

UNDERGROUND NEWS

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THE TIMETABLE

Saturday 1 August

Leytonstone-Woodford (via Hainault) Study Tour.

Friday 14 August

Talk, 'London Underground Signalling', by Mr. J. Tilley. 19.00 for 19.15 in the Conference Room, Baden-Powell House.

Sunday 23 August

Library Evening, 16.00 to 21.00. The Society's Library open for inspection at 62 Beauval Road, Dulwich, SE22 8UQ.

Bank Holiday Monday 31 August

London Buses (Wandle District) trip to Quainton Road, Brill and Verney Junction. Full details from Wandle District Offices, 25 Raleigh Gardens, Mitcham, Surrey. Tel: 01-646 1747.

Tuesday 1 September to Friday 11 September

Overseas Study Tour to urban transport systems in France. Details on front cover of UN 307.

Friday 11 September

Talk, 'Acton's New Workshop' by Mr. I. R. Keys. 19.00 for 19.15 in the Conference Room, Baden-Powell House.

Saturday 20 September

LTPL's Autumn Transport Enthusiasts' Bazaar, East Ham Town Hall - 11.00 to 17.00. Admission 40p (under 16 & OAPs 20p). Free service of vintage buses to and from North Woolwich Railway Museum.

Monday 5 October

Library Evening, 17.30 to 21.00. Other details as for 23 August.

Friday 9 October

Presidential Address by Mr. M. A. Fopp, Director, LT Museum, entitled 'LONDON PRIDE' - The story of THE LONDON TRANSPORT AIRCRAFT PRODUCTION GROUP. This was the LT organisation that co-ordinated the building of Halifax bombers for the Royal Air Force. The whole enterprise was an incredibly complex joining-together of a number of organisations, co-ordinated by London Transport. It is hoped to illustrate the talk with a short film and some slides.

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WOODFORD WEEK

London's Underground trains are built to last between 30 and 40 years. Although each different design that is produced embodies improvements over previous trains, the basic layout and many other features of modern trains can be traced back to 1935. However, the stage is now set for a major leap forward. The next generation of Underground trains has begun with the delivery of three four-car prototype trains, each embodying different features. The new trains are the forerunners of a large fleet to be built for the Central Line in the 1990's, when the line is also to have completely new signalling.

To this end, an example of each type of prototype train was exhibited at Woodford station between 8 and 12 June 1987, and attracted journalists, trade unions, contractors, disabled groups etc. Both BBC London Plus and ITV Thames News carried generous reports on Monday evening 8 June. For the occasion, Woodford station had been cleaned and re-painted, and the exhibits in the bay platform also included a newly-overhauled three-car unit of 1972 MkI stock for comparison purposes.

Principal Design Features

The three prototypes are the first Underground trains to be designed with the assistance of an external design specialist, with responsibility for visual and ergonomic design, DCA Design Consultants Limited of Warwick who produced several design concepts which were the subject of considerable research with the manufacturers (Metro-Cammell and British Rail Engineering Ltd) before orders for the prototype trains were placed.

The prototype designs take account of dwindling energy supplies which may well be at a premium by the turn of the century. This is reflected in the greatly reduced body shell weight of the prototype trains.

Other features of the trains include:

- New method of body construction
- New traction control
- Air suspension
- Innovative passenger information system
- Regenerative braking
- Computerised multiplex control
- New methods of heating and ventilation

The three prototype trains each consist of two 2-car units; the trains have been given the identification classification A, B, and C. Each 2-car unit has a cab at one end and shunting facility at the other.

Each train is immediately identifiable by its cab end which is painted in a distinctive colour. Train A, built by Metro-Cammell, has a red cab; train B, built by British Rail Engineering Limited, is blue. Train C, also by Metro-Cammell, has a green cab. The interior colours are similar.

All the experimental trains are based at Neasden depot. Initially there will be a programme of tests involving the manufacturers and London Underground engineers using test track facilities. Once the manufacturers and London

Underground Ltd engineers are satisfied that the trains are working safely and as specified they will go into trial service on the Jubilee Line as one complete 8-car train made up of two four-car units. The Jubilee Line has been chosen because its more modern signalling is compatible with the new style of traction control on the prototype trains. The new system embodies many features which will enable the trains to be tested more effectively.

Construction

The bodies of the trains have been constructed by seam welding together wide longitudinal aluminium planks to form the car shape. This is the first time such a method has been used in building London's tube trains and it has led to other new design features. For instance, the doors are positioned outside the car bodies because the seam welded construction means that the usual slot for a rotary operated inside door cannot be incorporated; instead, linear door operators are fitted to the top of the doorways. The passenger door open push buttons are incorporated into the actual doors.

London Underground already has passenger door operations on most District Line trains and on the 1983 tube stock working on the Jubilee Line. The system is taken one step further on the 1986 prototypes because passengers will be able to close the doors as well as open them, even at terminal stations. Another useful new feature will be an audible signal given when the doors are being opened and are about to close.

One of the most distinctive features of the new trains are the cab ends. They are moulded in a fire retardant glass reinforced plastic. Two of the trains have windows at each car end which give the train a spacious and secure feel.

Train Control

The prototype trains have thyristor control traction equipment (commonly known as "Choppers" because of the way that they truncate the electric power to control the motors) with one set of control equipment for each two-car unit.

Braking and acceleration are smoother and the new trains incorporate an innovative control system known as Databus. This is a multiplex method of "time sharing" train wires with the aim of reducing their number. Databus not only controls the traction equipment, but it also carries the commands for most of the train's functions. It allows train drivers to control as well as monitor train equipment. It is "user friendly" giving information in words for both train operators and maintenance staff. A minimum number of safety functions are still controlled by conventional wiring.

Train Bogies

The bogies supplied with trains A and C are very similar to those on the 1983 tube stock. However, they have frame-mounted motors and not the conventional axle hung type usually used on London Underground trains.

The bogies on train B are of the type known as "steered bogies" because their layout enables the two axles in each bogie to steer as the train negotiates curves so that the axles are -

as far as possible - at right angles to the rails. This considerably reduces wear on wheel flanges but means that disc brakes have to be used instead of the traditional brake blocks on the wheel tread, these are mounted on the end of the motor shaft.

All bogies have 700mm diameter wheels. It would have been preferable to use 600mm wheels so that the cars could have had completely flat floors thereby creating possibilities for new seating layouts. It would have also given extra stability to the body shell. However, certain aspects of track design and problems with braking meant that large wheels had to be used.

Passenger Information

All the 1986 stock cars have internal destination indicators which give passengers both visually, and audibly using digitised speech, the names of the next station to be reached, and destination of the train.

The destination information is controlled automatically by "Train Location System" equipment comprising transmitting units fitted at principal locations on the line. The Jubilee Line will be specially equipped with TLS so that the passenger information system on the new trains can be demonstrated.

The new trains also have red emergency alarm buttons, which enable passengers to speak to the driver and vice-versa, once the alarm push button has been operated.

Different audible tones for door opening and door closing will be incorporated.

The subject of the 1986 stock has been covered in various books and periodicals, for example:

- London Underground Rolling Stock (1986/7 edition by Brian Hardy, published by Capital Transport), pages 30 - 33.
- Underground News No. 270, pages 65 - 67.
- Underground News No. 295, pages 94 - 95.

The above generally refer to the various types of equipment and principles to be adopted in styles. We have not yet had a chance to look at the decor, inside and out, and the following notes will hopefully put this deficiency right.

On all trains the traditional distinctive no-smoking and seats for the disabled stickers are replaced by rather inferior grey and white stickers, presumably to blend in with a similar style decor colour. Side passenger windows curve up into the roof line.

Train 'A' - Red (Metro Cammell)

The exterior car body ends and doors are in matt red livery. Elsewhere below the waist is unpainted aluminium, above, black. Inside, the all-longitudinal seating has a dull blue and grey moquette, very comfortable, but the only armrests are in the middle of a group of three seats. Each set of six seats is bounded by a red all-round grab pole. A feeling of spaciousness is created by having windows at the trailing ends of the cars. Pressure ventilation is fitted under the seats, and the hot or cold air enters the cars through grilles at the window sills behind the seat backs. The car floor is

finished in an off-white rubber matting and small litter bins are fitted, the latter feature applicable to all the prototypes.

The advantage of having the side saloon windows extending up into the curve of the roof has been lost by placing the line diagram across them at cantrail level.

The main car lighting takes the form of short sections of fluorescent lights, plus other fluorescent lighting reflecting on to the adverts above hand-hold height. Train 'A' has been fitted with D stock type chime whistles.

Train 'B' - Blue (BREL, Derby)

Unlike their Metro-Cammell counterparts, there are no windows at the car ends on this prototype. Indeed, at the inner ends outside, cable jumpers stand proud of the bodywork. Although basically aluminium in colour, the blue livery can be found at the car ends. The sides are broken by a broad blue band just below window level, including on the doors. The traditional train 'whistle' is replaced on this prototype (and also on train 'C') by horns.

The blue train has a considerable reduction in seating capacity, the centre section of the saloon comprising just eight single transverse seats, but slightly wider than usual. Arm recesses are provided next to the bodywork. The end saloon sections have traditional longitudinal seats, with armrests at a lower level than hitherto. The blue/grey moquette used on train B and the composition of the seating material themselves, makes this train the most comfortable of the three. The luxury, however, has been obtained at the expense of other seats. Flooring is pale blue rubber matting.

The car line diagrams can be found in the traditional position, and car lighting is by fluorescent tubes behind a grille in the ceiling (as on the MF77 stock in Paris). Additional lighting reflects down onto the advertisements. The air from the pressure ventilation is circulated from the seat risers and through ceiling vents. Between the seat backs (or sides at the transverse position) and windows, additional ventilation is available by spring-operated 'lift for ventilation' flaps - ideal for catching passengers' fingers in!

Train 'C' - Green (Metro-Cammell)

As with the other prototype trains, the colour scheme extends around the car ends. On this (lime) green train the sides have a green strip at ankle level, above which is a narrow black band.

