

THE JOURNAL OF THE LONDON UNDERGROUND RAILWAY SOCIETY

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THE SOCIETY AND THE EXECUTIVE

Looking back through the issues of the Journal for the past few months, it is clear that there has been a considerable increase in criticism of LT by the Society. This is so pronounced that the time seems to have come when it should be stated that this is not the result of any change of policy, nor of any growing antagonism to LT. Right from the earliest Journals, there has been criticism of what are considered to be poor services or bad decisions. On the other hand, LT has always been defended in these pages from unreasoned complaints by others - of which there are many which cannot be justified.

The truth of the matter is that it is becoming increasingly difficult to defend LT.

THE POWER FAILURE

A Special Notice to staff was published on the front page of Railways Traffic Circular No 27 for week commencing 18th July, which bears out the belief that not everything was done to relieve the anxiety of passengers during the power failure on the 6th July. The notice states that a number of letters of thanks to the staff were received, but that there were many more complaints received than compliments.

Staff are reminded in some detail of the things that should be done in such an emergency, thereby bearing out that these things were not, in many cases, done on the night of July 6. The last sentence of the Notice reads 'Remember that a walk through the train helps to inform and reassure passengers'.

THE NEW UNDERGROUND OPERATING MANAGER

On 27th July 1970 Mr. W.W. Maxwell became the new Operating Manager (Railways), succeeding Mr. F.G. Maxwell - they are not related - who retired after 23 years in charge of Underground operations. Mr. W.W. Maxwell was previously Mechanical Engineer (Running - Railways), a post he had held since March 1969.

At the same time Mr. John Cope, General Superintendent (Staff and Training) became Assistant Operating Manager (Staff and Training) and his brother, Mr.C.H.J. Cope became Assistant Operating Manager (Traffic) instead of Acting General Superintendent (Traffic). Their duties remained unchanged by the new offices held.

Mr. W.W. Maxwell, M.A. (Cantab), C. Eng., F.I. Mech. E., F.I.E.E., who is 45, was educated at Bedales School and Trinity Hall, Cambridge, graduating in the Mechanical Sciences Tripos in 1945. He joined London Transport in October 1947 as an engineering trainee, became Assistant Production Engineer at Acton Works in 1951, and was transferred to the running division in 1958 as a depot engineer, becoming Divisional Engineer of the rolling stock on the Central, Northern and Piccadilly Lines in 1959. In 1963 he became Development Engineer (Victoria Line), dealing with the rolling stock for the new line, and in 1964 he was made Mechanical Engineer (Development - Railways) and an Officer of London Transport. As stated above he became Mechanical Engineer (Running - Railways) in 1969.

He has twice visited the United States to advise on the design of the San Francisco Bay Area Rapid Transit District's new automatically-driven trains, and is a member of the power board and chairman of the professional group on railway traction and signalling of the Institution of Electrical Engineers.

Mr. F.G. Maxwell, C.B.E., T.D., D.L., M.Inst.T., was born in Simla, India, where his father was a regular officer in the Indian Army, and was educated at Eton. He joined the London Electric Railway in 1924 in the Operating Manager's office and has spent his whole career with the London Underground. After two years in the office of Frank Pick, then Assistant Managing Director of the London

Electric Railway, he broadened his experience by two years in the railway overhaul works at Acton. He returned to the Operating Department in 1930 and was serving as a Divisional Inspector when the Piccadilly Line was extended from Finsbury Park to Arnos Grove in 1932. He became Personal Assistant to the General Manager (Railways) of the London Passenger Transport Board in 1934, shortly after the Board was formed, and was later appointed Assistant Superintendent (Development) responsible for the operating aspects of the 1935/40 New Works Programme for extending and improving the Underground Railway system. In 1938 he became Assistant Superintendent (Outdoor), a post which he returned to at the end of his war service in 1945. He was appointed assistant to the Operating Manager (Railways) in early 1946 and took over that post himself in December 1947.

He was a member of the London Railway Plan Working Party which in 1948 suggested several major rail developments and improvements for London, including the present Victoria Line. He was a Member of the Council of the Institute of Transport from 1961 to 1964.

He has had a long association with the Territorial Army, commanding the 2nd Battalion of the London Scottish from the outbreak of war until 1942 and the 1st Battalion from 1947 to 1950. He became Regimental Colonel in 1969. The remainder of his war service was spent as a Staff Officer in Europe and South-East Asia. He was mentioned in despatches, served as a member of the County of London Territorial Army Association from 1947 to 1968, and is a Deputy Lieutenant of Greater London. He was appointed a C.B.E. in 1967 and an Officer Brother of the Order of St. John of Jerusalem in 1969.

