

THE JOURNAL OF THE LONDON UNDERGROUND RAILWAY SOCIETY

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NEW CHAIRMAN OF THE BOARD

Sir Alec Valentine was due to retire from the Chairmanship of the London Transport Board at the end of 1964, but the Board announced at the beginning of December that he would continue in office until 31st March 1965; this news was made public in a written parliamentary reply by the Minister of Transport, Mr. Tom Fraser, on the 2nd December, and the reason given for the delay in Sir Alec's retirement was that it would give his successor proper time to take over.

The new occupant of the chair is to be an Essex barrister, Mr. Maurice Holmes, who, since he was called to the Bar, has specialised in road traffic law. During 1955 Mr. Holmes was appointed to the Boards of several of the Tilling Group companies; five years later he was made chairman of the Group, a position he still holds. It will be seen, therefore, that Mr. Holmes' experience has been in the road transport field so far, and it is hoped that this will not mean that future development of the Board's railways will lose any priority. It would seem unlikely that such a thing will happen, as it is becoming ever clearer that public transport in London must be centred on her railways if the population is to be able to move about at all.

Mr. Holmes is 53 years of age, married, and is a resident of Felsted, where he was formerly a pupil of Felsted School; he is a keen golfer and has a very high reputation as a public speaker. We wish him well for his tenure of office, which cannot be an easy one.

TLURS TON UP

This instalment of the Society Saga must be prefaced by two apologies to readers. The one-hundredth event actually took place some months ago, but pressure on the available space has precluded earlier publication of notes on the last twentyfive of these. Also, a reader with an eagle eye and excellent memory has pointed out that a very early Society occasion was omitted from the first of these reports - as the writer was present on the day in question, there is no excuse for the omission. The event referred to took place as long ago as Saturday 15th September 1962, when members of the Society, at the invitation of the Electric Railway Society, joined their members in an extremely interesting tour of the Metropolitan Line, led by Alan A. Jackson - who was not the Vice-President of our Society then. This was, in fact, the 19th Society Event - so any enthusiastic member keeping a record will have to do some renumbering of his notes!

Taking up the main thread of the story, Event 76 (by old numbering - 77 by correct numbers) was a Walking Tour around some of the points of Underground interest in the City; this was substituted at the last minute for a Conducted Tour of Liverpool Street main line terminus, which was postponed for reasons beyond our control. This walk took place on Saturday 7th March 1964, and in the evening of the same day, the Society sponsored An Evening of Railway Interest at Amersham Community Centre; this comprised slides, talks, films and a quiz, which was won by a visiting team from the Norbury Transport and Model Railway Club (as it was then); this was an extremely successful evening, and much credit goes to Eric Gadsden and Chris Gooch, whose idea it was and who did most of the organising, and to Tony Milne who arranged the refreshments; these were provided by the caretaker and his wife and were superb - quite the best ever provided for a Society meeting.

The following Saturday, 14th March, the Society manned a Stand at the 'O' Gauge Group, Tramway and Light Railway Society Exhibition and Film Show at the Euston Dining Club. This was a most enjoyable occasion, as always, and was followed on Friday 20th March by attendance at a meeting of the Channel Tunnel Association, by their kind invitation, when a paper on the Tunnel was read by C.W. Quick Smith, Chief Secretary of the Transport Holding Company. The next day was the AGM for 1964;

this was preceded by a Visit to the Science Museum, South Kensington and followed by an Informal Meeting at Caxton Hall where the AGM was held. Our annual participation in the Model Railway Club's Exhibition at the Central Hall, Westminster followed, from Tuesday 31st March to Saturday 4th April, and took the same form as previously - a Stand with a static exhibition; a Talk was given on Friday 10th April by H.P. Rouse on "General Photography and the Railway Enthusiast"; much was learnt from this very interesting evening, and Mr. Rouse had some beautiful prizewinning photographs to show those present. Next was perhaps the most important Society Visit to date - a tour of King William Street station followed by a walk through the disused tube tunnel from there under the Thames to the Borough; this took place on Saturday 11th April, while the following Saturday saw us with a Stand at the Chingford Steam Exhibition 1964, held in St. Edmund's Hall, South Chingford.