Spaciousness is again created by end windows at the trailing ends of cars. Ventilation is similar to train 'A', via the narrow sills between the seat backs and windows. Fluorescent lighting is located along the ceiling, supplemented by illuminated advertisements - the only prototype to have this feature. All seating is longitudinal, covered in green moquette, and positively uncomfortable! The lack of comfort is made worse by 'hard' single-level white armrests. This train has a generous section of standback area from the door openings, where small perch seats (or benches) are provided - good, except that one is liable to hit one's head on the curve of the roof line! There are also recessed

grabs by the door openings. Following a feature reintroduced on District Line D stock, this green prototype also has floor-to-ceiling grab poles. The flooring is a grey-coloured rubber matting.

Stock Moves

As the 1986 stock has "chopper" control, the prototypes could not run to Woodford under their own power, indeed a complex programme of stock transfers was devised, starting some ten days before the actual event commenced, before arriving at the following display:

MCW Train C	BREL Train B	MCW Train A	1972 Mkt
16-26	14-24	12-22	3403 - 4503 - 3503

WOODFORD BAY PLATFORM

West →

Many of the stock transfers were undertaken at night and used battery locomotives. The moves can be summarised as follows:

- Friday 29.5.87
(3232) + 3503 Stonebridge Park - Ruislip
- Saturday 30.5.87
(3-car 1983) + 12-22 + 14-24 Neasden - Ruislip
- Sunday Night 31.5.87
(Battery locos) + 12-22 Ruislip - Hainault via Newbury Park
- Monday Night 1.6.87
(4-car 1962) + 3503 Ruislip - Hainault via Woodford
(Battery locos) + 14-24 Ruislip - Hainault via Newbury Park
- Thursday 4.6.87
(3-car 1983) + 16-26 Neasden - Ruislip
- Friday Night 5.6.87
(Battery locos) + 16-26 Ruislip - Woodford via Hainault
- Saturday Night 6.6.87
(Battery locos) + 14-24 Hainault - Woodford
(Battery locos) + 12-22 Hainault - Woodford
(Battery locos) + 3503 Hainault - Woodford
- Friday Night 12.6.87
(4-car 1962) + 3503 Woodford - Hainault
(Battery locos) + 12-22 Woodford - Ruislip via Hainault
- Saturday Night 13.6.87
(Battery locos) + 14-24 Woodford - Ruislip
(4-car 1962) + 3503 Hainault - Ruislip via Newbury Park
- Sunday 14.6.87
(3218) + 3503 Ruislip - Golders Green
(3-car 1983) + 12-22 + 14-24 Ruislip - Neasden *
- Sunday Night 14.6.87
(Battery locos) + 16-26 Woodford - Ruislip
- Monday Night 15.6.87
(Battery locos) + 16-26 Ruislip - Neasden via Watford/Rickmansworth

Note * Train 'B' wrong-way-round. Later 'turned' via Watford/Rickmansworth.

Personal View

by

Richard Thomas

The following are my notes and reactions since visiting the 1986 prototype stock at Woodford, and the subsequent questions raised.

Destination Indicators:

Externally, the dot matrix on the Blue train looked uncomfortably cramped to keep it within the roof profile. I preferred the upswept style of the other two trains, but on all of them I would query the size and legibility when there is rain on the glass. Even in daylight, a shower produced a marked reduction in readability. Internally, these were very good.

Doors:

This subject raises a number of questions. Will the door CLOSE buttons on the sides of the doors be confused with door OPEN buttons in the same position on D stock? This is especially likely in the case of the Green train, where the arrows point outwards - and, how do blind people find the external buttons? Are the door warning lights sufficiently proud to be seen by the train operator? If, as is probable, they are already set to maximum loading gauge, why is the time division multiplexing not used to provide repeaters in the operator's cab? Station staff, however, could see the external lights quite well.

On door reliability, is the external door seal likely to be a trap for rain/ice/snow? (One's confidence in their reliability was shaken when noticeable amounts of lubrication were being applied just prior to the public demonstration, and on train 'A', brush door seals have already replaced rubber seals!).

Car Interior:

(a) Seat Materials - I considered the Green train seats to be too hard, although I appreciated their assembly in 1+3+1 formation, permitting easy replacement of the more heavily used end seats in each row. The most comfortable were the seats in the Red train, covered in the traditional moquette.

(b) Armrests - The single armrests in the Green train seemed to be a retrograde step when compared with the split-level in recent tube stocks. I had previously considered armrests necessary, but after sitting in the Red train I have now decided the layout is better without them. Their absence would also permit people built to a large loading gauge to sit without getting wedged.

(c) Seat Quantity - I was appalled to find the seating capacity per car was reduced and by such an amount. The Central is a long line and many passengers are in the train for extended periods. I appreciate there is a balance to be struck with the short-range crush loads - but looking at Woodford in the morning, quite a few passengers decline one of the present trains because there are no seats. No - a reduction in seating is not

acceptable.

(d) Layout - Except in the Blue train there were no transverse seats. Whenever possible I use transverse seats for two reasons: Firstly, one is less prone to having one's toes trodden on and, secondly, the ride at the ends of the cars is so poor as to preclude the reading of a newspaper.

(e) Lighting - All trains seemed to provide a good intensity. The centre lighting in the Red train was the most elegant, but if that style is adopted, then the overseat sections need to be stronger.

(f) Line Diagrams - The line diagrams were all good and clear, but positioning in the Red train is atrocious. If your vis-a-vis is tall or is wearing a hat, the diagram is obscured.

None of the trains displayed a central area diagram. Their present removal in favour of escalator/lift reconstruction notices is sufficiently inconvenient; their total absence in the prototype trains is a serious oversight.

(g) Grab Poles and Handles - The central grab poles (Green train) are a welcome return. I do not think they will impair passenger circulation and in fact the F stock which was so fitted was generally reckoned to be a good crowd clearer. However, those along the seating sections all induce the standees to tread on the seated person's toes. The broken overhead rail in the Green train seemed to be less useful than the continuous rail on the Red train.

(h) Door Standbacks - The generous standbacks on the Green train seemed much more sensible than the smaller ones provided in the other trains.

(i) Windows - Those in both the Green and Blue trains were fine. On the Red train, one's line of sight was badly broken by the line diagram.

The windows in the car trailing ends (Red and Green trains) are a very good idea. It would also be appreciated if the J-doors could also be see-through. In the past, unwelcome light reflections might have been a problem for drivers, but current glasses could overcome this.

(j) Floor - I was unable to assess the floor covering for resistance to slip in wet conditions and when a passenger is half reclining on the standback squab in the Green train. I suspect it may not be good.

(k) Intercommunication - The public address system with passenger talk-back facility seemed excellent.

Ventilation:

Perhaps my most significant reservation about the 1986 stock (and subsequently the 1990 stock) is the system of ventilation. The so called experts got it wrong in C stock and repeated their error in D stock, necessitating retro-modifications to both fleets, the D stock being a very costly exercise. Taking the worst situation, a warm and humid summer evening with a service delay ahead and the train packed to its usual rush hour configuration, I would suggest that however much the experts prattle on about air changes per hour, the only effective proof is a proper trial in working conditions. One small point which did arise was whether passen-

gers would put their bags and briefcases behind them and obstruct the airflow?

CHANGES TO CENTRAL LINE SERVICES

A new timetable for the Central Line is due to be introduced in the autumn, following numerous complaints, including adverse press criticism and reports in various Essex newspapers.

The peak period at the Essex end of the line will be changed, with alternate trains running beyond Loughton to Epping. This will give Epping a train every eight minutes instead of every twelve minutes. Passengers at Debden, however, will have a less frequent service in the peaks with just one train to and from Epping every eight minutes and only four Debden 'starts' (08.11, 08.27, 08.35 and 09.42) in the morning and two evening peak workings (arriving at 19.09 and 18.21). Apart from these few Debden trains at the height of the peak, this means that generally Debden will have three trains every 24-minute cycle (three Eppings) instead of four as at present (two Debdens and two Eppings). The increased westbound morning peak service of 33 trains per hour will be changed to an even two-minute 30 tph service.

The Monday to Friday midday off-peak remains at the enhanced rate of 2½/5/10 (3¼/5/10 before 12.00) but with much improved layovers at terminal stations to aid service recovery.

The Monday to Friday evening service is also to be changed, from the present 5/10/20 pattern to the 5/15 pattern, improving service intervals to the branches (except between Leytonstone and Loughton, which will be reduced from six to four trains per hour). The Saturday evening service will remain at 6¼/20.

The improved Saturday service (3¾/7¼/15) which currently operates from about 13.00 will be brought forward to start at about 09.00. From the same time, the Ealing Broadway service will be increased from four trains per hour to eight. Operating patterns will therefore be altered, to the following 15-minute 'blocks':

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

Still with Saturdays, the 5-minute central area service is to start earlier - at 07.45 White City eastbound (currently 08.48) and 07.42 Liverpool Street westbound (08.10).

CASING THE JOINT TODAY

Part III

by

Albin J. Reed

London Underground's current station-painting policy seems to limit the number of colours to three only - one pale and two stronger or darker. Amersham exhibits this policy very forcibly, as most of the paintwork is an angry vermilion, including the canopies. A darker red is used at bases of columns but also for much of the canopy ribs and rafters. A light cream is restricted to remaining under-canopy areas. Beauty is in the eye of the beholder, but I have

heard no favourable comments on Amersham's present appearance. It was not improved when the station was converted into a three-road layout, the two footbridges having always looked very bitty and unco-ordinated. Of the goods yard, almost every square metre has been given over to commercial development, housing and extended car parks.

The picture at Chalfont & Latimer is similar. This bridgeless station is neater, and here the strong reds have been replaced by greens, easier on the eye but darker, so that in artificial light the premises present an even gloomier appearance. The darkness is being alleviated by taller lighting columns at this and adjoining stations, but not until the existing ones had been repainted into the new scheme! Some original 1948 ring-and-bar signs are being replaced by new white-backgrounded ones where they occur beneath the lamp-posts. Much of the goods yard at Chalfont is covered by the car park, with some derelict land remaining.