DECIMALISATION OF FARES

It has been pointed out that our remarks about LT cashing in on decimalisation could be unfair. It is noted that BR, while ignoring the half new penny, have stated that 6d, 2/6d, 4/6d & 6/6d fares will be rounded up, 1/6, 3/6, 5/6 & 7/6 tickets will be rounded down. It is suggested that London Transport will follow the same principle which is in line with the recommendations of the Decimal Currency Board.

Books

J. Graeme Bruce; Steam to Silver - An Illustrated History of London Transport Surface Railway Rolling Stock; 172 + 12pp 8 $\frac{3}{4}$ " x 7", in stiff card cover; London, 1970; London Transport Executive; 18/-.

The companion volume to Graeme Bruce's earlier work, 'Tube Trains under London', which has been eagerly awaited by so many enthusiasts. They will not be disappointed, for it is in every way equal to its predecessor, and an absolute 'must' for every Underground library.

The text is all that we have come to expect from Graeme Bruce - erudite, detailed and very pleasant to read; every reader will learn something that he did not know before, and will find the discovering most enjoyable, for Bruce has the happy knack of compressing a great deal of information into as few words as possible and yet is able to maintain a very pleasant prose style throughout.

The illustrations are a very important feature of the book, as they were in its companion on the tube stock. In all there are 166 of them, not including the front cover and the endpapers. Most are photographs, many of them previously unpublished and all of them beautifully produced, but there are a sprinkling of track and route diagrams (all very useful) and the endpapers give the various versions of the Met and District emblems.

There is an Index, and a very useful Contents Table which not only lists the chapters, but incorporates a list of the illustrations as well. It is an excellent idea to have the list chapter by chapter thus relating photographs to text directly.

The production is excellent, being printed to the previous high standard on art paper throughout, and with an attractive, illustrated cover in colour. Buy it - you will not regret doing so.

John R. Day; illustrated by David A. Warner & Nigel W. Hearn; Trains; 160pp 7" x 4 $\frac{1}{4}$ "; profusely illustrated with all illustrations in colour; London, 1969; Paul Hamlyn; 6/-.

Somewhat belatedly we review this paperback in the

Hamlyn all-colour paperbacks series. John R. Day, like Graeme Bruce, is an LIT employee - and, also like Bruce, he has been a good friend to this Society since its inception (John Day represented LIT at the Inaugural Meeting). It is always pleasant to review books by ones friends, so we have been doubly lucky this month.

'Trains', as its name implies, is not a book about the Underground. It is, however, an excellent potted history of railways from their beginning to monorails, funiculars, and automatic-drive systems, with plenty of detail packed into a small space. Clearly intended for the younger reader it provides a fine introduction to the subject, with good illustrations, all of which illustrate some particular point or other. Needless to say, the Underground is not ignored, and it takes its place with some foreign subway system in the chapter on 'Trains for Towns'. There is an Index, a short Bibliography, and a list of the most important Transport Museums in Britain and the U.S.A.

A splendid gift for the younger enthusiast - or for someone you hope to make enthusiastic!

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Professional Papers

H.G. Follenfant et al; The Victoria Line; a Supplementary Volume, 1969, of the Proceedings of the Institution of Civil Engineers; published by the Institution, 1969, in London.

This is a very important volume for the serious student of the Underground. Running to 144 pages, plus four folding plates of diagrams, it contains five papers by nine engineers on various aspects of the design and construction of the Victoria Line. Most of these are highly technical in content, but with concentration they all make interesting reading for the non-expert, and throw a great deal of light on the problems encountered and the way they have been solved.

Editor's Note. A member has asked us to point out, in relation to reviews of professional papers, that these papers may not always be readily available to the public. Usually the papers will, eventually, become available in the Proceedings of the particular Institute for the year in which the paper was delivered.

Magazine Articles

Len Westmore; Are we being unfair to escalator designers?; in Design Engineering for November 1969.

Rather a late review, but this is a case of better late than never. In the "Design Topic" section of "Design Engineering", the Editor-in-Chief of the magazine discusses in detail the new British Standard "General requirements for escalators and passenger conveyors" and the implications involved in this for the manufacturers. It is quite a long article, illustrated with diagrams and it comes to the conclusion that there has been much unfair criticism of escalator designers recently, due to a number of accidents. Interesting, and the source of much food for thought.

