UNDERGROUND NEWS

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THE TIMETABLE

Saturday 7 August
Display of Brill branch material, presented by Mr.M.G.Crosbie. For further details see front page of UN 247.

Friday 13 August
Talk, 'The Work of the Department of Architect and Design', by Mr.M.A. Stollery, Principal Assistant Architect (Rail), London Transport. 19.00 for 19.15 in the Tudor Room, Caxton Hall.

Saturday 14 August
Visit to Hammersmith depot, Metropolitan Line. Applications, with SAE, to Mr.G.A.Finch, 3 Caverswall Street, London, W12 OHG. Minimum age 15 years. Associate members, please state age when applying.

Saturday 21 August
Walk over the Brill branch. For details, see front page of UN 247.

Friday to Sunday, 3 to 5 September
Weekend in Glasgow, to see the Underground, BR and Transport Museum. This will be a joint visit with the Electric Railway Society. Interested participants send SAE for further details to: Glasgow Visit Organiser, 6 Launceston Gardens, Perivale, Greenford, Middlesex, UB6 7ET IMMEDIATELY.

Sundays 5 and 19 September
London Transport Rail Tours. For details see page 136 of UN 247.

Monday 6 September
Library Evening, 18.30 The Society's Library open for inspection at 9A Dunrobin Court, 389 Finchley Road, London, NW3 6HE.

Wednesdays 8 and 15 September
Afternoon visits to Garnier Signs, makers of enamel signs for LT and BR. These visits are open only to people NOT connected with the sign or allied trades. Applications, with SAE, to Mr.G.A.Finch, 3 Caverswall Street, London, W12 OHG. When applying, please state:

(a) Whether both dates are equally suitable,
(b) If both dates are possible, but one is more suitable (state which),
(c) If you can attend on only one date (state which).

Friday 10 September
Talk, 'The 1983 Tube Stock', by Mr.D.K.Ware. 19.00 for 19.15 in the Tudor Room, Caxton Hall.

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JUNE CAXTON HALL MEETING

The June 1982 meeting at Caxton Hall was devoted to a display of members' slides, arranged by Brian Panting. Six members brought slides, and showed a wide variety of underground scenes; mostly of London Transport trains in the recent past, including normal passenger workings, special workings and service stock.

Russell Upcraft showed some unusual recent workings, including the wanderings of a 1973 stock unit on to other tube lines for track recording, a rich variety of service stock, the trial running of a BR coach over LT, and a BR departmental train north of Amersham, filming the track prior to leaf clearing. Gordon Finch followed with an interesting series of station exteriors showing the names of pre-LPTB or pre-nationalisation railways, the two ends of the Tower Subway, and some unusual items of service stock. Paul Bradley continued the show with shots of rolling stock in unusual places or unusual liveries, and then Alan Blake showed a series on the Mexico City Metro, where each station has a pictorial symbol, and many of the outer sections are between two carriageways of a road. Some of the slides were taken at a risk of arrest by the police, who do their best to enforce a no-photography rule. The exteriors of the rubber-tyred stock are plain to the point of ugliness, and should silence any complaints that the LT D stock looks plain. Alan also showed a sequence of the stages of the Kilburn bridge reconstruction in 1977/78.

Brian Panting then presented slides which covered most of the important rolling stock events of recent years, including special tours, service stock, and special workings because of engineering works or mishaps. Finally, Fred Ivey took us back to the early 1960s with shots of the Metropolitan electric locomotives hauling Dreadnought coaches, T stock, P and F stocks on the Uxbridge branch and northern half of the Circle, Q and F stocks on the East London Line, BR steam locomotives on the Metropolitan tracks, and LT steam locomotives being dismantled at Neasden with the castellated power station in the background. A few shots of standard tube stock concluded Fred's selection, and the programme.

Thanks are due to the six members for bringing their slides and commenting on them, and to Brian Panting for arranging the programme.

DFJ

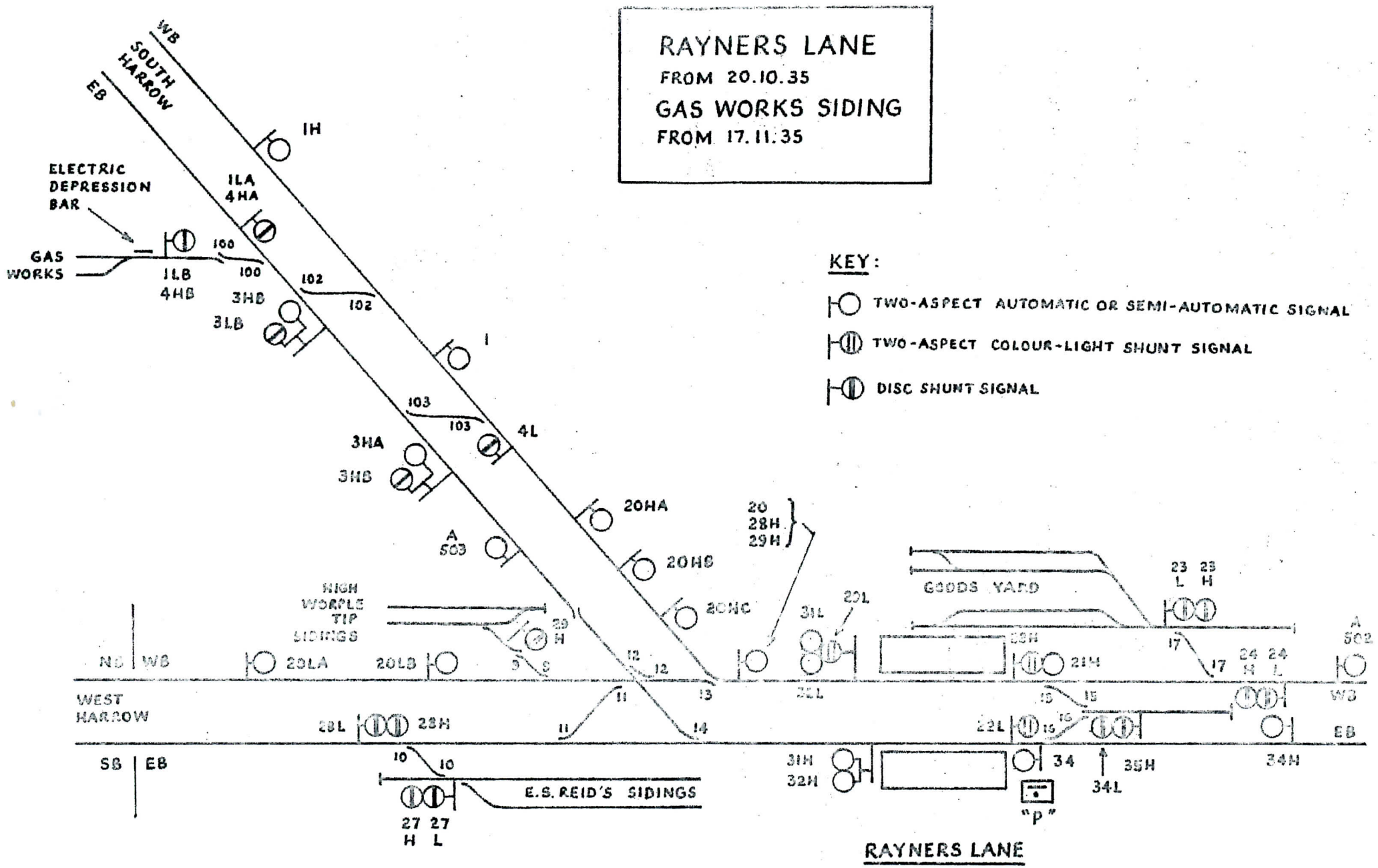
A RECENT HISTORY OF THE UXBRIDGE BRANCH

Basically confined to the LPTB period and after, this article attempts to outline changes that have taken place over the years on the Uxbridge branch, especially to track layouts and train services on the Piccadilly Line. Earlier history can be found in such publications as RAILS THROUGH THE CLAY (Jackson and Croome), LONDON'S LOCAL RAILWAYS (Jackson) and METRO MEMORIES/ROMANCE OF METROLAND (Edwards/Pigram), to which readers are referred.

Rayners Lane

The layout at Rayners Lane, as we know it today, with the associated signalling, was commissioned from Sunday 20 October 1935, which was the consequential result of the original signal box in the junction 'V' being demolished by a runnaway ballast train in the small hours of 22 November 1934. The new signal box, located at the Uxbridge end of the eastbound platform, also controlled the entry and exit into and from South Harrow Gas Works. However, this part was not commissioned for another month - on 17 November 1935. From this time, the former signal box at the Gas Works siding was closed. Access to the Gas Works by rail was first used on 4 October 1910.

The signal levers in the new Rayners Lane signal box were of the miniature type, and included route setting. This was also applicable to the signals and points at South Harrow Gas Works, where a new relay room replaced the old signal box (see opposite page for diagram of areas). When the new signal cabin was opened a new reversing siding was incorporated in the layout so that some Piccadilly Line trains that reversed at South Harrow could be projected to reverse at Rayners Lane, and similarly some Metropolitan trains that terminated at Harrow-on-the-Hill could be extended to Rayners Lane. Today there are no trains scheduled to reverse at South Harrow, apart from two early-morning staff trains. Regular reversing of Piccadilly trains at South Harrow was eliminated in the early 1960s.


