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PARLIAMENTARY PROGRESS

In numerous speeches, reports and articles the Members of the London Transport Board give the public an idea of how current thinking on transport problems is moving in the Boardroom. Over a period of years, some of the ideas come to fruition, others come to pass in a greatly altered form, and the remainder are, sooner or later, quietly forgotten.

For the adopted schemes, the next stage is, for major works at least, to obtain Parliamentary approval, and for this purpose a Private Bill is promoted whenever necessary - usually these days once a year. Inclusion in such a Bill means that a project has got beyond the talking stage, and that action is contemplated. Therefore, one of the most interesting sections of the LT Annual Report each year is that in which the Board's Parliamentary activities are recorded. The 1964 Report is no exception.

Railway matters dealt with in the London Transport Act, 1964, which received the Royal Assent on the 16th July, 1964, were two only - diversion and extension of the east subway and resiting of a ticket office at Liverpool Street station (Metropolitan Line); and the northward extension of the platform tracks at Edgware station.

The Bill being promoted for the 1964-65 Session includes some larger proposed works; the extension of the Aldwych branch of the Piccadilly Line to Waterloo comes first; linked with this are plans for two additional escalators at Waterloo station, and the construction of a new sub-surface electrical substation adjacent

to Holborn station. Also included in the Bill is the Old Street station reconstruction, which is to be carried out in conjunction with Local Authority's road improvement programme for that area.

Of course, as every railway historian knows, obtaining Parliamentary powers does not mean that the work will, in fact, be carried out; it is always possible to seek power to abandon a scheme, and powers may lapse because the work is not carried out in the time allowed - but at least there is a reasonable chance of plans being carried through.

METROPOLITAN ROLLING STOCK

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K.R.Benest

The very superior trains put into service on their newly-opened London extension by the Great Central Railway constituted a challenge which the Metropolitan, completely absorbed in the processes and expenses of electrifying their inner suburban lines, were unable to counter effectively for some years. Thus much traffic which the Metropolitan had hitherto welcomed at Baker Street showed a tendency to present itself at Marylebone instead. Certainly the process did not take place unobserved, for we have seen that the "Rothschild" 6-wheel saloons had been completely refurbished a mated on a common all-steel bogie underframe in 1907. This traffic alone was valued at £600 per annum, but was no doubt lost to the railway altogether as soon as the motor-car became a reliable proposition and road surfaces improved sufficiently to make such travel a pleasure rather than a penance.

Spurred on by rumours of new and even better G.C.R. saloon stock (60' 0" long, with 10' 6" wheel-based bogies) under construction at Dukinfield, plans were made for improving the standards of comfort on the main line trains. It was felt that the first class traffic would require an exceptional inducement to return to the Metropolitan; accordingly, negotiations were opened with the Pullman Car Company for the provision of a pair of first class buffet cars. A 10-year agreement drawn up in March 1909 provided that if, at the end of say twelve months after the first year the railway company's expenses exceeded receipts the Pullman company should meet the loss or terminate the arrangement at their option. If, with an eye to the

provisions of the 1906 joint working agreement with the G.C.R., the Metropolitan ceased to run trains north of Harrow, then the arrangement was to determine insofar as that section was concerned. It was anticipated that the cars would commence to operate on 1st November 1909.

The cars were built by the Birmingham Railway Carriage and Wagon Company Limited, and fitted out by W.S.Laycock Limited in accordance with Metropolitan requirements. They were 59' 6 $\frac{3}{4}$ " long over buffers, 57' 6" over platforms and 51' 0" over corner pillars. The maximum width and height were respectively 8' 5" and 12' 4", the inside height being 7' 8 1/16" at the centre. The 7' 6" wheel-based bogies, to which the lower stepboards were affixed to facilitate the negotiation of curves, were of the American side-compensated pattern and were set at 39' 3" centres. The wheels, 3' 4 $\frac{5}{8}$ " diameter, were braked by 221* diameter vacuum cylinders. Although provision was made for fitting central couplers of Buck-eye pattern, these were not supplied but side buffers and continuous draw-gear were fitted. The vestibules were provided with intercommunicating double doors, and could be equipped with bellows connections: this again, was never done.

