



The Journal of
The London Underground
Railway Society

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LAST TRAINS

The first two LT "Last trains" since the formation of the Society ran within six days of each other in October 1964.

On Saturday 3rd, the last Norther City Line train to run through from Moorgate to Finsbury Park, and incidentally the last NC pre-1938 tube stock train, was scheduled to leave the former station at 8.02 p.m. This train actually ran about 10 minutes late, and carried quite a large party of Society Members. The arrangements at Finsbury Park were for a coach service to take over for the rest of Saturday and on Sunday, for the stock change, and for trains to resume service on Monday morning from Moorgate to Drayton Park - coaches running from there to Finsbury Park to cover that part of the route closed permanently for Victoria Line work.

The Saturday/Sunday coach service was to run from Station Place, the coach stop to be moved to Wells Road from Monday. Actually coaches ran from Wells Road from the inception of the service - the Society party returning from Finsbury Park to Moorgate in a 29-seat Bedford petrol-engined vehicle run by V.da Costa, and various other coaches were seen en route - including an ex-SMT vehicle.

Six days later, on Friday 9th, the last District Line train to serve the stations from Hounslow West to Acton Town left Hounslow at 6 p.m. for Acton, once again with a Society party. Unfortunately, this withdrawal was announced too late for it to be possible to notify all members of the trip. The party, on changing trains at Acton, continued its journey to St James's Park by one of the last trains to use the eastbound fast road through Gloucester Road and South Kensington - another facility withdrawn under the Einter 1964 Timetable.

Alan A. Jackson.

Recent events at Leicester Square station have drawn attention to the somewhat neglected subject of crime on the Underground; indeed 1964 has been rather a bad year.

Over the years most things have happened, from the pinching of young ladies' bottoms to murder, but when one considers the possibilities of rapid escape and the use a knowledgeable criminal might make of the many quiet subways and staircases, the record is unimpressive. It seems that those who know their Underground must be fundamentally honest and forthright.

Fiction writers have been more imaginative. Perhaps the best known crime of the Underground is that in Conan Doyle's "The Case of the Bruce-Partington Plans". The dead body of a Woolwich Arsenal Clerk is found on the line near Aldgate station and some secret plans are missing. Sherlock Holmes quickly deduces that the body had been placed on the roof of a train and had fallen off at a junction. In a recent issue of "London Transport Magazine", Paul E. Garbutt has amused himself and his readers by trying to discover exactly where the body was dropped on to the train. Several films have featured crime on the Underground and we recall one about a daring raid on the British Museum which was carried out from a disused tube station. On this theme, it should be mentioned that the Bank of England has always been excessively nervous about its vaults being broken into from below, and has taken great care to protect itself in all Acts of Parliament authorising the construction of tube railways near its premises.

One of the first recorded crimes on the tube occurred soon after the opening of the Piccadilly. Early one morning as Caledonian Road station was being prepared for the day, a man was observed stuck halfway through the ticket office window, endeavouring to get into the office by what must surely be the most uncomfortable route. Help was sought from the nearby police station, but in the meantime, the thief escaped down the emergency stairs. The police alerted their colleagues by telephone to watch the exits at neighbouring stations, but the man was never seen again. As the train service had not begun, it seems likely that he made a perilous journey through the tunnels and bided his time until the coast was clear.

A similar escape took place in 1957 when a man snatched a handbag from a woman sitting in a train at Charing Cross,

Northern, and disappeared into the tunnel towards Waterloo when 163
other passengers gave chase. Current was cut off about 25 minutes
and trains diverted via City whilst the tunnel was searched, but
he was not found. On 22 August of the same year a thief succeeded
in forcing the safe at Archway just before the station was opened;
he was discovered by a signal linesman who pursued him. The man
ran up the tunnel towards Highgate, but as that station was locked,
it was assumed he went on to the tunnel mouth and made his getaway
through Highgate Wood. He had remained below all night, forcing
the safe at leisure.

Until recently the lighting on quieter tube stations was
decidedly dim and the lack of platform attendance made them very
eerie places late at night, between trains. About 10.20 p.m.
on 24 May 1957, the Polish Countess Teresa Lubienka alighted
from a Piccadilly Line train at Gloucester Road. She never reached
the street, and her dead body, showing stab wounds, was discovered
some time afterwards. It was believed at the time that the motive
was political and that the killer, who was never apprehended, made
his escape up the emergency stairs. Unlike the Paris Metro, the
London Underground has not it is believed had a train murder,
although as recently as 7 July 1964 a woman was shot at whilst
sitting in a train at Borough.

