

# UNDERGROUND NEWS

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## THE TIMETABLE

### Friday 8 May

Talk, 'Marketing the Underground' by Dr.H.Fitzhugh, Marketing & Development Director, London Underground Ltd. 19.00 for 19.15 in the Conference Room, Baden-Powell House.

### Thursday 21 May

Library Evening, 17.30 to 21.00. The Society's Library open for inspection at 62 Beauval Road, Dulwich, London, SE22 8UQ.

### Tuesday 2 June

Evening visit to the Rapid Transit Link at Gatwick Airport. Immediate application by first class post, with first class SAE to Mr.J.F.Thomason, 24 Reveley Square, London, SE16 1HS. Names of applicants must be submitted in advance to the British Airports Authority, who reserve the right to decline any applicant's attendance.

### Friday 12 June

Talk, 'The New Track Recording Car and Pilot Motors' by Mr.R.J.Greenaway. 19.00 for 19.15 in the Conference Room, Baden-Powell House.

### Sunday 21 June

North Weald Bus and Vintage Vehicle Rally, and Transport Enthusiasts' Bazaar. Free bus service to and from Epping LUL station. Admission £1.00 (50p under-16's and OAP's). Open from 10.00 to 18.00.

### Sunday 28 June

Library Evening, 16.00 to 21.00. Other details as for 21 May.

### Friday 3 July

ADDITIONAL MEETING: 19.00 for 19.15 in the Conference Room, Baden-Powell House. 'New Light on the Northern Wastes' by Mr.J.Blake and Mr.J.James, London Passenger Transport League. This additional meeting is being held in connection with the LPTL annual Northern Heights Walk on Sunday 5 July. Messrs. Blake and James are the co-authors of the recently published monograph (reviewed on page 84 of this issue). As this is an additional meeting, there will be a 'silver collection' to partially defray the cost of room hire.

Please see page 89 for further Timetable items.

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## CASING THE JOINT TODAY

### Part II

by

Albin J. Reed

Since I wrote the notes about Aylesbury, press reports have appeared that BR has applied for planning permission for a superstore on its former goods station and adjoining land there. It thus seems that the railway empire at Aylesbury is to contract still further. Apart from its rather Great Westernine painting, the atmosphere there is almost pure LNER save for the GC South Signalbox and the standard signalling.

Stoke Mandeville, Wendover and Great Missenden may today be seen as a group of equal Metropolitan stations, though Stoke has usually been more equal than the others. For instance, at the last LMR renovation, it had been maintained in such splendid condition by the staff, that it alone was allowed to retain its black-and-white window frames, and the waiting-hall was even tastefully redecorated with woodchip wallpaper! No doubt some members will have seen one of the staff's debut as a TV star last autumn: he is Mr. Bernard Carter, modelled in concrete with the resultant life-size replica now leaning on a hoe in the garden. This area of land had already been converted by the staff into a well-kept lawn, but at the time of the statue's unveiling, BR spent £10,000 on garden plots and shrubs. Not all local opinion was in favour, as some felt that a tenth of that amount would have provided improved passenger facilities. Stoke Mandeville is railhead for quite a large catchment area of commuters from the villages and south Aylesbury estates, but it also sees a pleasing amount of local traffic. Shoppers bound for Aylesbury have always found rail travel cheaper than the local buses. The former goods yard has been transformed into the usual car park, and the Met. building on the down platform was replaced by an LT wooden bus-shelter years ago. At the time of writing, the station is succumbing to Network Southeast colours, which fate over-came the other two stations some months ago. Before repainting, a considerable but limited amount of money was clearly spent on structural repairs. At Wendover, the brickwork was sand-blasted to remove some rather zealous free-lance decoration. The Met. goods shed survives in private hands and so does the weighbridge office, believed (with Quainton Road's) to be the only two left on the line (confirmation please?).

The new colours are basically three shades of grey on canopies and pipework, and pillars mainly blue with overdone dabs of white, grey and red. Nearly everything else is garish red, including most of the bridges. At Missenden the nameboards POSTS are now duly red, but have lacked nameboards ever since the LMR maroon ones were removed! The platforms are still lit by tubes in the same shattered shades that were there before the premises were 'networked' over. The weighbridge office has disappeared, but the goods office lingers on, the rest of the goods shed having been demolished around it. It and the yard were used by coalmerchants for some time after the withdrawal of freight services. One 'bright' spot is the pleasing condition and appearance of the signalbox. It has been tastefully re-

painted in overall light grey, with white windowframes, and red restricted to the doors, and looks very smart. It retains, like Aylesbury South, its (presumed) LNER nameboards, with their raised white lettering on a black background.

## THE PROPOSED METROPOLITAN RAILWAY EXTENSION

### To Moreton Pinkney from Quainton Road

by

N.H. Green

As is well known the Metropolitan Railway extended its line northwards from Baker Street by a series of extensions and finally reached Aylesbury in 1892, where it joined the former Aylesbury & Buckingham Railway's line to Verney Junction, which it had already taken over and converted to double track in 1891. Thus Verney Junction became the end of the line.

However, two years before this it would appear the Directors of the Railway had entirely different plans, for on 30 November 1889 plans for an extension from Quainton Road Station to Moreton Pinkney were deposited with the Bucks County Council, and it is from an examination of these original plans that this account of the projected line is based. Had this line been built it would have substantially altered the history of the Metropolitan Railway.

The proposed line, or railway No.1 on the plan, began with a triangular junction joining the East, West Junction Railway just to the West of Moreton Pinkney Station. Trains running to the West would enter Byfield Station and then on to Stratford on Avon, to the East they would reach Towcester and Blisworth with connections to Northampton and beyond. All distances on this plan were measured from zero miles from a point on this junction.

Following the line towards Quainton the first major feature was at 1 mile 7 furlongs where a tunnel of 190 yards on a falling gradient of 1 in 132 was proposed. Sulgrave village was only half a mile from the line at this point and a station here would have allowed visitors easy access to the ancestral home of the Washington family. The Sulgrave-Helmdon road would have passed over this tunnel.

At Helmdon, a junction was proposed with the Northampton and Banbury Railway, allowing direct running to the East. Also at Helmdon the railway was to be carried over the valley by a viaduct of 77 yards, at a maximum height of 46 feet above ground level. The next major feature would have been another viaduct of 200 yards over the Great Ouse in the Parish of Brackley St. Peter. After this and just North of Mixbury the railway would have crossed the L.N.W.R. Banbury branch with a bridge of 26 feet span.

The proposed line would also have a junction with this branch line facing Banbury, the branch itself coming from Verney Junction. The line as planned now undulates across country with no major features, the steepest gradient being 1 in 132. At Fimere the line across the Oxon/Bucks boundary, 17 miles 1 furlong from its zero point, and passes through Calvert, after crossing the Oxford/Cambridge line of the L.N.W.R., there being no junction proposed at this point. The line continued mainly on falling gradients to Quainton a distance of 22 miles 6 furlongs 4.5 chains

from Moreton Pinkney. The plan shows in good detail the track arrangements at Quainton Road Station including the track of what it calls "the Tramway". The plans are signed by Charles Liddell, Engineer, and the outside of the roll is marked in ink "Route of Great Central Railway". In fact the line of the G.C.R. as built did not exactly follow this route, nor did it make as many junctions as proposed in these plans.

It is interesting to speculate on what would have happened if this line had been built. Would Baker Street have seen an all Pullman Express to Stratford on Avon? In any case more powerful locomotives with more coal and water capacity would have been required. The many proposed junctions on this line, if completed, would have allowed some interesting cross country trains.

In the end it was for financial reason the Metropolitan Railway abandoned this scheme. Sir Edward Watkin urged the shareholders to support the scheme but the vote was lost, his motion not carried. What Sir Edward produced a few years later for the G.C.R. showed he had not abandoned his scheme but incorporated it in a greater one.

#### THE HOLBORN-ALDWYCH DETRAINMENT EXERCISE

24 February 1987

by

K.T. Rennie

Tuesday, 24 February 1987 will be remembered by most Londoners as the day the capital regained - however temporarily - three evening papers for the first time since 1960. For a small group though, it will be remembered for something else, for it was on this day that London Underground held the first of four planned 'detrainment' exercises. Prompted no doubt by previous criticism of the time it has taken to arrange for the evacuation of passengers from stalled trains during service breakdowns, the exercise was designed to test train-to-control communications and liaison between the emergency services.

A request for volunteers was made in the LUL Traffic Circular No.1, 1987, and subsequently also in an edition of LRT News. I duly applied to take part, and thus found myself making my way to Holborn Station for 18.45 hours as directed. Reaching the main entrance of the station in Kingsway, I fought my way through the crowd of competing newspaper sellers, flypitchers and commuters struggling to negotiate the cramped pavement area below the 'temporary' builders' huts. Travelling down the long escalator shaft to reach the lower circulating area, I noticed that the station was strangely quiet. Had someone tipped off the resident buskers that their usual presence was inopportune today, given the number of 'top brass' likely to be about?

Another escalator ride brought me to the Piccadilly Line level, and a short walk through the subways led me to platform 5, the Aldwych shuttle line. After being let in through the lattice gates which normally shut off the platform when Aldwych is closed, I was instructed to report to the organiser of the exercise, one of the Traffic Managers of the District and Piccadilly Lines. Since the Aldwych branch is

to be used for all four proposed detrainments it was appropriate that the District and Piccadilly were to go first, being as it were on 'home ground'.

After registering my name with the organiser, I was handed a form on which to place my comments regarding the conduct of LUL staff, the police, the London Fire Brigade and the London Ambulance Service. I boarded the last car of the train - 858. This was already quite full, and I estimated that there were about 160 passengers on board all told. Before the exercise began, we were reminded that we were supposed to be members of the public, and thus had no knowledge of railway operations.

At 19.03 hours, the doors closed. There then followed several air blasts, which I took to be the result of the driver carrying out a brake test. The train then set off in the direction of Aldwych, however after only a few yards the brakes applied sharply. This occurred twice, and was I assume due to the driver inadvertently leaving the train's driving circuit in the '10 mph' instead of 'full speed' mode. After travelling approximately 100 yards southbound the train came to a halt. At 19.07 the traction current was discharged, indicated by the loss of the main lighting in the carriages, by the illumination of the tunnel lights and by the loss of the sound of the train's motor alternators. About a minute later a knocking sound from under the floor told me that the guard was applying the handbrake. This would keep the train secured in the event of the normal air brakes leaking off. A P.A. announcement then said that, due to 'traction current' being 'discharged' the train would be delayed. Whether the general public would have really understood this railway jargon is open to question, but it was at least intelligible!

At 19.10 the guard opened the 'J' door which leads from the cab into the passenger saloon and proceeded to remove a short circuiting device (SCD) from below one of the longitudinal seats. This he took back into the rear cab, and presumably placed across the two current rails. This was to prevent the current from being accidentally restored, with possible disastrous results (though given recent experience at Kensal Green, one could only hope it would have proved more effective if put to the test!).

Another P.A. announcement was then broadcast, appealing for any London Transport staff on board the train to report to the driver of guard. Since we were all there to act as ordinary passengers, most of us stayed put, but two members of staff did come forward. Since they both happened to have their caps with them, I assume they were specially delegated for the occasion. Incidentally, I was not the only one to remark that I had thought that London Transport ceased to exist in 1984. By now it was getting extremely hot inside the carriage. There had been no request to open all droplights and ventilators (the latter being of little use at the best of times), and the large circulating fans on the ceiling had failed to operate in the first place, if indeed they were fitted.

The guard then set off towards the front of the train, and a short while afterwards a Station Inspector emerged from the rear cab - complete with lamp and high-visibility vest - having obviously walked down the track from Holborn. The P.A. asked standing passengers to occupy all available seats, ridiculous advice considering

they were all taken anyway! At this point I noticed that one of my fellow 'passengers' had the audacity to light up a cigarette. Though certainly true to life, I thought it strange that someone who couldn't contain their craving for a 'fag' for an hour or so should volunteer for an exercise such as this.

At 19.26 the P.A. requested any 'doctors and nurses' to report to the driver, 'medical personnel' would have sounded more professional, I thought. At 19.33, the contradictory statement that 'passengers are being detrain - stay where you are' was made. Once again, I wondered whether the public would know what 'detraining' was, and indeed when the guard returned several passengers asked what it meant. "I'll tell you later" he replied, though in the event he didn't. Four minutes later the guard was once again at the front, when a hesitant P.A. announcement stated that due to a person under the train (this one? - we wondered) passengers would have to leave the train. There was no request for passengers to await the instructions of railway officials, so it was fortunate that nobody took advantage of the 'J' and 'M' doors of the rear cab - both of which had been left open - in order to walk back to Holborn!