Each car weighed 29 tons, and was finished externally in the standard contemporary Pullman livery; upper bodies with broken white upper panels lined out with gold leaf, roofs white and bogies and underframes black. The names "Mayflower" and "Galatea" were displayed centrally upon the waist panels, whilst that of the Pullman Company appeared in the customary elongated style upon the cant-rails. It is of interest that the names selected were those of the 1886 contenders for the America's Cup; the reason behind this choice, made, it would appear, by the Pullman people, and not a caprice of the Metropolitan directorate, is lost in obscurity: the event commemorated was even then some 24 years old.

Each of these cars seated 19 passengers in morocco-upholstered armchairs, in saloons with 8, 7 and 4 seats respectively. The customary Pullman standards of luxury were observed in the appointments; green silk damask window blinds were surmounted by ormolu baggage racks "with finely chased enrichments", and plate glass partitions were provided between compartments, the smallest of which was completely isolated with a door giving entry to a side corridor leading

to the toilet and vestibule. The two cars differed in the mural panelling; whereas one had fiddleback mahogany inlaid with satinwood, with green upholstery and deep-pile carpets to match, the other was panelled in oak inlaid with holly and the decor was predominantly crimson. Electric light and Laycock's steam heating were provided, the usual shaded lamps, individually switched, graced the glass-topped tables, and bell pushes served to summon the attendant with a choice selection from the well-stocked buffet surmounted by its inset clock.

Before entering service tests had been carried out with a gauging car; as a result one of the crossovers at Aldgate had to be realigned to eliminate the possibility of buffer-locking in conjunction with the old "rigid" stock - the combination may have seemed unlikely in practice but "better safe than sorry".

An inaugural trip, Liverpool Street to Aylesbury and back was arranged for 27th May 1910 with a select party of railway officers, including guests from all the Underground companies, and press representatives. The train provided was unique in Metropolitan annals: the formation comprised a "bogie-stock" brake/3rd, a Pullman, the Rothschild saloon, the second Pullman, and another "bogie" 3rd/brake, hauled over the electrified section to Harrow by a B.T.H. locomotive. The "bogie stock" can have been provided solely for the use of the guard - it would have been galling in the extreme to receive an invitation to sample the delights of suburban Pullman travel, only to be ushered into an ordinary 3rd class compartment.

In ordinary service, which commenced on 1st June 1910, a small supplement to the first class fare was exacted; 6d for any distance between Aldgate and Rickmansworth, and 1/- for any journey part of which extended north of the latter point. The cars were at first incorporated, always singly, in trains of bogie-stock, displacing the 1st/3rd composite therein and necessitating the equipment of the adjacent vehicle ends with long buffers and screw couplings. Four up and five down trains a day provided the new service, variously between Aylesbury, Verney Junction and Chesham on the one hand and Baker Street, Liverpool Street and Aldgate on the other.

After the introduction of the "Dreadnought" stock in September 1910 the Pullmans were transferred to the new trains,

and run in conjunction with them for the remainder of their existence. An early photograph shows that one of the "bogiestock" composites had replaced a "Dreadnought" full third class coach in the formation. This may have been done to keep the overall length within limits, having regard to the still somewhat limited capacity of some station platforms. Except at weekends it was customary for one of the Pullmans to stand overnight at Verney Junction for attachment to the only through morning train. Sir Harry Verney, elected to the Metropolitan board on 29th January 1920, and to whom the writer is indebted for much information in this article, became the first passenger, joining the train at Granborough Road; occasionally a passenger would get in at Aylesbury, but the majority of the "regulars" boarded at Amersham and by Chorley Wood the car would be full.

