

UNDERGROUND NEWS

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Second series Issue number 198

THE TIMETABLE for period beginning 1st August 1978.

Tuesday 1 August

Library evening, 1830. The Society's library open for inspection at 9A Dunrobin Court, 389 Finchley Road, London, NW3 6HE.

Friday 11 August

Talk by Mr.F.G.Rutty, Traction Engineer, London Transport. Train Performance and Testing on London Transport. 1900 for 1915 at Hammersmith Town Hall.

Saturday 19 August

The Society will be operating its Sales Stand at the B.R. Open Day at Wolverton Works. PROVISIONALLY 1400 to 1800.

Friday 8 September

Slide Show by Mr.B.R.Hardy. Underground Rolling Stock in Great Britain (London, Liverpool and Glasgow). 1900 for 1915 at Hammersmith Town Hall.

Saturday 16 September

Morning visit to Hammersmith Depot. Restricted numbers. Applications with SAE to Mr.G.A.Finch, 161 Valetta Road, London W3 7TA.

Sunday 17 September

The Society will be operating its Sales Stand at the third Gala Day and Collector's Sale, Syon Park. 1100 to 1800.

Wednesday 4 October

Library evening, 1830. Other details as for 1 August.

Friday 13 October

1900 for 1915 at Hammersmith Town Hall. Details to be announced.

Saturday 21 October

The Society will be operating its Sales Stand at the L.O.T.S. Transport Spectacular, Central Hall, Westminster, SW1.

FURTHER PROTECTION FOR TRAINS ENTERING TERMINAL STATIONS

Following the completion of the latest series of 'Sand Drag' tests at Upminster Depot, London Transport have announced that £1 million is to be spent on providing more permanent safety precautions for trains entering terminal stations.

Since Moorgate, as an interim measure, terminal station ends have been protected by:- 1) ensuring that a train travelling into a terminal dead-end platform stops at the last (or next to last) signal before proceeding into the platform. 2) the installation of 10 m.p.h. speed restriction signs at the approach to the platform (s) concerned. 3) In addition to the fixed red light that has always been in position, two further red lights and a fixed trainstop in the upright position have been installed, where possible (space permitting) these have been located as far away from the stops as possible, to give a maximum safe over run. Some sidings have also been treated similarly.

The interim measures (so far costing £300,000) after Moorgate causes delay to the train service, in that all trains have to stop at the last (or next to last) signal for 4 or 15 seconds (according to the location) and then enter the station at a reduced speed.

Included in the £1 million to be spent, are five features which, at the selected sites, will allow the fastest run into a dead end terminal station in complete safety. The stations selected in the scheme are Aldwych (single platform), Cockfosters (3 platforms), Ealing Broadway Central Line (2 platforms), Edgware (3 platforms), High Barnet (3 platforms), Mill Hill East (single platform), Ongar (single platform), Stanmore (2 platforms) and West Ruislip (2 platforms). All stations quoted are served by tube size trains only. At other terminal platforms served only by tube trains, adequate over run facilities exist, thus making these stations exempt from the scheme (Queens Park, Elephant & Castle, Morden, Epping, Hainault, Heathrow Central, Brixton and Walthamstow).

For surface stock trains entering dead end terminal stations, similar measures (estimated cost £2 million) are being planned, but further tests will have to be made before the final plans are made. London Transport are also discussing with British Rail proposed safety measures where L.T. trains use B.R. tracks and platforms at terminal stations (Richmond, Wimbledon and Watford Junction).

Included in the 'tube station' scheme are (not necessarily will all apply at each station; this will vary according to the site and local conditions):-

- 1) A progressive reduction of the speed of an approaching train (rather than one long stop at the last signal)
- 2) The prevention of the acceleration of a train which has already been reduced in speed, by limiting the traction current supply in the platform.

- 3) Granite chippings to replace sand in the 'drags'. A new style of buffer - designed to absorb the impact of a train travelling at the reduced speed - minimising passenger injury. This new type of buffer will be known as a 'crash dolly'.
- 4) Extensions to the track at the dead end, providing maximum over run.
- 5) Fixed trainstops to be placed at the normal stopping mark.

