



The Journal of
The London Underground
Railway Society

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FIFTY-ONE TO SEVENTY-FIVE

A further twenty-five events arranged by the Society for members became due for chronicling some months ago, but the continuing pressure on space in the Journal has prevented an article on the subject until now. Interest has been fully maintained since the last report, and the majority of events have been well attended by people who are really enthusiastic about the work the Society is doing; this attitude is a very real encouragement to the Committee and other Officers who plan the programme and make the arrangements.

The series of functions under review began on Saturday, 29th June 1963, when a Visit was made to the Chesham branch under the guidance of Malcolm Connell; this was a very well planned trip by trains in normal passenger service, and was only marred by the weather - which was atrocious. The 1963 Family Outing took place on Sunday 7th July, when a trip was made to Southend-on-Sea; the party officially started from Ealing Broadway, so that the journey covered the whole of the route of the old District Ealing-Southend through service; on this occasion, the weather was reasonably kind - though it was not as warm as might have been hoped - and the party was able to enjoy a trip on the Pier Railway before dispersing to follow their own particular bent for the rest of the day.

On Friday, 12th July, a most interesting talk was given by D.F. Edwards on Underground Publicity; this was given in the Meeting Room at Kensington Central Library, and was very well illustrated with some rare publicity literature; the following day saw a party visit the Centenary Exhibition of London Transport Posters at the Royal Institute Galleries in Piccadilly. This fine display of old and new works of advertising art made a very valuable follow-up to Mr Edwards' talk, and was much enjoyed. A week later, Saturday 20th July, saw a party touring the North London Line in the afternoon - on

one of the finest days of the year; the route was from Broad Street to Richmond - where the river was very popular with some of the party. The 17th August, also a Saturday, provided a very interesting and instructive visit - Stonebridge Park Generating Station and Repair Shop, where London Midland Region of British Railways made our members very welcome.

The following Saturday, 24th August, was the occasion of a Conducted Tour of the East London Line. Escorted by the District Inspector for the Line, the party saw New Cross depot, signal boxes, stations - and used F stock for the last time on a Society occasion, this stock being taken out of service the following weekend.

On the same day, an Exhibition on the theme "A History of London Transport" was opened at Hayes (Middlesex) Public Library; arranged for the Society by Ian Huntley in conjunction with the Chief Librarian, this was so popular with the public that it was shortly repeated elsewhere, as will be seen.

A Joint Preservation Meeting and Colour Slide Show was held with the London Railway Preservation Society on Monday 2nd September at the Railway Tavern, Liverpool Street - the first time the Society has returned officially to the scene of its Inaugural Meeting. The object of this meeting was to seek ways of raising money for the preservation of L44 by the LRPS - an object now achieved successfully. Saturday 14th September took a party of members on a Visit to Ealing Common depot, and on Monday the 16th the Society were guests of the Historical Model Railway Society on the occasion of an Illustrated Talk given by Ken Benest, our Treasurer and Met expert, his subject being Metropolitan Railway Rolling Stock - absorbing material for the Society, entertainingly presented at Keen House.

On Friday 11th October a very welcome speaker was Mr J.G. Bruce, Mechanical Engineer (Running - Railways), LIT, who presented a paper entitled "Keeping the wheels of London's Underground Turning". This made absorbing listening also, and was illustrated by a very fine and rare collection of black-and-white slides; Mr Bruce answered numerous questions at the end of his talk, and, taken as a whole, the evening was of the greatest interest and value to all those present.

The following day there was a Visit to the Instruction Train, then at White City depot, and the next Saturday a large number of Society members took part by invitation in

the Transport Exhibition and 35mm Slide Show organised by the 'O' Gauge Group of the Tramway and Light Railway Society at the Euston Dining Club; it had been hoped to have a stand at this exhibition, but circumstances prevented this at the last minute, but a good time was had by all at an excellent show. On Friday 25th October, the Society were guests once more at Keen House - this time, at the invitation of the 2mm Scale Association, to an Illustrated Talk on the North London Railway given by Arthur Hancox - once again a most enjoyable and instructive meeting much appreciated by those attending.

