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SIR WINSTON CHURCHILL

To those who remember Winston Churchill in his finest hour, his death will have meant a real feeling of loss; to the younger generation it might be expected that he would be almost a name in history - such as Drake, Nelson or Wellington. But this does not explain the large numbers of young people who spent many hours waiting in the dark and cold to get in to St. Stephen's Hall for the Lying-in-State. Whatever their reasons, young and old came to Westminster in their thousands, and the streets were lined with thousands more, despite the biting wind, for his funeral.

For all these crowds London Transport made special arrangements on both bus and Underground services at very short notice, and provided additional services which were much appreciated. A full account of the extra buses run has no place in these pages, but the special railway facilities, it is felt, should be recorded, so they are detailed now.

For the nights of Wednesday to Friday, 27th to 29th January 1965 (i.e. the early hours of Thursday to Saturday) a special late service was run, for home-going passengers only, on the Bakerloo, Central, Circle, District, Northern and Piccadilly Lines. The three stations nearest to the Hall served by Circle/District services - St. James's Park, Westminster and Charing Cross - remained open until 02.00 to receive passengers coming from the Lying-in-State, and a service from this area was run at approximately 30-minute intervals to other stations on these two lines kept open specially for detraining passengers. At interchange stations these trains connected with similar services on other lines where stations were also kept open for the late traveller. Interchange facilities were also provided, of course, with the main line termini of British Rail. A full list of stations served

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by each line with the additional services follows - those open for receiving passengers being marked with an asterisk.

<u>Bakerloo</u>	<u>Central</u>
Elephant and Castle	White City
Waterloo	Notting Hill Gate
*Charing Cross	Marble Arch
Piccadilly Circus	Oxford Circus
Oxford Circus	Tottenham Court Road
Baker Street	Holborn
Finchley Road	Liverpool Street
Willesden Green	Stratford
	Leytonstone
	South Woodford
	Woodford
<u>Circle</u>	<u>District</u>
High Street Kensington	Whitechapel
Notting Hill Gate	Tower Hill
Paddington	Blackfriars
Baker Street	*Charing Cross
Kings Cross	*Westminster
Liverpool Street	*St. James's Park
Tower Hill	Victoria
Blackfriars	South Kensington
*Charing Cross	Earl's Court
*Westminster	Hammersmith
*St. James's Park	Acton Town
Victoria	Ealing Broadway
South Kensington	
<u>Northern</u>	<u>Piccadilly</u>
Golders Green	Hyde Park Corner
Camden Town	Piccadilly Circus
Euston	Leicester Square
Tottenham Court Road	Holborn
Leicester Square	King's Cross
*Charing Cross	Finsbury Park
Waterloo	Manor House
Kennington	Wood Green
Clapham Common	Arnos Grove
Tooting	

For the Funeral on Saturday 30th January, first trains ran as normal on all lines, but additional trains were run as required. The public were warned in advance that, if the crowds became too great, the stations nearest the processional route might have to be closed on police advice - these being St. James's Park, Westminster, Charing Cross, Strand,

Trafalgar Square, Temple, Blackfriars, Mansion House, Cannon Street, St. Paul's, Bank, Monument, Tower Hill, London Bridge, Borough and Waterloo. So far as is known, no closures of any length were needed - the crowds having been kept to manageable proportions by bad weather no doubt.

It is gratifying to be able to record that the penultimate stage of Sir Winston's journey to his last resting place was by rail from Waterloo to Handborough, and that the Funeral Train was hauled throughout by the steam locomotive named after him - BR Southern Region Battle of Britain Class Pacific No 34051, Winston Churchill.

FURTHER REDUCTION OF METROPOLITAN FACILITIES

C.H. Gooch

The first of February this year marked a further cutback of freight and parcels traffic from the once thriving non-passenger activities of the Metropolitan Railway. Parcels facilities were withdrawn on that day from a number of stations, although collection and delivery of parcels by British Rail lorries is not affected. The withdrawn and alternative facilities can be outlined as follows.