Pickpockets have always found the system a natural hunting
ground, though the professionals, working in teams of three or four
are now largely a thing of the past. The crush conditions of the
rush hour render back trouser pockets and easily opened handbags
extremely vulnerable, both in the trains and on lifts and escalators,
and many thousands of pounds must have been lost in this way since
1863.

The brutal robbery at Leicester Square occurred on the
morning of 14 May 1964, when four masked men, armed with iron
bars and pick axe handles, burst into the stationmaster's office
at the relatively quiet time of 11.10 a.m. The office is situated
in the interchange passage between the Piccadilly and Northern Line
platforms and the evening papers made some wildly inaccurate
statements about its depth below the street. Once inside, the men
set about the stationmaster, a relief stationmaster and a ticket
collector, and after a fierce struggle, left with £1,200 in made-
up wage packets. Pushing aside people who tried to stop them,
they were able to reach the adjacent eastbound Piccadilly platform
in a few seconds, where by luck or design, they could jump on to
a departing train, never to be seen again.

Leicester Square had earlier been the scene of an entirely

different type of crime. In the early morning of 3 February 1939, a parcel exploded in the Left Luggage Office, completely wrecking it. It was thought that the bomb had been 'deposited' by a member of the Irish Republican Army, an organisation at that time very active in this country.

The writer is all too aware that these notes are far from comprehensive, and it will be interesting to hear from any readers who have details of other Underground crimes, particularly any of an unusual or dramatic nature. The many and ingenious ticket frauds have not been mentioned as they could well form the subject of a separate article.

NEW RAIL SERVICE VEHICLES FOR LT.

Battery locomotives and permanent way wagons for use in equipping the Victoria Line are among the new service rolling stock ordered recently by London Transport. The battery locomotives will be similar to those already in use on the Underground for hauling works trains.

A contract has been awarded to the Metropolitan-Cammell Carriage & Wagon Co. Ltd., of Saltley, Birmingham, for the bodies of thirteen new locomotives. Bogies and other sundry equipment, including the motors and compressors, are being supplied by London Transport to Metropolitan-Cammell for assembly on the complete locomotives. This equipment is being drawn from pre-1938 Tube stock displaced by the new "silver" trains on the Piccadilly and Central Lines. The motors and compressors are being converted for 320 v. operation at London Transport's Acton railway works.

The traction control equipment and batteries for the locomotives are being supplied by the Traction Division of G.E.C. (Engineering) Ltd. The batteries are being sub-contracted by G.E.C. to the D.P. Battery Co. Ltd. Although 13 locomotives have been ordered, there will be 14 batteries, the additional battery being intended for another locomotive of similar type built recently by London Transport at Acton.

All these locomotives will be equipped to draw power from the track supply when available, using the batteries when the power is cut off or during construction works, where no current rail supply is available.

Eight of the new locomotives are to be used on Victoria Line construction work and four will be used for work in connection

with the present power supply modernisation programme. The remaining locomotives and the one built at Acton are to be used experimentally on the type of work now carried out by London Transport's steam locomotives to see whether they would form an economic replacement for steam power. At present, London Transport has a small fleet of steam tank locomotives transferred from the Western Region of British Railways, but increasing diesellisation of British Railways fleets makes it improbable that this source will remain available for much longer. Maintenance of such a small fleet would become uneconomic.

The tests with the new locomotives will show the relative work-capacity of battery electric and steam locomotives. The battery locomotives would be constructed to be available for use anywhere on the Underground system (the steam locomotives cannot be used on tube lines).

The locomotives will all have provision for fitting automatic cab signalling equipment if required. Deliveries will begin in October, 1964 and should be completed by May, 1965.

The new wagons are all being built by British Railways Workshops. They consist of fifteen 30-ton bogie flat wagons, twelve 20-ton bogie rail wagons, three 20-ton four-wheel hopper wagons and three 10-ton four-wheel flat wagons. The bogie wagons are being constructed by British Railways Workshops at Ashford, Kent, and the four-wheel wagons by British Railways Workshops at Shildon, Durham.