Periodically the cars were withdrawn, one at a time for overhaul, and on earlier such occasions the Rothschild saloon was modified and run in substitution, the staff being provided, as on the regular cars, by the Pullman Company. The incidence of World War I resulted almost at once in a sharp decrease in patronage. A supplementary agreement was reached therefore with the Pullman Car Company whereby the extra charge for a seat was reduced to 6d any distance - an effective reduction of 50% on all traffic north of Rickmansworth - together with a reduction in the refreshment tariff. This arrangement, which was immediately successful, became effective on New Year's Day 1915, and thence for the "duration".

In June 1922 when "Mayflower" again became due for renovation a proposal was made to change the car livery, white having proved unsatisfactory. The Pullman interest favoured the dark lake employed by them for many years on the South Eastern Railway; the Metropolitan expressed a hankering to see them in varnished teak. The outcome was the adoption of the crimson-lake finish which the cars thence retained for the remainder of their service, by which time they were the only examples to bear such in the country, the ex-S.E.R. cars having received the standard cream and umber livery in the early 1930's. Internally, the cars would appear never to have been altered.

It is interesting to observe, in passing, that on the contemporary corridor trains introduced by the Tilbury line for the through service between Southend and Ealing Broadway,

it was customary to lock all the toilets whilst the train traversed the electrified track west of Barking. No such embargo was enforced by the Metropolitan; it was felt perhaps that it was harsh treatment on any passenger that, he having paid a supplement on a first class fare, and dined and wined to the ultimate enrichment of the company, he should, in his need, be denied speedy access to Paradise.

On 9th December 1932 one of these cars was incorporated in a special train for the opening of the Stanmore branch. This train was composed, in the main, of standard 1929 "Watford" compartment stock, two coaches of which were displaced for the occasion by a Pullman and the saloon, placed in conjunction. As the train was fitted with buck-eye couplers, the Westinghouse brake, and multiple unit control considerable ingenuity had to be exercised in the provision of temporary equipment, and it is possible that the driver had to be warned that he had some 60 tons unbraked weight behind him. Whatever the means employed, however, the occasion was unmarked by any mishap.

The Pullman car service survived Metropolitan days only to be withdrawn on and from Monday 9th October 1939, shortly after the commencement of World War II. The last Pullman trains actually ran on the preceding Saturday, as Sunday services were never provided. The cars stood in the open at Acton Works for some time, but early in 1941 "The Railway Observer" recorded that they had been taken to Hampton Court (Southern Railway), where the bodies had been removed from the underframes, bisected, and removed by road to an unknown destination. They are said to exist today as beach chalets at Newhaven.

ELECTRONIC TICKET BARRIER AT ACTON TOWN

Ian Lawson

London Transport's latest ticket barrier experiment, at Acton Town, started (as briefly reported in the June issue - p.95) on May 17th. This experiment differs from previous ones in that passengers pass through the barrier on going out of the station.

The barrier, situated just to the left of the booking office, is similar to the present one at Chiswick Park. Tickets are placed into a slot on the left hand side of the

machine, the first gate opening if the ticket is valid, the second opening as the passenger passes through. Rejected tickets and seasons are returned to the passenger, other tickets being retained.

If the passenger has an excess fare to pay, this is done at an office which has been built as an addition to the existing booking office. A special ticket is issued for use through the barrier.

Tickets issued at Acton Town for passing through the barrier are printed on good quality card, are larger in size than is usual (3 3/8" x 1 3/16"), and have code bars on the back. These special tickets at present consist of: Platform Permits, Excess Fare Tickets, Off-peak Returns, and certain Ordinary Returns and Season Tickets. All but the Day Off-peaks are printed on yellow card.

The platform permit bears the wording;

PLATFORM TICKET
for
ACTON TOWN

and has the validity "Valid for day of issue only", rather than the normal one-hour validity.

Excess fare tickets have the wording:

EXCESS FARE TICKET
For use through automatic barrier
at
ACTON TOWN

The excess fare paid is shown in a square on the right of the wording, and tickets are time stamped on issue. These tickets are stocked for all common values.

