



UNDERGROUND NEWS

First series Issue number 169

THE TIMETABLE for period beginning 26 January 1976

Friday 13 February

A talk entitled 'Searching for Railway History' will be given by Messrs H W Paar, P Roos and R H G Thomas, each one of whom is a specialist in a different type of official archive. Some most unexpected sources of information will be indicated. At Hammersmith Town Hall, 19.00 for 19.15.

Friday 12 March

Mr P Pettit, a Line Engineer with London Transport, will give an illustrated account of the LT Railway Breakdown Organisation. At Hammersmith Town Hall, 19.00 for 19.15

Saturday 20 March

It is hoped that the Society will have a stand at the Annual Exhibition organised by the 'O' Gauge Tram Group, to be held at the Whitefield Memorial Church Hall in Tottenham Court Road.

Sunday 21 March

A tour by road of Buckinghamshire sites of Underground interest. The tour will start at Amersham station at 10.30 a.m. and deal with the line from there to Aylesbury, where lunch will be taken at about 12.30. After lunch the area beyond Aylesbury will be dealt with, including a brief visit to the Quainton Railway Society's premises. The party will conclude the day's activities with Tea kindly provided by member A D Platzer at Chalfont Saint Giles. Return to London will be from Chalfont & Latimer at about 20.00. It is recommended that packed lunches are taken, though a 'hot drink' will be provided. To enable transport arrangements to be organised, please send bookings to A D Platzer at 40 Kings Road Chalfont St Giles Buckinghamshire HP8 4HS, indicating whether you have your own transport and, if so, how many other members (NHC) you could accommodate.

NORTHERN CITY LINE

On Tuesday 9 December 1975 British Railways, Eastern Region arranged a public meeting to discuss the electrification of the 'Great Northern' suburban lines into Kings Cross and Moorgate via the Northern City Line.

The scheme is one of those recommended in the London Rail Study for the electrification of suburban services as the present equipment is life-expired. The section between Drayton Park and Moorgate is particularly interesting to LURS members as this section was recently transferred to BR from London Transport. The whole electrification scheme, which will progress in stages, is expected to be completed in Autumn 1977. Stage 1, which involves partial electrification of the inner suburban service from Moorgate via Finsbury Park to Welwyn Garden City and the Hertford Loop line to Hertford North, is expected to be complete by Spring 1976. The new route will be from Moorgate using the Northern City tube line to Drayton Park and will join the Kings Cross main line at Finsbury Park. The whole section of tube is unique insofar as it was bored to main line train gauge. Nevertheless some track lowering will be necessary and where this would leave a very shallow bed of ballast the track will be laid on concrete. The remaining track will be relaid with new ballast. Much of the preparatory work to make the link with the Great Northern was done during the construction of the Northern City Line in the 1930s. Most of that existing link will now be used, although the roofs of the tunnels will have to be raised for the required electrical clearance.

The 67.3 route miles of open section suburban service will use the standard BR pantograph overhead equipment using 25kv alternating current, single phase, 50 cycles per second supply. This high-voltage alternating current will be reduced by transformers and rectified by the train to produce a stabilised direct current supply fed through the control equipment to the electric traction motors. The remaining 2.73 route miles between Moorgate and Drayton Park - which BR term the 'tube' section - is to be equipped with a third-rail contact 750-volt direct current system. A change-over section, to enable trains to pass from one system to the other, will be installed at Drayton Park station. This procedure of changing from one system to another during a journey will be under close scrutiny as this dual system has not as yet been used before.

BR are purchasing 64 three-car units which will be coupled to form 6-car trains of distinctive shape and appearance. They will have power-operated sliding doors to conform with the DoE requirements for operation in the 'tube' section. The doors will allow passengers to open them but they will be shut and electrically locked by the guard, thus preventing accidental openings. The interior of the units will have wide circulating spaces in the door areas to give quick and easy access and additional standing space for short-distance travellers. The trains will be capable of fast acceleration and a maximum speed of 75 mph.