RAYNERS LANE
FROM 20.10.35
GAS WORKS SIDING
FROM 17.11.35
KEY:
TWO-ASPECT AUTOMATIC OR SEMI-AUTOMATIC SIGNAL
TWO-ASPECT COLOUR-LIGHT SHUNT SIGNAL
DISC SHUNT SIGNAL
WB
SOUTH HARROW
EB
ELECTRIC DEPRESSION BAR
GAS WORKS
1H
1LA
4HA
1LB
4HB
3HB
3LB
100
102
1
103
4L
3HA
3HB
A 503
20HA
20HB
20HC
20
28H
29H
HIGH WORPLE TIP SIDINGS
29 H
NB
WB
20LA
20LB
WEST HARROW
28L
28H
SB
EB
E.S. REID'S SIDINGS
27 H
27 L
31L
20L
GOODS YARD
23 L
23 H
25H
21H
24 H
24 L
A 502
WB
EB
22L
31H
32H
34
35H
34L
34H
"P"
RAYNERS LANE

At the end of 1935 the Rayners Lane area was as shown in the diagram on the previous page. Shunt signals were of the disc type except for shunt signals from platforms to sidings, which were of the miniature colour light type. In addition to the goods yard on the south-west side of the station (q.v. later) there was also the High Worple tip siding in the junction 'V', and E.C.Reid's siding on the north side of the Metropolitan Line. E.C.Reid was one of the local builders, who, from the late 1920s, built many houses in the area. Plans for a 4-platform station at Rayners Lane (of two islands) was first mooted as far back as 1928, and even today, the subject continues to be raised. It was intended to provide cross-platform interchange between the Metropolitan and (then) District, or (now) Piccadilly Line trains.

Some time after the formation of the LPTB, it was decided to standardise the LT signalling system wherever possible, and was broadly thus:

1. To eliminate three-aspect signalling, except where main line trains operate; i.e. beyond Harrow on the 'Joint' line.
2. To eliminate miniature colour light signals used for shunting movements.
3. To introduce junction route indicators (a row of three white lights) for diverging routes, instead of having one signal for each.
4. To introduce theatre-type route indicators, thereby eliminating individual discs for each route.

Three-aspect signalling disappeared from the Uxbridge line in 1948, when the line was converted to standard two-aspect signalling in stages, as follows:

Rayners Lane to West Harrow: from 23.5.48
Rayners Lane to Ruislip Manor: from 17.10.48
Ruislip Manor to Uxbridge: from 12.12.48

This resignalling enabled the operating capacity of the Uxbridge branch to be increased to 30 trains per hour, replacing the three-aspect system installed in 1930 by the Metropolitan Railway. Although three-aspect signalling disappeared from the Metropolitan (except for the Joint line), some of the existing signal heads were retained and converted to two-aspect signals. The only noticeable difference was the removal of the lower aspect and being patched over. Several of these still exist today and serve as a reminder of a bit of Metropolitan Railway history (some of these signals also survive on the East London Line and Stanmore branch).

From Sunday 29 November 1953 signal P29L was taken out of use (westbound platform to the tip sidings), while from 20 December 1953 signals P31H/32H and P31L/32L were altered to one signal each with a junction route indicator. At the same time P22H and P22L were each converted to disc shunt signals, whilst P33H/34L was altered to one disc with a theatre-type route indicator.

From Sunday 11 April 1954 the Gas Works siding connection was taken out of use, with the removal of No.102 and No.103 crossovers, although the signalling remained operative for another two years (q.v. below), but set for automatic through running.

From Sunday 15 January 1955 both the High Worple tip siding and E.C.Reid's siding were taken out of use, with Nos.9 and 10 crossovers removed, shunt signals P27H, P27L, P28H and P29L removed and inner home signal P20/28H/29H renumbered just plain P20.

The final of the substantial alterations to Rayners Lane of the 1950s took place from Sunday 29 July 1956, when the semi-automatic signals at the site of the former Gas Works siding were renumbered as follows:

P3HA - A505
P3HB - removed
P1H - A510
P1 - PX512

Almost all traces of the Gas Works siding have since disappeared. The only evidence that such a spur existed is a short disused stub turnout comprising three viaduct spans. It has been reported that two of these spans may soon be removed, to allow better use of LT property adjacent to the viaduct. Further signalling alterations from 29.7.56 affecting Rayners Lane were as follows: Signals P24H and P24L were altered to become one disc with a theatre-type route indicator. P23H/23L was also altered so that P23L became a colour light signal (for trains continuing west from the goods yard) and P23H a disc

under P23L. From 4.8.56, P23L was further modified to display an aspect only on the approach of a train from the yard.

Whilst Rayners Lane cabin lost the Gas Works siding, it gained control of the South Harrow area from Sunday 15 September 1957, which allowed closure of the District Railway signal box which retained mechanically operated points right up to the end. The control of South Harrow from Rayners Lane was by push-button, with thumb switches and 'talk-back' facilities for movements from the sidings.

On the westbound approaches to Rayners Lane, permissive signals P200H and P200L were installed from 21.12.58. A similar signal on the eastbound line (P340H) was commissioned at the same time.

At South Harrow, the crossover west of the station on the viaduct (see UN 215, page 295) was removed from 19.9.71.

Rayners Lane cabin gained control of the new Ruislip siding connection from 28 September 1975 with push-button control, plus all track circuit indications of the area in between. Prior to this, a handworked crossover was provided for night time stock moves only, and this was available from 24.7.73.

From 17 July 1978, the control of the South Harrow area was removed from Rayners Lane cabin and transferred to Earls Court Regulating room, with programme machine control (see UN 200, pages 553/4).

Train Services in Recent Years

Train services through Rayners Lane saw both Piccadilly and Metropolitan trains each day to Uxbridge (although the former were 'lodgers' on the latter's territory!), with more Piccadilly Line trains reversing at Rayners Lane. It has been widely stated that the number of passengers using Rayners Lane station had increased from 22,000 per year in 1930 to 4 million in 1937, and thus services were built up, reaching a 'peak' in 1950, following the resignalling of the Uxbridge line, and completion of track alterations at Harrow-on-the-Hill. From 5 June 1950, in peak periods, in the direction of peak traffic, 'fast' Metropolitan Line trains were introduced. These ran non-stop from Eastcote to Finchley Road, missing Rayners Lane, although it was usual for these trains to be 'checked' at signals as they approached and passed through the station. Following signal and track improvements at Wembley Park in 1954, these fast trains were altered to stop additionally at Rayners Lane. This applied to the morning peak for trains to London from 28 June 1954, and evening peak trains from London from 20 September 1954.

Nigel Hyde writes:

'The 30 mph speed restrictions at Rayners Lane and West Harrow stations were introduced when fast trains did not call at these stations. One run I recall was with an eight-car P stock train running late, which had a completely clear run from Finchley Road to Eastcote. I would think that the trip took about 14 minutes, and certainly the 30 mph limits were exceeded at both stations. The only reduction of speed at West Harrow was caused by the upgrade from the flyunder, while at Rayners Lane the train was actually accelerating through the station!

The fast trains running non-stop from Eastcote to Finchley Road were 'called over' by the station staff at Eastcote. Train identification was simple with 15 8-car trains working the peak service and numbered consecutively in the morning peak 21-28 (F8), 29-35 (P8), with 23, 26, 29, 32 and 35 being fast trains, plus one earlier and one later P6 from the 41-49 sequence. Sets 41-46 were allocated to the midday off-peak Uxbridge line trains, whilst 49 was in service only in both peaks and fast both morning and evening. This working (49) was used by the first PCM conversion from Metadyne in the mid-1950s.

Rayners Lane passengers were not pleased that fast trains did not call at their station, but LT maintained that the schedule did not allow an extra stop at Rayners Lane at a time when the peak service comprised 16 Piccadilly trains (8 or more from Uxbridge) and 12 Metropolitan trains per hour.'

Decline in passenger usage started in the mid/late 1950s, so that from Monday 2 March 1959 the Monday to Friday midday off peak Piccadilly Line service to Uxbridge was withdrawn, with all trains reversing at Rayners Lane. As uncoupling of Piccadilly Line trains was still being performed, this had to be done at South Harrow instead of at Uxbridge. Uncoupling of Piccadilly Line trains ceased altogether from 21 March 1960.

The Monday to Friday evening service of Piccadilly Line trains to Uxbridge with effect from Monday 16 October 1967 (last day Friday 13.10.67) and all-day Sunday service from 22 October 1967 (last day Sunday 15.10.67). The Saturday afternoon and evening service was the next casualty from 5 December 1970 with the Saturday morning service being axed from 5.10.74. This took place at a time when LT were suffering from a chronic staff shortage, but the Piccadilly trains were never reinstated. This, then, left Piccadilly Line trains serving Uxbridge only during peak periods on Mondays to Fridays, generally being every other train beyond Rayners Lane. Because of the staff shortage previously mentioned, the Saturday Metropolitan Line service was reduced from 15 to 20 minute intervals from 9.6.73. It was later restored to every 15 minutes, but not before 07.30 and after 21.30.

With the construction of Ruislip siding, it was decided that some peak hour Piccadilly trains should reverse there instead of Uxbridge. By this time, signalling restrictions on trains entering terminal stations had been introduced following the Moorgate crash and some Metropolitan Line trains entering service from Uxbridge sidings did so by running empty direct to Hillingdon. With the termination of some Piccadilly trains at Ruislip, easing the working of trains at Uxbridge, this meant that the previously mentioned Metropolitan trains could now enter service via Uxbridge station. Ruislip trains commenced with a new timetable from 21 February 1977, although one early morning Sunday journey had been operating spasmodically from October 1976. A new pattern of service for Piccadilly trains was thus established in the peaks, generally being: Rayners Lane, Ruislip, Uxbridge, giving Uxbridge a 12-minute peak service instead of every 8 minutes.

Number of Piccadilly trains from Uxbridge branch: (Mondays to Fridays)

The following figures exclude those starting from Rayners Lane.

	1958	1963	1968	1977*	1979	1981
From Uxbridge	106	75	41	23	23	20
From Hillingdon (direct from Uxbridge sidings)	-	2	3	3	5	3
From Ruislip	-	-	-	22	19	25
Total	106	77	44	48	47	48

Note * Operative from the opening of the Heathrow extension.

Not only has the through Piccadilly service to and from Uxbridge declined over the years, but so has that which remains from Rayners Lane. Prior to the opening of the Heathrow extension, trains in the early morning and late evening to and from that branch (then terminating at Hounslow, and from July 1975 at Hatton Cross) worked to and from Acton Town only, the through service being provided by trains to and from Rayners Lane. With the opening of the extension to Heathrow the situation became reversed, with the Acton Town to Rayners Lane section of the Piccadilly Line becoming very much a poor relation of the main Piccadilly Line.