Parcels Service Withdrawn

North Harrow
Pinner
Northwood Hills
Northwood

Moor Park
Croxley
Watford

Chorley Wood

Alternatives Offered

Harrow-on-the
hill or
Harrow and
Wealdstone

Watford
Junction

Watford Junction
or Amersham

Full details of these withdrawals and modifications have been posted by London Transport at all the affected stations.

THE BTC BILL 1949

J. Echlin

It is felt that the sections of this bill affecting the London Transport Executive might be of interest to members. Several of the sections dealt with small points, viz the demolition of a bridge at Ruislip, and improvement to Rayners Lane road bridge. Another clause dealt with the acquisition of land to construct a depot on both sides

of the Bakerloo Line between Canons Park Drive and London Road, Harrow.

Powers were sought to quadruple the Piccadilly and District Lines between Queens Drive, North Ealing and the junction of the Uxbridge/Ealing and Hounslow branches, a distance of 1600 yards.

The most important sections applied to the acquisition of about 130 acres of land at Ickenham for the provision of a road service depot, train depot, permanent way depot, and recreation facilities and housing for staff. The site is in the triangle between Ruislip Gardens and Ickenham station and is still zoned for railway use. The road repair depot has now been established at Aldenham in the proposed Northern Line depot.

The train depot planned was for fourteen additional trains required for the Piccadilly Line, and for ten stabled at South Harrow and Uxbridge. To enable the work to be carried out it would have been necessary to widen and improve the bridges at Austins Lane and Glebe Avenue. Both the County and Borough Councils objected to this work, the former on the grounds that about forty acres of the land was required for Educational purposes, whilst both Councils pointed out that Ickenham station was inadequate and should either be reconstructed or substantially improved; at that time LTE did not intend to carry out any works on the station.

It would appear that the above works were not carried out owing to a change of policy, as the powers were allowed to lapse.

THE REBUILDING OF LONDON BRIDGE LT STATION

London Transport announced in August 1964 that London Bridge station, served by the City branch of the Northern Line, was to be rebuilt at a cost of about £1m. The intention is to modernise all facilities above platform level, including the installation of escalators, the replacement of the two existing ticket halls by one, larger, hall which will ultimately be connected to the pedestrian subway system to be built there by the London County Council (or rather their successors the Greater London Council).

The new ticket hall will be situated about half-way down Railway Approach, and will have three escalators leading to the platforms; these will replace the lifts now in use from each of the existing ticket halls. At first sight, one disadvantage of

the new scheme would seem to be that passengers from all three sections of the main line station will have to use the one hall, if they are continuing their journey by the Underground. Admittedly, the new hall will be very much larger than the existing two put together, but bearing in mind that ten million passengers a year use the present tube station, and LT hope to increase this number, it would seem that there would be some possibility of acute congestion at street level at rush hours with so many passengers trying to interchange via one tube ticket hall - particularly as the new hall is more in line with the main stream of passengers leaving the main line station via Railway Approach to walk across London Bridge to the City in the morning rush, and the reverse flow at night. However, time will tell; work has already begun, so there will not be too long to wait.

One particular point of interest to the enthusiast is that the reconstruction will mean the closure of the existing deep level subway which runs between the two existing ticket halls. This is 180 yards in length, and roughly follows the line of London Bridge Street - the present main ticket hall being at the corner of this street and Railway Approach, the smaller hall being at the south-east corner of the main line station forecourt (at the other end of London Bridge Street).

NEWS FLASHES

NF 392 A new entrance and ticket hall was opened at Euston LT station on Monday 8-3-1965. This is the first section of the rebuilt station to be opened - reconstruction being in connection with the rebuilding of the BR station and the construction of the Victoria Line. The new entrance will serve the Charing Cross branch of the Northern Line, and has a bank of two escalators - the first to be used at Euston. One of the three lifts in the old entrance hall will be taken out of use after the remaining two have been overhauled.