Chorleywood displays the remains of several paint schemes, mainly pale green and buff with dark red used on the parts rebuilt following the March 1980 fire. A little of the traditional atmosphere persists in the former goods yard, as part is still used by merchants for coal storage. Part of the old footbridge from the down platform to the town survives as a cable support and the gate from the platform to this now-ground-level path carries a sign which has always puzzled your writer: "Private footpath for the use of railway passengers only". As this sign is only seen by railway passengers anyway, at whom is it aimed?

Rickmansworth has had its canopies rebuilt, closely following the pattern of the former structure, and again, opinions will vary as to its merits. It has, in my opinion, a rather too-functional look, rather as of temporary scaffolding put up following an incident. The goods yard has been given over to alternative uses.

Moor Park has received the same paint scheme as at Amersham, but the impact is not so great, as painted areas are fewer. Northwood also retains a little old-time flavour, as here too, coal merchants still use part of the goods yard. The site of the motor showrooms formerly adjoining the northbound platform has been demolished and cleared for new construction, which appears to overlap onto railway land at the south end of the old down platform.

Little of note needs to be reported at Northwood Hills, but Pinner's goods yard area is now occupied by a large supermarket and extended car parks. North Harrow's barn-like structure changes little except for the fashionable new lighting columns with white-backgrounded bulls-eyes.

Harrow-on-the-Hill's extensive goods yard is covered with industrial building, though happily the old goods shed has been retained in the commercial scene. The passenger station's main tunnel-like entrance shows an interesting blend of Underground and commercial features and is better seen than described. The traditional blue glass station-name display is suspended from the ceiling at the new approach, while a further example may be seen at the foot of the stairs to the ticket office. The back station entrance presents a sorry spectacle, glassless

with only the rusted remains of the framework on show. The small timetable display kiosk at the Lowlands Road entrance, stylish and modern in the 'thirties, is as neglected and imperfect as the main frontage just described. Just across the road, however, a splendid new enamel sign in great contrast appeared a few years ago. An oblong of roundel-blue, it bore the words 'Harrow-on-the-Hill Station and car park' but it has now been disfigured by having a non-matching panel rivetted across it, amending the wording to refer to reserved parking.

AYLESBURY STATION OPEN DAY

Albin J. Reed

Aylesbury's third open day on Saturday 20 June generally followed the format of previous ones. Platform 1 was used, as normally, by the regular London via Amersham service. At the south end of platform 2 stood 4498 'Sir Nigel Gresley' as a static exhibit, the remainder of that road being used by the shuttle DMU to Quainton Road. The service to Princes Risborough worked from platform 3, also used by class 08 'Haversham' to give footplate rides. The usual selection of locomotives on platform 4 comprised 56.045, 45.124, 58.007, 50.023, 37.697 and 20.053. The last two were used on an interesting shuttle service to Princes Risborough, hauling three Mk1 coaches. Passengers had free rides, though a collection was taken on board. The same applied to the Quainton Road service; timetables seemed to have been abandoned such was the popularity of both shuttles.

A pleasant ceremony preceded the departure of the first train to Quainton Road. Cllr. Mrs. Zena Williams, a well-known Aylesbury personality, unveiled a plaque on the rear power car, naming it 'Aylesbury College, Silver Jubilee 1962-87'. Thus the Chiltern Line receives its first named 'engine'. The plaque is in normal loco-name style, with white metal letters in relief against a vermilion background, though much squarer in style than usual to occupy the position behind the driver's window where the Chiltern Line sticker usually appears. The unit bore the same embellishments as the Bank Holiday charter trains to Quainton Road, viz., card 'blind' reading: "Chiltern Link: Aylesbury and Quainton Road for Bucks. Railway Centre" and headboards bearing the Chiltern Link title with BR and QRS logos. In addition, the central windows showed placards reading "To and from Aylesbury Station Open Day" and coloured red and blue.

The station forecourt had the BTC police display and a splendid traction engine, while the former north goods yard held a few goods vehicles and many cars providing an extensive boot-sale. The public seemed reluctant to leave, despite the official closure being announced at 17.30, and they only really thinned out when 'Sir Nigel' finally made his stately way up the Princes Risborough branch.

POINTS OF INTEREST

E.D. Chambers writes - in a paper which is a contemporary article (1) in which the resident engineer for the construction of the London

section of the Great Central Railway is interviewed, contains two interesting references to the Metropolitan Railway.

It is stated that the Metropolitan Railway tunnels passed so near that careful survey of them was necessary, and that this could only be done after 12.30 at night when trains had ceased running.

Also mentioned is a junction with the Metropolitan Railway north of the Regent's Canal, over which all the excavated soil was removed. Eighteen trains were despatched every day.

(1). Author not stated. 'The New Railway to London'. Cassell's Family Magazine, 1897, pages 492-498.

In his personal reminiscences of working for merchant bankers N.M.Rothschild and Sons, the retired Secretary mentions part of his wartime service in the Royal Air Force at Halton. He recalls "days brightened by negotiations with the railway company about demurrage which I was asked by the Group Captain to conduct".

Reference: Palin, Ronald. "Rothschild Relish", London, Cassell, 1970, page 148.

Nigel Hyde writes -

UN No.304 - April 1987

With reference to Bakerloo Line train services (pages 58/59), during the prolonged London Bus Strike of 1958, Underground services generally became seriously disrupted through extra traffic, causing late running. I can recall seeing four-car trains still making for coupling up at Stanmore around 17.30.

Six-car trains (page 60) resulted from the removal of NDMs from four-car units as a source of spare compressors for trailer cars, as unit stock trains require TWO compressors. This meant that on the Northern Line when three-car units worked the off-peak services, an additional portable type compressor was fitted to the trailer car - the cars concerned carrying a letter 'C' under the exterior car numbers. Presumably Pre-1938 stock two-car trains on the Northern City services formed M-CT only had the one compressor.

With reference to the Hammersmith Line coal train (page 65), J.B. Atkinson in 'The West London Joint Railway' notes that the Latimer Road to Uxbridge Road spur was damaged by bombs at both ends in 1940, but was repaired and not officially closed until 1 March 1954. Roy Bevin has confirmed my recollection of the Hammersmith (Met) coal train returning via Addison Road and the WLR to Old Oak Common. I seem to recall that there was a loop connection from the Down Main (GWR) line east of Westbourne Park to the westbound Hammersmith & City Line. I believe it had a name and this was recorded in the Traffic Circular at the time of the demise of the connection. It would be interesting to know when the Hammersmith (Met) coal train actually ceased to return via the WLR.

UN No.305 - May 1987

Both Aylesbury and Wendover stations had refreshment facilities. The one at Aylesbury still functions. The one at Wendover was at the London end of the Up platform and perhaps had a

separate access from the station approach.

At Ealing Broadway, the bay adjacent to the London end of platform 9 may have included an inspection pit I seem to recall, and this would then date from the days of District electric locomotives on the Southend services. The electric loco spur below Baker Street (Met) signal box also had an inspection pit - perhaps there were others?

Further to NF 45/87, members may be interested to know that a 'FULLY REVISED EDITION' of the COMPLETE BRITISH RAILWAYS MAPS AND GAZETTEER 1825-1985 has been published. Whereas the first edition 'spanned some eleven years of research revised edition the author has incorporated the results of further research and in particular has included the detailed local information provided by many readers'. In the preface he states "It must be recorded that a minority of readers letters have been openly hostile and down-right rude! suggestions as 'what you can do with your book.'" The revised edition perpetuates some of the errors mentioned in NF 45/87 and there are others as well. It would be interesting to know why page order proceeds from EAST to WEST so that the right hand side of page 15 shows Edgware, while overleaf the left hand side of page 16 shows Neath? Your reporter's comment would seem to be still valid. Certainly there are errors in an area outside the 'London Transport' sphere of operations which I think I know reasonably well.

With reference to the review of Northern Wastes on page 84, the photograph on page 8 of the book shows that battery locomotive L21 was fitted with Wedglock coupling adaptors for working the 1938 tube stock to and from the Northern City Line.

General Notes

On page 103 of 'Milk Churns to Merry-Go-Round' by R.T. Munns (David & Charles, £9.95), under the subject of 'Cutting the Marshalling Yards', it states - "...the first taste of post-war rationalisation was the closure of Finchley Road exchange sidings for freight traffic between the London Midland Region and the Metropolitan very much a relic of pre-grouping days and was a positive nuisance to the Metropolitan Railway."

On a recent terminating journey on the Victoria Line at Victoria, the train operator 'flashed' the train lights on and off to indicate to passengers to leave. One wonders if this is normal practice? I can recall it being used on the Moscow Metro in 1983 on arrival at a terminating station on a short working on the Circle Line.

Editor's note: The 'flashing' of car lights at terminal stations is officially discouraged by LUL and its predecessor LT. At one time, regular reminders were put into the Traffic Circular to discourage guards from doing this, which then seemed a frequent occurrence. Today, the 'flashing' of car lighting is a rare event.

REVIEWS

MODERN TRAMWAY: JUNE 1987

This issue contains an eight-page article on 'Ryde Rail' by one of the LRTA's leading figures, John Price. The writer points out that

such a subject is not normally covered in Modern Tramway, but has been written due to enquiries being received, many from readers abroad, and new readers. The article opens with a concise description of the Isle of Wight, its transport through the years, including the ways of reaching the island from the mainland. The once electric Ryde Pier tramway (de-electrified in 1927) is also mentioned, as is the run down of the railway network from the early 1950's - the Ventnor West branch was described by its operators as "a waste of good coal". The story continues with the suggestions to use 'diesel' tube stock, suitably converted, and the later decision to go for electric traction. Train services since electrification in 1967 are summarised, along with the demise of the pier tramway and its 'replacement' with the rail shuttle. The article concludes with a stock summary as it was in 1986 (2x2, 5x5 and four spare trailers) and lists formations at that time. It contains ten photographs, one map and track layouts in 1967 and 1986. The article is written with touches of humour, making it a very enjoyable 'read'.

BRH

BUSES EXTRA 47 (June-July 1987). 208 x 284 mm. 48 pages. Ian Allan Ltd., £1.50.