The previously postponed Tour of Liverpool Street main line station took place on the morning of Saturday 25th April when much of interest was enjoyed, including a most interesting hour in the signal box, and the same afternoon and evening a Stand was taken at the Spring Exhibition of the Norbury Transport and Model Railway Club held in Winterbourne Junior School, Thornton Heath; unfortunately, this exhibition was not well attended, but an enjoyable afternoon was had by those who did make the effort to attend.

On Saturday 23rd May a party visited the Eastern Region again, for a Tour of Bishopsgate Goods Station (completely destroyed by fire in December 1964), the remains of the derelict Bishopsgate Low Level (passenger) station and Shoreditch Upper and Lower Goods Depots, including the Shoreditch Hoist which formerly gave a connection for wagons to the East London Line. This was followed on Friday 29th May by a Members' Slide Evening at Kensington Central Library, a Modellers' Evening at the same place in the charge of Joe Brook Smith on Friday 12th June, and a Visit to Hainault LT Depot the next morning; the Automatic Trains provided the main point of interest for this visit, a great deal being learnt from our guides.

Friday 10th July was the date of a follow-up Tour of the diversion works in the Barbican area of the City, while a visit to Cromwell Road Signal Box followed on Saturday 18th July, and Sunday the 19th was the occasion of the Family Outing for the year - a day in Brighton travelling by one of the BR Eastern Region excursions from Loughton via Stratford and Liverpool Street on to the East London Line - thus commemorating the long-ceased Liverpool Street -

Brighton service run by the London, Brighton and South Coast Railway when that company worked the East London Railway. This was an enjoyable occasion, as always, providing as it does an opportunity of meeting old friends, but it was somewhat spoilt by the weather - which was cold and windy. The only planned part of the day, apart from the journey, was a run on Volk's Electric Railway, which was made shortly after the party arrived at Brighton, and was thus considerably warmer than it would have been later in the day.

The Society visited the Museum of British Transport at Clapham on Saturday 8th August, and Gunnersbury and Acton Lane signal boxes on August 29th, while a most comprehensive Tour of the Northern City Line, including some of the Victoria Line workings at Finsbury Park, took place on Saturday 5th September in two entirely separate parties - one starting from Finsbury Park and the other from Moorgate. As these two Tours took place at the same time they must rank as a tie for the century.

During the coming year, it is hoped to keep this record a little more up-to-date than has been the case hitherto, and, with this in mind, coupled with the fact that it is a lot easier to find space for short articles than for longer ones, it is intended to report on events in groups of twenty at a time - instead of in twenty-fives as has been done up to the present.

LONDON TRANSPORT APPOINTMENTS

Several new appointments were announced by LT during September 1964, several of which affect the railway side of the undertaking.

C.M. Cray, B.Sc.(Econ.), A.M.Inst.T., Superintendent, New Works (Railways) was appointed Divisional Superintendent "B", to take charge of the operating of the Northern Line. Mr. Cray has been with LT since 1947, becoming a Divisional Inspector in 1955.

H.W. Hadaway, who joined LT's predecessors in 1927 is now Assistant Signal Engineer, having been Installation Engineer (Signals) since 1960, while R.T. Gladwin has been made Assistant New Works Engineer, having been with LT since 1948. J.K.C. Henderson is now Superintendent, Development (Railways). The last three are now all Officers of the Board.

NORTHERN CITY LINE CHANGEOVER

Owing to the construction of the new Victoria Line, Northern City Line trains are no longer running to London Transport's Finsbury Park station. The last to do so operated on the evening of Saturday, October 3, 1964.

The Northern City service now runs between Moorgate and Drayton Park only because the platforms at Finsbury Park, together with those used by the Piccadilly Line trains, are being incorporated into a scheme which will give same-level interchange between the Piccadilly and Victoria lines at this station when the new tube is opened.

As already reported in the November issue the Northern City services to Finsbury Park closed down at about 20.00 hours on October 3 and remained closed until the morning of Monday, October 5 when the trains began running on the shortened line between Moorgate and Drayton Park. A special coach service was introduced to cover the section between Drayton Park and Finsbury Park and will remain in operation until the Victoria Line is opened and provides a link between Finsbury Park and the Northern City line by interchange at Highbury.

During the weekend of October 3/4, while the complete train service was suspended, there was intense activity by the railway signalling, permanent way, mechanical engineering and operating departments to carry out track and signal alterations which were required to make Drayton Park the northern terminus of the line and also to withdraw the whole of the Northern City rolling stock and replace it by cars of later design.