A Study Tour of the Diversion Works in the Barbican area took place on Saturday 9th November (which happened to be Lord Mayor's Show Day as well), and a week later a Stand was mounted at the Transport and Travel Exhibition 1963 of the Norbury Transport and Model Railway Club; this popular annual show moved to new premises on this occasion, being held in the recently-opened British Legion Hall in Norbury. On Saturday 30th November an Exhibition was opened at Pinner Branch Library, arranged for the Society by Eric Gadsden and Chris Gooch with the Branch Librarian; scheduled to remain open until 10th December, popularity with both public and library staff was so great that an extra week was arranged, and a booking for another Library accepted!

Monday the 9th December saw the first of an occasional series of Modellers' Evenings - this one being in the hands of Alan Cruikshank, and held at Kensington Central Library, was fairly well attended considering the time of year, and any lack of numbers was more than compensated for by the enthusiasm of those who were there. On the 14th another invitation from the Norbury Transport and Model Railway Club was accepted - this time to An Evening's Entertainment of Transport Interest held at St Christopher's School, Thornton Heath. This comprised Tape Recordings, Slides, a Quiz and Films - plus refreshments - and made a very acceptable prelude to Christmas festivities.

On Tuesday, 31st December, the next "Library Booking" was taken up, when a Window Display was unveiled at Rayners Lane Public Library; here again, the original booking was extended by a week (to 17th January 1964) by popular demand, thus proving conclusively the use of these exhibitions as propaganda for both the Society and the Underground. On the 101st anniversary of the opening of the Metropolitan Railway, Friday

10th January, the Society were fortunate in being able to present a Talk on the subject "From Charing Cross to Edgware" given by no less an authority than Alan A. Jackson, co-author of "Rails through the Clay" and now the Society's Vice-President. Needless to say, this was one of the most successful meetings of the year - despite the fact that the speaker had been expecting to find a non-existent epidiascope to use during his talk; in fact, the failure on the part of the administration to clear up this small point may well have enhanced the value of the information imparted - those present were enabled to see the lines being discussed growing before their eyes on a blackboard, always one of the best ways of learning. Saturday 18th January was the day for a Visit to the new LT Railway Training Centre in Wood Lane; this was a very valuable visit, showing those present a great deal of the training behind the staff on the operating side of the Board's work - booking office, station tunnel and model rail system all being studied during the morning. Another particularly valuable occasion was the Visit to Mansion House Signal Box which took place on the evening of Wednesday 12th February; an extremely informative guide, and most co-operative signalman made the evening for everyone present. Two nights later, on Friday 14th February was the last occasion of this series, i.e. no. 75, and took the form of a Library Meeting held at Kensington Central Library; this provided an opportunity for the members to see the material the Society has been fortunate enough to obtain since its formation, and for the Librarian, John Wirth, to discuss the collection with members.

As will be seen, the variety of activities has been well maintained, and looks like becoming even wider in the future; a great deal of work goes into the provision of a full list of fixtures varied enough to suit all members' tastes - not only work within the Society either. The debt owed to the staffs of LT, BR and others is enormous; many of them plan in advance to make our visits a success, while others devote Saturday mornings to acting as guides - always a difficult task, and always carried out with competence and good humour whether by a junior member of the staff or, as sometimes happens, by someone quite senior.

In conclusion, it may be worth repeating the easily-forgotten fact that nothing done in arranging a programme is worth doing without someone to benefit from it - so do continue to support the Committee - and to make suggestions for future events.

The depot for the new Victoria Line of London Transport is to be situated at Northumberland Park, and the first of the contracts for work in connection with it was placed in the latter part of July 1963.

The main buildings of the new depot will lie east of the Northumberland Park station of the Eastern Region of British Railways - on the line from Liverpool Street to Cambridge. The depot will occupy the site between Marsh Lane and the railway, and will, with its approaches extend southwards as far as Park View Road. South of the latter road, the lines which will take the trains from the depot to join the Victoria Line enter a cutting, which gradually deepens and, after a section in which the walls will be supported by struts, will be covered for a short distance as it approaches the mouth of the twin tunnels which will take the lines to their junction with the main Victoria Line at Seven Sisters. The total distance from the junction to where the depot sidings begin to fan out will be about $1\frac{1}{4}$ miles, of which about half a mile will be in tunnel.