By twenty-to-eight, we were advised to leave all luggage on the train. Of course no-one had any large suitcases full of expensive souvenirs or duty-free goods, but one can imagine the reaction of real tourists faced with such a demand. At ten-to-eight the guard returned, and it became clear that the adjacent car was being cleared of passengers. At 19.55 almost an hour after we had first halted in the tunnel, I followed others who were moving into the next car. At the communicating door, the guard counted out parties of thirty persons. We passed several people in the darkened cars who were busily making notes from the light of the emergency tubes. Arriving at the front, we were detrain onto the track.

We were offered no real assistance upon leaving the train - though presumably we were deemed to be able-bodied - but as the emergency ladder was located off-centre, and not in the middle as I had expected, I nearly lost my footing. As the driver's cab was 'shut down' there was no illumination from the train headlights, but in any case they would have more likely blinded people at this distance. Two British Transport Policemen watched us detrain, and we were told by LUL staff to walk between the left hand running rail and negative current rail - though some chose not to do so. As the group gradually strung out along the tunnel, I remembered my own training given at LUL's White City Training Centre concerning detrainments in single line tunnels. Passengers were to be detrain in 'manageable groups'. Whether thirty confused, annoyed and frightened passengers would really be manageable in reality remains to be seen.

The tunnel lights gave out better light than might have been expected, and it was relatively easy to walk along the concrete floor of the tunnel. Unfortunately, obstructions such as sections of ballast, rail greasers etc. were not lit by 'cluster lights', as per regulations, and several persons reported nearly tripping over one of the latter. Soon the lights of Aldwych were sighted, and ironically at the tunnel mouth, where lighting was much better, P. Way staff pointed out obstructions such as a trainstop and the commencement of a check

rail. I climbed onto the platform, using the wooden 'platform stool' kept for the purpose (actually a box with a hand rail on one corner). Both BT police and Underground staff carefully counted the number of passengers arriving, though it would have been difficult to lose any on this short stretch of line. After reaching the top station, the exercise was over for me. I queued with others for my free cup of tea, then queued again for my £3 fee for attending (from the old booking office window). Outside stood three LUL emergency vehicles, lights flashing, and many passers-by stared in, no doubt fearing the worst on seeing police and LUL officials inside, together with hordes of 'passengers' receiving comforting cups of tea.

Was it worth it? Well, that depends on what it was supposed to achieve. As my notes show, the police played only a small role in matters, whilst the London Fire Brigade and London Ambulance Service were conspicuous by their absence! Admittedly, I now know how to walk down a tube tunnel, but then again I did anyway! Presumably the train-to-control communications had worked well, but in the event of a real emergency, with elderly, disabled, young, panicking passengers, and with passengers refusing to leave luggage behind, with thick smoke perhaps, or with other trains or junctions involved, who knows that would happen?

## LONDON TRANSPORT UNDERGROUND TRAIN SERVICES

### Part II

#### The Bakerloo Line

by

Brian Hardy

Continued from page 60 of UN 304.

#### WTT No.62 - 20.1.1975 (MF)

Service improved with 38 trains in peaks at 2/4-minute intervals, with stepping-up of crews reintroduced at Elephant & Castle. Increased layovers provided at Queens Park during midday period MF, to 14½ minutes instead of seven. Midday (3¼/7½/15) and evening (5/10/20) reduced services still in operation.

#### WTT No.64 - 31.5.1975 (SO)

Service increased between 12.00 and 18.00 to 3¼/7½/15 pattern, with 20 trains in service. Before 12.00 and after 18.00, reduced service (5/10/20) continues with 16 trains.

#### WTT No.65 - 22.6.1975 (Sun)

Service 5/10/20 all day with 15 trains. No major changes and mainly as in WTT No.E 61.

#### WTT No.66 - 1.4.1975 (MF)

Reintroduction of 'full' service in both peaks (42 trains) and also midday (3/6/12) and evening (3¼/7½/15).

#### WTT No.67 (MF)

Purpose-made service reductions for MF at pre-Bank Holiday times.

#### WTT No.68 - 1.3.1976 (MF)

Revision to timings of Watford trains, but no

major changes. Replaces WTT No.66.

WTT No.69 (MF)

Purpose-made MF reduced peak, with 40 trains for service.

WTT No.70 - 16.8.1976 (MF)

Reduced peak service (2/4) with 38 trains, also reduced midday (3 $\frac{3}{4}$ /7 $\frac{1}{2}$ /15) and evening (5/10/20).

WTT No.68 was reintroduced from 22.11.1976 with full service of 42 trains.

WTT No.71 - 10.1.1977 (MF)

Re-commissioning of Stanmore sidings with ten trains for service and consequential reduction of trains provided from Neasden depot. No major changes to services or patterns, except for 'local' journeys to and from Wembley Park and Stanmore.

WTT No.72 - 15.1.1977 (SO)

No major changes.

WTT No.73 - 16.1.1977 (Sun)

No major changes.

WTT No.75 - 4.4.1977 (MF)

Introduction of 1972 MkII Tube Stock to the Bakerloo Line, initially in peak-hour workings only, and reversed in London Road depot to avoid becoming involved with 'stepping-up' of crews at Elephant & Castle. These four trains numbered 317-322, the remainder continued in the 1xx series. Whole peak service reduced to 40 trains in service at 2/4-minute intervals.

WTT No.71 reintroduced from 18.4.1977 due to crew rostering problems. WTT No.75 reintroduced from 23.5.1977.

WTT No.76 - 8.8.1977 (MF)

With Bakerloo Line crews trained for operating 1972 MkII stock, all peak hour trains to work to Elephant & Castle. In consequence, one less train required for service (total 39) and 3xx numbering discontinued.

WTT No.77 - 8.5.1978 (MF)

Slight increases made to running times for terminal protection at Stanmore, and for speed-controlled signalling between St.Johns Wood and Baker Street southbound. Stock maximum increased from 39 to 40 trains in peaks. Revisions made also to Watford service. Peak-hour stepping-up in operation at Elephant & Castle 07.56 to 10.16 (morning) and 16.12 to 18.45 (evening).

WTT No.1 - 1.5.1979

Transfer of Stanmore branch to the new Jubilee Line. Service thus from Queens Park to Elephant & Castle, extended in peaks to Stonebridge Park, plus four Watford trains. Periods of stepping-up reduced as follows: 08.19 to 09.25 and 16.32 to 18.29 MF. With Neasden becoming the depot for the Jubilee Line, a new depot provided for Bakerloo stock (which was then 36 x 7-car trains of 1938 Tube Stock) at Stonebridge Park. Out-stabling continued to be scheduled at Queens Park (losing some of its 'depot' status), London Road and Elephant & Castle.

Intervals and trains in service as follows:

Stonebridge Queens Park Trains in  
Park & Elephant Service.

MF -			
Peaks	7 $\frac{1}{2}$	2 $\frac{1}{2}$	27
Midday	-	3 $\frac{1}{2}$ -4	17
Evening	-	5	13

SO -

Before 10.00  
& After 18.00

	7 $\frac{1}{2}$	9
--	-----------------	---

10.00 to 18.00

	5	13
--	---	----

Sun -  
All day

	7 $\frac{1}{2}$	9
--	-----------------	---

The Sunday total excludes four changeover trains.

WTT No.2 - 2.11.1981

Peak service reduced from 27 to 24 trains, service interval 3-minutes (with no stepping up at Elephant & Castle) and 9 minutes to Stonebridge Park.

Watford Junction service withdrawn from 23/24 September 1982 and four trains redistributed to other depots and stabling points.

WTT No.3 - 6.12.1982

Incorporation of service reductions, which affects MF evenings and weekends, in common with most other Underground lines. However, peak total still 24 trains (at 3-minute intervals) and MF midday unchanged at 3 $\frac{3}{4}$  (17 trains). Trains numbered in 2xx series and self-contained - i.e. not in order of depot starting. MF evening reduced to 6 $\frac{1}{2}$ -7 (10 trains).

SO: 7 $\frac{1}{2}$  before 10.00 (unchanged), but 6 minutes until 18.00 (11 trains), then 10 minutes evening (7 trains).

Sun: 10 minutes (7 trains), increased to 7 $\frac{1}{2}$  between 18.00 and 21.00 (9 trains).

WTT No.4 - 25.6.1984

Extension of peak service to Harrow & Wealdstone, with one extra train in service, giving roughly a 10-20 minute service, or ten trains in each peak. Other service intervals and patterns over remainder of line - no major changes.

WTT No.5 - 13.5.1985

One extra journey provided in each peak to Harrow & Wealdstone. Services improved at certain off-peak times: MF evening 6 minutes instead of 6 $\frac{1}{2}$ -7; SO 5 instead of 6 midday and afternoon, 7 $\frac{1}{2}$  instead of 10 evening; Sun 7 $\frac{1}{2}$  all-day until 21.00.

WTT No.6 - 12.5.1986

Minor changes to timings of Bakerloo trains on LMR metals only.

Conclusion

In our review of the last 50 years or more, the

Bakerloo Line has turned almost 'full circle'. In the 1930's it was a 'straight' line that operated between Watford Junction and Elephant & Castle, became a 'Y'-shaped line in 1939, but reverted to a 'straight' line in 1979. Today it covers all but the section between Harrow and Watford, but the trains in service are markedly less in comparison - 35 then as against 25 today.

Appendix 1

Bakerloo Line Services on Christmas Day

Note: Years omitted indicate no change from previous Christmas Day service. Services start and finish at approximate Sunday times unless stated otherwise.

- 1936 Normal Sunday service until 18.00, then 6 minutes (30 Watford) of three-car trains until 22.00, then same intervals with six-car trains until finish.
- 1938 Normal Sunday service until 17.00, then as above.
- 1939 Normal Sunday service until 14.00 (which, by now, includes the Stanmore line), then 7½ central area, 15 Queens Park/Stanmore, 30 Watford.
- 1940 Normal Sunday service, but with early morning start.
- 1941 As 1940 until 18.00, then 5 central area, 15 Stanmore, 5-10 Queens Park (i.e. two trains in 15 minutes) 30 Watford.
- 1942 As 1941 until 15.00, after which reduced service applies.
- 1944 Normal Sunday start with Sunday service until 15.00, then as above.
- 1945 Before 10.30: Harrow (only) 30, Queens Park 15, Stanmore 15-30, Wembley Park 15, central area 7½.  
10.30 to 14.00: Harrow 30, Stanmore 20, Queens Park/Wembley Park 10, central area 5.  
After 14.00: Harrow/Stanmore 30, central area 15.  
Although there was no Bakerloo Line service north of Harrow & Wealdstone, there were two trips in each direction for depot purposes - 07.23 and 07.53 ex-Watford and 23.33 and 00.03 arrive Watford.
- 1951 As above until 14.00, then Harrow/Stanmore 40, central area 20. Only one train to and from Watford instead of two.
- 1957 Before 10.30: Harrow/Stanmore 30, Queens Park/Wembley Park 15, central area 7½.  
After 10.30: as above.
- 1958 As above until 14.00, then: central area 20, Stanmore/Queens Park 40, Harrow alternately at 40/80, Watford Junction 120 (two-hourly). Note that a through Watford Bakerloo service is provided after 14.00!
- 1961 Before 10.00: Watford 60, Stanmore 30, Queens Park/Wembley Park 15, central area 7½.  
10.00 to 14.00: Watford 60, Stanmore 20, Queens Park/Wembley Park 10, central area 5.  
After 14.00: 20 central area, 40 Queens Park/Stanmore. No Watford Bakerloo service, just LMR every 80 minutes.
- 1962 As above until 14.00 then 20 central area, 40 Queens Park/West Hampstead, 40 Wembley Park-Stanmore (i.e. West Hampstead to Wembley Park served only by Metropolitan Line trains).

- 1963 Before 10.00: Stanmore 30, Queens Park/Wembley Park 15, central area 7½.  
10.00 to 14.00: Stanmore 20, Queens Park/Wembley Park 10, central area 5.  
After 14.00: as above.
- 1964 Before 14.00: Stanmore 30, Queens Park/Wembley Park 15, central area 7½. Then as above.
- 1965 As above except that Wembley Park-Stanmore shuttle from 14.00 withdrawn.
- 1966 Start at about 08.45, then 30 Stanmore/Queens Park, 15 central area until 14.00, then as above.
- 1968 30 Wembley Park/Queens Park, 15 central area until 14.00, then as above.
- 1973 40 Wembley Park/Queens Park, 20 central area until 14.00, then 60 West Hampstead/Queens Park, 30 central area.
- 1974 Start c09.30, finish c16.30. 60 Queens Park/West Hampstead, 30 central area throughout.
- 1976 30 Queens Park-Elephant & Castle only during above times.
- 1978 Finish one hour earlier at c15.30.
- 1980 No service (on any Underground line).

