x 1959 }
 4½ x 1962 }
 29½ x 1972 MkI }
 2½ x 1972 MkII } 100 trains

Central Line:

83½ x 1962 83½ trains

To enable the Victoria Line to provide its one extra train with the new timetable of 3 November 1986, and following on from the movement of damaged 1967 stock from Northumberland Park depot to Acton Works for repair (UN 299, page 163), a temporary conversion has taken place, using 1972 MkI DM 3220. On 22.10.86, a four-car unit of 1967 stock made its way from Northumberland Park depot to Acton Works, collecting converted car 3220, and returning. The converted car was formed at the rear end of the four-car unit and to avoid reversing, it worked via the Terminal 4 loop at Heathrow - indeed, to that the 1967 stock four-car unit remained the right way round, the outward trip was also via the T4 loop. DM 3220 will take the place of 3014 until it is repaired, and will be formed in the middle of eight-car Victoria Line trains. As this conversion is temporary, the door control buttons have been retained, but have been made inoperative by removing fuses and 'sealing' the flap where the guard's position switch key would be inserted.

Rolling Stock Alterations:

ADD for September 1986 -

1973 Tube Stock OPO converted units

144 + 143 30th

Battery Locomotive L25 ex-Acton Works to Lillie Bridge - 2nd 'A'-end Buckeye.

October 1986

1938 Tube Stock:

From Ealing Common to Golders Green, transferred to Northern Line for service after brake tests -

10221-012160-11221+10184-012272-12123-11184 30th

Overhauled at Ruislip, repainted from Bus Red into Underground Red and transferred to Morden for Northern Line service -

10205-012292-11205+10297-012378-12048-11297 30th

1959 Tube Stock:

Collision-damaged, withdrawn from service -

1052-2052-9053 16th

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

1252-2252-9253-1253+1246-2246-1247 19th

Overhauled at Golders Green depot -

1206-2206-1207 7th

1196-2196-9197-1197 22nd

1222-2222-1223 30th

Overhauled at Stonebridge Park depot -

1142-2142-1143 15th

1960 Tube Stock:

Converted from ATO to OPO -

3902-4929-3903 20th

3906-4927-3907 20th

3908-4921-3909 20th

1962 Tube Stock:

Changes to Unit Formations

From 1736-2736-9737-1737

To 1736-2736-1737

For transfer to the Northern Line, NDM 9737 stored at Ruislip.

From Ruislip to Golders Green, transferred Central to Northern -

1402-2402-9403-1403+1736-2736-1737 10th

1967 Tube Stock:

Overhauled at Northumberland Park depot -

3035-4035-4135-3135 15th

3029-4029-4129-3129 30th

1972 Tube Stock:

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

3262-4262-4362-3362+3444-4544-3520 17th

From Golders Green to Neasden, transferred Northern to Jubilee -

3239-4239-4339-3339+3445-4545-3545 21st

Temporary conversion to ATO at Acton Works and transferred to Northumberland Park, Northern to Victoria -

3220 22nd

1973 Tube Stock:

From Acton Works to Northfields after mods -

894-694-895 3rd

From Acton Works to Northfields after conversion from ETT to standard, and transferred Central to Piccadilly -

892-692-893 10th

From Northfields to Acton Works for OPO conversion -

862-662-863 11th

Converted for OPO at Northfields -

| Unit | End | Date |
|------|-----|----------|
| 250 | A | 16.10.86 |
| 241 | D | 20.10.86 |
| 184 | A | 22.10.86 |
| 133 | D | 23.10.86 |
| 162 | A | 31.10.86 |

Also converted but undated -

147 D

207 D

236 A

239 D

242 A

Overhauled at Cockfosters depot -

405-605-205 13th

1983 Tube Stock:

From Neasden to Acton Works for OPO conversion -

3630-4630-3730 24th

From Neasden to Brush, Loughborough, by road

3629 4615 28th (damaged cars)

1986 Prototype Tube Stock:

From Metro-Cammell, Birmingham, delivered to Neasden depot -

15-25+26-16 25th (Train 'C' - Green)

A60/62 Stock:

From Acton Works to Neasden for storage (withdrawn car) -

L126+5171+L127

Scrapped at Neasden by Booths, Rotherham -

5029 3rd

OPO Conversions -

| Unit | End | In Service |
|------|-----|------------|
| 5120 | A/D | 4.10.86 |
| 5200 | D | 14.10.86 |
| 5220 | D | 15.10.86 |

Units outstanding to re-enter service in converted form -

5076, 5208

Changes to Unit Formations -

From 5076-6036-6076-6077-5077

To 5076-6076-6077-5077

From 5062-6062-6063-5063

To 5062-6036-6062-6063-5063

Note 6036 Sandite car, formed into 5062 unit for autumn 1986 season. Known as the Rail Adhesion Train - RAT for short!

