

UNDERGROUND NEWS

ISSN
0306-8617

Second series Issue number 186

THE TIMETABLE for period beginning 19 November 1977

Saturday 19 November

The Society will be operating its Sales Stand at the Transport Enthusiasts' Bazaar, Islington Town Hall, Upper Street, Islington, N.1., 1100-1500

Saturday 26 November

Morning visit to Down Street (closed) station, Piccadilly, FULLY BOOKED.

Monday 5 December

Library evening. The Society's library open for inspection. 1830 at 9A Dunrobin Court, 589 Finchley Road, London NW3 6HE

Friday 9 December

Members' Slide Show. 1900 for 1915 at Hammersmith Town Hall. Would members please bring slides of L.T. or other underground railways not shown previously. NOTE: DUE TO AN INDUSTRIAL DISPUTE, THE MEETING MAY HAVE TO BE HELD ELSEWHERE. PLEASE PHONE THE SECRETARY, DESMOND CROOME TEL: 01-997 6346 ON THURSDAY 8th DECEMBER OR FRIDAY 9th DECEMBER FOR CONFIRMATION OF THE VENUE.

Friday 13 January 1978

Talk by Mr P Cassell. Vegetation Control on London Transport. 1900 for 1915 at Hammersmith Town Hall.

Wednesday 1 February.

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

Friday 10 February

1900 for 1915 at Hammersmith Town Hall. Title not yet known.

Saturday 11 February

The Society will be operating its Sales Stand at the Transport Enthusiasts' Bazaar. Other details as for 19 Nov.

Sunday 5 March

Library evening, 1830. Other details as for 5 December.

aa

MADDENING INCENTIVE SCHEME

Over the past two years, London Transport has been introducing a work-study based bonus scheme progressively at its Railway Depots and at Acton Works. The scheme, known as the 'Measured Incentive Scheme', works on the basis of all jobs performed (with few exceptions) having an allocated completion time; from these timings, and taking into account the average amount of work to be completed, a manning or staffing level is calculated which, at depots, is generally below that of the pre-M.I.S. Establishment. All very well, you may think, this can reduce staff and hence running costs; unfortunately, nothing being that simple, the staff are kept on, either idle (and being paid the same amount of bonus as those still working), or performing menial tasks such as sweeping canteen floors. This, where craftsmen are involved is farcial, and is a gross waste of time and money; since it is invariably discovered very soon after the introduction of M.I.S. at a Depot that the work just cannot be completed on the new manning levels, the situation arises where men are asked to do overtime whilst many of their colleagues lie idle - needless to say most staff feel obliged to refuse the overtime!

Although the above presents a picture of non-productivity, there is another side to the coin, With some jobs, the time allowed is just not sufficient, so the paper work - walking time etc. has to be carefully adjusted to ensure that the staff still get paid as much as they did before M.I.S. similarly, some jobs (especially at Acton Works) are skimped on in order that the apparent productivity level increases, bringing in larger wages for those on M.I.S. Skimping work in this way leads to train cancellations and could reduce safety standards; the staff under the scheme cannot really be blamed for taking advantage of it, though. The root of the problem lies at Senior Management level, where the scheme was devised. Work Study is an "in" topic at the present time, especially in Government - controlled industries and the amount of money wasted on employing extra staff to implement and operate the M.I.S. system is unbelievable, bearing in mind the present economic situation and the fact that highly skilled men are being declared surplus to requirements. A Work Study based bonus scheme should increase, not decrease productivity.

OBITUARY - PROFESSOR SIR MISHA BLACK

Sir Misha Black, one of the most influential of 20th Century industrial designers, died on 11 August 1977 aged 66.

Misha Black was born at Baku on the Caspian Sea, on the 16th October, 1910. His parents were Russians, who came to England in 1912 bringing their son with them. He was very much a self-made man, for his formal training in artistic subjects comprised no more than attendance at evening classes at the Central School of Arts and Crafts (as it was then) in London's Southampton Row. He served an apprenticeship with the late Arundell Clarke, and then at the extremely early age of 18 set up in the design business on his own

account. He was responsible for design work for numerous large organisations including the Post Office and BOAC, but to readers of this journal his most directly interesting work was that done for the British Transport Commission and for London Transport.