Appendix 2

WTT No.	First		Last		Number of Departures			
	Bakerloo from Watford	Bakerloo to Watford	Bakerloo arrive	Bakerloo depart	W'fd	H&W	Stan	W.Pk
					07.00 - 09.00			
125	05.05	00.47	10	5	-	-	-	-
138	05.01	00.51	10	5	-	-	-	-
1	05.01	00.51	10	5	16	12	12	12
2	04.57	00.54	10	5	16	12	12	12
4	04.57	00.54	10	5	22	3	3	3
6	04.57	00.33	10	4	24	-	-	-
17	04.57	00.33	10	4	20	4	4	4
20	04.57	00.32	10	4	26	-	-	-
23	04.59	00.30	10	4	28	2	2	2
26	04.59	00.30	10	4	29	2	2	2
39	04.59	00.30	10	4	26	5	5	5
44	05.08	00.30	10	4	26	5	5	5
50	05.25	00.30	10	3	30	1	1	1
51	05.25	00.30	9	5	30	1	1	1
52	07.04	00.30	6	4	29	2	2	2
58	-	-	-	-	17	11	11	11
59	-	-	-	-	30	-	-	-
E60	-	-	-	-	21	-	-	-
66	-	-	-	-	30	-	-	-

Appendix 3

WTT No.	Date	Departures from Watford Junction						
53	14. 6 .65	07.07	07.22	07.34	07.52	08.05	08.23	
54	11.10.65	07.34	07.51	08.05	08.23			
59	3. 5 .71	07.40	07.50	08.00	08.10			
60	1. 5 .72	07.45	07.55	08.05	08.15			
E61	2. 74	07.36	07.51	08.06	08.26			
68	1. 3 .76	07.32	07.47	08.02	08.17			
77	8. 5 .78	07.30	07.43	08.03	08.15			

Appendix 4

WTT No.	Date	Ex-Piccadilly to Watford Junction						
53	14. 6 .65	17.12	17.20	17.24	17.32	17.39	17.46	
54	11.10.65	17.20	17.32	17.39	17.46			
55	17.10.66	17.32	17.39	17.46	17.54			
59	3. 5 .71	17.05	17.24	17.35	17.45			
60	1. 5 .72	17.17	17.24	17.35	17.45			

WTT No.	Date	Ex-Piccadilly to Watford Junction				
E60		17.15	17.26	17.36	17.46	
E61	2.74	17.15	17.31	17.41	17.57	
62	20.1.75	17.17	17.33	17.45	18.02	
68	1.3.76	17.24	17.38	17.53	18.09	
70	16.8.76	17.21	17.37	17.53	18.07	
75	4.4.77	17.25	17.41	17.58	18.13	
77	8.5.78	17.13	17.29	17.45	17.58	
1	1.5.79	17.17	17.32	17.48	18.02	
2	2.11.81	17.17	17.32	17.47	17.59	

### REVIEWS

OLD ORDINANCE SURVEY MAPS. Published by Alan Godfrey, 57-58 Spoor Street, Dunston, Gateshead, NE11 9BD. Price: £1.00 each.

These maps have previously been noticed in UN 273, page 105, and UN 280, page 51 (April 1985). Since then, a steady stream of new maps has been published, and a large part of central London is now covered. Usually each section has a map for one particular date (either about 1870, or 1893/4, or 1914) but for some sections maps of two alternative dates are available, and this feature will doubtless be more widely available as the range is augmented. As mentioned previously, the maps are reduced from 1:2500 scale to 1:4340, or about 15 inches to the mile, and the maps are supplemented by local history summaries, cover photographs and extracts from contemporary Kelly's Directories.

The maps show railway and tramway tracks in clear detail, with all sidings and crossovers, but only if the tracks are in the open air. For tube railways below ground level nothing is shown except the stations, but the sub-surface Metropolitan and District are shown in detail when in the open. For their covered ways, the treatment is inconsistent between different sheets. Sometimes the alignment is shown by a pair of broken lines, but sometimes not at all. Possibly there is a technical explanation for this variation - the East London Line seems to be shown always.

The sheets published so far with an Underground interest are noted below. The maps are obtainable from the larger map retailers in London, or certain museums (including the Museum of London) also direct from the publisher, from whom a current list may be obtained by sending an SAE. The list below, however, excludes sheets previously reviewed.

Map No.46 - 1913 - WILLESDEN JUNCTION - shows whole layout, plus Old Oak Common (GWR) and north end of West London Railway.

Map No.50 - 1914 - CLERKENWELL, KINGS CROSS & ANGEL - shows Kings Cross Metropolitan station with Widened lines; North of Farringdon Street Metropolitan station with Widened lines.

Map No.59 - 1914 - NOTTING HILL - shows Wood Lane, Central London power station and northern half of depot. Hammersmith & City between Wood Lane and east of Westbourne Park. West London Railway between North Pole Junction and north of Shepherds Bush. Most of White City exhibition. First track laid down for Ealing & Shepherds Bush Railway.

Map No.62 - 1873 - HOLBORN, CITY, STRAND - shows Snow Hill line entirely in open except when crossing streets, Farringdon Street and Aldersgate Street stations.

Map No.63 - 1913 - WHITECHAPEL, SPITALFIELDS & BANK - District between Whitechapel and Mansion

House (where open), Metropolitan at Aldgate, Liverpool Street and Moorgate. Tilbury line approaching Fenchurch Street with its numerous goods yards.

Map No.72 - 1912 - NORTH HAMMERSMITH & BEDFORD PARK - District between east of Ravenscourt Park and west of Turnham Green.

Map No.73 - 1894 - HOLLAND PARK - Hammersmith, Hammersmith & City depot and station. Hammersmith station (LSWR); Shepherds Bush stations (Kensington & Richmond & West London); Kensington (Addison Road) station.

Map No.74 - 1894 - KENSINGTON - High Street Kensington station and coal depot. Cromwell Curve, Gloucester Road and South Kensington stations.

Map No.78 - 1914 - ROTHERHITHE - East London Railway between Surrey Docks and Wapping.

Map No.87 - 1894 - CHELSEA - District at Earls Court, and between West Brompton and Walham Green.

Map No.91 - 1914 - DEPTFORD (NORTH) - East London Railway between Surrey Docks and just north of New Cross/New Cross Gate.

Map No.104 - 1914 - NEW CROSS - New Cross and New Cross Gate stations.

DFC

### BOOK REVIEWS

WEMBLEY PARK - STANMORE by F.W.Goudie, 214 x 254mm 34 pages, 33 photographs, 5 maps, 3 line drawings. Two-colour limp cover. Published by Forge Books (42 Rectory Lane, Bracknell, Berks., RG12 4BP), 1986. Price: £2.95 (plus 30p post).

This book relates the history of the settlements at Kingsbury, Queensbury, Canons Park and Stanmore, the early attempts to serve the area by road and rail, and how the Stanmore branch came to be built by the Metropolitan Railway in 1932, taken over by the Bakerloo line in 1939 and by the Jubilee line in 1979.

The history and description of the branch are covered adequately, and several interesting aspects are related in detail - the wrangle with the De Havilland Aircraft Co. about taking part of their aerodrome near Stag Lane, the methods of construction, the Inspecting Officer's report on the line before it opened, and the opening ceremony and publicity for the new line.

The photographs are well chosen. Each station is portrayed at least once at both platform and road level, with many "then and now" pairs. Two interesting views show goods stock in the sidings at Stanmore. As goods traffic ceased on and from 31.3.1936, and the pictures are dated 1937, presumably the sidings were used to dump surplus stock before it was scrapped or sold. A decorative map by Laing's Canons Park Estates shows the local roads and railways (and two cherubs laying bricks!) but artfully conceals the fact that there was then no bus service through the estate. Reproductions of Ordnance Survey maps show the line and its catchment area in 1939 from Wembley Park to Canons Park, and the rural Kingsbury area in 1907 for comparison. An Appendix gives the working life of a contractor's 0-6-0 saddle-tank "Brill".

The Stanmore branch is adequately covered in 8½ pages of Alan Jackson's "London's Local Railways" (David & Charles, 1978), which is acknowledged in the bibliography, but for those who do not possess the larger book the current work is a useful short guide. Would it be fair to suggest that, for such a short branch, every

important aspect of its history should be included? The following events are not mentioned - the construction of six Bakerloo sidings at Stanmore in 1939; the purchase of extra land there in 1949 in connection with abortive Camberwell extension scheme; the 1946 Stanmore forecourt widening and canopy lengthening; the extra tracks opened north of Wembley Park in September 1954 to segregate the Bakerloo trains from the Metropolitan; and additional visits by surface stock trains, including the COP and D stock special tours and the special school trains through to Hammersmith. Work on renewing the Canons Park and Queensbury platforms was done mainly in 1979 (the text implies 1977) and included new lighting and station signs. Dates are not given for moving the Stanmore ticket office to platform level (1964) or the cessation of goods traffic. The well-known photograph of the flyunder north of Wembley Park is incorrectly dated as post-20.11.39, when it shows a three-car tube shuttle train introduced from March 1939 and not perpetuated after the through service started. It is not made clear that the Bakerloo service to Stanmore was introduced almost entirely with standard stock, being gradually replaced by 1938 stock as this was delivered. There are a few other discrepancies with other sources, such as the number of guests at the opening ceremony and where the party took luncheon.

Nevertheless, recommended as an interesting addition to Underground literature.

DFC

**NORTHERN WASTES** - The story of the uncompleted Northern Line extensions, by Jim Blake and Jonathan James. Size A4, 48 pages, plus card covers, numerous photographs and drawings, published by Platform 10 Productions/LPTL. Price: £4.95.

The story of the abortive Northern Line extensions promised in the 1935-40 New Works programme is well known to students of the London Underground, being featured in publications such as 'Rails through the Clay' and 'London's Local Railways'. More recently it was the subject of the LURS magazine 'Underground' - issue No.9, and indeed was one of the most successful editions produced to date.

This new book is based on three previous printed pamphlets written by co-author Jim Blake for the North London Transport Society, and later the London Passenger Transport League. In 48 pages it gives a brief history of the Northern Heights scheme, telling what was proposed, what was built, what was used and what is left.

The book starts with an introduction which explains how Jim Blake discovered and became fascinated by the line, in particular the high level station at Highgate with its standard LT-style platform buildings which were destined never to see a tube train in service. It continues with a description of the New Works which were planned, and goes on to list them in detail. The familiar tale is told of how work was suspended during the war, with all intention of resuming construction afterwards, and of how LT gradually reneged on this promise, with the Bushey Heath extension falling victim to the Green Belt and the Mill Hill Broadway (The Hale) and Alexandra Palace branches being abandoned due to 'changed circumstances', a ridiculous decision considering that these areas were already fully built up

and that money was being wasted on sending tube trains to the depths of Essex! The wasted works are listed, the substations at Crouch End, Muswell Hill and Page Street, the station at Highgate, and of course the huge new railway depot at Aldenham, together with the miles of cable brackets installed over most of the route. The authors conclude with a review of what is left today, of what might have been, and what the future might hold.

The 81 photographs are generally of a good standard, and though several have appeared in other publications on the subject, one must remember that the last passenger services ceased on most of the lines over thirty years ago, and that much of interest has been demolished in the past 10 - 15 years. Of note is one of a 1960 stock track recording train being towed through the old Crouch End station. Viewed from the rear, it looks for all the world as if it is in service, and it is not improbable that LT might have introduced a composite 1960/Standard stock on the Northern Line in a similar scheme to that proposed for the Central. Another shows the rusting ironwork erected at Finsbury Park, with the position of the staircase to the high level platforms plainly visible. All three abandoned substations are illustrated, of particular interest considering only one exists now, whilst the proposed shot of a reintroduced 1938 stock in 1987 at Highgate (low level!) labelled 'Bushey Heath via Highgate and City' could almost be real.