From 5120-6120-6121-5121

From 5208-6208-6209-5209

To 5120-6120-6121-5209

DM 5121 collision damage with 1972 MkII DM 3557 on 7.10.86 in Neasden depot.

C77 Stock:

From Hammersmith to Upminster for Overhaul -

5719-6719 2nd

5725-6725 22nd

From Upminster to Hammersmith after Overhaul -

5724-6724 7th

5709-6709 22nd

Locomotives:

Repainted at Ruislip from maroon to yellow -

L58 (Note - fleetname on side reads London UNDERGROUND).

Ex-Acton Works after 2nd Buckeye Conversion -

L46 'D' 8th

L28 'D' 29th

L30 'D' 29th

L31 'A' 29th

L32 'A' 29th

Miscellaneous Vehicles:

Repainted from grey to yellow -

RW495)

RW501) dated 10/86

RW499)

Other two vehicles of the 5-car Long-Rail train, RW496 dated 6/86, RW498 remains undated.

1938 Tube Stock 'Cosmetic' Situation - 31.10.86

| Units | Details |
|---------------|--|
| 10205 + 11297 | Complete and despatched to Morden on 31.10.86. Both units have 10/86 date on DM outer ends only. |

| Units | Details (Ruislip) |
|-------|--|
| 10255 | Approaching completion. Whole unit in new livery and already dated 11/86. |
| 11142 | Car 11142 repainted in Underground Red but no transfers applied. Other three cars of unit in matt undercoat red. |
| 10229 | Grey roof completed on all three cars, but still in old Bus Red livery, but in rubbed-down condition. |
| 11116 | Earliest stages of overhaul preparation, with only roof 'touching-up' done so far. |

LIFTS AND ESCALATORS

October 1986

Lifts:

Out of service for replacement -
Elephant & Castle (Bakerloo) Nos. 3 & 4 23rd

Escalators:

Out of service for replacement -
Warwick Avenue No.2 6th (ex-type MA)
Holborn No.2 6th (ex-type MH)
Holborn No.4 13th (ex-type MH)
Manor House No.1 6th (ex-type MH)
In service after renewal -
Holborn No.5 2nd (type HD-C)

ADVERTISEMENT

The Transport Ticket Society:

The Transport Ticket Society exists to promote an interest in all matters relating to the past, present and future aspects of tickets from all forms of transport. Facilities include a monthly Journal, regular meetings, specialist publications, distributions of tickets and a Library. Further details of the Society can be obtained by writing to:

Mr.R.Davis,
42 Hillview Road,
Orpington,
Kent,
BR6 0SF.

2 x second class stamps appreciated.

Christmas Presents? The T.T.S. have the following publications available:

| | |
|--|--------|
| A SURVEY OF LONDON TRANSPORT SEASON TICKET PRACTICES by Brian Pask. | £3.25p |
| THE FIRST FIFTY YEARS. (The early development of the Railway ticket) by David Geldard. | £2.70p |
| BRITISH PLATFORM TICKETS TO 1948 by Michael Stewart | £2.95p |
| A CATALOGUE OF FREE PLATFORM TICKETS by Michael Stewart | £3.20p |

All available from -

The T.T.S.
6 Breckbank,
Forest Town,
Mansfield,
Notts.,
NG19 0PZ.

Prices include Post & Packing.

SOCIETY SECTION

Subscriptions for 1987

Subscriptions for 1986 expire on 31 December 1986 and we should be grateful if members renew their subscriptions for 1987 by that date. Rates for 1987 are the same as for 1983-86, i.e. £8.00 for Full Members and £4.50 for Associate Members (aged 12-15 years inclusive on 1 January 1987), with a supplement of £3.00 for Overseas Members to cover some of the additional postage costs. Renewal Notices have been sent out with the October issue of Underground News for Overseas Members and with the November issue for Home Members.