Black was individual design consultant for both the Victoria and the Fleet Lines, and for the new Hong Kong Metro. He was knighted in 1972, and was Professor of Industrial Design at the Royal College of Art from 1959 to 1975.

FLOODING - 17 AUGUST 1977

During the night of 16/17 August 1977, torrential rain fell over large areas of North and West London. As is usual with large volumes of rain in a short space of time, the Underground system was unable to deal with the water, and within a few hours several sites on the system were impassable, causing disruption of the services from the start of traffic on 17 August. Since the flooding was spread over some area, and the services re-organised accordingly, they will be dealt with separately.

Sites Flooded

On the District Line, flood water covered the tracks at Hanger Lane Junction, Acton Town, and Stepney Green; at the first site, a large amount of water-borne mud and silt had to be shovelled, clear before trains could run. The Piccadilly Line was affected in a similar way at North Ealing and Rayners Lane. Metropolitan Line trains could not run through from Harrow-on-the-Hill to Rayners Lane for some time; the track was immersed at Pinner, Northwood, Wembley Park, Eastcote and Ruislip. The Bakerloo had similar problems between Kingsbury and Wembley Park, the flyunder suffering flooding.

The Central Line was by far the worst affected in terms of long-term effect; the only outdoor section to be flooded was at North Acton, the remainder of the damage being caused to the tunnel section between White City and Shepherds Bush. The major contributory factor here was the failure of pumping equipment.

Train Services

The District Line made a slow start and until 0915 there was no service between West Kensington and Ealing Broadway/Richmond, despite a few early trains having run through from Richmond. At the east-end, trains were reversed East to West at Whitechapel and West to East at Bromley By Bow due to the water at Stepney Green.

Normal Piccadilly Line services ran between Hatton Cross and Cockfosters despite the saturation during the night of some equipment at South Ealing; this was repaired before the start of traffic. The through Rayners Lane service did not operate until 1445, but between 1045 and 1430 a single line shuttle operated on the Eastbound Line between South Harrow and Park Royal. The

Uxbridge Piccadilly Line service started as usual that evening and in fact the first trains to serve Uxbridge that day were Piccadilly Line trains.

On the Metropolitan Line, there was no Uxbridge service until about 1730; shuttles ran between Baker Street and Wembley Park and between Harrow on the Hill and Northwood until through services could be restored on the Amersham/Watford Lines (at about 0900) and additionally a number of early morning trains operated in passenger service between Amersham and Watford, via Rickmansworth and Watford North Curve.

The Bakerloo service ran normally except for the fact that the Stanmore-Wembley Park service was curtailed until about 1400. The Central Line services were suspended between Marble Arch and Ealing Bdy./West Ruislip initially, but as the situation improved shuttle services operated between White City and Ealing Bdy. (by 1030) and between White City and West Ruislip (by 1200). Reversing West to East began at Marble Arch and was later supplemented by reversing at Queensway; here, two additional crews were provided to 'double end' trains in and out of the siding, which is East of the station, a 'double reverse' being necessary to reverse West to East. Through services between eastern Central Line destinations and White City were not restored until about 2300 hours on the night of 17th August; a further shutdown occurred between White City and Shepherds Bush on 18th August due to a recurrence of the pump failure that had caused havoc the previous day.

Only the Northern and Victoria Lines escaped serious disruption, but both lines faced cancellations as staff found getting to work somewhat difficult.