The book's main attraction however is the reproduction of 14 plans/artists' impressions of various stations/depots on the Northern Line. Finchley Central's imposing structure, which would have served the never-to-be-built four platform station below. The new building at High Barnet which would have replaced the rural-looking GNR building, complete with footbridge to the Great North Road (later to be replaced by an escalator) which would have dispensed with the long walk up the slope for passengers leaving the trains. Both Elstree (South) and Bushey Heath stations would have included bus lay-bys and car parks, and one plan of the latter shows how the future development the area was envisaged, with the four-road terminus, sited opposite a roundabout at the junction of Elstree Road and Watford Way. On either side of the roundabout are typical 1930's shop parades, whilst opposite stands a 'road house' pub, no doubt a 'brewer's Tudor Railway Hotel', and behind it a site for a proposed cinema. Also shown are three LT Underground maps, from 1939, 1949 and 1951, which portray the gradual abandonment of the proposals.

On the debit side, it is perhaps a little self-indulgent for one of the authors to include no fewer than four photographs featuring himself. In addition, there are several large white spaces which would have been better utilised for more photos or longer captions for the existing ones, however this would be likely to increase the cover price.

On page 39 it is said that for many years, a signal existed at Drayton Park lettered 'SB Road from LNER'. This was no signal but a section switch box, which was described as such and illustrated in LURS Underground No.9. Finally, it is said that platform describers carrying details of the uncompleted extensions were fitted to many Northern Line stations. The authors obviously mean line diagrams - something quite different. These, and several clumsy and repetitive phrases suggest insuffic-



ient proof reading at the production stage, perhaps in an attempt to use the recently acquired plans as soon as possible?

All in all a book most students of the New Works will want to own, if only to see what the never-built stations would have looked like; but several niggling errors (Docklands Metro instead of Dockland Light Railway), and the inaccurate portrayal of proposed train destinations plates, mean that we must still wait for the definitive book on the whole of the New Works programme to appear.

KTR

#### BUILDING & DESIGN - 6.2.87

The 'Scorpio' column of this professional journal is concerned about LUL's plans to re-sign the system, commencing with the experimental signs to be erected at Victoria and Bow Road. Headed 'Cult typeface in Underground shocker', it predicts a long-running battle over what it says is the latest subject of a 'flashy new management trying to impose itself by meddling with perfectly good existing designs'. The article admits that signing in Britain is a disgrace, because it is either non-existent or a mishmash, but praises the clear and distinctive typography developed by Frank Pick and Edwin (sic) Johnston. It says that the new signs have been endorsed by English Heritage, and that 'corporate identity consultants' Ludlow and Schmidt have said that LUL's collection of signs - whatever their architectural or historical value - do not add up to a signing system. The report claims that LUL, 'like other (sic) privatised public services, has rushed to agree that "image" is of paramount importance'. It goes on to say that the names of lines will no longer be featured outside stations, giving travellers no clue as to what lines they are on. The roundel too will be abolished, replaced it is said by a bland rectangle 'cut by lasers on a vitreous enamel panel, London Transport's designers are particularly proud of their new sign, which will be illuminated at night to compete with McDonalds and other challenges to people who allegedly can't find a tube station'. The various direction signs which have served well over the years are to be ditched, replaced by those which conjure up visions of motorways or air terminals, but - as the report concludes 'at the best they are legible'. It is said the traditional Underground map 'timeless in its clarity' has been spoiled by the utilisation of the revised 'New Johnston' typeface, which LRT claim is 35% quicker to read! Finally it is claimed that LRT are lying low over the criticism which has greeted much of their station modernisation schemes, and which culminated in a Save London Transport Architecture campaign in 1986. LRT say that the new signs are a result of a three year study, but for what? To impose blanket uniformity which - the article claims - will not stand the test of time. It concludes that, 'happily, the listing system ensures that London "Regional" Transport cannot bring uniformity to the stations themselves'. How much of this will come to fruition we can only wait and see, but it certainly seems the case the London Underground is doing its best to divorce its image from that of London Buses, in much the same way as British Telecom established itself as different from the Post Office, and Sealink development an identity separate from British Rail. Whatever happens though, it seems decades of tradition will be sacrificed for short-

term initial effect and impact - witness the colour schemes of the 1986 stock, none of which bears any relation to 'train red'. Finally all the new signs include far greater amounts of white, and when one sees how at present, the white infills of the platform name signs form an instant target for the graffiti 'artist', one can only fear for the future.

#### VIDEO REVIEW

##### 'ONE MAN': 2,000 JOBS

This 25-minute tape has been around for some time, being produced by the Popular Planning Unit of the now defunct GLC. It goes without saying therefore that it has a strong left-wing bias, and indeed is subtitled 'A workers' video about one-person-operation on the London Underground'.

As the whole purpose of the tape is to argue against the spread of OPO, one should not expect a reasoned debate about the pros and cons of present LUL staffing policies. Therefore, though there are plenty of shots of vigilant guards dutifully 'seeing the train out of the platform', we do not see the many who simply give the bell and close their door before the train has even started. Similarly, though cuts in station staff is also decied in this film, they do not ask why they are rarely seen even at stations which retain a full compliment of staff.

The video begins with some eerie night shots of the Underground, shot mainly at the east end of the Ficcadilly Line, complete with sinister and threatening music. It then switches to scenes from the driver's cab, taken on many lines, and indeed it is interesting to try and identify the stations shown.

The commentary is in the form of interviews taken from LUL trainstaff, both drivers and guards. Some of the problems of OPO are mentioned - fires on trains, stress, over-runs of signals, etc. The guard's job is described, as is his/her equipment and also the process of train preparation in depot.

There is much use of still, black and white photographs, which of course help to create an image of desertion and isolation. Also there are shots of rubbish piling up behind hoardings and in suicide pits - all too common nowadays. Excerpts from the 'Standard' newspaper catalogue the fires and incidents from 1980 to 1985 (Goodge Street, Wood Green, Oxford Circus etc).

Since the video was clearly made without LUL's permission, those doing the talking remain anonymous, but there are some interesting scenes shot in Upminster depot and in an unidentifiable Metropolitan Line siding. Also there are two staged 'incidents' which appear to have been filmed on 'normal' trains in 'normal' service. One shows a mother and child being separated by the careless operation of the doors, whilst the other demonstrates how a guard would walk to the front of the train in order to drive it if the motorman had collapsed. The guard (complete with hat) is seen walking from car to car on a 1972 stock train, which is itself almost certainly stopped in a tunnel and in passenger service! Just how long this took to film and how long the delay to the service was isn't said.

The film ends with the introduction of OPO onto the District Line on 4 November 1985. Much criticism is made of the quality of train

radio and of other OPO-related equipment. A blackboard notice is shown which reads: 'mirror out of alignment', dated the very first day of District Line OPO! Admittedly this could have been staged for the camera, but there's no denying that the TV monitor shown is genuinely defective.

The video raises some serious questions about the desirability of OPO on the Underground, as well as some not so sensible ones (for example, the driver can see as much of the train whilst in a station as a guard can, so separating parties, trapping persons etc., should be no more of a problem under OPO as in two-man conditions). We all know that some guards do not do their jobs properly when trains leave stations and do not check tail-lights when the train is delayed for some time, and thus make no contribution towards passenger safety. Nevertheless, the problems of stress, boredom and the difficulty in dealing with certain incidents under OPO, as well as the reliability and suitability of train radio and the platform mirrors and monitors are valid causes for concern, and have not been in my opinion suitably dealt with by London Transport yet.

All in all an interesting tape (though there are some unnecessary computer graphics mid-way through), and though it is unlikely to change anyone's pre-held opinion about the subject, it does give an insight about how some of those 'at the sharp end' feel.

"One Man: 2,000 Jobs" is available (VHS only) for hire or rent from:  
London Strategic Policy Unit  
Middlesex House (5th floor) Transport Unit,  
20 Vauxhall Bridge Road,  
London SW.1 (01-633-8933/01-633-3613)

Or from:-  
Transport Resources,  
98 High Road,  
Ponders End,  
Enfield,  
Middlesex (01-806-4365 - After 6pm)

KTR

#### LETTER TO THE EDITOR

Sir,

#### Finsbury Park Lifts

With reference to Underground News No. 302, page 26, on the GN & CR side there were four lifts, two in each shaft; in 1917 it was recorded that only one was used in the slack hours, three in the rush hours and it was recommended that the two lifts in one of the shafts should be replaced with stairs 'as has already been done in the case of the GNP & BR shafts', then one lift could be worked all day and two liftmen saved. In January 1920 it was decided to instal double circular stairs in one of the shafts as the GNP & BR had done. This was formally agreed by the Metropolitan board on 20 July 1920 and a tender of £2,896 was accepted on 29 July. Removal of the two lifts was reported as completed on 18 January 1921 (they were sold off as scrap) and the stairs were opened to the public on Sunday morning 24 April 1921. A note of 16 January 1923 by Wardle to Selbie mentioned 'the two remaining lifts were inoperative, 'the machinery having been removed'.

In February 1920, in an attempt to ease the very

serious congestion at Finsbury Park, an experiment was tried of making exit passengers from the GN & CR leave the station via the lifts and the GNR barrier during the rush (08.00 to 09.30) but this caused serious inconvenience, and in the face of GNR protests, the arrangement was terminated from the start of traffic on 4 May 1920. (All from MET 10/311, GLRO). It would seem from this time that the two lifts not removed in 1921 remained in use until at least that year, but were rendered inoperative around 1921-22. I have a note that I saw them still resting at the bottom of the shaft in September 1959.

As for the GNP & BR lifts, there were also four here (see, for example, RM 116/89) in two shafts, and these were described as C & A Musker hydraulic in the TRAMWAY RAILWAY WORLD of 6 December 1906. A GNR Minute of 4 March 1909 states that the GNP & BR lifts at Finsbury Park 'are to be removed', the cost to be debited to the tube company. I assume this work took place shortly afterwards (i.e. in 1909 or 1910) and that the GNP & BR staircase in the shaft mentioned in the 1917 Metropolitan Railway paper was built about that time. This would have left the two lifts in the other shaft, which were apparently still used, at any rate in rush hours, until 1921 or some earlier date. They certainly could not have been used for any purpose after 1921-22 as MET 1/29 of 7 December 1922 records that the pumping station had been 'closed for some time'.

The reason why hydraulic lifts were used at Finsbury Park was that since the shafts were directly below the GNR main line tracks, there was insufficient headroom for electrical machinery. The pump house was on the west side of the GNR lines about 120 yards from the lifts and from 1 October 1907 was manned jointly by GNP & BR and GN & CR staff (Joint Circular No. 24, Bakerloo, Piccadilly & Hampstead Railways). All these hydraulic lifts rose in an open chamber surrounded by an unclimbable wrought iron fencing, instead of the usual wooden panelling, this to assist ventilation in the confined space.

Yours sincerely,  
Alan A. Jackson.

Dorking, Surrey.  
12 February 1987.

#### POINTS OF INTEREST

#### Metropolitan Saloon Stock

With reference to page 58 of Underground News No. 293 (May 1986), further locations of Metropolitan saloon stock stored during the War have come to light. These were -

2539 2540 9482 Acton  
9477 9478 - Ealing Common

... leaving the locations of 2560, 6527 and 6534 still unknown.

It is interesting to note that Hammersmith & City cars 9210 (see also note re-Slide show - UN 291, March 1986, page 35), scrapped 21.3.38, and 6233, scrapped on 29.1.42, were both at Neasden LNER shed during the War.

#### Bakerloo Car on the IoW

Your Editor's attention has been drawn to a photograph taken c1929-30 of a Bakerloo Leeds

Forge-built trailer being hauled by a road vehicle 'Westmore Limited, Haulage Contractors, Newport, IoW'. It is presumed that the car was to be put to further use on the IoW (but not on the railway), but details need confirming. The Leeds Forge-built trailer car was one of two built in 1914 for the Bakerloo Line (Nos. 238 and 239, which were renumbered 1698 and 1699 respectively in 1926), being withdrawn from service on 21.6.28 (both cars) and 'scrapped' on 27.7.28 (No. 1698) and 27.6.28 (No. 1699).

This raises the questions -

1. What was the car that went to the IoW, or did both go,
2. Where did it/they go to and for what purpose,
3. What happened to it, and -
4. Is it still in existence.

Your Editor would be pleased to receive any information on the subject.

#### Intended Underground Steam Locomotives

Further to the note in UN 300 (December 1986), page 170, regarding 'tank engines of the LMS/LNE/GW earmarked to haul trains over the SR or LPTB if enemy action interrupted power supplies'. Our attention has been drawn to the RCTS publication 'Locomotives of the LNER part 7: classes A5 to H2.

