



UNDERGROUND NEWS

No 167

November 1975

THE TIMETABLE

Friday 12 December A talk entitled 'Closed Stations of London Transport' will be given by Richard Graham. The talk will be given at Hammersmith Town Hall, 19.00 for 19.15.

Saturday 13 December Visit to King William Streetstation. This was the original terminus of the City and South London Railway, opened in 1890, however the station closed in 1900 being replaced by London Bridge and Bank on the new line to Moorgate. The surface structure was demolished many years ago but the tunnels served as shelters during the war. Applicants to apply to S E Jones at 113 Wandle Road, Morden, Surrey as soon as possible, and include a FIRST CLASS SAE.

Friday 9 January Slide Show - including slides of Society events in 1975 (such as Paris and Glasgow). Members are invited to bring along some of their own slides for viewing. Hammersmith Town Hall, 19.00 for 19.15.

Hammersmith Town Hall is situated in Nigel Playfair Avenue, Hammersmith. The nearest Underground station is Ravenscourt Park and NOT HAMMERSMITH.

All members are reminded that items for the Timetable MUST be forwarded to the Secretary for inclusion in Underground News.

AM

METADYNES - FINALE?

We understand that London Transport's two remaining Metadyne battery locomotives are to be offered for sale (as scrap). It is the intention to preserve one Metadyne machine by itself, presumably ~~in~~ the LT Collection. One would feel that if LT were taking the trouble to preserve a machine, then they might just as well save the whole locomotive - especially since the two together would be enormously more interesting than just a heavy lump of unassuming machinery; one can scarcely imagine hordes of people crossing London to see it - and far fewer people than even that will fully appreciate its 'simple complexity' so far out of context. One can argue that saving a Metadyne machine is better than saving nothing at all - and so it is, but only just. For hundreds of generations to come, the opportunity of saving a complete, Metadyne-operated, locomotive will NEVER recur, and who will they blame?

POSTER MAPS

With reference to Underground News Nos 163 and 166, pages 94 and 126 respectively, one or two further observations may be made. The pre-July poster map bears the Fleet Line in grey ink whilst the later two bear it in black, though the lines are 'dotted' to look grey. The latest map was printed by Leonard Ripley & Co, whereas, hitherto, they had been printed by Waterlow. Both the pre-July and the latest editions bear a note stating that the map was 'produced' by the Cartographic Dept of Hunting Survey Ltd. The July map omitted this note. The latest map also bears two extra symbols indicating stations closed on Sundays only and stations shut all weekend, bringing it into line with the pocket map. Finally, it should be noted that the station between Hounslow West and Heathrow Central no longer carries the additional title 'OPEN FROM 19 JULY 1975', which appeared as part of the name on the July edition.

THE LONDON UNDERGROUND RAILWAY SOCIETY, 1976

Society publications 1976

This year, as if it had not been made clear already, we have had problems - starting with duplicating facilities and ending with financial difficulties for Underground. On the Editorial side, it has become fairly apparent that there still remain several very old problems of ours; that of general information flow, that of 'educating' new members into the whys and wherefores of the Underground system and that of providing a reasonable service of useful information for our more knowledgeable members, as well as current and up-to-date news and articles. We have tried to overcome the compromise it is so easy to adopt (and end up pleasing no-one) and have been, to some extent, thwarted in our aims due to externally-imposed financial exigencies - notably causing the temporary deferral of the last issues of Underground. Next year, however, we are reasonably confident that our rejuvenated resources can increase the high standard aimed for in Underground, the Journal of the Society, as well as provide the number of issues that members (quite rightly) expect to receive.

The form of Underground News will alter slightly, in the light of recent experience, and the end product will be less 'awkward' than hitherto. Its function (as a members' newsletter) will remain but it will be blended into a completely new and (it is hoped) exceedingly useful information service which members ought to find invaluable.

This new service (provided, largely, through existing resources) has been 'brewing up' for the best part of a year and will provide a

convenient outlet for a large part of the Society's combined knowledge - it will be in a form which will eventually prove of maximum use to members.

More specific information will be given next month, and this will start the second phase of re-organizing the Society's publications service.

Society subscription 1976

It is with considerable regret that the Committee has to announce an increase in subscription rates. Innumerable alternatives to this have been examined but only a vast drop in services could actually forestall an increase. As it is, we have already instituted economies which have jeopardised the future of some of our collections, and have meant keeping an embarrassingly low profile on the preservation front. On top of this, we have had to delay further publication of our own Journal.

