

**THE JOURNAL OF  
THE LONDON UNDERGROUND RAILWAY SOCIETY**

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THROUGH OR NOT

In mid-June, Lord Merrivale, President of the Electric Transport Development Society, made a press statement referring to the proposed new LT Fleet Line. This raised various interesting points about the proposals which may be considered in three categories - dimensions, services and construction.

On the first, the statement says "... it would be a great mistake to construct this to small-dimension tube standards. The small size of conventional tube trains severely restrict passenger capacity, and accommodation is less comfortable. And nearly all new underground railways under construction all over the world are big enough to take main line trains."

In connection with services, the statement advocates the running of trains from the south-eastern suburbs via New Cross to the Fleet Line and on from its northern end on to the Metropolitan to Aylesbury, and comments "Thousands more travellers would benefit than the relatively small number who would gain from London Transport's proposed Stanmore-New Cross service."

Lastly, the suggestion is made that, if the route were slightly adjusted from the present LT proposals, much of the construction could be by cut-and-cover methods, showing a saving in cost.

All these are interesting suggestions, but how acceptable they would be to LT is, to say the

least. They all appear, in some way or another, to conflict with present policy. The Board's preference would seem to be for tube-constructed lines serving the central area without lengthy suburban connections. The Victoria Line, now under construction, and the proposals for the Fleet Line point this way. So do recent curtailment of out-of-town services; in the past few years, there has been a cutting-back of the Metropolitan services from Aylesbury to Amersham, withdrawal of District Line trains on the section from Acton Town to Hounslow West, and a curtailment which reduces Bakerloo services between Queens Park and Watford Junction to a few trains during each week-day rush hours.

Of course, it does not automatically follow that, because a scheme cuts across Board policy it is out. A lot of other bodies have a say in the planning of London's traffic arteries, such as the Ministry of Transport, the Greater London Council, London Borough Councils, County Councils administering areas covered by the Board's services, and so on. Their collective views could prevail against those of the Board if they presented a united front.

It is understood that the Electric Transport Development Society intend to publish detailed proposals for their scheme; it will be of considerable interest to see these, and also the London Transport Board's replies if they are published. In any case, the detailed plans of the Society will be published in these pages in due course.

#### GLC or LTB?

Councillor Frank Davis, of the London Borough of Barnet, has put a proposal before his Council's General Purposes Committee advocating the placing of London's bus and train services under the control of the Greater London Council, so that the ratepayers have more say in the running of their transport system. Cllr Davis, who is prospective Liberal candidate for Finchley constituency, organised a free bus service in Finchley during the 1958 bus strike, and so has a long-standing interest in this problem. While admitting that it sometimes seems that services are run to suit the Board and its employees more than the public, would it really be a gain to pass control of transport from experts to amateurs?

THE ROLLING STOCK OF THE METROPOLITAN RAILWAY  
17 K.R.Benest

The present might well be sub-titled "A Chapter of Accidents", for the two vehicles herein to be described shared a common bond in that both were the by-products of catastrophic events.

It was in dense fog, with visibility less than 20 yards, on the morning of the 26th October, 1907 that the 7.37 a.m. Baker Street to Willesden Green train, a 6-car B.T.-H., 150 H.P. set, was standing at the down platform of West Hampstead station when, owing to a signalman's error, it was run into by the following train. The latter was the 7.41 a.m., Baker Street to Neasden, another 6-car train, this time with 150 H.P. Westinghouse equipment, running at about 20 m.p.h. under clear signals. Such was the force of the collision that the underframe of its leading motor car, No 46, passed under the platform of the rear motor car of the stationary train, whilst the body forced its way for a distance of no less than 36 ft inside that of the rear car of the first train. By good fortune the driver survived the accident, though seriously injured, but three passengers lost their lives, the first so to do by the Company's neglect since, in the course of the construction of Smithfield Market, a girder fell and crushed the last carriage of a passing train - again killing three persons - in 1866.

Eventually the sad remains were hauled to Neasden where most of the cars involved were repaired and returned to service. No 46, however, seemed to be beyond hope; with body completely shattered and its underframe badly buckled it seemed scarcely worth its weight in scrap-metal. The Metropolitan never threw anything away, however, so pending a "Great Thought for 1908" it was left on the dead road.

