



The Journal of
The London Underground
Railway Society

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CHANGE ON THE UNDERGROUND

The "change" referred to is the financial kind, not "change here for...", and the subject has been suggested by some recent correspondence in The Times. A reader of that august newspaper wrote to ask why the tube stations do not provide changing machines, as do all stations, post offices and autosshops in such countries as Switzerland; a few days later the Vice-Chairman of the Board replied that LT had experimented with such machines, but had found that the public used them to obtain change for all kinds of purposes apart from buying tickets, and the supply of change soon ran out. Mr Grainger continued by saying that the Board would be willing to try again if and when smaller coins are introduced.

This does bring to the fore an important point for all the Board's passengers. Everyone needs to buy a ticket at times when he does not happen to have the right coin or coins in his pocket. The machines already in use which supply a ticket and change are extremely useful, but they do not take every coin by any means - and experience teaches one that when in a hurry one always has a pocketful of the wrong coins and there is a queue about a hundred strong at the booking office all wanting to buy the most time-wasting tickets for the clerk to hand out.

While it is appreciated that LT cannot be expected to be a universal provider of coin of the realm, surely if more of their passengers - particularly at rush-hours - could get their tickets without the intervention of a booking clerk, everyone would gain - and there would be fewer of those notices telling us to "pay at the other end - booking office closed due to shortage of staff". The change-giving machines could be fed at off-peak times and so release available booking clerks for more important work at peak times. Another reader of The Times followed up the correspondence referred to with the suggestion that the machines should give change, but retain a copper or two for the service.

This is certainly a thought, and should remove most of LT's present objections to providing the service.

And while we are about it, another thought seems worth placing on record. Is it not odd that, more than a quarter of a century after the coin was introduced, no LT machine will take a twelve-sided threepenny piece? Odd it has been ever since 1937, but is it not even odder now - when the minimum fare, and therefore the most commonly-bought ticket, costs (You've guessed it!) threepence?

TUBE LINES INFORMATION SERVICE

Answers by Alan A. Jackson & Desmond F. Croome

Q11 What sort of stock will be used in the new automatic service from Woodford to Hainault in 1964?

A LTB are not prepared to say at this stage.

Q12 What sort of stock and engine operated the Epping-Ongar service until 1957?

A For many years this service was worked by a 2-4-2T of the former Great Eastern Railway, latterly those of classification "F.5", six of which were specially fitted for push-pull working on the line in 1949. Freight was handled by GER 0-6-0 locos (LNER classification J.15) shedded at Epping, and fitted with trip cocks to operate over the LT sections. The passenger carriages of the steam shuttle service were ex-GER bogie coaches. (See photo facing p.320 in "Rails through the Clay".)

Q13 Since the Craven's prototype stock is being used on all Central Line shuttle services, what has happened to the displaced prototype 1936 stock, 10009-10011 etc?

A This stock has been temporarily withdrawn but will eventually be replaced in service, where is not yet known.

Q14 Why did the Piccadilly cars 11024 and 12006 receive an interior colour scheme of grey, with red and black upholstery?

A Several 1938 stock cars were experimentally redecorated thus to test the effect of the proposed decor for the 1959 stock.

Q15 Is there any fixed depot for the Instruction Train, and how does it travel?

A No fixed depot. With a battery car at each end.

AN URGENT REQUEST

An enquiry has reached the Society from the General Electric Company of the USA, who want to know the Works Numbers of the electric locomotives they supplied to open the service on the Central London Railway in 1900. LTB cannot help, nor can AEI or any of the recognised authorities. If any reader has this information, please write to the Editor, 62 Billet Lane, Hornchurch, Essex.

London Transport are conducting experiments with an automatic ticket gate at Stamford Brook (District Line) station as a part of their investigations into the possibility of introducing a completely new type of ticket system on the Underground incorporating electronic barrier control.

The experiment started on Sunday, January 5th 1964 when an automatic ticket barrier, fitted with an electronic device for "reading" tickets presented to it, was brought into use for the first time. The installation at this stage will be used only by ingoing passengers.