FURTHER ENGINEERING WORK AT KILBURN

The final stages of the reconstruction of bridges MR16 and MR17 at Kilburn was carried out on Sundays 11th and 18th June 1978, necessitating both northbound L.T. tracks being out of use, and single line working by northbound Bakerloo trains over the southbound line, as described in UN 185, was implemented. Although the work is by no means finished, no long engineer's possessions should be needed in the future for the work to be completed. To show more clearly the road diversions in the area, a diagram is included on page 508.

TRAIN SERVICES - Metropolitan Line

Like before, all Metropolitan Line trains reversed south to north at Wembley Park via Neasden depot, and were of eight cars, except the Chesham shuttle. Trains ran in their normal timings north of Wembley Park in both directions, with the exception of the fast L.T. Amersham service after 1000, which was then replaced by a D.M.U. service to and from Marylebone / Aylesbury.

Reversing time in Neasden depot was reduced from 30 minutes to generally 10 minutes, thus utilising less rolling stock, and using less room in Neasden depot.

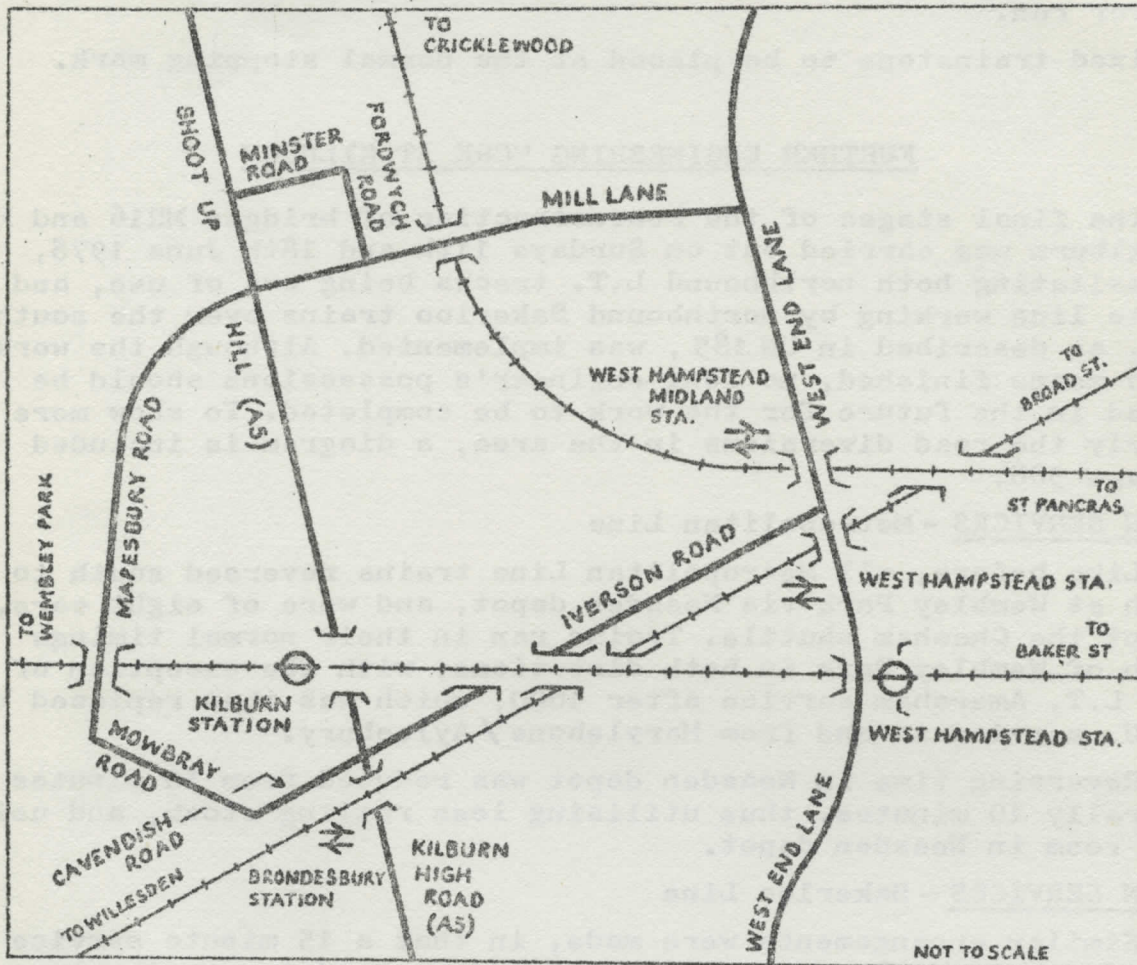
TRAIN SERVICES - Bakerloo Line

Similar arrangements were made, in that a 15 minute service was provided between Baker Street and Stanmore, and two trains every 15 minutes between Baker Street and Queens Park, thus giving the central area its normal 5 minute Sunday frequency. Northbound Stanmore passengers were detrained at West Hampstead into another train waiting in the southbound platform to go north. The train then proceeded 'wrong direction' to