We now move forward nearly twelve months. It is October 6th 1908, and the 12.30 a.m. to Willesden Green, stands at the single through platform of Baker Street station. Again it is a six-car train, motivated by a pair of 200 H.P. B.T.-H. motor cars. The floor of the leading luggage compartment is littered with a variety of articles. There is the lighted oil-lamp which the guard has just removed from the rear lamp-iron (and should have extinguished), four empty naphtha lamps and a filler,

two fitters' tool-bags, four lamp-irons, and a 3-gallon can of naphtha. The last-mentioned has been drawn from store at Farringdon by a fitter's mate who is taking it down the line for repair work. Contrary to instructions he does not travel with the can, but, after seeing all the doors closed, retires to the company of five other railway employees, who, with a brace of passengers, occupy the leading saloon.

Some minutes after starting, and between Marlborough Road and Swiss Cottage stations, the motorman smells fire, and notices flames from under the doorway of the luggage compartment. Follows a dull explosion and, when the train stops with the leading car under the footbridge of Swiss Cottage station, at 12.38 a.m., the van portion is burning furiously, (the designers of No 69, when they claimed that she was fireproof visualised trouble originating with the electrical equipment in the basement, and provided accordingly, but this treachery from within took them unawares). Everybody went to work with a will, and with such fire-fighting equipment as they could muster. The fire brigade arrived within ten minutes to souse the conflagration but were too late to save the car, and only just prevented the footbridge sharing a similar fate. Came the dawn, and No 69 joined No 46 at Neasden.

Meanwhile plans were being laid for No 46's future. With the bodywork cut away, and a new end fishplated and riveted to the sole-bars, its frames were temporarily lengthened with wooden baulks, new bogie bolsters fitted at extended centres and a skeleton superstructure mounted. It is fortunate that railway vehicles are not sentient beings: it is definitely degrading for a one-time motor car to act as a gauging vehicle - even for a Pullman car; and that is how No 46 was employed for some months.

The Darkest Hour etc.etc. It had already been decided that a three-car shuttle train was adequate to the needs of the Uxbridge branch when the District decided to exercise, from 1st March 1910, their running powers to that town from South Harrow. If part of the still somewhat meagre traffic were to be diverted via Mill Hill Park (renamed Acton Town on the same day) even three cars would constitute excessive provision.

In due course Mr Jones produced a design for a single-car train which met the approval of the board. The work of conversion was entrusted to the Metropolitan Carriage, Wagon and Finance Co. which provided two all-purpose bodies, housing, beneath their semi-elliptical roofs, a driving cab, two third class compartments, two first class ditto followed by two more thirds, a double-doored luggage compartment and a second cab with standard driving-trailer equipment. For their day the thirds were peculiar in that they had a central connecting gangway and double-sided luggage racks above the middle seats, with no partition: an arrangement only adopted on other lines after the Metropolitan had abandoned it. Seating was thus for a maximum of 16 first and 36 third class passengers, of whom 50% of each class were debarred from smoking. As provision was made for the through jumpering of the control cables this accommodation could be augmented if occasion demanded by attaching a suitable saloon driving-trailer. The total of 800 H.P. developed by the four GE 69 motors in No 69 was considered to be in excess of any anticipated requirements, and its motor equipment was therefore interchanged with that of No. 77 - one of the GE 76 - equipped cars - which thenceforth replaced No 69 in the Inner Circle service.

No end doors were provided on these vehicles, and by some lack of foresight the cars as built were provided with outward-swinging side doors to the cabs. On the Uxbridge branch this would have caused no very great inconvenience, but evidently proved an embarrassment, when the cars were transferred to the Addison Road service in 1918, where in the tunnels, clearances were tighter. At a time when their resources were extended to the utmost the Metropolitan could no longer afford to provide 3-car sets, despite pressure from the G.W.R., on a service so sparsely patronised that it was running at a loss of £5000 per annum. Consideration was given at this period to the operation of a service from Edgware Road via Westbourne Park, Addison Road, Earls Court, High Street and back to Edgware Road, but nothing practical came of the proposition. Regressing, the cab doors were rehung in new frames, to hinge inwards, early in 1921.

Fog appeared to exert the very worst influence on No 46. Under the all-enclosing veil, on 5th April 1917, and in the midst of a disastrous war and Neasden yard, she joyously embraced No 95, a B.W. motor several years her junior. From this encounter neither emerged with any great distinctions save urgent need of a new cab and underframe repairs by both parties; scarcely a notable contribution to the war effort!