The ticket gate has been installed in the booking hall. Passengers entering the station will buy their tickets as usual from the booking office and then insert them in the gate which will "read" them before the passengers pass through to the trains. The tickets are coloured yellow and coded with special ink.

Only single and return tickets are being used for the experiment. Season ticket holders and passengers with other type tickets do not use the new automatic gate, but will pass through the tickets collector's barrier alongside when entering the station because, at this stage, the new equipment is not designed to deal with them. The experiment does not affect outgoing passengers from the station, who will hand their tickets to the collector in the usual way. This is the first stage towards the development of inwards and outwards electronic barrier control at entry and exit.

The London Transport Board started their investigations into the use of electronic techniques to improve the efficiency of ticket issue and collection some months ago when they invited representatives of the Advanced Data Systems Corporation of Los Angeles, who have planned similar schemes for new rapid transit railways in America, to study the feasibility of introducing a system of this kind on the London Underground.

The Board are now to test under normal working conditions prototype equipment of their own design. The Stamford Brook experiment is the first practical step with actual equipment, and will give London Transport valuable experience as to the effectiveness of a controlled station entry system where tickets are scanned by electronic methods. If the experiment proves successful, then more progressive and extensive tests, including electronically controlled exit barriers, may be undertaken at different stations later on.

Stamford Brook station is being used for this first test because its moderate passenger movement and booking hall layout make it suitable for initial trials of inward barrier equipment.

The automatic gate at Stamford Brook is waist-high. It stands next to the ticket collector's box. It has a metal frame, encased in leathercovered soft foam rubber, and is placed between two light grey plastic barrier "walls" which are slightly higher. The right-hand "wall" houses a slot for tickets as well as the electronic detector mechanism, while the left-hand "wall" has metal rollers on the top for movement of luggage. Luggage which is too heavy to be lifted comfortably can be passed under the gate.

On entering the gate, passengers will place their ticket in the slot, where it will be drawn into the electronic detector, "read" by it, and returned instantly. If the ticket is accepted, a "Go" sign will light up and the gate mechanism will be released to allow the passenger through. If the ticket is invalid, it is returned to the passenger, a "Stop" sign lights up, and the gate does not open.

Mr Anthony Bull, a member of the Board said "We hope that these experiments will lead eventually to a much more efficient system of issuing and collecting tickets on the Underground and to very considerable economies. But these are early days, there are many difficulties to be overcome and our planning must be long-term. One possibility we visualise arising from an electronic system is the 'stored fare' ticket for which a passenger could pay a lump sum and which he could then use for journeys on any part of the Underground until the amount of travel represented by the cost of the ticket had all been cancelled by electronic barrier control".

Mr Bull added that London Transport had informed the railway trade unions that the introduction of an electronic system would not involve any staff in the loss of employment and that London Transport would maintain close consultation with the trade unions and the staff as the experiments developed.

NORMAN CRUMP

We regret to report the death, at the age of 68, of Norman Crump, an economic journalist and former City Editor of the "Sunday Times".

Mr Crump's main interest outside his work and family was in railways, and he had a special knowledge of signalling and of the Underground.

Author of the LNER war history "By Rail to Victory", Mr Crump also contributed many articles to the railway press and letters to national newspapers on railway subjects. His letters to The Times in the great Northern Line controversy of 1937 will be remembered.

A.A.J.

London Transport stated in the middle of January that work has started at Stanmore Bakerloo Line station on a scheme to give a quicker and easier route between the main station car park and the platforms for the hundreds of passengers who leave their cars at the station every day. The work is being carried out by Chas. Booth & Sons Ltd. and is due to be completed by early summer.

A new ticket office and ticket barrier are to be built on the platforms at the foot of the existing stairs and a new, slightly sloping, pathway constructed from outside the barrier, at the northern end of the east-side platform, round behind the buffer-stops of the railway sidings to link up with the car park. The new ticket office, together with new staff rooms, will be built at the northern end of the west-side platform and the buffer-stop on the track at this platform has already been moved forward to make room for it.