Ten of the 20-ton bogie rail wagons will be formed into two five-wagon rail trains for conveying long-welded rails. All wagons except these will have main line buffing gear as well as London Transport type buffing gear, the main line buffers being arranged to hinge back when the wagon is coupled to a London Transport Tube type ballast motor-car. Similarly, Railway Clearing House draw bar hooks and three-link couplings are being provided as well as London Transport pattern Ward type couplers.

The battery locomotives and all the wagons will have through control and auxiliary lines and 10-point jumper receptacles at each end, so that control and auxiliary circuits can be connected throughout any train of which they may form a part, and the train run with two locomotives in multiple.

The total value of the contracts placed for the supply of this new service rolling stock is roundly £400,000.

J. Graeme Bruce

In August 1937 a test was conducted on the Northern Line with an 8-car train made up into the formation -

ACT-DM * AM-T-T-DM * AM-DCT

that is with four motor cars but having control trailers at the leading ends of the train. This formation was adopted to ensure that the guard's control position would still be on the platform at stations only having platform accommodation for seven cars. This test decided the management of the time that the operation of longer trains, at least between the Edgware branch and Kennington loop, was a feasible proposition and would provide the traffic relief at the peak periods which was considered necessary.

In the following year two 9-car trains were made up to operate in service with the formation -

AM-T-DM * ACT-T-DCT * AM-T-DM

In this formation two cars had to be specially adapted. The driving motor cars in the 3rd and 7th position of the train had modifications to the door wiring and were provided with special switches which separately controlled the doors on the 1st and 2nd cars and the 8th and 9th cars, which were normal cars of pre-1938 Tube Stock type. The guard travelled on the 7th car in the direction of travel and could cut out the door operation of the front two cars or the rear two cars of the train at will.

The operation of trains made up in this way was successful and four workings for 9-car stock were arranged in the timetable on the Edgware service. At first, for a brief period, the trains worked between Colindale and Kennington loop. The reversing siding at Colindale was capable of taking trains of this length but after arrangements were made to accommodate these trains, they ran through to Edgware although the leading two cars were "off" the platform.

The stations at Burnt Oak, Colindale, Hendon Central, Brent and Golders Green could accommodate 9 cars. The method adopted for working the trains was that the leading two cars of the southbound trains were labelled for Tottenham Court Road only but between Hampstead and Camden Town the last two cars were left in the tunnel as well as at Tottenham Court Road. At the stations between Camden Town and Kennington,

with the exception of Tottenham Court Road, on the southbound journey the leading two cars were in the tunnel and special signalling arrangements had to be installed to allow for this. In the northbound direction, the two rear cars, still labelled "Tottenham Court Road only", were accommodated in the platform until this station was reached when subsequently the front two cars were accommodated at the platforms until Golders Green when all nine cars were at the platform.

The operation was considered successful and arrangements were made for 90 cars of the 1938 Tube Stock, then in the process of manufacture and delivery, to be formed into 10 trains of 9-car formation and plans were formulated for operation on the Barnet branch as well as the Edgware but tube trains of this length never operated in passenger service on this branch. On the 19th June 1939, two of the 9-car workings were operated by new 1938 Tube Stock 9-car stock but their debut was short lived as in September the tube was closed between Strand and Kennington in order that the flood gates for air raid precautions could be completed as quickly as possible, so that 9-car trains could no longer be used. 9-car workings were, in fact, never resumed.

The 1938 Tube Stock 9-car stock were standard cars suitably modified. The modifications, however, made them not only special to nine car train working but special as to their position in a nine car train. Each car when modified had, in fact, a particular position in the train formation and this position number was marked on the car solebar. The formation was as follows -

ADM-NDM * SNDM-T-NDM-T-SNDM * NDM-DDM
 1 - 2 - 3 -4- 5 -6- 7 - 8 - 9

Cars 1 and 9 were driving motor cars but handed to be A and D ends respectively being numbered 90xxx and 9lxxx. Cars 2, 3, 5, 7 and 8 were non-driving motor cars and were numbered in the 92xxx series, while 4 and 6 were trailer cars numbered 092xxx.

Cars 2 and 8 had Ward mechanical couplings at the inner ends and manually connected electrical and air connections in order to enable the 9-car train to be uncoupled by hand in an emergency either between 2 and 3 cars or 7 and 8 cars.

