

# THE JOURNAL OF THE LONDON UNDERGROUND RAILWAY SOCIETY

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## GREAT NEWS FOR MODELLERS

The 'Model Railway Constructor' is publishing several feature articles on modelling London Transport railways. The first, which appeared in the July issue, deals with the subject in a general way, outlining the possibilities of combining Underground and main line working on layouts. Subsequent articles, which may follow bi-monthly, will become more specific and describe the building of Hambling's Metadyne stock, District F stock, and pre-1938 tube stock, together with other items of interest.

It is hoped that these articles will encourage the model trade to produce something for our lines - which they have shown a great reluctance to do during recent years.

The Editor of the 'Model Railway Constructor' will be pleased to receive photographs of L.T. models, together with a short description of their construction. These should be sent to the Editor, Model Railway Constructor, Terminal House, Shepperton, Middlesex.

Incidentally, drawings of the 1938 tube stock appeared in the April and May 1940 issues of the MRC. Copies may still be available from the usual back number specialists.

It is to be hoped that members will take full advantage of the opportunity this series of articles provides to make known throughout the modelling world the great interest that undoubtedly exists in the modelling of L.T. railways.

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ELECTRONIC TICKET BARRIER AT TURNHAM GREEN  
Ian B. Lawson.

London Transport's fifth electronic ticket barrier, at Turnham Green, came into service at 12.51 on Sunday June 27th. This is an entry barrier of what is now the standard design. At the same time a new booking office came into use, This office reverses current trends in being in the centre of the booking hall rather than on one side, but this is to enable future barrier experiments to take place. The construction of this office was only started on the previous day, and it was finished less than one hour before coming into use.

The barrier is similar to the present one at Chiswick Park, except that it has two sets of reading equipment, one on the right for ordinary tickets, and one on the left for seasons. It is expected that a second barrier, an exit gate similar to that at Acton Town, will be installed in the near future, and provision for an excess fare window is made in the new ticket office. A new fitting on the barrier is a microphone and loudspeaker which enables anybody trapped in the barrier to communicate with the booking clerk if there is no other member of staff present to help.

Ordinary tickets issued for use through the barrier are yellow rapid printer and preprinted tickets of the Ravenscourt Park type. No tickets of the Acton type are issued at present, but it is possible that these will come into use with the exit barrier. Season tickets are, unlike those at Acton Town, of the usual size and layout, with the addition of two rows of code bars on the back, and are printed on yellow plastic.

Editor's Note

Members may be interested to know that two members of the Society, Ian Lawson (writer of the above article) and Peter Holman were the first two passengers to use the new booking office at Turnham Green and the first members of the public to pass through the electronic barrier there.

Other information received about the barriers includes a reference to the fact that the one at Turnham Green should have come into use at 07.30 on 27-6-1965, and was thus almost 5½ hours late entering service. Also, all wiring is screened to prevent interference with nearby equipment.

The original barrier at Chiswick Park, which was illustrated in the May 1964 Railway Magazine and reported in these pages, was replaced some time ago by a barrier of the same type as that just installed at Turnham Green. It was yet another of this type which was used at the recent Exhibition at Charing Cross - and this exhibition model is to be soon installed at another station we understand. It is believed that six barriers of this type were constructed, but the other three have been scrapped before installation as it has proved possible, from experience gained with the barriers already in use, to design one so much improved over this intermediate type that it is not worthwhile to install all six built.

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AND NOW THERE ARE THREE

J. Bleasdale

On the 14th or 15th April 1965, Metropolitan electric locomotive No 3 was moved to the scrapping siding at the western end of Ruislip depot.

First seen by the writer at Ruislip on the 16th September 1961, being hauled by a battery loco, No 3 has been mainly used for hauling A 60/2 stock around the depot. After completion of deliveries of A stock, No 3 was stored inside the depot for some time before being moved to a siding at the western end of the depot to spend its last months, where it was accompanied by Q and pre-1938 stock, and B.R. and L.T. match wagons for varying periods.

Scrapping commenced on the 27th April 1965, and the last remains were loaded on to lorries belonging to Edwards Transport, of Lydbrook, Gloucestershire, by a mobile crane on the 1st May, the last three lorry loads leaving at 09.54, 11.32 and 11.34 on that day, followed by a Ford Thames van belonging to Cashmore's of Newport, Monmouthshire at 11.40.