Little remains to be told of these oddities. They worked the shuttle service from Rickmansworth over the branch, newly-opened in 1925, to Watford; they were also to be seen on the Wembley Park-Stammore service from its inauguration in 1932 until its abandonment to the Bakerloo in 1938. In their earliest days they had been seen on the local, which, running between the longer-distance trains, gave a five-minute-interval service between Baker Street, West Hampstead and Willesden Green. It is not specifically recorded that they did so, but it is not unlikely that they should have seen service on the East London Railway working the two-car local betwixt Shoreditch and New Cross, whilst in times of stress either could have been called upon to help power a full 6-car train.

In 1934 the L.P.T.B. renumbered 46 and 69 to 2768 and 2769 respectively. As such they were withdrawn, the former in February 1938, the other in September 1942.

THE DISTRICT RAILWAY  
AND THE CORONATION FESTIVITIES  
1902

David G. Waller

The Coronation of King Edward VII was in 1902, and was originally intended to be held in Late June, but due to the illness of the King, the ceremony and the festivities were postponed. The Coronation eventually took place on Saturday August 9, 1902.

The special train arrangements for the Metropolitan District Railway were detailed as follows :

"The train service on August 9 will commence running generally at 5 A.M., and will continue until about 1 A.M. on the following morning. The various localities will be served as follows :-

**Inner Circle**

A regular 10 minute service throughout the day.

**Putney Bridge Line**

A 15 minute service all day, with additional special trains in the early morning, afternoon and evening.

**Wimbledon Line**

A 30 minute service all day, with additional special trains in the early morning, afternoon and evening.

**Kew and Richmond Line**

A 30 minute service all day, with additional special trains in the early morning and at night.

**Ealing Line**

A 30 minute service all day, with additional special trains in the early morning, afternoon and evening.

**Hounslow Line**

Additional trains will be run, making a 30 minute service.

**Whitechapel and Bow Extension**

A frequent service throughout the day.

**East Ham Service**

A 30 minute service throughout the day, with additional special trains in the early morning and at night.

"Over the section of the railway which directly serves line of route of the Royal Procession and the districts where the principal Illuminations will take place, viz, between Mansion House and Victoria, the trains will run about every three minutes in each direction, thus affording every facility for passengers desiring to move from point to point, to view the Decorations and Illuminations."

The arrangements for the postponed June Coronation were to have been very much the same as those set out above.

FOURPENNY ONES  
Peter R. Davis

Ever since the minimum fare in London was increased to fourpence various people have been suggesting the restoration of the fourpenny piece, or groat, to our coinage. Since the postal service has also increased its minimum letter rate to the same amount in May this year, there has been a renewal of these demands - in Parliament, the Press and other quarters.

To a student of coinage, the suggestion is attractive; a fourpence is, of course, still minted each year, as part of the Royal Maundy. It is an attractive little coin, smaller than a sixpence (17 millimetres as against 19 in diameter), and is struck in silver as are all Maundy coins - the only silver coins since cupro-nickel began to be used for the normal currency coins in 1947.

The basic coin in England is the Penny, which goes back to the eighth century for its origin, and was, for many centuries the only coin struck. If a smaller denomination was required, the penny was cut into halves or quarters - hence the names "halfpenny" and "farthing" (or "fourthing"). If higher value coins were needed - well, that was just too bad! This was, however, a situation which could not continue for ever as England has had an inflationary economy for at least a thousand years! A coin of higher value was a necessity, and the credit for first issuing the groat goes to Edward I, who commenced striking the coin in or about 1279; this was in silver, and was somewhat larger and very much thinner than the present-day shilling. It had another claim to distinction too; it was the first English coin to bear the phrase "Dei Gratia" (By the Grace of God) which for centuries has appeared on all our coins - and still does today.

The groat was last struck for normal currency use in 1855, except for the year 1888 when a few were minted for use in the colonies; since then it has only maintained a place in the Maundy series.

It would be nice to see a revival of its use for currency purposes; but there is a snag; we are living in an age of even more rapid inflation than usual. What guarantee is there that the minimum fares and letter post will not be fivepence (or sixpence - or more) next year? Then what happens to the groat?



A specially-adapted magnetic flaw-detection apparatus has been in successful operation since early 1964 at London Transport's Acton railway works. It is used for detailed examination of axles and other railway car components and was manufactured by Solus-Schall, part of the Rank Organisation. The equipment uses the well-tried principle of showing up the lines of faults by means of patterns formed by metallic particles. The new machine replaces apparatus, using a similar principle, which had been in use at Acton for more than 30 years.