NF 393 Large white boards are covering the Aldgate end of the site for the new Tower Hill station at rail level.

NF 394 Two stations served by the District and Metropolitan Lines, Upton Park and East Ham, are at last being converted to electric lighting, in place of gas illumination.

NF 395 The section of track between Plaistow and East Ham seems to be considered by the locals as a very convenient dumping ground for all kinds of unwanted rubbish. This is now reaching serious proportions, and becoming extremely unsightly.

NF 396 A man aged 55 collapsed and died in a District Line train outside Barking station during the morning of Wednesday 10-2-1965.

NF 397 Two Piccadilly Line trains collided in Cockfosters depot during the afternoon of Monday 1-3-1965. One of the drivers Involved was taken to hospital with leg injuries and shock.

NF 398 Serious delays were caused on the Northern Line in the morning rush hour on 23-2-1965 by a signal failure between Golders Green and Hampstead. Service was suspended from 08.35 to 08.55 between Golders Green and Camden Town.

NF 399 Cheap Day Return Tickets were abolished in the London area with effect from 1-3-1965. Off-peak Day Returns are being substituted which will be available on Saturdays and Sundays as well as at slack times during the week - but the off-peak is about 20% dearer than the day return it replaces.

NF 400 British Railways Board announced on 24-2-1965 that, as their comprehensive examination of the North London Line is not likely to be completed for some time, they do not propose to publish any proposal for withdrawal of the service for the present. So the North London still survives, despite Beeching.

NF 401 The four ex-Metropolitan electric locomotives held by BR London Midland Region at Mitre Bridge Electric Depot - Nos. 18, 7, 16 & 2 - were removed from there and sent to Rugby Motive Power Depot on Monday 1-3-1965. The reason for the move is not known, but the older part of Mitre Bridge is apparently being cleared as condemned BR carriage stock stored there was removed before 27-2-1965. It seems probable that this older part of Mitre Bridge may be due for demolition, as it has been closed for operating purposes for some time now.

NF 402 A power failure trapped three BR London Tilbury and Southend Line trains between Upminster and Barking during the morning rush hour on Thursday 18-2-1965. Passengers had to transfer to the District Line trains, and were delayed by anything up to an hour.

NF 403 For the sixth successive year, Notting Hill Gate station appears in the list for the 'Top Twenty' station Proficiency Awards - their latest appearance being in the 1964 list, where it ranks 14th.

CASING THE JOINT - 3

John Reed

Signals on the former joint line have always provided considerable interest, and come colour lights, come changes of ownership, several old specimens remain to interest the observer in 1965.

By the time of nationalisation colour-light signalling was the rule (but not without exceptions) out as far as Rickmansworth, and during the next decade was extended northwards nearly to Amersham. Even so, one or two hardy perennials managed to survive in the section south of Rickmansworth right up to the completion of modernisation in 1962. For example, No. E 10, a typical small Metropolitan semaphore, guarded the exit from the refuge siding at Northwood; at the same station a splendid signal stood at the signal box. It had a main semaphore in the centre (No. E 13) with left- and right-hand "dolls", Nos. E 16 and 8 respectively. The latter doll is now preserved in my garden, giving less exacting but still important service as a washing-linepost. Another long-lived specimen was No. G 17 at Finner, which had a finial of Great Central type, except that the ball below the spike was perforated.

During the extension of colour-light signalling some remarkable temporary signals appeared north of Rickmansworth. In some cases these utilised redundant arms which had not long been removed from the District Line. An up distant of this type was erected at Chalfont and Latimer, upon a tubular steel post with a large ball finial, which appeared to be a roadside trolleybus-wire post. Another ex-District arm, fluted, was used on the up starter at Amersham, and another, without flutes, was used on the down advanced starter at Wendover. However, all these gems were swept away by the flood of colour-lights save for a backwater of pure Met semaphores, full-size and miniature, at Chesham, which are worth a visit.