Technical Aspects

The major problem caused by flooding on the Underground is in its effect on the signalling equipment; quite apart from "water getting into the works", the water conducts, albeit not very well, the 600V traction current and leaks it to the track circuits, blowing fuses and burning out relays. This usually happens because the current drawn is not quite enough to operate the sub-station circuit breakers. One interesting incident occurred when a member of staff was dispatched to clip and scotch points at Ruislip - he returned some time later saying that he got as far as he could but had to give up as the water was up to his knees and his legs were tingling from the traction current still being on! At North Acton, a train comprising 1598-2598-9599-1599X 1642-2642-9643-1643 was driven into some 4' of water, causing damage to the front of car 1598 as a result of the impact, and rendering the train inoperative. This train was eventually hauled out of the water and back to Ruislip Depot by a Battery Loco; car 1642 has since been dispatched to Acton Works for 'drying out' and the rest of the train is still unusable.

The pumps at Shepherds Bush, which are provided specially to pump out a section of tunnel which is prone to seepage, effectively failed because of a staff error; the pumps are fed from the tunnel lighting supply and hence when the tunnel lights are off, the pumps won't work. Unfortunately the tunnel lights seem to have been turned off at the wrong time!

Much manual labour was needed to clear sections which had been covered with mud and silt and to make repairs to damaged signalling equipment; considering the rapidity with which flooding took place, engineers performed a remarkably rapid mopping-up job. Train services were very well managed and LT coped ably under difficult circumstances.

REVIEWS

'Model Railways' - November 1976-1977

As a result of an initial article in November last year, 'Model Railways' magazine has been running a series of letters and commenting in September 1977's issue, a series of articles on modelling Underground stock.

The initial article was concerned with picking out details which make the Underground so different compared with other railway systems; obviously errors occurred, and correspondence over the next few months carried many error-correcting (and some error-perpetuating) letters, some from members of TLURS. Most details of 'Rayners Lane' (which came under dispute) now seem to have been cleared up.

The modelling articles, which are in a series, are by a Mr C. Friswell; although his models generally do not appear (from the photographs) to be of a very high standard, he is at least doing something and perhaps pointing the way for others; Let's hope that the rumours of commercially produced models of LT stock have some basis.

Accident Report: Fire and Fusing at Finsbury Park (LT) station,
6 February 1976
(Pub. HMSO Price £1.10)

The long awaited report on the Finsbury Park fire has now been available for a couple of months; it tells the story in the thorough manner which is usual in these reports, the facts being basically those described in UN.

In summing up, Major C F Rose hints at the disgusting lack of co-operation between London Transport and the London Fire Brigade, as well as making various recommendations for changes on the electrical side, such as a review of circuit breaker settings, better training of staff in respect of identification of voltages etc. He also recommends a review of incident organisation

(which we are led to believe has now been made) which came under fire previously at the Moorgate enquiry.

A well produced document, as usual, with quality diagrams; a must for all those interested.

LETTERS TO THE EDITOR

Sir,

I was interested to read the article on 'Rapid Transport Resources' in issue 183. The scheme for re-opening the Alexandra Palace line, whilst appealing to most of us enthusiasts and providing a direct, if tortuous, route for residents from the area to Central London must be, I fear, doomed to failure, if only due to the presence of the two relatively new schools you mention on the old trackbed. However only time will tell.

Perhaps you will permit me to put forward a 'flight of fancy' of my own.

As a resident of Wembley, I would very much like to see improvements in the train services in this area. We are cursed with two sub-standard BR services - to Euston and Marylebone, although I will limit my comments to the latter. The Marylebone service through this area to West Ruislip and beyond, 'serves' (really a poor choice of word) the local stations of Wembley Hill, Sudbury and Harrow Road, Sudbury Hill (BR), Northolt Park and South Ruislip. I feel that this line has enormous potential, but is little used for three reasons:-

- i. The local service to intermediate stations is poor, even non-existent for much of the day outside 'rush hours'.
- ii. The service terminates at Marylebone; it is necessary for most people to continue their journey by Underground and Marylebone is poorly served.
- iii. As the service is BR, through booking is impossible from most LT stations.

The net result is that the line is little used, a self-defeating spiral, since most people take the bus to a tube station from where they can make the complete journey. My suggestion for improvement, which has not to my knowledge been put forward before, would involve the complete closure of Marylebone, and the sale of the railway land released would provide a reasonable proportion of the money needed for the scheme.