The Goods Yards

The goods yards on the Uxbridge line are now but a memory, as are all other goods yards on the London Transport Underground system (Finchley Road to Watford and Amersham, East Finchley to Mill Hill and High Barnet, and Leytonstone to Ongar), but Rayners Lane yard itself retains a loop in the former yard. This is used occasionally for stabling tamping machines, and, very rarely, to stable defective engineer's trains. The rest of the area of the former goods yard is now the station car park. Not all the stations on the branch had goods yards, these being West Harrow, Ruislip Manor and Ickenham.

When the Uxbridge branch was first opened from Harrow on 30 June 1904 there was only one intermediate station, being at Ruislip. This station and Uxbridge had goods yards from the beginning (see figs.1 and 2 opposite).

The yard layout at Ruislip was altered in 1928-29 and one of the tracks in the yard was electrified, spreading into two at the Ruislip Manor end. In recent years (in the late 1940s and 1950s, both Metropolitan and Piccadilly trains stabled there on occasions, when they were unable to proceed to Uxbridge for engineering work, and also for stabling seriously disabled stock in emergency. Ruislip goods yard was spacious - it extended as

LAYOUTS OF GOODS YARDS

FIG.1. **RUISLIP IN 1906**

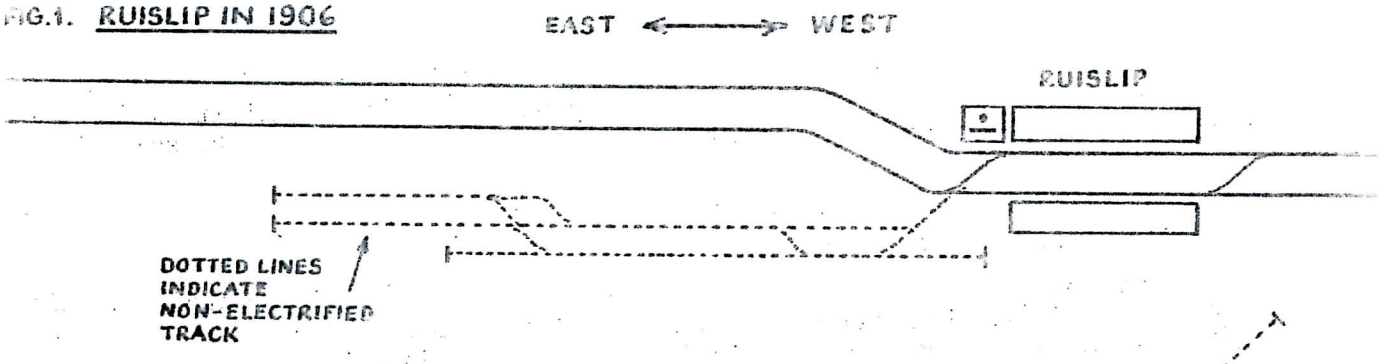
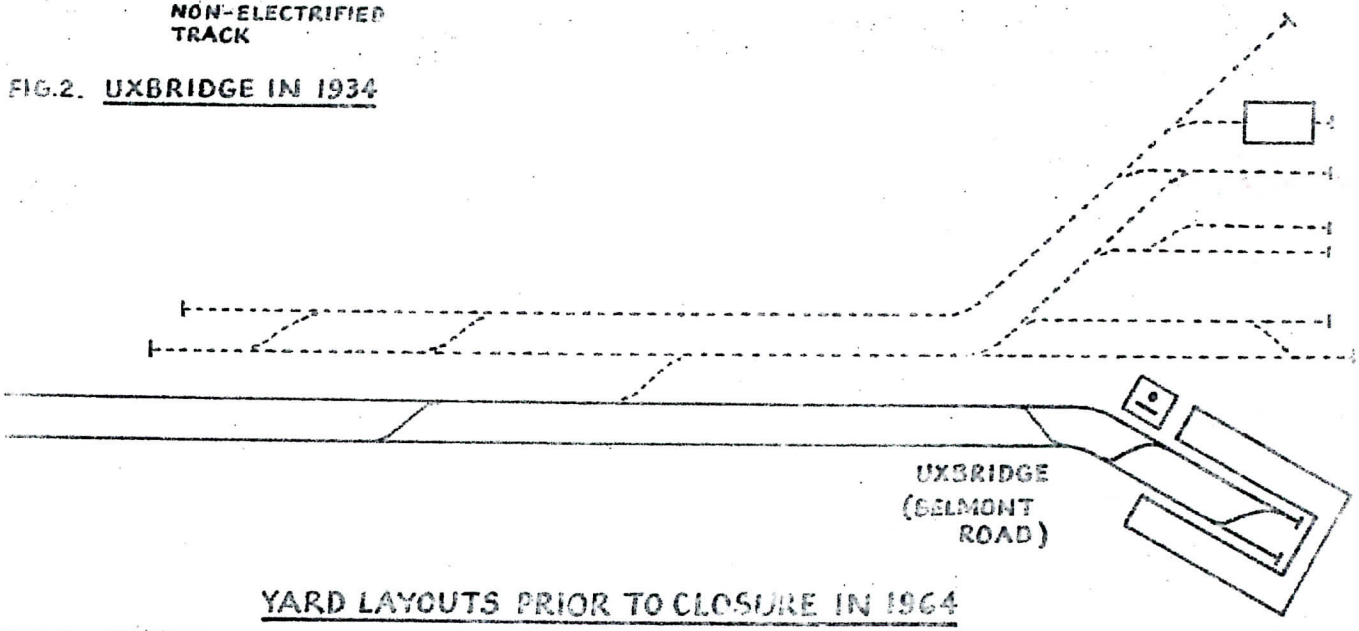


FIG.2. **UXBRIDGE IN 1934**



YARD LAYOUTS PRIOR TO CLOSURE IN 1964

FIG.3. **RUISLIP**

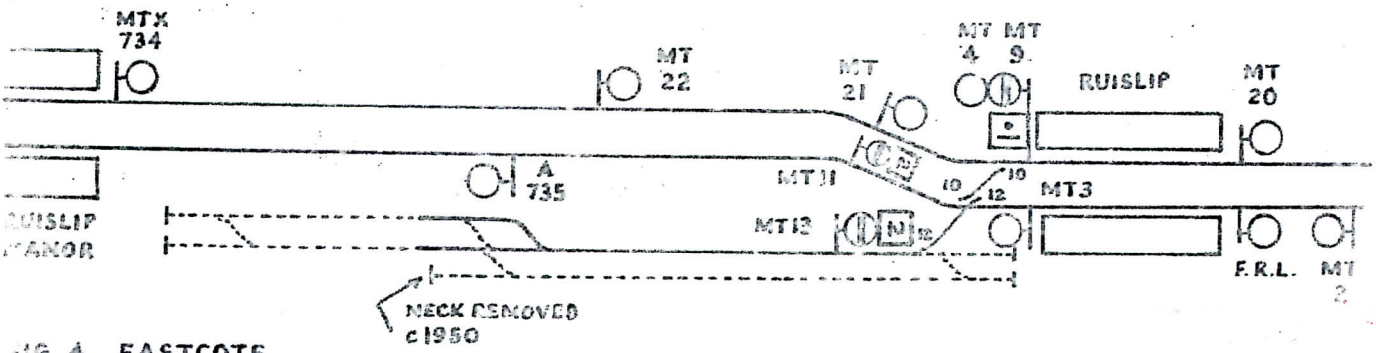


FIG. 4. **EASTCOTE**

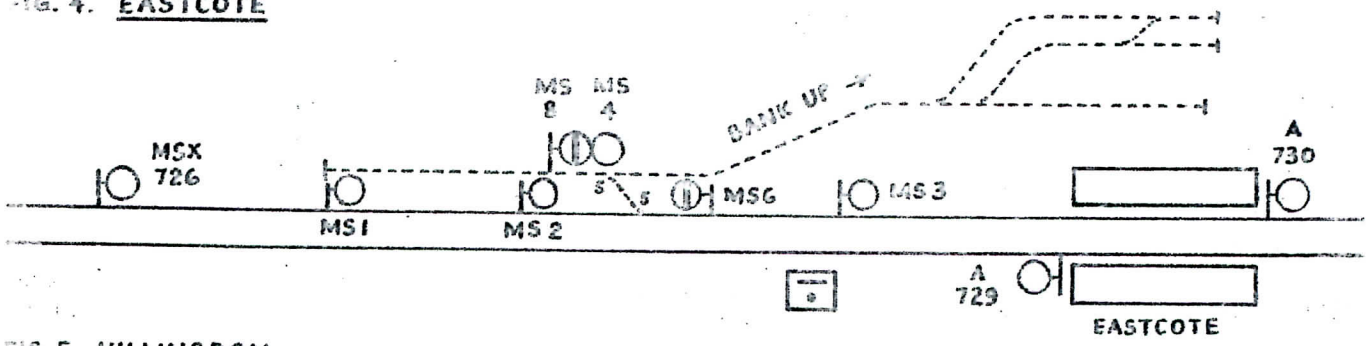
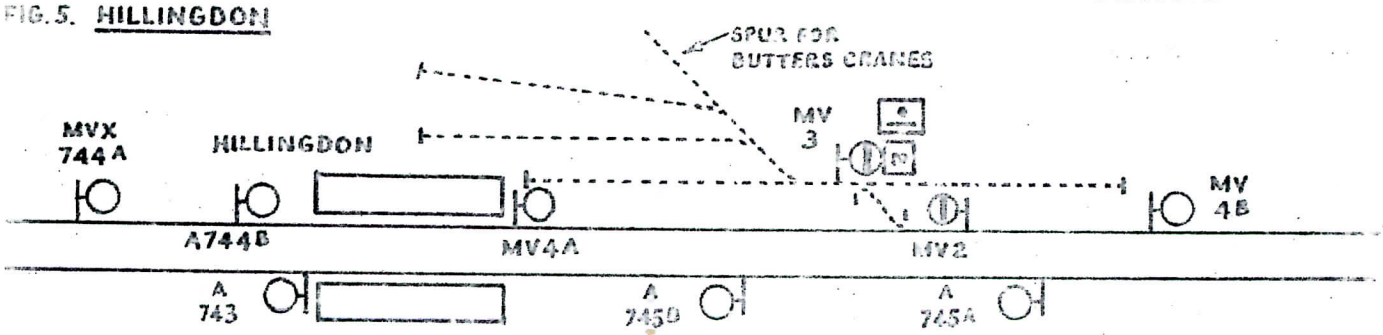


FIG.5. **HILLINGDON**



far as the Victoria Road where on the opposite side of this, Ruislip Manor station was located. Car parks have been built on part of the site at both the Ruislip and Ruislip Manor ends (station car park and council car parks respectively), but the space in the middle is still abandoned, unused and overgrown with trees.