The most interesting special tickets issued are returns, which consist of two tickets, one for the outward journey, and one for the return. The outward ticket is worded as a normal single and shows the single fare to the destination. The return ticket carries the wording:

RETURN to ACTON TOWN from any L.T. Station where the SINGLE FARE to the above station is shown on the fares list as —.

There are seven values of these tickets issued, with the corresponding child tickets.

The Day Off-peak tickets (again of the two card type) are printed on light pink card, with the originating and destination names taking up the right hand two-thirds of the ticket, the left hand third being taken up by the conditions and restrictions on use, which are set at right angles to the main text. Unlike the ordinary returns, each ticket shows the return fare.

Tickets issued from other stations to Acton Town for use through the barrier consist of two types. Single tickets are normal sized Rapidprinter issues on yellow card, with ternary code bars on the face. Return tickets are similar to those from Acton Town, being of the large, yellow, two-card type. These tickets are issued from 22 stations, and cover 75% of the tickets used to Acton Town.

LETTERS TO THE EDITOR

8th June 1965

Dear Mr. Davis,

Following upon Mr. F.F. Brown's useful article in the June issue of "Underground" on the route of the Victoria Line, some members may like their attention drawn to the paper "Preliminary planning for a new tube railway across London" by Mr. F.S.P. Turner, published in the January 1959 issue of the Proceedings of the Institution of Civil Engineers. The discussion on the paper was published in the same Journal in August 1959.

Mr. Turner, who was at the time Principal New Works Assistant to the L.T.E. touches on some of the routing points raised by Mr. Brown, and inter alia gives a route plan (not to Mr. Brown's standard), a detailed longitudinal section and seven proposed station plans.

As far as the writer is aware, this Paper and its discussion remain the most detailed technical account published of the Victoria Line.

Yours sincerely,

113 Wandle Road,
Morden, Surrey.

S.E. Jones

12th June 1965

Dear Sir,

John Reed has made his point - my apologies!

However, the correspondence has served to establish the time when these arms were replaced.

Yours faithfully,

66 Hare Lane,
Claygate, Surrey.

K.R.Benest

**EXTENSION OF NORTHERN LINE PROGRAMME MACHINE
WORKING**

Seven new Programme Machines have been brought into use at Edgware as the latest extension of Northern Line working by Programme Machine. The machines are housed in a new Interlocking Machine Room at Edgware, with additional supervision equipment installed in the signal box at Golders Green.

The seven machines are interlocked with each other, and some are carrying out two distant functions. Details of the use of each machine as are follows :-

- S.1 - Routes from all three platforms to the southbound main line.
- S.2 - Routes from the depot to platform 2 and 3.
- S.3 - Double-step machine controlling trains into and out of platform 3, including trains from depot to platform and vice versa; and, with S.1 controls southbound trains from platform 3.
- S.4 - Another double-step machine performing the same functions as S.3, but for platform 2.
- S.5 - Double-step machine controlling entrance and exit to and from the siding, and acceptance of trains from the northbound line into platform 1; also, with S.1 controls southbound trains from platform 1.
- S.6 - train description and platform sequence for the southbound trains.
- S.7 - controls routing for northbound trains from main line into all platforms.

In emergencies, first-come, first-served working can be substituted for normal operation, and Golders Green supervisor can operate all points and signals by push-button also.

DATA SHEETS

M.J. Miller

DISTRICT RAILWAY "D" STOCK (1912)

Length to bogie centres: 34' 1"
 " over headstocks : 49' 0"
 Height from rail to
 top of carline... : 12' 3 $\frac{1}{4}$ "

	T	CWT	QRS	LBS
Weight of car complete:	33	- 3	- 1	- 0
" " motor end...:	20	- 4	- 0	- 0
" " trailer ...:	12	- 19	- 1	- 0
" " carbody :	18	- 8	- 0	- 0
" " motor bogie :	11	- 0	- 2	- 0
" " motor trail bogie (type LM):	3	- 14	- 3	- 0

Seating Capacity : 48

Contractors: Gloucester R.C.W.