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LAST THREE STEAM STOCK COACHES

On the 3rd July 1965, the last three steam stock coaches left Neasden for an unknown destination. As these coaches are of considerable interest to all Underground enthusiasts, members are asked for any information they may have on their present whereabouts or ultimate fate.

## A FORGOTTEN ENTERPRISE

K.R.Benest

In those far-off days when the Metropolitan Railway Company was yet master of its own fate, the charm of a journey round the Inner Circle was considerably enhanced by brief glimpses, on that portion which was paralleled by the City Widened Lines, of mysterious branch lines vanishing into the bases of buildings which everywhere towered like cliffs above the railway. Apart from the junction at Farringdon and High Holborn, leading to the London Chatham and Dover Railway, there were a number of goods depots - Whitecross Street of the Midland, Smithfield of the Great Western, and, at Farringdon itself, the Great Northern Railway depot, built upon the site of the original Victoria Street terminus of the Metropolitan of 1863. The above-mentioned all connected to the C.W.L., but to the north of the station, on the east side of the Inner Circle track, was the tiny goods depot of the owning company - Vine Street - a mere couple of sidings with a loading platform and hoist to the street level building with its loading bays and somewhat limited storage space.

This month marks the centenary of the birth of an earlier enterprise sponsored by Metropolitan interests, which, had it matured, might have done much to enhance the prosperity of the Fleet Valley, an area never overly noted for affluence, and, of course, the enjoyment of the enthusiasts for whom Britain's railways were primarily constructed.

The Metropolitan Railway Warehousing Company Limited was incorporated on 24th August 1865, and duly registered on the day following, for the purpose of constructing and operating a warehouse over a goods station which was to be built by the railway company.

The promoters included Alexander Clunes Sherriff, M.P., John Parson and William Burchell - the latter were already respectively Chairman and Solicitor to the railway company - each describing himself in the Articles of Association as "Gentleman". In view of Parson's known exploits in connection with the Oxford, Worcester and Wolverhampton Railway, and of the manner in which, under his leadership, the Metropolitan's own dividends were grossly inflated, to say nothing of the later abrupt severance of Burchell's connection with the company under

somewhat cloudy circumstances, it may be inferred that this designation was interpreted rather liberally.

A prospectus was issued in the same year - details appeared in "The Railway Times" for October 7th - in which a first issue of 20,000 shares were offered; the public were incited to purchase by the knowledge that 5000 of these had been taken up already by Metropolitan shareholders. In addition to Parsons and Sherriff, the directorate included the current Lord Mayor (Mr. Hale), Alderman Dakin and Charles Gilpin - all directors of the railway company - Sir Kingswill Key, Bart., and George Kingston Barton, M.D., with George Henry Walker as managing director. The legal side was handled by the Burchells, whilst John Fowler and T. Maw Johnson were to engineer the project, the contractor being another well-known figure in subterranean circles, John Kelk, M.P. With Albert Richards, a former chairman, as broker - jointly with George Williams Sherriff - and with John Hinchman as secretary, meetings at the Metropolitan offices at 11, Duke Street - and later at 3, Old Palace Yard - Westminster probably followed the railway board meetings with no more than a formal statement by the secretary to the effect that, railway business being concluded, the assembly would next consider the affairs of the Warehousing Company.

The scheme was projected through a combination of favourable circumstances: the lack of warehousing accommodation in or near to the City with convenient access by rail, and the opportunity to acquire from the City Corporation a large tract of unoccupied ground at a reasonable price, with the added attraction that the broad gauge of the G.W.R., still flourishing strongly in Metropolitan territory (the "widened" lines between Kings Cross and Farringdon were at that time being constructed to accommodate Brunel's extravagance) could be served without difficulty. Facilities could be offered at attractive yet remunerative rates for handling the traffic of lines such as the Lancashire and Yorkshire, the North Staffordshire and the North Eastern Railways which had lacked London termini of their own. Furthermore, merchants could store their goods until required without the necessity and expense of the double shipment to and from their own premises.