The new arrangements will mean that passengers leaving cars in the main car park will have only 17 steps to climb to the new path behind the buffer-stops, instead of 43 up to the station forecourt and then 48 down the main stairway to the platforms. The present ticket office and staff accommodation at street level will be closed and used for other purposes, but the main stairway will remain in use for the majority of passengers.

Parking accommodation at Stanmore is also to be improved. At present there is room for 36 vehicles in the small, upper car park off the station forecourt and for 313 in the main car park by the railway sidings. Space for 50 more cars is to be given at the north end of the main car park to bring the total parking accommodation up to 399 cars. New storage space for bicycles will be provided in the main car park near the foot of the steps leading to the path to the platforms.

BOOK NOTE

The Electric Railway Society have had such a heavy demand for "London's North Western Electric", by F.G.B. Atkinson and B.W. Adams, that a reprint has been necessary. This is in no way a new edition of the book, originally published in 1962 and reviewed in the February 1963 issue of this Journal, but it is worth noting that the illustrations in the reprint are considerably better than in the original printing. As the pictures were the only point on which this valuable work could be faulted, the improvement is to be welcomed as enhancing the value of an already important work. The book, published for the ERS by Eltrac Publications is priced at 6/6d, and may be obtained from our Society - see Notices.

"THE TUNNEL"

P.W.Boulding.

An interesting commentary on the review of "The Tunnel" by David Lampe in the November issue of "Underground" was to be seen last summer at Osborne House in the Isle of Wight. On 3rd September 1963 a visitor to the State Apartments of Queen Victoria was able to see, on one of the pianos, a piece of music entitled "Tunnel Walzes". His attention would doubtless have been drawn to the music by the engraving on the cover which could only have been the entrance to the Thames Tunnel in pedestrian days.

Subsequent enquiry by the Editor produced the following transcript of the title page and of a note printed inside. They were sent by the kindness of The Steward, Osborne House.

Tunnel-Walzes
Componirt fur das Pianoforte
von Joseph Labitzky Op.132
Published by Messrs.R.Cocks & Co.
6 New Burlington Street.
Dedicated to Jos.T.MacFadyen of Glasgow.

The following is printed inside:

Mr. Labitzky, Mr Hoffman (his foreign publisher) and the renowned Dr. Donnleithur of Vienna having on the occasion of a recent visit to London to give some evidence in legal proceedings passed a few days in the Metropolis they visited amongst other wonders the "Thames Tunnel" struck with astonishment that London should present such an exhibition of art and with the appearance of the place Mr. Labitzky has composed the present set and entitled them the Tunnel Waltzes which Messrs. R.Cocks and Co. hope may obtain the same popularity as the others by the same gifted composer.

(It would appear that the writer of the above explanation was not too familiar with the English use of punctuation!)

Finally, the copy, price 5/- for solo and 4/- for duet, is dated 2/3/1847.

The Ticket & Fare Collection Society and the International Society of Transport Ticket Collectors have pleasure in announcing that on and from 1st January 1964 they are amalgamating under the title The Transport Ticket Society.

The goodwill and reputation of the two Societies, together with the assets and liabilities thereof, are being vested in the new Society, which will retain the rights in the titles of the old Societies.

The object of The Transport Ticket Society is to integrate the work now being done by the two Societies, and to offer the best possible service to those people throughout the world who collect transport tickets of any form. The basic services of the Society will include the publication of a monthly journal containing Society news, news of current transport developments which have any bearing on ticket practice, and articles and notes of historical interest; distribution of British and overseas road, rail, water and air tickets to members; and the providing of facilities for the exchange of tickets. The Society also aims to co-ordinate research into transport ticket history and to publish works on this subject from time to time.

In addition many other facilities will be offered to members of the Society, and collectors from any country are invited to write for further details and an application form for membership - these being available from the Membership Secretary, Mr D.G. Geldard, 38 Albert Road, St Mary Cray, Orpington, Kent.