Type BCD bogie

DISTRICT RAILWAY "E" STOCK (1913)

Length to bogie centres: 34' 1"
 " over headstocks : 49' 0"
 Height from rail to top
 of carline : 11' 11 $\frac{1}{2}$ " (plus 4" vents)

Weight of car complete... :	33	- 12	- 0	- 0
" " motor end... :	20	- 5	- 0	- 0
" " trailer... :	13	- 7	- 0	- 0
" " carbody :	18	- 16	- 3	- 0
" " motor bogie (type BCD) :	11	- 0	- 2	- 0
" " trail bogie (type LM) :	3	- 14	- 3	- 0
" " car complete fitted with type A ² and K ² bogies:	36	- 16	- 3	- 0

Seating Capacity : 48

Contractors: Gloucester R.C.W.

NOTE: 'E' stock body is built with $\frac{1}{2}$ " camber upwards between centres of bogies and $\frac{1}{4}$ " downwards from centre of bogie to end of frame.

LONDON TRANSPORT RAIL WORKS FOR WEST
LONDON ROAD SCHEMES

London Transport announced that in May work will start shortly on two engineering tasks in connection with the Greater London Council's new motorway schemes. At Edgware Road (Metropolitan and District Lines) station, a steel and concrete raft will be erected to carry part of a new road which will link Marylebone and Harrow Roads via the Harrow Road Flyover. Near Latimer Road station, a new bridge will be built to take the Hammersmith and City line tracks over the eight-traffic-lane West Cross motorway. Both of these projects are being carried out by L.T. for the Greater London Council.

The raft at Edgware Road will be built over the tracks in the north-east corner of the station area. Reinforced concrete piles will be sunk - to depths between 50 and 70 feet - at intervals behind a 200-foot-length of the Mitcham Street retaining wall.

Steel columns - two on the island platform and the other at the corner of L.T.'s offices at Griffith House in Marylebone Road - will be erected to carry the main edge girders which will support the steel cross beams spanning the tracks. When the steelwork has been completed, pre-cast arched concrete sections will be fitted to the bottom flanges of the cross girders and the whole raft will then be covered with concrete and asphalt to form the new roadway. More than 900 tons of concrete and nearly 170 tcns of steel will go into the construction of the raft.

The present station entrance in Cosway Street will be closed and demolished together with the covered walk-way to the station footbridge. A new entrance will be built in Mitcham Street. The work to be carried out by London Transport will also include the construction of a stairway from the new roadway down to a subway under Marylebone Road.

The task at Edgware Road will take more than a year to complete and will cost £120,000. It will be carried out without interrupting the train service.

At Latimer Road a steel and concrete bridge - 120 feet in length - will be erected to span the West Cross Route. It will carry the Hammersmith and City tracks which at present run over an arched brick viaduct. To make way for the new bridge, five of the brick arches will be demolished.

A temporary bridge structure will be built to take the railway tracks while the arches are pulled down. The new bridge deck will be built on trestles alongside the viaduct. When complete the whole structure - 450 tons of steel and concrete - will be "rolled in" sideways on steel bearings, to its final position. The two spans - each 60 feet long and 34 feet wide - will be supported in the middle by a single, slim concrete pier.

Total cost of the work at Latimer Road will be £120,000. The new bridge has been designed by London Transport engineers and approved by the Fine Arts Commission.

BOOK REVIEW

K.A.Frost; The Southend Pier Railway; 24pp., 18 illustrations + track diagram; London, 1965; Peter R. Davis; 3/6d. Obtainable from the Society.

This modest but comprehensive booklet, the second to be published in the new Signal Transport Papers series, provides an interesting and well-illustrated account of a well-known but seldom publicised electric railway - one of the earliest to be built in this country. A detailed history of the $1\frac{1}{4}$ mile line is provided, together with a track diagram, and all relevant data concerning rolling stock, signalling and power supply. This booklet can be recommended to all electric railway enthusiasts as a record of the "premier line" among pier railways.