Power for the open sections will be drawn from the National Grid but because of the special requirements in the 'tube' section, a new substation is being built at Moorgate and the existing LT substation at Drayton Park will be converted. At both substations air-cooled silicon rectifiers will be used and the high-voltage supplies will be taken from London Transport.

Signalling will be continuous multiple-aspect colour-light (MAS) with BR's standard Automatic Warning System (AWS). Ultimately the control of all the signalling, train description, telephone and public address network for the whole of the inner and outer suburban services will be concentrated in the new signal box building at the end of platform one at Kings Cross. This, it is

hoped, will give a faster response to any unforeseen circumstances arising.

Facilities at Finsbury Park will continue much as at present including the long walk between British Rail and London Transport Piccadilly and Victoria Lines. But at Highbury & Islington cross-platform interchange will make transference from BR to LT Victoria Line much easier than in the past.

Provided that BR run the provisionally-advertised timetable, commuters should find the new service fast and pleasant. The only people to lose out are those commuters who would have hitherto had to use the Widened Lines.

LONDON TRANSPORT AT SHILDON

One of the less-publicised aspects of the Rail 150 Exhibition and Steam Cavalcade at Shildon last August was the part played by London Transport. The official LT exhibits were ex-Metropolitan Railway electric locomotive No 12, 'Sarah Siddons', and a three-car unit of 1973 tube stock, 165, 565 and 365. However, the 1973 tube stock unit needed two match-wagons and, as a lockable store-room for LT staff, brake van B556 was also taken. In addition to this, ex-GWR pannier tank 7752 was taken to Shildon from the Birmingham Steam Museum at Tyseley. This is otherwise known to Underground enthusiasts as L94, the loco used to haul the last LT steam train from Moorgate to Neasden on 6 July 1971. 7752 was used to power the steam-hauled shuttle train at Shildon during one of the exhibition days, and appeared in the Steam Cavalcade on 31 August. 'Sarah Siddons' was exhibited in the main exhibition shed, while the 1973 tube stock was left out in the open, with steps to allow visitors to walk through the train, see inside the cab and under some of the seats which were raised to reveal some of the equipment normally hidden from view. The tube train generated a great deal of interest from the public, most of whom were not very familiar with the London Underground, and generally regarded 1930 tube stock as the normal stock. As a result, most were greatly impressed. Several LT engineering staff were on hand to answer questions, the most popular of which seemed to reflect a morbid interest in the operation of the 'dead-man's handle' and its relevance to the Moorgate tragedy. As a public relations exercise, it was undoubtedly immensely successful, especially when it is compared with the pathetic effort by BR with the 'High-Speed Train', which was filthy and closed to the public (apart from one Mk III coach).

In connection with the exhibition a fair amount of preparation work was necessary, together with several special moves. The 1973 tube stock was newly-delivered, and had been fitted-out with seats, adverts, maps and fault-annunciator, but not motors, batteries or shoe-beams. 'Sarah Siddons' was repainted externally at Ealing Common, including matt-black bogies. Photographs of the resplendent loco were taken at Ealing Common on 24 July 1975 for 'LT News' and during that evening it was taken to Ruislip depot. The train on this journey consisted of battery loco L46, brake van B556 and 'Sarah Siddons' and left Ealing at about 19.00, arriving at Ruislip (via Ealing Broadway and North Acton) at about 20.00. At Ruislip, No 12's shoes were removed and the Shildon train assembled as follows,

12, B556, match-wagon, 365, 565, 165, match-wagon (West to East).