Cars 3 and 7 were actually designated special non-driving motor cars and in addition to having Ward couplings and the corresponding electrical and pneumatic connections to marry

those on the 2nd and 8th cars, also had the guard's control position and gangway, which was not provided on the 1st and 9th cars. These cars carried a handbrake and a fault isolating switch as well as special door control cut out arrangements for selecting the front 7 cars, the rear 7 cars or the middle 5 cars, as necessary. There were a number of additional electrical differences to standard 1938 Tube Stock. The special non-driving motor cars carried a motor generator set instead of a compressor and the 600 volt feeds to the trailer cars were not provided in exactly the same way as for standard trailer cars.

"NOT FOR SALE"

London Transport produced last July a new, memory-stirring poster calling attention to the fine collection of former London public transport vehicles housed at the Museum of British Transport, Clapham.

The poster, now on display at many London Transport sites, was designed and drawn by E.W.Fenton and printed by the Curwen Press. Mr. Fenton is himself a railway enthusiast and was responsible for some of the printed material produced in connection with the Underground centenary celebrations last year.

An exhibit in itself, the poster shows a Tilling horse bus, a General B-type bus, a double-deck tramcar, and one of the original Metropolitan Railway locomotives, No. 23, set in full colour against a light pink background on which appears, in white, a collection of transport miscellanea. It includes a panel from Shillibeer's original omnibus of 1829, the first Metropolitan Railway timetable of 1863, locomotive builders' plates, Underground and bus tickets, bus tram stop signs, bus bonnet numbers, an impression of Barnett Freedman's "Circus" poster of 1936, and a traffic sign strange to modern motorists - "Tram Pinch".

The Museum of British Transport, which contains exhibits drawn from all over Great Britain, is open every day (except Sunday) from 10 a.m. to 5.30 p.m.

A CHRISTOPHER WREN POSTER

A travel poster produced by London Transport and issued on 21st September 1964 is a striking example of paper sculpture used for poster work. By Bruce Angrave, it features the figure of Sir Christopher Wren against a background of some of his still-existing buildings; the effect is 3-dimensional.

15th September 1964

Dear Mr Davis,

May I offer some further remarks upon the subject of the letter sent in by Mr Fountain and which appeared in the August 1964 edition of UNDERGROUND.

It is of course true that the recent growth of private road traffic has been stimulated by the rising cost of public travel, but however unavoidable the latter may appear to have been, nobody can justly claim any right to restrain the movements of private traffic for the apparent or concealed purpose of increasing passenger use of the public transport services.

Regarding this matter from another angle, it is obvious, since London Transport is seeking the staggering of business hours as well as to influence the removal of offices etc to other districts, that it already has a major problem with regard to the peak-hour passenger flow and demand; and since private commuter traffic is simultaneously at its peak, greater confusion and congestion would obviously occur on L.T. services, at these times, if private traffic were then prohibited from travelling in Central London. The times when additional passenger traffic is needed and could easily be accommodated, i.e. the off-peak hours, are the times when road traffic is much reduced, and it is therefore difficult to see how any special restriction or prohibition of private road traffic could be justified at these times.

Since London Transport now offer a most useful and efficient service to the public and are in process of increasing the scope of this service by the construction of the new Victoria Line, it does not seem that much further advance can at present be made in this direction, but in all seriousness it does seem as though the fare aspect may have some actual bearing in connection with the declining passenger trend, and so it does not seem altogether unrealistic to suggest, as a possible remedy, that a judicious scaling downwards of the existing fare structure and the removal of its most objectionable aspects might serve to halt and reverse that falling trend and gradually to promote a mounting increase in passenger traffic.