EXHIBITION REPORT

London Transport; Progress Underground; Exhibition Hall, Charing Cross Underground Station; from 25th May to 19th June 1965.

A free souvenir ticket, coded with magnetic ink and supplied from an automatic machine, was the means of entry to this exhibition. Fed through an electronic gate and then returned to the visitor, it provided the means of opening the barrier. This gate is to go into experimental service at a station now the exhibition is over, this being the first time such a gate has been seen in Central London.

The rest of the show provided an interesting survey of the other developments now taking place on the LT rail system, provided with maps, plans and numerous photographs - and

includes a comprehensive survey of signalling progress to date, from hand-levers to programme machines.

It would seem a good idea to make a show on these lines an annual event at present, while so many changes are going on.

NEWS FLASHES

NF 447 Various trios of service locomotives have been seen recently making intermittent visits from Neasden to an electrified siding in Willesden Green goods yard, and it is reported that these trips are for battery charging purposes.

NF 448 Also at Willesden Green, an observer comments that the number plate on the up fast home signal there - ME 4 - has been crooked for at least fifteen years!

NF 449 Victoria Line workings under Forest Road, Walthamstow, subsided in the early hours of 26-5-1965. Reputedly one of the most difficult stretches of the new line to build, its collapse closed the road for about a day while the cavity, 15 feet deep, was filled with concrete. The BR LMR trains service on the Hampstead/Tottenham line was also suspended, shuttle services operating between Kentish Town and South Tottenham, and between Blackhorse Road and Barking.

NF 450 Eight-car PCM trains have been reported in service, the first of these reported having been seen 13-5-1965. The consist is two three-car sets plus one two-car.

NF 451 A new coaling stage has been erected at Neasden, the work being completed during June.

NF 452 It is reported that LT is likely to be running steam locomotives until about 1969.

NF 453 The Victoria Line battery locomotive, L 20, has been at Neasden for several weeks - since about mid-May in fact.

NF 454 Metropolitan steam stock coaches 427, 465 and 509, at Neasden since the Centenary Celebrations, in 1963, are now reported as being likely to be going to Keighly for use by the Worth Valley preservation enthusiasts.

NF 455 The former Metropolitan Railway breakdown train, at present at Neasden, is said to be due for scrapping, and will be going to South Wales shortly.

NF 456 The CO stock in use on the Edgware Road-Putney Bridge service is to be converted to one-man control - not as

automatic driver trains but with a driver-guard at the front of the train.

NF 457 Q stock, recently taken off the East London Line, is currently back in service on that line - reason is not known.

NF 458 A District Line train was accidentally routed to Platform 1 at Edgware Road on 14-5-1965; so that it could return to Wimbledon (there being no provision for a move in this direction from this platform) it was run forward, and then back into Platform 2.

NF 459 During the Friday of the Chelsea Flower Show (23-5-1965) there was some congestion at Sloane Square station - the principal difficulty being that the escalators were carrying people up from the westbound platform faster than they could be cleared at the ticket barrier.

NF 460 Numerous complaints have been made recently about delays in obtaining tickets at Earl's Court, and a quite interesting correspondence in The Times during January was the starting point of the present spate. LT hope to make improvements, but shortage of booking clerks makes this difficult.

NF 461 The Paris Metro is about to bring into operation a driverless locomotive soon, similar in operation to the LT driverless trains but with a different operating system.

NF 462 The London Midland Region train service into the LT station at Moorgate is due for withdrawal. Complaints are being lodged, and it is understood that an Enquiry is to be held.

NF 463 See NF 455 above; further to that News Flash, the Met breakdown train was seen in Neasden LMR yard on 1-6-1965.

NF 464 The southbound Charing Cross branch platform at Euston, Northern Line, is now laid along half its length with ordinary cross-sleeper track and no safety pit.