The site chosen was on the west side of the railway

and to the south of the as yet unbuilt Clerkenwell Road. It was bounded by Hatton Wall, Farringdon Road, Charles Street and New Saffron Wall, and the railway depot in the basement was to be served by a double line leaving the C.W.L. at its lowest point immediately beneath the Ray Street "grid-iron". Ten parallel roads were to be laid in with eight systems of wagon turntables, totalling 59 in all. All this, and the supporting raft above were to be provided by the railway company in return for a perpetual rental based upon their initial outlay. This rental was to be determined upon a sliding scale whereby the warehousing company paid the railway company 4% per annum upon the capital invested by the latter when their declared dividend was 6% or less, rising  $\frac{1}{2}\%$  for  $\frac{1}{2}\%$  to a maximum of 6% when the dividend declared was 8% or more.

Upon the foundation thus provided the warehousing company was to erect a warehouse of an unspecified number of storeys, surmounted by a floor of "exhibition galleries" in which merchants would be enabled to display samples to prospective buyers. Goods access to all floors from rail level would have been gained by hydraulic lifts. The warehousing company was debarred from making any other use of their building, save that the street level frontages might be let as shops. It was to have prior claim on the use of the goods station facilities, although the railway company also were to use it for the conduct of their general business.

A plan attached to the prospectus indicated potential extensions of the railway network, whereby the most easterly pair of tracks would have pierced the southern wall to make a tunnelled connection with the L.C. & D.R. immediately north of Holborn Viaduct, whilst the westermost pair, again in tunnel, would run down to Farringdon Market, an area bounded by Shoe Lane, Stonecutter Street, and Farringdon Street itself.

Alas! It was not to be. Of the total capital of £600,000 in 30,000 £20 shares, only 15,111 were taken up, and on these only a single call of £2 per share was paid. Neither investing public, nor trade, could be induced to interest themselves, and no work was done on the ground. Eventually a deed of mutual release was sealed with the railway company on 3rd November 1869, and an extraordinary general meeting of the company called on the following

day resolved :-

"That the absolute dissolution of the Metropolitan Railway Warehousing Company Limited shall be made forthwith and that the Company be wound up voluntary with all convenient speed.

"Mr Joh Henchman be appointed liquidator for winding up the affairs of the Company and distributing the property thereof."

At a meeting of shareholders held on 23rd August 1872, seven years all but a day from the date of incorporation, the liquidator placed before them the final accounting, and on the following day a declaration was duly filed at Somerset House by the liquidator, to the effect that the affairs of the company had been completed and liquidation now accomplished.

History does not record the reactions of the G.N., G.W., and Midland Railway Companies to this ill-starred venture, but in view of the close limits imposed on all three by 19th century working timetables, it may be inferred that their response to the imposition of additional traffic might well have been expressed with great vigour. The Board of Trade, too, would have had strong objections to make regarding the location of the proposed junction, even without the added force of a long history of break-aways, induced by the steep gradients on either side of the grid-iron, which has been compiled over the 97 years since the opening of the C.W.L. in 1868.

Had the enterprise succeeded under Metropolitan auspices, there is little doubt that under the L.P.T.B. it would have suffered the same fate as did the Vine Street depot of 1909. However it was not to be, and it remains to the writer to express his thanks to the Archivist, B.R.B., for permission to examine the few documents which survive to testify to the existence of this ambitious project.

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#### THE AYLESBURY RAILWAY - A NOTE OF EXPLANATION

One or two readers have queried the reason for publishing John Reed's article on the Aylesbury Railway in a journal devoted to the London Underground. The reason is simple, in that the line could have easily become part of that system. There was an active project to connect the A.R. with the Aylesbury and Buckingham Railway - which did become the property of the Metropolitan, and it is believed that some of

may have been laid - and may, in fact, still be buried under the streets and buildings of Aylesbury. It is hoped to publish an article on this subject in the not-too-distant future, but in the meantime, the Editor offers his apologies for not publishing this note of explanation with the article instead of as an afterthought. Also on this subject, see The Timetable this month, under the date 18th September.

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#### COLLISION AT MORDEN DEPOT S.E.Jones

An accident took place in Morden sidings at 03.00 in the morning of Tuesday 29th June, caused by a 7-car set running on to a buffered spur which was already occupied by another 7-car set. The spur in question is only long enough for 7 cars, and as a result of the collision the last stationary car was pushed through the stop and derailed.