Axles are first tested for flaws by portable ultrasonic apparatus. If any fault is discovered the axle is marked for magnetic examination to determine the exact position and extent of the flaw. With the older magnetic apparatus it was not easy to examine flaws occurring near the centre of the axle due to considerable weakening of field strength away from the contact heads and investigations have been carried out for some time to find a more efficient replacement. The decision to adopt the Solus-Schall equipment was conditioned to some extent by the fact that this firm manufactures, as a standard product, apparatus capable of testing pinions, brake rods, tripcock levers and other railway car components with a bed of sufficient length to make it adaptable for testing axles. This enables the machine to be more fully employed than if it were confined to axle testing.

The axle to be inspected is lifted by overhead crane on to detachable motor-driven rollers mounted at each end of the bed of the equipment. These rollers can be moved along the bed as required. The axle is then sprayed under air pressure with a fluorescent ink which contains magnetic particles. When electrified, these take up a pattern along the line of fault and show its extent clearly when examined under an ultra-violet lamp.

When the axle or other articles to be tested is in position a current is passed through it by means of contact plates, to detect longitudinal fractures. If transverse fractures are suspected a 2lin. diameter coil is passed over the article being tested. For maximum efficiency it is desirable that the magnetic lines of force are at right-angles to the fracture; hence the electrical current flow should, as far as possible, be parallel to the fracture.

By progressively reducing the field from high to low strength in small and regular steps the machine can be made to demagnetise automatically any article which has been tested.

The ultra-violet light is provided by a hand-held Hanovia lamp which is fully filtered to prevent harm to the operator's eyes. A manual lamp is considered preferable to a fixed source of light as it enables the operator to vary the strength and direction of the ultra-violet rays on the axle and can also be used for components too large to be placed in the machine.

The axle is rotated at a controlled speed, and can be stopped by the operator when he wishes to examine any particular part of it more closely. The machine is housed under a folding hood which the operator lowers to keep out the light when he is examining components: the cracks then stand out more clearly under the ultra-violet lamp. An extractor fan is fitted above the machine.

The procedure for testing small parts is basically the same as for axles. They can either be inserted in the coil, clamped directly between the heads or, if there are several articles with a fairly large hole in them, these can be suspended on a rod clamped against the contact plates. The process is then the same as for the axles except that the smaller equipment is rotated by hand. To examine equipment such as wheel centres, which are too large for the coil to pass over, two leads are taken from the contact pads and the current is passed either through probes with flexible leads or through a cable which is wrapped several times round the piece of equipment to form a coil. The method followed depends on the direction of the cracks.

The machine, which uses current at 3,000 amps. at 17 Volts, can examine any piece of equipment that is ferrous and capable of being magnetised.

1st August 1965

Dear Sir,

Whatever the connection with the Underground, I really enjoyed John Reed's article on the 'other' Aylesbury station, it conjured up a wonderful picture of the old North Western atmosphere which lingered so long on the line. Perhaps we could also have Mr Reed's memories of the Joint Station, and the Met before modernisation. I feel sure many members would look forward to them.

Incidentally, fancy an Aylesburian travelling to Nottingham by the North Western!

Yours faithfully,

63 Barrow Point Avenue,  
Pinner, Middlesex.

E.J.S.Gadsden

2 - 8 - 1965

Dear Sir,

Is not the easiest way of re-charging the batteries of L61 to sit it on a length of energised conductor rail, however short?

"Technicus"

6 - 8 - 65

Dear Sir,

Corrigenda

I am afraid that my truly shocking calligraphy is responsible for the "boners" appearing in "A Forgotten Enterprise" (August Journal). The Engineer was T. Marr Johnson, and the broker Albert Ricardo, whilst the secretary's name is given correctly on p. 119 but not on p. 117 as Henchman.

Whilst on this subject of corrections, it may be convenient to mention one or two matters which have been brought to my notice in connection with the Metropolitan rolling stock articles.

The Rothschild saloon was not broken up in 1936 as

stated but survived the second World War to be written off on 30-5-1945. The 1887-92 "Jubilee" stock, stated to be 27'-6" long, now proves to have been 27'-5" over cornerposts on 26'-11" underframe, also coupled at a distance of 1'-2" apart. (This from the first official diagram I have seen which refers to the stock, and which came to light only very recently.)