Beyond Amersham, some real collector's pieces, some hybrids, yet remained; some disappeared during recent London Midland Region signal renovations, but others were overhauled and retained. Of those which went, the down distant at Great Missenden may be mentioned. Its wooden arm was not typically G.C. or Met, but the spectacle-plate was lettered "GCR"; the perforated concrete post was marked "10-4-18". The up distant, also superseded, had a wooden post with G.C. finial but with perforated ball; the weight on the lever was lettered "Met. Rly.40". The arm was decidedly non-standard, tapering with a delicate curve towards the fish-tail. The advanced starter at Wendover mentioned earlier as having received a District Arm, later had a battle-scarred wooden one instead. At the end of 1963 it in turn was replaced by one of the BR standard variety. Eight months later, a BR standard

post replaced the Met-finished wooden post, so not much original signal remained, as with the Irishman's gun! Just across the "road", the up home, with what seemed to be a standard LNER wooden arm on a concrete post, was also replaced by a standard model. Also within the last year the small GC signal controlling the Halton line was dismantled.

What remains? A noble advanced starter at Great Missenden with GC finial to its lofty post, with weight lettered "G.C.R."; its arm has sharp corners, unlike the typically-G.C. arm with rounded corners on the up home, which is otherwise similar. The down-platform starter formed a pair with the late down distant. It has a concrete post and Met octagonal weights. The arm was previously round-cornered G.C., but was extensively face-lifted during the L.T.E. period. Between Great Missenden and Wendover is a trio of fascinating colour-lights. These appear to be simply upper-quadrant semaphore stubs without arms but fitted with hoods to the lenses. A more complicated one does duty as up starter at Wendover. When the platform was lengthened for the introduction of diesels, all the fittings of this signal, including three weights (two LNER, one LNE - C), and an iron plate lettered "B.R. - E. & N.E.R." were transferred to a "new" Met post. The signal has two of the upper-quadrant stub-arms, each hooded. The upper stub's lenses are red/yellow, the lower's are blank/green. Thus with both "arms" at danger, the upper one only appears to be lit and shows red; with top "arm" pulled off it gives a yellow light. When the lower stub is pulled off also the top lamp is extinguished, leaving the lower glass at green.

At the other end of the same platform a delightful little signal controls backing movements into the goods yard. It has what appears to be a very old Met arm with circular glasses upon a post with GC finial and Met octagonal weight. No lettering appears anywhere, but one piece of ironwork is numbered simply "79". This signal survived a platform lengthening in LTE days and also a recent LMR review of local signals. During the paintless wartime days weathering revealed a black (not white) stripe on the red face; this could have been a Met practice, as an old picture of Neasden Depot shows shunting signals with a similar black stripe.

The up distant at Wendover has a G.C. post and weights, but the arm lacks the G.C. rounded corners. Stoke Mandeville has lost some of its signals over the years and gained a couple of colour-lights; the down home has a G.C. arm on a concrete post

and the down starter seems to be pure G.C.

Northward, little of interest remains ; Aylesbury's signals, until the mid-war years almost all G.C. were gradually replaced from that time until early L.M.R. days by standard L.N.E.R. and L.M.R. upper-quadrants. At Quainton Road, however, the good G.C. up starter with "doll" to the goods yard may still be seen, and a neat little G.C. backing signal is across on the other platform. The surviving G.C. and Metropolitan signals previously at Verney Junction were all swept away by the 1956 remodelling.

SOME THOUGHTS ON TICKETLESS TRAVEL

A one-day strike of LT Booking Clerks was threatened for Monday, 15th March 1965 in connection with unsettled claims against the Board. This action was unofficial, and was to be repeated on subsequent Mondays according to the organisers. In the event, a ringleader was dismissed by the Board on the Saturday (13th March), and immediately clerks began to walk out in protest. So the strike spread over three days instead of one.