Fairly extensive damage was done to the faces of two cars, particularly to the moving DMC (10296). Much of the front plating of this car was cut away with torches before it was rerailed and stored temporarily under cover in the shed. The other DMC (10254) was not derailed, and by the late afternoon the third DMC (11025) had been rerailed, the track repaired and the set moved as a unit into the sheds. The damaged stock had been cleared from the depot by the 5th July.

It is understood that the driver of 10296, Mr Sidney Mittens, was seriously injured, was taken to hospital soon after the incident, and later most regrettably had to have a leg amputated.

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#### NEWS FLASHES

NF 466 As a result of the recent Elm Park derailment, the section of track where it took place is now fitted with closed-circuit television cameras so that a constant watch can be kept on the tracks. A camera is installed on western end of Elm Park station platform, where it was fitted on the 18th June, and a monitor set is fitted in the station staff room. This is the first installation of its kind on British Railways, and if successful will be copied elsewhere. The eye surveys the LT tracks as well as those of BR - the District Line running alongside at this point.



NF 467 A recent editorial in The Times was severely critical of London Transport, complaining that the need for the further extension of the Underground was not hard to forecast, among other complaints. On this particular point, The Times would appear to be somewhat off-beam; if the writer had looked back over Annual Reports for recent years, he would find that LT have been well aware of the need for extension - the entire responsibility for delay resting with the Governments of the past few years.

NF 468 District and Piccadilly Line services were suspended through Acton Town station on Sunday 11-7-1965 from the start of traffic until 14.00, to enable engineers to put in the first stage of the major signal modernisation scheme for both Lines. This involves the replacement gradually of the signal cabins in the area by automatic programme machines. While the work was in progress special coaches linked the closed stations. Piccadilly Line trains did not run between Barons Court, Northfields (Hounslow branch) and Ealing Common; a shuttle service operated on this line between Northfields and Hounslow West and between Ealing Common and Uxbridge. District Line trains did not run between Turnham Green and Ealing Broadway, but were diverted at the former station to run to and from Richmond. The coaches ran from Turnham Green and Northfields, calling at Chiswick Park, Acton Town, Ealing Common, Ealing Broadway, and South Ealing en route; Piccadilly Line passengers travelling west of Barons Court had to continue by District train to Turnham Green to pick up the coaches.

NF 469 Once again, Twin Rovers (price 10/-) and the Central Rail Rovers (4/-) will be available every day during the peak holiday months of July, August and September. Both can be used, during those months all day on Saturdays, Sundays, and August Bank Holiday; other days they can be used at any time after 09.30. Usually these tickets are available for weekends and bank holidays only. Prices for children under 14 are half those given above.

NF 470 Two new posters by John Finnie appeared for LT in late June 1965; one, advertising travel on London's waterways depicts a canal boat, while the other publicising the markets, shows market characters of a century ago.

NF 471 It is understood that the "Progress Underground" exhibition at Charing Cross was not completely finished when it opened on 25-5-1965. One of the more interesting exhibits was a photograph of a Metropolitan multiple-unit compartment stock train standing at the Exhibition platform

south of the road bridge at Wembley Park in 1924.

NF 472 Also in connection with the Progress Underground Exhibition, it is reported that the electronic barrier, by which admission was gained to the exhibits, was mistaken by a few short-sighted passengers for the real thing, and that they enquired the way to the trains. Admission tickets were obtained from a standard ticket machine; yellow and lilac tickets were issued at various times, dated with day of issue, but although the exhibition ran into June, it was described on all tickets as taking place "May 1965".

NF 473 The new coal stage outside Neasden steam locomotive shed was brought into use on 15-6-1965.

NF 474 On the Closure Notices posted in respect of the proposed withdrawal of the Luton to Moorgate service of the London Midland Region, BR, the section from which it was proposed to withdraw passenger services from 5-9-1965 is described as between Kentish Town (St. Paul's Road Junction) and King's Cross (L.T."C" Box). This box is O.J.Box by current LT signal prefix numbers. Closure has had to be postponed for a TUCC Enquiry as objections to the closure have been received. For a trip over this route by the Society, see The Timetable this month.