A matter which could repay some careful attention is the present method of charging passenger fares, in which the use of the odd half-penny is excluded and fractional distances, however slight, are always charged upwards to the next complete

mileage. The joint effect of this manner of charging is that wide gaps exist between adjacent fares, now to the extent of 3d, which cannot reasonably be justified, which naturally creates adverse public criticism and reaction and which no doubt have helped to influence passenger custom away from public transport. It has been claimed that the use of the odd half-penny is both inconvenient and costly; but does the travelling public accept it in that light? Some action has now been taken with the most recent fare increase to reduce the gap between adjacent fares to 2d over the first three miles by charging 6d and 10d for the $1\frac{1}{2}$ and $2\frac{1}{2}$ mile distances respectively; but frankly speaking this is not really sufficient and an effort should be made to reduce this gap still further throughout the whole fare range and thus remove the all too apparent impression of an overcharge being made by a monopoly undertaking. It must not be forgotten that private means of travel now provides the public with an effective means of competition against public transport and that this can not only continue to prevent any real recovery in the difficult problem that already exists, but can cause still further inroads into the declining passenger trend. As already mentioned, London Transport do offer to the public a most useful and efficient service and it could be that the suggested revision of the general fare structure could help to influence the public to make increased use, especially of the off-peak services.

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

Yours faithfully,

Frederick F. Brown

3rd September 1964

Dear Sir,

With regard to Mr Cull's letter in the September issue of 'Underground' I should like to make the following comments which may prove of interest.

Firstly the first class compartments of 515 and 516 were marshalled together in the centenary exhibition.

Secondly the Ashbury's had different length headstocks, this made them very close coupled when the wrong combination got together, this situation could very well have arisen if they had been marshalled 512, 516, 515, 518. By re-marshalling 512, 515, 516, 518 the differing headstock lengths would have married up to form an evenly and not too close coupled set.

Regarding Mr Cull's statement about the preservation of 513 and 519, this is only half true as 519 was broken up at Neasden (behind the steam shed) in August 1962. The doors from this vehicle were apparently kept, presumably to help get a good set for 513. 513 has, I believe, been taken up to the North East for storage pending restoration.

Fairmead, Northway,
Pinner, Middlesex.

Yours faithfully,

C.H.Gooch

Dear Mr Davis,

25th September 1964

Concerning a "Letter to the Editor" in "Underground" (5/64) from P.Densham, in which he mentions the fate of the Met-style station name signs at Finsbury Park and Drayton Park, you might like to know that these have been replaced at last, those at Finsbury Park having gone, and those at Drayton Park remaining (apparently) with a paper standard design plastered on top.

Some of these signs have been moved to the store at Hammersmith, in Butterwick, preparatory to scrapping.

18 The Grove,
Osterley, Isleworth,
Middlesex.

Yours truly,

C.Niekerk

Dear Mr Davis,

9th September 1964

Further to the Society's visit to the Northern City Line on the 5th September, Members may be interested in the useful account of the line given in The Railway Magazine February 1954 issue.

The article by R.K.Kirkland was printed on the occasion of the jubilee of the line. It contains a map and five illustrations, (pp.75-82 & 96).

113 Wandle Road,
Morden, Surrey.

Yours faithfully,

S.E.Jones.

NEWS FLASHES

NF 342 The train indicator at South Kenton station has not been used since September 1964, except at rush hours. Instead a notice is displayed explaining the different routes taken by red and green trains.

NF 343 The Bletchley-Buckingham service of British Railways has been withdrawn - last trains ran 5-9-1964.

NF 344 The Harrow-Belmont service was withdrawn on 3-10-1964; last trains being the mid-day Saturday service; tracklifting has commenced on the previously-closed Belmont-Stanmore Village section of this line.

NF 345 During the weekend of 26/27-9-1964 a turnout was installed from the Down line of the Widened Lines between Aldersgate and Moorgate, near the former station, leading from the Aldersgate direction on to the line of route of the diverted Widened Lines now being constructed. Its intended use is not clear at the time of writing.

NF 346 Aldwych branch train was converted to new stock Monday 27-7-1964. Train on 29-7-1964 was 1232-2222-1222, and on 28-9-1964 was 1162-2162-1163; service is cut from 16 to 12 trips per hour.

NF 347 Re NF 318, the three steam stock coaches 425-465-509 were reported as still at Neasden on 22-9-1964. It is understood that these coaches are being held pending a possible purchase by the Westerham Valley Railway Association. If this does not materialise, it is understood that the stock will go for breaking up.

NF 348 Westbourne Park station was closed for a time on the afternoon of Sunday 13-9-1964 because of shortage of staff; trains ran through without stopping.

NF 349 The automatic car park at Finchley Road station seems to be doing very little business according to reports - very frequently being entirely empty.