LETTERS TO THE EDITOR

2nd February 1964

Dear Sir,

With further reference to "The F Stock Story", Mr Thomas in his book "Handling London's Underground Traffic" gives some figures relevant to the performance of this stock.

He states that "The eight-car train has an acceleration of $1\frac{1}{2}$ m.p.h. per second and a balancing speed of 45 m.p.h. attained after one mile of level running." Also "The new trains were capable of 45 m.p.h. on non-stop runs, whilst the increased power also considerably assisted acceleration on starting; improved braking equipment was also fitted to secure quicker and more even braking... The control is non-automatic, except that the motor field is weakened automatically by the tapped field relay on the current decreasing on the last controller pointing parallel".

The above would appear to indicate that the motors presented a virtual short circuit to the power supply during the first few seconds on starting, and as the train could probably reach 30 m.p.h in about $\frac{1}{4}$ -mile, they must have been held at every signal during the peak hours following a slower train. Even to-day, drivers on the Inner Circle service say that they can traverse the District section much quicker behind an "R" stock train rather than a "Q", due entirely to the former's greater acceleration. Note that acceleration and de-celeration are the limiting factors on the tunnel sections of the Underground, due to the short distance between stations, but station time does rear its ugly head in peak hour calculations. Mr Benest states that the optimum average speed was about 16 m.p.h., it does not appear to have advanced much over the intervening years, the time allowed for the 4.08 miles between South Kensington and Mansion House is currently about 13 minutes!

4 Southcombe Street,
London, W.14.

Yours faithfully,

N.Fuller

3rd February 1964

Sir,

THE 24-HOUR CLOCK SYSTEM

London Transport have undoubtedly taken a real step forward in experimentally introducing the 24-hour timing system into their timetables; and as the public have responded so well to the initial experiment tried out with 'Green Line' coach timings, the advantages of this system, which gives a simple, concise and completely unambiguous time indication throughout the day, can now be extended to all services to the benefit of everyone concerned.

The writer has consistently used this system to advantage since a somewhat serious delay experienced during the black-out period of World War II when some a.m. times were inadvertently read for p.m., and has since adopted a slight modification of the times from midnight to indicate whether they refer to the end of the previous day's working or to the commencement of a new day. For the continuation of one day's working over to the next the double hour figure is retained, i.e. 23.59 to 00.00 etc, but a single hour figure only, e.g. 3.49, is reserved for the start of a new day.

Yours faithfully,

16 Pendrell Road,
Brockley,
London, S.E.4.

Frederick F. Brown

7th January 1964

Dear Sir,

'The Underground Story', by Hugh Douglas

The designer of the jacket for this book (Paul Mechan) has "slipped" - or been misled. The lowest part of the picture is a mirror image of what we have usually regarded as the correct way round for this picture, (see, for example, the cover of the January 1963 issue of the London Transport Magazine). The keen-eyed are sure to have noted already the apparent 'right-hand running' of the train.

Admittedly the original is only an "artist's impression" but, presuming it to be fairly accurate, what is known about the broad gauge lines going in the Praed Street direction? Were they ever used - or even laid? Were there, perhaps, just a few yards as a safety overrun? What about the rolling stock?

All this assumes that the site is the junction between Edgware Road and Paddington. Could it be elsewhere?

Saint Peter's School,
Horseshoe Lane,
Guildford, Surrey.

Yours faithfully,

Peter W. Boulding.

NEWS FLASHES

NF 251 Correction to NF 250 - the Clapham Junction to Kensington (Olympia) service has not been withdrawn after all; it is understood that it has been reprieved indefinitely, but the rolling stock has been changed from four green Southern Region compartment coaches to three SR crimson compartment coaches and an ex-LMS full brake at the Olympia end of the train.

NF 252 COP stock trailers 013090, 013091, 013144 and 013080 have been equipped to spread Kilfrost de-icing fluid on the negative and positive rails when required.

