

# THE JOURNAL OF THE LONDON UNDERGROUND RAILWAY SOCIETY

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## LONDON'S TRANSPORT FUTURE

The Annual Report of the London Transport Board for 1964, the last to be prepared under the Chairmanship of Sir Alec Valentine, was published during May. From this and other recent pronouncements by members of the Board it is becoming possible to see the way official thinking is moving while considering the complex problem of transport in London in the next fifty years. In general, it can be said that today's thoughts are encouraging, and seem to be much more in touch with reality than has been the case sometimes in the past.

The most important feature of the Report is a clear indictment of the private motorist in the centre of London, combined with an equally clear recommendation to the Government to take action against private cars before they completely stifle themselves and the buses. More specific suggestions are that buses should be given more freedom from restrictions placed on other traffic (one-way streets, right-turn bans etc), restrictions on the right of entry to the city centre by the private motorist and more clearways and buses-only traffic lanes.

All this is excellent, and it is backed up by news of even more importance to the Underground enthusiast. Mr. Anthony Bull, recently-appointed Vice-Chairman of the Board has spoken of possible extensions of the Board's railways after the completion of the Victoria Line - the Fleet Line (from Baker Street to the south-eastern suburbs via Bond Street Trafalgar Square, Strand, Fleet Street, Ludgate Circus and Cannon Street), extension of the Piccadilly Line Aldwych branch to Waterloo at least, extension of the Victoria Line itself to Brixton all being mentioned

Another scheme has also been mentioned in the press, to completely recast the bus services so that there are far fewer buses crossing central London, fewer bus routes duplicating Underground routes, and much greater use of buses as feeders to the Underground, with routes radiating from stations to a far greater extent than at present.

If this last scheme is really to be considered fully and implemented in the foreseeable future, it could well be the solution to most of the current problems besetting the Board -- and it is in line with opinions held by many of the most enlightened and knowledgeable students of London transport. Coupled with other experiments just about to begin, such as standee buses for short journeys in rush hours and larger buses for heavily-patronised routes, the whole pattern of services could be brought into line with current requirements much more quickly than might be generally realised. One thing is certain; something will have to be done quickly to restore the London bus to its former popularity and usefulness - lost miles due to both traffic congestion and crew shortage, unpunctuality, overcrowding and so on are leading to enormous loss of passengers at present. This loss is not apparent on the Underground services, which in itself is an indication of the relative usefulness of the two services. But really efficient bus services do have a part to play if they are planned all the time with a view to feeding the railways.

One other warning contained in the Report refers to fares. The Board did not achieve its estimated surplus in 1964, and does not see any likely improvement in this situation; it is suggested that Government help may be needed in the future if fares are to be kept to economic levels - it being hinted that future increases might well defeat their own object by reducing traffic to such an extent that the revenue obtained might be even less than that earned before the increase. This is something which successive Governments have dodged for years; abroad, it is quite normal to subsidise transport where it is fulfilling a social need, and there could be very little objection to this being done in Britain now - the welfare state has already extended to so many spheres that it is almost an anomaly to leave transport out!

## BRITISH RAILWAYS' ASTONISHING ADMISSION

With the article on the two preceding pages in mind, an interesting sidelight on the British Railways' attitude to present traffic problems is shown by evidence given late last year at the Transport Tribunal enquiry into, inter alia, the abolition of Day Return tickets.

It was then stated that BR were no longer proposing to maintain an assimilation of fares with LT, and that it was thought undesirable to cause transfers of traffic from LT buses to BR trains - but that the reverse was not to be discouraged. In other words it was stated as BR policy that they wish to give away traffic - it being actually stated that BR did not really want very short distance passengers!

No wonder the North London Line is in jeopardy and other local lines in the London area are threatened. After a stupid statement like this, which shows that BR administration only wants to play trains for its own amusement and not be bothered with passengers, one is tempted to pray for someone at the helm of British Railways who is a real railwayman, and not a soldier, industrialist or other import from the outside world who probably does not know one end of a train from the other!

## ABOUT THE ROUTE OF THE NEW VICTORIA LINE

Frederick F. Brown

Little has so far appeared in this Journal about the itinerary of this new and interesting route, and as I have recently made some investigation into it, as regards point-to-point distances and directions, with the aid of a reliable scale map, I now pass these on as they may be of some interest to other members.