IMPROVEMENT OF SOUTH KENSINGTON STATION

On 21st July 1970 Mr. Horace Cutler, Chairman of the Policy and Resources Committee, Greater London Council announced at a meeting of the Council that a major improvement scheme had been approved for South Kensington station.

The station is used by 20m passengers a year, and under the scheme the present 64-year old lifts serving the Piccadilly Line will be replaced by two flights of escalators, and stairs from an intermediate landing will give direct access to the District and Circle Line platforms, thus much improving inter-change facilities. A rebuilt ticket hall will serve all three lines and the present Piccadilly Line hall will no longer be used.

An LT spokesman commented; "These improvements will benefit particularly the 7m Piccadilly Line passengers who use the station each year and the one million who, to change between this line and the District and Circle Lines, at present have to come up to street level. The remaining passengers will benefit from an easing of the congestion in the ticket hall". A further advantage of the scheme is that it will eliminate the duplicated ticket-issuing and collecting arrangements for the Piccadilly and the District and Circle Lines, helping to improve the station's efficiency.

Associated with the station improvement scheme is a separate proposal by private developers to build an hotel on a raft over the ticket hall and District and Circle Line platforms. Town planning consent for this hotel development has already been granted.

5 Sept 1970

Sir,

The Railway to Walthamstow and Chingford

I did not see this book before publication but as a result of correspondence with one of the Authors additional information has been traced and the following amendments and amplifications are necessary.

Page 21 There was definitely a small ticket office at the east side entrance at Chingford; it was known as No 2. This office was opened in 1910 and closed in 1916.

Page 22 The iron overbridge at Highams Park was brought into use in 1887 or early 1888 and the name of the station became Highams Park & Hale End in 1899.

Pp.29, 38, 39, 42 Bishopsgate, London Fields and Cambridge Heath were closed and the Gospel Oak service reduced 22 May 1916.

P.37 The Stratford-Chingford service commenced Monday 7 June 1880 and ran until Saturday 3 October 1914 inclusive. It was withdrawn at the time of the introduction of the "Thornton" radical alterations on 4 October 1914.

Pp.38, 39 The Gospel Oak service began Monday 4 June 1888. The first ticket book was still at Gospel Oak until a few years ago. Previously the service had terminated at Highgate Road as the Tottenham & Hampstead Company did not have the money to complete the last half mile although a bridge over Gordon House Road had already been built. There was no physical junction at Gospel Oak until 1916. Reports which state that a junction existed much earlier are wrong. The junction was not made owing to disagreement between the Companies and to lack of money.

P.40 The all-night service (strictly early morning) ran Monday morning to Saturday morning (six days a week). The proposed date was altered because of Queen Victoria's Jubilee celebrations at the end of June. The commencing date was Monday morning 21 June 1897.

167 Cornwall Road,
Ruislip, HA4 6AE.

H.V. Borley

Dear Sir,

I have done a bit of research into the method of metadyne control, and I hope it will prove of interest to our technically minded members.

METADYNE CONTROL

The metadyne unit gives any desired speed-torque characteristic from starting up to full speed, and takes the place of the starting resistances, accelerating relays, switches, groups of cams and other equipment normally used. Not only does it save on the above but it provides for regenerative braking; that is to say the resistance necessary to bring the train to a stop is provided by a reversal of the action of the motors, whereby they both reduce the train speed and feed produced current back into the conductors.

The metadyne unit consists of three machines of commutator type, all mounted on one shaft. The first is the regulator, which starts the machine and keeps it running at a fixed speed. The second is the actual metadyne machine, which consists of an ordinary armature with its commutator operating in a field system. The third machine is the exciter, which provides boost for the metadyne "variator winding" and for the fields of the traction motors.

The metadyne regenerative braking is not enough to stop the train at such a retardation force, so it is supplemented by the electro-pneumatic and Westinghouse braking.

85 Clitterhouse Road,
London, N.W.2.

Yours faithfully,
J.C. Clarke.

CHANGES AT WATERLOO

On Sunday 6th September two new escalators and the extension of the ticket hall at Waterloo were brought into use. From that day two of the three older escalators linking the lower concourse with the main ticket hall were taken out of service for modernisation. The third escalator will be dealt with later, and for the present the three working escalators will continue to carry passengers up only at rush hours.

