



The Journal of  
The London Underground  
Railway Society

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#### FOURPENCE

The March editorial referred, somewhat unwisely, to the LT threepenny minimum fare; a few days after that article had been penned, the Board (obviously with malice aforethought) announced that the minimum was to be raised on the 1st March to fourpence.

Quite apart, however, from making Underground out of date before it appeared, this increase has serious implications for the travelling public. Granted that the London Transport Board is a moderately efficient organisation, that its services are provided without a lot of unnecessary waste, and the Board do realise (better than some public authorities) that they exist to serve the public - one is still left to ponder the question of the usefulness of a public transport system too dear to use.

Most of the members of this Society will be able to remember the days of the penny minimum - which in many cases covered longer stages than the present minimum stage, which means in those cases the increase has been greater than the apparent three hundred percent. It is significant that within a few days of the LT announcement, the British Railway Board announced a corresponding increase for the London area - thus keeping all London minima on a par. Dare one ask if this is not the root cause of the trouble? Does not the government monopoly of local transport in the metropolis tend to pay far too little attention to economy - on the grounds that if people need to use public transport they have no alternative.

In the short run, of course, this is true, but in the long the traveller does have a choice in these days of private transport - an alternative which has already made serious inroads on the numbers carried, and increased costs of the road section of the Board by increased traffic congestion. It is interesting to speculate the result of complete separation of LT rail, LT bus and BR Rail fare structures - and fare-cutting competition encouraged between them.

Dear Sir,

7th February 1964

METROPOLITAN GOODS WORKINGS.

John Reed's interesting article in the February "Underground" prompts me to look up an old "Schoolboy's Diary", from which I offer the following minor (but perhaps pleasantly nostalgic) addition to the tabulation on page 24:-

## Shunting Willesden Green Yard:-

<u>Date</u>	<u>Loco</u>
14-1-35 (Monday)	116
16-1-35 (Wednesday)	113
17-1-35 (Thursday)	96
22-1-35 (Tuesday)	114
4-2-35 (Monday)	97
7-2-35 (Thursday)	95
23-7-35 (Tuesday)	92

Like most diaries, this one faded out early in the year:- but I made the July 23rd note because at that time the appearance in Willesden Green Yard of anything smaller than a "G" was (in my observation) very unusual.

Ewell, Surrey.

Yours faithfully,  
P.W. Bradley.

Sir,

6th February 1964

Mr K. Benest in his letter on the F stock, in the February issue of Underground, stated that the input power to a train was independant of the number of motors, above a minimum required to maintain a particular maximum speed. He based his argument on the case of a train running at constant speed and deemed current consumption or acceleration of little importance.

His conclusions are valid for constant speed but this is not the conditions under which urban railway trains run. Between stations a train spends the greater part of the journey accelerating or decelerating. A graph plotted of input current against time would assume a saw-tooth waveform. A figure for continuous power input, under these conditions, can be calculated by multiplying the root mean square of the current variations by the traction voltage.

With regard to the original F stock I make the assumption that it was not fitted with automatic acceleration apparatus and therefore train control was fully in the hands of the driver. A

driver who "notched up" at a rate faster than the train could pick up speed would cause excessive acceleration current to pass through the motors, since the back e.m.f. across the armatures would not have had time to build up. This excessive peak of current would be wasted in heating the motor windings. The calculated continuous input power rating would therefore be increased, though output power would remain virtually unchanged, resulting in inefficient running. If alternatively wheel spin occurred this would still result in wasted power, the energy being absorbed in frictional heating of the wheels and rails.

A reduction in the number of motors would impose a limit on the power losses due to poor driving techniques. In modern stock this would be offset by the automatic acceleration circuit, which allows only the optimum motor current to flow according to the gradients etc.

57 Shooters Avenue,  
Kenton, Harrow,  
Middlesex.

Yours faithfully,

V.A.E.Fountain

12th February 1964

Dear Mr Davis,

The LTB appear now to have completed the removal of much of the earthworks associated with the late South Acton branch.

When seen on the 17th of December last the embankment east of Bollo Lane was levelled and the low bridge at the eastern extremity was in process of demolition.

On February 4th, the plate girder bridge spanning Bollo Lane had been removed and the eastern pier was partly demolished. It would seem that the western pier (adjacent to the Acton Works entrance) will be retained.