Why are we in this state? There are a number of contributory reasons, but the main cause of our problems has been inflation. This affects EVERYTHING. One of our major burdens now is postage; it cost us 67% more in 1975 than it did in 1974. Next year we are budgetting for postage costing us double the 1974 costs. By way of contrast, postage in 1966 was under £20, in 1976 it may well cost us £300, and, of course, (since we send everything second class) it takes at least twice as long for post to arrive. A lot of our business is done on the telephone (these charges doubled), we have sales stands at exhibitions (increased costs here, petrol to get there doubled), stationery (most costs up by a third), paper for newsletter (costs up by over a third), the list is endless.

With the benefit of hindsight, we would not have increased our subscription so modestly at the beginning of 1975 (for the first time in four years), but we hadn't, and few could have successfully predicted the way things actually went, at that time. Consequently the 1976 subscription has to be four pounds for members and three pounds for associates, but this should stand our current account in good stead and permit us, at last, to show more outward signs of the activities of our hard-working Committee.

For the sake of interest (and to show relatively how our subscription has dropped) here is a list of our subscription rates over the years from 1962,

50p, 50p, 75p, 75p, £1.25, £1.25, £1.25, £1.25, £1.50, £2, £2, £2,
£2, £2.50, £4.

Incidentally, hitherto the subscription has rarely covered even the full cost of the publications sent to members - the balance (nearly half our income now) being made up by the efforts of our sales team, to whom considerable credit must be given for their efforts in keeping our subscription as low as possible.

LETTERS TO THE EDITOR

Sir,

Your reference to empty workings from Uxbridge to Ruislip and Harrow merely to use otherwise unused crossovers prompts the question - which I am sure somebody will rush to answer - as to why this is necessary and whether this is not an extremely expensive way of achieving whatever the object is?

I can recall the infuriating sight during the summer of 1974 of seeing this train being run while there was a gap of an hour in the passenger service. Incidentally, on some occasions at least it ran (or runs?) from Uxbridge station rather than the sidings. Can somebody enlighten please?

29 October 1975, Edgware

Yours faithfully,
E D Chambers

Sir,

In reply to John Reed's query (UN, October 1975), purple lights on LT lines are reserved for trip-cock tester indications. The lamp is illuminated only on the approach of a train and it is extinguished again before the driver reaches the starting signal - with which it is associated - if the trip-cock is within acceptable gauge limits; an audible warning is also given at some installations, should the lamp not be extinguished. In the case of testers positioned such that they are subject to a shunt move over them in the reverse direction, a small pneumatic motor is provided which causes the ramp to be lowered when such a move is initiated, to prevent the train being back-tripped. When such a tester is depressed in the course of normal operation, the circuitry is such that the ramp is then held down by the energisation of the motor, until the train has moved forward, clear of the platform track circuit, when it is released, and the circuit re-set, in readiness for the next test.

These testers, which have been in use for many years, are strategically placed around the system to ensure that the leading trip-cock of every train is tested at least once on every journey. Those serving the northern part of the Circle have, it appears, been located at Euston Square since 8 December 1923, probably one of, if not the, first to be installed. Unlike similar installations on the tube lines of even date, the warning indication comprised two lamps (no colour specified) in a box on the starting-signal post. Operation was initiated by a special short piece of positive rail, made alive by the train collector shoe, located about 500ft short of the platform. It is possible that this expedient was employed owing to a lack of spare contacts on the existing track relays (then very much 'tailor-made' to local requirements) together with an aversion to mixing miscellaneous circuitry with basic 'safety' circuits associated with signalling.

The above appears to afford conclusive evidence that it was not what John had noticed at Baker Street (main-line trains terminating at Baker Street were tested at Finchley road). The only reasonable alternative that can be suggested is that he had seen, at danger, the shunt-ahead signal M.34, then a short-range colour-light, for moves from No 3 platform to reverse over the crossing on the Circle tracks east of the junction. All Baker Street signals were re-lettered MB w.e.f. 9 February 1947 and No 34 was replaced by an externally-illuminated disc signal under the standardisation programme w.e.f. 8 February 1948.

The present writer was not aware of the use of purple lights for subsidiary signals on the Metropolitan Railway, although such was the practice on some main lines. The plain lamps mentioned above may, perhaps, indicate that such was Metropolitan practice also and that they were not therefore free to adopt the convention on the other Underground railways. (The LMS also had tripcock testers on their Watford and Barking lines but used a white light with the letters 'TT' superimposed in black - perhaps for the same reason).