NF 253 George Lane Goods Yard, South Woodford, was disconnected in December 1963, and is to be used for an extension of the car park.

NF 254 Negotiations have already taken place with the LCC regarding the proposed Victoria Line extension station at Vauxhall, where a big road improvement scheme is planned. As at present envisaged, the extension will terminate at Lambeth Town Hall.

NF 255 Blackhorse Road will be the main car park for the Victoria Line, where it is hoped to use the present British Railways Goods Yard.

NF 256 We hear there may not be direct escalator connection from Metropolitan/Circle to Victoria Line at Kings Cross after all.

P.R. Davis.

The first of these Progress Reports covered the period to the middle of May 1963 and appeared in the June issue of the Journal. It was, in fact, not up to date by the time it was published, for on the 20th May 1963, the London Transport Board announced that a contract had been placed with Mitchell Bros. Sons and Co. Ltd. for the erection of a 560-ton steel umbrella bridge at Oxford Circus. This bridge is to carry road traffic across the Circus for about three years while the station is being rebuilt beneath it; the actual erection took place over the 1963 Whitsun Bank Holiday weekend, and was fully described in the September "Underground".

A few days later, on the 10th June, two civil engineering contracts were announced as let in connection with the reconstruction of Euston Station; the first, worth £260,000 and let to A. Waddington & Son Ltd. and the second, worth £274,000 let to Charles Brand & Son Ltd. between them cover the construction of a new subsurface ticket hall, three escalator shafts, intermediate and low-level concourses, plus a half-mile length of tube tunnel and station platform for the Northern Line northbound service on the City branch. Diversion of the Northern Line trains through this tunnel will provide a cross-platform interchange between the City branch and the Victoria Line, and the diversion will be constructed without interruption of the existing service.

The next important contract signed was for the first stage of the new depot at Northumberland Park, was worth £775,000 and let to J.L.Kier & Co. Ltd. being for the heavy earthworks, drainage, foundations, covered way and tunnel portal construction. The information published about this depot is of considerable interest to Underground enthusiasts and will, therefore, be the subject of a special article to appear in these pages shortly,

Immediately following the erection of the umbrella bridge at Oxford Circus already referred to, a new £3m. contract was let to Kinnear Moodie & Co.Ltd. for work on the station. This covers the construction of a new circular subsurface ticket hall beneath the Circus with a stairway entrance at each of the four quadrants, five new escalator shafts, separate station tunnels and platforms for the Victoria Line, also new passages, subways and concourses. This work will take about three years to complete, but the first part of the work involves diversion of the maze of gas and water mains, electricity and post office cables; the water mains and G.P.O. cables are being put in two

special tunnels being driven under the new ticket hall and the others will be carried round it. Several sewers have also to be diverted. The new layout of Oxford Circus station will receive extended treatment in Underground at a later date when the work is further advanced - as the station will handle some forty million passengers a year, it will be a focal point of the LT rail system and thus deserves special treatment.

Also let in August 1963 was the contract for the running and station tunnels for the 1 2/3 miles between Ferry Lane, Tottenham and sidings beyond Walthamstow (Hoe Street) terminus. This went to Charles Brand & Son Ltd, and the section covered by it includes Tottenham Hale, Blackhorse Road and Hoe Street stations. Work started almost immediately and is expected to take about two years to complete. The tunnelling over the whole of this stretch is through blue clay, and is being done from a working site in Ferry Lane, with two others, in Pretoria Avenue, Walthamstow and the British Railways Hoe Street goods yard respectively. These are for the removal of spoil and a substation and fanhouse will be built later over the Pretoria Avenue shaft.