NF 475 During the diversion of the Widened Lines over the weekend of 19/20-6-1965 (the subject of a separate article in this issue), Up Eastern Region trains terminated at Aldersgate, while Down trains started for passenger purposes at Farringdon, after reversing over the crossover at Aldersgate. On the Sunday, until 10.45, Hammersmith and City trains were suspended between King's Cross and Liverpool Street, and the Circle Line between King's Cross and Moorgate; special buses ran.

NF 476 In the BR Eastern Region timetable, arrival times of trains through to Moorgate at "York Road, King's Cross" and King's Cross Metropolitan" are given with a note to say that they stop to set down only. One wonders at the necessity to discourage the occasional eccentric railway enthusiast from boarding a train if he wishes. The London Midland Region, whose version of the latter station name is "King's Cross L.T." is apparently prepared to accept the possibility. Incidentally, if the LMR service is withdrawn, the Down platform at this station would become redundant; Eastern Region trains do not call there as it is so near King's Cross Suburban.

NF 477 With reference to the last NF, can any reader tell us the official name for the King's Cross station on the Widened Lines? The platforms bear the usual London Transport bar-and-circle reading "King's Cross St Pancras" - to the consternation of strangers who think their Met or Circle train is rushing through their destination station at full speed - while the canopy over the street-level entrance bears the legend "British Railways King's Cross Local Lines". Information would be welcomed by the Editor.

NF 478 A visit to the Northumberland Park (Tottenham) depot of the Victoria Line on 19-6-1965 revealed that the control tower is almost completed, and the civil engineering work for the approach tracks from Tottenham Hale, alongside the Eastern Region Cambridge line, is about 75% finished. An overhead travelling crane is working at the north end of the depot site and a considerable amount of trackwork is laid. The most surprising thing seen was L61 sitting in a fenced enclosure on live rail. Notices announced that electric current had been switched on in the depot at 00.01 on Tuesday 1-12-1964, though the only live rail that could be seen was the piece under L61. London Transport crane J691 was also in the yard.

NF 479 There was a fire at Holborn station, Central and Piccadilly Lines, on the evening of Saturday 3-7-1965, at about 21.30. Cause is not known, but the trouble appeared to be from the first bank of escalators leading from the booking hall to the intermediate concourse.

NF 480 A fire in a faulty, but empty, Bakerloo Line train during the morning rush-hour on Tuesday 22-6-1965 delayed Bakerloo and LMR services between Watford and Harrow and Wealdstone.

NF 480 On 21-6-1965 the Minister of Transport announced in the House of Commons that the North London Line would not be closed. After this, the same night, London Midland Region stated that it had now been possible to reduce the deficit on the line, and the Region considered that it could play an increasing part in relieving road congestion. It is amazing what BR will admit once they know there is no chance of getting away with a closure!

NF 481 An 18-year old shipping clerk pleaded guilty at the Old Bailey on 21-6-1965 to using his employer's premises as a booking office for the sale of forged railway season tickets at one-third right price. Eight other young people were fined for their parts in the plot - some living on IT lines - but sentence was postponed on the principal accused.

## LONDON TRANSPORT'S NEW BARBICAN TRACKS IN USE

Two of L.T.'S new tracks through the Barbican area were brought into use on Monday June 21 for diesel trains of the Eastern and London Midland Regions of British Railways. This marked the end of the first major stage in the re-alignment of the Circle and Metropolitan lines and the Widened Lines between Moorgate and Aldersgate stations. All four tracks between these stations are being diverted at the request of the Corporation of London to facilitate the redevelopment of the Barbican area. The tracks now diverted are now those of the 99-year-old "Widened Lines". The changeover has involved a platform change at the Moorgate terminus of the Widened Lines, Eastern Region passengers now using the new platform No. 6. London Midland Region passengers are continuing to use No. 5.

To give the engineers freedom to work, on Saturday June 19, Eastern Region trains were reversed to Aldersgate. On Sunday June 20th Circle Line trains were suspended between King's Cross and Moorgate until 10.45, so that work could be carried out below the Circle Line tracks. Special coaches were used on Sunday to carry railway passengers between King's Cross and Liverpool Street, calling at Farringdon and Moorgate. Similar arrangements applied on Sunday June 27.