This train was shunted to Ruislip's transfer siding during 12 August and moved by BR just after midnight, early on the 13th. The locomotive for the whole route was 25 263, and the route, West Ruislip, Banbury, Birmingham, Washwood Heath, Water Orton, Kingsbury (cut-off), Tamworth, Burton, Derby, Chesterfield, Tapton Jen, Barrow Hill, Beighton Jen, Treeton Jen, Rotherham (Masborough), Wath Road Jen, Pontefract, Ferrybridge, Burton Salmon Jen, Church

Fenton, York, Darlington, Shildon, arriving at 10.45 on 13 August. The return journey was broken up into several sections, the return to Darlington being during the early hours of 31 August, before the Cavalcade, for everything except 'Sarah Siddons'. No 12 of course, was to take part in the Cavalcade, hauled by WD 2-10-0 'Gordon', joining the tube train in Darlington Up Sidings immediately afterwards. The return from there started at 10.50 on 4 September, being hauled by 40 187 as far as York Yard. There, 40 148 took over, returning as before except that the route from Chesterfield to Burton was via Clay Cross South Jcn, Pyehridge, Toton, Trent, Sheetstores Jcn, Castle Donnington and Stenson Jcn. Arrival at Ruislip was at 05.30 on 5 September.

No 12 was retained at Ruislip for the exhibition in connection with the I. Mech E. Convention and finally returned to its normal home at Acton on 4 December 1975.

LETTERS

Sir,

In the mid-nineteenth century, as subsequently, many perceived a threat to the people of this country from France, and consequently many units of the Rifle Volunteer Corps were formed. In the third issue of Camden History Review there is an article by Ernest F. Rashbrook on 'The Rifle Volunteers of Camden', which in referring to the 3rd City of London Regiment (Royal Fusiliers) states the following (p34).

'Formed in 1860 as the 20th Middlesex RVC, this unit was called The Railway Rifles, since the personnel were recruited from the London and North Western Railway at Euston, and the headquarters were at 237 Euston Road. By 1866, however, they moved to 22 George Street, now Drummond Street, and shortly found themselves as a Double Battalion Corps. This came about because Major Bower's "Metropolitan Rifles" were for some reason not recognised by the authorities. Little is known about this Corps, but they were presumably men from the Metropolitan Line (sic), and as they could not be officially accepted as a separate Corps, they joined en bloc with the 20th.'

Can any of your readers verify this statement?

Yours faithfully,
Richard Graham

Wembley, Middlesex
24 November 1975

Sir,

The following information might be of interest to members who travelled to Paris in June to visit the Metro Exhibition and the Transport Museum.

The Society visit was duly recorded in the July/August issue of the Museum Bulletin published by Dr Jean Robert who is the Director of the Museum and who personally took our party round.

Three of the cars displayed at the Exhibition at PORTE MAILLOT station (Nord-Sud motor car and Metro M500 and Thomson motor cars) were first returned to their respective depots and transferred a few weeks later to the main depot and workshops at PORTE DE LA VILLETTE. The most delicate part was the transfer of the Nord-Sud car from VAUGIRARD (in the south of Paris) to LA VILLETTE (in the north) since Nord-Sud rolling stock and tunnels are slightly larger than those of the Metro; the itinerary had to be planned in advance with great care. The three cars were loaded on a road transporter specially built for very heavy loads in the afternoon of 6 November, the convoy left LA VILLETTE depot

at 5 a.m. on the morning of 7 November and arrived at Saint Mande two hours later, the cars were finally unloaded on track 1 during the day.

The trams previously displayed on track 1 had been moved beforehand and the track reinforced to take the weight of the metro cars. The building of a platform and a mock-up of a Metro station is given some thought but it is only an idea at the present time.

The Bulletin is of course written in French but if anyone is interested in detailed information about the transfer of the cars to the Museum I shall be glad to make a photocopy of the article. Please send SAE with your request to Flat 7, 'The Beeches' 9-17 Trinder Road, London N19 4QT.

Yours faithfully

P R Foltz

London N19
11 December 1975

Sir,

Here is some information on the 'blue' headlights queried by Mr Reed in the October 1975 issue.

First a personal memory of standing on Willesden Green station at night just pre-war waiting to return to North Harrow from visits to relatives, and while waiting for stopping open-car trains to Uxbridge, seeing fast Watfords (which would have been ideal for us) pass through non-stop with a purple light included in the code.