End of Financial Year

All Officers and Members holding funds belonging to the Society, or being owed money by the Society are asked to send their remittances and claims respectively, made up to 31 December 1986 to The Treasurer, 37 Raglan Court, Empire Way, Wembley, Middlesex, HA9 0RE, AS SOON AS POSSIBLE but in any case, NO LATER than Saturday 10 January 1987. Membership subscriptions should be sent to the Registrar and NOT to the Treasurer or any other Officer.

NEWSFLASHES

NF 99/86 - London Underground is using 'Blind-minders' - sound-emitting warning devices - during the modernisation of Angel station, which started at the end of October. This is to help the many visually handicapped people who use the station, particularly from the Royal National Institute of the Blind's nearby Braille House, to find their way past building work in progress. The £600,000 project includes the refurbishment of the platforms and its furnishings, and the installation of new terrazo tiling in the low level passageways. The work, due to last about a year, is the first stage of LU's plans for improvements at Angel.

NF 100/86 - An anti-LRT circular-shaped sticker which states, 'Don't sacrifice my wages and conditions', sports a drawing of a C69 stock train supposedly heading for Morden!

NF 101/86 - Services were restored over the north and southbound main lines between Harrow North Junction and Watford South Junction on 1.9.86, following the track work noted in previous issues of Underground News. The poster, referring to the service restoration, refer to '... the BRITISH RAIL tracks ...'!

NF 102/86 - London Underground has borrowed a four-wheeled Weltrol wagon, ADE230965, from British Rail. It arrived at Hainault depot by road in early-September 1986 and is being used to assist in the lifting of new lighting masts into position, in the depot.

NF 103/86 - From Monday 20 October, Automatic Train Operation on the Hainault-Woodford branch of the Central Line was taken out of use. The three 3-car units of 1960 Tube Stock are now conventionally driven with one person. It will be recalled that ATO between Hainault and Woodford was introduced as a full-scale trial in April 1964, with the Victoria Line in mind. The tests were successful and ATO was adopted for the whole of the Victoria Line. Although the 1960 stock was converted for ATO, the branch also played host to new 1967 Victoria Line stock, which enabled them to be tested before operating on their own line. Only eight out of the 79 4-car units of 1967 stock did not work in passenger service between Hainault and Wood-

ford. After the Victoria Line opened, some four-car units of 1967 stock continued to work on the Central Line - indeed, right up to September 1984.

To enable the present 1960 stock to work in OPO mode, train radio has been commissioned between Hainault and Woodford.

NF 104/86 - Work proceeds on the Snow Hill link east of Farringdon on the former connection with LT's City Widened Lines. The project has been renamed 'The Thames Link'. The junction was re-laid on the weekend of 6/7 September 1986 and by 10.10.86 the insulating 'pots' for the future positive current rails were in position. The west end of the 'up' platform has been lengthened to accommodate eight-car trains in the station before the diverging point, and a new brick dividing wall was also in the process of being built, as an extension to the existing wall.

NF 105/86 - It has been reported that Gloucester Road (Piccadilly Line) platforms may close for a period of about 15 months from the Spring of 1987, to allow station modernisation and the renewal of the old Otis lifts.

NF 105/86 - As at 5.10.86, the following can be reported on the extensive modernisation now going on at Sudbury Town station, and this comprises:

- (a) Construction of the new ticket office for UTS - this is located in the South West 'wing' of the main building on the eastbound platform. Work seems well advanced with the main structure complete and doors now being hung. Unfortunately, access to the work has required the cutting of a hole in the south end wall on to the platform.
- (b) Removal of the (presumed) bitumen roof covering, and recovering.
- (c) Re-lighting - some fluorescent fittings (of a neater design than standard) have appeared under the platform canopies and fittings for new lighting at the exit from the westbound platform. (The main part of the booking hall was relit with sodium lamps a few years ago).
- (d) Without waiting for any of the above to be finished, repainting of the exterior concrete is taking place in yellow and white.
- (e) Permission is being sought to erect a single storey building for permanent way staff, who at present use a portable building behind the northern part of the eastbound platform. Special consent is needed for this new building, as it will affect the setting of a listed building (the station), but curiously, no consent seems to have been sought for all the work (above), which may affect the appearance of the station more.

NF 106/86 - Other re-lighting projects under way include the following:

North Ealing - partly relit by putting fluorescent bulbs in many, but not all, of the existing fittings.

At Park Royal, the lighting on the open parts of the station has been high pressure sodium for some months, but work seems at a halt with the fluorescent lighting under the eastbound canopy. That under the westbound canopy is working.