This issue is wholly devoted to London Regional Transport and its bus subsidiaries. Although the articles naturally concentrate on the bus side, there is one about the recent history and structure of London Regional Transport, and one on the LRT fares structure, in which Bus Passes, Travelcards and Capitalcards are explained in detail. Other articles include London Buses Ltd. today, the work of Bus Engineering Ltd., and bus route tendering.

Useful for its up-to-date account of LRT and its bus business. Fully illustrated, including some full-colour bus photographs.

DFC

GREENWOOD & BATLEY LOCOMOTIVES, 1927 - 1980, by A.J. Booth. 180 x 240 mm. 146 pages. Profusely illustrated with photographs, line drawings and maps. Card cover (£8.95) or hardback (£10.95). Published by the Industrial Railway Society, and obtainable from IRS Publications, 2 Garrick Gardens, Sholing, Southampton, SO2 7DN. (£1 suggested for post & packing).

Have you every wondered who was "Greenbat" who built 34 units for the Post Office tube in 1980? Not a "fledermaus" dipped in green paint, but the latter-day trading name of Greenwood & Batley Ltd., of Leeds. The company began as a partnership in 1856, and was registered as a limited company in 1888. By that date the works in the Armley district of Leeds occupied 11 acres. Thomas Greenwood specialised in designing ingenious machinery, but the business diversified into seven branches of engineering. Its first vehicle was a compressed air tram in 1876, then a steam tramway locomotive in 1878. In the 1890's it built electric trams for Brighton and Leeds, but its concentration on specialised locomotives began in 1927 when it supplied five battery locomotives for the construction of the Mersey Tunnel, and was asked to provide

26 more. Locomotive production was virtually all electric, either battery, or from overhead trolley or pantograph or cable reel. Much of this output was for mines or for ammunition depots, but an interesting diversion was the range of "double-deck" coke-oven locomotives. The company went into receivership in 1980, and was acquired by Hunslet Holding Ltd., which continued to market these specialist products under the Greenbat name.

Most of the book is devoted to illustrations of the company's extraordinary-looking products, with lengthy captions and list of contract numbers, works numbers and customers' names. The book concludes with a complete list of customers and reproductions of Greenbat advertising of recent years. Two battery locomotives were supplied for the Hong Kong Mass Transit contract, and the Post Office units are illustrated.

Recommended for those interested in off-beat forms of transport.

DFC

FROM THE PAPERS

The Free Observer (Watford):

13.5.87 - This issue describes and illustrates the demolition of Croxley Green depot, and at the time of the report states that a pile of mangled rubble is all that remains. Interestingly, the photograph shows the tunnels under the sheds used as a firing range by a rifle club.

Financial Times:

22.4.87 - A letter from Dr Henry Fitzgugh, Marketing and Development Director, LUL (and the speaker at the Society's May 1987 Baden-Powell House Meeting - see report on page 145) states that LUL welcomes the report, "End of the Line?" by the Victorian Society and the Thirties Society. However, he states that research indicates that most Londoners do like what is happening to the Underground, but is conscious of the system's heritage. It is intended, so the letter goes on, to preserve the best of the past using the best ideas of today. A new station design policy is being devised to take in the need for conservation where appropriate.

Computing:

7.5.87 - The 'Profile' column is devoted to Les Ampstead who is in charge of London Underground's computers, an organisation only five years old in its own right. The pioneering spirit of Les Ampstead has led him into his present position. Having started with LT as an engineering apprentice, then into the drawing office he then moved into Work Study and then into computing, by which time, LT realised the need for a dedicated department for computers - known as 'Management Services'.

The London Standard:

28.4.87 - The Lord Chancellor, Lord Hailsham, has refused to order magistrates to get tough with bus and Underground graffiti artists. However, he intends to review the matter on "a suitable public occasion".

12.5.87 - In an operation called "Operation

Artful Dodger", LRT and BR have joined forces to combat fare evasion, estimated to cost £50-million a year. Interchange stations will be a high priority target for the new squad of Inspectors where long-distance commuters change between LU and BR and then pay the 50p minimum when they arrive at their Central London destination. A LU spokesman said that this will be the biggest operation of its kind London has ever seen and was aimed at the dishonest five per-cent of travellers.

Elsewhere in the same issue is a report on graffiti on and about the Underground. It states that there are at least six full-time graffiti "crews" in operation. It is horrifying to note the prediction that graffiti "... will be a lot bigger by the end of the year".

14.5.87 - A 20-minute video, costing £60,000 to make, will be shown to 6,000 LU station staff, in an attempt to boost staff morale, to be part of a two-day staff seminar. The video will have a story based on 'The Wizard of Oz'.

28.5.87 - A report describes the two-year programme of giving the Central Line trains a major facelift, including new flooring, re-upholstered seats, interior repainting and revarnished window sills. Incorrectly, the report states that 167 'carriages' are to be treated. It should of course refer to 167 four-car units (83½ eight-car trains).

The City Recorder:

7.5.87 - The City of London Corporation's complaint to LRT about the dirty state of Bank station between the concourse and street stairways has met with positive response, LRT agreeing to give the matter special and continuous attention.

Ruislip & Northwood Gazette:

3.6.87 - Mr. James Bond, a printer from Pinner, failed in his attempt to beat the Roving record on Monday 1.6.87, but still anticipated raising £50,000 for the Michael Sobell House Cancer Care Unit at Mount Vernon Hospital and the Cancer Relief Fund. He completed the course in 30 minutes less than the record, but missed four stations.

Wembley Observer:

21.5.87 - Developer ASDA are reported as having purchased the Neasden Estate.

Hampstead Advertiser (21.5.87):

Six passengers reported stinging eyes whilst waiting at Swiss Cottage station on Friday 15 May, which baffled the fire brigade, police and LRT.

Daily Telegraph:

16.5.87 - London Underground has sacked 200 ticket collectors over the past two years for pocketing excess fares. The figure emerged amid claims that senior managers had also been disciplined for claiming overtime shifts which they did not work.

19.5.87 - BR is accelerating work on the development programme at Waterloo station, and is also inviting contracts for new high-speed

trains. Work at Waterloo includes extending the viaduct and transforming platforms 16 to 21 into the main terminal point for the Channel Tunnel.

A new computerised public-address system at Brighton, BR, claims to give guaranteed crystal-clear announcements. A built-in delay between speakers compensates for the speed of sound as announcements travel down the platform.

20.5.87 - The following firms have been invited to form consortia to bid for supplying high-speed trains for the Channel Tunnel services:- BREL, Brush Electrical Machines, GEC, Leyland Bus, Peebles, Metro-Cammell and Walter Alexandra, plus two Belgian and two French companies. BR are looking for a super-streamlined, multi-voltage, high quality train.

25.5.87 - Since the London Transport Museum at Covent Garden introduced its 'first 30 minutes free' scheme, it has doubled the number of visitors and those patronising the museum shop.

29.5.87 - A fire in the shed damaged three cars of the Volk's Electric Railway at Brighton.

British Rail has announced a £17.5-million project for 14 extra trains for the St. Pancras-Bedford line, where passenger traffic has increased 50% in four years. This increases to 60 the number of trains under construction for this route, including the Snow Hill extension.

British Rail's second class will be redesignated 'standard class' on 21 June.

30.5.87 - An experimental taxi-sharing scheme will start at Heathrow, Terminal One on Monday (June 1). Passengers willing to share a taxi will be able to travel to Central London for as little as £7 each.

Tower Hamlets council has agreed to process the planning applications for the Canary Wharf development as quickly as possible, in return for the developers agreeing to spend £2.5 million in training young people in high technology jobs, and guaranteeing 2,000 jobs.

1.6.87 - The first stage of Heathrow Terminal Three's redevelopment programme becomes operational this week. The whole scheme is due for completion in 1990.

Work on the £400-million British Library in Euston Road is being constantly monitored in case it affects St. Pancras Station or four underground tunnels which are only 12 feet away.

8.6.87 - The GEC-Mowlem railway group has been awarded a letter of intent for £50-million worth of improvements to The Docklands Light Railway to increase its capacity. These include lengthening station platforms, boosted power supply, modified signalling, extra trains, some track strengthening, extra reversing facilities, (including Canary Wharf) and the junction for the Bank extension.

10.6.87 - Two tube passengers who slashed a passenger and took his personal stereo were sentenced to four years youth custody yesterday. A third gang member was never caught. The victim alerted British Transport police who caught the muggers at Brixton station.

12.6.87 - Sixty people are to be prosecuted for dodging fares at Heathrow Underground after a

joint crackdown by BR and LT.

13.6.87 - Yesterday a cable fire at Bank underground station affected signal equipment and services were suspended.

Traffic forecasts for the Channel tunnel are to be upgraded sharply before the £750-million public fund-raising in November. The growth of traffic on the M25 is seen as a key indicator of the use that would be made of the shuttle car-carrying trains.

Relating his impressions of a rail journey from Newcastle-upon-Tyne to Valencia, a correspondent says that the Talgo carriages on the Paris - Barcelona train are the "size and shape of the rolling stock on London Underground's Bakerloo Line. The first-class sleeping compartments are the size of the average linen cupboard".

16.6.87 - A former welder who suffered a knee injury in an accident at work was yesterday branded a malingerer for claiming that the injury had ruined his career. A film taken secretly at Regents Park station had shown him climbing the 135-step spiral staircase without resting.

Brent council is said to be proposing to sponsor "graffiti art" courses for adolescents at a community centre near an Underground depot. The secretary of the London Regional Passengers' Committee has complained, saying that graffiti artists are vandals, and removing their handiwork costs £1-million a year already.

The cost of extending the Docklands Light Railway to Bank has jumped by 50% in a year, to £135-million. Edmund Nuttal has been named as potential contractor for part of the work costing £59-million. The Canary Wharf consortium would contribute £45-million towards the Bank extension.

17.6.87 - An alternative scheme for extending the Royal Opera House submitted by the Covent Garden Community Association would (among other things) scrap the proposed underground car park, and use the £10 thereby saved on an escalator link from the Piazza to the "overcrowded and cramped" Covent Garden station.