The way is now clear for the second major stage of the work. When completed, a new, almost straight 500 yd. section of railway covered way will replace the present curved alignment between Moorgate and Aldersgate. The new section will be enclosed by reinforced concrete structures which will carry the new Barbican development. Eventually, there will be building over much of the new length, which runs almost through the centre of the Barbican site.

Work already completed includes the temporary diversion of Barbican (the street) where it crosses the railway tracks, the demolition of the original tunnels, the construction of the centre section of the new covered way, the demolition of Milton Street and Jacobs Well bridges, the building of the eastern half of a new Moor Lane, bridge and the demolition of the western half of the existing bridge. Part of the work on the platforms at Moorgate, which have to be slewed to the new track alignment, has been completed and the new Widened Lines tracks have been laid through the covered way. During the weekend from Friday evening (June 18) to the start of traffic on Monday, June 21, engineers have worked to cut and slew the Widened Lines tracks at the Moorgate and Aldersgate ends and join them to the newly-laid tracks in the centre section. All necessary alterations to the signalling equipment were also completed during this weekend possession of the track.

The second stage begins with the removal of the former Widened Lines tracks between Aldersgate and Moorgate, the extension of the Circle Line covered way construction, and the completion of the centre walls at both ends. Further work will also be carried out on Moor Lane bridge and alterations to the substation at Moorgate will begin.

At Moorgate station, platforms 5 and 6 will be completed and parts of platforms 1-4 will be demolished and replaced by temporary timber structures to enable the tracks and platforms to be slewed in turn to their new alignment in a limited possession of the railway. The new Circle tracks will then be brought into use, towards the end of 1965, completing Stage II.

In the final stage, to be completed next year, the old Circle tracks will be removed and the remaining platforms at Moorgate will be completed, together with the walls and roof of the covered way. Work at Moorgate substation and at Moor Lane bridge will also be completed at this stage, and Barbican (the street) will be restored to its former alignment.

#### THE LONDON UNDERGROUND RAILWAY SOCIETY

#### Report on TLURS trip of Friday, 4th June 1965

The Society's trip on the District Line Bank holiday extension to Aldgate didn't come off, because the service didn't run on the day it should have - it is the first time this has happened for many years.

Three members eventually turned up at the meeting place. We decided to go to St. James' Park and have a look around 55 Broadway, mainly because two of the members had business there anyway. We spent a very interesting two hours there and afterwards visited the "Progress Underground" exhibition in the booking hall of Charing Cross Station. Some of the photographs on show prompted us to visit Aldwych Station where mock-ups of new designs for Underground platforms have been built in the disused part of the station. We couldn't see them, unfortunately, because no one seemed to have a key to the disused platform.

It was proposed that the Society tries to get an official visit organised to see this part of the planning for the new Victoria Line.

George P. Jasieniecki

30th June 1964

Dear Mr. Davis,

With reference to NF.464 in the July Journal, whilst this report is factually correct, it could, perhaps, be a little misleading.

The Euston (CCEH) station s/b track has been resleepered during the last month. The work has been done at about 30 feet at a time, and was begun at the south end. This operation has involved the removal of the stub sleepers and the cutting out and replacement of much of the safety pit concrete. Whilst the work has been in progress the track has been supported temporarily on full cross-sleepers bridging the new concrete shuttering. A severe speed restriction has been in force during this time, and no doubt due to the very insecure appearance of the station track, has generally been over observed by train drivers. It has been the writer's (amused) experience that quite often a full 40 seconds has elapsed between the emergence of the train through the north portal and its final braking at the platform. (I have not seen the traffic circular, but I seem to remember that the restriction was actually 15mph).

The work was brought to a conclusion a short time ago and the station track is now restored with new stub sleepers and a new safety pit.

For anyone who is interested, a very good, but fleeting view can be had of the new step-plate junction at Euston (CSLR) from the 'Driver's-side' windows of n/b trains leaving Euston. The work is well lit and seems to be fairly well forward.