NF 350 A lady passenger has complained, in a letter published in the Daily Telegraph at the end of August, about the damage done to feminine hairstyles by the draughts on Underground stations. London Transport are reported as having said that they are doing their best to mitigate any nuisance by building air relief shafts wherever possible.

NF 351 Tracklifting operations were observed on the Mill Hill East-Edgware single line on 13-9-1964; these were taking place near the site of Mill Hill The Hale station and close to the new Hendon Motorway works.

NF 352 On the morning of 7-8-1964 a defective train at Earls Court and electrical trouble at High Street Kensington combined to cause delays of up to half-an-hour. No High Street trains ran for about 20 minutes, and eastbound main line District trains ran slow on the fast line to provide cross-platform interchange with the Circle Line. On the same evening, delays on the Uxbridge line caused a Hillingdon Piccadilly Line train to be reversed at Ruislip, delays in this case being 5 minutes.

John R. Day; Railways under the Ground; London; 1964; Arthur Barker Limited; 136 pp. with illustrations, maps, diagrams and an index; 15/-. Obtainable from the Society.

For anyone looking for a brief survey of the world's underground railways as they are today, or will be tomorrow, this is the book. Right up to date, and with detailed maps or route diagrams of all the most important systems, the work succeeds in compressing an enormous amount of information into a small space. John Day is to be congratulated in following so worthily his success of last year - "The Story of London's Underground". The book is highly readable, and is essential to every Underground library.

MAGAZINE REVIEWS

Channel Tunnel News - No.2 - Spring 1964; Channel Tunnel Association; 1/6d.

An interesting editorial article in this issue discusses the possible approach road to London for trains from the Continent via the Tunnel, and also makes suggestions re the routing of trains going on to places beyond the metropolis. This article is backed up by a letter from Gavin Gibbons, suggesting, among other things, the use of Kensington (Olympia) station for the through trains from the Tunnel. London rail fans will find both letter and article of interest.

Channel Tunnel News - No 3 - Autumn 1964; Channel Tunnel Association; 1/6d.

A lengthy article entitled "Historical Survey of the Old Workings" takes up most of this larger-than-usual issue of the News. It is understood that this was written by the magazine's Editor, A.S.Travis, though his name does not appear. Whoever the author, the article in question is an extremely useful contribution to transport history, providing as it does in the space of sixteen pages a comprehensive outline of the old tunnel workings, and their background story. Of particular interest to Underground enthusiasts are the lengthy references to the part played by Sir Edward Watkin in the story of the tunnel - and it was a not inconsiderable part either. Once again, this issue can be recommended to all London rail historians, but can be said to be almost essential to Metropolitan students.

Note Both the above magazines can be obtained post free from A.S.Travis, 36 Wentworth Hill, Wembley, Middlesex, for 1/6d. each.

ANNUAL AWARDS BY THE SOCIETY

Some time ago a very generous member of the Society, who has expressed the wish to remain anonymous, made a donation to the Society to be used for such purposes as the Committee might think most suitable. Subsequently, and while the Committee were considering the best way of using the money at their disposal, a further gift was made by the same member. It has now been decided by the Committee to place these sums together, and use such money as is necessary from the total amount to provide two Awards to be granted annually, one for the best model of London Underground interest, and the other for the best piece of historical research on a subject of Underground interest. These awards will be given each year from 1965, and the contests will be open to all, irrespective of membership of the Society.

The Rules governing the Awards are appended for the information of members, and will be published more generally at a later date.

Modelling Award by The London Underground Railway Society

The award is open to all, irrespective of membership of the Society, is to be made annually for the best model of any item of London Underground association, and will be judged by a Panel to be appointed by the Committee of the Society, the decision of such Panel to be final. Notification of intent to submit models for consideration is to be made to the Modelling Secretary of the Society by 31st December in each year, by which date the model must be ready for submission to the Panel.

Historical Research Award by The London Underground Railway Society

The award is open to all, irrespective of membership of the Society, is to be made annually for the best piece of research on a matter or matters appertaining to the London Underground system, and will be judged by a Panel to be appointed by the Committee of the Society, the decision of such Panel to be final. Notification of intent to submit work for consideration is to be made to the Editor of the Society by the 30th June in each year, by which date the material must be ready for submission to the Panel.

The Modelling Award will take the form of a mounted medallion with the Society badge, and that for Research will be a mounted relic.