Secondly, a reply of the LPTB dated 26.7.1940 to a letter of mine which unfortunately no longer exists, so I do not know how my request for information was phrased, but an extract from part of their letter referring to white bottom left/purple bottom right marker lights on Aldgate or Baker Street to Watford trains, and on Watford to Baker Street trains is followed by Watford to Aldgate trains being white bottom left/ white bottom right with the note,

'In this case lights are changed at Baker Street'

Can it be assumed from the use of the present tense in 'are' that purple lights were still in use at that date?

Thirdly, two printed references. Pages 44 to 46 of the 'Metropolitan Railway Appendix to the Working Timetable, 1st August 1921, and until further notice' has illustrations of the code of headlights for steam locos and for electric stock, and here the references are to PURPLE lights. Also, page 19 of the 'GWR appendix to nos 2 and 17 sections of the service time tables, January 1939 and until further notice' (which includes the Hammersmith and City, WL and WLE sections) shows train head lamps for LPTB electric trains and electric locomotives - here again, they are stated to be PURPLE.

In my museum here, I have one of the purple glasses mounted behind a simulated section of an MW stock marker light on an illuminated board which carries various other glass signs. The glass itself is sandwiched between thin metal with a circular cut-out of approx. $6\frac{1}{4}$ inches as far as I can tell from outside the display, and at the top is a metal loop for suspension. I can not give an accurate impression of the colour, but my memory of looking at the glass before it was mounted, and with daylight falling on its surface, was of a deep purple, but now, illuminated from behind with a 60 watt lamp, it has quite a pale density and would definitely be more of a purplish-blue than a blueish-purple.

The next time any LURS members just happen to be passing through Orelia they'll be very welcome to drop in and view this and other exhibits!!!

Yours faithfully

Peter Densham

Orelia, W. Australia
14 December 1975

Sir,

Firstly, may I accord a welcome to the concept of the Members' Handbook. Such a corpus of detailed information will, it is to be hoped, satisfy a long-felt need of the membership at large, as much of it is to be gained only as the result of long-term study. It is to be hoped, for example, that section D7 - Signal Cabins, IMRs and Area Codes - may be extended to an historical survey - there have been many changes in the course of the seventy years which have elapsed since they were introduced as a part of the American influence on the electrification of the District lines and the construction of what were to become the London Electric Railway tube lines.

It is inevitable that some errors will creep into such a project and I trust that I may be forgiven for drawing attention to one now. On 'page' D7b, Cabin 'L' Kings Cross is related to the Piccadilly Line, no doubt through the IMR being located between the Piccadilly platforms. Historically and operationally, this is under Northern Line control, currently exercised from Cobourg Street Regulating Room, which has the facility of delegating control of the Piccadilly Line crossover to Covent Garden signal box. Cabin 'L' was originally installed on the Northern Line, then Hampstead & City, platform in 1927 to control the upper end of the exchange loop between the NB Northern and the EB Piccadilly roads, control of the lower end being vested in Euston 'J' cabin. Its code, 'L', was that originally allocated to Old Street but not used, following in succession to Angel 'K' cabin. Confirmation comes from the Piccadilly Line lettering which at that date ended with Finsbury Park 'F'. The 1933 opening to Cockfosters gave Wood Green 'G', Arnos Grove 'J' and Enfield West 'K'. Cockfosters jumped to 'M' as 'L' was already in use at Kings Cross with signals so designated on the Piccadilly track and confusion might otherwise have arisen. Agreed, there was no cabin 'H', although this may have been tied up with a once-proposed reversing siding at the north end of Manor House, for which the 'G' allowed was ultimately transferred to Wood Green.

The above may also suggest a reason for the 'AA' to 'AE' series north of Golders Green mentioned in paragraph D6.4. The extension of the Hampstead and City series 'A' to 'H' (already involving a break in the sequence after Golders Green 'G') was continued southwards from Euston 'J' to exhaust the single letter codes with Morden 'Y' and its ground-frame 'Z', there being a few letters - 'O', 'R' and 'S' - whose use was inadmissible and three allocations - Bank 'N', Elephant & Castle 'Q', Stockwell 'U' - whose use was subsequently abandoned. Nothing is known of 'V' - perhaps something was visualised for Balham in view of the proximity of the Southern Railway station. Having reached 'Z' there was no remedy but to begin again with an 'A' prefix and thus it remains today, Hendon 'AB' having, with Brent, fallen by the way. The arrangement had the further advantage of providing free scope for the accommodation of the extension to Watford, which was receiving consideration many years before the LNER association of the 1935 Five-Year Plan.