Claygate, Surrey
30 October 1975

Yours faithfully
K Benest

Sir,

I was interested to read your Contributor's brief note of the LT standard lever colours in the September 1975 Underground News (No 165). It was disappointing that the list was not comprehensive - though a little research would have made it so. It would also have been interesting,

I am sure, to have learned something of the extinct colours. I am not normally in favour of further articles correcting or amplifying an earlier one for two principal reasons: firstly that by the time the second contribution appears, interest in that particular topic has probably evaporated, and secondly, that the original contributor may feel that he has been up-staged.

It is hoped, therefore, that the following notes will be accepted with those two factors absent.

The colours described certainly apply to conventional miniature-lever locking frames and they probably also apply to full-size lever frames of which there are still a few left on the Underground, and also the modern air-operated interlocking machines. Before describing the colours, it is perhaps desirable to review the various types of miniature-lever locking frame in use.

There are, broadly speaking, two styles of locking frame on the railways, namely the 'B' style and the 'N' style, though there are one or two examples of frames 'made up' of other styles. The 'B' style frame was the one adopted by the original tube companies, and the Metropolitan District Railway upon electrification. The 'N' style was brought out in the early 1930s, and was used for practically all new works until the advent of the interlocking machine. Both styles were manufactured by the Westinghouse Brake and Signal Co. Ltd. The 'N' style levers are somewhat dumber than the 'B' style, having practically no shaft, and have the well-known ball-catch break device to prevent damage to the levers should they be roughly handled. Both styles have a lever quadrant angle of 60°.

All 'B' style levers are of the full-stroke type, that is to say they have two operating positions - normal and reverse. Each lever operates one specific item of equipment, a signal (together with trainstop, if provided), a pair of points or whatever. 'N' style frames are of two types namely (i) all levers are of the full-stroke type (similar to 'B' style frames) and (ii) some levers are of the full-stroke type and the rest of the 3-position 'push-pull' type. Three-position levers are used in route signalling where the lever stands normal in the mid-stroke position and when moved to either the 'push' or 'pull' position sets up a particular route, turning the points and clearing the relevant signals in the process.

The handles of 'B' style levers (including the catch handles) are not painted, but the rest of the lever shaft (including the trigger rod and catch springs) are painted. Where the lever is stripe-painted, there is usually a total of seven stripes showing above the lever quadrant plate. As the 'N' style levers have no visible shaft above the lever quadrant plate, the latter is painted instead, either plain or striped as necessary.

The colours in use are as follows. Where items of equipment are of local use only, examples of the sites at which that equipment is used are shown in brackets.

Full-stroke (2-position) levers

- Red: levers controlling signals, and switchlocks (Cockfosters)
- Black: levers controlling points
- White: spare levers
- Blue: King levers for automatic working of signals on the through roads
- Yellow: emergency release levers
- Green: train describer control levers (Oakwood and Cockfosters - for remote control of train description apparatus at Wood Green, when intermediate signal boxes are closed)

Red/Yellow (striped): washing plant control levers (Oakwood, Hainault and West Ruislip), or release levers for points operated from another signal box - a kind of slot lever (Canal Junction)

Red/Black (striped): route-locking lever (to provide additional locking on certain points (Baker Street(Met), Neasden South), or permission lever for single-line working - a type of slot lever (Epping)

Three-position route levers

Red/Black (striped): all levers which, by moving to the push or pull position, set up a route and clear the relevant signals.

For the sake of completeness, readers may be interested in the colours of the following levers in certain signal boxes at the eastern end of the Central Line which controlled goods yards, but have now been abolished.