CORRECTIONS AND ADDITIONS TO
 'THE UNDERGROUND GUIDE 1957 - 1970'
 (which appeared in the Journal for April 1970)
 G.P. Jasieniecki

Corrections

- a) Note 20. The reference for the NC Line leaflet should read 964/2971Z/15000(A), that is, with only one 'A' in brackets at the end.
- b) The Summer 1962 edition of the Guide was ordered in 562 not 362 as shown, making the correct reference 562/1462S/30m.
- c) The order number of the first 16 March 1964 edition is 426S, not 462S.
- d) Supplement to 7 September 1964 Guide, to which note 21 refers. Reference should read 964/2953S/25m

Additions

- a) Insert additional leaflet below the first Autumn 1959 edition. Reference 1059/2685S/3M. Note 7 also refers although the leaflets are obviously not identical in content.
- b) Insert additional supplement above Winter 1963 Guide, reference 863/2195S/7 $\frac{1}{2}$ m (sic). Add note 28 to read 'Amendment booklet containing alterations to Bakerloo, Met, District and Piccadilly Lines commencing 9 September 1963. Certain complete pages revised and a number of minor alterations. Printed in Prussian blue.'
- c) Insert additional issue of Guide above 7 September 1964 issue. Guide dated 16 March 1964, reference 464/1352S/15m. Add note 29 'Also dated 16 March 1964 on the cover, this is a reprint of the issue with reference 264/426S/15m but incorporating the changes in the leaflet to which note 19 refers and other minor alterations brought about by the Summer timetables on BR Watford services.'
- d) A version on non-glossy paper of the leaflet to which note 24 refers is reported.

- e) Just to bring things up to date, and pose a query, an amendment leaflet should be added at the end of the list, referring to the Guide dated 2nd February 1970, with the reference 270/577M/45M(3ch). This deserves note 30 to say that it is printed in blue by Waterlow. If the reference follows the usual code, the '(3ch)' at the end indicates that three versions of the leaflet were ordered at the same time, but for distribution at different times. Usually the later versions would incorporate anticipated changes later in the year and would be issued nearer the relevant dates. The query is, have the later versions been issued yet, and if so, how do they differ from the original leaflet which appeared shortly after the Guide itself?
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NEWS FLASHES

NF 966 The London Borough of Tower Hamlets is making strong representations to London Transport for the provision of a station on the proposed Fleet Line in the vicinity of the old St. Katherine's Dock.

NF 967 The LT 0-6-0 Pannier Tank L99 has been in use at Quainton Road this season for hauling some of the passenger trains at the Quainton Railway Society's preservation centre. The boiler policy has now expired, however, and the boiler has to be stripped for a hydraulic test. It is hoped to have the loco back in service for the 1971 season; by that time, L44 should have arrived at Quainton from Aylesbury and had some work done on it.

NF 968 A new edition of the Underground route diagram has just appeared; it appears to be similar to the previous issue, except for the reference, which on the new one is 770/1641M/1,000,000(R)

NF 969 Ref NF 960. The two 1936 stock tube cars converted to a two-car articulated unit are 10011 and 11011.

NF 970 Q27 car 4364 was cut up at Ealing Common during the week ending 15-8-1970 and Q27 4251 was cut up in the following fortnight, also at Ealing Common.

NF 971 C69 stock units 04.10 and 11 were transferred from Ruislip to Hammersmith Depot on 14-8-1970 for crew training. This was the second completed 6-car train, and the first to go to Hammersmith. (One C69 stock unit comprises a driving motor car numbered 55xx, and one trailer car, 65xx, where the xx is the unit number).

NF 972 The C69 stock test train, units 01, 02 and 03, were transferred from Northfields to Neasden on 6-9-1970, for high-speed braking tests on the Metropolitan Line to Amersham.

NF 973 CO Stock cars 53047 and 53048 were noted on a District Line train on 10-9-1970. It is thought that these are the first to be transferred from Hammersmith Depot.

NF 974 No fewer than seventeen District Line trains were cancelled on Thursday 27-8-1970 due to staff shortages.

NF 975 At the Trades Union Conference on 10-9-1970, Mr. M. Sharp of the Chemical Workers' Union deplored the recent public transport fare increases in the Greater London area, and called for urgent action to improve services. As the bulk of the money received from the fare increases in going to finance exorbitant wage claims not linked in any satisfactory way with productivity rises, one would have thought that a trade unionist was the last man who should complain.