Yours faithfully

K R Benest

Claygate, Surrey
2 January 1976

LONDON'S FOURTH UNDERGROUND RAILWAY? by D J Carson

Everyone (or nearly everyone) within the Society knows about the three underground railways in London which are, LTE, BR Waterloo & City and GPO, but how many know of a military underground railway in London?

This railway, which was built in 1969-70 is situated below the Hyde Park Cavalry Barracks (known to some as Knightsbridge Barracks). Its purpose is to

remove horse-dung from some three hundred horses in a two-storey stable block above. The track is simply a single line with a passing loop laid directly below the outlets in the tunnel roof. It honours military tradition by being laid to the old 'siege railway' gauge of 2'6".

The horse-dung is barrowed to one of the five plastic-lined chutes on each floor with outlets in the tunnel roof. In the tunnel under each outlet is a four-wheeled flat wagon loaded with an open-top container. When the container is full, an electric winch situated by the tunnel entrance hauls the wagon along the track until it reaches an overhead runway beam, which lifts the container off the wagon on to a waiting lorry and the empty wagon works its way through spring points (presumably by gravity) to the passing loop. This operation is repeated ten times, at which point the lorry is fully loaded and departs for a mushroom farm Somewhere in Essex (Perhaps to produce the Country's finest mushrooms!). On arrival at the farm, the containers are lifted off by means of specially-designed lifting gear which also rotates them in order to discharge their load.

Cromar White Developments Ltd was appointed the sub-contractor for the dung-removal plant and the design, supply and installation of the railway equipment.

CENTRALISED COMPUTER CONTROL

The first application of any new innovation usually involves considerable expenditure on research and development, often with little apparent material improvement. The new centralised computer control for the Northern and Victoria Lines is no exception.

The original submission on 11 September 1973 called for an expenditure of £704,000 with an estimated saving of about £100,000 per annum. A new submission on 25 November 1975, however, calls for the allocation of £1,515,000, a rise of 215%, with a saving of either two trains or one train and an increase in peak hour train service. In the submission to the Transport Committee of the Greater London Council three reasons were given for the increase; (a) inflation, (b) necessary additional work and (c) a contingency sum. The majority of the expenditure will qualify for a 75% Rapid Transit Research Work grant.

The cost is divided,

Original estimate	£704,000
Increase due to inflation	£428,000
Additional items (a) Computer	£ 42,000
(b) Design Work	£ 19,000
(c) Building Work	£ 72,000
(d) Contingency Sum	£250,000
Total	£1,515,000
Estimated Government grant	
at 75% excluding building work	£1,012,500
Estimated cost after grant	£502,000

The Benefit

Automatic centralised computer control will reduce the number of traffic regulators and it is hoped produce a greater control and a more reliable running of train services; even to the extent of reducing the number of trains by two without affecting the level or quality of service (option a). One of these trains could be included in a peak hour service giving an increase in the carrying capacity of the lines involved (option b)

The two options are summarised thus,

	Option (a)	Option (b)
Extra Passenger Miles	250,000	1,150,000
Revenue operating savings	£123,000	£ 83,000
Saving on capital cost of trains	£ 18,000	£ 9,000
Generated passenger revenue	£ 8,000	£ 37,000
	£149,000	£129,000
Computer costs	£ 32,000	£ 32,000
Financial gain per annum	£117,000	£ 97,000

The inclusion of £250,000, effectively 20% of the total cost, would indicate that this is unlikely to be the final cost of this project. Since no specific reasons are given in either the original or new submission for such a contingency fund, it is difficult to see the need for such a large sum.