Some photographs have been taken of these operations. I am told that the land originally occupied by the embankment is to be sold for building purposes.

Yours faithfully,

S.E.Jones

113 Wandle Road,  
Morden,  
Surrey.

1st March 1964

Dear Sir,

With reference to question 13 in the "Tube Lines Information Service" of the March issue of the Journal may I point out that the experimental tube stock is still used on the Epping-Ongar service.

On a recent visit to the eastern end of the Central Line (Saturday 22nd February) I noted that the Woodford-Hainault section was being operated exclusively by 4-car 1959 silver tube stock and the Epping-Ongar section by one 1959 4-car set and a 3-car pre-war set comprised of 10011, 70510 and 11011, all in red livery. Incidentally the trailer car was fitted with Kilfrost de-icing equipment on the west end of the car.

Yours faithfully,

Fairmead, Northway,  
Pinner.

C.H.Gooch

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#### MODERNISATION AT THE ELEPHANT

Elephant & Castle Northern Line station is to have its entrance, ticket hall and lifts modernised in keeping with the present large-scale redevelopment of the area. It was announced on the 17th of February that a contract for approximately £32,000 had been let to Tersons Limited for work on the entrance, which lies between the New Kent Road and Newington Butts.

The work is scheduled to take about a year to complete, and an immediate start was planned when the contract was signed. From July of this year, for about six months, the ticket hall will be closed to the public, and during this time all passengers will use the Bakerloo Line entrance between London Road and Newington Causeway. Additional booking facilities will be provided temporarily in this hall.

The familiar dome - and landmark of this, one of the original City and South London Railway stations of 1890 - is to go. The new, simple, two-storied building will have a light grey, tiled ground floor exterior with an all-glass upper floor containing staff accommodation and lift motor room. Inside the station, the lifts themselves are to be renovated and the booking office and circulating area redesigned. It is understood that after this work is completed, the Bakerloo Line ticket hall will be altered.

Following the publication, in October 1897, of the report of a Board of Trade Committee appointed to inquire into methods of mitigating the atmospheric conditions in the Metropolitan tunnels - which committee wholeheartedly recommended the adoption of electric traction - no action was taken beyond securing statutory powers to electrify, and the experimental electrification of the Earls Court-High Street section in 1899-1900. The latter was widely interpreted as a sop to public opinion, but the opening, in June 1900, of the Central London Railway led to an increasing loss of traffic (estimated at £42,000 for the first half of 1901), and decisively branded the policy of procrastination as dear - in every sense - to the boards of both companies.

Tenders had been invited, in August 1900, of nine leading electrical concerns: after a thorough examination of their respective merits a joint committee of the Metropolitan and District companies had secured the adoption by both boards of the proposals of the Budapest firm of Ganz and Company for a 3000 volt, 3-phase installation. The advent of Tyson Yerkes to the control of the M.D.R. led to that company's repudiation of the arrangement in favour of the now-familiar low-voltage D.C. system. The Metropolitan sought the arbitrament of the Board of Trade, but the Hon. Alfred Lyttleton, K.C., after a hearing lasting nearly three weeks, made his Award in favour of the continuous-current system in December 1901.

The Metropolitan loyally accepted the Award and an initial order for 50 electric trailer cars, placed with the firm of Brown, Marshalls in December 1902, was followed by an order to the same firm, by then incorporated in the Metropolitan Amalgamated Railway Carriage and Wagon Company Limited, in May 1903 for 20 motor cars, electrical equipment for which was to be supplied by the British Westinghouse Electrical and Manufacturing Company.

These cars were all 50'10" over headstocks, 52'6" over buffers (coupled), 8'9" wide over body and 12'2½" in height. Fox's 7'0" wheelbased pressed steel-framed bogies were used throughout, set at 35'0" centres. (Fox's patent had lapsed in 1903 and the design was perpetuated by the Leeds Forge Company Limited.) The body was teak-framed and panelled, mounted on a braced steel underframe, the sole bars being of outward-turned inverted 'L' section.