A feature of the depot will be that covered accommodation will be available for all trains; although larger, the buildings will resemble those of the LT depot at Upminster for District Line rolling stock opened in 1958. Upminster, of course, deals with sub-surface stock, but as the new depot will handle tube trains only, the clearances, except in the lifting shop will be reduced to 12ft. Test bores have revealed that part of the building will be on made ground - a filled-in gravel pit - and piles will be used in this area. The main building will be 470ft long and will have twelve roads, each taking a full-length train. Three roads will have centre pits, six will have both centre and side pits, and the remaining three will be lifting tracks. The roof will be raised over these three tracks and two 12-ton gantry cranes will be installed, which will be able to run the full length of the lifting tracks and also into an extension of the lifting bay at the north end of the building. There will be no railway tracks in this extension, and it is being provided so that lorries bringing replacement parts and stores, or taking material away, can be unloaded or loaded by the cranes. At the rear of this section, storage will be provided for heavy items such as wheelsets, which can thus be handled entirely by the same cranes from their arrival by road to their being fitted to a bogie.

This main building will be steel-framed with brick plinth walls and a low-pitch asbestos roof. On the west side of this building and running its full length will be a two-storey brick block with the machine shop, stores, offices etc on the ground floor and a canteen and other staff accommodation on the floor above. The main entrance to this will be built out on the west side at the north end, near the entrance to the depot from Marsh Lane.

The main stabling accommodation for trains will be at the north end of the depot in the loop of Marsh Lane and will, as stated above be completely covered, construction being similar to that of the main shed. This is the first time that London Transport has provided covered sidings capable of taking all the trains employed on an Undergroundline. There will be 11 stabling sidings each long enough to take two trains, and the building will be 900ft in length. There will also be four other sidings for permanent way use; these will lie in the open between the covered stabling area and the Eastern Region tracks.

At the south end of the depot, where the fans of tracks will converge, there will be a sub-station with a control tower raised above it. This will be generally similar to the tower at Upminster, and from it all train movements into and out of the depot will be controlled.

The depot will be approached by four tracks, two of which will pass through twin washing plants near the foot-bridge which gives access from Shelbourne Road to Broad Street Recreation Ground. The provision of two plants will ensure that all trains can be washed externally as they come out of service. The remaining two tracks by-pass the washing plants and will be used by trains leaving the depot to go into service, the four tracks converging into two at the head of the incline leading to the tunnels.

Incidental works will include the lengthening of the foot-bridge already mentioned and the construction of a completely new footbridge to replace the present one at the end of Park View Road.

The first contract, worth £775,000, was let in July 1963 to J.L.Kier & Co. Limited. This was for the first stages of the work, including heavy earthworks, drainage installation, constructing foundations for the buildings, the covered way of reinforced concrete, and the tunnel portals.

ANOTHER STAGE IN ELECTRONIC BARRIER CONTROL

On Sunday 15th March 1964, London Transport brought into use a second automatic ticket gate - this time at Chiswick Park station on the District Line.

The first of these gates, built by LT engineers, was put into use at Stamford Brook station on the 5th January this year; the new gate is the work of Advance Data Systems Corporation of Los Angeles. The Corporation have planned schemes for the issue and control of rail tickets by machine for new rapid transit lines in America, and were asked to look into the feasibility of introducing a system of this kind on the London Underground by LT in 1963. The gates are the first in the world to "read" railway Passengers' tickets. Although automatic gates have been used before abroad, they depended on the use of tokens or coins for a single fixed fare. The new system being developed for London now is aimed at providing a flexible scheme to cover a wide range of journeys and ticket values.

At the present stage of development the new gate at Chiswick Park will be used only by ingoing passengers as is the case at Stamford Brook. It is installed in the booking hall, and passengers entering the station buy their tickets in the usual way and then insert them in the gate which "reads" them before opening to allow passengers with valid tickets through to the trains.

The Chiswick Park gate is known as the Four Door Gate from its construction. It has two sets of double doors about 3ft high, spaced a short distance apart between grey metal walls, which are about 3'4" high. A passenger entering the gate places his ticket in a slot in the right-hand wall, where it is drawn into the electronic detector, read, and returned instantly from another slot on top of the wall. A valid ticket automatically opens the first set of doors to allow the passenger to enter the centre section. As the passenger enters, he interrupts a light beam, or steps on a pressure pad, either of which causes the first set of doors to close behind him and, at the same time, the second set of doors opens in front of him to allow him through. The second set of doors closes immediately the passenger has passed through another light beam or stepped on another pad. No pressure is needed on the power-operated doors which open automatically - and as quickly as the passenger moves.

If a ticket is not valid, the doors remain closed and the passenger is directed to the station staff for assistance.