To deal with the situation, LT placed what were dubbed "Honesty Boxes" by the exit barriers, and advised travellers to put their money in these on leaving their destination stations - weekly season ticket holders being told to use their old tickets and to obtain new ones on the Tuesday.

All this made travel on the Monday in question an interesting operation; the really important factor will be, of course, how much was lost by LT - and they have not said. A commuter's view of travel at the rush hours was that it was much easier without tickets - that delay in putting money in a box at the destination station was very much less than that caused by buying a ticket at the start of a journey.

A fascinating situation could arise if LT found that they had lost nothing - or even that they had gained, taking into account the clerks' wages saved. It could happen, too - if people are put on their honour they may well pay up, when a certain type of person will dodge paying fares in normal circumstances as a kind of battle of wits (LT versus The Dodger). Never let it be said that the Booking Clerks were struck out'.

HERBERT MORRISON

The right Honourable Lord Morrison of Lambeth, P.C., C.H., died on Saturday 6th March 1965, aged 77. Born on the 3rd January 1888, the

son of a London policeman, he was a native of Brixton. A Socialist politician for most of his working life, he held many high offices in local and national government - but he will, perhaps, be best remembered as a great and devoted Londoner. Secretary of the London Labour Party in 1914, he retained this post until 1947, was Mayor of Hackney 1920-21, a Member of the London County Council from 1922 to 1945 (being Leader of the Council from 1934 to 1940), and held other appointments in the metropolis too numerous to mention. In the national sphere, he became a Member of Parliament for the first time in 1923, and continued a member, albeit with some breaks, until 1959 - first representing South Hackney, then East Lewisham and South Lewisham successively. During much of this time he held Cabinet offices, holding various portfolios including that of Deputy Prime Minister from 1945 to 1951. In 1959 he was created a Baron with a Life Peerage.

It was his first Cabinet post, however, that gave him one of his greatest opportunities to serve London specifically as well as the national interest. As Minister of Transport in the Labour administration of 1929-31 he was responsible for creating the London Passenger Transport Bill, which, after it had passed into the Statute Book, set up the London Passenger Transport Board in 1933. This Act co-ordinated the London bus, tram and underground railway systems into one unified whole under public ownership, administered by the Board. In his autobiography Morrison describes in some detail the background to the formulation of his plans and the opposition he met - not all of it from anti-socialist quarters either, for many Labour supporters did not think the type of Board he planned was sufficiently socialist in structure. In point of fact, his system has not only stood up well in its particular application to the London transport scene, but has since formed a pattern for all the other nationalised industries created since. The publicly owned corporation has become a firmly established feature of British government, and can undoubtedly be attributed to Lord Morrison.

Londoners will always recall his jaunty appearance with affection, and could not but praise him for all he did for his native city. Even those who feel that the London traveller does not do too well now out of a monopoly transport system cannot but admit that "Our 'Erb" did much to bring some order to the chaotic public transport of the city in the 1930's.

SOME 1964 STOCK CHANGES

By the end of 1964, all the 4-car R Stock units had been completely equipped with shoe-beams, the 2-car East end units being similarly dealt with by February this year. When built, all the R Stock was fitted with pivoted shoes, which could be raised clear of the live rail by means of a lifting handle, whereas with the normal shoebeam mounted type it is necessary to use a wooden "paddle" and strap to raise the shoe. Some years ago it was decided to scrap the beamless shoegear, and in the first onset only the Driving Motor Cars had shoebeams fitted, followed in 1963 by the first of the complete units to be dealt with.

Of the R Stock cars which were originally finished in "silver" or unpainted aluminium with a red waistband, by mid-March this year only about four 2-car units retained this livery, the 4-car units having had the red band removed on overhaul by this time. One of the 2-car units still has the fleet name "London Transport" on its non-driving car (believed the last passenger vehicle in service on L.T. to do so), while another unit has had its red band removed from the non-driving but not from the driving car. Seven 8-car red liveried trains repainted "silver", and one 8-car "Silver" and aluminium train, were overhauled during 1964 at Acton.