Motor cars had a full-width cab at the leading end, the controls being located for left-hand drive, with the switch

panel on the opposite side, on the partition between cab and luggage compartment. In addition to the side doors a central door was provided in the end bulkhead, flanked by fixed lights. A sliding door led to the luggage compartment 5'11 $\frac{7}{8}$ " long. On each side of this was a door which slid behind the car framing to provide a clear opening of 3'0". A further sliding door gave access to the passenger saloon, which extended, an unbroken space, to the single entry platform at the rear, accessible via double doors which retracted into pockets in the bulkhead. The clerestory roof, which in fact admitted no light but whose panels controlled by four independent sets of rodding to form adjustable ventilation scoops, overhung the open platform, supported by tubular corner pillars to which was hung on each side a single vertically-barred gate. Similar ironwork enclosed the space between the corner pillars and the step plate over the central buffer which provided a space for the gateman or conductor who, from this central position was enabled to control the gates at the adjacent ends of the cars by means of suitable levers. When coupled, the space between the gates was protected by "lazytong" barriers which were permanently hinged to the diagonally opposite corner pillars and pinned to the adjacent cars after coupling.

The side windows of these cars were generally arranged in pairs divided by a narrow pillar, each pair being separated by a narrow panel, though on trailer cars the third window from each end was a singleton: over each window was a bottom-hinged top-light. Bulkhead lights were confined to the sliding doors previously mentioned.

Seating was arranged partly in transverse bays with two facing pairs on either side of the central gangway, partly in inward-facing longitudinal seats set against the car sides; the latter, only, being separated by arm rests. The longitudinal arrangement was to be found nearer the doors, with the double advantage of providing a larger space for short distance standing passengers - for whom rails, supporting leather straps, ran the full length of the saloons - and of permitting the easy removal of the floor hatches for access to the motors beneath. The actual arrangement in the motor-cars was three bays of transverse seats and twelve longitudinal seats on each side, giving a total of 48, a provision originally augmented by a single flap seat across the doorway to the luggage compartment though these uncomfortable perches were soon removed.

Upholstery was originally of polished buffalo hide in the

third class accommodation, art green moquette in first class non-smokers and green leather in the upper class smoking cars. Initially these upper class cars had double Wilton carpets laid over the kork linoleum floor, while both classes had oak panelling, differing only in the elaboration of the carving, and white painted lincrustaed roofs. The trailer cars had entry platforms at both ends; seating on both sides being arranged with eight longitudinals at each end with three transverse bays intervening giving a total of 56, uniform to either class.

Artificial lighting was provided partly by two and three-way electroliers affixed to the centre of the clerestory, partly by single-way lamps bracketed to the cant rail - one to each 4-seat transverse bay - and partly by lamps in batten holders attached to the base of the clerestory above the longitudinal seating. The last mentioned had shell-shaped reflectors only but all the others had reflectors of fully radial pattern. The total for each car amounted to 20, with 120 volt, 32 candle power, carbon filament lamps wired in series of five and fed from the traction supply.

Heaters were of Gold's tubular pattern and positioned beneath the seats; 10 60-volt 580-watt were provided in the motor cars and 18 33-volt 360-watt in the trailers, in each case in a single series circuit with total loadings of 5800 and 6480 watts respectively.

Motive power was provided by four four-pole nose-suspended 150 H.P. motors of type Westinghouse 50M, each driving one pair of 3'0" diameter open-spoked wheels through a reduction gearing of 17:54. Each pair of motors was operated by a controller of the patent turret construction then being exploited by the Westinghouse Company, in which the contactors, electro-pneumatically operated, were arranged in a circle around the single large arc extinguishing coil. The reverser was also e-p operated, air for these control units and also for the braking being stored at a pressure of 60 lbs. per sq.in. by the action of an 8 H.P. compressor - type 8G2 - arranged for automatic operation. The pneumatic pistons controlling these devices were in turn energised by solenoid-operated pin valves under the aegis of the master controller in the cab; a multi-core cable extending the length of the train, with short jumper cables connecting car to car, enabled the simultaneous operation of all the controllers. The circuits incorporated automatic acceleration and were fed from a 14-volt lead-acid battery. A second master controller and driver's brake valve was located on the rear platform of the motor cars, but all

other apparatus was bolted to the cross-beams beneath the car floor, and no 600-volt connections were made within the car bodies.