A feature of the new gate is its ability to store information. Up to three tickets may be inserted in rapid succession at one time, and the gate will allow the correct number of people through before it closes. If successive passengers place their tickets in the slot rapidly enough both sets of doors will remain open and the gate will keep count of how many tickets have been inserted and how many passengers passed through. When the last passenger is through the doors will close. This means that at the busiest times there will be very little door movement and thus the minimum of delay to passengers. Different arrangements of door operation can be set by simple adjustment of the electronic mechanism, and some variations may be tried out at Chiswick Park.

Only single and return tickets will be used for the experiment and these will be coloured yellow and coded with a special ink. Passengers with season and other type tickets will pass through the ticket collector's barrier alongside, as will outgoing passengers - who will hand their tickets to the collector in the usual way.

The object of these experiments is, of course, to devise a more efficient system of issuing and collecting tickets, and to eliminate fraudulent travel. In a fully developed system the gates would be used for both outgoing and incoming passengers, a busy station in central London being fitted with numerous gates in the booking hall, some of which would be used for outgoing passengers during the morning peak and reversed in the evening for the homeward rush. On the other hand, a little-used station would only have two or three gates.

A third type of gate is being installed at Ravenscourt Park station as part of the general experiment; this station is also on the District Line, as readers will know, and the reason for the installation of the experimental gates at the District stations in West London is that they are near to the IIT signal shops at West Kensington where the equipment is being assembled and tested.

A certain amount of maintenance is required by the gates, and this is another reason for their installation at a group of stations near to each other and also close to the shops.

Delivered in 1904, the gate stock had been intended for service on the Inner Circle, but owing to the practical difficulties of the conversion, progress there was outstripped by that on the extension lines, and these trains were earmarked for service on the very exposed Uxbridge route, for which they were eminently unsuited.

The Press were invited to participate in a trial run on 22nd. March 1904, when a half-train was steam-worked to Harrow-on-the-Hill, whence it proceeded under power via Rayners Lane to Northolt Road Bridge, immediately north of South Harrow station, and the boundary of Metropolitan territory. The Neasden plant being insufficiently advanced, at that date, to generate power, a supply was taken from the District's temporary generating station at Alperton. (This had been recovered from the Earls Court experimental installation and re-installed to permit training of crews on the Ealing & South Harrow branch.) Photographs taken on this occasion are sometimes misrepresented as depicting the inaugural run to Uxbridge on 13th December 1904, for which event a full six-car train was employed.

The public service between Baker Street and Uxbridge, steam-worked since 4th July 1904, was gradually turned over to electrical operation, commencing 1st January 1905, with three trains, and steam was eliminated by 20th March - only to be restored for a short period on the shuttle service, which operated between Uxbridge and Harrow in the slack hours, when the Board of Trade took exception to the half-train thereon employed being 'propelled' in the reverse direction - an objection overcome by the provision of a driving-trailer car: electrical working was resumed on 1st June.

In May 1904, motor-car No. 18 had been loaned to the British Westinghouse Company to demonstrate their single-phase system at Manchester. The car had been retained far longer than had been anticipated, and upon the Metropolitan making representations for its return to Neasden the Westinghouse Company had offered a new car and equipment at their expense; this offer was accepted in December 1905. The replacement was constructed to the same specification as the second order placed with the Metropolitan Amalgamated Carriage & Wagon Company, and was delivered complete with enclosed vestibules. This was the first defection from the ranks of the 1904 stock - it was to be by no means the last!

These trains became due for their first overhaul in October 1906, their draughtiness had made them sufficiently unpopular to

warrant early modification, and two proposals were put forward:- (1) to alter the gate ends to enclosed vestibules, (2) to reconstruct them as compartment stock. In favour of the latter course was a potential 50% increase in seating accommodation, raising the existing 320 to 480 seats, with a concomitant saving in costs by the elimination of conductors, or gatemen. On the decision of Sir Charles McLaren, then newly elected to the Chair, who perhaps wondered how to meet the proprietors with such a volte-face after less than two years of electrical working, the major alteration was avoided, and vestibules and stiffening partitions were fitted to the existing bodies. Capital was debited only with the difference between the original cost of the cars and that of the later ones built with vestibules. Mr Jones undertook the alteration of the first ten ends at Neasden, but in view of the long time required to complete the job, and the necessity of doing so before the next onslaught of winter, it was arranged that the remainder be modified by the Metropolitan Carriage Company.