north of Willesden Green stopping at Kilburn and Willesden Green stations, and then regained its normal route. Southbound trains ran via the southbound Metropolitan track from south of Wembley Park to north of Finchley Road, where the normal route was regained via the Finchley Road loop. As the Bakerloo service starts later and finishes earlier than the Metropolitan Line on Sundays, some 4-car Metropolitan trains were run between Wembley Park and Baker Street before 0800 and after 2300. (8-car trains cannot reverse in West Hampstead siding because of its restricted length.) For most of the day, an excellent layover of 26 minutes was allowed at Stanmore, to allow for any late running on the single line to be made up southbound.

KILBURN - BRIDGE RENEWAL

DIVERSIONS AFFECTING BUSES

MR 16
MR 17



Normal route of buses:- direct via Shoot Up Hill and
Kilburn High Road (A5)

DIVERSIONS

NORTHBOUND

Left into Cavendish Road
Right into Mowbray Road
Right into Mapesbury Road
Left into Shoot Up Hill

SOUTHBOUND

Left into Minster Road *
Right into Fordwych Road *
Left into Mill Lane
Right into West End Lane
Right into Iverson Road
Left into Kilburn High
Road.

Note * Buses and Coaches only. Other vehicles left into
Mill Lane from Shoot Up Hill.

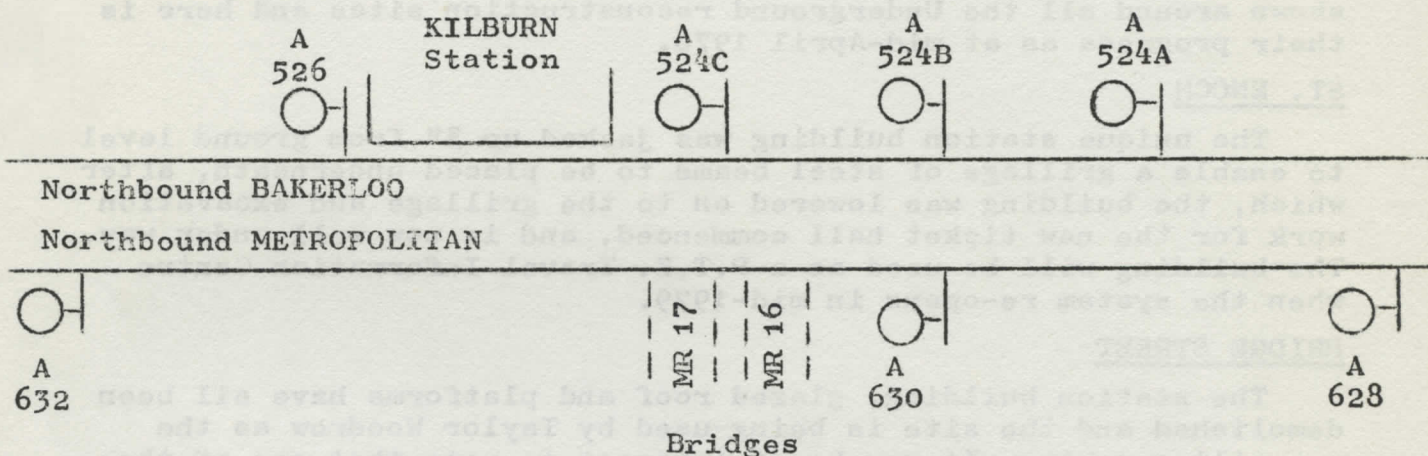
TRAIN SERVICES -- L.M.R.

The L.M.R. diesel multiple unit service from Marylebone was operated at 15 minute intervals (20-25 before 1000) to Harrow-on-the-Hill, and from 1000 replaced the hourly fast L.T. Amersham service, but continuing on to Aylesbury, that part itself replacing the normal Sunday shuttle between Amersham and Aylesbury.