Traction current, generated at Neasden at 11,000 volts 33 1/3 cycles, 3-phase A.C., was distributed to substations where it was changed by means of rotary converters to 600 volts D.C. and fed to conductor rails, the positive placed 16" outside the running rails, the negative, or return, centrally positioned in the "four-foot" and respectively 3" and 1 1/2" above running rail level. Current collection was effected by means of suitable positioned spring loaded cast-iron shoes suspended from transverse oak beams at the ends of the motor bogies. These beams were in turn attached to channel-iron beams suspended from the axle boxes. The beams at the outer end of each bogie carried a negative shoe centrally, and a positive shoe at each end. An additional, shorter, beam at the inner end of the bogie under the outer end of the car carried a negative shoe only; the other truck had no such provision and in consequence these cars carried the unusual total of three negative and four (two each side) positive shoes. The purpose of this peculiar arrangement is obscure but it is just possible that the outer negative pickups, alone, were susceptible to "double gapping" and that the one extra shoe was the minimum additive needed to overcome the problem.

The Westinghouse quick-acting compressed-air brake now employed was to reign supreme, and all but universally, on the Metropolitan's electric stock for the remainder of its existence. Each car had a single air cylinder, 12" in diameter on the motors, which weighed about 39 tons, and 10" in diameter on the trailers which weighed about 20 tons apiece. The cylinders operated, through rigging, a single brake block on each wheel of every car. In addition to a driver's brake valve a conductor's valve was provided on each platform, also a hand brake wheel in each cab.

Coupling was effected by a plain link between cars, but screw shackles were provided on the leading ends of motor cars to facilitate connection to other stock, the sprung central buffer plate being partially cut away to accommodate it. The train ends were also provided with side dumb buffers of bent and riveted steel plates. The familiar varnished teak livery was retained, embellished with white waist and cant rail panels, the latter bearing at great length the legend METROPOLITAN RAILWAY in block gold-leaf characters. The car numbers appeared centrally on the waist panels; beneath it the lower panel bore a raised oval plaque bearing the older Metropolitan "arms" - actually this device, comprising twin tunnel mouths with approaching and receding trains



surmounted by the red cross of the City of London was but little used on the rolling stock, its only other known employment being on the "E" and "F" class locomotives. The white panelling, no longer associated exclusively with first class accommodation, was generally adopted on the surviving steam stock as well as on the new multiple-unit trains. Roofs were white, and all under-frames and gear black.

It must be explained that hitherto all passenger carrying vehicles had been numbered in one sequence, reaching No.414 with the final delivery of "Bogie" stock in 1900. Henceforward separate series were to be provided for:- (a) compartment stock - excluding new motor coaches, (b) motor cars and new motor coaches, (c) first class trailer cars, (d) third class trailer cars, and (e) composite trailer cars. The numbers allotted to the cars here considered were therefore:- motor cars, 1-20; 1st trailers, 1-20; and third trailers, 1-30.

The original intention had been to run seven car trains - hence the 70 vehicles ordered - with the formation 3M-3T-3T-1M-1T-3T-3M. The intermediate motor cars would have been most probably of the non-driving type, forming a separate numerical list of first class motor cars. However, the idea was abandoned - probably in view of inadequate platform lengths - before delivery commenced, and ten trains of form 3M-3T-1T-1T-3T-3M resulted with 10 3T's in excess.

These original trains were outmoded before they left the manufacturers, for the decision had been taken in February 1904 that future stock should incorporate enclosed vestibules. As the ten surplus vehicles were to be incorporated in the trains then being ordered it was arranged that two of them - probably Nos. 29 and 30 should be delivered, at slight extra cost, with the new end design incorporated.

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#### REGISTER OF CLOSED STATIONS AND GOODS DEPOTS

The 2nd Supplement to C.R.Clinker's work came out in January this year and covers closures during the second half of 1963; at the same time a Second Edition of the main work was announced for publication in July or August this year. This new edition will cover closures from 1st January 1900 to 30th June 1964 (the original work only dealt with the period 1923-1962) and will cost 45/-. It will only be available by subscription, which should be sent to C.R.Clinker, Trevorwyn, Harlyn Bay, Padstow, Cornwall - cash with order.

The London Transport Board announced on the 4th March 1964 that it was planning to move Tower Hill District/Circle Line station, rebuilding it on a new site on the eastern side of Trinity Square - a site which is where the old Tower station stood eighty years ago.

The scheme, costing about £1 $\frac{3}{4}$  million, will not only bring the station nearer to Fenchurch Street (Eastern Region), which is the terminus for the Tilbury and Southend electrified suburban lines, but will also give improved train services, particularly in the peak hours, at the heavily used Underground stations at Cannon Street, Monument and Tower Hill. In addition, it will overcome peak hour congestion in the present Tower Hill ticket hall. The first contract is expected to be let in the autumn and the work will take about three years.