At present there are basically three services into Marylebone:

- i. Outer suburban from Aylesbury, sharing Amersham-Harrow section with LT.
- ii. Outer suburban from Banbury, High Wycombe, etc. via West Ruislip.
- iii. Inner suburban local service from West Ruislip.

With the closure of Marylebone, the three services would be modified as follows:-

- i. The outer suburban Aylesbury service would either run as a shuttle to Amersham or to Harrow, thence passengers would continue their journey by LT.
- ii. The outer suburban service via West Ruislip would run to Paddington utilising existing tracks and calling additionally at South Ruislip.
- iii. The inner suburban local service from West Ruislip would run as a branch of the Fleet/Jubilee line, diverging just north of Neasden and terminating (probably) at South Ruislip. Modifications would be necessary at South Ruislip and Northolt Park Junction to accommodate the line and give interchange facilities with the Central Line and outer suburban service at South Ruislip. Intermediate stations would require refurbishing, the line would of course be electrified, and consideration could be given to a new station at Wembley, with a new island platform just east of the bridge over the Euston line (about 200 metres west of the present Wembley Hill station. The main entrance would be in Park Lane (nearer the shopping centre), but there could be a footpath to Wembley Hill Road where the present station entrance is. The main reason for resiting the station is that only a short footpath could connect it to Wembley Central station to provide valuable interchange.

Consideration could also be given to an entirely new station ('Park View'?) just west of the river Brent, approximately mid-way between Neasden and Wembley Hill. This would serve both the large housing estate to its south and the inner reaches of the industrial estate to its north, both very poorly served by public transport at present.

At Neasden, major work would be required. The new branch would leave the present route via a burrowing junction just north of Neasden station to join the current BR alignment shortly afterwards. Neasden station would be modified to the same LT layout as Wembley Park (ie six tracks) by the addition of an extra platform to serve the present NB (Northbound) BR track and the widening of the present NB Met platform to serve the present SB (Southbound) BR track. The new layout would be, east to west (present layout in brackets): SB Met Fast (SB Met), SB Met Slow (SB B'loo), SB Fleet/Jubilee (NB B'loo), NB Fleet/Jubilee (NB Met), NB Met Slow (SB BR), NB Met Fast (NB BR). The new fast and slow Met tracks would combine and return to their current alignment south of Neasden station. The BR tracks between Neasden and a point south of Wembley Park would be electrified to become the two NB Met tracks, with the other tracks re-allocated as for Neasden station. At the Wembley end the tracks would be realigned to serve the present station. Slow Mets would all call additionally at Neasden (fast Mets would not) for better interchange with the new service. Neasden depot access should not be unduly affected, although access from the south end for NB trains would be limited to the NB Fleet/Jubilee track.

Goods. At present very little goods traffic uses these lines but there are fairly concrete proposals for the construction of a new goods terminal at Neasden. In fact, goods access to this terminal would be virtually unaffected by the above proposals. The burrowing junction would also burrow under the present link with the line to Cricklewood, thus freight from this line would not be affected. The only difference for any freight from Aylesbury would be its path south from Wembley Park, but here a separate single track link could be added, with freight entering the terminal from the north end. Freight from West Ruislip would have to share the Fleet/Jubilee route, the only possible problem area.

The costs to be incurred to commence the new service would thus be:

- a. Electrification of the Neasden-South Ruislip and Neasden-Wembley Park tracks.
- b. New platform and burrowing junction at Neasden with track realignment.
- c. Track realignment south of Wembley Park with new BR link to goods depot.
- d. Track work and reconstruction at Northolt Junction and South Ruislip.
- e. Refurbishing of existing stations (full-time staff would be required).
- f. Possible relocation of Wembley Hill and new station south of Wembley.
- g. Additional rolling stock to operate the line.