London Daily News:

15.6.87 - The Government has told Mr. G. Ware Travelstead that if he does not sign the main building contract for the Canary Wharf office development by Monday 22 June 1987, it will withdraw its contribution to the cost of extending the Docklands Light Railway from Tower Gateway to Bank. The draft deal to upgrade the light railway includes reversing facilities at Canary Wharf. The news item says that Canary Wharf does not appear on the tube map and quotes an Underground spokesman as saying that "the station will not be open because there will be nothing there" (NB It does appear on the London Connections map).

DFC

New Civil Engineer:

21.5.87 - Work is virtually complete on the disused Snow Hill tunnel in London, ready for electrification in August, and opening in the autumn, according to BR systems engineer Phil

Evans. The cost of the civil work is £1.5M, and the remainder of the £54M total project cost is being spent on the dual voltage rolling stock. It is possible that the special trains may be complemented by a full Inter-City service, if an ambitious private sector plan to redevelop Holborn Viaduct station is approved. Broadgate developers Rosehaugh Stanhope Developments are planning to demolish Holborn Viaduct station and replace it with a new low level station between it and Ludgate Circus. Office development on the old site would pay for the scheme.

21.5.87 - Contractor GEC/Mowlem is to strengthen all the buffers on the Docklands Light Railway, after an accident on March 10 in which a train overran the end of the track. The Railway Inspectorate had earlier insisted on a "weak" buffer design, which they thought would prevent injuries to passengers. However, it has now allowed the contractor's original request for stronger buffers and "stops" at the end of the line to provide a barrier of last resort. Torque settings on the bolts which clamp the buffers to the track will be increased and, where space allows, extra rail will be installed to provide longer overruns. In addition "slides" will be installed behind the buffers to catch them and slow them down if they are hit. The strengthened buffers are intended to stop a fully laden train travelling at 20 km/h; the original design was for 12 km/h. The deceleration which occurs when a train hits the upgraded buffers is said to be similar to that which occurs if a London Transport bus performs an emergency stop. The contractor has already carried out the improvements at Island Gardens, and has tested them by simulating the overrun accident. The contractor is expected to issue a press statement explaining why the accident occurred; it is thought that the company will blame an isolated defect, which the overrun tests were designed to expose.

LETTERS TO THE EDITOR

Sir,

London Docklands Railway (Beckton Bill)

An interesting provision in the above Bill under the heading "Agreements with British Railways Board" and one that does not seem to have attracted attention is to be found in Section 11 (2) (b) "..... and in particular the operating by the railways board of freight services over the railway comprising Work No.3".

Work No.3 is the major work covered by the Bill i.e. the railway from Poplar to Beckton.

Yours sincerely,
Roy Bevin.

Mickleton, Glos.
10 June, 1987.

Sir,

Moorgate - Finsbury Park Line

Although the Moorgate - Finsbury Park line is part of British Rail I think Underground News should record alterations from Monday 11 May 1987. The off peak service is reduced from every 10 minutes to every 15 minutes and the Saturday

service is withdrawn entirely. The line was closed on Sundays last year with effect from Sunday 18 May 1986. The Saturday and Sunday services now run from Kings Cross to the usual destinations.

Yours sincerely,
H.V. Borley,

Bexhill, Sussex.
20 June, 1987.

SOCIETY SECTION

May Baden-Powell House Meeting.

"Marketing the Underground" was the title chosen by Dr. Henry Fitzhugh, LUL's Marketing and Development Director, for his talk to LURS members on 8 May. He started off by defining Marketing as "satisfying consumer demands while meeting business objectives" which, translated into plain English, meant "trying to give customers the service they really want whilst meeting our budget".

In order to find out what the passenger wants, LUL have carried out market research into passenger priorities. This has shown that the overall quality of the "whole experience" of using the Underground is far more important than just getting from A to B. Consumers have a choice of how - and even whether - to travel, and the Underground faces competition from other modes of transport, especially the car. Over the last 25 years, as cars have become more comfortable, so people have come to expect a higher standard of travel quality from all modes of transport.

Passengers' top priorities for improvement on the Underground are:-

- information (e.g. when there is a delay),
- security (especially in off-peak times and the evenings),
- knowing where to find the person in charge (staff are hidden away behind locked doors),
- station modernisation, and
- the way passengers are treated by the staff.

Surprisingly, these improvements are all rated more highly than a 2-minute saving on a 20-minute journey time.

Dr. Fitzhugh said that understanding their "business situation" has given LUL the following aims:-

- stimulating off-peak travel in the short term (due to overcrowding in the peaks, LUL do not attempt to promote travel at these times, apart from some advertising designed to convince buyers of period Travelcards that they have made a wise choice),
- getting people into the habit of "thinking Underground" for travel,
- improving the Underground's image (especially among opinion formers such as MP's which hopefully might lead to LUL getting more money for investment),
- improving capacity (only possible in the long term), and
- aiming at children's travel (for two reasons: (a) they bring their parents, and (b) they are the full-fare-paying passengers of tomorrow, so it pays to catch them young and mould the travel habits of a lifetime).

Planned "product improvements" include modern-

ised stations, new trains, better information, new staff uniforms (currently on trial at St. James's Park and Leicester Square), and a better travelling environment.

Advertising and Promotion

Dr. Fitzhugh told the meeting about the "Where Shall We Go" TV advertising campaign. These adverts are now being sponsored by exhibition organisers etc., who contribute towards the costs. There is also the "Towards Tomorrow's Underground" campaign, which explains station modernisation to LUL's customers. He then outlined some of the promotions that LUL had undertaken, or were planning.

Last year's Capital Caper was aimed at promoting the one-day Travelcard, getting people to sample the modernised Underground, changing their attitudes towards the system, and at children. Although the event was judged to have been a success, it had not caused any measurable improvement in people's perception of the Underground, and (due to lack of funds) there were no plans to repeat it this year. However, LUL would be doing another children's promotion this summer.

"Take a friend free" is another idea which would give free travel after 6.30 p.m. to those accompanying holders of period Travelcards. This is designed to give the idea that Travelcards are not just for commuting, and would also fill up the system in the evening, thus giving an improved sense of security. Another plan was to try distributing free one-day Travelcards to selected houses near the edge of a station's catchment area, to see if this encouraged travel. There had also been a plan for an all-night charity party at the two Heathrow stations this year, but this was dropped when the charity pulled out.

LUL had commissioned a number of posters from artists and used these to fill unsold advertising spaces. This "Art in the Underground" campaign had had the twin benefits of improving the visual environment (the posters look better than pieces of black paper) and being good Public Relations (a number of favourable mentions in the media had resulted).

Future developments are part of the overall marketing strategy and include:-

- passenger security (cutting crime),
- customer care (aimed at improving the way staff handle passengers),
- station modernisation (including lift and escalator renewal),
- property development (e.g. airspace development over stations), and
- retail exploitation (as well as making money, this enhances the journey experience: it is far more pleasant to pass high quality shops than tatty newsagents or hoarded-off sites). A plan to build an arcade of small shops in the Museums Subway at South Kensington was mentioned.

A discussion followed Dr. Fitzhugh's talk, and among the specific points which emerged from this were the following:-

- LUL would like to promote travel to Heathrow by enhancing the service (they have 23% of the traffic at present), but funds were a problem. Extending the Central Line from Ealing Broadway was felt to be more cost-effective than four-tracking the Piccadilly

- Line.
- LUL plan to crack down on graffiti "artists" by such improved security measures as infrared heat seekers and freeze-frame video cameras at Rickmansworth sidings.
 - LUL would like to extend the Jubilee Line if they had funds. Dr. Fitzhugh believed this would be preferable to the Chelsea-Hackney line on cost-benefit analysis grounds.
 - Victoria Station will soon need rebuilding to accommodate increased traffic.
 - Adding intermediate stations is not normally viable as the extra traffic generated would not justify the cost of the additional trains required to run the service, and the extra time taken for existing journeys.
 - Customers are very sensitive to small differences in fares; in weeks with a Bank Holiday, many passengers buy ordinary tickets instead of weekly Travelcards, because the former work out slightly cheaper. However, LUL try to promote Travelcards because it is cheaper to sell one of these than a number of ordinary tickets.

After a long and lively discussion, the meeting concluded with a vote of thanks to Dr. Fitzhugh for a very stimulating and wide-ranging talk.

NHGM
Competition - UN 305, page 88.

Two entries were received for the above competition. After careful examination of the entries, the Committee decided that each entrant's submission should be awarded free membership of the Society for 1988. The entrants were Mr. S. Leven of Kenton and Mr. L. Stanway of Basildon. Any member who wishes to receive copies of the itineraries proposed should send an SAE to the Assistant Secretary, Mr. J. Thomason, 24 Reveley Square, London, SE16 1HS.

Restoration of Q35 Trailer Car 08063

The restoration of the Society's Q35 trailer car No. 08063 is slowly reaching its conclusion. One of the final stages, however, is the replacement of the badly damaged ceiling panels. The originals were made of fibre-board which was curved to shape in special presses. As the interior end domes to the ceiling were made from aluminium and have survived extremely well, we plan to make the replacement panels for the rest of the ceiling from aluminium sheet as well. This will ensure that the ceiling will retain its finish for a much longer time.

CAN YOU HELP?

Do you, or someone you know, have the panel beating skills and access to the required equipment to help us complete this vital stage of the restoration?

If you are able to help in any way, please contact Bob Greenaway at - 26 Fishery Road, Boxmoor, Hemel Hempstead, Herts., HP1 1ND.

If you can give an evening telephone number, this would be helpful.

THANK YOU

Correction to UN 305, page 81

WTT No.4 (25.4.84) - date to read 4.6.84.

ADVERTISEMENTS

WANTED - In good condition:
 'London Bus Review 1983', (pub: LOTS).
 Reasonable price paid.

Offers to - Mr.B.R.Hardy, 'Heidi', 13 Castleton Road, Eastcote, Ruislip, Middlesex, HA4 9QQ.

GERMAN MEMBER WANTS:
 LT Museum Cards; of the present series:

- LTM9,10,18,19,27,31,39-43,46,48-53,55-58,62-64,66,68-69,71-82,84-86,88,90,92,94,96-105,109,111,114,116,117,120,124,128,130,133,150,158,167,171,172,202-204,206,211,212,216,221,225,232,237,238,241...
- MX9,MX11,MX13...

