

# THE JOURNAL OF THE LONDON UNDERGROUND RAILWAY SOCIETY

Issue No. 41

Volume 4 No 5

May 1965

## VANDALISM

The derailment of the British Railways train at Elm Park during the evening of the 29th March, which resulted in the deaths of the driver and a passenger, has highlighted the serious increase of vandalism on the railways which has occurred recently. This particular incident is reported in detail elsewhere in this issue, and in the News Flashes will be found a report of an airgun pellet smashing the window of a Northern line train. Numerous other incidents have occurred during recent weeks, and are in fact happening all the time now - though LT has been less affected than BR so far. What is the cure?

Of course, trespassing on railway property, damage to trains and lineside equipment and theft of such equipment have taken place ever since railways have existed. But, with higher train speeds and greater dependence on reliable signalling the consequences of such crimes are much more serious now - and will continue to become ever more so. A solution must be found quickly, or rail travel will lose its reputation for safety through no fault of the authorities or of BR staff.

In the early Railway Age, transportation would have been the penalty, if not death, and restoration of such penalties might well be a good idea - except that there is nowhere left to transport criminals to these days. There is, however, a similar solution which should be seriously considered. It is quite clear that people who will endanger the lives of an enormous number of railway passengers for their own amusement are sufficiently antisocial to be considered as mentally deranged; such people should go to the criminal mental homes (Broadmoor or Rampton for example) automatically. Such incarceration would, of course, be for an unspecified time and would be an unwelcome prospect to potential wreckers - and would protect the public from those who had already wrecked.

DISTRICT DISTRESS  
N.E.W. Fuller

The first heavy snowfall in the London area on the 4th March gave the District staff a difficult morning. Firstly, about 07.30 a signaller on the Wimbledon line put a signal back too early, and brought a District train to a halt. The driver, unaware of this, called for a fitter thinking he had a faulty train, and therefore would not move further without the latter's okay. Then, around eight o'clock, a point failure at Gunnersbury cut the Richmond service back to Turnham Green, passengers being directed to change there, and walk the quarter mile from the station to the regular bus route this in a blizzard! By half-past eight, the Wimbledon line was once more in operation. By nine, the second train to work the Olympia service from Ealing Common Depot arrived at Earl's Court, and after unloading passengers duly commenced to proceed from Platform 1 into the lay-by road (this latter is virtually an extension of the line through Platform 2, with exit points at either end). Being the first train to use this particular crossover in two hours of driving snow, it got caught by the point detector raising the trip lever; this left the train blocking both eastbound roads. While this was happening it was announced that the Richmond service was now restored! Unfortunately, it appears that the signallers at Cromwell Road thought safety was naturally their first consideration, and therefore stopped westbound trains as well!

After five minutes or so, there appeared two District Inspectors carrying clips and scotches going to relieve the distressed train. On passing the guard of one of the trains held in the station, the D.I.'s were cheerfully warned that they should avoid getting sunburned out there!

When the offending points had been dealt with, and the train moved, the first train to leave Earl's Court eastbound was nearly fifteen minutes late, and as virtually no passengers were waiting to board at Gloucester Road or South Kensington it was presumed that most of them had travelled via the Piccadilly Line. Westbound trains were nose to tail, and one of the results of the Wimbledon hold-up was a 6-car train of Q stock (working a CP duty) being the wrong way round, i.e. its east end motor-car facing west! As the latter duty is Edgware Road-Putney Bridge for most of the day, it was probably diverted at High Street Kensington to Mansion House, via the Circle Line.

The thrust of the tube into Essex marked by the extension of the Central Line eastward from Liverpool street, was one of the more important changes since the second World War which have been destined to revolutionise railway facilities in the north-eastern suburbs, and brought an up-to-date service to the Fairlop Loop.

By coincidence, this occurred exactly fifty years after the first project for a railway across Fairlop Plain was launched and the much-maligned Fairlop Loop reached the Golden Jubilee of its foundation at the very time when main line services upon it ceased.

Towards the end of last century the former Great Eastern Railway had built up a reputation second to none for the efficient handling of suburban traffic and, by means of its enterprise in providing improved facilities to Ilford and beyond, had prepared the way for the vast development which the twentieth century has witnessed in that area.

In pursuit of this policy of suburban expansion it was decided that a railway across Fairlop Plain from Woodford (on the Loughton branch) to Ilford (on the Colchester main line) would forge a valuable link between these two towns and would be a sound financial proposition.