The benefits of the scheme would be:

Cost. The closure of Marylebone and lifting of track south of Neasden would release a considerable amount of land, the sale of which would provide a worthwhile contribution towards the cost of the scheme.

Social. Obviously impossible to quantify, but a useful link directly into the Centre of London from areas not directly served at Present.

The possibility of the scheme being implemented? Probably nil, but I hope that the article has provided food for thought.

Yours sincerely,
Chris Read.

16 September 1977.

Wembley, Middlesex.

Sir,

It is sad to see in UN 183 the revival of heady railway enthusiasm which has no foundation in the real world of transport operation. I refer of course to the article misleadingly entitled "Rapid Transit Resources" which goes on to speculate about a variety of Underground extensions and which has caused me to waste my time reading the article.

I am writing this letter in the hope that it will persuade other persons not to waste their own or the Editor's time in correspondence. I list below some facts which I trust will terminate this "potentially popular topic" forthwith and instead channel some thought into a problem which really does require attention - how to keep the existing lines in operation until the year 2000 and beyond.

1. Although the GLC expects that fares increases and economy proposals will eliminate the need for direct revenue support towards operating costs for the London Underground in the financial year 1977/78, this of course says nothing about the level of capital support provided by the GLC and central government, nor does it necessarily indicate a healthy prognosis for the future on revenue support.
2. Britain, despite certain euphoric statements about self-sufficiency in balance of payments during the years of North Sea Oil, is no longer a wealthy country. It is certainly unclear that the GLC area (with a rapidly declining population which political initiatives are unlikely to reverse) should continue to receive its existing share of national funds let alone demand any increase in future years. Other parts of the UK have greater need for them.
3. The GLC itself recognises the problem, and a recent discussion paper outlined a variety of scenarios for finance until the year 1991/92. (It will not have escaped the reader that the years to 1991/92 are those with the greatest prospects for British economic recovery, and that the subsequent years to 2000 and beyond depend very much on how well British productive industries succeed during the 1980's. This underlines the difficulty in obtaining funds to maintain existing public transport systems, let alone build extensions which as a service industry would be at best only indirectly productive and which, with real fares increases, would command an increasingly small proportion of passenger travel).
4. The GLC paper envisages that the Council might be allowed to spend a total of £2½ to £4,000,000,000 on transport facilities in London (roads, buses, Underground) during the 15 years to 1991/92. It should be noted that the present level of expenditure by the GLC and London boroughs (whose road funds come via the GLC) is £204,000,000 in year 1977/78, equivalent to £3,000,000,000 over 15 years, and this has declined from £247,000,000 in 1976/77 (£3,700,000,000 in 15 years).

5. At crisis level (£2,500,000,000 of which LT bus and rail capital investment would be £630,000,000 over 15 years) there would be a 35% cut in bus services, and 'luxury' items such as station modernisation, interchanges, and improved maintenance and control facilities would mostly go by the board. Consequently the Underground would deteriorate markedly from its present less-than-satisfactory condition. Fares would rise in real terms by 10%. An alternative would be to raise fares in real terms by 30%, resulting in even fewer passengers using a system marginally improved over previous expectations. The London road network would suffer from deteriorating safety standards, with a 20% cut in maintenance, a 60% cut in construction and a 20% cut in traffic management and restraint compared with 1976/77 levels.

6. At pessimistic level (£3,000,000,000 - LT bus and rail capital investment share £820,000,000) road standards would still be below today's levels, bus services would be cut by 30%, and the Underground would be somewhat better than the crisis outlook. Fares would rise by 10% on top of inflation. As above, an alternative would be to have higher fares, this time raising them in real terms by 17%, producing a financial result equivalent to the 30% fares increase at crisis level, with more money available for station modernisation.

7. At moderate level (£3,500,000,000 - LT bus and rail capital investment level £850,000,000) two basic options are possible depending on the transport philosophy of the GLC political party in power. Most of the extra money (£470,000,000) can be spent on public transport revenue support, or on roads improvements, over and above a presumed base level of £3,000,000,000. The remaining £30,000,000 would be used to help fulfil most of LT's outstanding capital budget.