Eleven 4-car and ten 2-car Q Stock "Block" units were placed in service last year bringing the total number of "Block" units to twenty and sixteen respectively. As an 8-car Q stock train requires one 4-car and two 2-car units, the writer is at a loss to understand the unbalanced quantities of the two block formations, but considers it may in part explain the not uncommon use of Q-stock on 6-car workings. The Q stock cars not yet made up into block units could form almost exactly into 8-car trains. About 27 motor and 21 trailer cars (including all the remaining Q23 trailers) were withdrawn from the Q fleet, also seven Q38 trailers were taken to augment 2-car CP motor units.

Fourteen metadyne units were converted to CP class during 1964 and placed in service on the District line. Three more CP units had been placed in service by the end of February this year, and with a further unit about to leave Acton Works after conversion and overhaul, left only two of the original metadyne units still to be noted as converted to CP. The completion of this programme will require the conversion of five more Q38 trailer cars.

The first of thirteen new battery locomotives, No. L20, was delivered to Ruislip Depot on the 8th December. In January this year a new type of service vehicle was seen at Ruislip, this was a tube stock trailer of 1923-25 vintage, repainted in service livery and numbered

P.C.851. Seen from a distance, it is apparently unaltered, and it is wondered therefore, if the P.C. prefix stands for "Personnel Car".

LETTERS TO THE EDITOR

Dear Sir,

18th March 1965

I wonder whether any members are aware of a game called LOBO. I have a pack of cards for playing this game which is based on the London Underground System. The cards were printed by Thomas de la Rue and the rules refer to a revision of Jan. 1935.

There are 50 station cards in the pack, all different and each one shows a photographic view of the vicinity of the station named. Unfortunately for the historian, many of the views are of poor quality. Four station names no longer in use are included in the set; Mark Lane, Post Office, Praed Street and Uxbridge Road.

The cards making up the remainder of the pack, other than the station cards, are in the form of tickets and the object of the game is to collect station cards named on the ticket cards. The matching up of the cards into sets of three; starting station, ticket and destination station can be achieved by some measure of skill and a great deal of chance in discarding and picking up cards from the stock. There are also a few season ticket cards valid in lieu of any station card. The box is in red and gold and has a reasonably good drawing of a tube train emerging from the tunnel.

I would be interested to hear from any members having any earlier or later editions of the game.

139 Brighton Road,
Furley, Surrey.

Yours sincerely,
A.G. Newman

Dear Sir,

February 6th 1965

I have recently kept observation of the contents of the Journal. There seems to be a distinct cageyness among Members and a reluctance to lay bare the contents of their diaries and notebooks for the general good. In fact, looking quickly through my Journals, I counted that over fifty of the signed articles were contributed by as little as eighteen stalwart regulars! (Apart from Ken Benest's marathon coaching series).

Now that the excellent improvement in quality has been made, I feel it would be pleasant to see recorded observations from a far wider range of members, even if only as News Flashes. I can't

help feeling that many of the recent ones have almost been padding, with little real railway interest.

This is no reflection on you or the hardworking committee of course - it's up to the members to come up with the news'.

Yours sincerely,

A.J. Reed

16 Nightingale Road,
Southcourt, Aylesbury,
Buckinghamshire.

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Another twenty Society Events are now due for reporting, and show the usual variety in the programme.

The second "century" started very well with an Illustrated Paper on "The Building of the Metropolitan Railway - opened in 1863"; this important paper was presented by Hugh Douglas, one of our members and the author of "The Underground Story", being much appreciated by those present. It is hoped to present this paper in the Journal shortly for the benefit of those members not present and to place the valuable information it contained on permanent record within the Society. The next occasion was also one of considerable importance, being a Visit to the derelict Channel Tunnel Workings at Folkestone Warren, which was accompanied by a static Exhibition of historical material relating to the Tunnel, ably explained in a short paper by K.W. Adams, Assistant District Engineer, British Railways (Ashford), who was in charge of the visit. The above two events took place on Friday 11th September 1964 (at Caxton Hall) and Saturday 19th September respectively, and were followed on Sunday 20th by a Visit to the London Railway Preservation Society Siding at Luton to see ex-Metropolitan locomotive L44 in steam, together with other interesting relics saved by that Society from scrapping.