It was in 1897 that Parliamentary sanction was obtained for the construction of a six mile line to unite these two parts of the system and in 1900 work commenced under the supervision of Mr. J. Wilson - Chief Engineer of the G.E.R. The contractor, Mr. C.J. Wills of Manchester, appointed Mr. P.N. Meares as his representative for the duration of the work, while Mr. A.E. Wilson became Resident Engineer.

Commencing from a junction with the Loughton Branch between Buckhurst Hill and Woodford stations the new railway crossed the valley of the Roding on a high embankment, a three arch bridge being built over the river.

During the construction of this embankment considerable delay was caused at one point by a subsidence but the experience of Mr. J. Wilson enabled that gentleman to successfully overcome the situation and proceed to the next engineering operation which consisted of boring a tunnel 260 yards long between Chigwell and Grange Hill through London clay. This work was carried out without difficulty although much trouble was encountered with the adjacent cutting which reached a depth of fifty feet at the tunnel faces.

From Grange Hill to Barkingside the track was laid on a bank which necessitated the two intermediate stations of Hainault and Fairlop being erected on viaducts and the line then continued via Newbury Park to join the Colchester line just west of Seven Kings station by means of a triangle junction thereby enabling trains to proceed in either direction on to the main line.

All six stations were built in similar style with platforms 640 feet in length and each was provided with a house for the station master, six cottages for the staff and all except Chigwell had a goods yard.

In the course of the construction of this short railway no less than 15 steel girder bridges and four brick arches were erected and in the first two miles of the line there were 800,000 yards of excavation and a corresponding amount of bank.

The gradient of the line rose at approximately 1 in 100 from each end reaching a summit level at Grange Hill and the most severe curve involved was one of 10 chains radius.

To facilitate rapid acceleration essential to a frequent service the track was levelled at stations.

By 20th April 1903 the line was ready for use and from that day a service of goods trains was operated to consolidate the "road", the passenger service being inaugurated on 1st May following and consisting of 20 through trains on weekdays from Liverpool Street or Fenchurch Street, 17 of which returned via Woodford and 16 trains from Liverpool Street via Woodford on the outward journey returning to Liverpool Street or Fenchurch Street.

An adequate number of trains was also provided on Sundays and the best time for the six mile journey was 22 minutes, the trains, without exception, stopping at all stations.

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#### MAPPING PROGRESS REPORT

David D. Higgins  
Cartographer to the Society

When I first suggested to certain Officers of this Society that a track map of the Underground system should be produced, and offered my services to help with this aim, I little realized the colossal task I had set myself.

Since appointment as Cartographer, I have managed something in the order of one-and-a-half days each month on Society business "in the field", plus other time at home in Leeds, two hundred miles away. I might add that my visits had been going on for nearly a year before my appointment. Yet the seemingly vast amount of material I have collected has done little more than scratch the surface of the job.

Assistance is therefore vital if the work is to progress at any reasonable speed, and an urgent necessity if we are to record the present rapidly-changing face of the Underground's permanent way at all comprehensively. So far, I appear to have only one really active helper, John Echlin of Ickenham (now Assistant Cartographer). He has done a tremendous amount of work in quite a short time, in fact overtaking the speed which I can reasonably manage. He was asked to deal with the area adjacent to his home, and this he has done very thoroughly indeed.

Two other possible helpers, when informed of the work I would like done, felt that it was quite out of the question. Hence, I wish to make a plea for more help; do not be put off by the seeming size of the task - if never begun, it will never be finished. Anything you can do, no matter how little at a time, is very welcome. If, like most of us, a helper has little spare time, all this should mean is that work is slower; but, please, not non-existent. Tailor whatever you are asked to do to the time you have available, and I shall be most grateful.

Volunteers - Forward March!

My own work has been mainly photographic. Every time I arrive in London, more trackwork is in the process of being or just about to be altered. Keeping up with this photographically is, at best, a piecemeal job, meaning that I am rarely able to make a concerted effort to survey a line, having to dash hither and thither with little warning and even less systematic planning. "Twin Rovers" are the financial answer, but I waste an awful lot of time.

However, this work has resulted in the beginnings of a proper photographic survey of the Underground track layout, and copies of all my prints will be deposited with the Society as they become available. I intend to offer them also as sets for our Photographic Sales Service so that members will, in due course, be able to purchase them.