The benefit at the end is marginal in terms of savings in capital items or running costs even assuming that the public take advantage of the increase in available passenger mileage, which in the light of the last quarterly report from London Transport seems unlikely.

The greatest likely benefit will be in the experience this project gives to London Transport in computer techniques.

NOTE ON WATERLOO & CITY LINE FLOODING

Further to NF 1531 in UN168, it is understood that the flood waters in the Waterloo & City line on 24 November completely filled both running tunnels at their lowest levels (under the river), and leveled off at about two feet deep in Waterloo platforms, being well above floor level of the rolling stock in Waterloo depot. All the line's stock, except for one trailer car which is thought to be stored at Selhurst depot, was therefore affected by water. Heavy duty hot-air blowers were brought in to help dry out the rolling stock, after the flood water had been lowered by pumps. It was some days before the tunnels were emptied out and the electrical equipment dried and checked for a test re-charge in the Waterloo depot area. It was found that at least one motor-coach was fit to work and that the trailer cars could be dried out on site. Current was therefore recharged for short periods around 1 to 9 December to enable shunting to be carried out. Some motor-coaches were badly affected by the water and it was decided to bring these to a main-line depot for lifting and a motor change.

The first movement of stock from the line took place on 3 December, when cars 51/2, 54 & 58 were hauled from Waterloo North Sidings to East Wimbledon depot Lifting Shop, via East Putney and Wimbledon Park. This was without doubt the first time that W&C stock had visited the new depot at East Wimbledon and was one of the first lifting jobs to be undertaken in the Lifting Shop there. A second movement was booked to take place on 5 December, via the same route, but this was foiled by the failure of the Armstrong lift during lifting operations on the 5th. The lift was repaired however in a day or two, and the second movement took place on 9 December, when cars 56/7 and 59 made the journey to East Wimbledon depot. A few days after this, the 'Evening Standard' carried a full-page story on what had happened on the line and of what was being done to the stock, including a totally erroneous report that some cars had gone to Eastleigh depot for repair! At first it was thought that the other five motor-coaches (53/5, 60-2) would have to be taken to Selhurst depot for repair, but it would now appear that they are being dealt with at Waterloo. Two of the cars

from East Wimbledon depot (57/9) were returned to Waterloo on 31 December and are now fit for service. The line was intended to resume operation from Monday 12 January with a restricted service and a full service perhaps at the end of the month.

NEWSFLASHES

NF 1599 The first 1973 tube stock train entered (normal) passenger service on 18 October 1975, running during Monday-Friday rush-hours only. The cars involved were 140-540-340+341-541-141. Other units have since entered service, including the following,

106-506-306

139-539-339

142-542-342

143-543-343

By the middle of October, five trains were in service, and it was expected that about one a week would enter service from then on. A 1938 tube stock train was still noticed in service on the Piccadilly Line at that time but is now known to have been withdrawn; the exact withdrawal date is still being sought.

NF 1600 Several CO/CP stock cars have been stored at Upminster for some months, although they may have been moved to Ealing Common or Ruislip depots by now and some may already have been scrapped.

NF 1601 From 1 December officers of both the Metropolitan and the City Police Forces, and from 29 December those of the British Transport Police, were permitted to travel free on London Transport services. This facility introduced by LT is intended to encourage officers to use public transport more freely thereby increasing the likelihood of an officer being available to deal with any hooliganism, or other incident requiring police intervention. On buses police now have the power of arrest in cases of PSV regulation infringements, under the Public Service Vehicle (Arrest of Offenders) Act, 1975. On the railway, ANY police officer (whether on or off 'duty') has a tremendous variety of powers at his disposal provided by a large number of legislations, however, since the railway is deemed to be private property, there are some instances where non-BT Police have to be asked to intervene before they may use their Police Powers.

NF 1602 Re NF 1559, it is understood that the first train to use the new Ruislip link was 'gapped'. It would seem that the link was, therefore, not actually electrified on the appointed day, or else some fault developed. More information would be welcome.

NF 1603 Re NF 1563, the wreckage of car 10175 is no longer in Highbury Vale; it would appear to have been cut-up as expected.