In the table given opposite, which briefly summarises the data thus obtained, the straight-line distances between adjacent stations are given in Column (A); with the bearings of this line - going northwards - in the next column (B); and taking the True-North bearing as 0 degrees. Col. (C) gives the mean bearing of the route at each station, whilst Col. (D) gives the variations as from that of the preceding station. Where appreciable curvature of route occurs between stations or selected intermediate point, the route is generally assumed to follow a true arc course - which will normally vary so slightly from the actual planned route as to be sufficiently accurate for this survey. Col (E) gives calculated route distances between stations and Col. (F) the assumed general radius of curvature if applicable.

STATIONS	STR.-LINE ROUTE BETWEEN STATIONS		STATION ROUTE- BEARING (Degs.)		DISTANCE BETWEEN STATIONS (Miles)	
	(A) Miles	(B) Deg.	(C)	(D)	(E)	(F) m. ch.
VICTORIA	0.69	2½	26	-	0.708	- -
GREEN PARK	0.60	5	355	-31	0.605	- -
OXFORD CIRCUS	0.65	15	348	- 7	0.664	- 74.7
WARREN STREET	0.41	42½	28¾	+40¾	0.415	- 50.7
EUSTON	0.41	69½	66½	+37¾	0.410	- -
KINGS CROSS	0.90	57½	63	- 3½	0.910	1 59.1
Gibson Square*	0.61	8½	33	-30	0.625	- 65.1
HIGHBURY	1.21	354½	349	-44	1.215	3 78.1
FINSBURY PARK	0.54	25½	6½	+17½	0.556	- 53.6
S.E. Tip of** F'by Pk Lake	1.43	54	54	+47½	1.434	- -
SEVEN SISTERS	0.695	73	54	0	0.712	- 75.0
TOTTENHAM HALE	0.87	92½	97½	+43½	0.913	- -
BLACKHORSE ROAD	0.90	111½	85	-12½	0.943	- -
HOE STREET			89	+ 4		
Totals	9.515	-	-	+63	10.110	- -

Notes:- \*Past Press reports have indicated the passage of the Line's route beneath this Square.

\*\*This point has been selected for the purpose of this survey only, as a convenient point for the calculation of distances.

Since the data tabulated above has been obtained in the manner described, with the exact location of some stations and sections of the route as yet unknown, it is impossible for it to provide precisely accurate survey of the route; but as the distances given have, subject to these conditions, been measured carefully to the nearest 1/100th mile and compass bearings to the nearest ½-degree, inaccuracies have thereby been reduced to a general minimum and, by and large, a reasonably accurate and practical outline of the route should emerge.

The known locations of stations at Victoria, Oxford Circus, Euston, Highbury, Finsbury Park and Hoe Street form the basis from which other relevant deductions and measurements have been made; and the locations of the remaining stations have been assumed, each according to its most likely position. Only the northbound direction of the route has been considered here, but this will suffice to give the general picture of it; at the same time, no consideration has been paid to possible slight point-to-point variations in distance that may occur between the northbound and southbound roads.

Considered throughout its whole length this Line, owing to the comprehensive range of interchange facilities it is designed to provide with other rail services, follows a more devious course than is the general pattern of existing lines over a similar length of route.

Between Victoria and Oxford Circus it could have apparently followed almost a dead straight course allowing for interchange with the Piccadilly Line at Green Park station but for the detour arranged to prevent its passage below Buckingham Palace and its grounds. This detour has resulted in the station at Victoria and the track out of it being aligned further eastwards, to pass roughly beneath the Queen Victoria Memorial where it will be roughly a furlong eastwards from the curve first one way and then the other in order to pass through Green Park and Oxford Circus stations.

Northwards from Oxford Circus the route will next turn through an angle of  $+78\frac{1}{2}$  degrees to reach Euston, where it is to have reverse direction cross-platform interchange with the City Section of the Northern Line. Then follows an almost straight section into Kings Cross, after which it will have to turn back through an angle of  $-74$  degrees to run parallel with the existing Northern City Line platforms at Highbury. From there it reaches Finsbury Park on a modest turn of  $+17\frac{1}{2}$  degrees, followed by a further  $+47\frac{1}{2}$  degrees turn below the Park itself, thence straightening out generally for nearly  $1\frac{1}{2}$  miles into Seven Sisters.