In connection with photography in particular, and the work of the Cartographer in general, it may be reasonable to point out to possibly impatient members some of our difficulties. Apart from the handicap arising from the lack of help already mentioned, a serious snag is the need to apply to MF for photographic permits for specific dates,

times, places and purposes - in other words, a general photographic permit cannot be obtained from London Transport. Apart from the sheer impossibility of predicting when changes are about to be made to layouts, photography and "planned sunshine" are notoriously evasive of one another! In all fairness, however, I must add that when permission is requested and received, the Board take considerable pains to help. A recent visit to Epping was a case in point.

Though work is slow, it is our intention to issue the first of our efforts in the predictable future. We have hopes of two maps being available within a year if no serious holdups occur. Much discussion has taken place (and indeed is still in progress) about the form of the presentation; but it seems to be likely that the earliest work will be brought out in the relatively cheap dyeline-print process for its first edition anyway. This will enable us to circulate knowledgeable members before we wade into a flood of corrections which is sure to ensue! Eventually, some form of bound volume and more elaborate production generally may be possible.

Now, a rather more specific plea for help of a somewhat easier nature. If, when on a visit, any member would offer his services to the Party Leader as an on-the-spot cartographer, this would be most helpful. Distance makes my attendance at visits virtually impossible, and such things as Spitalfields Hoist, and many local goods depots which have already been dismantled, could well have been recorded by a few sketches and photographs during Society visits. If you already have any such efforts, a note of them to me would be greatly appreciated. Any material sent would be carefully recorded, and then returned in good order.

While I hope to be long in the position to act as Society Cartographer, as co-ordinator of effort and editor of the material collected, it is possible that, due to other pressing commitments, my montly visits to London may have to come to an end in the foreseeable future. This means that assistance in the field will become not just desirable but essential if the work is to continue. So, if you feel the work is of value to our Society, please help.

#### LETTERS TO THE EDITOR

13th March 1965.

Dear Mr. Davis,

The demolition of the M.R. station at Euston Sq. made necessary by the Euston Road underpass scheme, is now complete.

Entrance to the station from the north side of Euston Road is by way of a part-completed stairway adjacent to the original site of the demolished station. The newer entrance on the south side of Euston Road is unchanged.

A new booking hall with two entrances from the main line station has been brought into use at Euston from 8th March. Leaflets were issued to passengers a few days beforehand and posters were displayed in the area giving details.

A short stairway and passage now connects the north end of the original CCEH platforms with the lower escalator landing. A short escalator leads to the booking hall and two separate (and very steep) staircases connect with the surface.

113 Wandle Road,  
Morden, Surrey.

Yours sincerely,  
S.E. Jones

7-4-65

Dear Sir,

Referring to the third part of John Reed's article on the M. & G.C.J., may I suggest - with nothing to back it up, unfortunately - that the perforated finials to be found on G.17 (Pinner) and elsewhere are of G.W. origin - possibly via the H. & C.? Also, unless it can be said that those corrugated arms (Chalfont etc) appeared in the 1950-52 period, when the District e.-p. semaphores were in process of replacement by L.R.C.L. signals, it is extremely unlikely that they should have been derived from this quarter at all. It is not L.T. policy to store obsolescent items recovered from a modernisation programme on the off-chance that they will "come in handy"; storage space is too valuable. Indeed, these items were scrapped so rapidly that some difficulty was experienced in fulfilling a promise to present the Science Museum with examples of these signals.

I would draw attention to some further freaks which Mr. Reed does not mention. At Amersham the "Up Home" as also the "Up Starter" were mounted on tubular posts of Westinghouse pattern, although the latter lacked the tall concave-tapered finial sported by the first-named.

The "Down Starter" at the same place was of the same old Met pattern at the article mentions as extant at Wendover; this arm and spectacle, of a type dating to the 'eighties, is at present in the writer's dining room - to the oft-expressed disgust of his better half.

Perhaps the most interesting of all these signals was the Chesham branch "Up Outer Home" at Chalfont. The late T.S. Lascelles identified this as being of the type formerly used on the C. & S.L.R. - probably manufactured by the now defunct firm of Evans O'Donnell of Worcester. This being so, that arm most probably came from the murk of King William Street when that station - disused since 1900 - was stripped out in 1940 for A.R.P. purposes. Certainly the arm was quite short, and had been lengthened in rather crude fashion by the bolting of an extension piece to the front face.