Uxbridge goods yard closed on 1.5.39, with the building of the new station in the High Street, which itself was previously opened on 4.12.38.

Stations later to acquire goods yards were Eastcote in 1913 (station opened 26.5.06), Hillingdon in 1924 (station opened 10.12.23) and Rayners Lane in 1929 (station opened 26.5.06). Also opened at Rayners Lane in 1929 was E.S.Reid's private siding, east of the station on the Metropolitan side.

With the increase in building in the Eastcote area, the original 10-wagon yard was enlarged in 1923, but even then the yard was still cramped, being reached on an incline from the main line. Hillingdon yard was similarly enlarged in 1930 and further still in 1950 for 'Butters' cranes.

Diagrams of yards at Ruislip, Eastcote and Hillingdon, as they were just prior to closure in 1964 are shown in figs. 3, 4 and 5 on previous page.

During wartime, several Metropolitan Railway saloon coaches were put to further uses, many in military establishments. However, two saw service as mess rooms and examiners huts on the Uxbridge line. One was on No.30 road in Uxbridge sidings (which were opened in 1943) located next to the buffer stops adjacent to York Road, the other in Hillingdon yard next to the westbound line.

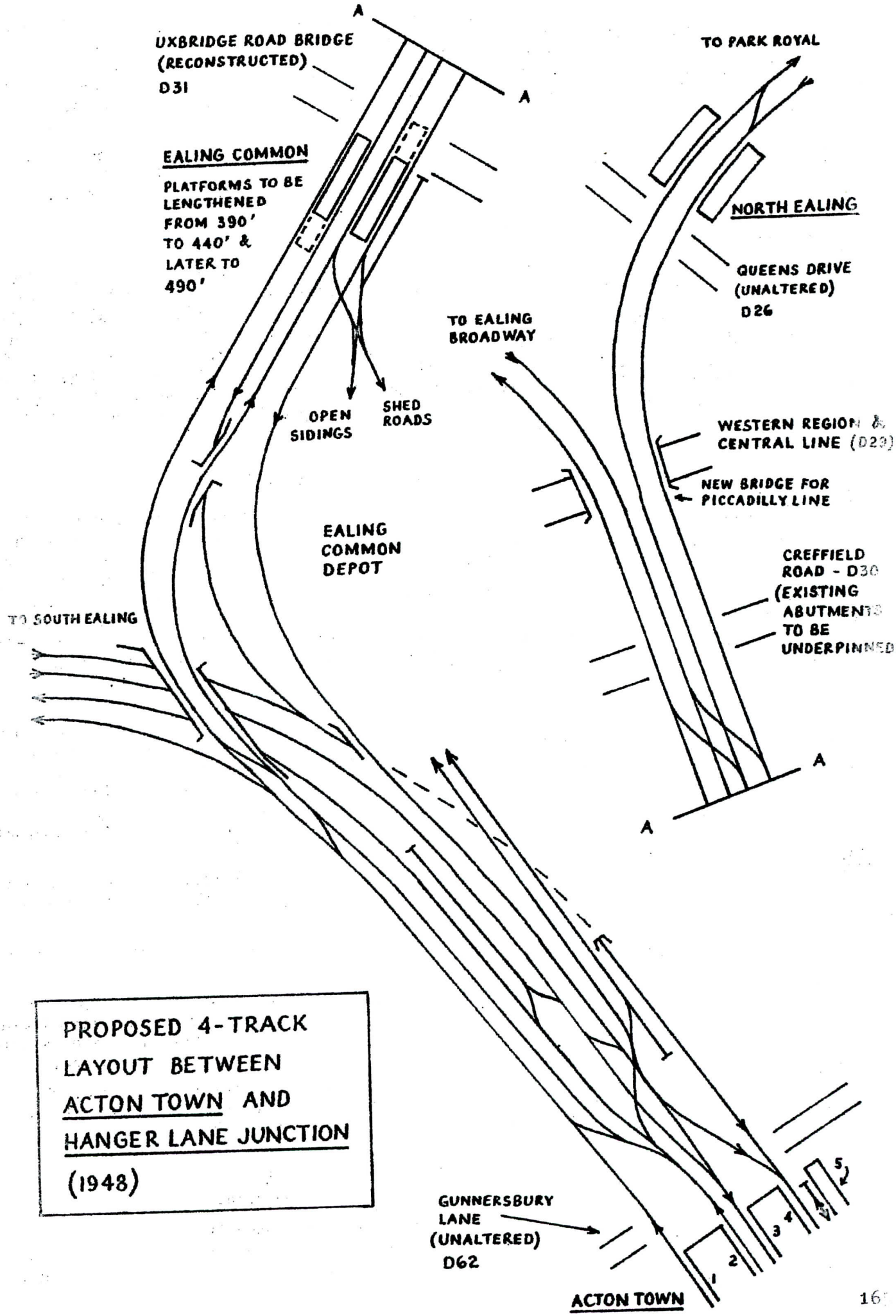
The working of goods trains was as follows: At three of the four yards, access was only from the westbound line and at each location the trains had to be propelled into the yards (Rayners Lane and Hillingdon), or into the shunting neck (Eastcote). After completion of the work the trains then ran to Uxbridge sidings for the locomotive to run round the train, then returning to Ruislip. Here the train shunted ahead of the station, propelled back accross No.10 crossover and then into the yard. On completion the train was propelled back into the westbound platform, and then proceeded east to Harrow. In later days BR 4MT 4-6-0 locomotives were used, 76035-44 being tripcock fitted for use on LT lines. Some BRCW type 2 BO-Bo diesels also made some trips to the Uxbridge branch from 1963. With the decline of goods traffic, all yards on the Uxbridge line were closed from 10.8.64, except for Uxbridge, which closed in 1939 with the remodelling of the area. The following trips were scheduled at the close of the goods service:

	MONDAY to FRIDAY			SATURDAY		
	arrive	pass	depart	arrive	pass	depart
Neasden LNR			09.53			09.35
Harrow-on-the-Hill		10/08			09/53	
Rayners Lane	10.17		10.56		10/00	
Eastcote	11.06		12.01	10.05		11.03
Hillingdon	12.13		12.51	11.14		12.08
Uxbridge	13.01		13.17	12.15		12.35
Ruislip	13.30		14.24	12.46		15.08
Harrow yard	14.45			15.27		

Part of Eastcote yard is now a car park, while the other part is occupied by Erith's the builders merchants. Hillingdon yard is now mostly the station car park, but Butters cranes still occupies the far side - minus its rail connection, of course.

What Might Have Been

Previously in this article, it was mentioned that proposals have been active, in some form or another, for additional one or two tracks at Rayners Lane since 1928, to provide cross-platform interchange between Metropolitan and Piccadilly trains. There are, however, two other proposals of post-war origin which deserve a special mention. The first (see diagram opposite) was to segregate District and Piccadilly Line trains from Acton Town to Manger Lane Junction, to give those trains to and from the Uxbridge branch a free passage across the junction, instead of waiting for District trains, which seen to be a problem to the present day. The main objective, of course, coupled to the other scheme noted below, was to provide an increased Piccadilly Line service between Acton Town and Rayners Lane.



PROPOSED 4-TRACK LAYOUT BETWEEN ACTON TOWN AND HANGER LANE JUNCTION (1948)

The second scheme (see diagram opposite) was for a new Piccadilly Line depot at Ickenham to house the extra trains required for the proposed increased service west of Acton Town. Note also the provision of a reversing siding west of Ruislip station, which would have meant widening the cutting. Initially the accommodation was planned for 28 7-car trains, with land being left for space for a further 12 7-car trains at a later date next to the track. A track connection to the Central Line at Ruislip depot would have been included.

Coupled to the above schemes was a proposal for a flyover junction at Rayners Lane. All three schemes were authorised in the London Passenger Transport Act of 1947, but were unable to get beyond the drawing board stage because of post-war Government financial constraints.

Modernisation (?)

Most of the stations on the Uxbridge line today remain in the same state as they have been for many years. These include the new constructions at Uxbridge (1938), Ruislip Manor (1938), Eastcote (1939) and Rayners Lane (1938). Hillingdon (Swakeleys) is still, more or less, the basic station it was when opened in 1923. The only station to be substantially altered in recent times is Ickenham, where, from 12.9.71, new modern buildings replaced the old Metropolitan Railway 'halt'. This station boasted a wooden 'shack' for a ticket office up to the time of reconstruction. The other station on the line, Ruislip, which was the only intermediate station when the line opened, is almost unaltered since when new.

THE PROBLEMS OF TYNE & WEAR METRO

The very first part of the Tyne & Wear Metro in Newcastle to open was in August 1980 between Haymarket and Tynemouth. This was followed in May 1981 by the reopening of the Bank Foot branch, effectively doubling the service on the trunk section from Haymarket to South Gosforth, from 10 to 5 minute intervals. With the opening of the southern extension to Heworth from November 1981, all services were projected over this section, and an extra service in the 10-minute block was introduced to Benton until 18.30, giving three trains every 10 minutes, or one every 3⅓ minutes. It is reported that the east-west route from St.James will open later this year, linking up with the existing service to Tynemouth, forming a circular route - again. Heworth to South Shields is expected to open in 1983.

Although the £270 million Metro is Newcastle's pride and joy, it is inevitable that with something new there will be teething troubles in some form or another, some of which could not have been forseen at the planning stage. The press, naturally, were quick to pick up and highlight these problems, and a summary of these are included below. There is no doubt, though, that the Metro is extremely popular with the public - may its success continue. The majority of the following notes have been reported in 'The Journal' and 'Evening Chronicle'.