Beyond Seven Sisters, there is some doubt as to the actual route that is to be taken. Some general indication has been given that the route may pass below the Low and High Maynard Reservoirs of the Metropolitan Water Board and then through a station at Blackhorse Road to terminate below the Eastern Region Line station at Hoe Street at an appreciable angle to the route of that line. Former practice though has not been in favour of tunnelling such a route below a large expanse of water where this is avoidable; and so the route has been assumed here to pass beneath Ferry Lane and needing a further

turn of  $+43\frac{1}{2}$  degrees to reach Tottenham Hale from Seven Sisters. It also appears that a south-easterly approach into Hoe Street would not be favourable for the later suggested extension of the Victoria Line to Woodford, nor in agreement with the original plan to terminate the line at Wood Street, Walthamstow, by the Eastern Region station there. For these reasons it is assumed that the Victoria Line station which is to be built beneath the Eastern Region station at Hoe Street, is also parallel with it as regards direction.

The section between Tottenham Hale and Hoe Street, as with the section between Victoria and Oxford Circus contains repeated changes in direction; and measurements of distance for each one has been obtained graphically.

Turning now to more practical considerations, there is every reason to believe that the Victoria Line with its new route into the northern and north-eastern suburbs and with its many useful interchange facilities will make a very valuable addition to the existing network of Underground lines. One part of its route though, where this passes through Finsbury Park, seems to invite some special attention.

Cross-platform interchange with the Piccadilly Line has been planned for this station; but instead of this being provided by means of an additional station platform with tracks, it was decided that the Northern City Line terminal should be taken over and incorporated into the Piccadilly/Victoria Lines' routes. This changeover took effect as from 4th October 1964 when the Northern City Line service between Finsbury Park and Drayton Park was withdrawn and the resulting gap bridged by a special bus/coach service.

Whilst it is true that the Victoria Line will eventually operate alongside the former Northern City Line route between Finsbury Park and Highbury, it must also not be forgotten that the NC Line carries a considerable peak-hour passenger load between Finsbury Park and the City for which an intensive service of eighteen 6-coach trains per hour was provided prior to the curtailment of the service to Drayton Park. Whatever the other advantages to be offered to Finsbury Park by the Victoria Line (briefly referred to below), it will provide only an inferior substitute for the former direct NC route between Finsbury Park and the City as passengers will then always be compelled to change trains at Highbury; i.e. unless the NC

Line service is later restored to Finsbury Park and uses a once-promised high-level station above the Eastern Region tracks, which project has for some time been shelved and seems unlikely to receive further consideration at the present time.

A further point to be noted is that the Victoria Line, by serving both Finsbury Park and Kings Cross will add a third to two existing rail routes already operating between these two stations, thus providing two separate interchange points only  $2\frac{1}{2}$  miles apart between the same three lines. This is a most unusual example of railway practice and, in the circumstances, does not seem justified by passenger demand.

Passengers normally using the Kings Cross stations and travelling by the Eastern Region, Piccadilly or Victoria Lines between Central London and the N. and N.E. suburbs will have no need to change en route at Finsbury Park; and local passengers entraining or alighting at Finsbury Park will have easy access to and from any important Central London station with no more than a single change even if the Victoria Line were not to serve Finsbury Park. The only additional benefit to passengers arising from the Victoria Line station at Finsbury Park will be direct access between there and Euston, Warren Street, Oxford Circus and Victoria, instead of the normal need to make a single change either at Kings Cross or Green Park.

Putting these considerations aside for one moment, one of the major functions of the Victoria Line is to ease the peak-hour crowding existing on certain sections of other LT lines, of which the Piccadilly Line section between Manor House and Holborn is named as requiring special attention. In these circumstances, it seems reasonable to conclude that a Victoria Line station at Manor House, with cross-platform interchange if possible, would have been better suited to help in providing that relief than one at Finsbury Park.