With kind permission of the RCTS, the following is reproduced from the above noted publication:-

During the 1939 war thirty-six engines of classes F4 and F5 were prepared to suit the restrictions of the Underground loading gauge by decapitating their chimneys to form short stovepipes. They were to have been used on the Metropolitan and District lines in the event of damage to key power stations and some of the older GE suburban train sets were also earmarked for this purpose. The engines involved were Nos. 7075/6/8/9/5/6, 7100/3/4/1-4/7/71/9/84-8, 7219/32/3, 7573/4/8/9/81/4/8/9/90, 7782/3/5/7/8, but none was actually called upon to perform these emergency duties. After being put on one side at the beginning of the war, they gradually drifted back into normal service. Some of the engines recorded above retained their short stovepipes until withdrawn, whilst due to changing of chimneys when undergoing overhaul, others which had not originally carried short stovepipes, received them in later years. Similarly, some of these chimneys found their way on to F3 and F6 class 2-4-2T's, and class E4 No. 2782 was also running with one for a time. In addition, due to the ravages of time some of the cast iron chimneys were out and make-shift chimneys, generally fabricated from sheet steel and the original base, appeared on several of the 2-4-2T's: No. 67162 (7214) ran from about 1951 to 1955 with a very fair imitation of one of the GE stovepipe chimneys complete with beading round the top.

Other interesting topics of Underground interest, include the following, again reproduced with kind permission of the RCTS:

Between December 1929 and February 1930 eight F5's (Nos. 7091/4, 7104/8/9/10/70, 7780) and one F6 were equipped with trip cock gear for working over the electrified East London Line. This consisted of a small lever on a bracket situated below the rear buffer beam, one on each side for forward or reverse running,

which could be actuated by the automatic line-side train stops. If a signal was passed at danger, the trip was struck, thus opening a valve, which applied the brake. It may be mentioned that this was not the first application of train stops to the F5 class as, in October 1920, No. 96 was equipped with the Regan train control system and underwent trials on the Fairlop Loop. This system was electro-mechanical and incorporated a speed control in addition to the automatic stop device.

London Transport modified their requirements for the position of the trip cock gear in 1947 - it was then to be positioned not more than five feet from the leading wheels. This necessitated transferring the offside gear to a place in front of the leading wheels. By the end of 1947, fifteen F5's had trip cocks, Nos. 7192/8/9, 7200-3/7-12/4/5 (7145, 7785-8, 7091/4, 7103/4/8/9/10, 7780, 7590, 7170) but commencing in 1948 several of these engines had the gear removed. In 1949 five F5's were fitted with push-and-pull gear specially for working the Epping-Ongar line and their duties involved running over the London Transport electrified section from Leyton. For this, trip cocks were required. Of the five engines concerned Nos. 67193 (7147) and 67213 (7589) had not previously carried the apparatus whilst No. 67218 (7789) was also fitted when it was sent to Epping from Yarmouth in 1955.

#### ENGINEERING WORK

##### Rayners Lane - 15.3.87

Work on replacing the point-work at the west end of Rayners Lane station took place on Sunday 15 March 1987, completing that type of work in the area. It will be recalled that the points and crossovers east of the station were renewed during 1985, and as on those occasions, the new pointwork was assembled at the far end of Rayners Lane station car park, prior to actual installation.

Until about 16.30 Piccadilly Line trains scheduled for Rayners Lane reversed west to east at South Harrow, while Metropolitan trains reversed north to south at Harrow-on-the-Hill. On the Uxbridge branch, a two-train service operated between Uxbridge and Eastcote, operating 'single line' on the eastbound from Ruislip siding to Eastcote eastbound platform. A usual 20-minute service was able to be provided between Eastcote and Uxbridge. Two replacement bus services were provided from Eastcote to Harrow-on-the-Hill calling at Rayners Lane and South Harrow and from Harrow-on-the-Hill direct to West Harrow.

After 16.30, through services were restored at Rayners Lane, but the siding west of the station was not available for reversing Piccadilly Line trains. Therefore such trains had to reverse in the westbound platform. So as not to delay the Metropolitan service excessively, eastbound Piccadilly trains departed slightly earlier than usual, standing for time (4-5 minutes) at South Harrow. Metropolitan Line trains to Uxbridge were booked 2-2½ minutes stand time at Harrow-on-the-Hill, thereby slightly reducing turn-round time at Uxbridge.

On Monday 16 March, the siding and associated pointwork was still not available for use and off-peak Rayners Lane trains reversed in the westbound platform. During the peaks, however, most scheduled Rayners Lane trains were diverted to Northfields to reverse. The siding was

available for reversing from Tuesday 17 March.

ADVERTISEMENT

Postal Auction

The following items are available for sale by post:

1. As a complete lot only -

- 172 postcard black-and-white photographs of BR EMUs, DMUs and locomotives, mostly taken in the late-1970's, and ..
- 91 5 x 7" black-and-white photographs of BR EMUs taken in the late-1970's, some duplicating the above postcards.

2. As a complete collection only -

Early-1950's Hornby '0'-gauge clockwork train set: locomotive, tender, three four-wheeled coaches and track, complete with box. In addition there are four points, an 'X' crossover, level crossing and enough track to make a figure '8' layout with two straight sides.

Any member wishing to make a bid should write to Mr. B.R. Hardy, 'Heidi', 13 Castleton Road, Eastcote, Ruislip, Middlesex, HA4 9QQ, on or before Saturday 30 May 1987. A separate bid is required for each collection. Bidders should send no money but state their bid(s). No acknowledgements will be sent, but the successful bidder(s) will be asked to forward his/her remittance and state method of collection required.

The right is reserved not to accept any bid. Bidders, please quote your membership number.

SOCIETY SECTION

Competition

An American member of the Society has written to the Committee asking if a trip around the London Underground could be arranged, designed to the following specifications:

'The purpose of this day on the Underground is to show an American LURS member a representative sample of the London Underground. The trip is to last for one day. It would be done on a weekday starting and finishing at Knightsbridge station or a nearby point. The trip should be broken into two three-hour portions: One in the morning starting after the rush, a break for lunch, and then an afternoon trip.

I am not interested in setting any records for the most miles, stations, lines, etc. travelled or visited. The intent is to visit in the time available a representative sample of the Underground. The number of lines travelled, stock used, stations passed through or utilised, stops and transfers should maximise the experience on the Underground, not set any record. There are no fare restrictions or limits on the number of times a barrier is passed. There is no desire to see sights outside the Underground, as I have been to them before or have planned a visit for another day in my trip.'

Please send your entries (only one per member) to Mr. J.F. Thomason, 24 Reveley Square, London,

SE16 1HS, to reach him by Saturday 30 May 1987. Please ensure your name, address and MEMBERSHIP NUMBER are quoted.

Prize: Free membership to the Society for the year 1988.

The decision of the judge(s) will be final.

February 1987 Baden-Powell House Meeting

Piers Connor, a former Chairman of the Society, returned on 13 February to talk about and display slides of some of the Metro systems which he visited during a year based in the Republic of China (Taiwan) as a consultant to the planned Taipei Metro. Each sequence of slides commenced with slides giving some 'local colour' and was followed by a short question and answer session, which enabled members to ask about each system whilst questions were fresh in their minds.

HONG KONG was introduced with pictures showing the Star Ferry, trams, buses and taxis serving the needs of this overcrowded territory. The first section of the Mass Transit Railway (MTR) opened in October 1979 and now has three lines serving Hong Kong and Kowloon (with one under construction). It lives up to its name with vast concourses, and long ranks of ticket barriers and ticket vending machines. Tickets can also be bought from concessionaires such as bank counters. The tickets are plastic and magnetically coded, credit card size, which are retained by the barriers and sorted and re-validated by disabled labour. \$100 stored value multi-ride tickets are also available, which give a free ride to anywhere for your last journey irrespective of the residual value on the ticket! Piers was able to display one of these tickets. The architecture of the MTR is dull and uninteresting, with drab concrete trackside walls and plain tiling on platforms, only relieved by occasional bands of colour. Station names are shown on pillars in English and Chinese alphabets in black on whatever the background colour is, making station identification from the train difficult. Each station has a dwell-time clock to assist on-time departures. Services are provided from about 06.00 to about 00.30 each day, with 2½ minute service in the peaks and 4-6 mins off-peak. Entrances to stations are raised above street level to avoid flooding during the frequent typhoons, and most track sections are covered, both for this reason and to maximise the land utilisation. Even the main works has flats for 25,000 people above it, together with a shopping centre, bowling alley, etc! Piers commented that it was possible to live on the roof of the works and never leave it, so comprehensive were the facilities! The depots have raised tracks, instead of pits, for under vehicle attention, and the overhead wire can be earthed to the track for safety when required. Originally, all cars were common user and maintenance suffered as a result. Now all trains are allocated to a specific depot with a major improvement in availability and presentation.

The eight-car trains (seven motors plus one trailer) are designed to carry 2,500 people at crush load and operate at 1,500V dc overhead, in tunnels with restricted clearances originally intended for 3rd rail operation. The change was made to enable the quick evacuation of a failed train. Emergency buttons provide voice communication with the driver, not braking, as stoppages in the tunnels are to be avoided. Under the prevailing conditions of crush and heat, life

expectancy without air conditioning would not be long! To enable quick evacuation, end doors glide to one side and a ramp lowers onto the trackbed from which passengers can descend two abreast. The automatic driving system is a close relative of the Victoria Line ATO system, and manual controllers are fitted for emergencies. Doors slide externally as on the 1986 Tube Stock prototypes. Interiors are very functional, with stainless steel longitudinal seats and plentiful fire extinguishers. Hong Kong has fire phobias, following some nasty fires in the Colony in the past. Smoking in the trains or stations is strictly forbidden. GEC camshaft control is fitted to most of the nearly 700 cars, but a few thyristor controlled prototypes are running. For works trains, Brush battery locomotives were specially purchased, and there is a surfeit of diesel locos (including some left by contractors!). L24 (!), a green 4w diesel was shown.

SEOUL (South Korea) provides a complete contrast, with broad avenues and a mixture of ancient and modern. A continental climate gives 90° heat and 98% humidity in summer and deep snows in winter. Photography is not permitted but nevertheless, Piers was able to show a selection of views of this five line system, one route (Line 1) of which is shared with the Korean National Railways (KNR). Eventually, ten lines are planned, to serve a population of 2-4 million. The system is 1,500V dc, with 25kV ac on the KNR section of Line 1, for which that line's stock is dual voltage. Each station is numbered and the prominent station signs give the names in English and Korean as well as the number, show the adjacent stations in each direction, and which direction the train on that platform is going! This feature is also found in the Japanese systems seen later. Ticketing systems were largely manual at the time of Piers' visit, but a changeover to AFC is in progress. A photograph of the neighbourhood is placed at each exit showing the position of the entrance relative to its surroundings! Near each platform edge is a tactile strip to guide blind passengers, and there are (non-tactile) markings to show where the doors are. Queues of intending passengers form at these places. The architecture of each stations has been carefully designed using stainless steel, brick, concrete, tile and plastic to good advantage, including relief murals and a station where the white tiles on walls and pillars appeared to be melting away to reveal stainless steel below! Words cannot do justice to this interior architecture. By contrast the exteriors are very plain, but finished with traditional oriental features. Cleaners are employed all day to keep the stations spotless. The escalators are kept closed except at peak hours, but stations are only shallow cut and cover or low elevated. The three bridges over the River Han are painted to match the colours of the lines that use them green (Line 2), orange (Line 3) and blue (Line 4). The rolling stock is similarly colour coded. Red Line 1 has cream and red Japanese built 1974 Stock owned by the Subway and similar blue and white stock owned by the KNR. The "Circulation" Line 2 (Circle Line) uses white and green 4-car trains built locally at Daewoo. New GEC Stock is silver with blue window surrounds and a red band.

Piers described JAPAN as Hong Kong on a huge scale. All flat ground and most hillsides are used for building or agriculture. The cost of living is astronomical. There are seven Subway systems, of which we were shown four.