On the evening of Saturday 3rd October a Society Party rode on the last Northern City Line train to run through from Moorgate to Finsbury Park and returned by the substitute coachservice. Our Secretary, Norman Fuller, gave a highly informative Illustrated Talk to the Electric Railway Society on Wednesday 7th October at the Fred Tallent Hall; his subject was "Postwar Rolling Stock Developments on the District Line", and the Society attended this meeting at the invitation of the ERS.

Two days later, on Friday 9th October, another "Last Train" ride took place, when a party caught the last District Line train to run from Hounslow West to Acton Town, followed by a trip on one of the last

trains of the same line to use the eastbound fast road through Gloucester Road and South Kensington. Unfortunately, this trip was not advertised to all members - insufficient notice of withdrawal of the service having been received to enable a notice being sent to the whole membership.

On the same evening, but a little later, a most interesting Talk was given at Caxton Hall by B.P. Pask of The Transport Ticket Society, this being extremely well illustrated by Ken Butcher from his collection of colour slides. On Saturday 17th October, a Walk was enjoyed over the Alexandra Palace Branch, very ably led by Alan A. Jackson, our Vice-President and co-author of "Rails through the Clay". On Thursday 22nd a Modelling Demonstration Evening was held in the Restaurant of the Amersham Arms, New Cross conducted by J. Brook Smith, Modelling Secretary, and the month ended with attendance by invitation at a meeting of the Channel Tunnel Association at Caxton Hall on Friday 30th, when K.W. Adams, referred to above, gave a very able Address on "The Tunnel and its History".

On Wednesday 4th November we were once again guests of the Electric Railway Society at Fred Tallent Hall, when two Illustrated Papers were read - "The Moscow Metro" by T. Marsh, and "The Paris Metro" by Alan A. Jackson, both very interesting first-hand accounts of the systems concerned. Wednesday 11th November was the occasion of an Illustrated Talk given by two of our members - Peter Davis and Chris Gooch - on "Metropolitan Modernisation 1959-1962"; this was presented to The Stephenson Locomotive Society in the Spiritualist Church Hall, Romford, and once again the Society attended by invitation of the sponsoring Society. Another invitation was to a meeting of the Durham University Railway Society on Thursday 26th November, when R.M. Robbins, Chief Commercial and Public Relations Officer, LT, spoke on "Underground Railways, Past, Present and Future". Despite the remoteness of the meeting place it is pleasant to be able to record that some of our members were present on this occasion. A few days before, on Friday 20th we held a Film Show at Fred Tallent Hall when the films were presented by London Transport, and on Friday 11th December an Informal Meeting and Slide Show took place in Caxton Hall, and the new year commenced with a Library Meeting in the Meeting Room of Kensington Central Library on Friday 8th January, at which our Book Shop was open for the first time under its new management. The 1965 programme continued with a Round Trip from Moorgate to New Southgate over the Widened Lines, from there to Finsbury Park by 221 bus, Finsbury Park to Drayton Park by the special coach

service, and thence back to Moorgate by the Northern City Line; this took place on Thursday 14th January, and was followed on the morning of Saturday 6th February by a Visit to Mitre Bridge Electric Depot of British Railways, London Midland Region where we saw the four ex-Metropolitan electric locomotives purchased by BR just before their removal to Rugby - and very delapidated they were too. Also seen on this occasion was the new wheel-turning equipment in the new shed. On Thursday 11th February B. John Prigmore, Honorary Chairman of the Electric Railway Society, read an illustrated Paper on "Direct Current Control Equipments on the Underground" at a meeting held in Fred Tallent Hall, and the score was completed with a Stand at A Transport and Travel Exhibition organised by the Norbury and South London Transport Club in the Stretham Congregational Church Halls on Saturday 27th February; this was a very successful exhibition for the Society, and undoubtedly the best one-day stand ever manned from the public relations point of view.