Of the previous series: all TC1-72,NC1-21

Of the Camden Graphics series: FLT1,3-5,9-11,13 and all PC27-38.

LT BULLSEYE STATION WALL TYPE (central area).

Offers to: Lars Richter,
 Reinbeker Redder 134,
 D-2050 Hamburg 80.

FOR SALE:

Reproduction signal disc plate (15" diameter) WARNING type, which has a large 'W' and horizontal red lines on a white background.



Cost: £20, plus £3 postage and packing.

Orders please by end of September 1987 (allowing at least up to eight weeks for delivery from this date), to Mr.D.M.Hibbert, 26 Beacon Way, Rickmansworth, Herts.

It is believed that 'W' discs are left only at White City, since the one at Uxbridge was removed on 3 May 1987.

ROLLING STOCK ALTERATIONS

- ADD for April 1987 -
- Unit 3503 Golders Green to Stonebridge Park for overhaul 26th
- Unit 3502 Stonebridge Park to Golders Green after overhaul 26th

1973 stock unit OPO converted Acton Works - 878 16th

May, 1987

- 1938 Tube Stock:
- From Golders Green to Neasden for exhibition - 10291-012371-11291+10012-012256-12027-11012 8th
- Returned to Golders Green from Neasden - 10291-012371-11291+10012-012256-12027-11012 12th

1959 Tube Stock:

Overhauled at Golders Green depot -

1182-2182-1183 12th
1244-2244-9245-1245 15th

1962 Tube Stock:

Interior Refurbishment at Ruislip -

1460-2460-9461-1461 12th
1530-2530-9531-1531* 29th

Note * 1531 is ex-1659.

1967 Tube Stock:

Overhauled at Northumberland Park depot -

3033-4033-4133-3133 5th

1972 Tube Stock:

From Neasden to Acton Works for OPO Conversion -

3256-4256-4356-3356+3460-4560-3560 19th

From Acton Works to Golders Green after collision repair -

L130+3544+L131 17th

From Stonebridge Park to Golders Green -

3444-4544-3520 26th

(Note: only 3520 transferred Bakerloo to Northern, others to return to Bakerloo)

Changes to Unit Formations -

From 3444-4544-3520

To 3444-4544-3544

To 3420-4520-3520

From Golders Green to Stonebridge Park for overhaul -

3201-4201-4301-3301 26th

From Stonebridge Park to Golders Green after overhaul -

3202-4202-4302-3302 26th

1973 Tube Stock:

Overhauled at Cockfosters depot: -

102-502-302 27th

OPO Conversions at Acton Works -

Unit End Date

884 A/D 2.5.87

858 A/D 9.5.87

892 A/D 15.5.87

OPO Conversions at Northfields -

Unit End Date

134 A 6.5.87

150 A 6.5.87

203 D 12.5.87

225 D 13.5.87

231 D 19.5.87

A60 Stock:

From New Cross to Neasden -

5060-6060-6061-5061 1st

From Neasden to New Cross -

5110-6110-6111-5111 1st

(Note: the above moves were prior to the A/D stock changeover on 9/10 May)

C77 Stock:

From Hammersmith to Upminster for overhaul -

5727-6727 5th

5732-6732 19th

From Upminster to Hammersmith after overhaul -

5718-6718 12th

5721-6721 28th

Service Stock:

Locomotives -

Converted at BREL Derby, renumbered and re-delivered to Ruislip by road (Track Recording Pilot Motor - ex-1960 Tube Stock)

L133 (ex-3905) 1st

Battery Loco L53 Lillie Bridge to Acton Works for 2nd 'A'-end buckeye mod. 7th

Miscellaneous Vehicles -

From Procor, Wakefield, delivered to Ruislip depot by road -

High-Deck Wagon HD871 18th

Converted at BREL Derby, renumbered and re-delivered to Ruislip (Track Recording Trailer - ex-1973 Tube Stock)

TRC666 (ex-514) 8th

From Ruislip to Norwich via Ilford for BR Open Day -

TRC666 28th

Incidents:

Collision, Neasden depot, 22.5.87 -

3456-4556-3556

3625-4625-3725

SERVICE STOCK POSITION

No.5 - June 1987

The situation and status as reported on 4.6.87:

Abbreviations used for locations -

- AW Acton Works
- CF Cockfosters
- EC Ealing Common
- GG Golders Green
- LB Lillie Bridge
- N Neasden
- NF Northfields
- R Ruislip

Other notes -

- † Unserviceable
- * Yellow livery
- ‡ Awaiting scrapping/disposal

Locomotives

Electric:

*L11 AW 12 EC †L13A/B R

Battery:

- *L15 AW *L16 AW *L17 AW *L18 R *L19 AW
- *L20 LB *L21 N *L22 LB *L23 R *L24 R
- *L25 R *L26 LB *L27 LB *L28 LB *L29 AW
- *L30 GG *L31 N *L32 R *L33 R *L35 R
- L36 LB †L37 R *L38 LB *L39 N †L40 R
- *L44 LB *L45 AW *L46 LB *L47 LB *L48 EC
- *L49 LB *L50 R *L51 LB *L52 N *L53 AW
- *L54 LB *L55 N †L56 R †L57 EC *L58 R
- *L59 LB †L60 EC *L61 R *L62 R *L63 LB
- *L64 N *L65 R *L66 N *L67 R

Diesel:

DL81 EC DL82 N DL83 LB

Unimog Shunters:

*L84 EC *L85 LB

Sleet:

*ESL107 AW †*ESL117 R †*ESL118A/B N

Pilot Motors:

*L126 AW *L127 AW *L130 AW *L131 AW
L132 R L133 R *L134 AW *L135 AW

Ballast Motors:

‡*L140 EC *L141 LB *L142 LB *L143 LB
*L144 LB L145 LB L146 R L147 R
L148 R *L149 EC *L150 NF *L151 NF
L152 EC L153 LB †L154 R

Miscellaneous Vehicles

Flat Wagons:

*F305 R †F311 N †F314 LB F315 EC
F316 R F317 R F321 EC F322 LB
*F328 R F329 N F331 R F332 LB
F333 LB F335 LB F336 N F340 LB
F341 N *F342 LB †F343 EC *F344 R
*F345 LB F346 AW F347 R †F348 R
F349 LB *F350 LB *F351 LB *F352 R
*F353 R F354 R *F355 LB F356 LB
*F357 N *F358 R †F359 EC F360 R
F361 LB F362 EC †F363 N *F364 LB
F365 LB *F366 N F367 LB F368 N
*F369 LB F370 N F371 R F372 LB
F373 LB F374 R F375 R F377 LB
F380 R F382 LB F383 LB F384 LB
*F385 N *F386 R †F387 EC F388 R
F389 LB F390 NF F391 LB †F392 EC
F393 R *F394 N †F395 EC F396 LB
F397 R F398 LB

Hopper Wagons:

*HW201 LB *HW202 N *HW203 R *HW204 R
*HW205 LB *HW206 N *HW207 N *HW208 R
*HW209 N *HW210 N *HW211 R *HW212 N
*HW213 N *HW214 LB *HW215 LB *HW216 R
*HW217 LB *HW218 LB *HW219 R *HW220 R
*HW221 LB *HW222 LB

Rail Wagons:

RW454 N RW455 N RW456 LB RW457 LB
RW460 R RW461 R RW462 N RW463 R
RW464 R RW466 N RW467 EC RW470 N
†RW471 EC RW472 R RW473 LB †RW474 EC
RW475 R RW476 R RW477 R RW478 R
RW479 LB RW480 N RW481 LB RW483 LB
RW484 N RW486 R RW487 LB RW488 LB
RW489 R *RW490 R *RW491 R *RW492 R
*RW493 R *RW494 R *RW495 R *RW496 R
*RW497 R *RW498 R *RW499 R *RW500 R
*RW501 R *RW502 R *RW503 R *RW504 R
RW505 R RW506 N

RW801 EC RW802 EC RW803 R RW804 EC
RW805 EC RW806 R RW807 R RW808 R
RW809 R RW810 R RW811 R RW812 R
RW813 R RW814 R RW815 R RW816 R
RW817 R RW818 R RW819 R RW820 R
RW821 R RW822 R RW823 R RW824 R
RW825 R RW826 R

Brake Vans:

B558 EC †B560 R *B580 EC †B581 R
B582 LB B583 LB B584 LB *B585 EC

Diesel Cranes:

*DEC617 LB *DEC618 EC DEC622 N *C623 EC
*C624 N *C625 N *C626 LB *C627 EC

Jib Carriers:

JC689 EC *JC691 LB

Gauging Car:

*G663 R

Track Recording Car:

TRC666 R

Track Recording Trailer/Stores Vehicle:

TRC912 EC

Track Maintenance Machines:

‡*SC765 EC *TMM771 EC *TMM772 CF
*TMM773 N *TMM774 EC *TMM775 EC

Personnel Carriers:

PC850 R PC851 R †PC852 R *PC855 N
*PC857 N *PC858 R *PC859 R

High-Deck Wagon:

HD871 R

Tunnel Cleaning Train:

*TCC1-5 EC

General Purpose Wagons:

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

Well Wagon:

WPW1000 EC

Cable Drum Wagons

*CW1050 R *CW1051 R *CW1052 R

ROLLING STOCK ALTERATIONS

June 1987

1959 Tube Stock:

Overhauled at Golders Green depot -

1250-2250-1251 7th
1212-2212-9213-1213 22nd

1962 Tube Stock:

Internal Refurbishment at Ruislip depot -

1480-2480-9481-1481 4th
1526-2526-9527-1527 17th
1474-2474-9475-1475 29th

1967 Tube Stock:

Changes to Unit Formations -

From 3010-4010-4110-3110
To 3014-4010-4110-3110

(3010 out of service, burn-out, 3014 ex-collision).