TOKYO has two systems, one with seven lines and one with three. The systems are labour intensive (even ATO trains have a driver and a guard!) and manned ticket barriers are the norm. However both of the two companies have their own ticket machines at the stations, with route maps above, and tickets are not interchangeable. Note changing machines are provided. Platform staff have radio microphones to give announcements and ceiling-mounted dipole aerials to receive their transmissions can be seen. Power supply is normally 650V dc overhead rail, but the Ginza Line uses conventional third rail with a safety capping. Two of the ten lines are 1,435mm (standard) gauge, one is 1,237mm and the remainder 1,067mm (3ft 6in) to allow through running on the JNR (Japanese National Railways) and various private railways. Each station has timetables and a time map showing the journey times to the other stations on the line. Smoking is allowed off-peak (i.e. except 07.30 - 09.30 and 17.00 - 19.30). Tactile platform markings show platform edge and door positions. On joint lines separate coloured markings are given for the different stock - yellow for Subway and white for private railway stock. An unusual feature of the Ginza Line was an elevated station on the third floor of a department store. A refrigerator on the station platform provides cold towels for drivers to wrap round their heads. There is a small Metro museum near one station, advertised on a hoarding showing all eight current types of stock. The latest stock (on the Ginza Line) has illuminated maps showing which station is next, direction of travel and on which side the doors will open. Special seats for disabled persons are coloured grey and there is at least one such bench per car.

KYOTO was briefly visited, where there is only one line with eight stations.

KOBE also has only one line, which again uses the overhead rail system. In addition, it has a people-mover line, the Portliner, with 600V ac rubber-tyred cars running from a Metro station on an out and back loop around the dock area. Points operate by raising and lowering a point rail, and platform screens and doors are fitted.

OSAKA's New Tram is another rubber-tyred people-mover differing in that the cars have sensors fitted to their guidewheels detecting bars at points which tell them to turn or carry on and the cars then steer themselves as necessary. Osaka also has a six line Subway, similar to those in Tokyo with each train painted in the line colour. As in most of the lines shown, the logo bore an uncanny family likeness to the LT bullseye!

SAPPORO was mentioned but not visited, there being a rubber-tyred line there with snow sheds.

Finally one slide showed the first of SINGAPORE's cars at the depot. This line will use under-running 3rd rail as in Docklands, but with platform doors.

Unfortunately, fewer members than normal braved Friday the 13th to attend, but those who came had a fascinating evening and thanked Piers heartily for his presentation.

LCS

#### March 1987 Baden-Powell House Meeting

Members welcomed the Society's Chairman, Mr. Fred Ivey, who presented an illustrated review of

Photographs opposite: Top - the four-car train of 1986 Prototype Tube Stock built by British Rail Engineering at Derby was the second to be delivered to Neasden, on 15 November 1986. It is seen at Aylesbury on that day, having been delayed by a late-running rail tour. The exterior colour scheme of this train is blue. Small car numbers can be seen on the ends of the car. South end 'D' DM No.13, minus shoe beams, is coupled to Match Wagon/ex-Brake Van B585. Lower - The first train to be delivered was Metro-Cammell built train 'C', the colour of which is green, and is seen at Amersham on 25 October 1986. Although your writer has been assured that car numbers do exist on this train, he has yet to be shown where! Compared with train 'B', above, the sides of train 'C' appear to be straight below cantrail level. (Both photos: R.J.Greenaway).

1986 Underground events at the March 1987 Baden-Powell House meeting.

Fred began with a general introduction of the most notable happenings of the year. This comprised the Terminal 4 opening, the running down of Acton Works for train overhauls, OPO introduced on the Metropolitan (main) line and the delivery of the green and blue prototype trains of 1986 Tube Stock. But for the railway enthusiast, the highlight was probably the return of the 1938 Tube Stock from 15 September. Six months previously, when the 'Farewell' tours were being run, very few envisaged that they would be running in normal passenger service again.

We were then taken back to the beginning of 1986 for a more detailed look at the year's Underground events, and began with views of the north end of Neasden station, where the track layout into and out of Neasden depot had been remodelled. On this occasion we saw a new crossover being installed connecting the southbound Jubilee Line with the northbound Jubilee Line. (It was interesting to note that this crossover, and its associated signalling, was not commissioned until 29 March 1987). For this work the Jubilee Line service was 'cut' in two: Stanmore & Wembley Park and Willesden Green & Charing Cross. On the latter service, all but one train was provided by Bakerloo Line (1959) stock and we were treated to slides of this interesting operation, complete with the trains showing their temporary destinations in the offside cab window. One train, seen at Willesden Green, happened to include DM 1052 leading, which was, Fred recalled, written off in the Kensal Green collision later in the year!

What was then thought to have been the two 1938 Tube Stock farewell tours were featured - on 30 March and 6 April, each trip being identical in terms of itinerary. An unusual view of the 'Starlight Express' descending the Neasden depot flyunder, heading towards Wembley Park, was featured, along with visits to Harrow & Wealdstone and passing Kensal Green station.

The Piccadilly Line route diagram at Hammersmith with its amendment patches on the Hounslow branch conveniently led us into the next subject - the Royal opening of the Heathrow Terminal Four station on 1 April. Both special trains for invited guests and the Royal party were seen, including a specially prepared headboard for the latter, which included an elusive shaded figure '4' in each top corner. All special trains had the new colourful roundels fitted to all the cars, but it was noted that these had not yet reached any other trains in service. It was intended to use former ETT unit 894, specially cleaned and prepared for the occasion, with another unit, but a braking defect caused the spare train to be used for Royal duty. Yet a fortnight later, the camera caught this disgraced unit, still looking very smart, shunting cars 314 (never having entered service) and 888

(fire-damaged in August 1982) at the Boston Manor end of Northfields depot. This series of slides concluded with pictures of the impressive Heathrow T4 station, with its 'marble' platform finish, the multi-TV advertising screens and spacious booking hall.

A visit to Wimbledon on 22 April saw Fred rewarded (eventually) with the return of the Weed Killing Ballast Motors (L150/1) which had been to Chipman's of Horsham for some months to be fitted with new and additional spraying equipment. The electro-diesel locomotive was removed in East Wimbledon SR depot and two battery locomotives (L54 and L62), which had arrived previously, coupled to the train for return to Ealing Common depot. The formation of the train also included the tube match wagons which, although converted from brake vans, still outwardly retain a brake van appearance.

Among several track recording workings of 1986, which included the use of a three-car 1973 stock unit on some tube lines, the BR vehicles dominated the scene on the Metropolitan and District lines. DMU 'Lab 5' was used on some occasions, while on others the High Speed Track Recording Coach between Hastings DEMU power cars was utilised. The interesting shunt moves of the latter train at Finchley Road are always good for eating up film - from the southbound Metropolitan Line onto the northbound Jubilee Line, back into the northbound Metropolitan Line platform, and then forward to its ultimate destination! Staying with the Hastings diesels, the all-day farewell tour of Sunday 11 May included LU metals in the early-afternoon. The twelve-car special had to be split into two six-car portions before venturing onto the Underground. This was done at Aylesbury and the two portions ran a short interval apart, re-coupling taking place later in the afternoon at Marylebone. Fred captured a unique picture of the two trains at the north end of Neasden depot, one departing descending the flyunder as the second one arrived.

In May 1986 Acton's twin shunter (L13A/B) made its way to Ruislip for eventual scrap, as it was no longer required for service due to train overhauls being firmly established at depots. The first depot to take overhaul work was Golders Green in 1985, but also took the Jubilee Line's 1972 stock from January 1986. Fred recalled and illustrated that overhaul dates on stocks built from 1967 had been discontinued by Acton Works since 1982, but Golders Green had reintroduced these, along with their own distinctive 'GG' logo. Throughout the year the Metropolitan Line's trains, stations and trackside structures had become the victim of some of the worst graffiti attacks, with the abhorrent vandalism of now infamous names such as 'Coma' and 'Tilt' at the forefront. We should not forget, however, that other lines have also suffered with this growing menace.

Sunday morning 20 July will probably never be







Photographs opposite: Top - By the end of 1986 the fire-damaged northbound Victoria Line platform at Oxford Circus had been rebuilt, utilising vitreous enamel panels. Much use has been made of white and Victoria Line light blue and the end result is, in your writer's opinion, rather pleasing, and far superior to the mosaics at Tottenham Court Road. Lower - The themes of Snakes and Ladders and the movement of people has been incorporated on the rebuilt platform, a design that first appeared on the adjacent Bakerloo Line platforms when they were modernised in 1984. This theme has now been incorporated in the southbound Victoria Line platform recesses, replacing the original motif. See photograph on page 37 of Underground News No.279 (March 1985) for comparison view immediately after the fire. (Both photos: R.J.Greenaway).

forgotten by our presenter, for he was on duty at Neasden. What had been a very quiet 'early' shift, Fred recalled observing from his office just after 10.00 a southbound Jubilee Line train leaving the rails on approach to the station. This was the Neasden derailment (see UN 297, page 120 and UN 298, page 142) and stopped services for the rest of the day, except for a single line shuttle introduced on the northbound Metropolitan Line between Wembley Park and Willersden Green. Photographs taken early on were provided by Brian Hardy, including one of the steam specials passing the scene of the derailment on the adjacent BR tracks. Later on, after the finish of duty, we were able to see the progress being made on re-railing the three offending cars of 1983 Tube Stock. This event caused some hasty stock transfers and we saw the interior of car 3363 (which was then still allocated to the Northern Line) with a grey 'Jubilee Line' name at the top of 'J' door. A further offshoot of this derailment was the requirement to return all 1983 stock trains to Neasden depot every night for examination, for a period of time.

The last stages of A stock OPO conversion were recorded on film, from the last crew-operated train transfer to Acton Works on 1 August, to the last to be converted, which returned to Neasden via Ealing Common depot on 22 September. The external differences on OPO-converted A stock trains were pointed out - driver's window, new and additional window wipers, new headlights and 'A'/'D' end identification stickers. OPO on the Metropolitan main line started on 29 September and has settled down well, apart from some teething troubles on the converted trains, which were hitherto almost trouble-free. In the autumn of 1986, a spare trailer of A60 stock, 6036, was formed into a four-car unit of A60 stock, making five cars in all, having been converted to a Sandite vehicle. Known as the Rail Adhesion Train, it acquired the title of 'the RAT', but soon after, perhaps not surprisingly, earned the soubriquet 'ROLAND' (the RAT)!

Naturally, the return of the 1938 Tube Stock to the Northern Line was featured - the 'Starlight Express' being the first to carry passengers again on 15 September, amidst much media interest. Fred recalled his TV interview on the subject, which he had regretted somewhat afterwards, with the usual questions and comments that normally follow such events! He did, however, travel on the first round trip, from Morden to High Barnet, and back again, as well as recording the event on film - no doubt with this meeting in mind! While all this was going on, work was proceeding on restoring the other four trains to passenger service in original livery. The initial test runs of 10221+11184 were seen at Rayners Lane and South Harrow on 22 September, looking resplendent in the late-summer sunlight.

The review continued with the delivery of the 1986 Tube Stock, the first of which, train 'C' (green) arrived at Neasden on 25 October, hauled by a blue class 31 diesel locomotive. The second

train to arrive was the BREL train 'B' (blue), hauled by a grey-liveried 'Railfreight' class 31. (Speculation arose as to what colour the locomotive might be to deliver red train 'A'!). Delivery of both these trains included the use of LU's tube match wagons - ex-brake vans B580/5, last seen being used to return the Weed Killing Ballast Motors in April.

To round off the year, rolling stock wise, Fred recalled the Kensal Green collision of 16 October, and how the unit involved, 1052, was seen earlier in the year on loan to the Jubilee Line for a day. The aftermath of the collision was illustrated with a pair of battery locomotives (L33 and L53) arriving at Wembley Park returning to Neasden depot, having been utilised for shunting at the scene of the accident the previous night. With the almost complete demolition of 1959 stock DM 1052 and severe damage to trailer 2052 and NDM 9053, their place was taken with spare cars 1084, 2084 and 9085, available from the Northern Line. On 17 November we saw Pre-1938 pilots L130/1 flanking NDM 9085 arriving at Stonebridge Park, to be recommissioned for service.

Attention then turned to Underground stations, with a selection of slides showing the modernisation work taking place. At Euston (Charing Cross branch), Holborn and Embankment, it was seen that the original tilework was retained behind a new framework, on which were attached the new vitreous enamel panels. The year 1986 also saw the introduction of many more Dot Matrix indicators, not only on the Northern Line, but on the Central, Bakerloo and Piccadilly also, and on occasions it was possible to see both the old and new working side-by-side, although not necessarily both displaying the same train order!

The evening concluded with a cine film of some of the aforementioned subjects, bringing to life the atmosphere of these events. The audience expressed its appreciation to Fred for compiling an interesting and varied selection of photographs and film. Not only does one require patience to record these events, but stamina as well - the endurance of waiting, sometimes often for an hour or more, and often in wind, rain or icy conditions, beats any 'survival' course! We were also pleased to welcome to this meeting Netherlands LURS member Mr. Bert Steinkamp, a regular contributor to Underground News on the Paris Metro and London Underground tickets and fares, who was able to find some spare time from his busy business schedule to be with us on this occasion.