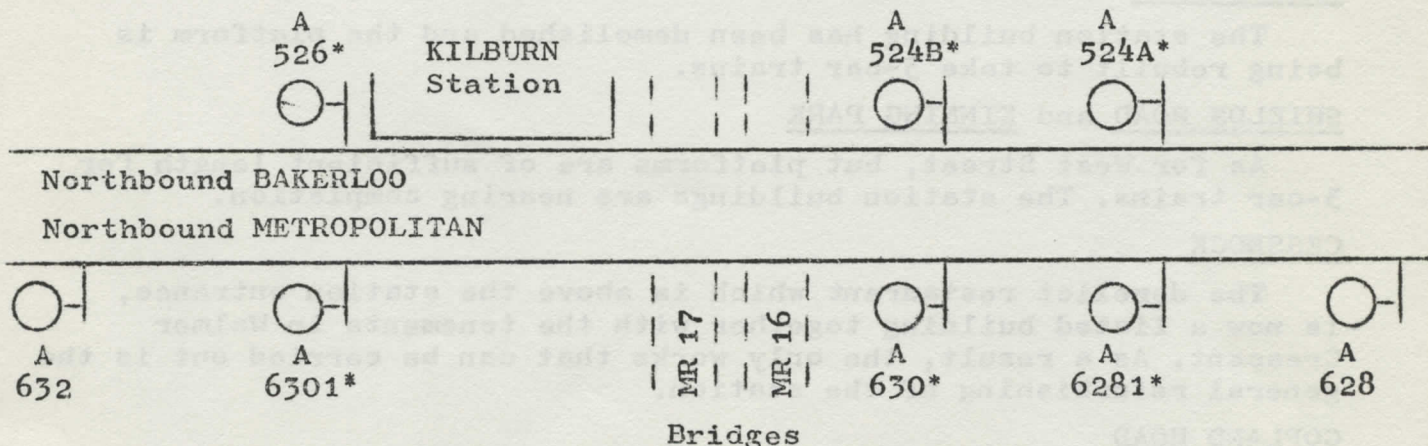
SIGNALLING ALTERATIONS

From the very start of the work, temporary signalling (approach controlled at 15 m.p.h.) was installed on both northbound lines at Kilburn, and will remain in operation until the work is complete. Both normal and temporary signalling arrangements are shown below.

NORMAL SIGNALLING



TEMPORARY SIGNALLING - the 15 m.p.h. approach-controlled signals are indicated *



Note: that signal A524C has been removed.

It is now a well known fact that the Glasgow Subway suddenly closed on 21st May 1977, a week earlier than planned. By 29th May, the Greater Glasgow P.T.E. had introduced three bus routes for the duration of the Underground Modernisation works. They run at 20 minute intervals and are:-

Route 100 - All Stations (Outer Circle) - Journey time approx. 1 hour
Route 101 - All Stations (Inner Circle) - Journey time approx. 1 hour
Route 102 - Govan Cross and Partick Cross via Clyde Tunnel

Needless to say, these replacement bus routes are no substitute for a train service which had a 3-4 minute headway, and that completed one circuit in 28-30 minutes. It is obvious that the Glasgow people who used the Subway are suffering hardship, travel-wise.

However on 16th December 1977 and on 15th April 1978, I was shown around all the Underground reconstruction sites and here is their progress as at mid-April 1978.

ST. ENOCH

The unique station building was jacked up 3" from ground level to enable a grillage of steel beams to be placed underneath, after which, the building was lowered on to the grillage and excavation work for the new ticket hall commenced, and is now well under way. The building will be used as a P.T.E. Travel Information Centre when the system re-opens in mid-1979.

BRIDGE STREET

The station building, glazed roof and platforms have all been demolished and the site is being used by Taylor Woodrow as the re-railing centre. It may be of interest to note that one of the 1896 car bodies still survives in use as a bothy (Mess room to the English!). This will be the last station to be completed.

WEST STREET

The station building has been demolished and the platform is being rebuilt to take 3-car trains.

SHIELDS ROAD and KINNING PARK

As for West Street, but platforms are of sufficient length for 3-car trains. The station buildings are nearing completion.

CESSNOCK

The derelict restaurant which is above the station entrance, is now a listed building together with the tenements in Walmer Crescent. As a result, the only works that can be carried out is the general refurbishing of the station.

COPLAND ROAD

All civil engineering work, new platforms and new roof slab were completed before time, largely due to the P.T.E. giving local

residents a bottle of whisky and a box of biscuits each before starting the blasting work! The station building is nearing completion.