The eight trains used for the services were composed of motors built in 1927 and trailer and control trailer cars of various vintages dating from 1923 to 1927. The units which have replaced them consist of 1931-34 stock motor cars and 1931 stock trailers.

The Northern City section of the Northern Line has never had a direct connection with other London Transport lines, and the routeing of the rolling stock to Acton Works for overhaul has always been complicated. When the line, as the Great Northern & City Railway, was owned by the Metropolitan Railway, there was, for the same reason, difficulty in getting its main-line size stock to Neasden Works. It has always been necessary for the cars to pass over the tracks of the Eastern Region of British Railways and its predecessors for part of the journey, and the same applied to the recent full-scale changeover of stock.

It was arranged that by 20.30 on the evening of Saturday, October 3, all the Northern City stock would be ready to move. One train would be ready at the transfer point on the connecting line with the Eastern Region at Drayton Park. Except for two trains which were specially stabled in Highbury southbound platform, the remaining cars were to be ready at Drayton Park depot.

The transfer of rolling stock began at 02.00 on Sunday morning, October 4 with the train of cars already at the transfer point being worked by the Eastern Region into Highbury Vale Sidings. London Transport match wagons and B.R.(E.R.) brake vans were attached at each end of the train to enable it to be hauled by an E.R. diesel locomotive. Match wagons have Tube type couplings at one end and main-line type couplings at the other. Two per train were required, one to enable a brake van and locomotive to be attached at the front of the train and the other for a second brake van at the rear. The diesel locomotive hauled the train through Finsbury Park (Eastern Region) main line station and over the former Great Northern Railway High Barnet branch through Stroud Green and Crouch End to London Transport's Highgate Wood Sidings near East Finchley, where it and the following trains were stabled.

The remaining eight trains, including the two from Highbury, which were able to move northbound over the southbound track after the Chief Signal Engineer's work on that track had been completed at about 03.30 on Sunday, were transferred in the same way. Three diesel locomotives and two sets of match wagons and brake vans were used in circuit working. This avoided the necessity of running the diesel locomotive round at Highgate Wood Sidings - an operation of some difficulty as the trains had to be worked into dead-end sidings and power would not otherwise have been available to remove the rear brake van and match wagons. These eight trains did not remain at Highgate Wood but were worked under their own power to Ruislip depot. They ran to East Finchley to gain the main Northern Line tracks to Finchley Central, where more suitable reversing facilities exist than at East Finchley, and then reversed to run to Moorgate over the City loop of the Northern Line. At Moorgate they reversed again to run back on the correct line to take the single-track loop linking the Northern and Piccadilly Lines just north of King's Cross. It was necessary to reverse there, and again on arrival in the eastbound platform at King's Cross (Piccadilly Line). The trains were then crossed over to the westbound track via the emergency cross-over installed in 1956. Once on the Piccadilly Line, they ran westwards to join the District Line near Hammersmith and thence to Ealing Broadway. At

Ealing Broadway they reversed yet again to run on the eastbound Central Line track to White City, where they reversed finally to take the westbound track to travel to West Ruislip. Here again the reversal facilities at White City are superior to those at North Acton. Reversal at North Acton is used only when transferring surface line stock which is out of gauge east of the point and may easily result in delay to the service, since reversal has to be carried out in the platform.

During the previous week, three sets of the cars had been worked from Ruislip depot to Highgate depot and a fourth set had been transferred from Morden. On Sunday, October 4, three more trains were transferred from Ruislip to Highgate; these used the route already described, but in reverse. From Highgate Wood sidings the same Eastern Region diesel locomotives worked the new trains to Highbury Vale sidings.

The two trains of old stock left at Highgate Wood sidings were worked to Ruislip depot later in the week, completing the stock transfer.

BOOK REVIEWS

Selected and Edited by E.W. Fenton; 1825-1892 A Portfolio of Railway Notices; London, 1964; The Holland Press; 24 Plates and 16pp of Notes in limp linen covers; 17 in x 11 in; £2-2-0. Obtainable from the Society - see Notices.

As much an Art Publication as a Transport Book, this large work gives an interesting series of sidelights on the 19th century railway scene. The plates have been well chosen to give as broad a coverage of the railways of Britain as can be expected, and the notes which preface the plates are well written and informative. To the Underground enthusiast, the gem of the collection is a reproduction of the Metropolitan Railway notice of January 1863 announcing the commencement of the service together with the first timetable. Unfortunately this plate has not reproduced as well as most of the others, because of the small type used on the original - but it is well worthy of a place in any collection. A book which is both attractive and different.