NF 976 The National Union of Railwaymen is also complaining about the London Fare increases, contending that it will lead to a further decrease in passengers and pruning of services. This Union's policy is that the railways should be run as a public service rather than as a profit-making business.

NF 977 In a recently-published environmental study, entitled 'The Assaults on our Senses', the author, John Barr states that the noise level suffered by London Underground travellers is equal to that of an adult lion roaring at full strength eighteen feet away.

NF 978 Mr. Michael Robbins, on a visit to the New York Subway in an advisory capacity, has said that everyone in the business is bound to admire the technical proficiency of the system. Mr. Robbins, who is a member of the London Transport Executive is accompanied by a fellow LT officer, Mr. Charles Cope, who has said that he thinks New York is doing an excellent job.

NF 979 On 26-8-1970 LT announced that J. Graeme Bruce had returned to the post of Mechanical Engineer (Running - Railways) which he had held up to March 1969 when several senior engineers in the Department of the Chief Mechanical Engineer (Railways) exchanged posts. At that time, Mr. Bruce became Mechanical Engineer - Lifts and Escalators, a post which he continues to hold for the present. He replaces Mr. W.W. Maxwell in the railway running post, Mr. Maxwell having recently been appointed Operating Manager (Railways). Mr. Bruce will be addressing the Society in November. See also p.154.

NF 980 The road vehicles in attendance at Piccadilly Circus on 20-7-1970, following the Bakerloo Line derailment were 1273LD, 1279LD, 1282F and 1369R. A service of hired coaches was run up Regent Street following the suspension of the train service, although it is reported that the drivers seemed decidedly hazy about where to take their passengers.

NF 981 A member has pointed out that NF 953 may be misleading; that it is the facility for cheap travel for scholars for journeys of less than three miles which are affected by the alterations recently made by LT.

NF 982 Kensington (Olympia) station was transferred from the Western Region to the London Midland Region of British Railways on 1-2-1970.

NF 983 On 25 & 26-6-1970 a four-car train with 3910 at the southern end was observed carrying out tests involving stopping at stations on the Stanmore branch.

NF 984 The Archway and Tufnell Park Action Committee have complained in a memorandum to London Transport Passenger Committee that trains and platforms on the Northern Line are so crowded that they are appallingly dangerous. This is amongst other complaints in the memo, one of which is that there is a lack of balance between trains via Bank and via Charing Cross in the southbound direction.

NF 985 London Transport is reported as having plans for office blocks above more stations in addition to those already announced; amongst those mentioned are Farringdon, Blackfriars, Liverpool Street, Pimlico, Edgware, Turnpike Lane, Golders Green, White City, Barons Court and Earls Court.

PHOTOGRAPHIC COMPETITION

As announced earlier, the Society is this year holding another photographic competition. It will be divided into two sections, one for black and white prints, and one for colour slides. The rules of the competition are as follows:

General rules - applying to both sections A and B below.

1. The subject may be anything of Underground interest.
2. The photograph is to have been taken by the competitor, but need not have been processed or printed by him.
3. The closing date for entries is 30th January 1971.
4. There is no limit placed on the number of entries per member, but prizes awarded to any member may be limited.
5. Judging will be by an experienced railway photographer, who is not a member of the Society.

A. Rules for black and white prints.

6. All prints submitted must be postcard size and glossy.
7. On the reverse of all prints entered are to be clearly written the name and address of the competitor, the subject, and the date and place of taking the photograph.
8. No entry fee will be payable, but all prints entered will become the property of the Society. The Copyright will remain the photographer's.

B. Rules for colour slides.

9. Slides submitted as entries will remain the property of the competitor, and will be at his risk while in the possession of the Society.
10. All entries to be submitted adequately protected, and with name and address of the entrant, subject and date & place of taking the photograph enclosed.
11. No entry fee will be payable, but the Society reserves the right to show the slides at a Society meeting if it should be decided that such a showing would be desirable.
12. Slides will only be returned to entrants if sufficient postage is enclosed with the entry to cover cost.

All entries in both sections may be sent by post to The Editor at 62 Billet Lane, Hornchurch, Essex. RM11 1XA, or be handed to any member of the Committee.

166 RELICS SALE

The following Destination Boards are offered for sale to the highest bidder, thanks to the assistance of a member. Offers have to be received by the 31st October, and should be sent, accompanied by a stamped addressed envelope, to the Curator of Historical Relics - C.H. Gooch, Fairmead, Northway, Pinner, Middlesex. Please quote the reference number given against the item(s) you wish to purchase and the price you will pay.