Office rebuilding in the City has caused a steady increase in the number of passengers using Cannon Street, Monument and Tower Hill Underground stations, and extra train capacity is needed in the rush hour to deal with it. The annual passenger figure for the three stations has risen by over two million since 1955, and it is expected to increase by several million more in the next decade as a result of further City office growth and the continuing effects at Tower Hill and Cannon Street of the electrification of the Eastern Region's London, Tilbury and Southend Line and the increasing Southern Region traffic.

The additional Underground service capacity to the District Line stations will be given by extending trains which now terminate at Mansion House to the new Tower Hill station, which will have an additional platform and reversing facilities. This will not only allow more trains to serve the three stations, but will result in a better distribution of passenger load in peak hours.

When the new Tower Hill station opens on the eastern side of Trinity Square, the present station just west of the square will be closed. The new station will be only two or three minutes' walk from the Crosswall entrance of Fenchurch Street terminus. The walking distance for the thousands of passengers interchanging between LT and BR at these stations will be reduced by one-third.

The new station will be built on the site of the original Tower station (also known as Tower of London), which closed in 1884, after an existence of little more than two years. Constructed as a temporary terminus by the Metropolitan Railway Company and opened on 25th September 1882, it was closed again on and from 13th October 1884 - having been superseded by the present Tower

Hill station, then known as Mark Lane and opened 6th October 1884.

Considerable widening works will be necessary for the new station, and the Underground electrical substation which straddles the railway at this point - at the eastern end of the site - will have to be completely underpinned and supported on several columns to be built beneath it. On the south side of the Trinity Square Gardens the Mercantile Marine 1914-1918 War Memorial was provided with a foundation raft in anticipation of underpinning to provide for the realignment of the westbound District Line.

Special provision was made in the construction of a recently completed office block on the east side of Trinity Square for the new station to be built beneath it and a raft provided for the new ticket hall. The London Transport Board have taken a lease of the ground floor of this building, and will take it over when it is required for the construction of the ticket hall.

It is interesting to note that, although the old Tower of London station was open for so short a time, and closed as much as 80 years ago, its surface buildings, which were only of wood construction, survived until as recently as 1940, having been used till then as a tea warehouse - quite a tribute to the temporary buildings of the Metropolitan Railway! It might be said that this was the only tribute that could be paid the Met on the construction of this particular station; rushed up under the Metropolitan's own powers in an attempt to beat the District (for Met and District Joint powers also existed for this stretch of line), and it was long a cause of contention between these two warring companies. When the Circle was completed in 1884, the Metropolitan attempted to saddle the District with much of the cost of building the Aldgate-Tower of London section - much more of that cost than the District was willing to pay seeing that the line had been constructed to defeat their interests. Needless to say, the dispute became the subject for another bout of litigation between the two companies (how their lawyers must have loved them!), and the dispute was finally settled in favour of the District.

The new station will prove a great advantage to visitors to London as well as regular travellers. Being, oddly enough, the station for the Tower of London, it is used by practically every visitor to the metropolis bent on sightseeing - and during the height of the holiday season, particularly when the weather is fine, rush hour conditions prevail all day, seven days a week.

METROPOLITAN LINE CUTS  
C.H.Gooch

The autumn of 1963 brought about the worst staff shortages experienced in recent years, there was even talk of strikes by the men because they had to work on their rest days to try and keep the services operating to published timetables.

The shortage was attributed to a number of factors, the main ones being excessive wastage of train crews which could not be made up by additional recruiting, and the new Metropolitan Line timetables which provided for many more trains than had hitherto been run.

The staff shortage was by no means affecting only the Metropolitan Line, but they were hardest hit, and, of course it was more noticeable as all Metropolitan services out from Baker Street run to published timetables whereas most other services are only provided with scanty information as to frequency etc.

The cancellations did not start "in real earnest" until November 1963, when the services were hit really hard. Notices were put up at all the affected stations several days beforehand and L.T.B. must be given credit for doing this on such a widespread scale.

Rush-hour, early morning and late night trains were the worst affected and long gaps were sometimes produced. An example of this was <sup>that</sup> there was no train between the 8.50 p.m. and the 9.35 p.m. from Baker Street to Watford, due to the cancellation of two successive trains.