BROOMLOAN DEPOT (formerly CAR SHEDS)

Old Shed

This remains the same, but the car sheds pit will soon be rafted over and the track connection is being made up with the new sheds. The following OLD rolling stock still remains:-

- | | | |
|-----------------------------------|---|--|
| Motor car 55 | } | Used for 'Before and After' track recording runs, to be sold off or scrapped in late 1979. |
| Trailer car 4 | | |
| Trailer car 32 | | This unique centre-door car will be permanently retained as a personnel carrier. |
| Trailer car 39 | | Awaiting to have 15' 0" removed from body and to be restored as an original 4-wheel trailer for the Museum of Transport. |
| Motor car 1 | | In store at the Museum of Transport. |
| Trailer car 41 | | This car was painted in the original 1896 livery in 1974, and has been cut down its centre line, has had a 15' 0" section removed, and will be re-assembled as one side of a 4-wheel trailer car to be mounted on a wall in the booking hall of Buchanan Street station. |
| Motor car 11 | | Awaiting conversion to wagon. |
| Motor cars 57,
2, 16, 18 & 20. | | Now converted to flat wagons and as with all stock on the system, has ex. L.T. 1938 tube stock Wedgelock couplers fitted! To be used for cable laying, then to come into P.T.E. stock. |
| Battery Loco. | | To remain permanently on the system, and to have Wedgelock (ex. L.T. 1938 tube stock) couplers fitted. |

New Shed

This building also houses offices and staff training accommodation. The main features are:-

- a) All shed entrance shutters contain three rows of windows to show any obstructions behind.
- b) The Lifting / Repair Shop contains two additional roads each one car long, totally unconnected to any road, where cars can be crane-lifted and worked upon.
- c) Two wheel parks formed by unconnected interlaced track at one end of two roads. (Similar to those of Paris Metro depots).
- d) The Inspection Shop has three roads, each 3-cars long and have three working levels for rolling stock:- Platform Level, Rail Level and Pit Level.

- e) Rolling stock to be moved around sheds by road-rail tractor, or by battery or diesel locomotive.
- f) The depot is fully air-conditioned.

Ramps

Two open ramps link the depot to the running tunnels are now complete, but the track, which is in-situ, awaits concreting in.

Turnout and Crossover Chambers

Blasting completed and rafting over now being carried out.

Test Track

Fully completed, current switched on and testing new rolling stock, delivery of which commenced on January 9th, 1978. 1977 built cars 101-107 are undergoing tests.

Service Locomotives

Two new Clayton Battery Locomotives (Nos. 2 & 3) arrived early December and belong to the P.T.E. as opposed to two similar locomotives owned by Taylor Woodrow.

GOVAN (formerly GOVAN CROSS)

This was the station whose roof cracked and hence closed the old Subway one week earlier than planned.

On site, a smaller version of L.Ts 'Heathrow Hole' exists, containing two new flank platforms (the island platforms being removed), new tracks await concreting in and the site is now being rafted over.

PARTICK (formerly MERKLAND STREET)

A new station chamber is being built to the north of the old Merkland Street station in order to provide passenger interchange with the B.R. Queen Street Low Level Line / B.R. Argyle Line (brand name 'Clyderail'). The B.R. station is being built on an existing railway embankment and when opened, will allow the existing Partick Hill B.R. station to be closed.

On the construction side, the new Underground station has Secant piles (as used on L.T. between Hounslow West and Hatton Cross) driven in to form the walls, concrete columns and beams cast in-situ and now excavation work is being carried out until the tunnels are reached.

KELVIN HALL (formerly PARTICK CROSS)

Owing to a cut-back in expenditure, all this station will receive is a general refurbishing.

HILLHEAD

Station building now demolished and excavation work now taking place.

KELVINBRIDGE

The platform has been demolished, Outer Circle track re-railed and at surface level a new station building is being constructed beside the east bank of the River Kelvin.

ST. GEORGE'S CROSS

The station building was rebuilt in the early 1970's, other details as for Kelvin Hall (formerly Partick Cross).

COWCADDENS

New station building required; other works as for St. George's Cross.

BUCHANAN STREET

The station building has been demolished and 'cut & cover' work is being carried out in 16 metre (52' 6") lengths, which is a Strathclyde Fire Brigade access regulation, in Buchanan Street and Dundas Street.