H.P. White; A Regional History of the Railways of Great Britain; Volume 2 - Southern England; Second Edition - edited by David St. John Thomas; Dawlish, 1964; David and Charles (Publishers) Limited;

218 + x pp + 36 illustrations, and with numerous maps and graphs in the text, and a coloured pullout map; £1-15-0d. Obtainable from the Society.

The general pattern of the Regional Histories is well known by now - indeed this volume was originally published in 1961. The revised edition just out has additional chapters on the progress of modernisation, and the retrogression brought on by the Beeching Plan. While London is specifically excluded from the area covered by this volume (being dealt with in the third volume, - reviewed in Underground in November 1963), it is inevitable that there should be numbers of references to London, and the southern suburban area is dealt with in full. A useful book of reference.

K.A. Frost; The Romford-Upminster Branch; Signal Transport Papers, No 1; London, 1964; Peter R. Davis; 56pp, with 21 illustrations, map and gradient profile, in laminated card covers, 8 in x 6½ in; 6/-. Obtainable from the Society.

This well-produced book is the first of a new series to be devoted to "some of the smaller subjects of transport interest and to the lesser-known aspects of bigger subjects". In this case the former objective is admirably achieved, a very comprehensive account being given of the origins and subsequent history of this short branch now threatened by the Beeching "axe". Connecting two important main lines in the outer London area, this branch had the distinction of having its own platform built for it by London Transport at Upminster in 1956/57. A number of interesting photos - both recent and historic - are contained in this book, together with extracts from timetables and fare tables; it can be strongly recommended to all students of London transport.

David L. Thomson & David E. Sinclair; The Glasgow Subway; Glasgow, October 1964; David L. Thomson for the Scottish Tramway Museum Society; 80 pp 8½ in x 5 in, with 57 illustrations, 3 maps, gradient profile, and 2 line drawings, in limp card covers; 7/6d. Obtainable from the Society.

For those interested in comparing underground railway systems, this book provides an exhaustive historical survey of one of the smaller subway lines. The pictures are very varied and well produced, and the text reads easily; a great deal has been packed into a comparatively small compass, and not many questions about the Glasgow subway will remain unanswered after reading it. An interesting point to note is that the line is now known as the Underground (complete, it will be noted, with the large last D). Very good value at the price asked.

CYCLING ON THE UNDERGROUND

C.H. Gooch

Little does the ordinary rush-hour traveller realise what goes on after the last train has gone, and if he was told that a man went for a cycle-ride in the early hours of the morning he would think you were pulling his leg. But it is true.

Those who attended the show of LT films at Keen House, presented for the Society in November last, were obviously amused by the line inspector cycling through the tube tunnels. One had visions of the old-fashioned 'Yankee' permanent way trolley, which had a man each side of a hand worked treadle arrangement.

The London Transport version is somewhat more civilised for it has a faint resemblance to an ordinary bicycle, with an outrigger on one side. It has four flanged wheels and the frame, of light tubular steel construction, can be folded up when the cycle is out of use. The rider, mounted on a conventional saddle sits off-centre, not quite over one set of wheels. If he was, there might be disastrous consequences on sharp curves taken too fast!

The drive is by conventional chain with gears, the rider pedalling with ordinary pedals; brakes consist of a shoe which acts on the flange of the rear wheel behind the rider, and it is controlled by cable to a lever on the handlebars.

The original version was developed by the Permanent Way Department under the guidance of H.C. Trissler, and it proved so successful that a number were constructed. Unlike the conventional bicycle, this rail cycle has standing room for one passenger; he is positioned behind the driver and stands on rubber-padded footrests - the necessity for these being that the rail wheels are not sprung, and his ride would be more like a course of vibro-massage than a serious inspection of the tube lines if he was not protected in some way!

Lighting is provided, and it is specially designed to throw the light forward and downward, and not to dazzle, so enabling inspection to be carried out without undue eyestrain.

These handy machines must have paid for themselves many times over in the time they have saved in inspection work, and so helped London Transport to balance manpower shortage and speed up essential work which has to be carried out during non-running hours.

LETTERS TO THE EDITOR

17th October, 1964.

Dear Sir,

Re. N.F. 332 October issue. Dogs do from time to time make unauthorised visits to the tunnels of L.T. railways.