BRH

The Timetable (Continued from front cover)

Sunday 5 July

LPTL's annual Northern Heights Walk and Study Tour, including transport by vintage bus. 10.15 from Finsbury Park station. Fee of £2.00 for

Photographs opposite: Top - As reported elsewhere in this issue, Network South-East livery has arrived on the Isle of Wight. The first three-car train to be completed in the new colours entered service on 2 March 1987. Two days later this train is seen at Ryde St. Johns Road and offers an interesting comparison in front ends between the old and new styles. NS-E livery has only been applied to the car sides - the trailing ends are painted black. DM No.9 (minus the 'S' prefix and 'D'-end identification letter) shows the re-positioning of the unit number and that the Isle of Wight really is white! (Photo: Brian Hardy).

Lower - The repainting of the Waterloo & City's class 487 stock into NS-E livery has meant, on occasions, that cars have had to operate in undercoat white, as seen on S53 at the rear of a train at Waterloo. Obviously, car numbers are not carried in this interim colour, the only identification being a tiny hand-written paper sticker in one of the windows bearing 'S53'. This five-car train also comprises three trailer cars in old livery and the far DM in NS-E livery, as seen on 12 March 1987. (Photo: R.J.Greenaway).

those wishing to participate. Applications, with SAE and fee, to: LPTL, 8 The Rowans, Palmers Green, London, N13 5AD.

**Friday 10 July**  
Talk, 'The Modernisation of London Underground Stations', by Mr. D. Hall, Architectural Consultant. 19.00 for 19.15 in the Conference Room, Baden-Powell House.

**Tuesday 28 July**  
Library Evening, 17.30 to 21.00. Other details as for 21 May.

#### FROM THE PAPERS

##### The London Daily News:

**24.2.87** - This first issue of London's first 24-hour paper devoted a large section to the graffiti vandalism rampant across the LU network. The report says that what was a craze last year is now an epidemic. The worst depots for attacks are said to be Neasden and Hainault, and when two BT policemen spent a fortnight observing in Morden depot at night, four arrests were made. Interestingly, the report claims that LRT refuse to acknowledge the existence of a graffiti problem, which is at variance with statements made by LUL's Chairman and Operations Director. Tufnell Park station was singled out as being especially bad, whilst the dot-matrix indicators were once again blamed for encouraging vandals to cross the tracks in order to write on the walls facing platforms. The report concluded that the elaborate refurbishments of Baker Street and Tottenham Court Road had beaten the vandals - but surely their cleanliness is due to being more heavily used? Indeed, there is already spray paint on the bare brick of Paddington (Inner Rail), which now only sand blasting will remove - very practical!

##### South London Press:

**20.2.87** - This issue recalls the Moorgate tube crash of 28.2.75 and how the London Fire Brigade continues to be prepared for such disasters. An exercise recently took place in disused tunnels near London Bridge. The scenario was an explosion, which caused a fire, trapping four engineers in the tunnel thick with smoke. A fifth engineer raised the alarm. This staged disaster ultimately called for ten fire engines and eighty firemen from nine South London fire stations. To add realism, firemen wore breathing apparatus and pumped water down the tunnels, and at one stage all torches were turned off. Introduced were guidelines with 'direction-finding' string as a result of a previous fire in a secret Government underground shelter in Norfolk.

##### Daily Telegraph:

**30.1.87** - Hyde Park Corner station will be closed tomorrow, Sunday, while asbestos is removed from the ticket office.

Yesterday, Mr. Mitchell, Public Transport Minister, visited Tower Hill, site of a £3-million enlargement scheme. He said that about £170-million will be spent this year on improving the London Underground, including £35 million on modernised stations, £35 million on the ticketing system, £24 million on track and bridge work, £10 million on lifts and escalators, £6½ million on OPO conversion of Piccadilly Line trains, £8½ million for new Jubilee Line trains, and £5½ million to improve the Central Line. Next year's spending is due to rise to £190 million.

**17.2.87** - A squad of unemployed young people is to be recruited to clean up some of London's graffiti as part of the UK 2000 campaign. Typical areas to be cleaned include subways and approaches to tube stations.

Greenwich Council is to seek a protected corridor for the extension of the Docklands Light Railway to Greenwich and Lewisham.

**21.2.87** - Figures released by the Department of Transport show that Britain subsidises its railways by £19 per head of the population per annum, compared with £28 in Holland, £32 in France, £38 in Denmark, £40 in West Germany, £71 in Italy and £77 in Belgium.

**24.2.87** - There has been a 20 million rise in the annual number of passengers using BR's South East Network. The lines north of London have seen the largest increase, especially the Bedford - St. Pancras line.

Four possible routes for an express train service between London and Heathrow airport are being studied: via BR to Paddington (via Iver), Victoria, or Waterloo (via Feltham) or to provide direct express links into the Underground via the Piccadilly and District lines by enlarging bottlenecks to get two airport lines into the heart of London.

The Allied-Lyons group is paying half of the £150,000 cost of painting the Waterloo & City line trains and giving them new seats, in return for being allowed to put its logo on the train exteriors.

#### ROLLING STOCK ALTERATIONS

February 1987

##### 1959 Tube Stock:

Overhauled at Stonebridge Park depot and re-entered service, Bakerloo Line - 1084-2084-9085-1053 2nd





Photographs opposite: Top - Farringdon, former City Widened Lines, on Sunday 16 November 1986 with an 'Electrification' train working on the new Thames (Snow Hill) Link. It can be seen that the current rails for the through SR - LMR service are already in position. The main route for trains will be TO the SR, as confirmed by the signal WH408, which already has a junction indicator in position, ultimately for use by Moorgate trains. This platform has been lengthened at the west end and now all trains, both four- and eight-car, stop at this signal, as confirmed by the chalked notice. Motive power for the Electrification train comprises two former class 501 DMs from the Euston-Watford line, with 97704 nearest the camera. Lower - Further to NF 8/87, BR's gauging train was stabled in Ruislip depot when not being used. It is seen sandwiched between battery locomotive L58 and electric locomotive No.12 'Sarah Siddons'. (Both photos: R.J.Greenaway).

**Overhauled at Golders Green depot -**

1156-2156-9157-1157 8th

**1962 Tube Stock:**

**Overhauled at Ruislip depot -**

1436-2436-9437-1437 11th

1618-2618-9619-1619 15th

Note: 1962 Stock overhauls at Ruislip currently include only interiors and door equipment.

**1967 Tube Stock:**

**Overhauled at Northumberland Park depot -**

3031-4031-4131-3131 18th

From Northumberland Park to Acton Works for repair -

3007 18th

**Changes to Unit Formations -**

From 3007-4007-4107-3107

To 3320-4007-4107-3107

**1972 Tube Stock:**

From Acton Works to Golders Green, ex-collision

L130+3420+L131 4th

Overhauled at Golders Green depot and returned to Neasden -

3456-4556-3556 13th

3256-4256-4356-3356 19th

From Neasden to Golders Green for Overhaul -

3453-4553-3553 13th

Note: The above unit is the last of 1972 MkII stock to be overhauled in the first cycle.

**1973 Tube Stock:**

**O.P.O. Conversions at Northfields -**

Unit	End	Date	Unit	End	Date
102	A	6.2.87	149	D	20.2.87
178	A	6.2.87	221	D	20.2.87
179	D	7.2.87	233	D	21.2.87
105	D	8.2.87	238	A	24.2.87
180	A	11.2.87	206	A	26.2.87
248	A	18.2.87	123	D	27.2.87

**O.P.O. Conversion at Acton Works -**

Unit	End	Date
870	A/D	24.2.87

Summary of O.P.O. Converted Stock at the end of February 1987 -

	Units			Trains
	A End	D End	A/D End	
As delivered	77	77	21	87½
Not available	1	-	-	½
O.P.O. Converted	43	40	9	46
Unconverted	33	37	12	41
<b>Total</b>	<b>77</b>	<b>77</b>	<b>21</b>	<b>87½</b>

**Overhauled at Cockfosters depot -**

130-530-330 9th

311-511-111 10th

**1983 Tube Stock:**

From Neasden to Acton Works for O.P.O. Conversion -

3609-4609-3709+3617-4617-3717 13th

3623-4623-3723+3620-4620-3720 18th

3611-4611-3711+3626-4626-3726 26th

From Acton Works to Neasden after O.P.O. Conversion -

3613-4613-3713+3616-4616-3716 2nd

3601-4601-3701+3612-4612-3712 13th

3604-4604-3704+3607-4607-3707 18th

3609-4609-3709+3617-4617-3717 23rd

**A60 Stock:**

Painted in white with 'Metropolitan Line' colour roof -

6036

**C77 Stock:**

From Hammersmith to Upminster for Overhaul -

5733-6733 3rd

5729-6729 24th

From Upminster to Hammersmith after Overhaul -

5730-6730 5th

5728-6728 24th

**D Stock:**

From Upminster to Ealing Common (collision) -

8035-17035-7035 9th

**Service Locomotives:**

Battery -

From Lillie Bridge to Acton Works for second 'D'-end buckeye -

L16 5th

**LIFTS AND ESCALATORS**

**February, 1987**

**Lifts:**

New Wadsworth Semi-Automatic (with thyristor control) in service -

Covent Garden Nos. 3 & 4 2nd

**Escalators:**

No change.

**March 1987**

**Lifts:**

New Wadsworth Semi-Automatic in service -

Holland Park Nos. 1 & 2 8th

Modernised Otis out of service for renewal -

Covent Garden Nos. 1 & 2 16th

**Escalators: No change.**

**NEWSFLASHES**

**NF 41/87** - To correct information in UN 303, page 48, the two cars of 1983 Tube Stock sent to Brush of Loughborough were for wiring layout verification in preparation for the second batch of 1983 stock. All three damaged 1983 stock cars and 1972 MkII DM 3557 will be repaired at Hunslet in Leeds.

**NF 42/87** - An eye-catching new poster 'The Tate Gallery by Tube' consists of a pale-beige canvas background on which the central area of the Underground diagram has been built up by squeezing lines of paint in the appropriate colours across the canvas. The tubes are paint tubes and feature the Tate Gallery. 'The Tate Gallery by Tube' is a colourful poster from a three-dimensional work by design group Fine White Line. It depicts London Underground's nine lines as strips of squeezed-out acrylic paint, colour-coded to the shades adopted for each line. The paint tube on the poster is labelled 'Pimlico' inside the London Underground roundel and it features at the point that Pimlico station appears on conventional London Underground maps. All lines are shown, including the Great Northern Electric, the Waterloo & City, Olympia to High Street Kensington and Aldwych shuttle. Each line is unbroken at interchange stations and it would be interesting to work out the order in which the lines were put down. The Bakerloo and BR lines are clearly joint-firsts. As with the normal diagram, there has been some difficulty in finding contrasting shades of blue for the Victoria and Piccadilly lines (how about Cambridge and Oxford blue?) and in getting the shades exactly right for the Jubilee and Metropolitan.

**NF 43/87** - New-lock uniforms for London Underground staff have gone on trial. The new outfits have been issued on an experimental basis to all staff at St. James's Park and Leicester Square stations, and selected train crews. The uniforms have been designed to be smart, comfortable and practical, as well as more prominent than the present grey suits. Male train and station staff will wear a light blue shirt featuring the corporate colour of dark blue and red in fine stripes with a two-tone blue tie featuring the Underground logo. Trousers are navy blue and there is an optional blue wool sweater. Female staff have blouses in similar colours, with the option of navy slacks or a six-panelled skirt in navy blue. The skirts feature pockets with a red stripe. Women will also have a navy blue cravat. Outer garments will include a blouson or lightweight summer jacket with sewn-down epaulettes, body-warmer with zip-in sleeves and waterproof coat; all are in blue, with red and silver detailing. Accessories include a fabric peaked cap for male staff and a brimmed felt hat for women. The new trial uniforms were commissioned from Ian Logan Design by London Underground. Their first step was to visit staff and talk to them about their preferences, and to note what type of clothes staff prefer to wear off-duty. The design has evolved through discussions with trade unions, staff, and various manufacturers. During the trial the clothing will be monitored for wearability, comfort, appearance and staff and public opinions. If the designs are approved the uniforms could be introduced later this year. Work on new uniform designs for other Underground staff is already in hand.