Final note: When I opened the access door to the new platforms at Copland Road, the first thing to hit me was the now world famous Glasgow Subway 'smell' - so it still rules - O.K. !

BOOK REVIEWS

Meet Your Metro

Issued free of charge by the Tyne & Wear P.T.E., Cuthbert House, All Saints, Newcastle Upon Tyne, NE1 2DA.

24 Pages, 11.7" x 8.3"

Meet Your Metro is designed to keep the public informed of the Metro developments, aimed towards the opening of the system, scheduled for 1979. It is a well illustrated book, with maps, diagrams, drawings and black and white photographs. It is well worth sending off for a copy.

London Transport Service Vehicles

By Julian Bowden-Green, Published by the London Omnibus Traction Society, 56 Pages, 8 $\frac{3}{8}$ " x 11 $\frac{7}{8}$ "

New to the book scene is London Transport Service Vehicles (from November 1939 to May 1978) and although not directly a railway book, is interesting in that it lists all road vehicles in the service fleet, some of which apertain to the Underground. The vehicles are listed in vehicle fleet number order, their purpose and the relevant dates into and out of L.T. stock. A comprehensive list of notes appears at the back, and there is a section in the centre which contains 120 excellent quality photographs. The price of £1 can only be described as 'fantastic' for such a publication,

with the amount of information contained and superbly displayed. The book is available from: The L.O.T.S. Sales Officer, 17 Bryanstone Court, Oakhill Road, Sutton Surrey, SM1 3AF.

It costs £1 Post free to L.O.T.S. members only.

It costs £1.20 to non L.O.T.S. members, which includes postage.

REVIEW OF DRAWINGS

Scale Drawings of Underground Rolling Stock

Drawn by Piers Connor.

A third set of Underground Rolling Stock drawings showing car bodies, interiors and car ends is now available, and covers the period from 1906 to 1920 of the London Electric Railway. There is very little that can be said about these drawings, that hasn't already been said about the previous two sets, except that they are of the usual high standard in detail and presentation. We can only look forward to seeing more drawings of other stock in the future.

FLEET DRAWINGS - SALES LIST No.3

London Electric Railway Stock

Individual sheets 17p each.

UL 001	1906	Stock	Bakerloo Motor Car
UL 002	1906	Stock	Hampstead Motor Car
UL 003	1906	Stock	A.C.F. Trailer Car (Bakerloo & Hampstead lines)
UL 004	1906	Stock	A.C.F. Control Trailer (semi-enclosed cab)
UL 005	1906	Stock	Piccadilly French Motor Car
UL 006	1906	Stock	Piccadilly Hungarian Motor Car
UL 007	1906	Stock	Piccadilly Hungarian Trailer Car
UL 008	1906	Stock	Piccadilly French Trailer Car
UL 009	1906	Stock	Piccadilly French Control Trailer
UL 010	1906	Stock	Piccadilly Hungarian Control Trailer
UL 011	1906	Stock	Converted Motor Car (ex. Hungarian Control Trailer)
UL 013	1906	Stock	Converted French Motor Car (air doors)
UL 014	1906	Stock	Converted French Motor Car (air doors)
UL 015	1906	Stock	A.C.F. Control Trailer (original condition)
UL 020	1914	Stock	Brush Motor Car
UL 021	1914	Stock	Leeds Forge Motor Car
UL 022	1914	Stock	Leeds Forge Trailer Car
UL 023	1919	Stock	Cammell Laird Control Trailer
UL 024	1919	Stock	Cammell Laird Control Trailer (rebuilt interior)
UL 025	1920	Stock	Watford Joint Stock Motor Car
UL 026	1920	Stock	Watford Joint Stock Control Trailer

UL 030 End Views 1906 - 1914

UL 031 End Views 1919 - 1920 and Train Formations

UH 004 } London Electric Historical Notes £0.30 (2 sheets)
UH 005 }

Sets of Drawings Available:-

Sets	Drawings in Set	Price
Bakerloo & Hampstead	UL 001,002,005,004,015,030,031.	£1.00 (7 sheets)
Piccadilly	UL 005,006,007,008,009,010,030,031.	£1.10 (8 sheets)
Converted	UL 013,014,023,024,030,031.	£0.85 (6 sheets)
W.J.S.	UL 025,026,031.	£0.40 (3 sheets)
A Complete Set of 25 Sheets:		£3.60

AVAILABLE FROM The Assistant Sales Manager, 21 Chestnut Grove, W5 4JT.