This leads us forward to the general idea that, in the aggregate, a Victoria Line station at Manor House together with the uninterrupted continuance of the Northern City Line service between Finsbury Park and Moorgate, would seem likely to have provided greater additional benefit to passengers than the planned arrangements for Finsbury Park where a gap has been made in the former NC Line service in order to accommodate the Victoria Line which in turn is to bridge the gap thus caused and serve in place of the withdrawn section of the NC Line. The Victoria Line could alternatively have had a station at Finsbury Park without disturbing the NC Line service, but supersession of part of the NC Line by the Victoria Line seems to have been a major consideration when this new route was planned. It would be interesting to have other

views on the observations that have been made above.

It is purely coincidental that what could possibly have been an ideal alternative section of route for this Line exists between Kings Cross and Seven Sisters. This section, starting from below Gibson Square and passing across the site of the NC Line platforms at Highbury, follows a dead straight course of N.81<sup>0</sup> E. for 1.96 miles to a point below Gloucester Drive N.4, from where an easy curve would take the route alongside or nearby the Piccadilly Line platforms at Manor House; after which it could straighten up again on the way to Seven Sisters. An intermediate station between Highbury and Manor House might also have been considered.

This alternative route is 0.17 miles shorter than the planned route - and less destructive in frictional wear and tear of wheels and track. At the same time it would have avoided any need to interfere with the NC Line route into Finsbury Park.

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#### GUILDHALL LIBRARY

This Library, situated as its name implies in Guildhall is one of the most important "local" (as distinct from National) libraries in London. It has a very fine collection of works on the history of London and is fairly strong on early transport material, including the Underground. It is not a lending library, but it is open all day on Saturdays.

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#### MEMORIES OF THE L.M.S. STATION AT AYLESBURY

John Reed

"The real disaster hit the line in 1892, when the Met. reached Aylesbury by a direct route some five miles shorter." So wrote Eric Gadsden in his book "The Aylesbury Railway". Even so, the old line was an unconscionable time a-dying, and has only recently given up the ghost at the Aylesbury end.

At the outbreak of World War II I had a schoolboy pal whose father was a fireman on the line, and we were allowed as a great treat to visit "the L.M.S.". (It was always called the L.M.S. by most local folk to distinguish it from Aylesbury Joint Station; the suffix "High Street" was of course a 1950



B.R. addition; older people knew it as the North-Western.) We did not go there as passengers, naturally; the L.M.S. was a line to look at, not to ride upon; no Aylesburian would want to go to Cheddington in the normal course of events. I myself as a native of Aylesbury only once travelled on the line - by a special train organized by my school for an outing to Nottingham in 1939.

In those days the passenger or mixed trains were hauled by one of several L.N.W.R. 2-4-2T's, or by O-6-2T No. (1)6900. Goods were usually hauled by a Super D O-8-0, though a later Stanier type was not unknown. Of the passenger engines, 6620 was a regular performer, while on 1st February 1941, No 6687 was on duty. On arrival at Aylesbury station, the loco of each train was imprisoned at the platform buffer-stops by its two coaches, so the regular procedure was as follows: the engine would fly-shunt the coaches towards Park Street crossing, then nip smartly out of the way while they rolled back under gravity into the platform. When time came for departure, the engine would give a very long blast on its whistle to alert the signalman for immediate action with his gates. This long whistle, which could be heard all over the town, was known to the crews as the "knob-up".

The line's later story, including the change to modern motive power for a few years before passenger traffic was discontinued, is well-known, and needs no further mention. The station lingered on for goods traffic for a decade, changing little, though as I was told at the time, "Now and then a few bowler-hats come down from Euston, decide to knock something down, and then spend the rest of the day in the 'Chandos'".

Towards the end, a certain user of the goods facilities was asked his views on a possible move to the joint (Town) station. On enquiring the alternative and being told there wasn't one, he demanded to know why the \*\*\*\*\* he was being asked, if the line was doomed anyway; and doomed it was. The last goods train left Aylesbury on the 29th November 1963 behind SF No. 48154. Lately, a start has been made on lifting the track at the Aylesbury end, using contractors' lorries, and Park Street bridge has gone, though I managed to purchase its "LNWR 1" number-plate, together with an L.N.W.R. dolly-signal. During the past year or so, buffer-stops were provided at the new termination of the line near Aylesbury Prison, an example of non-cooperation between authorities, as the stops were on the Aylesbury side of the point at which the new ring-road will cross the track. However, it must have been discovered that someone had blundered, as

the buffer-stops were soon removed to a more satisfactory position to the east.