Much work has already been done at Stamford Brook, but relighting the platforms seems to be at a halt.

High pressure sodium lighting is being installed under the canopies at South Harrow, and new

lighting posts are being erected in the open sections.

NF 107/86 - The latest information on how London's bus and Underground services are running is now fed directly by LRT into Prestel, on page 2213971. It is supplied from LRT Headquarters through an extension of the data links which already provide Prestel users with British Rail travel news.

LRT travel information is also available on BBC's Ceefax (page 164) and ITV's Oracle (page 167).

These arrangements provide comprehensive information on the running of London's bus, Underground and BR train services to all teletext subscribers, and is updated regularly.

Another service recently introduced for passenger benefit, is a recorded telephone message, which also provides information, regularly updated, about LRT's Underground and bus services. The number for this service is 01-222 1200.

NF 108/86 - Further to the report on Northern Line engineering work (this issue, page 168), the formations of three of the shuttle trains working between Golders Green and Edgware on 11 October were:

1959 stock: 1056-2056-9057-1057
1956 stock: 1008-2008-9009-1009
1962 stock: 1745-9745-2744-1744

It will be noted that the 1962 stock unit was operating the wrong way round, with the 'D' end facing north. On the 1959 stock unit DM 1057 worked with a paper 'GOLDERS GREEN' destination sellotaped to the left hand cab window. The four-car trains were necessary so that engineers trains could operate at the southern end of the station - and L33 with C626 were occupying this part of the middle platform. On the northbound line was DEC618.

NF 109/86 - On Thursday 4.9.86, inner rail Circle Line train 215 was delayed at Sloane Square, because a female passenger had caught her handbag in the doors whilst boarding at South Kensington, the previous station, and where the platform is on the opposite side. Only the straps were in the train, the rest of the bag outside. Although she was intending to alight at Temple, she had to carry on to Aldgate - the next station with the platform side the same as South Kensington!

NF 110/86 - The conversion of the Metropolitan main line from crew operation to OPO was achieved from Monday 29 September 1986, making all of LU's 'surface' lines one-person-operated. Although there were a few initial teething problems, it has settled down well. However, some of the TV monitors on the existing OPO section between Great Portland Street and Liverpool Street have been moved so that both A60/62 and C69/77 trains stop at the same spot. This has meant that at some stations, such as Farringdon and Kings Cross (WB) and Euston Square (EB), passengers for the six-car C stock trains who wait at the rear of the platform, have to walk further down - some two-cars length.

Still with OPO, signs appeared in mid-September, informing A stock Train Operators to cut out/in rear doors at certain stations. The 'short' platforms are at Barbican, Euston Square and Great Portland Street and at those stations, signs have been posted 'DO NOT ALIGHT HERE', as at Gloucester Road and West Kensington, at the rear of the train.

NF 111/86 - Work has started on the relighting of Upton Park station, the last on the Underground

to still have BR standard of lighting on the platforms.

NF 112/86 - The Travel Enquiry Office at Piccadilly Circus moved on 26.9.86 - a distance of some 50 yards. Facing the old office, the new one is to the right. Facing the new office behind glass are two models of how Piccadilly Circus will look after rebuilding. One is of street level, the other at booking hall level. There are also several photographs.

NF 113/86 - The experimental suspension system fitted to A62 DM 5218 has been removed and replaced by rubber cone suspension, of the type to be found on D stock.

NF 114/86 - Part of the UTS scheme at Chalk Farm station includes the demolition of the original ticket office windows, which date back to when the line was opened in 1907. Further, one of the station's two entrances will also close.

NF 115/86 - The classic 1930's style concrete lamp standards at Eastcote, some of which also include advertising 'arms', were painted in white during the last week of September 1986. Within days the dirt and scuff marks started to appear - a classic case of official vandalism! They now look untidy, after years of being untouched and remaining in good condition.