Note: This now gives three mis-formed units on the Victoria Line, viz.:

3014-4010-4110-3110
3320-4007-4107-3107
3220-4014-4114-3114

1972 Tube Stock:

From Golders Green to Stonebridge Park for Overhaul -

3404-4504-3504 22nd

From Stonebridge Park to Golders Green after Overhaul (via Woodford) -

3403-4503-3503 14th

(Date ex-Stonebridge Park 29 May)

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

3444-4544-3544 24th

From Acton Works to Neasden after OPO Conversion -

NEWSFLASHES

3259-4259-4359-3359+3459-4559-3559 11th

From Golders Green to Acton Works for 1967 ATO Conversion -

(3420)-4520-3520 28th

Repaired by Hunslet, Leeds, and returned to Neasden depot by road -

3557 26th

1973 Tube Stock:

Overhauled at Cockfosters depot -

178-578-378 11th

210-610-410 16th

146-546-346 26th

Note: OPO Conversions to follow.

C69 Stock:

From Hammersmith to Upminster for Overhaul -

5588-6588 23rd

C77 Stock:

From Hammersmith to Upminster for Overhaul -

5726-6726 9th (unit ex-collision repair at Hammersmith depot)

From Upminster to Hammersmith after Overhaul -

5727-6727 18th

Service Stock:

Locomotives -

Battery loco 144 Lillie Bridge to Acton Works for 2nd 'A'-end buckeye mod. 9th

Battery loco 115 Acton Works to Lillie Bridge after 2nd 'A'-end buckeye mod. 9th

Miscellaneous Vehicles -

Returned to Ruislip ex-Norwich BR Open Day -

TRC666 2nd

Designation of Unit Ends

Readers of 'London Underground Rolling Stock' (1986 edition) will realise that many types of Underground stock are being designated to specific 'ends'. This has come about mainly because of modifications and improvements being carried out, notably train radio. It would be wasteful, for instance, to equip all the 1962 stock DMs with radio. A similar situation exists on the Victoria Line with the 1967 stock, there being a number of 'A' (north), 'D' (south) and A/D (double-ended) units. At present these are as follows:

'A'-end		'D'-end		A/D end	
3001	3035	3102	3127	3058	3073
3009	3036	3103	3131	3059	3074
3011	3037	3104	3132	3060	3075
3012	3041	3105	3133	3061	3076
3016	3042	3106	3138	3062	3077
3017	3043	3107	3139	3063	3078
3018	3045	3108	3140	3064	3079
3020	3046	3110	3144	3065	
3022	3047	3113	3149	3066	
3024	3048	3114	3151	3067	
3026	3050	3115	3153	3068	
3028	3052	3119	3155	3069	
3029	3054	3121	3157	3070	
3030	3056	3123		3071	
3034		3125		3072	

Note: † DM 3320 vice 3007

‡ DM 3014 vice 3010

* DM 3220 vice 3014

The above list is correct to 30.6.87

NF 105/87 - It is reported that tamping machine (TMM) 771 was damaged by fire at Stamford Brook on the night of 1 July 1987, which required the attendance of the London Fire Brigade.

NF 106/87 - The original tilework and station name signs at Green Park (Jubilee Line) are being replaced, because of the strict safety standards laid down. By the end of June 1987, the southbound platform walls had been uncovered to reveal similar 'falling leaves' as tile motifs. The illuminated station name signs have, however, been replaced by one-piece sheet non-illuminating signs.

NF 107/87 - The three rail wagons in use with ELK equipment were observed to be RW472, RW476 and RW505 on 28.5.87. Previously, rail wagons 460, 481 and 484 were utilised for this work.

NF 108/87 - Further to the note regarding the pair of Otis lifts at Covent Garden being reinstated (UN 306, page 112), these were finally taken out of service for removal and replacement on 5 May 1987, the reliability of new lifts Nos. 3 & 4 having been improved.

NF 109/87 - Special buses replaced Metropolitan Line trains between Ruislip and Uxbridge all day on Sunday 3 May 1987, while a new signalling system was installed. This saw the closure of Uxbridge signal box, and its replacement, albeit on a temporary basis, by an additional panel in Rayners Lane cabin. Rayners Lane therefore has continuous observation and control of the Metropolitan Line from Uxbridge to east of Rayners Lane. At a later date, this (and ultimately all Metropolitan Line signalling) will be transferred to the new Signalling Control Centre at Baker Street.

NF 110/87 - As a result of track renewal work on the southbound (local) Metropolitan Line at Preston Road, the through Metropolitan Line service was interrupted throughout Sunday 10 May 1987. A 20-minute interval service was provided between Baker Street and Wembley Park, and a 20-minute single line shuttle between Wembley Park (platform 2) and Harrow-on-the-Hill using the northbound local line and calling at all stations in both directions. From Harrow-on-the-Hill to Watford and Uxbridge, services ran generally to normal Sunday times. The hourly LMR service between Aylesbury and Amersham was extended to and from Marylebone, replacing the LU fast service.

NF 111/87 - Further Metropolitan Line engineering work occurred at Baker Street on Sundays 7 and 21 June, in connection with the renewal and modernisation of the track and signalling at that location. Services were terminated at Finchley Road (reversing south to north at Swiss Cottage), but the half-hourly fast Amersham service terminated at Harrow-on-the-Hill. Revisions were also made to the early-morning C stock workings from Neasden, which started instead from Hammersmith, Moorgate and Aldgate.

NF 112/87 - New wall-mounted self-service ticket machines came into use at Amersham, Chesham and Chalfont & Latimer stations at the end of May 1987. At each station there are two easy-to-use machines. The first issues a range of ten popular tickets and gives change. It offers a speedy service to passengers who know the fare for the journey they are making. A

second machine sells tickets to every station on the Underground. Passengers can select the type of ticket they require (adult, child, single, return, Day Travelcard) and their destination or zone. The machine will display the fare to be paid. It will also sell off-peak tickets at the appropriate time and will issue through tickets to a selection of British Rail stations. Change is given - even for £5 notes in good condition. Other stations to be fitted recently with the new machines are Watford, Croxley and Chorleywood.

NF 113/87 - Further to NF 88/87, the experimental vending machines at Euston and Kings Cross stations were scheduled to be removed during July. It is reported that only one case of vandalism occurred and that the litter problem did not increase.

NF 114/87 - Further to NF 104/87, similar 'Way Out/BR' stickers have been applied to some of the station name signs at West Hampstead.

NF 115/87 - Lightning Strikes Twice! In the first edition of 'London Underground Rolling Stock' (1976) it shows (page 60) 1959 stock DM 1031 as 'under repair' at Acton Works. It is surely most unusual, your correspondent suggests, to note that this car was again damaged last year in a shunting 'mishap' at Golders Green depot.

Editor's Note: We can now report that lightning strikes three times! With reference to UN 307, pages 120/1, it refers to car 5232 being involved in mishaps in 1973 and 1984. This car was involved in a third collision on 1 July 1987, when 5232 collided with 5123 in New Cross depot during the evening when stabling. Services were suspended while the necessary current isolations were made, and one 'trapped' train with passengers on board near Canal Junction were derailed out through the staff exit to Canal Junction cabin.

NF 116/87 - On 9 April 1987, the following item appeared on page 112 of Oracle:

LRT has announced huge investment proposals to extend the Underground into South London. The proposals are -

New stations on the Jubilee Line at Peckham and Lewisham.

An extension of the Bakerloo Line south from Elephant & Castle towards Camberwell.

Improvements on the Metropolitan Line.

An East London Line extension.

A scheme to link Blackfriars tube station, its BR station and Waterloo & City station into one complex.

NF 117/87 - Further to the Isle of Wight Tube Stock report (UN 307, pages 126/7), work on cutting up withdrawn cars 36, 96, 13 and 21 by the lineside south of Ryde St. Johns Road had started by the end of May 1987, by the Ryde Demolition Company.

Newly repainted NSE car 95 was in service at the end of May 1987 sporting its unique interior grey livery, while spare DM 11 continued to be worked on (repaint, rewire and modified end), with similar work starting on 3. For the time being, 15 is taking the place of 3.

NF 118/87 - Situations continue to occur where Northolt-bound Central Line trains sometimes

show NORTH WEALD on destination blinds. This is because both Northolt and North Weald have the abbreviation 'NOR' in the destination box aperture in the cab.

NF 119/87 - Confirming NF 97/87, the bridge spanning Wiggshall Road, Watford, was demolished on Sunday 7 June 1987. This bridge used to carry the direct d.c. line between Colne Junction and Croxley Green Junction, which was used by a few peak hour trains between Croxley Green and Euston/Broad Street. It was also used on rare occasions by Bakerloo Line trains (empty) when trackwork blocked their normal route. This direct line was taken out of use from 17.9.66, the track and Colne Junction signal box being removed at a later date. Subsequently, the track bed over the bridge became well and truly overgrown. However, it continued to carry cables from Willesden to provide power for Croxley Green depot, now demolished also.

At a local consultation exhibition in Watford, possible proposals for a West Watford relief road were outlined. The map shows the road cutting through the Croxley Green depot site, with a roundabout on the site of the depot track fan, and then following the path of the long-closed Rickmansworth branch. At present, these are only proposals, so they may well be changed or even dropped!

NF 120/87 - Recalling the Neasden station derailment (20.7.86) it will be remembered that some hasty and some temporary transfers of stock subsequently took place between the Northern, Bakerloo and Jubilee lines. One such temporary transfer was units 3233 + 3533 of 1972 MkII stock from the Bakerloo to the Jubilee. At this stage it must be borne in mind that 1972 stock on the Bakerloo works the wrong way round - i.e. 'A' end south and 'D' end north, which is how 3233 + 3533 first worked on the Jubilee as a 'temporary' transfer. It was later decided to keep this seven-car train on the Jubilee and it very soon acquired Jubilee Line car line diagrams - before being 'turned' to 'A' north and 'D' south. Hence, to this day, these two units can be seen in service with maps facing the wrong way round - i.e. Charing Cross facing north and Stanmore facing south.

NF 121/87 - A special Central Line service operated between Epping and North Weald on Saturday and Sunday 27/28 June, for the annual North Weald Aerodrome 'Fighter Meet'. The one four-car train operated from 09.30 until 19.40. In previous years, a regular 20-minute frequency has been scheduled, but as now weekend services to Epping have been increased to 15-minute intervals, the shuttle on this occasion operated at intervals between 17 and 23 minutes (still three trains per hour), so as to provide the best possible connections at Epping.