In the early afternoon of September 12th last a small white poodle was observed running through Leytonstone on the eastbound road; at the divergence it chose the Hainault road and disappeared into the tunnel at speed. The Station Foreman rode in the cab of the following train and the animal was rescued some distance inside the tunnel exhausted and somewhat begrimed. The dog was duly returned to its owner via its address tag. It apparently had broken its lead while out walking, collided with a motor vehicle and ran in panic on to the railway.

Every dog has his day! but not all are so lucky in their roving and some that stray onto the track touch the positive conductor, their immediate reaction is to bite back! with usually fatal results.

Yours faithfully,
R.E. Labrum.

134 Cranley Drive,
Ilford, Essex.

18th November, 1964.

Dear Sir,

Mr. Gooch, in his comments in the November issue, in fact confirms my 512-516-515-518 version, although he appears to prefer the opposite theory. I assume that, in their Chesham branch days they were marshalled with even-length coupling: therefore, if the first class ends were together, they must have remained the same for the exhibition IF THE COUPLING WAS STILL EVEN. It is remarshalling 512-515-516-518 which would put them uneven. I have since traced a note (Southern Railway Carriage Wagon Society news sheet 5N15) that 512-516-515-518 was the order in which they travelled south to Bluebell. The Editor's note in the September issue really gives the game away - the official LT handout lists them merely in numerical order, because the Bluebell Society had already repainted the coaches and so deleted the numbers, and nobody at Neasden thought to check "respectively" - not an uncommon sort of fault in Exhibition catalogues, unfortunately. Indeed, our local Horticultural Show has a traction engine rally each year and not once yet have the "rally numbers" on the engines agreed with the

catalogue. So LT can be excused; but it is the sort of thing enthusiasts want right.

I wrote "for museum purposes" for 513 and 519, as I rather fancied 519 contributed a few more bits than the doors to the rebuilding of 513: e.g. panels, pillars and so on. I appear to have been mistaken. But I did not say "preservation". Actually I feel the right vehicle of these two has now been preserved: an experimental 1899 motorcoach is to me more interesting than a rather ordinary full third: I had an idea the original intention was the other way round, and am glad to hear this.

Yours faithfully,
J.E. Cull

38 Bromyard Road,
St. Johns,
Worcester.

Dear Sir,

I was very surprised with Mr. Grainger's "Public Transport In British Cities". According to Mr. Grainger, the modern double-deck bus has accommodation for eighty passengers; it has not occurred to him that an articulated tramcar can hold over two hundred people. A train is much more adptable to a reservation than a bus and, as the trams on Blackpool's Promenade have shown, a tram can travel much faster on its own reservation (or special lanes) than a bus which is held up by traffic jams.

London Transport had some special lanes on the Victoria Embankment, Whipps Cross Road and the Kingsway Subway, albeit tramway reservations. As for the rest of Britain, they closed their tramways and most of them, Liverpool, Glasgow, Aberdeen, Dundee, to name a few, are now regretting such actions.

It seems obvious that the articulated trams and the Underground are the transport of the future. Buses are only suitable for feeder services in the suburbs.

Yours faithfully,
R.B. Manley

35 Montholme Road,
Battersea,
London, S.W.11.

9th November, 1964.

Dear Sir,

You may care to amplify NF 351 and I quote below part of a para-

graph from 'Modern Transport' dated 4-4-1964. Some members may not have seen it.

"Close cooperation with the British Railways Board has enabled the Minister to propose that the two connecting roads intended to link this part of M1 to the Watford Way until the motorway is taken south to the North Circular Road should be realigned slightly further north. The Finchley-Edgware branch railway will no longer be required following reorganisation of rail freight services in the area. As a result, the route of the southbound slip road can be taken under the bridge which at present carries A1/A41 over the branch, and a new bridge under that road would no longer be necessary. The northbound connecting road can also be shortened, and further savings made by building the main line of the motorway on embankment across the branch line instead of on a bridge".

This plan would appear to put an end to any hope that LTB trains might one day be extended from Mill Hill East to Edgware. Presumably the LTB cable route alongside the dismantled line will be put underground.

Yours faithfully,
R.P.S. Bevin

6 Brighton Road,
Horley, Surrey

2-12-64

Dear Mr. Davis,

The following notice is at present to be seen in Kingsway (west side) between Kemble and Keeley Streets:-

"By Parliament. Session 1964-65.