Now little is left of the L.N.W.R. at Aylesbury; its atmosphere, contributed in no small measure by the adjoining gas-works, and its sounds - hollow L.N.W.R. exhausts, rumbling locoless coaches and shrill knob-ups - linger only in the memory.

The cat has finally won - posthumously!

### BOOK REVIEW

G.M. Kitchenside; Railway Carriages 1839-1939; London; 1964; Ian Allan Limited; 64pp; extensively illustrated; 6/-.

One of the titles in the Ian Allan Veteran and Vintage Series, this is a useful brief survey of carriages during the century named in the title. Pleasant to read, and profusely illustrated, it ranges wide over the subject - dining cars, sleeping cars, travelling post office coaches, Royal Saloons, London suburban stock; all these appear and many others too.

The Underground does not really get adequate treatment; it is dismissed in two pages, about one of which is taken up by illustrations and captions; perhaps a similar book in the same series is planned to deal with the Underground along? There would be plenty of material for such a book - and no shortage of buyers either one imagines.

The last two pages give a useful list of preserved coaches.

### SOME FAILURES AND DELAYS

At some time or another, all passengers on LT trains are delayed; usually there is very little information to be had as to the reason for the holdup, which is often a greater annoyance to the affected passengers than the actual delay. To help a little in retrospect, and perhaps to answer some of our Readers' unanswered questions, here are a few of the most interesting delays in the period from 21st March to 9th April this year, with their causes.

21-3-1965

20 trains were delayed in their depots awaiting staff. Many guards and drivers must have forgotten to put their clocks on. 12.18 - 35 minutes delay; Archway - Northbound; Empty stock;

Man under train removed dead;

Train 42 delayed in rear of empty stock;

Trains 43 and 46 diverted Camden Town to Golders Green;

Train 77 diverted Finchley Central to High Barnet.

24-3-1965

04.58 - 24 mins. delay; Epping - Eastbound; Train 90;

Delayed awaiting signal which did not clear owing to failure of signal current.

06.23 - 20 mins. delay - North Weald - Westbound; Train 90;

The same train as above stalled due to flat batteries.

10.12 - 13 mins. delay; Earl's Court - Eastbound; Train 76;

Stalled on current rail gap.

26-3-1965

16.03 - 21 mins. delay; Ravenscourt Park - Eastbound; Train 302;

Man under train removed dead;

Current off Chiswick Park to Ravenscourt Park Westbound Fast Road 16.09, restored 16.20; Service reversed West to East at Hyde Park; 2 trains cancelled from Acton Town; 1 train diverted

over local road Northfields - Hammersmith.

20.20 - New Cross depot. Southbound train 203 became derailed entering depot; leading wheels of car 53211 jumped hand-worked points that had not been properly closed. Rerailed at 22.25; pulled clear of main line 22.55. Normal service resumed with train 204 at 23.24.

27-3-1965

15.49 - 12 mins. delay; Earl's Court - Eastbound; Train 66;

Overran signal EC50 and was diverted in error to siding.

Passengers detained.

29-3-1965

21.20 - 17 mins. delay; Moorgate - Southbound; train 141;

Woman under train removed dead; 2 trains diverted Charing +.

22.25 - District Line Dagenham East to Hornchurch; service suspended and current removed on both roads as a result of LTS Line derailment. Service restored 22.45 30-3-1965.

1-4-1965

14.36 - 25 mins. delay; Old Street - Northbound; Train 304;  
 delayed for Police Investigation.

9-4-1965

00.35 - 11 mins. delay; Victoria - Eastbound; no train involved;  
 Publican at the "Shakespeare" fell from window at rear of  
 premises onto the eastbound track. Current was discharged  
 on both roads 00.40. The man was removed to hospital  
 where he died. Current was restored at 00.57. Westbound  
 train 16 was delayed 11 mins.