Debden lever No 22 Goods yard control lever (yellow)
Theydon Bois lever No 10 EB Control lever (red/yellow striped)
 lever No 11 WB Control lever (red/yellow striped)
Epping lever No 39 Goods yard control lever (yellow/blue striped)

Woking, Surrey
16 October 1975

Yours faithfully
V Badman

Sir,

With reference to NF1543 in Underground News, I fail to see how the introduction of 1973 tube stock can have any connection with the re-wording of notices by the passenger alarm handles on onther stocks. The 1973 stock has electric control of emergency braking combined with Westcode service brake, and has no Westinghouse straight air brake. Consequently, the emergency handles, which on previous stocks exhaust train line air to atmosphere, have been replaced on 1973 stock by buttons, which when pushed, break a round-the-train circuit, thus applying the emergency brakes. The button can only be reset, and the brakes released, by using a 'Yale-type' key held by train crews. 1973 stock consequently has a completely different passenger emergency alarm notice as follows,

ALARM
SIGNAL
To stop train
push button
PENALTY
£25

for improper use

In recent years the previous notice has sometimes had the words 'and leave it down' omitted (at least sometimes by cutting the line out of the transfer) since this wording is only necessary on stock where the passenger emergency handle can be reset without a key.

Finally, I feel it is regrettable that certain people organizing events have been reffered to in Underground News by 'pseudo-titles' such as 'Display Visit Organiser' or 'Glasgow visit organiser'. At a time when the Committee is trying to get to know members better, and trying to involve

... in active participation, this tone of formal anonymity is, I feel quite out of place.

Ealing W5
13 October 1975

Yours faithfully
R J Greenaway

Editor's note It is not 'policy' to deliberately avoid mentioning names of helpers. It is frequently of assistance to various people to refer to the 'job in hand' when a non-society officer is helping out on a one-off project, and it helps, for example, in sorting in-coming correspondence of busy people. This 'practice' is not new; it has been employed frequently (and for some time) on such things as Sales Lists (viz, Acting Assistant Sales Manager). You may rest assured that full credit will be given to all our helpers in the appropriate place and at the appropriate time.

NEWSFLASHES

- NF 1566 New line-diagrams have been appearing in Piccadilly Line cars recently; they were observed from about the beginning of October. They are virtually identical to their predecessor except that the line is shown open to Hatton Cross (dotted thence to Heathrow) and there is no printing note.
- NF 1567 At about the same time new diagrams began appearing on the Northern Line - these are also similar to those they replace save that AML evidence of the existence of the Moorgate-Drayton Park section has been removed as has evidence of Strand, except that there is now a large gap between Leicester Square and Charing Cross (sic; still not Charing Cross Embankment). No 1972 Mk I trains have been seen with this diagram (they have plastic 'laminated' diagrams).
- NF 1568 (re recent correspondence and comment) A 1972 Mk II stock train (No 37 units) has been noted as having each of the 'No Smoking' bars flanked above and below by segments of a circle. The appearance is now of a blue bar positioned upon a small red disc - precisely in the old Underground Company style! This has considerably enhanced the visibility of the signs
- NF 1569 A 'Poster and Gift' shop has been established in the Travel Enquiry Office at 55 Broadway (St James's Park station). It is situated in an extension to the TEO, on the ground floor, which has been thoroughly modernised. The TEO had to be temporarily across the corridor into a minute office while the work was carried out; the new office and shop opened on Wednesday 23 October. A leaflet with some associated information is enclosed with this issue - there also exists another leaflet with a differing selection of words on it, and a poster.
- NF 1570 In connection with the latest car-parking experiment, many buses from Harrow Weald garage bear notices on the back requesting readers to park free at South Harrow station, the station name being in the form of a station name. A similar poster appears on the backs of some busses from Stonebridge, except these are reported to carry 'Neasden' and 'North Ealing' (on the same poster). It is hoped to provide a note on the free parking experiments in a future UN.
- NF 1571 Virtually all LT platform thermometers graduated in the Fahrenheit (F) scale have been replaced by new ones graduated in degrees Celsius (C).
- NF 1572 On 21 October, the 08.01 from Stanmore failed to stop at Wembely Park and an evening Blackboard notice apologised for passengers having been 'overcarried' (delightful jargon) to Neasden.

THE BASIC UNDERGROUND AT WORK - TRAINSTOPS AND TRIPCOCKS

In order to ensure that safety is maintained in the event of a stop signal being passed at danger, London Transport and many of its predecessors have employed devices known as trainstops. To be effective a compatible device known as a tripcock is attached to the train. The tripcock is a valve connected to the train-line pipe; it is normally closed. When opened it vents the air in the train-line pipe to atmosphere; the effect of this is that the brakes are immediately and fully applied and the train comes to a stand in a relatively short time. The tripcock is opened by means of an arm, called the tripcock arm, which normally hangs vertically downwards to a point just above, and to one side of, the running rail. The tripcock will be operated if the arm is moved either backwards or forwards, and it stays in this position until manually or automatically reset. It is situated on the right hand side of the leading bogie truck.