London Transport

Enlargement of tunnels of the Aldwych Branch of the Piccadilly Line Railway and Substation tunnel and cable subway at Holborn station.

Notice is hereby given that application is to be made to Parliament in the present session by the London Transport Board for an Act under the above name or short title for the purpose (amongst other things) of authorising the Board to construct works, being enlargement of the running tunnels of the Aldwych branch of the Piccadilly line Railway and a sub-station tunnel and cable subway at Holborn station all in the London Borough of Camden (formerly the Metropolitan Borough of Holborn) and in connection with them to alter or disturb the surface of the street or road in which this notice is posted.

On or before the 20th day of November 1964 plans and sections of the

proposed works will be deposited for Public inspection with the Clerk of London County Council, and with the Clerk of the Greater London Council, at their offices at the County Hall, Westminster Bridge, S.E.1, with the Town Clerk of the Metropolitan Borough of Holborn at his Office at the Town Hall, High Holborn, W.C.1. and with the Town Clerk of the London Borough of Camden at his Office at the Town Hall, Euston Road, N.W.1.

Dated this 18th day of November 1964.

S.G. Jones,
55 Broadway,
Westminster, S.W.1.

Sherwood and Co.,
St. Stephens House,
Victoria Embankment,
Westminster, S.W.1.
Parliamentary Agents."

The Solicitor of the Board

Sincerely,
S.E. Jones

113 Wandle Road,
Morden, Surrey.

NEWS FLASHES

NF353 On Wednesday, 18-11-1964, London Transport carried out a special scrutiny of season tickets, including weekly tickets of passengers leaving Acton Town station. This was preliminary to the experimental introduction of automatic gates for passengers leaving stations. Before this can be done, precise details of tickets being used are needed, and the check was made at Acton Town as this is likely to be one of the stations where these barriers are to be installed. Special leaflets were issued to passengers prior to the check being carried out.

NF354 One of the biggest fires in London since the Blitz destroyed British Railways Eastern Region's Bishopsgate Goods Station on Saturday 5-12-1964. Two Customs Officers lost their lives in the fire, which was discovered at 06.20 in one of the offices. As a direct result of this blaze, Liverpool Street terminus was wholly out of use for about a day, and partly out for a week - due to the danger of a main wall of the goods station falling onto the lines approaching the terminus. During this time, most trains were reversed at Stratford, but a few were run through to Fenchurch Street. The Central Line between Stratford and Liverpool Street had to carry many thousands of extra passengers, and there was excessive overcrowding, as might be expected, but otherwise the operation was carried out successfully - much to the credit of LT.

NF355 A consulting engineer, Charles Glover, has produced a comprehensive plan for an overground or elevated railway system to cover the Central London area with a series of loop services fed by a completely revised bus service.

NF356 On 24-11-1964 a British Railways steel mineral wagon was observed in Neasden depot bearing the legend "London Transport" in the bottom left-hand corner of the side. By mid-December several of these wagons had made their appearance. Some at least had obviously been taken over from BR, as it is clear that they are not new wagons. These are the first steel LT mineral wagons, and no numbers appear to have been painted on any of them yet.

NF357 A Letter to the Editor of The Times criticises LT for advertising the illegality of travelling without a ticket at the same time as they are closing booking offices and telling passengers to pay the other end! While these offices are only closed through shortage of staff, the writer has a valid point; he also suggests that the practice encourages dishonesty on the part of both passengers and LT staff - again very true. It is noticeable, however, that the writer does not see fit to suggest any solution to the problem!

NF358 Dudley Smith, MP for Brentford and Chiswick, when seeking re-election during the recent General Election, put in his election address "He has championed innumerable local issues on behalf of constituents with tremendous drive, zest and resourcefulness. For instance, he was responsible for getting some Piccadilly line trains to stop at Turnham Green..." Is this perhaps why Piccadilly trains still stop there late at night, whereas they no longer stop at the other District line stations on this section?

NF359 With the removal of No. 61 crossover, leading from traffic siding No. 1 to the eastbound fast road, at the east end of Acton Town, and pending signalling modifications, the approach to a simple dead end with sand drag has been left protected by a long-range two aspect colour light signal, (WL 82), disc shunt signal (WL 83), and a train stop and a fog repeater (FRWL 83) - not forgetting the buffer stop light!