### NEWS FLASHES

NF 431 Clapham Junction A Signal Box, mounted on girders spanning ten tracks into and out of Waterloo, BR terminus, sank five feet as its supporting girders gave way during the morning rush hour on Monday 10-5-1965. Waterloo was put out of action completely for more than a day, BR trains being reversed at Clapham or lower down their respective lines. The LT District Line service to Wimbledon was increased during the offpeak hours, and emergency bus services were provided in the morning and evening peaks between Hammersmith (District, Met and Piccadilly Lines) and Barnes (BR - SR; also between Hounslow East (Piccadilly Line) and Twickenham (BR - SR). LT Lines were overcrowded during rush-hours, as may be imagined, but the operation went smoothly otherwise.

NF 432 The Kellingley Colliery of the National Coal Board, opened on 5-5-1965 has a complete system of electric trains, the roads are said to be about the same size as London tube tunnels - and one reporter at the opening ceremony described these roads as being much cleaner in most parts than the tubes!

NF 433 Two 11-year old boys were accused at Camden Juvenile Court of placing objects on the North London Line between Kentish Town West and Gospel Oak on 17-3-1965; these were said to include timber, an old refrigerator tray filled with stones, and an insulator. The tray became lodged under a train in which there were thirty passengers.

NF 434 Battery car L28 arrived at West Ruislip on Thursday 6-5-1965 in the 09.05 ex Banbury freight. It is also reported that cars arrived (in addition to those report in the May issue -

NF 411) on 27-1-1965, 12-3-1965, 31-3-1965 (L26) and 27-4-1965.

NF 435 Q cars 4183, 4187 were dismantled at West Ruislip between 8/31-3-1965; 4123 also broken up there 31-3/9-4-1965.

NF 436 Met loco No 3 was observed dumped below West Ruislip depot at the west end 29-4-1965; it appeared ready for scrap.

NF 437 1962 tube cars 1402-1403-2402-9403 bear Acton shop date 3/65.

NF 438 A rake of pre-1938 tube stock was observed in the car shed at Micheldever on 4-4-1965.

NF 439 Two new mobile welding units in maroon livery were seen at Eastleigh 26-4-1965, presumably having built there.

NF 440 Pannier tank L94 was despatched from Lillie Bridge on 8-4-1965 for Eastleigh Works. It was held at Southall Loco shed for some days - reason unknown (See NF 405). This will probably become a regular feature now that Swindon is no longer overhauling steam engines.

NF 441 It is 50 years ago since the Metropolitan introduced its famous diamond pattern station nameboards.

NF 442 The new skyscraper at the corner of Tottenham Court Road and New Oxford Street, known as Centre Point, is nearly completed. With 35 storeys above ground, it will considerably increase the passenger usage of Tottenham Court Road station as it becomes occupied.

NF 443 On Saturday 17-4-1965, BBC-1 TV screened in its Sherlock Holmes series a dramatisation of the famous story "The Bruce-Partington Plans" - in which a body is dumped on the roof of a train on the Underground. The Society were consulted, and able to supply information, to the BBC to help them in creating authentic models and sets for the Met scenes.

NF 444 Two youths were seen blocking the Aylesbury - Princes Risborough branch line on the night of Sunday 18-4-1965; they used bedsteads, wire gates and posts and drums - and cut the signal wires. Fortunately a passing motorist reported them, and they did no harm to trains.

NF 445 Thieves broke into the booking office at Archway station in the early hours of 19-4-1965, burnt a hole in the safe, and stole

about £500 mostly in silver. They entered by cutting iron bars from a skylight in the rear of the building.

NF 446 Notice chalked up at Hampstead station (Northern Line) on 5-4-1965 - "Due to engineers, only one lift in operation". So that's what causes the trouble!

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LETTERS TO THE EDITOR

3rd May, 1965.

Dear Sir,

I would like to comment on a few points raised by Ken Benest in his letter about my signalling article.

I would have thought it more likely that the perforated ball finials of signal G17 etc were of G.C. origin, as there are or were some of this type on old G.C. signals at Marylebone (not to be confused with modern Western Region additions there).

With regard to the corrugated enamelled arms at Chalfont, these arms certainly were put up at the very period when they were being dismantled from the District (see photograph on front cover of L.T. Magazine for January 1954). Apart from the similarity of the arms, another thing convinced me that they were from the District; in a pile of signalling equipment lying at Chalfont at the time there was a spectacle plate removed from one of the District arms, presumably being unsuitable for Met use. These spectacle plates were even more characteristic than the arms. The glasses were circular, and the part of the frame surrounding the red glass was finished red, while the part around the blue-green glass was white. The appearance of these very distinctive components on the Met at the same time as they were being taken down from the District seemed to be too much of a coincidence to me, so until my theory is disproved I'm sticking to it!!