NF 122/87 - The main entrance and footbridge at Wembley Park were closed on 27 May 1987 to facilitate the rebuilding of the ticket office in connection with U.T.S. Access to and from the platforms is via the stairs in the middle of the platforms and the 'Stadium' gantry walkway.

NF 123/87 - Further to NF 58/87, the disused shunting neck at Edgware depot was removed in September 1985 and NOT as stated.

NF 124/87 - The Docklands Light Railway is the subject of the latest special exhibition to be

staged at the London Transport Museum at Covent Garden, until 29.11.87. The exhibition includes photographs, drawings and a video of the railway's construction, as well as a 3-scale section of platform.

NF 125/87 - Further to NF 102/87, the old goods yard at South Woodford has been purchased by Wimpey for house building. A large sign has been placed in the goods yard by Wimpey, but work has yet to start.

NF 126/87 - A new leaflet is available, advertising the London Transport Museum, explaining the new policy where the first 30 minutes of the visit is free. Headed 'Test Drive Us Free!', a deal has been agreed with NCP National Car Parks, for as well as showing the location of nearby Underground stations on the map, nearby NCP car parks are also included.

NF 127/87 - On the Keighley & Worth Valley Railway, ex-Metropolitan 'dreadnought' brake coach No.427 continues to operate reliably and regularly. The only work recently done on this coach is to modify the lighting system, whereby batteries are charged as soon as the coach begins to move and not from 15 mph as hitherto. The result of this modification is brighter lights at lower speeds and less charging of the batteries by maintenance staff. Restoration of the nine-compartment third class coach (No.465) is approaching completion, repainting and varnishing having been completed. All but one compartment have been internally completed and transfers are expected to be applied by this autumn. Entry into service is expected during 1987 according to 'VCT News', to whom thanks are extended for these notes. The restoration of the other 'dreadnought' coach, No.509, is reported as now being far off - 'completion .. can now only be thought of in the fairly distant future'. This is due to sanding being forbidden while the Exhibition shed is open to the public.

NF 128/87 - A revised type of destination blind has been observed on a few 1962 stock trains on the Central Line. One major change is that the traditional EALING BDY has given way to a full EALING BROADWAY. It will be recalled that the District Line R stock originally displayed EALING, not getting EALING BDY until the 1960's.

NF 129/87 - Green Park station was closed for a time on Friday evening 12.6.87 due to the up escalator from the Piccadilly Line smouldering badly. This escalator was reported as likely being out of use for at least two weeks, while some of the damaged wooden flared skirt panels were replaced.

NF 130/87 - A southbound Northern Line train was observed at Stockwell sporting a political poster/slogan on pre-election evening, 10.6.87. Its presence, however, made no difference to the end result!

NF 131/87 - In recent months, some 'foreign' DMU's have been observed in service on the Chiltern Line routes (Marylebone-High Wycombe and Aylesbury), having come from afar, causing two-, three- and four-car formations of various types, train lengths varying between two and eight cars. Apparently, the extra stock is to provide a float while the traditional class 115 stock is fitted with through gangways and corridors at the trailing ends. One import was seen carrying Liverpool area route maps inside, while destinations seen on such trains in service in-

clude Windermere, Sheffield and Bangor.

NF 132/87 - On 15.6.87 a signal failure west-bound at Baker Street at 08.11 prevented A stock trains from proceeding from the City to the 'main line' platforms. This resulted in disruption for the main line service, as well as the Circle and Hammersmith & City lines. At least one A stock train worked forward to Edgware Road to reverse. To add to the misery for southbound passengers from the Amersham line, one 'up' DMU from Aylesbury was formed of just two cars instead of the scheduled six.

NF 133/87 - The weed killing train (L150+L151) made an early-morning trip over the Chesham branch on Sunday 21.6.87, before services commenced running. Leaving Neasden depot at 06.30, Chesham was reached at 07.22, leaving at 07.28 and returning to Northfields depot. Spraying was scheduled in both directions, 15 minutes being allowed for the northbound trip between Chalfont & Latimer and Chesham and 17 minutes southbound.

NF 134/87 - It is reported that on about 22 April 1987 Mornington Crescent station was declared a grade II 'listed building'.

NF 135/87 - London Underground has been commissioned by the Royal Navy to provide a service to sail the high seas. The captain of HMS London, the senior service's newest frigate, requested 14 London Underground station name signs to strengthen the ship's links with Britain's capital city. Now tube station signs will decorate appropriate locations on the ship. Heathrow Terminal 4 is scheduled to be displayed in the helicopter hangar, Baker Street on the door of the Master At Arms office - the ship's policeman, Knightsbridge by the ship's shop and London Bridge, appropriately, on the ship's bridge. The location for Waterloo has not been revealed. The signs were presented to Captain Robert Fisher RN and his crew by LU Chairman and Managing Director, Dr. Tony Ridley, on board HMS London at Portsmouth Naval Base. The signs were specially made by Burnham signs of Lower Sydenham, who are currently involved in developing a new range of signs for the London Underground.

NF 136/87 - Bromley-by-Bow station was closed all day on Saturday and Sunday 4/5 July, to allow the removal of asbestos material from the station ticket hall. District Line trains operated as normal, but not stopping at Bromley-by-Bow. A special bus service operated between West Ham and Bow Road, calling at Bromley-by-Bow.

NF 137/87 - London Underground has started trials of an automatic train announcer, using synthesised speech, at Angel station on the Northern Line. The prototype, worked automatically from the dot matrix train indicators, announces the direction and destination of a train one minute before arrival, and is repeated as the train arrives. The announcements are made by a digitised speech silicon chip, which gives a clearer message than a conventional tape. Angel station is used by many visually handicapped people from the Royal National Institute for the Blind's nearby Braille House.

NF 138/87 - It is reported that the two 1938 Tube Stock DMs belonging to the North Downs Railway, have been sold to the Alderney Railway Society in the Channel Islands. They left for

their new home on Wednesday 6 May 1987, being loaded onto a lorry at Cory's Wharf, Rochester. The two carriages are reported to have carried over 5,000 people during 1985/6 and were especially popular during the Tall Ships visit to Medway.

NF 139/87 - Stoke Mandeville station, closed on Sundays for many years, reopened on this day starting 17 May 1987.

NF 140/87 - The London Underground Timetable Booklets are being re-issued, this time with attractive coloured artist's impressions of a major attraction of each line on the front cover. The attractions portrayed are:

- Bakerloo - National Theatre (Waterloo).
- District - Tower Bridge.
- East London and Hammersmith & City - Whitechapel Market.
- Jubilee - Selfridges.
- Metropolitan (including BR service to Aylesbury) - Harrow School.
- Piccadilly - Covent Garden Market.
- Victoria - Tate Gallery.

New editions for the Central and Northern lines are not yet to hand, and the Circle Line is no longer covered. All the above-mentioned booklets are dated May 1987, except for the Victoria Line which is dated June. The artist for all the cover pictures listed above is Sharon Pallent, and they give the impression of black line drawings, filled in with water colours. There are differences in the timetable treatment of the various lines, partly due to the different type of service provided. The Metropolitan, following a long tradition, has a full orthodox timetable, including BR to Aylesbury. The Bakerloo has a full timetable from Queens Park to Watford Junction, with all the through trains from south of Queens Park, and 'firsts and lasts' between Elephant & Castle and Queens Park, and a summary of headways on this section. The District has departure lists from major stations, a summary of headways with an index to the departure lists and firsts and last in normal timetable format. The East London/H&C, Jubilee and Victoria have departure lists, and the last two have headway summaries but no index. The Piccadilly Line is similar, but also has timetables of firsts and lasts. Why the tube lines with departure lists cannot copy the District practice of indexing these lists is hard to understand - it certainly saves time in thumbing through the whole book in looking for one's local station. On the subjects of the cover pictures, perhaps it might have been as well not to have encouraged more people to travel to Covent Garden in view of the problems of platform to street level there. Whitechapel is the only choice for the two lines covered, but although the picture is labelled 'Whitechapel Market', it is really of the

station frontage, with the stalls in the front blocking the path from the station to the nearest bus stop!

NF 141/87 - The repaired end of Docklands Light Railway unit No.04 arrived back at Poplar depot on Monday 22.6.87, bringing together the complete fleet, previously achieved only between 30 March and 2 April. It is reported that wheel turning is being done by the Tyne & Wear PTE at their South Gosforth workshops, the journey by the bogies being undertaken by road.

By the time these notes are read, the DLR should be fully operational, carrying passengers for the first time on 31 July, following the Royal opening the previous day. A DLR preview on the morning of 25 June 1987 saw the following stock position:

Running (empty) simulating timetabled service -

01, 03, 05, 08, 10, 11

On 'test' -

02

In depot -

04, 07, 09

In stabling sidings -

06

The DLR fare system is exactly the same as that of the London Underground. Apart from Tower Gateway (Zone 1) and Stratford (Zone 3a), all DLR stations are in Zone 2 of the Underground zonal system. All tickets, permits and Travelcards that are valid, in the appropriate zone, on the Underground, are valid on the DLR and vice versa. Services will operate 05.30 to 00.30 (weekdays) and 07.30 to 23.30 (Sundays).

The following list updates readers with the delivery dates of the DLR stock:

01	7.8.86	05	3.11.86	09	8.1.87
02	13.10.86	06	17.11.86	10	19.2.87
03	8.9.86	07	8.12.86	11	† 30.3.87
04	* 30.9.86	08	15.12.86		

Notes: * Damaged end returned to Germany 2.4.87. Returned to Poplar 22.6.87.

† Date ex-Manchester, following trials in Debdale Park.

TAILPIECE

Q. What have you got if you put 'Mastermind' contestants on the Underground?

A. A TUBE-full of Smarties!

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 132 of UN 307 (July 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.

Changes of address should be notified to the Registrar, 12 Marlborough Road, Forest Gate, London, E7 5HB, and NOT to the Editor of this journal.

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