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THE LONDON UNDERGROUND RAILWAY SOCIETY**

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**BATTLE FOR THE GC LINE**

Somewhere or other, the Underground has a connection with every main line into London, but of all the links there are, or have been in the past, none is closer than that with the former Great Central into Marylebone. The GC was the last main line into London, but when it came it was over Metropolitan metals especially laid for its use; later, the Metropolitan and Great Central Joint Committee was formed to work and maintain the main line to Aylesbury and beyond, and the close liason has continued until today.

Now the GC is threatened with closure. BR published notices of their intentions on the 12th August. These are to withdraw all passenger services between Sheffield Victoria and Aylesbury Town, and between Woodford Halse and Banbury, except between Nottingham Arkwright Street and Rugby Central, and Sheffield Victoria and Woodhouse; stations to be closed entirely are Nottingham Victoria, Woodford Halse, and Brackley Central. If no objections had been lodged, BR intended to discontinue the services with effect from 17th April 1966.

Needless to say, objections have been lodged, so the closure will be delayed, but apart from this, the closure of this line is a ludicrous example of present BR policy. To close this line, which is the first main line in the London area to be attacked, cannot be justified. It would leave large and populous tracts of the country with only primitive public transport; it would weaken links between areas now easily accessible to each other; it would push extra traffic on to lines where the trains are already overloaded at times; and it

must not be forgotten that the GC is one of only two lines in England that would be suitable for carrying continental rolling stock with little alteration - with the prospect of a Channel Tunnel in the foreseeable future, this is a very important matter, which BR are apparently prepared to ignore completely.

It is no answer for BR to say that the services now running are poorly patronised; they are poor services - so poor that it can only be assumed that a deliberate attempt is being made to drive traffic away from the line. It is obvious that, if services deteriorate beyond a certain point, intending passengers will not trouble to look at what is left - they will go elsewhere in the first instance.

This closure must be fought with all possible means.

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#### MET COACHES PRESERVED

After years of uncertainty, it is at last possible to announce that three Metropolitan Railway steam stock coaches have escaped the breakers' yards, and are being preserved.

On the 31st July, the Keighley and Worth Valley Railway Preservation Society took delivery of the three coaches at the junction at Keighley, together with stock from other lines they have purchased for preservation. The train was hauled from Keighley by the Preservation Society's own ex-LNER N2 0-6-2T No 4744, which is also being preserved.

It is understood that the Society hope to have the stock running in passenger service before too long, and in the meantime it will be refurbished - which raises a point. It is intended to repaint the Met coaches in a livery of primrose and dark blue which has already been adopted for an ex-Southern coach belonging to the Society.

Purists will undoubtedly object to this unfamiliar livery which poses the question whether preservation should not also include restoration. Readers' views on the matter would be welcomed, but in the meantime it is legitimate to ask whether the decision is a wise one from a purely economic aspect. It is undoubted fact that a large number of enthusiasts would be much more likely to travel on the Worth Valley line if they could do so in a

Met coach restored to varnished teak, rather than in one, however well maintained, which is in strange colours.

Whatever ones views on paint, however, the Keighley and Worth Valley Railway Preservation Society are to be congratulated on saving this stock, remembered with much affection by thousands of Londoners.

#### SOCIETY SAGA

Events 121 to 140 now fall due for reporting, and they are as varied as ever.

On the afternoon of Wednesday, 10th March 1965, a Trip was organised on two unusual workings - the High Street Kensington - Kensington (Olympia) District Line service, followed by the BR Kensington (Olympia)-Clapham Junction one; the first is an exhibitions only running except for specials serving main line arrivals at Olympia, while the second is an unadvertised rush-hour service having links with the old Outer Circle service. For a mid-week afternoon, this event was well patronised; the next was also well supported, being an Informal Meeting at the close of the Society Annual General Meeting on the 27th March in the Meeting Room of Kensington Central Library. On Saturday 10th April a Visit was paid to the Generating Station at Neasden, which proved a very interesting morning, and was followed the next day by a Party of Members who made a Visit to the Museum of British Transport at Clapham on its Open Day - another interesting if tiring occasion.

The usual Society Stand was manned at the Model Railway Club's Exhibition in Central Hall, Westminster, from 20th to 24th April (by invitation of the Club), and during this time the stand provided a useful meeting point for members, and attracted considerable interest from members of the public. On the last day of the exhibition, Saturday 24th April, our members were invited to a meeting of The Transport Ticket Society in the Restaurant of the Railway Tavern, Liverpool Street, at which B.P. Pask gave a repeat of his Talk (previously given to our Society) on Underground Tickets; this Talk was illustrated by colour slides by Ken Butcher.

Friday 7th May was the occasion of a most interesting Illustrated Talk by Alan A. Jackson, Vice-President of the Society, entitled Finchley Central to Bushey Heath. This was given in the Meeting Room at Kensington Library, and proved a valuable introduction to the Walk on the next day, which was led by the Vice-President, over the abandoned line from Mill Hill East to Edgware, and then on over the projected route of the never-completed line from Edgware to Bushey Heath. A most interesting day was spoilt at the very end by heavy rain, but it was fortunate that it did not start earlier, as part of the route covered was over very exposed territory.

On Friday 21st May a Film Show was held in the Library at Keen House, Calshot Street, when the films were presented by London Transport and enjoyed by a large audience of members and friends; on the following Friday members were invited to a meeting of The Transport Ticket Society, at which a talk was to have been given; this had to be put off at the last minute, unfortunately, but an interesting Informal Meeting was held - first in the Restaurant of the Railway Tavern, and afterwards in the East Bar of the main line station at Liverpool Street - at which B.P.Pask of the TTTS showed an album containing a magnificent collection of Underground Tickets.