This contract was immediately followed by another, worth £2m., also let to Charles Brand, covering the further 1 2/3 miles of twin running tunnels between Netherton Road and Ferry Lane, Tottenham, construction of three 21 ft station tunnels for Seven Sisters station, a crossover tunnel, six tunnel junctions, ventilation and cable shafts and an additional 3/4m. of twin tunnel forming a branch line from Seven Sisters to the depot at Northumberland Park. The stretch of main line tunnel covered by this contract is the one which will link up, at the Netherton Road end, with the experimental tunnels built at Finsbury Park in 1961 and now to be incorporated in the Victoria Line route. Working shafts for the new section are at Page Green Common, Tottenham (three 47 ft. shafts) and Ferry Lane, with other working sites in Tynemouth Road and Westfield Road for ventilation and cable tunnels connecting with the running tunnels.

From Monday, 7th October, 1963, changes were made in the evening peak-hour arrangements for passengers at Oxford Circus - changes made in the light of experience gained in the previous three months during which the special arrangements for the rebuilding period had been in force. The Oxford Street entrance (previously

used as an evening-peak exit) is now an entrance, the police-controlled queue being marshalled along Oxford Street and round into Argyll Street which will still be closed to road traffic at peak times as at present. The entrance furthest from Oxford Street on the east side of Argyll Street is now an entrance for peak-hour travellers, and that nearest Oxford Street on the same side of Argyll Street is an exit.

It was announced on 23rd October, 1963 that the contract for the tunnelling of the line from Victoria to Oxford Circus had gone to John Mowlem & Co. Ltd., and was worth over £2m. This section passes under The Mall opposite the Victoria Memorial and then under Mayfair; it includes enlargement of the running tunnels to provide two station tunnels at Victoria and two at Green Park, complete with platforms etc., crossover junction tunnels at both ends of the Victoria station, and four train-sidings at Gillingham Street. A working shaft is situated on the north side of this street and tunnelling began from here 60 ft below street level. Other shafts will be in Palace Street, in Green Park near that station, and at Dover Street - where the disused lift shaft of the former Dover Street station will be used for the purpose.

The contract for the stretch between Oxford Circus and Kings Cross, for $1\frac{3}{4}$ m., was announced on 28th November, 1963 as having gone to Mitchell Bros. Sons & Co. Ltd., and work was started shortly afterwards. Some of the ground on this section is water-bearing, and consequently it may be necessary for the miners to work in compressed air. Apart from running tunnels, this section includes station tunnels, platforms, cross-passages and an escalator shaft at Warren Street; crossover junction tunnels just north of that station; and two station tunnels at Euston. In addition, to provide easy interchange facilities with the Northern Line, the northbound Victoria Line tunnel "rolls over" the southbound one between Oxford Circus and Warren Street. The working shafts for this section are in Great Titchfield Street, Fitzroy Square and Whitfield Place.

On the 9th December, the contract for the section from Kings Cross to Finsbury Park was announced as going to Kinnear Moodie & Co. Ltd. - and as being worth over £1.8m. On this section, at Highbury, the northbound Northern City Line is being diverted under another contract to make cross-platform interchange with the

Victoria Line possible, and southbound, the Victoria Line will take over part of the existing northbound Northern City station tunnel.

Three days later details of the contract for ticket halls, escalator shafts and subways at Seven Sisters were published - worth half a million, this has gone to John Mowlem & Co.Ltd. This will be an important interchange point, and will have a booking hall at each end of the station - one in Tottenham High Road at West Green Road, the other in Seven Sisters Road near Westerfield Road, the latter connecting with the present Eastern Region station. Work started on this contract during January 1964.

This brings the story to the end of 1963; not really a progress report in the accepted sense, but rather the story of many beginnings - all of which will in due course link up to make a coherent whole. As the tempo quickens, reports will be made more frequently so that readers may keep in touch with developments. In the meantime, the writer would like to thank the London Transport Board for the wealth of information they have made available, and on which this article has been very largely based. Incidentally, a very informative and well-illustrated booklet on the Victoria Line was published in January, but details of the availability of this are not to hand at the time of writing.