8. The optimistic level (£4,000,000,000) is thought to be an extremely remote possibility.

9. Even at the moderate level, items such as the Chelsea-Hackney line and Jubilee Line extensions require separate funding. These are certainly higher on LT's shopping list and serve greater purpose than any of the extensions mentioned in UN 183, excepting an extension to Heathrow West which is dependent solely on the future development of Heathrow Airport. Neither the Chelsea-Hackney Line nor the Jubilee Line extensions can be contemplated at finance levels lower than £3,500,000,000. Which raises the problem - assuming (and this is not too certain) that £3,500,000,000 will be available - who is going to provide the additional capital for these great gobblers-up of capital investment? Central government is unwilling, and rightly so: expenditure of £50,000,000 at 1974 prices on the Fleet/River/Jubilee Line extension through central London from Charing Cross to Fenchurch street would produce a public utility worth a paltry £17,500,000 - a ratio of costs to benefits of about 3 to 1. This is for a railway in the heart of one of the largest cities in the world where it would be expected to generate its greater passenger use and be the acme of modal efficiency.

10. It is not just capital investment at risk with proposals for these grandiose white elephants, it is revenue support as well, which arguably can be spent to greater purpose on the existing railways (including BR) and on the buses. No one, least of all LT, is claiming that a Jubilee Line extension to Docklands would pay for its operating costs. The only way this could be done would be to cross-subsidise the Jubilee Line extension by having higher fares levels generally or worse quality services on the rest of the Underground. And given a choice between a reasonable quality Underground of approximately the present size, and a slovenly or costlier Underground of larger dimensions, I should choose the former. I hope you would too.

Yours sincerely,
Jonathan Roberts.
24 August 1977.
West Ealing.

NEWSFLASHES

- NF 1840 The Acton Works long-shoe space shunter, L13A - L13B was returned to Acton from store at Ealing Common Depot on 10 October 1977. As far as is known, it has only been used on one occasion since.
- NF 1841 'A' Stock car 6184 has recently returned to service from Acton Works fitted with an experimental 'Hydrovane' compressor.
- NF 1842 1972 Mk II stock on the Bakerloo Line is now totally 'de-restricted' and can run to Watford Jct. as a result of the provision of coupling adaptors (for coupling to LMR units) and special shed-leads at Croyley depot. The first 1972 stock to run to Watford was on Friday 14 October.
- NF 1843 The tunnel cleaning train left Acton Works under its own power for the first time on 13 October. It was transferred to Ealing Common Depot, it is thought for press viewing.
- NF 1844 C77 stock units 5701-6701x5702-6702x6703-5703 were at Hammersmith Depot by 22nd October. Cars 5704-6704x5705-6705x6706-5706 had arrived at Ruislip by 18 October, and cars 5707-6707x5708-6708x6709-5709 arrived at Ruislip on 31 October.
- NF 1845 Both EDO units were back together in service on the Piccadilly Line by 27 October after being temporarily split up for maintenance purposes.

- NF 1846 1938 tube stock trailer car 012158 was dispatched to Neasden for scrapping from Acton Works on 28 October between pilot cars L130 and L131.
- NF 1847 C69 stock unit 6524 - 5524 has recently entered Acton Works for pilot overhaul.
- NF 1848 1973 Tube stock car 229 was noted in service on 1 November without a destination blind. 1973 stock cars are gradually being fitted with motorised destination blinds as more units become available.
- NF 1849 Re - NF 1827; 1959 stock unit 1309R-9309-2308-1308 is now in service on the Northern Line.
- NF 1850 Re - NF 1811; the large barometer in the ticket hall at Sudbury Town has been replaced and is now apparently in working order.
- NF 1851 Timing runs with 'C69' stock modified to have the same performance as 'D78' stock will take place on 20.11.77. The train will make two trips to Upminster and one each to Richmond and Ealing Bdy.
- NF 1852 The Central Line platform-canopy roof at Ealing Bdy. was renewed during July-August this year.
- NF 1853 The disused signal boxes at Ealing Bdy. and East Acton were demolished during May this year.
- NF 1854 Two further 1938 tube stock units have been dispatched from the Northern Line for scrap, despite predictions that no more would be withdrawn until next year. 11272 and 11153 units were sent to Neasden on 12.10.77 and 10292 and 10215 units on 24.10.77.