Increasingly inconvenient also was the indivisibility of the 1904-stock trains, with the further disadvantage that they were not interchangeable with other vehicles equipped with Westinghouse control. At this time, therefore, they were fitted with automatic couplers and through auxiliary brake reservoir pipes, whilst the existing driving equipments on the rear platforms of the motor-cars (plus one drawn from store to make good this deficiency on No 18) were transferred to the first-class cars, making them driving-trailers. The partition above-mentioned facilitated the division of the first-class accommodation into smoking and non-smoking compartments.

Work was commenced in 1911 on the alleviation of one of the greater disadvantages of the 1904-06 stock. Modern as they had appeared in their time, they were blighted by the intrusion into their design of American influences which had been dictated by conditions radically differing from those prevailing in London. Trans-Atlantic practice of the time provided for picking up, at various points on route, and from track-level 'platforms', passengers who travelled to a city terminus, and there alighted en masse. This favoured the provision of a minimum number of doors with fixed steps for the ascent; the time taken to alight was of little importance in relation to the turn-round time. The transference of this basic car layout to London's Inner Circle, at many of the stations on which a large proportion of the occupants of any car might wish to alight against the pressure of an equal or greater number of would-be travellers, brought chaos to a railway accustomed to the comparatively easy working of compartmented stock with its six, seven, or eight doors per coach.

In passing, it may be observed that the rush-hour is by no means a recent phenomenon, for in the early nineties of the last century the Board of Trade was receiving letters expressing anxiety at the possibility of an accident to the tightly-packed third-class carriages of the day. It is a solemn thought that, within the tiny well - about 7' 9" x 2' 4" - between the bare benches of these perambulating orange-boxes, there were entrapped, with the encasements appropriate to the age and sex of their various owners, the pedal extremities of twenty human souls.. Even allowing for the comparative infrequency of female workers, Victorian modesty must have suffered a setback - and it is small wonder that the crinoline went out of fashion. Nevertheless the compartmental system was sufficiently advantageous to justify the 1906 proposal, and the actuality of the reversion to it in later years.

The solution to the problem was found in the provision of central double-doors sliding into pockets on either hand, a system which had been adopted by the District from the outset. A considerable rearrangement of seating was necessarily involved: on the motor-cars, on which the greatest relief was obtained, the new arrangement was (taking one side):- cab, luggage, 4T(transverse) 3L(longitudinal), D/D(oor), 3L, 4T, 5L, V(estibule); this gave a total of 38 seats. Third-class trailers had the symmetrical layout V, 5L, 4T, 3L, D/D, 3L, 4T, 5L, V. On account of the necessity for sealing off one vestibule when occupied by the driver, first-class driving trailers were rearranged:- V(Driver), 5L, 4T, 3L, D/D, Partition, 4T, 8L, V. - again seating 48, 24 for smokers and an equal number for abstainers.

A year or so previously, self-acting locks had been introduced enabling the company to withdraw two conductors per six-car train, with a considerable resultant saving.

Certain of these cars were modified or reconstructed at various times, and it is hoped to make extended reference to these cars in future articles.

By the mid-twenties the traction equipment of these cars was rapidly wearing out. Although the split motor-cases facilitated dismantling for maintenance purposes this very provision itself constituted a source of weakness and hastened the rate of deterioration. It is of some interest therefore, to notice a proposal put forward in September 1927 to give 12 of these motor-cars a new lease of life. In effect, the intention was to equip them in the same manner as the Watford stock then in course of delivery. This involved the provision of a switch compartment behind the cab, with the same double-roof for ventilation purposes which was

to become such a familiar feature of the earlier Watford motor-coaches, but with two large side-lights in place of the four vertical lights with which the latter were fitted. The cab and contactor compartment would have occupied the first 11' 7 $\frac{3}{4}$ " of the body, and to this was to be added a further 6' 0" for the luggage compartment, for which the existing sliding doors were to be re-used. In consequence the seating would have been rearranged, giving a formation:- Cab, Contactors, Luggage, 4T, D/D, 2L, 4T, 6L, V; the central doors being moved back by the width of one seat. Unfortunately a further eight seats were thereby lost, leaving only 32, which compared unfavourably with the 50 seats of the new motor-coaches; probably on this score the project was abandoned.