I also stated in an early article that brake-ended carriages were red-painted from the 1890's. Several readers have spoken against this, convincing me that this feature was not introduced until L.P.T.B. days. In the Siemen's experimental train of 1899 I have mentioned a step-up into the passenger compartments remote from those adjacent the entry doors of the motor coaches: official drawings here show a ramp.

Although, in the main, these articles have been based on information gained from official sources, the record is incomplete and there has of necessity been some inferential interpolation. If any member finds himself in possession of reasonably certain knowledge which is at variance with my comments I would be very grateful if he would communicate with the Editor or myself, that the matter may be properly ventilated. I am very conscious that, so far, I have been working a period which has all but passed beyond present recollection (there has been widespread confusion of the "twin-carriages" of 1870 with the much larger "Jubilees" of 1887, as an example of mass-amnesia on this subject); I do not expect to go scatheless in an era more familiar to many than to myself, and tend to regard with envy those whose daily routine has brought them into contact with such a fascinating railway.

Yours sincerely,

66 Hare Lane,  
Claygate,  
Surrey.

K. Benest

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#### Correction

Due to a misinterpretation of notes made from telephone calls from two members, the Editor apologises for an error in NF 465. The second Circle Line train referred to did not run on to the District halfway to Tower Hill; it ran half way to Liverpool Street before returning to Aldgate.

## MAGAZINE REVIEW

Design, May 1965; Council of Industrial Design, The Design Centre, 28 Haymarket, London, S.W.1; price 3/6d.

This issue of Design contains a lengthy, authoritative and very well illustrated review of London Transport's record in the sphere of Industrial Design. Written by Corinne Hughes-Stanton, the article covers its subject in the most comprehensive manner, going back well into the period when the present LTB comprised numerous independent companies -- as is stated in the opening paragraph "London Transport had many births..." Strongly recommended as a concise and interesting account of LT achievement in a sphere where its influence has been international. This magazine is, of course, an excellent example of design in itself, so the article reviewed is excellently presented.

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## NEWS FLASHES

NF 482 The London Transport Board has been awarded this year one of the Royal Society of Art's Presidential Medals for Design Management, an honour awarded to them for their long record of pioneering work in this field. See the review immediately above - the award of this medal was the reason for the publication of the article there reviewed.

NF 483 The first competition in "ENSAG" (Evening News Secret Agent Game) was based on the Underground. The diagrammatic map published each day for the duration of the contest (10 days from 24-5 to 4-6-1965) appears to have been specially drawn for the purpose; it covered most of the system, and was quite good, but contained some errors, such as Drayton Park and Finsbury Park still connected, and (most glaring) Tower Hill not on the Circle, being shown as between Monument and Aldgate East all right, but east of the junction with the Met!

NF 484 Over the weekend of 10/11-7-1965 a new signal box was brought into use at Willesden Junction by B.R. As a result of the consequential diversions, Euston trains were terminated at Harrow and Wealdstone, Wembley Central and Marylebone. The following trains ran up or down the Met, not via Wycombe :-

<u>10-7-1965</u>	06.20	ex Heysham	1X76	to Marylebone
<u>11-7-1965</u>	16.30	ex Marylebone	1P44	to Heysham
	16.40	"	1P74	to Blackpool
	16.50	"	1G20	to Birmingham
	17.45	"	1F43	to Liverpool
	21.30	"	1S18	to Glasgow
	22.40	"	1S29	to Glasgow

## CRASH IN NEASDEN DEPOT

At about 11.00 on Monday 9th August 1965 a Metropolitan train entered Neasden Depot from the Wembley Park end, and should have been routed through the washing plant. Due to a set of points being wrongly set, it went instead on to 43 road, which was already occupied by three stabled Bakerloo trains. The Metropolitan train being unable to stop in the very short distance between the points and the first Bakerloo train, a head-on collision occurred - the Bakerloo train in turn shunting into the second stabled train. Extensive damage was done to the leading A62 car and to the two Bakerloo cars nearest the point of impact.

The A62 car, No 5170 was derailed at the leading end and sustained a badly bent headstock on the leading bogie, due to hitting the Bakerloo auto-coupler. Damage to the body was substantial but clean-cut:- the front face from just above window level to solebar level was pushed back bodily into the cab, but no noticeable damage was done behind the bulkhead - not even broken windows. The 3 external doors to the cab surprisingly seemed to have only superficial marks and no broken windows.