30.9.81 - Metro authorities are working hard to stamp out fare dodging. The first prosecutions were brought to court on 29.9.81 after two Newcastle men failed to pay fares on 10.5.81. The PTE warn they will prosecute in every case.

16.10.81 - The frontage of Newcastle Central BR station was bare of hoardings, after four years work connected with the construction of the Metro.

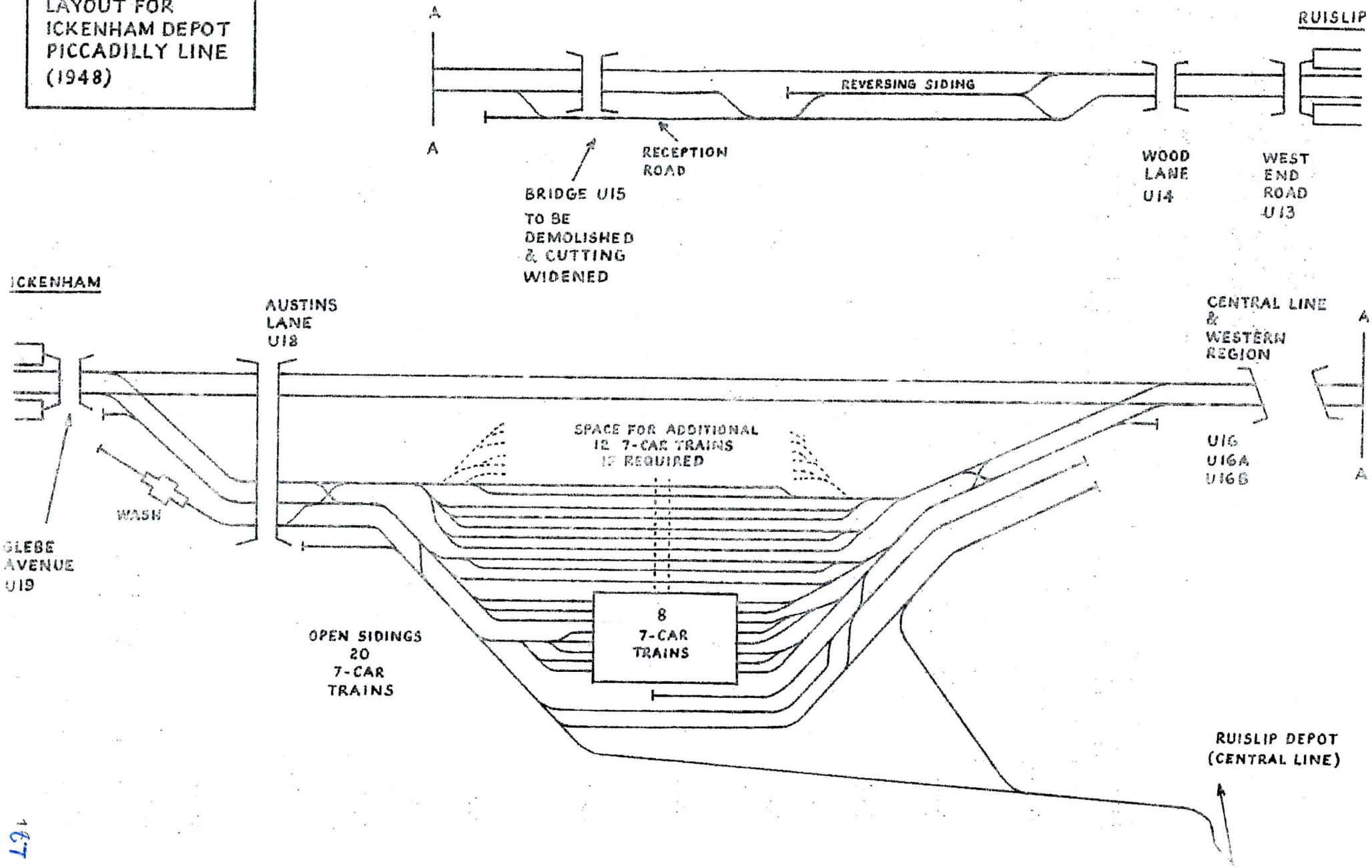
16.11.81 - Hundreds of Geordies were up early on Sunday morning 15.11.81 to sample the first trains on the new extension to Heworth. Rounds of applause greeted the first train as it arrived at Monument, with standing room only on the trip to Heworth. At that station in the afternoon long queues of people were gathering to try out the new extension.

19.11.81 - A Metro train hit the back of a car on Brunton Lane crossing, because, the car driver alleges, he did not see the warning lights because of sunlight. There is one other similar crossing at Fawdon, with a third planned at Newdon when the St.James to Tynemouth section opens.

23.11.81 - The increase in road traffic in the Heworth area since the opening of the Metro, causing parking problems, has angered residents of the area.

Newcastle Airport Consultation Committee favour a Metro extension from Bank Foot to the airport, which would benefit the public and industry. Most of the extension would be on existing lines within the Tyne & Wear region, but with the airport station in the county of Northumberland.

PROPOSED TRACK LAYOUT FOR ICKENHAM DEPOT PICCADILLY LINE (1948)



27.11.81 - A female passenger was hurt when she fell through rotten platform boards at West Monkseaton station, and had to be released by firemen.

30.11.81 - A failure in the North Eastern Electricity Board's supply halted the Metro this afternoon. The system stopped for about 15 minutes and also affected the control centre at South Gosforth.

1.12.81 - Work has commenced to make the platforms at West Monkseaton safer, following the incident of 27.11.81, where a woman fell through the rotten boards.

Less than two weeks ago, people were happy to welcome the Metro, but now, the PTE admit, there are problems, backed up by over 150 public complaints. This has been caused mostly by the significant alterations to bus routes, feeding them into the Metro, causing over-crowding and long delays.

3.12.81 - Commencing this Saturday 5.12.81, an express reserve bus service will be introduced by the PTE to ease congestion on the Metro. The previous Saturday chaos reigned as large queues built up at the interchanges. The buses will continue on Saturdays until at least Christmas, or beyond if necessary.

4.12.81 - Despite ruled as being 'out of character' with the surroundings, the PTE installed a yellow 'M' (Metro) cube sign at Monument station, causing consternation with Newcastle planners.

7.12.81 - Tyne & Wear Councillors are expected to approve the construction of an additional car park at Heworth station, following complaints that the existing 71-space car park is full on most days, causing motorists to park in the surrounding residential streets and thus annoying local people.

8.12.81 - The Tyne & Wear Metro has won awards for its facilities for the disabled, which has cost £9 million. The General Manager of the Metro and the Council's Transport Committee Chairman attended a ceremony in London yesterday to receive a British Tourist Board award for outstanding services to disabled people.

11.12.81 - The autumn of 1982 has been forecast as the completion date for the St.James to Tynemouth section, with Heworth to South Shields following in the summer of 1983. To date, the Metro has cost over £227 million, and this figure was likely to rise to £237½ million by the end of the year. The withdrawal of buses over the Tyne Bridge has caused uproar from the people of Gateshead, whose traders claim the place has become a 'ghost town' since buses have been diverted and fed into the Metro.

12.12.81 - Hooligans delayed Metro trains for 45 minutes last night, when fighting broke out on the platform at Newcastle Central for 30 minutes, and after at Gateshead for a further 15 minutes.

2.1.82 - For the first time in two years, fares on the Tyne & Wear transport system are to be increased from tomorrow.

7.1.82 - Freezing conditions played havoc with the Metro system and its equipment. Main problems were frozen train doors and frozen points.

9.1.82 - The new station at Byker - on the as yet unopened St.James to Tynemouth section, has been attacked by vandals. The PTE state that to discourage vandals the station will not be repaired until near opening time.

13.1.82 - Metro trains were packed to capacity today after passengers turned to the Metro, having been strike-bound by the ASLEF BR drivers' strike. The Metro was full of praise by commuters today, despite the mountain of criticism levied in the past two months.

25.1.82 - The PTE is to erect noise baffles along the Metro line near Gosforth, where there have been a number of complaints from residents.

8.2.82 - Victory for the Tyne & Wear PTE emerged today when Newcastle Councillors agreed to let the yellow cube 'M' signs stay in position outside Monument station. The City Council planners voted 6-3 in favour of retaining the signs.

12.2.82 - The new Metro ticket machines will have to be converted when the new 20p and £1 coins are introduced in June 1982 and April 1983 respectively. The PTE state that the machines would be able to be converted without difficulty, for they were designed with the new coins in mind.

20.2.82 - Further rowdiness caused a 40-minute shutdown on the Metro last night, described as 'the worst night of trouble yet'.

24.2.82 - It was announced that the St.James to Tynemouth section will be opened to the public in October. This 13.8 km section will complete the North Tyne circle route. A 10-minute service is envisaged to start with with a five minute service to be introduced from February 1983. The initial reduced service will be necessary because of unfinished works and lack of drivers. The PTE Director General reported that door failures on Metro cars are still high, and still needs to be greatly improved.

A new concrete platform is to be built at West Monkseaton station, replacing the wooden platforms, where a woman fell through last year. The new platform will cost £80,000. PTE bosses admitted that the platform was in a poor state, although they understood it had a number of years life left in it when inherited from BR.

26.2.82 - It is alleged that fare evasion on the Metro is costing the PTE thousands of pounds of lost revenue each week, with ticket checks few and far between.

5.3.82 - Remote-controlled video cameras are keeping an eye on ticket machines and platforms of Metro stations, being supervised from the South Gosforth control centre. It warns that a 'booming voice from nowhere is likely to admonish potential wrong-doers'.

15.3.82 - The public notice section advises that the overhead equipment would be made live from 00.01 on Monday 29 March 1982, from St.James to Wallsend/Hadrian Road.

16.3.82 - An alleged failure of warning lights, thought to be caused by vandals, may have been responsible for a collision between a Metro train and car on the automatic crossing at Fawdon. This is the second occasion when a train and car have been in collision on an unmanned crossing.

26.3.82 - PTE transport chiefs have compiled and released details of vandalism and terror on the 'North-East's multi-million pound showpiece', turning it into a passengers' nightmare. A total of 68 incidents were said to have occurred during February alone. Constant problems are broken windows, slashed seats and graffiti.