NF 1604 Re NF 1584, in addition to the five shelters mentioned, we understand that Goodge Street and Clapham South were already 'on offer' to the British Library and the British Museum (Victoria & Albert Museum) respectively. It is suspected that the shelters were offered to other government departments prior to being advertised outside, in order to 'keep it in the family' (should hasty retrieval be necessary, perhaps?).

NF 1605 1962-stock cars 1408 and 1413 were observed at West Ruislip on 7 October 1975, both accident-damaged. It is understood that this has resulted in a reformed set being placed in service.

- NF 1606 ESL 110 and ESL 115 were observed being cut-up outside the old steam shed at Neasden on 8 October 1975. It is likely that ESL 109, which was at Golders Green on the above date, and which vanished soon afterwards, has also been dealt with by now.
- NF 1607 It is understood that LT's new point- and crossing-tamper was delivered in August. The number has been confirmed as SC 765, though quite why remains a mystery.
- NF 1608 LT printed season tickets for journeys to CHARING CROSS EMBANKMENT should, from now on, carry this name. Printed season tickets VIA this station should refer to it as VIA EMBANKMENT, to avoid having to reprint all ticket stocks when the station is renamed later this year.
- NF 1609 A second 1959-stock train is now in service on the Northern Line, again only in Monday-Friday peak hours - it is not clear yet precisely when this train entered service.
- NF 1610 The disused crossover at Ruislip has now been removed. It should be mentioned that the eastmost points were actually in the form of a single slip to the EB line from the connection with the WB line; the connection originally continued into the goods yard (now a car-park) but only a couple or so feet of track remained from this connection.
- NF 1611 The suggestion has been made that the red aspect on automatic stop signals be replaced by a different colour. The new coloured aspect would mean 'wait one minute, then pass with extreme caution as far as the line is clear', which is how train crews are already intended to interpret auto-signals but is not the actual meaning of a red aspect. The idea was intended to reduce the frequency of misunderstandings over the ruling and promote emphasis on the fact that Semi-automatic signals must NEVER be passed without authority.
- NF 1612 LT have been installing a new crossover at Stockwell for some months now, but it is still far short of completion. A new IMR is in an advanced stage of construction in some disused sidings nearby. The signals protecting the crossover, when commissioned, will carry the original Stockwell code-letter 'U'. The crossover is situated in the disused station tunnel.
- NF 1613 Re NF 1537, the 'please give up this seat' notices are now being replaced by neat blue notices of similar dimensions and set in Johnston. The wording is the same and there is a roundel symbol beneath it.

'UNDERGROUND'

We are now in a position to be able to announce that the next issue of the Journal, Underground Vol XIV No 3, should be ready at the end of February.

SOCIETY COACH

Some members may have seen reports that the Steam Centre at Ashford is subject to imminent closure and may be wondering what fate awaits our Q-stock car, 08063. The facts of the situation are somewhat confused but the problem has been under review by the Committee, and members will be informed in more detail as soon as some positive solution has been decided upon.

AMENDMENTS

Supplement to Underground News - December issue
The following corrections MUST BE MADE

Paragraph D2.13 line 6 - 'linesman' should read 'lineman'

Paragraph D5.1 above Aldgate, insert 'Canons Park (ground frame)'

Paragraph D5.4 delete the entries 'Northolt' and Ruislip Gardens (subsidiary box)'

Section D5 (general) place 'not open continuously' symbols (sic *) by entries for North Weald, Debden and Piccadilly Circus.