NEWSFLASHES

- NF 2029 Because Tube Stock Pilot Motor Cars L130/1 and L134/5 are all out of service, newly converted Ballast Motor Cars L148/9 and L152/3 are temporarily being used at Pilot Motor Cars. L146 and L147 have recently been formed with the tube stock gauging car G663 at Neasden, for gauging on the Jubilee Line.
- NF 2030 Shown in 'Rolling Stock Alterations' for May 1978 in UN 196, 1967 Tube Stock 4-car unit 3067 returned to Northumberland Park on 17.5.78. On Sunday 21.5.78 it returned to the Central Line for turning via the Hainault loop, and thence back to Northumberland Park depot.
- NF 2031 The scrap move shown on 'Rolling Stock Alterations' for 25th May in UN 196, (Ruislip to Long Marston), was observed stabled at Evesham on Saturday 27.5.78.
- NF 2032 On Saturday 17th June 1978, a special District Line train of CO/CP stock ran from South Kensington to Euston Square, carrying a special party attending the Staffordshire School Music Festival at the Royal Albert Hall. The train left Parsons Green sidings, empty to Mansion House (reverse), and empty to South Kensington where the special party was entrained at 21.56. It then ran special and non-stop to Euston Square (via High Street Kensington), which made the train 'wrong way round'. When the party detrained at Euston Square, the train departed empty to Parsons Green via Aldgate and Embankment (making it 'right way round') and then stabled.
- NF 2033 The station rebuilding of Northwick Park was completed during 1977 except for the fitting of the station nameplates. The original nameplates were dispatched to Watford Tip (NF 1913 refers). A start was made on 22.6.78 on fitting the proper station nameplates, but at 10.7.78, two spaces had not yet been dealt with.

(The Editor appologises for the fact that Rolling Stock Alterations for June 1978 were to have appeared in this issue, but due to the lack of space, they will have to be held over to UN 199).

- NF 2034 Advertising in trains on 'Car Cards' has recently been featuring 'Fotofast' colour film service, which provides a 6-hour developing and printing service if handed in by 1000. The facilities exist at eight Central London tube stations and are Bank, Holborn, Marble Arch, Oxford Circus, Embankment, High Street Kensington, South Kensington and Chancery Lane.
- NF 2035 Further progress in the modernisation and streamlining of L.Ts substations was made from 26th June, when the control of Plaistow and East Ham substations was transferred from Heathway Control Room to Mansell Street Control Room at Aldgate.
- NF 2036 In July 1978 issue of Railway Modeller, a letter from a Mr.R.J.Coles continues to agree that modelling L.T. stock, unless hand built, is very much neglected. The Editor states that a model L.T. tube layout built by a modeller in Holland is to be featured in Railway Modeller later in the year. How many Society members have built their own models?
- NF 2037 Open your garage, and find inside a 1973 tube stock train! This is the latest poster by L.T. to try and encourage people to travel by Underground train, rather than use their own car; the emphasis being on Cheap Day Return tickets which are available after 1000.
- NF 2038 Monday 19th June was not a good morning for Northern Line travellers. At about 0700, the signal lighting current failed north of Finchley Central bringing the Barnet branch to a standstill, and an hour later a bad smouldering on points north of Golders Green destroyed what was left of an already disrupted service. Services were normal by midday, but the evening peak suffered 17 cancellations because of staff not being available.
- NF 2039 A refurbished (or E.H.O. for the L.T. minded!) diesel multiple unit has been working on the Marylebone to Aylesbury service recently. It is the normal Class 115 Derby built 4-car suburban unit, but is painted in the new livery of white with a blue band at waist level. The blue band incorporates the B.R. emblem and car numbers, and when refurbished, improvements are made to the car interiors. The prototype refurbished unit appeared in 1974, and since then other similarly treated units have been appearing all over the B.R. system. The numbers concerned on the Marylebone Line are:- M51666 - M59746 - M59727 - M51670.

UNDERGROUND NEWS is printed and published by the London Underground Railway Society. Correspondence for this journal should be sent to:- The Editor Underground News, 13 Castleton Road, Eastcote, Ruislip, Middlesex, HA4 9QQ. Members requiring a reply to their correspondence are asked to ENCLOSE an SAE.