The practice of the Metropolitan of painting subsidiary arms with a black stripe on the red face dates to early days, and it had been officially abandoned by 1911, for a drawing dating to that year, and bearing the signature of A.E. Tattersall, which shows standard arm arrangements, makes no mention of it. While on this subject, the same drawing confirms a suspected error in C. Baker's "The Metropolitan Railway" (Oakwood Press 1951 et seq.). Baker infers that the repeating signals for the upper quadrant automatic signals installed c. 1909 bore a narrow black horizontal stripe on a yellow arm. This was never so. All repeating signals (other than of the "banner" type) had the standard black chevron on a yellow fishtailed arm from this time - but distants on the M. & G.C.J. probably not until 1926. The driver was only required to differentiate between automatic and controlled signals when he reached the stop signal itself.

66 Hare Lane,  
Claygate, Surrey.

Yours sincerely,  
K. Benest

#### NEWS FLASHES

NF404 During the morning rush hour on Tuesday 19-1-1965, a man fell beneath a westbound Central Line train at Stratford. It took firemen some considerable time to release him, and as a result another crowded train was trapped in the tunnel between Leyton and Stratford for 50 minutes. There were no reports of any passengers being unduly affected by their enforced stay in the tunnel - but when the train did reach the platform at Stratford it was held there for some minutes with all doors open to enable the inside temperature to fall. West-bound services were stopped between Leyton and Liverpool Street, but a partial eastbound service ran.

NF405 LT 0-6-OPT L94 was seen at Southall Motive Power Depot during the evening of Tuesday 13-4-1965.

NF406 LT ticket collector William Reed, aged 62, was the victim of a razor attack while on duty at King's Cross station on 5-4-1965; he was taken to hospital with face injuries.

NF407 On 16-2-1965 L98 was seen passing Ruislip at 11.00 with six wagons between brake vans B584/5, bound for Uxbridge. The train passed Ruislip on its return journey at 13.00

NF408 On 30-3-1965 1004-2004-9005-1005 (ex 40001-45002-44001-43001) was seen at Ruislip.

NF409 Latest 1959 tube stock to be overhauled by end of March 1965 was 1078-2078-1079 (marked 3/65).

NF410 The 5-coach articulated sets in use for some of the King's Cross suburban services of BR, which were used for the Widened Lines services for many years, are to be replaced by diesel multiple-units shortly. Passengers have complained about the spartan accommodation of the articulated coaches - there will probably be even more complaints when they discover that the seating provided in the multiple-units is about 50% of that in the old stock!

NF411 An LT battery car arrived at West Ruislip on 2-12-1964, conveyed in the 09.05 Banbury Freight; two more battery cars arrived at West Ruislip 12-1-1965, also in the 09.05 ex Banbury. These are presumed to have come from the Metropolitan-Cammell works at Washwood Heath.

NF412 L20 was seen on the LT side at Neasden 8-12-1964.

NF413 The set working the Aldwych branch during the week commencing 19-10-1964 was 1099-2098-1098. It is understood that the three-car set is necessary now the new stock is used on this branch because the trailer-car in these sets carries the compressers, whereas the pre-1938 stock previously used in the form of two motor-cars coupled had compressers on the motor-cars.

NF414 The victim of the sixth London "Nude Murders" was found at Acton on 16-2-1965 between the back wall of a store shed in Westfields Road and the fence separating the site from the Central Line tracks.

NF415 The new Western Avenue Extension Road, 2½ miles long and the longest overhead road in London will alter the scenery on several railway lines. It will rise over Wood Lane, across the Central Line, the Acton spur of the Western Region of BR and the West London Line. It crosses St. Mark's Road, Ladbroke Grove, then follows the Metropolitan Line along its north side; at Westbourne Park it turns south across the Grand Union Canal and comes down to ground level at Paddington Green. The total cost of this project will be in excess

of £17 M. - rather an expensive way of adding to London's parking problems one would have thought - or isn't that supposed to be mentioned?

NF416 A 20-year old girl arrested at Morden for trespassing on the Underground and refusing to leave, was said to be known as "the one from nowhere with nowhere to go". Having neither job nor home, she had been travelling up and down the Northern Line for shelter with nothing in her pockets but 2d and a comb.

NF417 The new office block for the LT Chief Signal Engineer's department was opened officially on Monday 8-3-1965 by Mr. Anthony Bull, a member of the Board. Situated in Bollo Lane, between Acton Town station and Acton Works, the two-storey building houses the staff of 250 formerly at Earl's Court. It includes a conference room, electrical test room, drawing offices and print rooms, and was designed by K.J.H. Seymour, the Architect to the Board, to the requirements of the Chief Signal Engineer, R.Dell.