The trainstop is a device comprising an arm and an operating mechanism. The arm is arranged to move up and down and is positioned just outside the right hand running rail for the direction of traffic applicable. The normal position for this arm is UP and when in this position it is likely to engage the tripcock arm of a train passing overhead. It is held in this position by a substantial spring. When the signal it enforces is clear, an electrically operated air valve is opened and compressed air admitted to a cylinder; a piston within the cylinder is connected to the trainstop arm which is thus forced into the DOWN position against the pressure of the spring. When the signal returns to danger, the air-valve vents the cylinder pressure to air (causing the familiar hiss of a 'signal' returning to danger) and the trainstop arm moves into the UP position under the pressure of the spring. An interesting point here is that the red aspect of the signal may only be extinguished when the trainstop arm is down; if, therefore, a signal clears but the trainstop arm remains up then BOTH aspects will be lit - giving a very obvious indication of the fault. There are various proving circuits fitted to the trainstop mechanisms to ensure that any 'unsafe' failure or damage to it holds the previous signal at danger.

Once operated the tripcock on the train has to be reset by means of the tripcock reset cord the end of which protrudes out of the headstocks on the cars to which fitted. On some stocks the tripcock reset cord is 'piped' up to or near the driver's cab door.

To detect trains which are operating with damaged or broken-off tripcock arms, the trains are checked at intervals (generally at least once on every journey) by means of a trackside tripcock testing apparatus.

The 'checker' itself consists of a slightly inclined ramp which is arranged to operate a switch when depressed by at least a preset amount. Mounted immediately in front of the ramp is a substantial gauge plate. The tripcock will normally pass through the gate in the gauge plate and then depress the ramp, thus operating the switch.

At the front of the platform in which is situated the tripcock-tester a lamp is fitted; the colours used are various but generally white or purple. It is lit as a train enters the platform and only extinguished if the ramp on the tripcock-tester is depressed enough to operate the switch; normally a train will pass over the device and the lamp will be extinguished. If the train is 'tripped' while passing over a tripcock-tester and the lamp goes out, then the inference is that the train was tripped on the ramp (rather than the gauge plate) and the tripcock is therefore too low. If on the other hand the lamp fails to be extinguished and the train is not tripped either,

then the tripcock arm is not in position for some reason (it may have broken off, or not be set, or otherwise defective). In most cases the train will require to be withdrawn from service. It is worth noting here that some tripcock testers are equipped with air-engines to hold the ramp down automatically. This facility is useful if wrong-way operation is attempted since a train is likely to be tripped on the end of the ramp otherwise.

Since tripcocks on middle-cabs in trains could scarcely fail to be operated on a journey, to avoid delays when uncoupling in service they are automatically reset upon operating the 'uncouple' button. The tripcocks on intermediate cabs are otherwise automatically rendered inoperative. The tripcock on the back of a train, on the other hand, is fully operative; whilst this does not matter for most of the time (since the trainstops are on the opposite side of the line to the rear tripcock) it causes problems on tracks signalled for bidirectional working. In practice the signalling is arranged to lower 'other way' tripcocks as a train passes over them and this operation may be observed at many terminating points, usually on the starting signals.

QUESTION AND ANSWER.

QA15 Why are there some 1962 tube stock trains running on the Piccadilly Line?

Generally because the Piccadilly Line was short of serviceable rolling stock recently, for various reasons. The 1959 and the 1962 tube stock are only different in detail and can operate together quite satisfactorily. It is necessary to remove a non-driving motor car from each train of course since 8-car trains of any type cannot be accommodated in Piccadilly Line tunnel stations. The 3-car unit (1750-2750-1751) of 1962 stock for the Aldwych branch has never had a non-driving motor car in the unit, and so far as the Editor knows, has never been in service on the Central Line.

Shortly, the position is to become reversed. The Piccadilly Line (no longer short of rolling stock) will be returning its three Central Line trains and also lending a few of its surplus 1959 stock units to the Central.

The following are the 6 Central Line 1962 stock units on the Piccadilly at the time of writing:

1452-2452-9453-1453	1542-2542-1543
1540-2540-9541-1541	1544-2544-1545
1728-2728-9729-1729	1726-2726-1727

Cars 9543, 9545 and 9727 are stored at Ruislip Depot.

QA16 Why are there three tunnel mouths at Golders Green and are they all original?