Ken's description of the ex-C.S.L.R. signal on the Chesham branch was most interesting, and proves that L.T. did use old parts from other lines for temporary signals on the Met!

Yours sincerely,  
John Reed

9th May, 1965.

Sir,

While I agree with your last editorial that vandalism on

railways must be countered, I would suggest that your solution of indefinite incarceration in a criminal mental hospital is illogical.

If these vandals are mentally deranged, as seems likely, they will not be deterred by such a prospect. Their treatment, which is more important than their punishment, since it will prevent repetition of their offences, might be better achieved by engaging them in some socially useful task, such as work in the casualty department of a hospital.

c/o 31 Dol Benno,  
Bontnewydd, Caerns.

Yours faithfully,  
Richard Graham

#### THE FIRST ELECTRONIC EXIT BARRIER

On the morning of Monday 17-5-1965 the first electronic passenger exit barrier in the world was brought into use by LT at Acton Town station.

Acton Town, on the District and Piccadilly Lines, is the fourth station to be used in experiments leading to the possible adoption of a completely electronic ticket system, which if adopted would be much cheaper to operate and also cut down fraudulent travel.

Stamford Brook, Chiswick Park and Ravenscourt Park stations, District Line, have all had electronic gates for some time, but these have been entrance gates - of various patterns to widen the scope of the experiments.

The exit gate at Acton Town will read electronically special yellow tickets issued from about 20 Underground stations for journeys to Acton; these tickets are coded in a magnetic ink readable by the barrier equipment. The outgoing passenger places his ticket in a detector slot in the gate; it is read, and if found to be valid, it will be kept by the detector equipment and two sets of doors will open to let the ticketholder through. If the ticket is invalid, the doors remain closed, the ticket is returned, and its owner directed to see the station staff.

The detector equipment can read weekly season tickets, off-peak returns and ordinary returns, as well as single tickets. Weekly seasons issued at Acton Town are yellow now, and of a special size, while offpeak returns are in a pink shade; both have special markings. Holders of all other tickets still use a normal ticket barrier. There is no electronic entry barrier at Acton Town yet, but one is to

installed there later.

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### SOCIETY NOTICES

SALES Members are advised that the Society General Sales Manager is away from Home most of this month. Orders for all books, badges (including the Society badge at 3/6d) and back year's issues of the Journal, should be sent for this month to the Assistant Sales Manager, Roger Manley, 35 Montholme Road, Battersea, London, S.W.11.

HISTORICAL RESEARCH AWARD All readers are reminded that the latest date for notifying their intention to enter for this Award is the 30th June. The Award is open to all and is for the best piece of research on a matter or on matters appertaining to the Underground system. For fuller details, see Underground for November 1964, p.174.

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### THE TIMETABLE

Tuesday 25th May to Saturday 19th June - weekdays only Exhibition of Victoria Line and other LT Underground Progress. In the Exhibition Hall, Charing Cross Underground Station.

12.00 Friday 4th June Trip on the special pre-Bank Holiday workings. Meet in the Booking Hall at Earl's Court Road end of Earl's Court station.

Morning Thursday 17th June Trip on the empty stock working from New Cross Depot to Ealing Common Depot via the St. Mary's Curve - not now normally used by passenger services.

Afternoon Thursday 17th June Visit to Acton Works, LT. The times for these two events have not been received as we go to press, so successful applicants will be notified of the details by post. These events are fully booked.

Saturday 10th July Tour of the Epping-Ongar section of the Central Line, including visits to some of the signal boxes on the line. Applications to the Secretary, N.E.W. Fuller, at 62 Devonshire Road, Ealing, London, W.5. Successful applicants will not be notified time and place of meeting being given in the Journal next month.

Sunday 25th July Annual Family Outing; this year to the Isle of Wight; details will be given in The Timetable for July - and those intending to take part should be ready to apply as soon as they receive the July Journal. Full details will appear there.

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