The number of trains not running reached its peak during the week of 25th-29th November, the worst day being the 29th, when there were 67 trains on the Amersham, Watford and Uxbridge services cancelled or curtailed; in addition to this, five Circle Line trains were not running during part of the day. The tally of affected trains was as follows:- Uxbridge line 39, Watford line 17, and Amersham 11.

The following week was little different, the one thing of note was that on the Saturday the Chesham line ceased operation between a quarter to two and a quarter to nine in the evening. This cut received widespread publicity in the national press.

The position showed no sign of improving very much in the foreseeable future, so it was decided to issue a revised timetable making some of the temporary cuts permanent for the time

being. This new timetable came into effect from the 3rd February.

Basically the new timetable reduces the off-peak Amersham service to an hourly one, the B.R. diesel services do not help as they run 4 minutes before or after the Met trains so as to provide connections to or from Aylesbury.

One or two rather ridiculous situations arise because certain train diagrams are not being worked now; for instance if a passenger wants to get to Harrow from Baker Street between 5.0 and 5.30 p.m., he will discover that there are more trains he can catch on a Sunday than in the weekday rush-hour; this, however, is principally caused by the fact that Sunday services are not affected by the cuts.

Another minor effect of the new timetable is that a number of trains which were previously split into 4-car units are not being split now.

Despite the fact that the new timetable was supposed to cut out the sporadic cancellations, there are still a number of trains cancelled, the number differs from day to day, without there being any regular victims except for the fact that the Uxbridge services are the ones usually hit.

The Met line has not finished yet, however, for I believe that traffic surveys have and are being carried out to find the heaviest and lightest loadings, to see if the timetable can be rationalized further. One suggestion has been made that the Watford off-peak service should be made a 20-minute instead of a 15-minute service.

#### STRANGE STOCK AT WINSLOW ROAD

Electric stock has found its way out to the furthest-flung outposts of the Met at last - though hardly in the way a Met fan would approve. Condemned London Midland Region suburban electric stock, formerly held at Stonebridge Park, has been transferred from there to the line between Verney Junction and Winslow Road - a line closed almost thirty years ago, and now used for stabling purposes only. The stock has been moved with its Westinghouse brake hose removed, so that braking has come from the hauling locomotive and a vacuum-fitted goods brake van.

4-6-0's of Classes 4 and 5 have been used mainly for the transfers, and among those noted were 44941 of class 4, and 75012 and 75055 of class 5.

The first order for Victoria Line trains has been placed. LTB announced on 10th March 1964 that a contract worth £2<sup>1</sup>/<sub>4</sub>m had been let to Metropolitan-Cammell Carriage and Wagon Company Limited, of Saltley, Birmingham.

The order is for bodies and bogies of 244 cars, made up of 122 motor cars and the same number of trailers. The line will require thirty 8-car trains to work, and this order covers the full requirement together with spare cars for maintenance purposes. Further contracts will be placed in due course, for the traction motors, doors, and other ancillary equipment needed to complete the cars.

Details of the design and appearance of the new trains will be awaited with interest; these have not yet been decided, and are being studied now jointly by the contractors, the Chief Mechanical Engineer (Railways) of London Transport, and the London Transport Design Panel. A description of the stock will, it is understood, be issued as soon as agreement has been reached. In the meantime, it is understood that the new trains will be of unpainted aluminium alloy, thus carrying on the "silver train" theme of recent years.

It is intended to make provision in the design of the new stock for automatic driving equipment to be incorporated should the present experiments being conducted by LT prove successful.

A STOP PRESS

LETTER TO THE EDITOR

Dear Sir,

March 9th 1964

THE UNDERGROUND STORY

May I, on behalf of the publishers, offer my congratulations to the lynx-eyed correspondent in your March issue who noticed that the train on the front of Hugh Douglas' THE UNDERGROUND STORY, was proceeding in the wrong direction.

This came about purely because of the jacket designer's artistic license. The effect of turning the illustration round giving a far greater visual-impact.

As to your correspondent Peter Boulding's queries on rolling stock, safety overrun (? whatever that means) I must remain ignorant and cannot assist him in his researches.

One final point, being a celebration run couldn't there be a small possibility of the driver in these pre-Beeching days being on the wrong track?

Yours faithfully,

Robert Hale Limited,  
63 Old Brompton Road,  
London, S.W.7.