**NF 44/87** - London's Docklands Light Railway will be the centre of international attention during a rail transport conference in October. The

7.5-mile fully-automatic rail system will be opened on 30 July by Her Majesty the Queen. London Regional Transport's consultancy subsidiary, London Transport International, will host the Conference on 30/31 October, under the title 'Docklands Light Railway and the Future of Light Rail', in conjunction with the Light Rail Transit Association (LRTA). Conference speakers include the Minister of State for Transport, Mr. David Mitchell, LRT board member Dr. Tony Ridley who is also President of the LRTA, and the promoter of the £1.5-billion Canary Wharf development on the Isle of Dogs, Mr. G. Ware Travelstead. Other speakers include international light rail specialists and representatives of the new system's construction and equipment supply contractors. Delegates and speakers will study the DLR project and further light rail developments in Britain, Europe and America, innovative design, technological and financial details and passenger considerations will also be discussed. The conference concludes with an extended tour of the Docklands Light Railway.

Conference Bookings Inquiries: Telephone - 01-227 3310.

**NF 45/87** - The following comments have been offered regarding 'COMPLETE BRITISH RAILWAYS MAP AND GAZETEER 1830-1981' by C.J. Wignall, published by the Oxford Publishing Company, 1983:

1. A direct line from RUISLIP GARDENS to ICKENHAM.
2. PRESTON ROAD first station south of Stanmore Junction site.
3. London Area NW map shows separate present day LMR line as continuing beyond Chorley Wood and is not picked up on the smaller scale map after Chorley Wood.
4. No District Line HANGER LANE JUNCTION into EALING BROADWAY.
5. Former SOUTH ACTON line by-passes South Acton to join the N & SWJR line halfway to ACTON CENTRAL.
6. Direct line WEST KENSINGTON to OLYMPIA looping at first south of the District Line.
7. FULHAM BROADWAY shown as BROADWAY.
8. KING'S ARM station north of Putney Bridge.
9. North London Line extended from BROAD STREET to LIVERPOOL STREET (LT).
10. ST. MARY'S East London connection is shown northwards to WHITECHAPEL instead of south to SHADWELL.
11. Connection OLD KENT ROAD (South London Line) to SURREY DOCKS.
12. DEPTFORD ROAD station north of NEW CROSS (ELR).
13. Midland connection to City Widened Lines not shown while Circle Line stops at fold in page east of KINGS CROSS - bit EUSTON SQUARE and KINGS CROSS stations are not shown.

Reporter's comment: If these are all mistakes, what price relying on information for areas less well known??

**NF 46/87** - In connection with modernisation work taking place at Baker Street station, some interesting 1949 posters have been uncovered on platforms 3/4, by the stairs leading down to the Bakerloo and Jubilee lines. As is usual, already 'sticky fingers' have partly defaced and ruined some of these. Much of the platform canopies on platforms 1-4 are being renewed.

NF 47/87 - Refurbishment on the Wimbledon branch of the District Line by British Rail has included the repainting red canopy supports of Southfields, Wimbledon Park and Wimbledon stations. Both Southfields and Wimbledon Park have had the brickwork of the original 1889 buildings sand-blasted, to initial good effect, but alas the long overdue clean up - after years of neglect - coincided with a massive upsurge in vandalism in this area, and all exposed areas are now covered in spray paint graffiti. Wimbledon 'A' signalbox has also been cleaned, but without any adverse effect yet. Wimbledon's lamp standards reflect the two operators which serve the station, the main line platforms are lit by those coloured red for BR's Network South-East, whilst the ones on the District's 1-4 are painted green.

NF 48/87 - The disused two-car bay at the east end of platform 9 at Ealing Broadway has been finally filled in. Situated below the former New Works-style signalbox, it was one of the few reminders of the days of uncoupling on the District Line.

NF 49/87 - The 'Underground Group' solid-roundel signs at Mansion House were all removed towards the end of 1986. It is reported (thankfully) that they have been acquired by the London Transport Museum. The new roundel name-signs at Mansion House are of an almost unique design. They are of plastic, raised an inch or so off the surface. They have no frame or surround of any kind and the white 'infil' is provided by the existing wall tiles. All are of the same size with a diameter of approximately 18 inches, and the finish of them is matt - not gloss as is usual. Is this the ultimate anti-vandal design, with no edge frame to pull off and no white centre (as such) to write on? The only other signs of this new type can be seen at Heathrow Terminal Four station, although the sizes may be different from those at Mansion House.

NF 50/87 - New white boxes are appearing in Underground ticket halls. Lettered 'LFB' in red, they will contain station plans for use of the London Fire Brigade. Provided at tunnel stations, they have been introduced as a result of the Oxford Circus fire.

NF 51/87 - D stock east end DM 7035 was damaged in a buffer stop collision in Upminster depot in the morning of 12 January 1987 - during the bitter cold spell (if that has anything to do with it). The cab end is now concave, with one window shattered and the other knocked out. The 'M' door has been removed and the driving cab and Train Equipment Panel (TEP) have been pushed over at an angle. The coupler and headstock appear to be undamaged, being low enough to have fitted between the supports of the buffer stop, but all lights have been smashed. Thus a traditional oil lamp was utilised as a tail light when the unit was moved from Upminster to Ealing Common depot during the night of 9.2.87.

NF 52/87 - Work has started on reglazing the canopies of Acton Town station. Typically work commenced in the depths of winter, so the platforms have been liberally awash with snow, sleet and rain ever since.

NF 53/87 - The buffet bar at Kew Gardens station has been closed for some time, leaving only Baker Street with a bar 'inside' of the ticket barrier, on stations served by LU trains.

NF 54/87 - Many D stock advert cards are now held in place by thin white metal strips. These re-

call the old green wooden slivers which retained the adverts on the CO/CP and R stocks. These new strips are presumably designed to prevent the modern plastic-coated cards from falling down quite so often, and from hanging out menacingly above passengers' heads. Your reporter suggests that little improvement has been noted though.

NF 55/87 - Not previously mentioned in these pages is the issue of cap badges to the grade of Depot Clerk. This previously non-uniformed position is employed in trainstaff's depots, being concerned with booking on of train crews, and of the calculation of hours worked, overtime, etc. The standard dark blue supervisors uniform is issued, together with a 'gold' braided cap of the same style as Station and Group Managers. Most interesting though is the badge designed for this grade. The standard modern Underground supervisory pattern is used - a plain non-lined-out roundel supported by two chrome griffins - but surprisingly the colouring of the enamel is white. This will almost certainly be the last new design of badge issued on LUL to bear the legend 'London Transport'. As Depot Clerks never work outside of their offices these badges are never seen, and indeed some are now in the hands of high-paying collectors!

NF 56/87 - Additional television monitors are appearing on the District Line, mainly to cover trains making 'unusual' moves. Examples noted so far include: Ealing Common (two at the east end of the westbound platform, to allow for trains reversing back into the depot), Parsons Green (west end of eastbound for reversing back into 21-24 sidings), Barking (supports only at the east end of the westbound platform, for reversal back into the sidings) and Plaistow bay (existing monitor was suitable only for 'C' stock, not being visible from 'D' stock cabs - the original monitor to remain).

NF 57/87 - 'Tubeline', LUL's staff newsletter, was relaunched before the end of its promised run of eight 'hi-tec' issues. The new style is much more akin to that of L(R)T News (which continues for the present, at least), being produced on a lower quality paper. On the plus side though, it becomes more frequent (monthly) and now includes a letters column and there is still much use of colour. Tubeline No.1 (MkII) featured proposed new uniforms for operating grades. Dark blue in colour, relieved by red piping around the shoulders and on the cap, tunics would be zip-up, of the body-warmer type (out of fashion about six years ago), and for the first time shoes would also be issued to all staff. In addition, appropriately coloured equipment bags would be carried by train staff, replacing the current unsightly black canvas type. How unfortunate that the new uniforms are coloured blue and red, instead of the traditional blue and yellow associated with the Underground since the 1920's to the 1970's, particularly as red and blue is now used by British Rail porters, the Post Office (again) - and what prizes for the design of the Docklands Light Railway's 'Captains'? Tubeline No.2 carried correspondence almost universally condemning the new design, most staff preferring the old dark blue style of the 1960's (!) and - a centre-page spread was devoted entirely to the spread of graffiti across the system, and the views of staff were sought with regard to this problem.

NF 58/87 - Not previously reported is that the long disused shunting neck at Edgware depot (No.34 road) was finally removed during the summer of 1986.

NF 59/87 - Some time ago, notes appeared in Underground News on boundary markers (UN 264, page 204). Another example of the Metropolitan & Great Central Joint Committee's plate can still be seen set into the pavement in Station Road at Harrow-on-the-Hill, on the west side, outside the shop 'Carpet Rite'. It reads -

METROPOLITAN &  
GREAT CENTRAL  
JOINT COMMITTEE  
PRIVATE PROPERTY

An identical plate (but slightly worn) can be found just 18 paces away. Just around the corner, however, in Station Approach, a standard LT boundary marker is used -

LONDON TRANSPORT  
PRIVATE PROPERTY

NF 60/87 - It has been observed that the experimental heavy-duty matting at Shepherds Bush (Central Line) station entrance was removed on Wednesday night 4.3.87. A week later, it had re-appeared - in a much cleaned-up condition.

NF 61/87 - It is reported that revisions will be made to the London Underground diagram later this year, to incorporate the Docklands Light Railway and the BR Thames Link (Snow Hill). Some alterations to colours may take place - darkening the Circle Line yellow and lightening the Victoria Line blue, for example. (These proposals probably prompted the letter to 'The Times' on 19.2.87 - see UN 304, page 74).

NF 62/87 - It is interesting to note that the Ministry of Defence Ammunitions Depot at Bramley in Hampshire closed on 2.3.87, special BR DEMU railtours operating on the previous day. It will be recalled that three ex-Piccadilly Line control trailers operated there in the 1960's for carrying employees on the extensive internal rail system (Nos. 75148, 75202 and 75206). These were replaced in 1973 by three redundant 1938/49 stock UNDMs (30005, 30026 and 30043). Two went to Bicester in June 1979 (are they still there - Ed. ??), the other, we are assured, was scrapped soon after.

NF 63/87 - It has been observed that the original motifs on the southbound Victoria Line platform at Oxford Circus (red, brown and light blue 'blobs' within a circle, representing the different lines serving this station) have been replaced by vitreous enamel panels (two in each recess) incorporating the 'Snakes and Ladders' theme, this now being found on all other platforms at this station, including the Central Line.

NF 64/87 - Among the many illegal 'entertainers' currently 'performing' on the Underground, one is a Chinese singing nun who frequents the District and Circle lines. She is reported to start her singing with 'Jesus Loves You', but when passengers become amused, she then sings 'I'm Happy That You're Laughing'.

NF 65/87 - London Underground has joined forces with the Ideal Home Exhibition at Olympia in a television advertising campaign. The 10-second animated commercial was shown on ITV over a two-week period from 10 March. Narrated by actor Simon Cadell of 'Hi-de-Hi' fame, the advertisement continues the successful 'Where Shall We Go?' series, which has featured London attractions like the Science Museum and the Barbican. The new advertisement, by the Foote, Cone and Belding agency, features an animated needle and thread stitching a 'Home Sweet Home' embroidery. The eye of the needle becomes a tunnel with a moving train, and has the (corny) slogan 'It's a darn good way to travel'. This is the third joint television promotion in this series. The first was in conjunction with the Bike Show at Olympia in November 1986, the second, with the Guinness World of Records in December, is scheduled for further repeats in the spring and summer. Both advertisers gained substantial increases in attendance on previous figures for the period and claim the advertisement was a key part of that success. London Underground is currently seeking other organisations who would like to join in the 'Where Shall We Go?' campaign.

NF 66/87 - Several instances have been observed of six-car trains of class 313 stock working on the Euston/Watford service. A regular 'performer' seems to have been the 18.25 (MF) Watford to Euston. On the morning of 23 March, no Bakerloo Line trains were able to operate to Harrow & Wealdstone due to the late completion of weekend LMR engineering works.

NF 67/87 - Debden station ticket hall was closed throughout Saturday and Sunday 21/22 March, for asbestos removal.

#### TAIL-PIECE

Observed recently one Sunday on a blackboard at Whitechapel station -

LT regrets - WAPPING.

Due to no lift, passengers should travel to ROTHERHITHE and alight there.

(... and presumably SWIM from there, as Rotherhithe is on the opposite side of the river to Wapping and, of course, Shadwell is closed on Sundays !!)

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.

The last full list of Society Officers' addresses can be found on page 10 of UN 301 (January 1987), plus the amendments on page 55 of UN 303 (March 1987).

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

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