26.3.82 - Yesterday, a cable fault brought the Metro system to a halt, on the south side of the Tyne. The collapse of heavy copper cables, snapping when a piece of loose equipment on the roof of a Metro car tore it down, halted all Metro services for the rest of the day between Gateshead and Heworth.

One of our members was a passenger on the Metro during the incident. Joe Lynch writes:

'I was waiting for a train at Monument at about 13.00, which was about the time the incident happened. A southbound train eventually arrived and waited in Monument platform for about 15 minutes. The controller made an announcement that there was trouble with the overhead line at Old Fold (Gateshead Stadium - although he continually referred to it as Old Fold. As a sideline it is interesting to note that the station code on the tickets at this station is 'OFD'). After many stops and starts the train eventually got to Gateshead where I got out and walked to Gateshead Stadium. There were units 4014+4085 in the northbound platform. The pantograph on unit 4014 was damaged and had obviously brought down a section of overhead just south of the station. Metro trains from north of the river were reversing south to north via the southbound platform. Interlaced with this, initially, was a shuttle service to Heworth working single line from the southbound platform. This was formed of units 4072 and 4053. I caught this to Heworth which turned out to be the last passenger carrying trip, since after this buses were available to work a replacement service between Heworth and Gateshead. The shuttle worked back empty, crossing over at Gateshead Stadium and picking up passengers at Gateshead. This was the later pattern of service - all Metros detraining at Gateshead, working empty to Gateshead Stadium, crossing over back to Gateshead and picking up again. The service between Gateshead and Heworth was worked entirely by buses. On the shuttle I travelled on to Heworth at about 14.00, it was possible to see three Metro trains trapped behind 4014 and 4085. These were on the northbound line and were: 4019+4055 (Felling platform), 4056+4015 (south of Felling) and 4082+4004 (Heworth northbound platform). Services were fully restored the following day. The following Saturday, unit 4014 was in service again, with a shiny new pantograph, so it would seem that no permanent damage occurred during the incident.'

AND THEN THERE WERE NONE

The writer of this article intended the title to relate only to the withdrawal of the Bakerloo service to Watford. However, as will be seen, it could now refer to virtually the rest of the Underground system. Now read on ...

Yet another chapter in London Transport's history was written on Friday 18 June 1982 when, rather sadly, the remnants of the Bakerloo Line service to and from Watford Junction were withdrawn, after a number of previous attempts by LT. This is just one of the cuts proposed, following the House of Lords decision outlawing 'Fares Fair', following which, fares on the Underground doubled from 21 March 1982.

Well covered photographically by enthusiasts, the last northbound trips actually ran on Thursday evening 17.6.82, and the last southbound on Friday morning 18.6.82.

The trains and formations were as follows:

Thursday evening 17.6.82:

Train 171, 17.08 Elephant & Castle to Watford Junction - units 10231+11044
Train 136, 17.23 Elephant & Castle to Watford Junction - units 10275+11050
Train 131, 17.38 Elephant & Castle to Watford Junction - units 10187+11180
Train 154, 17.50 Elephant & Castle to Watford Junction - units 10168+11242

Friday morning 18.6.82:

Train 171, 07.30 Watford Junction to Elephant & Castle - units 10168+11242
Train 172, 07.43 Watford Junction to Elephant & Castle - units 10187+11180
Train 173, 08.03 Watford Junction to Elephant & Castle - units 10275+11050
Train 174, 08.15 Watford Junction to Elephant & Castle - units 10231+11044

The formations of trains on the previous days of the last week of service were as follows:

Train	14.6.82 Monday	15.6.82 Tuesday	16.6.82 Wednesday	17.6.82 Thursday	18.6.82 Friday
171	10229+11188	10179+11250	(Cancelled)	10231+11044	10168+11242
172	10181+11172	10229+11188	10299+11214	10221+11208	10187+11180
173	10225+11254	10177+11148	10275+11050	10151+11012	10275+11050
174	10299+11214	10318+11236	10255+11036	10211+11262	10231+11044

The events of the last week did not go without hitches, although these were of a minor nature. On Wednesday morning, 16 June, the first of the morning trains was cancelled, because of no driver, and train 172, the second 'up' train, was delayed for about 14 minutes by a failure of the North Wembley station starting signal (NW2). It was interesting to see again trains close up behind each other, signal to signal, not very often seen these days with the erosion of LT and LMR services over the years on this line. It was even more interesting to see the various drivers apply their 'rule' at the failed signal, all carrying out their own interpretation of the same rule!

The closing weeks of the Bakerloo Watford service has caused much photographic activity by enthusiasts, as several 'last days' were scheduled, then being deferred at the last minute. This was because of Trade Union opposition to their withdrawal and to the reduction of services on other LT lines. However, the last day did arrive, but since that time LT Underground services have been seriously disrupted because of strike action (q.v. below). The last northbound train on Thursday evening 17 June 1982 was formed of cars 10168-012258-11168+10242-012369-12116-11242 and departed on time from Elephant & Castle at 17.50. From Queens Park a special headboard was placed in the offside front cab window of car 10168. This was made by our member Vernon Smith, and made the working of the very last northbound train 'complete'. On Friday morning there were fewer enthusiasts in evidence, but the die-hards were present, witnessing the end of just over 65 years of Bakerloo operation on the Watford Line. The last southbound train, the 08.15 from Watford Junction was formed as follows: 10231-012314-11231+10044-012192-12012-11044 and on the front of the leading car (11044) was chalked, 'This is the last Bakerloo train from Watford Junction'. Before the train left Watford, the following announcement was made over the station loudspeakers, 'Your attention please. The train now standing at platform 4 is the 08.13 service to Bakerloo. B.R. regret this is the last Bakerloo service from Watford Junction'. And so the last train departed without incident on a dull and damp morning, and the service passed into history.

The four Watford trains previously stabling at Croxley Green have effectively been dispersed to Stonebridge Park (2 trains), Queens Park (1) and London Road (1). In practice, this works out as follows:

Morning Peak:

Trains 171-174 start from Stonebridge Park at 07.56, 08.09, 08.29 and 08.41 respectively.

Train 161 now starts from Queens Park at 06.46 instead of from Stonebridge Park and works a staff trip to Stonebridge Park, picking up its scheduled southbound working at 07.17.

Train 165 now starts from London Road depot at 07.13, instead of from Stonebridge Park, working in passenger service from Waterloo to Stonebridge Park, picking up its booked southbound trip at 08.02. The running of this train gives an earlier first passenger train north to Stonebridge Park by 22 minutes.

Evening Peak:

Trains 171, 136 and 131 now stable at Stonebridge Park (arrive 17.44, 17.59 and 18.15).

Train 154 on arrival at Stonebridge Park at 18.38 reverses empty back to Queens Park depot.

Train 153 arriving at Stonebridge Park at 19.17 works an additional southbound passenger trip at 19.35 to Waterloo, then empty to London Road depot. This is some 90 minutes after the previous last train (also train 153!) from Stonebridge Park at 18.06.

Reductions in train services on all lines except the Bakerloo, Jubilee and Victoria lines were first due to take effect from 22 March when the fares were doubled. These were noted on pages 110/1 of UN 245 and were initially deferred, after which several other dates were proposed. The final final decision to introduce the reduced peak service was taken so that they would commence from Monday 21 June, but the Trade Unions NUR and ASLEF instructed their members not to work the new timetables or schedules. Trouble first began on Saturday morning 19 June, after some signal department staff were suspended for refusing to change programme machine rolls for the revised schedules. They were supported by District and (mostly) Piccadilly Line crews from the Saturday morning, and most of the remaining Automatic Equipment Technicians also walked out. The effect on the Piccadilly Line service was severe, and from about 18.30 the only service operating was two shuttles, one between Acton Town and Heathrow, the other between Arnos Grove and Cockfosters. There was no service on the Rayners Lane branch, or through the central area.

A similar situation occurred on Sunday, with widespread cancellations. This was further aggrevated by a signal failure at Hammersmith. Train 332 at 11.56 was travelling on the eastbound local (District) line and came to an abrupt halt because of the failure of signal WD3, the eastbound inner home signal. The Piccadilly Line train was eventually sent to High Street Kensington, but an overall delay of 60 minutes ensued as there were no signal department AETs to deal immediately with the failure.

Another signal failure occurred at Watford South Junction on the northbound local Metropolitan Line at 13.59, where the Watford branch diverges. All northbound local trains had to be diverted non-stop over the northbound fast line to Moor Park, and then via Rickmansworth to Watford. Southbound trains from Amersham were also affected by the failure and these had to be diverted via Watford. One train was reversed north to south at Northwood. Normal services were eventually restored at 16.45.

The real crunch to the dispute came on Monday morning 21 June, with almost no trains running, except for the Victoria Line, which operated a normal service. During the morning peak, Jubilee and Bakerloo services were 'reasonable', although the latter closed down at about 09.30. What few trains were running provided a number of interesting workings, mostly in the form of shuttle services. The more interesting of these were:

Northern: Morden to Stockwell, or Morden to Charing Cross.
Golders Green to Euston

District: Upminster to East Ham, or Upminster to Whitechapel or Aldgate East.

Central: Leytonstone to Leytonstone via the Hainault loop, in both directions.

Trains also worked spasmodically to other destinations on most lines, but not one passenger has been carried on the Piccadilly Line since Sunday 20 June. The only train movements being those of shifting empty stock (especially the one stabled in the westbound platform at South Harrow), and for 'rusty rail' working.

The following is a summary of the trains in service on each line in the evening peaks. This excludes Tuesday 22 June, for which figures are not available, but were certainly no more than Monday's.

	21.6.82	23.6.82	24.6.82
District	9	8	7
Northern	8	4	1
Central	5	4	3
Bakerloo	5	4	5
Jubilee	normal	6	7
Metropolitan (main)	6	4	4
Outer Circle	2	1	2
Inner Circle	2	1	3
Hammersmith & City	2	1	4
Victoria	normal *	normal	normal

Note * the regularity of the Victoria Line service was shattered when a person fell under a train at Finsbury Park southbound at 17.09 on Monday evening, causing a 40-minute delay.