Eric Major

VICE-PRESIDENT The Rules of the Society provide for the election annually of a President and a Vice-President; up to now, neither of these offices has been filled, but at the Annual General Meeting held on the 21st March we were pleased and honoured by the election of Alan A. Jackson as the first Vice-President of the Society. Alan is drawn from our own ranks, being a prominent member of the Society and very active in its affairs - but to the railway enthusiast world in general, he is best known as one of the authors of that magnificent history of the London tube railways "Rails through the Clay". We welcome Alan to office, and trust that he will enjoy his Vice-Presidency.

COMMITTEE At the above-mentioned AGM, there was no election to Committee - there being three vacancies and only three members nominated for these. Those taking their place as Committee members for the next three years are P.R. Davis, re-elected, C.H. Gooch and M.T. Connell. Messrs Gooch and Connell are both new to the Committee, but not to office, as they are respectively our Curator of Historical Relics and Assistant Secretary - Publicity. To the two members of the Committee who retired and did not seek re-election, R.E. Labrum and S. Sparke, we would express our thanks for their services and our regret at losing their advice in our deliberations. Stuart Sparke, now resident in the USA, has held successively the posts of Assistant Secretary - Publicity and Deputy Assistant Secretary - Modelling, while Roy Labrum has been our indefatigable Assistant Secretary - Membership ever since the inauguration of the Society. Fortunately, Roy is to continue in this office - he is only resigning from the Committee because his other commitments make attendance at meetings difficult. Roy also handles Sales at present, but we hope to be able to relieve him of this shortly, and a further announcement will be made in due course.

LIST OF OFFICERS A complete list of Officers and Committee members will be published with the July issue of the Journal; in the meantime you are reminded that our Secretary is N. Fuller, of 4 Southcombe Street, London, W.14; membership is dealt with by R.E. Labrum, 134 Cranley Drive, Ilford, Essex, and the Editor is P.R. Davis, 62 Billet Lane, Hornchurch, Essex.

CARTOGRAPHER The Society is pleased to announce that, on the 20th February 1964, the Committee appointed David D. Higgins as Cartographer to the Society. David will be taking charge of all map work for the Society, and as a preliminary to his own task, he would very much appreciate a note from members of any rare or unusual maps or plans in their possession - track layouts will be

particularly welcomed. David's address is 72 Street Lane, Roundhay, Leeds 8, Yorkshire.

### CORRECTIONS

March Journal p.42, para.1, line 10; due to an error in transcription, "Whitsun Bank Holiday weekend" was printed; "Whitsun" should, of course, read "August".

News Flash NF 230 It should be made clear that all Q23 cars face west.

ERS/TLURS Photo List No.3 p.2, set 6; the date of this set is 1953, not 1963 as printed in the list.

COLOUR SLIDE LIST We are pleased to enclose with this issue of the Journal, List No.1 of the Electrail Colour Slide Service. This service is a joint venture of the Electric Railway Society and the London Area of the Light Railway Transport League, whose enterprise is to be commended. Members will note that Sets 101 and 102 are of particular interest to the Underground enthusiast.

### THE TIMETABLE

Friday 10th April 7 p.m. Talk by H.P.Rouse on "General Photography and the Railway Enthusiast". This talk will be given in Caxton Hall, Caxton Street, Westminster, London, S.W.1.

Saturday 11th April Visit to King William Street station etc - this visit is fully booked, and no further applications can be accepted.

Saturday 18th April Stand at the Chingford Steam Exhibition, St Edmund's Hall, South Chingford, London, E.4. This exhibition will include some dozen working layouts, a traction engine, steam organ and a passenger-carrying miniature railway (steam of course) in the grounds.

ADVANCE NOTICE Do not forget the Visit to the Channel Tunnel workings on Saturday 19th September; details regarding booking will follow in due course - but keep the date free.

### NEWS FLASHES

NF 257 The 24-hour clock is in use for the Underground now; with the publication of the new timetable, dated 16th March 1964 and showing the revised Metropolitan service, the new method is used for the first time for the railway services of LT.

NF 258 Uxbridge Vine Street station was closed for goods traffic during February 1964; already closed for passengers, it seems a possibility that this line will be lifted fairly soon.

NF 259 The first set of Piccadilly Line tube stock to be scrapped at Kettering left West Ruislip on the 3rd February 1964 (Monday).

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