NF418 A new ticket office at Lambeth North came into use for passengers on Sunday 21-3-1965. It is just inside the station entrance in Westminster Bridge Road, and replaces the passimeter office at the opposite end of the booking hall by the lifts. The passimeter has been removed, three telephone kiosks set back in line with the new office, and the ticket-issuing machines repositioned opposite the new ticket office. These alterations have enabled the front part of the booking hall to be widened from 9'6" to 15', giving passengers much more room.

NF419 The first stage of the reconstructed station at Euston came into use on Monday 8-3-1965, when a new ticket hall off the station approach from Melton Street was opened together with escalator connections to the Charing Cross branch of the Northern Line. It is understood that on the opening morning there were two slight delays to the opening - first because the staff could not locate the switches for the booking hall lights, and the second when similar trouble arose over the ticket office lights etc. The older entrance will remain open for the present, but be served by two instead of three lifts, and passengers for the Charing Cross branch are asked to use the new entrance.

NF420 From Monday 15-2-1965 the stairway at Watford Junction giving direct access from the booking hall to the New Line platforms is closed, except during Monday to Friday rush hours. At other times passengers must use a circuitous route via the subway and the stairs to platforms 5 and 6. Another subtle move to discourage rail travel perhaps?

NF421 702, 703 and 704 were broken up at Neasden in March, the work being commenced on 24-2-1965.

NF422 Reference NF356; details of two ex-BR wagons now with LT are as follows:-

BR No B.3448; 16t; tare 7-1

BR No B.49061; 16t; tare unknown

Both bear the following legend in the right-hand bottom corner on a black painted rectangle with white lettering:-

NOT TO BE USED BEYOND THE LIMITS OF NEASDEN DEPOT

NF423 Complaints have been voiced in the press about selfish passengers at rush hours who insist on standing on the left of escalators, thereby interfering with the progress of those who wish to walk up or down. A man with a loud hailer is suggested as a suitable remedy.

NF424 There was a fire in a shop in the booking hall at Oxford Circus station on 9-3-1965.

NF425 A 500 lb unexploded bomb was unearthed during excavation for the new Tower Hill station on 12-3-1965; it was about 18ft from passing trains and only 6ft from the outer wall of the old Tower station (closed in 1884). Workers in Tower House were sent home for the rest of the day, and evening rush hour services were seriously disrupted on both District and Circle Lines while a bomb disposal unit from Horsham removed the offending object.

NF426 John D.C. Churchill, commercial officer of the London Transport Board, has been appointed chief adviser on transport to the Greater London Council at a salary of £6000 p.a.

NF427 Kensington (Olympia) station is to be developed as a large terminal for Channel Tunnel traffic if the tunnel is built. The station is already used by one car carrier - the Western Region's service to the West Country.

NF428 The upper level Highgate station is being transferred from the Eastern Region of British Railways to London Transport.

NF429 Those who travelled on the Society trip from Kensington (Olympia) to Clapham Junction on 10-3-1965 might like to have it pointed out that the locomotive which hauled their train on that journey was BR Class 4 2-6-OT 80137, one of the locos that took the empty stock to Waterloo to form the Churchill Funeral Train on 30-1-1965.

NF430 An airgun shot broke a Northern Line window at Brent station on 15-3-1965. No-one was hurt, but the coach came out of service.

## LORD MORRISON OF LAMBETH

Symbolically on the same day as the London County Council held its final meeting, Tuesday 30th March 1965, a Memorial Service for Lord Morrison was held in Westminster Abbey, and following this service his ashes were scattered in the waters of the Thames opposite County Hall. This ceremony was performed by Sir Isaac Hayward, Leader of the London County Council, with Lady Morrison beside him, from the fireboat Firebrace. At the Memorial Service were many distinguished mourners, including the Minister of Transport, Mr. Tom Fraser; the London Transport Board was represented by Sir Alec Valentine - making one of his last public appearances before his retirement from the chair on the following day.

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## THE ELM PARK DERAILMENT

On the evening of Monday, 29th March 1965, the 19.10 BR train ex Fenchurch Street for Shoeburyness was derailed by vandals while crossing Rainham Road Bridge, near Elm Park station. The train was travelling at speed at the time, and after striking an obstruction on the track ran on derailed for about a quarter of a mile before coming to rest with its leading end a few hundred yards short of the west end of the Elm Park platforms. Every coach of the eight-car train was off the rails by this time, several were on their sides, and the driver and one passenger were killed.