The leading car of the Bakerloo train was 10057. Its cab was concertinered into the bulkhead, which was bent backwards considerably. Broken windows and bent panelling extended up towards the first set of doors. If anyone had been in the cab they would have stood no chance. 10057 suffered damage at the guard's end as well. The next car, No 70531, humped up at the leading end, coming to rest on the guard's end of 10057 about a foot above normal level. The solebars of 70531 were bent outwards (as opposed to up or down which is believed to be more usually the case). It is believed that 70531 was due for scrapping in a few weeks' time, and so will probably be written off at once.

Breakdown work continued all the afternoon, and was finished by the next morning. The Metropolitan and Bakerloo trains were separated at about 13.15 to 13.30, and the Met train moved to 26 road, after repositioning the bogie, at about 15.00. The second Bakerloo train was uncoupled from the first one and towed unpowered towards Neasden by the third (Untouched) Bakerloo train at about 15.15. Altogether 22 cars (8 A60/2's and 14 1938 tube cars) were put out of action for varying lengths of time.

For the record, the cars involved were as follows.

Metropolitan train - from the north end:-

5070-6070-6071-5071-5171-6171-6170-5170.

First Bakerloo train:-

10057-70531-31025-10060-012236-12120-11060.

Second Bakerloo train:-

10079-70563-31015-10140-012225-12107-11140.

Most, if not all, the Bakerloo cars had bent buffers, 70563 had a damaged floor at its south end and either 10140 or 11140 had slightly bent panelling.

Two women cleaners were hurt and shocked because they were in one of the Bakerloo trains, another woman standing by was shocked, and the driver and guard of the Met train were hurt, but miraculously, none of these people were seriously injured.

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#### UNIVERSITY EXTENSION COURSES

The University of London University Extension Courses in Transport Studies for 1965/66 take a similar form to previous years, and are open to all interested people. The Certificate in Transport Studies is a 3-year course, The sections being devoted to (1) Transport Economics; (2) Transport and Economic Geography in Great Britain; (3) Studies in Contemporary Transport Problems. These courses are open to those not intending to sit for the Certificate Examination as well as those sitting. Other courses this year are devoted to:-

Problem of Ports - 8 Lectures  
Transport and Traffic Problems  
in Britain Today and  
Yesterday - 24 Lectures  
Current Changes in  
British Air Transport - 6 Lectures

Details of all these Courses together with application forms may be obtained from the Department of Extra-Mural Studies, University of London, the Senate House, London, W.C.1. It is also hoped to arrange a course of 6 lectures on Traffic Problems in Towns, and

this would be in conjunction with the London Transport Board, and held in 55 Broadway; G.J.Roth, M.A. will be the lecturer. Enquiries for this course should be sent to the Staff and Welfare Officer, London Transport Board, 55 Broadway, London, S.W.1.

#### THE TIMETABLE

09.50 Saturday 11th September Visit to Northfields LT Depot. Those who have already applied meet in Northfields station booking hall. Only unsuccessful applicants will be notified; apply to the Secretary at 62 Devonshire Road, Ealing, London, W.5.

Saturday 18th September Walk over the Aylesbury Railway, from Cheddington to Aylesbury. This is still subject to the consent of British Railways Board, so those wishing to attend should write to M.T.Connell, 5 Trenchard Street, London, S.E.10, enclosing a stamped addressed envelope. If Party Rate travel is required, please state this when writing.

Saturday 9th October A Trip on the Bakerloo Line. The details of this will be announced next month in The Timetable, but it will be as comprehensive as possible. Please note that the date of this Trip is provisional, and may be changed to another day about the same time of the month.

Saturday 6th November Visit to an LT station - details to be announced next month. Please do not apply yet.

19.00 for 19.30 Friday 12th November Talk by H.W.Paar, Honorary Research Officer, Railway and Canal Historical Society, on "Searching for Railway History". This meeting will take place in the Meeting Room, Kensington Central Library, Campden Hill Road, and the Society Bookstall will be open

#### FURTHER REDUCTIONS IN SERVICES

##### STOP PRESS

On 12-8-1965 LT announced very considerable reductions in late night and early morning services, including cutting back last trains and running these in some cases as much as half-an-hour earlier. These will be referred to next month.

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.