ReferenceDetailsDistrict Destination Boards

1. ACTON/STH HARROW
2. UXBRIDGE/RAYNERS LANE
over RICHMOND/EARLS COURT
3. BARKING/BOW ROAD
4. WEMBLEY PK/HARROW
over GLOUCESTER RD/PARSONS GREEN
5. EDGWARE RD/CHARING CROSS
over PUTNEY

PCM '38 Boards

6. WHITECHAPEL/WIMBLEDON
7. BAKER ST/NEASDEN
8. CIRCLE LINE/STH KENSINGTON

Met T Stock Board

9. UXBRIDGE/HARROW
over STANMORE/BAKER ST

Pre '36 Tube Stock Boards

10. EPPING/ONGAR
11. one one ring
RUISLIP GDNS/SPECIAL
MARBLE ARCH/NORTHOLT
HAINAULT/LEYTONSTONE
over GRANGE HILL/GREENFORD

LMS Compartment Stock Boards

12. HARROW/RICHMOND
 13. KEW BRIDGE/ACTON
 14. ADDISON RD/EARLS CT
 15. CROXLEY GRN/RICHMOND

LMS Compartment Stock Blind

16. showing -
 RICKMANSWORTH
 CROXLEY GN
 WATFORD
 WILLESDEN
 EUSTON
 BROAD ST
 BUSHEY
 RICHMOND
 ACTON
 HARROW
 KENSINGTON
 EARLS COURT

LT RELICS ON SALE BY BR

We understand that BR are now selling LT relics at their souvenir shop at Euston.

SOCIETY SALES

The Society has in stock copies of "70 Years of the Central" by our Vice-President, Charles E. Lee, price 4/-, and "Steam to Silver" by J. Graeme Bruce, price 18/-. The first book mentioned was reviewed in the September Journal, and the second (the sequel to "Tube Trains under London") is reviewed on p.156 of this issue. Both books are available, post free, from R.J. Greenaway, 203 Popes Lane, Ealing London, W.5.

BANKERS ORDER PAYMENTS

Members paying their subscriptions by Bankers' Order are reminded that the Society's Bankers are now Midland Bank Limited, Uxbridge, and are asked to amend their instructions to their own banks accordingly. The Bank Number is 40-45-08, and our account number 00545791.

THE TIMETABLE

20.00 Friday 2nd October Channel Tunnel Forum arranged by The Channel Tunnel Association at Chichester Hall, Sandgate, Kent. At the time of going to press it was expected that the Panel would comprise A.S. Travis and A.G. Brown, Editor and Librarian to the CTA respectively, and A.J. Powell, Planning Officer (Operating) and D.P. Williams, Planning Officer (Commercial), British Railways Board. The Chair will be taken by P.R. Davis, a Vice-Chairman of the CTA and Chairman of TLURS, whose members are welcome to attend by courtesy of the CTA. Mr. Williams is a former LT staff member, having transferred to BR in 1961.

19.00 for 19.15 Friday 9th October at Hammersmith Town Hall; the President's Address for 1970 will be given by Norman E.W. Fuller. His subject will be The District Line, and the Address will be very well illustrated, mainly by colour slides. Norman has specialised in the rolling stock of the District, so a very interesting evening is assured.

Saturday 17th October Visit to Hammersmith Depot, London Transport, where it is hoped to see again something of the new C69 stock. Names to S.E. Jones, 113 Wandle Road, Morden, Surrey, accompanied by a stamped addressed envelope.

10.00-17.30 Sunday 18th October Stand at the Special Sunday Opening of the Museum of British Transport, Clapham. These Sunday Openings have become almost traditional by now as a forum for meeting old friends and making new ones, and this one will be no exception. Admission is 5/- for Adults and 2/6d for Children; light refreshments are available and there will be plenty of interest to see, and plenty of things to buy. Come along and support the Society and the Museum.

19.00 for 19.15 Friday 13th November at Hammersmith Town Hall A Paper will be presented by J. Graeme Bruce, B.Sc.(Eng), F.I.E.E., F.I. Mech.E., M.Inst.T., Mechanical Engineer (Running - Railways), London Transport Executive, entitled "Some Comparisons in Operating and Engineering Practices with other Underground Systems". Mr. Bruce has always been a good friend to this Society, and we look forward to welcoming him to address us again, particularly so as this visit falls so soon after the publication of his book "Steam to Silver" which has completed his excellent history of LT rolling stock.