Additionally, the following alterations must be made to section D7

entry for 'B Whitechapel (ELL)' etc to read 'B Whitechapel & Shoreditch IMR(2) from Whitechapel DR Cabin';

following entry for 'CJ', delete word 'slave'

following entry for 'CP', add 'IMR from West Ruislip' in the spaces provided;

delete words 'programme machine' from 'FC' entry;

add words 'from Barking Cabin' in control column of entries 'FB', 'FC', 'FE', 'FG';

add words 'through 3 IMRs' in control column of entry 'FF' (Barking Cabin);

add words 'from Upminster' in space provided in control column of entry 'FJ';

in control column of entry 'G' (Wood Green Cabin) insert 'when shut, controlled remotely from Annos Grove';

following entry for 'JP', delete 'Watfrod IMR Prog M' from control column;

beneath entry 'JW' insert new wntry as follows:-

'JP Watford (Met) IMR Prog M (supervised Rickmansworth)';

in entry 'L', add or Cobourg Street' to words 'Covent Garden';

the entry 'W' (beneath 'WM' Ealing Common) should **also** be 'WM'

beneath entry 'WP' (Ealing Broadway (Dist)) insert new entry as follows:-

'WP Ealing Broadway (Central) IMR White City - remote for auto reversing';

in entry 'WV', replace 'cabin' by 'IMR' and insert ' from Raynres Lane in control column;

beneath entry 'Y' add new entry as follows:-

'Z' Morden depot ground frame'.

We apologise for the large number of corrections in this issue and hope this won't be typical, but the particular type of information concerned is difficult to check in the limited time that was available, and some of our resources were rather dated! Anticipating further information, we left blank spaces where we could.

ANNUAL GENERAL MEETING

This is a preliminary note to remind members that the Annual General Meeting for 1976 will be held as usual towards the end of March. Full details will be announced later, but in the meantime, any proposed changes to the Rules, and nominations for Committee, should be sent to The Secretary, 113 Wandle Road, Morden, Surrey, SM4 6AD, to reach him not later than 29 February.

CHRISTMAS AND NEW YEAR HOLIDAY ARRANGEMENTS 1975

On Christmas Day the train services on all Lines were virtually the same as in 1974 with only a few minor retimings and an early morning cancellation of a Central Line train between Hainault and Leytonstone.

On Boxing-day and New Year's Day train services were also similar to last year, with a few adjustments. The increased evening services on the Central and Victoria Lines did not occur this time. An interesting point is the improved service on the East London Line; the headways were halved.

The usual Christmas Holiday leaflet appeared and included the bus information as previously. The leaflet had a slightly revised layout, with the 'front' appearance much improved by the addition of 'Christmassy' printers borders and better arrangement of titling. The other three sides were miniature reproductions of the double-royal posters.

NEW MAPS

Tourist Information 1976

The map on the obverse side is essentially the same as hitherto, containing minor amendments as necessary. The reverse has been completely revised, however, and contains some new information; for the first time all the photographs are in colour. The marking 'Issued Free' which appears on the front of the map when folded has been made rather more prominent. It is thought that the map was issued immediately after the 2 November 1975 fares increase since the old map would then have been incorrect. Fewer have been printed than is usual, perhaps because the new fares increases expected this year will render them out of date earlier than usual. Reference is 875/2712M/750,000

Bus Map

The No 2 1975 bus map has been issued and was first reported in November. Reference is 1175/3191M 500,000

Pocket Underground Map

The No 2 1975 Underground Map was issued early in December and carries a heavy blue line overprint along the bottom of the reverse side (when map is unfolded), completely altering the appearance. The corrected reference and other information, which includes the name of the new printer, appears immediately above the blue line in the usual positions. In view of the rather unexpected information present underneath the overprint, we are striving to establish what happened and will report further in due course. The obverse contains the long awaited, but expected, changes incorporated on the poster map earlier reported. Reference is 9.75/2910M/1,000M.

FLEET LIST - UNDERGROUND NEWS

With all due reference to UN161, page 59, and UN162, page 76, it should be noted that several departures from the list have been noticed between the association of Jib-carriers and Cranes. For example, crane 617 was noticed in use at Stanmore recently with J691. Until such time as the list is reprinted, the aforementioned associations must be regarded as arbitrary - further information would be most welcome. It should be noted that crane 617 bears the code DEC 617 and not C 617. Information regarding the prefix letters of all service vehicles mentioned in the list would be welcome since there is evidence of divergence between the letters allocated and those actually carried.