The saving feature of the Metropolitan main line was the continuing DMU service between Marylebone and Aylesbury. Many people turned to BR for their journey to work - the Euston to Watford and Broad Street services were heavily-used examples.

The train drivers' union ASLEF agreed to a return to work from midnight Thursday/Friday 24/25 June, but from the same time the NUR called for an all-out strike by its members, although LT management agreed to restore the old timetables for a further four weeks. This was the most staggering blow for the Underground yet, as many key jobs are held by NUR members - signalmen, regulators and station staff, as well as some drivers and guards.

On Friday morning 25 June, 10 trains ran on the Victoria Line until 07.30 and from 11.30 to the normal close of traffic (7 trains after 21.30). No other passenger trains operated on the whole of the LT system, but one train did run on the Northern Line during the evening for 'rusty rail' working, and to deliver LTs own mail to stations (mail trains on LT!) many of which were staffed. The dispute, however, affected British Rail services, as some work into LT staffed stations. The Marylebone to Aylesbury service was either diverted via High Wycombe or cancelled, while GN electric services into Moorgate were curtailed at Finsbury Park or diverted into Kings Cross.

The dispute was widely covered in the press, on TV and radio, with regular reports being broadcast on local radio. One amusing comment was heard on BBC Radio 2, where Terry Wogan announced on one of his morning programmes, 'The East London Line - I've never heard of that one before!' - perhaps he should join the LURS and be informed!

The result of this action can only be described as devastating to London Transport and its future, and the future of jobs for its employees. LT have maintained that nobody will loose their job, and that every effort will be made to see that nobody suffers a loss of earnings. With that promise, what is the point of all this ? The West End shops, cinemas and theatres report a dramatic drop in trade, and attendances at the Wimbledon Lawn Tennis event (21 June to 4 July) were substantially down in the first week. For this, additional District Line trains were scheduled, by extending the Putney Bridge trains through to Wimbledon, to give a 7½-minute service between 09.45 and 15.45 instead of 15 minutes, and similarly in the evening between 20.30 and 21.45, giving a 10-minute service instead of every 20 minutes.

And Then There Were Four - Again!

To coincide with the LT strike, British Rail NUR men also came out on strike from midnight on Sunday 26 June. The following morning saw extreme chaos on London's roads - perhaps the worst ever, with only but a handful of trains running. Fortunately, both strikes were called off from midnight Tuesday 29 June, a decision reached at the NUR conference at Plymouth. Services resumed on Wednesday 30 June and on the Underground this meant a return to previous rosters. This also saw the return of the Bakerloo service to Watford Junction, and the first four trains in each direction were formed as follows:

Wednesday evening 30.6.82:	Train 171	10139 + 11193
	Train 136	10197 + 11236
	Train 131	10187 + 11180
	Train 154	10229 + 11188

Thursday morning 1.7.82:	Train 171	10197 + 11236
	Train 172	10139 + 11193
	Train 173	10229 + 11188
	Train 174	10187 + 11180

Thus the revised alterations to the Bakerloo Line service noted at the top of page 171 of this issue have not been implemented, and trains continue to run to and from Watford Junction - for the time being, at least. How long for, nobody knows at present, but there is every possibility that there will be another last day! Dr.Tony Ridley, LTs Managing Director (Rail) explained on television on 30 June that the decision on service reductions would have to be made in weeks, rather than months. On Friday 2 July, LT announced that the full-service timetables would remain in operation until at least 8 August. Let us hope that agreement can then be reached without more disasterous and damagaging strikes.

POINTS OF INTEREST

Nigel Hyde writes:

Connection Acton Town platform 3 and Ealing Common depot

'When the South Acton shuttle train operated, this route was used entering and leaving service as the branch connection was off the eastbound Piccadilly to eastbound District crossover east of Acton Town station. Probably the first trip to South Acton and the las trip from there were 'staff' workings, but it would be interesting to know if a guard wa provided when working off the branch. LTs other guardless train was the push-pull Chesha shuttle, and a guard was provided when working off the branch and if no push-pull set wa available for the branch. A 2-car 9 stock set worked the South Acton branch if the singl cars were not available, again with a guard.'

Overtaking Trains

'When uncoupled services were operated on the Piccadilly Line in the 1950s, Hounslow lin trains had to be coupled up in the eastbound platform at Northfields. As this was happen ing during the build up to the evening peak, and coupling was timed to take several minutes to carry out, it was possible at Northfields for a second train from the depot to work via the District Line to Acton Town to precede the train that was coupling up. Passengers 'in the know' from Boston Manor and beyond would alight smartly on arrival at Northfields, cross to the other side of the island platform and board the train from the depot. This was useful for, say, a westbound Piccadilly connection at Acton Town for the Uxbridge line that otherwise might have been missed; similarly, when trains were uncoupling westbound at Northfields after both peaks, taking a Northfields only train might enable passengers to catch up with a train that was being uncoupled there.'

Metropolitan Electric Locomotive at East Ham

'The Metropolitan electric locomotive based at East Ham depot during the war was subsequently returned after overhaul at Acton Works, having worked light along the District Line.'

Road Level Crossings, Aylesbury - Verney Junction

I quote from my researches made in 1956:

'As opened 23 September 1869 as a single line, there were a large number of level crossings, particularly between Aylesbury and Quainton Road'. The Metropolitan Railway absorbed the line on 1 July 1891 at a time when the Manchester, Sheffield and Lincolnshire Railway was planning its London extension. 'The Metropolitan took steps to remedel the Verney Junction line and the tracks were doubled by 1 January 1897. All the level crossings on the line were abolished except for those at Winslow Road and Granborough Road stations.'

OS Map 165 clearly shows the road overbridge diversion at Quainton Road to replace the former level crossing there.

A number of footpath crossings also existed (and presumably still do so), notably between Amersham and Great Missenden, but also one between Chalfont & Latimer and Amersham.

SOCIETY SECTION

Mrs.Charles E.Lee

We learned recently of the death of Mrs.Charles E.Lee, wife of the distinguished railway historian and a Society Past President. Mrs.Lee attended some of our monthly meetings in the earlier days of the Society. We extend our sympathy to Mr.Lee in his bereavement.

PRD

Dave Hickson

It is with deep regret we report the death of one of our members, Dave Hickson, aged 35, who died tragically after an accident at home on June 7 1982. Dave was an LT employee, starting as a Railway Operating Apprentice in 1962. He chose the signalman's grade to pursue his career, taking promotion through the grades to relief signalman on the Metropolitan Line, and just recently, to a Train Regulator at Earls Court.

Dave was perhaps not well known to many members, as he had many other interests as well as the London Underground, but for those who were fortunate to know him, they will reali the loss we will all suffer. The Society sends its sympathy to Mrs.Hickson and her two children.

Ed.

LUTS Visit to Paris and Lyon, Spring 1983

Provisional arrangements have been made with the RATP in Paris for visits to selected installations. The Society visit is expected to leave London on Wednesday 23 March 1983 and return to London on the following Sunday. There will be an opportunity to take part in optional visits to the National Railway Museum at Mulhouse, and to travel to Lyon to visit the interesting public transport system there.

It is expected that the cost of the basic trip will be around £70. This cost includes second class return fare London to Paris by rail/hovercraft/rail; four nights accommodation and breakfast in a good two-star hotel near the Gare du Nord and Gare de l'Est; a 4-day RATP tourist ticket for unlimited travel on RATP services; all visits in Paris; insurance; all local taxes; service charges and VAT.

Members who have not already expressed their interest in joining the Society visit are asked to write immediately to: J.Thomason, 12 Berestede Road, London, W6 9NP, for a provisional application form. This should be returned no later than 23 August 1982 in order that accommodation can be confirmed.

Note that, at extra charge, accommodation is also available in rooms with shower/bath an that a few single rooms should also be available. Members may also make their own travel arrangements, joining the party in Paris.

Preserved Q35 Trailer Car 08063

Members will recall that in 1979, the Society's preserved Q stock trailer car returned to London from Ashford in Kent, where it was housed after its purchase by the Society in 1972.

The car was built by Metro-Cammell in 1935, as an N class composite trailer numbered 806 It was an advance on former District Railway stock to which it was related, and internall pointed the way towards the 1936, and 1938 surface stock designs. As introduced, it had hand operated doors, and was marshalled within H stock train formations, the motor cars of which were of early District Railway origin.

Conversion to airworked doors with reclassification to Q35 took place in 1951, as part of a programme where Q38 trailers were rebuilt to R stock driving motor cars. In line with car numbering of airworked door stock at that time, the addition of the prefix figure '0' was given to its number, to indicate the car was a trailer.

When withdrawn in 1971 and purchased by the Society, it was in good paintwork condition. Storage in the open at Ashford took its toll, and for some years now, the exterior has been very shabby. On returning to London and covered accommodation at Ruislip depot, the car's poor external appearance became a cause for concern. London Transport indicated tha they would allow Society members to work at Ruislip depot on the car, and on the City and South London car bodies, which are also there.

A period elapsed whilst such things as insurance and safety rules were arranged. Completion came in 1981 and a Sub-Committee was formed to arrange for the provision of working parties, and the work to be carried out. The Sub-Committee consists of four members: Fred Ivey (Chairman), Ian Dyckhoff, Bob Greenaway and Vernon Smith. A volunteer work organisation was set up by the Sub-Committee and the initial working party took place on the first Sunday of 1982.

On most Sundays since then a small group of members have been engaged on stripping off many coats of paint from the sides and ends of the Q stock car. In addition a thick covering of unsightly roof paint has also been removed. Solebars, headstocks and stepboards have also been cleaned down to bare metal.

Repainting has commenced with the application of a first coat of metal protective primer. This will be followed by full repainting into train red, with correct gilt transfers, and red oxide roof, so putting it back into 1951 condition.

The small band of workers consists of the Sub-Committee and a few other members; mention should be of the two 'Bobs', Greenaway and Logan, who have both worked on the car almost every Sunday since January. Another stalwart is John Herting who has not only carried out work on the car, but has also donated a considerable amount of working tools and materials to further the project. Steve Ellingham has recently joined the team and from time to time Gerald Griffin and Mike Smith come along to give a hand, Mike coming when he is not doing similar work on the CP car at Quainton Road.