APPOINTMENT OF DESIGN CONSULTANT FOR THE VICTORIA LINE

The appointment was announced on 21st February 1964, of a Design Consultant for the Victoria Line. He is Professor Misha Black, 52 years of age and a leading industrial designer, who was much in the news thirteen years ago as the co-ordinator of the Festival of Britain.

Professor Black will work with Mr K.J.H.Seymour, the LTB's Architect, and a Design Panel, in an endeavour to create a theme or design plan for the new line as worthy of the 1960's as were the major works of the twenties and thirties worthy of their time.

Experiments in station design are to be carried out in parts of Aldwych station, which provides a good experimental ground - being a station which is little used at present. As there is a fair time before the Victoria Line is opened (scheduled for 1968), it is hoped that these experiments will be extremely successful as they will not be rushed.

Correction February Issue, p.27, para.3, line 2; the word "three" should read "these".

Annual General Meeting This will be held in Room 15, Caxton Hall, Caxton Street, Westminster, London, S.W.1, on Saturday 21st March 1964 at 2.30 p.m. Only members whose subscriptions have been paid for 1964 will be eligible to attend this meeting - admission will be by Membership Card, and subscriptions will not be accepted on the door at the meeting. Paid-up members will be receiving separate Notice of Meeting, Committee Report and Accounts and Balance Sheet. Members who have not yet paid should send their Subscriptions as soon as possible to R.E.Labrum, 134 Cranley Drive, Ilford, Essex. The rates remain the same as last year - 15/- for Members, or 7/6d for Associate Members.

Model Railway Exhibition The Society is fortunate in having been invited to exhibit again at the Model Railway Club's Exhibition in the Central Hall Westminster during Easter Week (31st March/4th April). Members are invited to offer models for exhibiting on our Stand - and we would particularly appeal to modellers who are beginners, and those who have not exhibited before (though, of course, all offers are welcome). Please send details of the models you are prepared to loan to Joe Brook Smith, 34 Barnhurst Road, Barnhurst, Kent - do not send the models themselves in the first instance. Joe will also welcome offers of assistance on the Stand during the days of the show.

Photographs Enclosed with this Issue of the Journal will be found the third ERS/TLURS Joint Photograph List, in which will be found a great deal to interest the Underground enthusiast. Full details of photos available and method of ordering are contained in the list. Also this month we are offering to our members two sets of photos recording aspects of the Underground Centenary Celebrations last year. These are, of course, postcard size and on double weight card, details of the sets being as follows -

Set A Exhibits at Neasden Depot By D.Hibbert

1. Three car T stock set - 2734 leading.
2. Four Pre-1938 tube stock set - 3380 leading.
3. Electric Loco No.1.
4. Steam Loco L52.
5. Interior of 1923 Ballast Motor Car L66 (offside).
6. Suspension of traction motor in A stock motor bogie.

Set B The Commemorative Special By P.Davis & J.Milne

1. Electric Loco No.5 prepares to leave Baker Street
(platform side view)
2. Similar view of No.5 taken from opposite side (Plat. 2).

3. Brake 448 and steam stock at Aylesbury. 47
4. Loco 45709 and empty stock at Aylesbury.
5. Loco 45709 and leading brake 427 ready to return.
(rear $\frac{3}{4}$ view).
6. Electric Loco No 5 (end-on view) at Amersham before
attaching to return train.

All orders for these two sets should be sent to J.A.S.Milne, Cherrywood, Peterley, Great Missenden, Buckinghamshire, and should reach him within the first three weeks of March. A single large order to the printer will then be made, and delivery of prints will be within the following three weeks. Orders should be accompanied by the appropriate remittance - 3/9d per set, including postage. Index - 1963 - Amendment to Entries Delete the reference to "Society and Preservation" and insert -

"Preservation Fund 121, 132"

Triang Bogies It should be made clear that the Triang X310 Bogie, referred to on p.118, vol.2 (October 1963 Issue), is a coach bogie. For a power bogie, the most suitable one in the circumstances referred to on p.118 is the old Kitmaster motorising bogie introduced for their coaches. Although no longer manufactured, it is thought that some dealers may have a few left.