113 Wandle Road,  
Merden, Surrey.

S.E.Jones

4-7-1965

Dear Sir,

With regard to News Flashes 455 and 463 I feel that a wrong impression may have been created about the fate of the Metropolitan Railway Breakdown Train.

Only the actual crane, No C604, and Jib-carrier J683 went to South Wales for cutting up. The remainder of the train, Vans Nos BD702, BD703 and BD704 were broken up behind the Loco Shed at Neasden, in fact where they were kept when not in use.

Another point arising from the July issue which may be of interest comes from Mr Benest's articles on the Met Pullmans. Mr Benest stated that Sir Harry Verney was the only Pullman Passenger until Aylesbury or Amersham, he was very often the only passenger anyway until Aylesbury. Also the Pullman car attendant did not get on until Quainton Road! One has visions of Sir Harry with a freshly brewed cup of tea ready for him - or does one.

Fairmead, Northway,  
Pinner, Middlesex.

Yours faithfully,

C.H.Gooch

#### SOCIETY NOTICES

Journal Finances Those members who sent donations in response to the appeal published in the Journal last month are thanked for their generosity, and may rest assured that their money will be used as economically as possible. To other members, it may be said that more money is still to be found to ensure publication of the regular monthly issues for the rest of the year.

Journal Articles Assuming that the Journal will continue to appear each month, a review of the material in hand indicates that more articles are needed covering tube line and modelling subjects. All articles are, of course, very welcome, but the above subjects have been under-represented in these pages of late. Contributions should be sent to the Editor at 62 Billet Lane, Hornchurch, Essex.

Books Members are reminded that all books on Underground subjects, and many others of transport interest, are obtainable from the General Sales Manager, at Cherrywood, Peterley, Great Missenden, Buckinghamshire, if ordering through the post, or from the bookstall at meetings. If a particular book is required, and the member ordering attends Society meetings, the order can always be marked "to be collected from the bookstall". This will save the Society postage.

Badges Members are reminded that the official Society badge is still available, price 3/6d, from the General Sales Manager, or from the Bookstall; other badges are also stocked.

## THE TIMETABLE

17.15 Monday 9th August Trip on the London Midland Region service over the Widened Lines; this will also be the first Society journey over the realigned Widened Lines tracks from Moorgate to Aldersgate; meet in the Metropolitan Booking Hall, Moorgate station. The train it is intended to travel by goes to Luton Midland Road, but members may, of course, leave the party en route if they wish to do so.

Saturday 14th August A Day in Aylesbury, arranged for the Society by John Reed, through the courtesy of Mr E.C.Lewis, Station Manager, Aylesbury Area, British Railways Board. A very full day is promised, including a Display of Relics from John Reed's collection, a Conducted Tour of Aylesbury Town station, including the Goods Station and one of the Signal Boxes, A Talk from Mr Lewis on his work as Station Manager, Tea in the Station Manager's office and a Visit to the old (Aylesbury Railway/LNWR) High Street Station. This Party must be severely restricted in numbers, but a return visit could possibly be arranged if the present one is very heavily over-subscribed. Those wishing to take part should send their names, with a stamped addressed envelope, to the Secretary, 62 Devonshire Road, Ealing, London, W.5 at once if they have not already done so. Packed Lunch necessary.

Saturday 11th September Visit to Northfields Depot, London Transport. Names to the Secretary at the above address; successful applicants will not be notified - time and place of meeting will be given in the September Timetable.

Saturday 18th September Walk over the Aylesbury Railway, recently closed by BR, from Cheddington to Aylesbury; the party is unrestricted in number, therefore there is no need to book a place unless party rate tickets are required - which it may be possible to arrange. Time and place of meeting will be published in the September Timetable, but those wanting Party Rate travel should write to M.T.Connell, 5 Trenchard Street, Greenwich, London, S.E.10. Packed lunches are recommended.

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BOOK NOTE Members interested in either of the events in the Aylesbury area are reminded of two books of interest dealing with the area - "Duke of Buckingham's Railways" and "The Aylesbury Railway", both by E.J.S.Gadsden and both published by Bledlow Press in 1962.

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Lithoed by the Celtic Bureau, 93/94 Chancery Lane, London, W.C.2, and Published by The London Underground Railway Society, 62 Billet Lane, Hornchurch, Essex.