By 1929 there were sufficient new motor-coaches in service to enable some of these older machines to be withdrawn for conversion to trailer vehicles. The cabs and luggage spaces were replaced by extended saloons with the usual vestibules, but the cars were readily distinguishable from the regular trailers by the offset positions of the central doorways. The traction equipment was completely removed and, indeed, the first two cars received spare trailer bogies, but the later conversions retained the original trucks with the motors and gears removed. Conversions were as follows:-

M/C No.	3T No.	Date	M/C No.	3T No.	Date
2	191	1929	1	203	1931
13	192	1929	15	205	1931
10	199	1931	12	206	1931
4	200	1931			

The seating plan of these conversions was:- V(ex cab), 4L, 4T, 3L, D/D, 3L, 4T, 6L, V, giving a total of 48, as usual.

None of the 70 cars of the 1904-stock was officially scrapped by the Metropolitan, although many of the rebuilds were virtually unrecognisable in their new guises. Taken over by the L.P.T.B. 1st July 1933, they were marked down for early replacement, and the first withdrawals were made in February 1936. All ex-Metropolitan electric stock had been renumbered w.e.f. 21st December 1933, using Met. style transfers, but these were replaced by the standard Johnston style on those cars which survived long enough to be overhauled and to receive the new owners' red and cream livery. Despite their age, a few of these cars were retained in service throughout the war, and the last were scrapped in July 1946.

5 May 1964

Sir,

I have spent several years working and travelling in countries using the 24 hour system and have always found that the confusion due to the use of this system is infinitesimal compared with that caused by the a.m. and p.m. system. That is why almost every country uses the 24 hour system.

167 Cornwall Road,
RUISLIP, Middlesex.

Yours faithfully,
H.V. Borley

7th April 1964

Dear Sir,

The remarks appearing under the heading "Fourpence" in the April edition of the Journal are indeed pertinent. As regards fare charges themselves, it is becoming increasingly evident that if they continue to be raised much more above their present high level, a point will soon be reached where the increases made will defeat their own object, since mounting passenger losses will then reduce the income source below the level at which it can provide the additional income required.

Since public transport now faces the definite and continued growth of private transport, which except for the existence of road congestion, allows far greater freedom of travel, it does not seem wise for the former to place too much dependence only upon demands for higher fare payments from its existing passengers. It seems that a more profitable way would be to endeavour to attract both the old ones back and new ones as well, by the provision of new and cheaper facilities that would appeal to them. In any case controlled experiments could be made seriously to extend this idea and to test public reaction.

Lastly, there is the general practice now in use of charging fractions of a mile etc. as complete units, which is responsible for considerable loss of public good-will and which therefore needs serious attention. In earlier days when fares were fixed at 1d and 1½d per mile, this practice was excusable and possibly necessary in some instances; but now, with ordinary single fares risen to 4d per mile and thereabouts, it has obviously outlived its period of reasonable usefulness. When this matter has been mentioned in the

⁴past, it has been argued that money would be lost by charging proportionately for fractions of a mile; but where 4d instead of 2d is charged for a half-mile journey or less, it is not difficult to see who it is that loses the money.

There is now neither need, justification nor any wisdom in further continuing to price fares by a method which is heavily biased against the passenger - and increasingly so as fare rates rise. The sale of distance in half-mile instead of the present one-mile units would not appear to cause any difficulties in the collection of fares that could reasonably make this impracticable; but the essential point, whatever is done, is that the passenger shall no longer be compelled to pay additionally, for distance not travelled over, with almost every journey that he makes.

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

Yours faithfully,

Frederick F. Brown

NEWS FLASHES

NF 278 Correction and addition to NF 263. The ex-Met steam loco referred to was L44, and was proceeding from Neasden to a temporary home on a private siding near Luton. As previously stated, the loco proceeded under its own steam to its new abode, where it is being preserved by the London Railway Preservation Society.

NF 279 The South East Study 1961-1981, which is the title of the Government White Paper on the development of south-eastern England, and is the third of the Regional Plans, was published on the 19th March 1964. Its proposals are far-reaching, and include the creation of three new cities and several much-enlarged towns. No detailed proposals for transport are given, but it is indicated that plans for reshaping the through rail services to fit the requirements of the Channel Tunnel are envisaged, and for the commuter traffic into London. British Railways and London Transport are said to be developing detailed proposals for increasing their capacity, and the Government intend to work with them and with local authorities to evolve a comprehensive transport plan for London.