The writer was on the scene an hour or so after the accident, which took place at approximately 19.25. From the position of the wrecked coaches, and accounts given by eye-witnesses, it was quite clear that the most likely cause of the crash was an obstruction. It was said that the leading coach's nose had risen high in the air at the point of derailment, and its leading bogie was nowhere near the coach itself - reports indicated that this was found in a school playing field nearby. One witness of the crash, Mr. D.W. Bedwell, was standing in his garden backing onto the line, and he said that the noise was like thunder, and that when the train reached him only the leading coach could be seen - the rest being hidden by dust from the trackbed.

Emergency services were soon on the scene, Fire, Police, Ambulance, Telephone and Railway Breakdown services dealt first with the dead and injured (about 15 passengers were hurt), and began the search for clues as to the cause. In this connection several witnesses mentioned seeing four people on the tracks near the bridge just before the accident.

On this stretch of line, of course, the LT District Line runs

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alongside the BR London Tilbury and Southend Line and to the north of it. District services were immediately suspended, and not resumed until much later in the evening, when a very limited service was run in the eastbound direction from about 22.00; there appeared to be limited single-track working later still with a few westbound trains running on the eastbound road. An emergency bus service was quickly organised by London Transport, who chartered vehicles and drivers from Upminster and District Motor Services (Super Coaches (Upminster) Limited) for the job. This emergency service operated between Upminster and Barking, calling at all stations en route, and operated again the next morning - by which time District Line services were completely suspended again past the scene of the crash.

Although the LT Lines did not appear to be seriously damaged by the crash, the breakdown service of the Board was there in great force and did a considerable amount of work in the early stages. While endeavouring to cover as much of interest to readers as possible, the writer also endeavoured to ascertain how many LT breakdown tenders were on the scene. This was difficult, as Elm Park station, Rainham Road, and various other roads backing on to the line were all used as means of access to the scene, a distance of almost a mile, on both sides of the tracks, being involved. However, the following LT tenders were in attendance at some during the evening or night - and there may have been others:-

1280LD; 1283F; 1279LD; 1282F; 1369LR; all CME's department; 33J, Signals department; and a tender (number not obtained) from the Permanent Way department.

Most of these vehicles had departed by midnight, but some stayed on to assist further. The BR breakdown train was being slowly moved into position by about 23.30, but the clearance and track reinstatement took several days to complete.

Questions have been asked in Parliament by the local Member, Alderman Godfrey Lagden; the Chief Inspecting Officer of Railways has carried out an on-the-spot inspection, conducted an Inquiry and confirmed that vandalism was the cause; BR have offered a reward of £1000 for information leading to the conviction of the criminals; the Minister of Transport has made a formal statement regarding the safety of the trains on this line; and vandalism continues unabated on this and other lines. It is a sad reflection on the "civilisation" in which we live.

## NEW BRIDGE AT LOUGHTON

Work started in mid April on the replacement of the old bridge which carries the Central Line tracks over Roding Road, near Loughton Underground station. The new bridge will have headroom of 12ft 3ins compared with the present 10ft 6ins. to give more clearance to road traffic.

The present bridge consists of two separate bridges, each carrying a single track. The section for the eastbound track was built a hundred years ago when the Great Eastern line was originally extended from Loughton to Ongar. The second bridge was added in 1885 when the line was double-tracked. This section of railway was taken over by London Transport electric trains when the Central line was extended from Loughton to Epping in 1949. The two bridges have now come to the end of their useful life. They will be replaced by a single 20ft steel span, with concrete decking, which will carry both the east and westbound tracks.

The steel girders for the new bridge will be brought to the site by road and erected on trestles alongside the old bridge, on the south side. When the structure has been completed, engineers will work round the clock during one week end on "operation change-over". The old bridge will be demolished and the new one "rolled in" sideways on giant steel bearings. The tracks will then be re-laid and power and signal cables replaced so as to have the line ready for the first trains on the following Monday morning.

The work of replacement will cost £21,000 and take about six months. Apart from occasional Sundays when engineers will need full possession of the tracks, the work will be carried out without interruption to the train services.