National Register of Model Railways

The Model Railway Club proposes to revise and reissue its National Register of Model Railways. This will be available to bona fide modellers only and not on sale to the public. The aim of the Register is to promote goodwill and friendship among railway modellers throughout the country and it is hoped that owners of model railways and collectors of railway models will extend invitations for other bona fide modellers to visit them. The MRC wish to encourage as many people as possible to extend these invitations, and notes for the guidance of visitors will be appended - specifying inter alia that visits can only be made by appointment and that the success of the scheme will depend on the way visitors treat the hospitality of the host and his family.

The Modelling Secretary hopes that Society members will be willing to have their names entered in the Register and so make their layouts and models accessible to others. Any member willing to join the scheme is asked to write to J. Brook Smith, 34 Barnehurst Road, Barnehurst, Kent for a copy of the MRC registration form.

Society Model Layout Since the announcement made last month, various circumstances have dictated a change of plan relating to the gauge to be employed for this layout; it will now be constructed in EM Gauge, and any member willing to lend their models for running on the layout are asked to communicate with R. B. Manley, 35 Montholme Road, Battersea, London, S.W.11.

Cartographic Work The Society Cartographer reminds members that he could still do with some further assistance, particularly with research work, and points out that this time of year is ideal for evenings spent in the local library, digging out relevant facts. Anyone interested in helping is asked to write to him as soon as possible - David D. Higgins, 72 Street Lane, Roundhay, Leeds, 8, Yorkshire.

The Transport Trust A Trust under this title was formed at a meeting held on the 27th June 1964, with the object of co-ordinating the activities of those interested in preserving and operating old transport vehicles. The Committee have decided that the Society should support this Trust to the best of its ability, and it is hoped to give further information soon.

Books Readers are reminded that two books by members are still available - "Metropolitan Steam" by E. J. S. Gadsden (21/-) and "Metropolitan Electric Locomotives" by K. R. Berest (5/-). These may be ordered by sending a remittance to A. J. S. Milne, Cherrywood, Peterley, Great Missenden, Buckinghamshire, as may all other books obtainable through the Society.

THE TIMETABLE

Friday October 30th Room 15, Caxton Hall, Caxton Street, London, S.W.1. Talk by K.W.Adams on "The Story of the Tunnel" to be given to the Channel Tunnel Association. Members of the Society are specially invited, as it was K.W.Adams who acted as our very knowledgeable guide on the recent Society Visit to the tunnel workings. The Meeting will start at 7 p.m.

Wednesday, 4th November 7 p.m. Meeting of the Electric Railway Society at Fred Tallant Hall, 153 Drummond Street, London, N.W.1. TLURS Members are especially invited again this month, to hear two short talks of especial interest to them; the first will be on "The Moscow Metro" by T.Marsh, to be followed by "The Paris Metro" by Alan A.Jackson (TLURS Vice-President).

Wednesday 11th November 7.45 p.m. Spiritualist Church Hall, Church Lane, Romford. Meeting of The Stephenson Locomotive Society, Romford Centre, which will be addressed by two Society Members, P.R.Davis and C.H.Gooch, on "Metropolitan Modernisation 1959-1962". All TLURS members are invited.

Friday 20th November 7.30 p.m. Film Show presented by the London Transport Board, in the Library at Keen House, Calshot Street, London, N.1. Accommodation is limited, so members who wish to attend should write to J.Brook Smith, 34 Barnehurst Road, Barnehurst, Kent, enclosing a stamped addressed envelope, for a ticket. Tea will be available if required - please say when ordering tickets if refreshments will be wanted.

Thursday 26th November 8.15 p.m. Members are invited to a meeting of the Durham University Railway Society which will be addressed by R.M.Robbins, Chief Commercial and Public Relations Officer, London Transport Board, on "Underground Railways, Past, Present and Future". Further information is available from the Honorary Secretary at St. Cuthbert's Society, 12 South Bailey, Durham. All members in the north-east on this evening are urged to attend what should be a most interesting meeting.

Friday 11th December 7 p.m. Meeting Room, Kensington Central Library, Campden Hill Road. Informal Meeting and Slide Show; Norman Fuller will be showing some of his excellent colour slides, and it is hoped as many members as possible will come and bring their friends - everyone will be welcome.

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