Whilst the restoration of the Q stock car is progressing quite well, the C& SLR bodies, which are historic treasures, continue to lie in the open as if unwanted. We need money and a greater workforce if we are going to make a start on renovating one of them this summer.

Why not come along and give a hand? Apart from the satisfaction of being involved, there is good company as well, where conversation mainly centres round Underground railway subjects.

Prospective volunteers are asked to write to Mr.F.W.Ivey, 19 Hide Road, Harrow, Middlesex, HA1 4SG, for details of working parties, and stating in which way they would like to help, and whether they have a preference to work on the Q stock car, or on one of the C& SLR bodies, and also stating whether or not they are members of LT staff.

Like everything these days, preservation is an expensive business. We can only make worthwhile progress whilst there are funds available for materials, paint, tools, etc. We sincerely ask all our members to support our projects financially, by sending a donation to the Society's Preservation Fund.

Please send all your donations to the Preservation Sub-Committee Chairman, Mr.F.W.Ivey, 19 Hide Road, Harrow, Middlesex, HA1 4SG, enclosing an SAE if a receipt is required. Please make all cheques and postal orders payable to 'The London Underground Railway Society'.

Thank you.

FWI

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SMALL ADVERTISEMENTS

FOR SALE:

Sets of Cigarette/Tea cards, etc. Some of these date back to the late 1920s and 1930s and cover all sorts of subjects. There are some transport sets available. For details, write, enclosing SAE, to: Mr.D.T.Cooke, 12 Camden Place, Bourne End, Bucks.

SA35/248/82

INTERESTED IN LONDON'S BUSES? The London Omnibus Traction Society offers regular monthly meetings and a monthly news sheet, which keeps members up to date with all the changes affecting London Transport buses and London Country buses. For details of membership, write to: Membership Enquiries (J), 77 Boscombe Drive, Worcester Park, Surrey, KT4 8PJ.

SA36/248/82

ROLLING STOCK ALTERATIONS

ADD for May 1982:

From grey to maroon livery, with yellow ends: D558.

From Neasden to Ruislip (condemned 1938 tube stock):

10170 - 11170 (between battery locomotives) 28th

June, 1982

1938 Tube Stock

From Neasden to Ruislip (condemned cars)

10267-012372-11267+11032-012182-12099-11032 10th
10143-012321-11143+10174-012256-12017-11174 11th

1967 Tube Stock

From Hainault to Northumberland Park

3079-4079-4179-3179 16th

From Northumberland Park to Hainault

3072-4072-4172-3172 16th

R Stock

From Ealing Common to Ruislip (condemned cars)

23523-23236-22612 7th
23500-22600+23559-22659 16th

From Ruislip to Booths, Rotherham, for scrap

21110 23319 23412 23547 22642 23527 22614 23506 22609 2nd *
21122 23315 23414 23518 22628 23531 22673 23541 22638 16th

Note * Originally taken to reception road on 11 May, returned to Ruislip depot to make room for D stock delivery on 26 May!

D Stock

From Metro-Cammell, Birmingham, delivered to Ruislip

7108-17108-8108 18th (fitted with experimental ventilation equipment)

From Ruislip to Ealing Common for commissioning

8111-17111-7111 7th
7108-17108-8108 21st

Entered service, District Line

7106-17106-8106+8107-17107-7107 7th

Service Vehicles

From Cowan Sheldon, Carlisle, re-delivered to Lillie Bridge

8623 (date not known)

R Stock available for service on 30.6.82: 17 trains

R Stock booked for service on 30.6.82: 12 trains

Other rolling stock movements for June 1982 will be included in the next issue of the journal.

NEWSFLASHES

NF 150/82 Persons under trains on two separate occasions occurred on the Jubilee Line on 4.5.82. The first one was on the northbound at Green Park at 21.37, where train 305 was delayed for 18 minutes. The second incident happened at Finchley Road at 21.57, but this delay was 73 minutes. Metropolitan Line trains made additional stops at Neasden and Willesden Green.

IF 151/82 On 29.4.82, Jubilee Line 1972 stock DM 3571 was seen running with a 'GD' plate in the centre front cab window. While visiting the Isle of Wight on 28.5.82, one train was seen in service with an 'L' plate in the offside driver's cab window!

IF 152/82 Two railwaymen who guided passengers to safety at the Goodge Street tunnel fire on Sunday 21 June 1981, driver John Scott and guard Dudley Greening, were among 231 recipients of British Empire Medals, in the 1982 Queen's Birthday Honours list.

IF 153/82 The 18 carriages from the Southend Pier Railway have been taken to a scrap-yard in Shoeburyness, who paid about £3,000 for the cars in April. The firm would like to see the cars sold to enthusiasts, but it appears that nobody is interested. Already three of the 40 feet long cars have had to be cut up, as they are taking up too much room in the scrap yard.

IF 154/82 A failure of points at Queens Park on Saturday morning 4.7.82 saw Bakerloo Line services interrupted between Paddington and Queens Park, and two trains diverted at Baker Street onto the Jubilee Line to West Hampstead. The first of the trains to return to Baker Street at 10.06 damaged No.3B points just south of Baker Street, and services had to be suspended between Piccadilly Circus and Paddington. Three trains operated between Queens Park and Paddington and three between Piccadilly and Elephant & Castle.

IF 155/82 It is reported that London Transport is the largest collector of coins, outside the Bank of England. It is suggested that if coins were not banked relatively quickly, a coin famine would occur in London within a week.

IF 156/82 Further to IF 144/82, a member reports that while travelling home during the evening of 2.6.82 (the evening of the floods), he boarded a four-car train with DM 1734 leading (east) which was operating a shuttle service from Leytonstone to Hainault via Newbury Park. The train left Leytonstone at 22.03, arriving at Hainault at 22.17. It carried the set number of 98, and presumably had been used on the Hainault - Woodford shuttle service. The Central Line, of course, was severely disrupted that evening because of flooding at White City. It is believed that train 98 made one more round trip before stabling at Hainault.

IF 157/82 A failure of pointwork at Charing Cross on the Jubilee Line early morning on 16.6.82, saw the first southbound train reversed south to north at West Hampstead, after which trains ran through, but were able to reverse in one platform only. So that repairs could be made, the service was suspended between Baker Street and Charing Cross from 12.00 to 12.40, causing five Jubilee trains to be diverted southbound at Baker Street to London Road depot.

At 08.48 the same morning, a C.E.G.B. power failure disrupted services on the District Line between East Ham and Upminster for 30 minutes, with traction current, signal and station lighting being lost.

The same afternoon, an LTR train became stalled at Kew Gardens, whilst on route to Richmond, causing an hour's delay to this service. Richmond trains were diverted to Ealing Broadway, but the three trains trapped behind the LTR train were worked as follows: Train 27 west of Kew Gardens was worked back wrong line to Kew Gardens station, train 50 was stationary in Gunnersbury westbound platform, and train 39 behind 50 was worked forward under 'rule' and passengers detrained through train 50. Services were restored by 15.20.

IF 158/82 It is reported that the British Airports Authority are considering building a tube link to Terminal 4, then leasing the track and station back to LT, who are unable to get government cash for the project.

IF 159/82 A member reports that during renewal of current rails at White City station, the coupling gaps have been removed, and continuous current rails installed.

IF 160/82 Further to IF 131/82, it appears that LT coach DC125 has not seen much of its home region lately. It was reported in October 1981 as being at Strawberry Hill in connection with the planning of push-pull trains for the Gatwick Airport service.

PARIS

Resulting from a previous note in Underground News, a number of members wrote requesting information, if it could be provided, of the last Sprague workings on the Paris Metro. This was all set to take place in September 1982, but plans have had to be altered rather suddenly.

On 6 June 1982, severe thunderstorms in Eastern Paris caused excessive flooding in the area, which penetrated into the Eglise de Pantin area of line 5. Rain water was so much in such a short time, that resultant flooding put about 17 trains from line 5 out of action within minutes. These 17 trains are all MF67 stock and will have to be repaired electrically, which will take a considerable time. Thus Sprague stock WILL return to line 9 in September 1982 in small numbers, to cover the deficiency of trains on line 5. At present, service reductions in the summer are such that there is enough stock to go round. Not only will this mean retaining the few Sprague trains that were in service in June, but some will have to be brought out of store to be made 'roadworthy' again!

Further information about the final, final (and even final!) arrangements will be sent to those who have already applied for this, if and when it becomes available, but it is thought that this will be no earlier than January 1983.

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NEWSFLASHES (Continued)

NF 161/82 Further to NF 141/82, passenger door control is now once again part of history on the London Underground - albeit for just a few months. Apparently, not all trains were modified in time for the official changeover day. Some trains had only one side altered, or only one unit. On some cars, several doors refused to open with the rest, prefering to wait until passengers pressed the button. The public are of course, oblivious to any change - but wait 'till September!

NF 162/82 Flat-bottomed rail has now been installed at Aldgate East on the westbound line. The new track, with its lack of 'chairs', is plainly visible from the platform.

NF 163/82 The Chiswick Research Laboratory of London Transport have developed a cream to remove graffiti. Called 'LT Graffiti Removal Cream', it comprises a number of secret chemicals. It is reported that LT are to sell their new product at £6.50 a litre.

NF 164/82 It is reported that if ever the Channel tunnel is built, the railway terminus will be located at Waterloo station. Eight new platforms are planned, and there would be Customs and immigration services, as well as travel agents. Connections would be provided with the main line station and the Underground. The terminal would be built on existing sidings to the north of Waterloo station. However, go-ahead is still awaited for the tunnel.

NF 165/82 An underground railway was opened in Tashkent, USSR, in 1977, and was built to withstand earthquakes, of which there have been a number since the system opened - all without adverse effect. The system is able to withstand quakes of up to force 9 on the Richter scale, and experience with this is now being used to build an Underground railway in Calcutta.

NF 166/82 Seven EMU d.c. EMUs running between Euston and Watford and Broad Street to Richmond are in Inter City livery: sets 141, 156, 158, 159, 171, 186, 188.

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