THE TIMETABLE

Saturday 7th March 10 a.m. Conducted Tour of Liverpool Street Terminus (British Railways - Eastern Region). Names, accompanied by a stamped addressed envelope, to M.T.Connell, 5 Trenchard Street, Greenwich, London, S.E.10 immediately.

Saturday 7th March 6.30 p.m. An Evening of Railway Interest in the Small Hall, Amersham Community Centre, Chiltern Avenue, Amersham. Slides, Sound Recordings, Short Talks, a Debate, and an Inter-Society Quiz, in which a TLURS team will compete with teams from the Chiltern Railway Society, Wembley Transport Society, and the Norbury Transport and Model Railway Club. Refreshments will be available, Party from London will travel in the front coach of the 5.12 p.m. ex Marylebone.

Saturday 14th March 5 p.m. The Society is participating in the Exhibition and Film Show of the O Gauge Group of the Tramway and Light Railway Society - at the Euston Dining Club, Cardington St., London, N.W.1. Admission is 1/-, and refreshments, including a licensed buffet, are available all evening. The time given above is for the opening of the exhibition - Films commence 6.30 p.m.

Friday 20th March 7.30 p.m. An important meeting of The Channel Tunnel Association, to which we are invited. This will take place at Melbury House, Melbury Terrace, (adjoining Marylebone BR station) London, N.W.1, and will be addressed on the subject of "The

Channel Tunnel" by C.W.Quick Smith, Esq., C.B.E., Ll.B., M.Inst.T., F.C.I.S., Chief Secretary, Transport Holding Company.

Saturday 21st March 10 a.m. Visit to the Railways Section of the Science Museum, Exhibition Road, South Kensington, London, S.W.7. It will not be possible to visit the part of the Transport Section not yet open to the public, as this is being prepared for opening and is therefore not available. Meet in the Entrance Hall at 10.

Saturday 21st March 2.30 p.m. Society Annual General Meeting in Room 15, Caxton Hall, Caxton Street, Westminster, London, S.W.1. **ADMISSION BY MEMBERSHIP CARD ONLY.** See separate note on p.46 and Notice of Meeting, Report and Accounts sent to Members.

Following the AGM there will be an Informal Meeting for the rest of the afternoon, for discussion and showing round of articles of Underground interest.

Tuesday 31st March to Saturday 4th April 10.30 a.m. to 9 p.m. dly.

Stand at the Model Railway Club's 39th Model Railway Exhibition in the Central Hall, Westminster. Admission to the Exhibition is 3/-, or 1/6d for children under 14. For note re models wanted, and helpers needed on our Stand, see Society Notices, p.46.

Friday 10th April 7 p.m. Talk by Mr H.P.Rouse on "General Photography and the Railway Enthusiast" - to be held at Caxton Hall.

Saturday 11th April VISIT TO THE FORMER KING WILLIAM STREET STATION, CITY AND SOUTH LONDON RAILWAY, AND WALK THROUGH THE DISUSED TUNNEL BENEATH THE THAMES TO THE BOROUGH. This will be a strictly limited visit, for full members only; names, to be accompanied by a stamped addressed envelope and an open postal order for 5/- to be sent to the Secretary at 4 Southcombe Street, London, W.14, to reach him not later than Saturday 21st March.

Saturday 18th April Stand at the Chingford Steam Exhibition, to be held at St Edmund's Hall, South Chingford, London, E.4. This exhibition promises to have much to interest all enthusiasts, and will include about twelve working layouts in the hall, and a traction engine and steam organ, plus a passenger-carrying steam miniature railway in the grounds.

Advance Notice A Visit to the Channel Tunnel Workings at Abbot's Cliff and the experimental boring machine at Folkestone Warren has been arranged to take place on Saturday, 19th September 1964. Further details, and instructions regarding booking will be given later - in the meantime, keep this date free. These workings, built in 1881, are most interesting, and with the recent news on the Tunnel a visit is truly topical.