NF 116/86 - The Railway Gazette for September 1986 has the following advertisement:

LONDON UNDERGROUND LTD

FOR SALE BY TENDER

REDUNDANT TICKET EQUIPMENT, COMPRISING

| | Approx year of manufacture |
|--|----------------------------------|
| Automatic Ticket Issuing M/Cs | 1965-1985 |
| Entrance/Exit Gate Assemblies | 1968-1978 |
| Date printers for tickets | various |
| Mars Money System Coin Acceptor Equipment | 1985 |
| Cash Registers | 1985 |
| Ticket Printers | 1984 |

(Apply to Chiswick for tender documents)

NF 117/86 - Some of the changes and improvements under consideration for the Underground in 1987 are -

- A stock to return to the Metropolitan East London Line, releasing units of D stock to allow increased services on the District Line, especially in the peaks and on the Wimbledon branch.
- Additional 'main line' trains on the Metropolitan Line to and from the City on the peak 'shoulders', extra trains in service at peak times and some improved off-peak services on weekdays.
- Piccadilly Line OPO in the autumn of 1987, followed by the Jubilee Line in November. The Bakerloo will follow suit in late-1988. This will then leave only the Central and Northern lines as two-person-operated. The Central will be the next in line for OPO, with the new 1990 stock, to be purpose-built for the line, which will also involve the modernisation of the signalling as well. The Northern Line will probably receive the 1962 stock displaced from the Central Line, allowing the 1959 stock to be withdrawn, until the renewal of stock for that line is decided upon.

NF 118/86 - Metropolitan electric locomotive No.12, Sarah Siddons, was seen passing south-bound through Harrow-on-the-Hill, light, at 11.53 on 30.9.86.

NF 119/86 - Further station car parks with increased charges include the following during October -

Amersham, Chalfont & Latimer, Moor Park, Northwood and Oakwood - all from 20p to 40p.

Croxley - 10p to 20p.

Ruislip - 20p to 30p.

A new car park was opened at Pinner on 5 October and an attendant was provided for collecting the 40p payment.

Totteridge (20p to 30p) and Chorleywood (20p to 40p) have both been converted to 'Pay and Display', payment for which is by ticket from a vending machine.

NF 120/86 - Work on repainting the class 487 stock on the Waterloo & City Line seems to have slowed down somewhat. Out of the four trains in service on 6.11.86, only one complete five-car train and one other car was in the new Network South-East Livery. On this date, the situation can be reported thus:

| | |
|---------|-----------------------------|
| Train A | 60* - 86* - 77* - 81* - 51* |
| Train B | 58 - 79 - 74 - 72 - 56 |
| Train C | 62 - 73* - 76 - 85 - 53 |
| Train D | 54 - 83 - 71 - 84 - 61 |

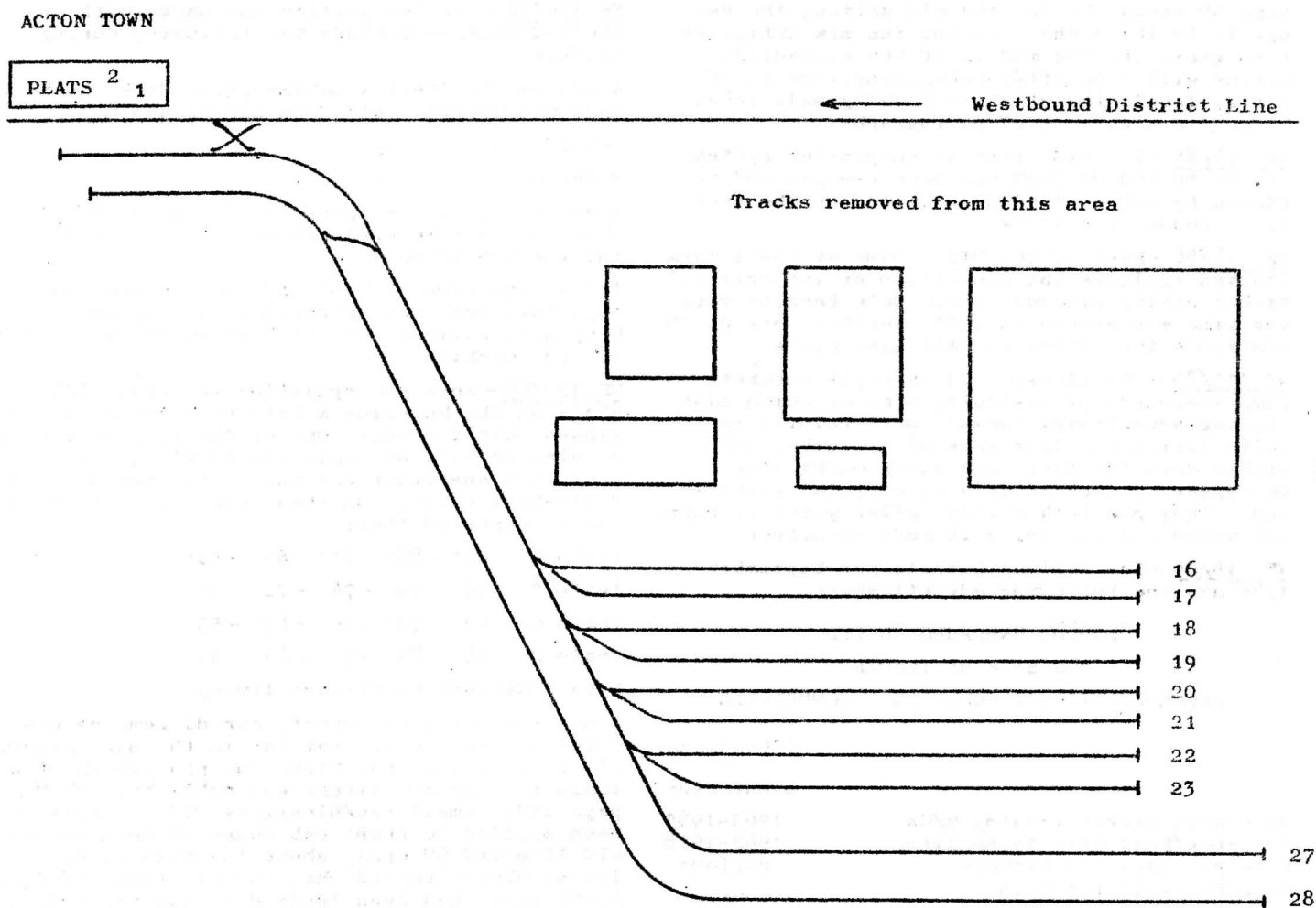
Note * Network South-East livery.