NF 280 Bond Street station, Central Line, was closed for the five days from Thursday 26th March to Monday 30th March 1964 inclusive, for escalator maintenance. This was the second Easter in succession that the station had been closed - the work in each case being the replacement of step chains; this is the first renewal of the chains since the escalators were

installed in 1926. The chains are those to which the 168 steps of the escalator are attached.

NF 281 Mr Desmond Plummer, while campaigning as a candidate for "Borough 1" in the Greater London Council elections, expressed the view that the future of transport in London lay with the Underground system. He felt that it must be extended especially into South London - and also thought that the Common Council of the City must provide money for, or even itself build, such things as travolators.

NF 282 If trains are withdrawn from the Isle of Wight, it is intended to maintain a rail service down Ryde Pier, in addition to the existing tramway. It has been suggested that redundant LT tube stock would be suitable for this purpose, and could be converted to diesel operation if necessary.

NF 283 Buckhurst Hill goods depot was closed at the commencement of traffic on 10-4-1964.

NF 284 The extensions to Westminster station platforms were brought into use on 14-4-1964.

NF 285 Further extensions to LT station car parks have been announced over the past few months, following on the Board's policy of encouraging commuters to leave their cars outside the centre of London. At Fairlop, Central Line, extra space for 18 cars became available from Monday 27-1-1964, making the total capacity of the park 30 vehicles. A very large extension at South Woodford was opened on Monday 27-4-1964, increasing the capacity there from 18 to 179; and at Colindale, Northern Line, the land which was occupied by the temporary booking hall up to 18 months ago has been converted into a completely new car park for 28 cars.

NF 286 Q38 trailer cars have been observed in a block train, so presumably will not be converted to PCM.

REVIEWS

BOOKS

G.M.Kitchenside and Alan Williams; British Railway Signalling; London, 1963; Ian Allan Limited; 104pp, illustrated; 7/6d. This is an excellent short work on the signalling in use today on British Railways, including London Transport; adequately illustrated with drawings and photographs, and including an eight-page section of coloured signal diagrams, it can safely be recommended as a book to which frequent reference will be made.

TELEVISION

North London Line; Here and Now; Introduced by Huw Thomas, with Michael Ingrams as Interviewer and Director; shown at 6.45 p.m. Tuesday, 5-5-1964 as a Rediffusion Network Production.

This programme, within the time allotted to it, gave a very fair review of the state of this line, which has been so much in the news recently. There were many excellent shots of the line itself, its stations and trains, not forgetting its passengers either. Interviews were given to representatives of British Railways, the Users' Associations working to keep the line open, and to ordinary travellers; all those spoken to in the last category were obviously very anxious to keep the line in use, and made out some very good cases for doing so. As Hampstead Borough Council have passed a resolution making a strong recommendation for London Transport to take over the line, it would seem that the Board will be forced to consider this seriously if a Notice of Closure is posted - for local residents are obviously not going to lose their line without a fight staged on a really big scale.

SOCIETY NOTICES

London Transport Board urgently require a good photograph of Metropolitan electric locomotive No.3 - Sir Ralph Verney, and the Society has been asked to help. Anyone with a good print is asked to send it to Eric Gadsden, 63 Barrow Point Avenue, Pinner, Middlesex, who will pass it on to the Board.

Metropolitan Railway Coat-of-Arms Transfers are still available, price 42/6d post free, from Chris Gooch, Fairmead, Northway, Pinner, Middlesex. Cash with order please.

Corrections May Issue, p.74, l.6: for "Taylor" read "Tyler". Same page, l.11: for "slipped" read "clipped".

THE TIMETABLE

Friday 12th June, from 7 to 10 p.m. Modellers' Evening, in the hands of Joe Brook Smith. It is hoped to have representatives both of LT and the modelling trade present, and all members are asked to attend and to bring with them anything they think will be of interest. Meeting place - Kensington Central Library, Campden Hill Road.

Saturday 18th July Visit to Cromwell Road Signal Box. Names to the Secretary at 4 Southcombe Street, London, W.14, accompanied by a stamped addressed envelope.

Family Outing It is hoped that this will take place on a Sunday in July (probably the 12th), and will take the form of a trip to Brighton from Liverpool Street via the East London Line. At the time of going to press, confirmation had not been received from British Railways, but anyone wanting any advance news before the July Journal is asked to write to Malcolm Cornell, 5 Trenchard Street, Greenwich, London, S.E.10, enclosing a stamped addressed envelope.

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