JUST FOR THE RECORD

Speeding: Notice on display at Lambeth North (NB) on 16 October: 'Notice to M/M - 90MPH SPEED LIMIT between Waterloo outer home signal and Waterloo Platform'!!!

Prophecy: Graffiti seen on 1973 Tube Stock car 230 "Jesus is alive and well but based in America for tax purposes".

FURTHER AMENDMENTS TO SEPTEMBER 1977 SALES LIST

The following titles have recently been added to our stocks:-

* London Bus Review for 1976. Pub. L.O.T.S.	£2.25
London Transport Scrapbook 1975 Pub. Capital Transport	£2.90
* Discovering Railway Architecture Pub. Shire	45p
* Brunel Pub. Shire	75p
* Fox Talbot Pub. Shire	75p
* Craft of Inland Waterways) All in the	60p
* Horse Drawn Carriages) 'Discovering'	60p
* Horse Drawn Commercial Vehicles) series, published	60p
* London's Canals) by Shire.	60p
* Mechanical Music)	50p
* Trams)	60p

The following titles are currently out of stock:-

The first Thirty Years Pub. Dryhurst
Scottish Tramway Fleets.
The London Transport Collection
A Regional History of the Railways of Great Britain, Vol.3.
The Big Tube.
The 1920 Cammell Laird Tube Stock.

ANOTHER POSTAL AUCTION

The Society has had in its possession for some time now several items of railwayana which, due to their size, are difficult to transport to exhibitions, sales etc. They are therefore being offered for sale to members, providing they arrange for transport from the Baling (or possibly) Hemel Hempstead areas. The items are as follows:-

1. G.W.R. lower quadrant, home signal arm. This is about 5'6" long with painted wooden arm mounted in a heavy cast iron bracket/spectacle plate. It is in good condition apart from having no red glass.
2. G.W.R. short, lower quadrant, home signal arm. This is about 4'3" long and is believed to have come from Thame Station, where it was mounted under the station canopy - hence its smaller than normal size. It has a painted wooden arm, mounted in a heavy cast iron bracket/spectacle plate. It is in good condition apart from a broken green glass.
3. G.W.R. Signal arm bearing dated 1894. This item is a heavy casting and is in very good condition.
4. Signal box enamel plate from Hatch End signal box. 4'7"x10" with HATCH END in white on a maroon background. Standard BR style and in almost perfect condition.

5. Several 1959/62 Tube Stock style emergency candle lamps (some without glass or candle).

Any member wishing to make a bid should write to the Sales Manager, 26 Fishery Road, Hemel Hempstead, Herts. HP1 1ND to arrive on or before 31st December 1977. Bidders should state their bid but send no money. No acknowledgements will be sent, but the successful bidder will be asked to forward his remittance, upon receipt of which, he will be free to collect the item. The Society reserve the right not to accept any bid, but point out that the amount required for any one of these items is relatively small, so why not make a bid? It may be possible to let prospective bidders view the items by prior arrangement.

FURTHER SALES NOTICE

The Society has at present a number of LT Working Timetables, Traffic Circulars, Appendices, etc., available for sale. These are normally available at exhibitions and sales, but not at Hammersmith meetings. We also have back numbers of Railway World, Railway Magazine, Modern Railways, Model Railways, and a few London Transport Magazines. If there are any specific items you require please write to the Sales Manager, 26 Fishery Road, Hemel Hempstead, Herts. HP1 1ND, stating as specifically as possible what you want, and enclose a stamped addressed envelope for a reply. Arrangements will then be made to supply you with whatever we possibly can.