Since the previous report, car 81 remains undated and the additional car in the new livery, 73, is also undated. Since the photograph of a train in this new livery was published (UN 299, page 158), small red/blue/grey NSE stickers have been applied to front cab doors of both new and old liveried DM cars, above the window. On existing blue-liveried DMs, the fleetname 'Network South-East' has been applied to the car sides. It was also noted on this day that trailer 73, the latest repaint, also has the fleetname on the car sides, unlike other NSE trailers 81, 86 and 77. A new seating moquette was also observed in cars 60 and 86 - dark blue, with pairs of short diagonal bright blue lines. Car 73, the newest repaint, did not have the new seating moquette - indeed, it was noted that the interior of this car had been repainted on the doors in the old dark blue colour.

The modernisation of the two Waterloo & City stations also seemed complete as at 6.11.86. At Waterloo, the new TV information monitors were switched on and working. New floor tiling is complete and the red individual seats are placed on a bench of the floor type of tiling. The platform walls are also similar, but have a shiny finish. Opposite the platforms, new false advertisement panels have been erected and thus it is no longer possible to see through to the other platform. The platform edges have occasional red/blue NSE tiles. Over the public address system, soft music was playing!

At Bank, the flooring and platform edges are as at Waterloo. The small square blue tiles have been retained, but advert frames in red have been erected on the platform side. The station roof has been repainted white and the fluorescent lighting seems to be decidedly brighter. The remains of the over-run tunnel on the south-bound platform has been boarded over and painted white, but the rails have not been severed.

NF 121/86 - In connection with the re-development of Acton Works; alterations had been made to the track arrangements by the end of October 1986, with some removed. The revised layout (which is not to scale) is as follows:



NF 122/86 - A two-car unit of class 501 stock, withdrawn from the LMR d.c. lines in 1985, has been converted for Sandite duties. Comprising cars 61148 - 75189, it made its first test run on 27.10.86, being based at Willesden. It is intended that it should operate at night and over a period of two nights should cover the whole of the London area LMR d.c. electric lines, including Croxley Green, North Woolwich and Richmond, as well as Euston-Watford. Damaged class 313 EMU 313012 was taken to Hornsey in the early hours of 6.11.86.

NF 123/86 - A class 313 EMU made a surprise empty run from Willesden to Richmond on 6.11.86, to enable shunting to be carried out in Willesden depot.

NF 124/86 - Ex-works 1938 Tube Stock units 10205 + 11297 (the ex-White City training train) worked additionally during the midday off-peak on 7.11.86. It was seen on train 110 southbound at Bank at about 13.00. This is the first time that the stock has carried passengers outside peak hours since their reinstatement!

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