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LOBO

The letter from Mr. A.G. Newman in the April issue stirred your Editor's memory to the effect that he had played the game at some time; he therefore delved into his mother's extensive collection of games, duly unearthing a set of cards in very good condition. Similar in most respects to that described by Mr. Newman, Mrs. Davis' set seems to be a slightly earlier issue; the rules are undated and make no reference to revision; there is a card for Addison Road (another name not in use), and the "ticket" cards referred to by Mr. Newman are called "junction" cards.

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The Journal Serious unforeseeable difficulties have arisen in connection with the Production side of the Journal Team's activities; the Editorial and Distribution continue to run smoothly, but without Production the efforts on these sides are useless. New arrangements have to be made as a matter of urgency, otherwise the publication of the Journal (at least in its present form) might have to cease, or at least be temporarily suspended. The 1965 Journal would, in any case, have been considerably more expensive than those for previous years, and it may well be that this anticipated cost will now be greatly exceeded.

Members can assist in two ways; first, if anyone has access to a Multilith machine would they contact the Editor at once (address - 62 Billet Lane, Hornchurch, Essex; telephone Hornchurch 47361); secondly, the Editor would be considerably helped in advising the Committee on the appropriate action to take if he had the views of members available to him - do they think the number of pages should be reduced, production standards lowered, or should size and standard be maintained and an extra charge made to cover increased costs (and of course extra postage charges)? Comments and opinions would be much appreciated, and would give useful guidance.

Correction In the March issue, on p.35, C.H. Gooch states in his article "A Stock through Acton" that the vehicles concerned all have a "paint" date of 12/64 (lines 2 & 3). It is now noted that car 6006 is dated 1/65; please amend the entry to get the record straight.

Book Shop Members are reminded that the shop will be open at all Society meetings in future - and that the profits on the sales made are a valuable contribution to the funds of the Society. Any book not in stock may be ordered, either from the shop at a meeting or through the post by sending the appropriate remittance to our General Sales Manager, A.J.S. Milne, Cherrywood, Peterley, Great Missenden, Buckinghamshire. All books in the David and Charles list are obtainable, as are most other railway publications including those of Ian Allan. Sales of Photographs and Tickets also contribute materially to our funds - so please support these activities too.

Sale of Relics It is intended to hold a Sale of Relics at some time during the summer; members with surplus items are asked to look them out - proceeds will be shared between the member and the Society.

#### THE TIMETABLE

19.00 Friday 7th May Illustrated Talk by Alan A. Jackson (Vice-President) "Finchley Central to Bushey Heath"; this talk is a briefing for the study ramble to take place the next day, and will be given in

the Meeting Room, Kensington Central Library, Campden Hill Road, London, W.8.

10.15 Saturday 8th May Exploration of London Transport's uncompleted tube route from Mill Hill East to Edgware, led by Alan A. Jackson. Meet at Finchley Central station, on the Mill Hill line platform. Placked lunch advisable.

19.30 Friday 21st May Society Film Show presented for members by the London Transport Board in the Library, Keen House, Calshot Street, London, N.1. Light Refreshments will be available during the evening; a good selection of films will be shown and the meeting will end about 22.00.

18.30 Friday 28th May Through the courtesy of The Transport Ticket Society, members are invited to attend a meeting of that Society to be held in the Restaurant of The Railway Tavern, Liverpool Street, London E.C.2. at which a Talk will be given by R.G. Durrant on "Road-Rail Through Bookings in London".

Friday 4th June Another trip on unusual workings; this one will include the special pre-Bank Holiday District Line service round the northern part of the Circle Line to Aldgate. It will be a middle-of-the-day event and no advance booking is required; all members are welcome - time and place of meeting will appear in the June Timetable.

Thursday 17th June Two important events are provisionally arranged for this date - confirmation of both is awaited, but seems likely to be received. In the morning it is hoped to arrange for a party to arrange for a party to travel on the daily empty stock working from New Cross depot to Ealing Common depot, which runs, of course, via the St Mary's Curve out of use for normal passenger services for many years. Following this, in the afternoon a return Visit to Acton Works is planned. Those wishing to take part in these two events are asked to send their names to the Secretary at 62 Devonshire Road, Ealing, London, W.5, stating which of these events they wish to attend - or that they intend to attend both if possible. Successful applicants will not be notified; times and places of meeting will be published next month.

Advance Notice - Family Outing This will be to the Isle of Wight this year, and will take place on Sunday 25th July. Do not apply yet - details will follow in due course.