NF 465 A passenger fell under a train at Farringdon in the evening rush-hour on 28-5-1965 - at 17.05 approx. The service was seriously disrupted for some hours; some Hammersmith and City trains were turned at Moorgate and at least one Amersham train started from Aldgate instead of Liverpool Street. A member-traveller reports that even at 20.30 approx, a Circle train was reversed at Aldgate (No 2 platform) and sent back to Hammersmith, while the next one ran on to the District Line, stopped when about halfway to Tower Hill and then returned to Aldgate (a very unusual

procedure. All this time, an Inner Rail Circle Line train was standing in the platform at Aldgate, another was behind it at the junction, followed by a line of District trains waiting to get past the junction.

SOCIETY NOTICES

Journal Thanks to the co-operation received from the Celtic Bureau, of Chancery Lane, who have offered to assist us in our production problems, these problems have been resolved; BUT, despite a quotation for our work which is far more economical than we could have dared expect, production costs will be considerably increased. A higher rate of subscription is inevitable next year, but at the same time there is some doubt as to whether the Society funds will run to a monthly issue for the rest of 1965 - the position is just as serious as that. Many members have expressed the view that the Journal is the most valuable thing the Society has to offer; if you are one who holds that view, this presents an excellent opportunity for you to prove your enthusiasm - by sending a donation to keep the monthly issues going - and remember that the Society has had for all its existence a journal far bigger and better than the amount paid for it justified, because of the many hours of voluntary labour that has been devoted to it. No-one should now complain if they have to pay an economic price after all this time. Please send your notes of criticism about the increased subscription, together with your £5 notes as donations, to the Editor at 62 Billet Lane, Hornchurch, Essex.! In the meantime, the Committee are looking very carefully into the costing for future issues from January 1966.

Tickets An appeal has been received from Mr. B.P.Pask, Rail Editor of The Transport Ticket Society, for information on the development of zoned privilege tickets on the Underground generally, but with particular reference to the 1920's and 1930's. Anyone with any information likely to be of help to Mr. Pask is asked to write to the Editor, at the address above, as soon as possible, as the information is needed fairly urgently.

Books Books are sold on the Society Bookstall at all the indoor meetings of the Society; members wishing to order through the post are asked to send their orders, accompanied by their remittances, to the General Sales Manager, A.J.S. Milne, Cherrywood, Peterley, Great Missenden, Bucks.

Maps Our Cartographer sends a reminder to all members who hear of any impending removals of track, alterations to track layouts, and so on, to let him know at once, so that he has an opportunity to record the layout before it disappears or is altered. Please write to David D.Higgins, 72 Street Lane, Roundhay, Leeds, 8, Yorkshire.

THE TIMETABLE

Saturday 10th July Tour of the Epping-Ongar section of the Central Line, including visits to some of the signal boxes on the line. Unfortunately, arrangements for this visit have not been finalised at the time of going to press. Members wishing to attend, please write to N.E.W Fuller, Secretary, 62 Devonshire Road, Ealing, London, W.5, enclosing a stamped addressed envelope.

Sunday 25th July Family Outing to the Isle of Wight; here again, final confirmation of the arrangements is awaited from the authorities; members wishing to receive details are asked to write to the Secretary at the above address immediately, enclosing a stamped addressed envelope.

Visit to the Aylesbury area. These are prospects of two visits to this area, one of which may have to be postponed due to the nearness of the dates offered 7th August for one, 14th August for the other. Any member interested in taking part in any such visit or visits should write to the Secretary, once again enclosing a stamped addressed envelope.

Sale of Relics It is hoped to hold this later this year, in the early autumn, and members are asked to look out anything of transport interest that they can spare. The sale would be arranged in such a way that relics of Underground interest would be sold first, then relics of other railways, other transport relics being sold last of all. If a member so wished, a proportion of the proceeds of any of his relics sold would be paid to him and the balance would go to the Society - but bearing in mind the present financial state of the Society, gifts of relics for sale would be much appreciated. Any offers of items for sale should be sent to the Curator of Historical Relics, C.H.Gooch, Fairmead, Northway, Pinner, Middlesex. Please do not send him the relics themselves - he might be too unpopular with his family!