Only the right-hand two are running tunnels (to Camden Town), the one on the left is a short dead-end tunnel. Originally (in 1907) the track stopped short of the headwall, but in 1922/3 the track layout was completely re-organized and the road in question necessarily had become slightly shorter due to revised crossing arrangements. Consequently the additional length was regained by extending the track into a short tunnel. The depot shunting neck was also constructed at this time but the points are sufficiently far up to allow the trains to be reversed without recourse to a tunnel.

Note - people who have sent in questions-do not worry just because it has not yet been printed, in due course (when we have the answer) it will be - WE COULD DO WITH SOME MORE QUESTIONS THOUGH.

COLLISION AT NEASDEN DEPOT WEDNESDAY 27 AUGUST 1975

Further to the note in UN 164 is the following. It is understood that probably sometime between 16.00 and 16.30 a collision took place in Klondyke sidings, Neasden depot. It is reported (but this has NOT been verified) that an 'A' stock train was supposed to be moving through the depot, from the North End, prior to coming into service at Neasden. The train entered the wrong road, at speed, and struck the rear of a stationary 1938 stock train. The force of the collision caused extensive damage to the A stock and demolished most of the front half of the 1938 stock. The first three cars of the A stock train were flung sideways, and hung precariously over the Southbound 'fast' road; fortunately no train was passing, but both the Metropolitan and Bakerloo Line services were immediately suspended. The Bakerloo was resumed later but the Metropolitan service was suspended from Baker Street to Wembley Park until close of traffic, due to the blockage.

The collision was fairly severe, and probably the whole 1938 stock unit involved is scrap - the headstock on the first THREE cars having been bent right down. The motorman escaped with relatively minor injuries having abandoned his cab shortly before the incident. Strangely enough, the A stock unit involved was the same one involved in a similar type of collision at Neasden on 9 August 1965. This time the car will spend the next year in the reconstruction shop at Acton since the supply of spare cab-fronts, which came with the stock, has now been used up. The cars involved (from North to South) were 5042 6042 6043 5043 x 5171 6171 6170 5170, 10149 012516 11149 x 10214 012295 12014 11214.

COLLISION AT PICCADILLY CIRCUS WEDNESDAY 29 OCTOBER

At about 19.50 a decision to reverse a Bakerloo Line train South to North at Piccadilly Circus was implemented. At about 19.56 the train left the Southbound platform, and the FOURTH car derailed, allegedly on the 'facing' points. What exactly happened then is subject to confirmation, but the result was that the fourth car struck with considerable violence the headwall between the two tunnels AT THE OTHER SIDE OF THE CROSSOVER. The car suffered severe damage, the cab front being forced back past the first set of windows. The second car was left at a peculiar angle, but did not telescope into the first. As a result of this, the central area of the Bakerloo Line lost its service.

The following day, due to the extent of the damage, the service could still not be resumed and an exceedingly unusual procedure (for LT) was adopted, that of single line operation; not one, but FIVE separate single line workings were commenced. There was one in each tunnel between Elephant & Castle and Trafalgar Square and one in each tunnel between Oxford Circus and Baker Street (platforms 8 and 9). Towards the end of the evening peak-hour, the fifth was started between Baker Street (platform 7) and Swiss Cottage in the southbound tunnel. At this stage it was possible to note the legal use of both head and tail lights illuminated simultaneously on some of the shuttles (not all for some curious reason). A special coach service (hurriedly arranged through private operators) was instituted between Baker Street and West Hampstead where the Stanmore service was terminated. In addition, some Met Line trains stopped additionally at Willesden Green and Neasden.

A synopsis of the services at about 17.45 on the THURSDAY:
Elephant & Castle to Trafalgar Square - SLW both roads
Trafalgar Square to Oxford Circus - no service
Oxford Circus to Baker Street (8 & 9) - SLW both roads
Baker Street (7) to Swiss Cottage - SLW SB road
Baker Street to West Hampstead - coach service (all stations)
West Hampstead to Stanmore - restricted service
Baker Street to Paddington - no service
Paddington to Queens Park - restricted service

There are several other interesting aspects about this incident: The total absence of anything in the Press, the lack of travel information until very late, the length of time involved in clearing the debris and last but not least, the very cause of the accident itself - for the fourth car COULD NOT have been exceeding about 16 mph at the point where it initially reached the crossover.

The car involved was 10146; the train was not thought to be carrying any passengers at the time of the incident, but it MAY have been in passenger service.