SOCIETY NOTICES

OFFICERS John E. Echlin, of 10 Copthall Road East, Ickenham, Uxbridge, Middlesex, was appointed Assistant Cartographer to the Society during December 1964. Further offers of assistance in connection with the making of maps and plans would be very welcome, and it

is felt that an Officer dealing with this work and resident in the London area will encourage members to help - the Cartographer, David Higgins living at present in Leeds. Volunteers may write to either D.D. Higgins or J.E. Echlin, both of whom are willing to give all the advice they can.

PHOTOGRAPHIC SUBCOMMITTEE Also during December, D. Sprange was made a member of this Subcommittee, and it is felt that his advice and assistance will be of the greatest help to the Society.

SUBSCRIPTION 1965 Members are reminded that their Subscriptions are now due for payment. Rates remain the same as for 1964 - Members 15/- and Associate Members 7/6d - and remittances should be sent to the Registrar, R.E. Labrum, at 134 Cranley Drive, Ilford, Essex, as soon as possible.

ACCOUNTS 1964 All Officers of the Society are reminded that the Society's Financial Year ended on 31st December, and they are asked -

- a) to submit all claims for expenses incurred on behalf of the Society to the end of 1964, and
- b) to remit all monies held on behalf of the Society which were received during 1964,

to the Treasurer, K.R. Benest, at 66 Hare Lane, Claygate, Surrey, by the 7th January 1965 without fail.

ACCOMMODATION If any member in the London area is willing to provide bed and breakfast facilities occasionally for fellow-members from the Provinces, this would be much appreciated by the out-of-town enthusiasts - and could well lead to the making of valuable contacts and lasting friendships. Will volunteers please write to the Editor, P.R. Davis, at 62 Billet Lane, Hornchurch, Essex.

BINDING UNDERGROUND Volumes of Underground will be simply and neatly bound in thin card covers for 3/- each, post free, by Mr. R. Addy, 114 Montagu Avenue, Leeds 8. Send your volumes, with 3/- and an addressed label for identification and return, to Mr. Addy, who will return them in a month or six weeks, depending on how many he is asked to do.

This service is made available to the Society through the goodwill of the Electric Railway Society.

DATA SHEETS It seems that there is a demand among members, which is steadily growing, for Data Sheets relating to the past and present rolling stock of the LT railways, and any member in a position to contribute information to be used in compiling such sheets is asked to communicate with the Editor, at the address given above.

THE ANNUAL GENERAL MEETING FOR 1965 will be held on Saturday 27th March. Members are advised that all proposed Amendments to Rules, Motions for Discussion, and Nominations for service on the Committee, should be submitted in writing to the Secretary, N.E.W. Fuller, 4 Southcombe Street, London, W.14, to reach him not later than 15th February 1965.

The retiring members of the Committee are N.E.W. Fuller, J.P. Jasieniecki, and J.P. Wirth, all of whom are willing to stand for re-election.

SUPPLEMENT TO 'RAILS THROUGH THE CLAY' A supplement to the well-known history of tube railways in London is now ready; this contains not only the corrections to the 1st Edition which were made in the recently-published 2nd Edition, but also additional material which will be included in any 3rd Edition which may be required. The Supplement has been prepared by the authors, and produced for them by the Electric Railway Society. It may be obtained by sending a remittance of 1/- to cover costs, to the General Sales Manager, J. Milne, Cherrywood, Peterley, Great Missenden, Buckinghamshire.

BOOK ORDERS These should be sent, accompanied by the correct remittance, to the General Sales Manager at the address given immediately above. All books are supplied post free.

THE TIMETABLE

19.00 hrs, Friday 8th January Library Meeting, to be held, appropriately enough, in the Meeting Room, Kensington Central Library, Campden Hill Road (2 mins. from High Street station).

17.45 hrs, Thursday 14th January Trip on the widened Lines before they are realigned; meet in Moorgate Met Booking Hall.

Saturday 6th February Visit to Mitre Bridge Sheds, British Railways. Apply to the Secretary at 4 Southcombe Street, London, W.14. Only unsuccessful applicants will be notified; time and place of meeting for those attending will be in The Timetable for February. This Visit is subject to confirmation.

19.00 hrs, Thursday 11th February Talk by B.J. Prigmore, the Chairman of the Electric Railway Society, on "Direct Current Control Equipments on the Underground" at Fred Tallent Hall, 153 Drummond Street, London, N.W.1.