SOCIETY NOTICES

SECRETARY - CHANGE OF ADDRESS Will all members please note that our Secretary, Norman Fuller, is moving with effect from 1-4-1965, and all correspondence for him should, therefore, be addressed from now on to 62 DEVONSHIRE ROAD, EALING, LONDON, W.5.

BOOK SALES The following books are currently in stock, and may be obtained at the Book Shop at Society Meetings:-

The Glasgow Subway	7/6d	Metropolitan Steam	21/-
Metropolitan Electric		Waterloo and City Line	2/-
Locomotives	5/-	Railways under the Ground	15/-
Rails through the Clay	50/-	The Early History of Met	
The Romford-Upminster		District & Met Railways	
Branch	6/-	in Wembley	6/6d

Any of these books may of course be ordered by post from Cherrywood, Peterley, Great Missenden, Buckinghamshire.

JOURNAL BACK NUMBERS These are now held by Roger Manley, will be available at the Book Shop, or may be obtained from him at 35 Montholme Road, Battersea, London, S.W.11. Please note that this does not apply to Journals for the current year, which are still held by Roy Labrum, 134 Cranley Drive, Ilford, Essex.

TICKET DISTRIBUTIONS It is hoped to make occasional distributions of tickets to members. The first of these consists of 7 tickets from London Transport constituent companies, providing a representative selection of tickets in use in the early 1930s. The cost of this

distribution is 2/6d per set; orders, with remittance (open postal order please) and stamped addressed envelope, should be sent to Ian Lawson, 10 Rotherwood Road, London, S.W.15.

THE TIMETABLE

09.50 Saturday 10th April Visit to Neasden Generating Station. Names to the Secretary at 62 Devonshire Road, Ealing, London W.5 immediately. Only unsuccessful applicants will be notified; meet in the Booking Hall, Neasden station.

10.55 Sunday 11th April Party for the Open Day at the Museum of British Transport, Clapham High Street, London, S.W.4. Times of opening are from 11.00 to 17.30, and special features for the day are a continuous Film Show, Working Model Railway and Tramway Layouts, and Information Bureaux, Any Questions Sessions with a panel of Transport Historians and a Sale of surplus relics. Admission is 5/-, 2/6d for children. Society Party will meet outside the main entrance to the Museum.

10.30-21.00 daily, Tuesday to Saturday 20th to 24th April Stand at the Model Railway Club Exhibition at Central Hall, Westminster. Our Stand is in the Lower Hall as last year; offers of exhibits will still be welcome, as will volunteers for stewards. These should be sent to P. Holman, our Exhibition Manager, at 12 Braham House, Vauxhall Street, London, S.E.11.

15.00 Saturday 24th April A repeat of the Illustrated Talk on Underground Tickets by B.P. Pask is being given to The Transport Ticket Society, and any members who missed this important talk when it was given to our Society are welcome to attend. The meeting will be in the Restaurant, The Railway Tavern, Liverpool Street, E.C.2.

19.00 Friday 7th May Talk by Alan A. Jackson on the proposed Bushey extension of the Northern Line - in the Meeting Room, Kensington Central Library, Campden Hill Road.

10.00 Saturday 8th May Walk over the remaining remnants of the Bushey extension, led by Alan Jackson. Place of meeting to be announced - see the May Timetable.

19.30 Friday 21st May Film Show presented by London Transport; in the Library, Keen House, Calshot Street, London, N.1. This meeting will end at about 22.30, and Refreshments will be available during the evening.

18.30 Friday 28th May Talk on Road and Rail Through Bookings in London by R.G. Durrant; by invitation of The Transport Ticket Society, at the Railway Tavern, Liverpool Street, London, E.C.2.