CORRECTIONS TO UNDERGROUND NEWS

Underground News 165. Two errors are noted on page 109, firstly the number of 180 'Q' stock trailers ought to be 183 'Q' stock trailers (the number 180 was derived from two different sources, the reason for it not being correct in our context is different for each source). Secondly, one of the east - west transpositions was unfortunately missed and not, therefore, included in the errata with the others. The transposition referred to is on line four and is that the 13xxx and 14xxx cars originally faced west and east respectively (and not east and west as stated).

Another point, in passing, is that the author deliberately chose the vague term 'early on in this decade' (when referring to the reintroduction of seven car trains) because the point being referred to was the date of the DECISION to convert and NOT the introduction of the first of the trains, which is thought to be 4 October 1971) whose story was mentioned in a recent talk to the Society, and is very well documented in Underground Nos 119 (pp 175/6) and 121 (pp 7/8).

Note, members could usefully watch out for formations NOT in accordance with our published lists (or, for that matter, any inaccuracies in general, since the value of Underground News is related to its accuracy far more than its content). The text included with the 'R' stock list is not intended to be used for any other purpose than sorting out some of the matters arising from the list. Much fuller accounts have appeared in Underground in the past (eg P R Connor's articles in Nos 112 (pp53 - 58) and 114 (pp85 - 89) and more work is under way at the moment.

POINT & CROSSING TAMPER

London Transport's new point and crossing tamping machine, made by Plasser & Theurer, was delivered some weeks ago (can anyone provide the date) and has been undergoing testing work; this includes operation over the test tracks between Acton Town and Northfields. It is understood that the fleet number for this device is SC 765.

UNDERGROUND DIARY MAPS

Most members will be aware that many diaries on sale to the public have a diagram of the London Underground in them - more frequently than not this appears inside the back cover. Various designs exist, a popular version including most stations except those at the extremities - which are noted in 'boxes' at the end of the line concerned. Another popular version was the full map, with British Railways interchange points shown in red.

This year, many diaries (if not all: this has yet to be ascertained) will have a completely different diagram included - based on the same design as the black and white diagram mentioned in the last UN as appearing on the reverse of the London's Railways map - in colour, of course.

The reason for this course of action is not yet clear. The new design (also by Paul E. Garbutt) is quite different from the current Poster and Card maps. Like its 'diary' predecessors it omits extremities. It remains, however, the only major departure from the main map, which was introduced in 1964. Further information would be welcome.

STATION ROUNDELS

It was noted in a recent issue of Underground News that the 'Roundelized' LT bullseye sign at Oxford Circus had been reconverted by replacing the red bar by a new blue one carrying the word UNDERGROUND upon it. Apparently, a similar procedure has taken place at Rayners Lane - and, it seems, at other sites too. The 'policy' is unclear but it is possible that the more abominable ones have had this treatment (there is a popular story that Sir Richard Way, whilst Chairman of LTE, expressed his dislike of the 'Roundelized' sign at Rayners Lane, having noticed it for the first time). Members are asked to keep their eyes open for 'de-roundelized' signs so we can keep our records straight over this process - this needs careful attention though, since many re-converted signs will obviously look precisely like those never converted at all.

THE PHOTOGRAPHIC SUBCOMMITTEE

The Committee has recently re-constituted a photographic sub-committee to deal with the various associated matters which arise from time to time. Names of officers involved will appear in due course, but for the time being any correspondence should be sent to the Editor, at the usual address.

A Co-ordinator of photography has been appointed and it is his job to arrange photography of urgent items. Any suggestions for suitable subjects will be entertained, however the governing factor, as usual, is cost.

THE EDITORIAL ADDRESS

For reasons it is not necessary to go in to, experience has indicated, strongly, that merely addressing letters to 'the Editor' followed by the address on the front page IS INADEQUATE. Would correspondents PLEASE address their material to 'the Editor-Underground News', 'the Editor-Underground' or the 'London Underground Railway Society', as appropriate, followed by the address, but NOT JUST 'the Editor' since this has caused unending havoc.

REPLIES TO CORRESPONDENCE

In order to keep our costs to a minimum, it would be greatly appreciated if members writing to Officers of the Society would enclose a reply paid envelope with their letter or note IF THEY WANT A REPLY. With postage so extortionate now, it is with much regret that we cannot guarantee a reply unless this request is complied with.