A week later, on 4th June, a Trip of general interest was taken under the leadership of George Jasieniecki; this was substituted for an Unusual Workings Trip on the District Line extension of service to Aldgate round the north side of the Circle; this service did not run on this particular day, after having run on the day before every Bank Holiday weekend for years! However, a Visit was paid to LT Headquarters at 55 Broadway, followed by trips to the Progress Underground Exhibition in the Booking Hall at Charing Cross station and to Aldwych station. Thursday, 17th June, was a full day, for in the morning a trip was taken on the daily empty stock working from New Cross to Ealing Common depot (thus travelling over the St Mary's Curve not now used by passenger services), and in the afternoon a Visit was paid to Acton Works - which was as popular as ever.

A comprehensive Tour of the Epping-Ongar section of the Central Line took place on Saturday afternoon, 10th July; this included signal boxes, stations and goods yards

and provided an interesting insight to an unusually rural LT line. The Family Outing for the year took place on Sunday 25th July, and was to the Isle of Wight. Interest in this area for members lies in two things, both of which were covered on the outing - the Ryde Pier section of BR's lines on the Island, where it is mooted old tube stock converted to diesel-electric operation was to be used if the rest of the lines were to be closed, and the old Met rigid eight-wheeler coach bodies in use as beach huts at St. Helens. Thirteen of the original fourteen of these bodies are still in situ, and considering their age are in a fairly good state of preservation.

Next event was an unusual workings Trip on Monday evening, 9th August, when the journey undertaken was by a BR London Midland Region train out of Moorgate over the City Widened Lines. The party travelled as far as Mill Hill Broadway by a service scheduled for closure by BR; additional interest was provided by the fact that this was the first occasion that a Society party had travelled over the realigned City Widened Lines between Moorgate and Aldersgate.

Saturday 9th August provided what was called A Day in Aylesbury; and a most satisfactory day it proved, too; arrangements were made by our member John Reed with the co-operation of E.C.Lewis, Station Manager, Aylesbury area of British Rail. After arrival at Aylesbury Town, the party was met by John, and escorted to his home, where a very welcome cup of tea was provided by Mr & Mrs Reed, Snr., and provision made for eating packed lunches. Next came a tour of John's Exhibition of Railway Relics, displayed with much good taste around the garden; after returning to the station, the party were welcomed by Mr Lewis in his office where he gave a short talk on the scope of his duties, which was followed by an exhaustive tour of the station, including the goods station and signal boxes, ending with a visit to the site of the original Met (temporary) station. At the conclusion of the tour, tea was most generously provided by Mr Lewis in his office before the party left to walk through Aylesbury over the route of the projected connection between the Aylesbury and Buckingham Railway and the Aylesbury Railway. This ended at the remains of the AR's station, and thus linked

with the subject to another event to take place a month later. The party having travelled to Aylesbury from Marylebone via the Met line, the return was made via Princes Risborough and High Wycombe, thus completing a delightful day in a most satisfactory way.

A Visit to Northfields Depot took place on the morning of Saturday 11th September, which was much enjoyed by those taking part - LT's representatives having thoughtfully arranged for photogenic items of rolling stock to be suitably placed for the barrage of cameras present. The following Saturday, a very small party travelled from Euston to Cheddington to walk over the Aylesbury Railway from there to Aylesbury. The track has been completely lifted the full length of the route, but there was still much to be seen, and still more to be imagined. Packed lunch was taken at the ruins of Marston Gate station, but perhaps the most interesting thing seen was two very massive sets of wooden buffers at the site of the goods station at Aylesbury. As this goods depot was built on the site of the original passenger station, it was though they might have been part of the original station installation. They gave the impression of having been built of contractors used to working on canals and docks. If any member has any information on these buffers, it would be welcomed and reproduced in these pages. The day ended with a visit to the Bucks County Museum to view the railway relics there - mainly train staffs from the Brill branch and Verney Junction section of the A&B.

The 140th event took place on Saturday, 9th October 1965, when a Tour of the Bakerloo Line was undertaken. This covered the whole of the lines now served by this line, including both southbound lines at Baker Street, and out to Stanmore and Watford Junction - though the section from Watford to Queens Park had to be traversed by BR train, there being no Bakerloo trains over this section on Saturdays. While in Watford the opportunity was taken to look at the building in the High Street, believed to have been built as a central Watford station on the projected extension of the Met which was never built. After the return to Elephant and Castle, where the trip commenced, a trip was undertaken by bus along the route of the planned pre-war extension to Camberwell

Green - the party dispersing at Camberwell.

What is recorded above is past, but at this time of the year the Committee are considering the programme for the future. If any members have suggestions for suitable subjects for Visits, Talks, Tours and so on, they should be sent to the Secretary (at 62 Devonshire Road, Ealing, London, W.5) or the Editor (at 62 Billet Lane, Hornchurch, Essex) as soon as possible. They will be very welcome and will undoubtedly help to make the Society even better than it is - many past events have taken place as the result of ordinary member's suggestions - and that is how it should be.

THE ROLLING STOCK OF THE METROPOLITAN  
RAILWAY - 18 K.R.BENEST

One outcome of the District Railway's four-car Circle train policy of 1907 was a large surplus - at first sight - of saloon trailer cars on the Metropolitan. In fact, when, to reduce delays, the latter company undertook, in the following year, the working of the entire Circle service, the position was transformed overnight to one of an acute shortage of motor-cars.

The difficulty was overcome by transferring a number of saloon-type trains from the St Johns Wood services to the Circle. The deficiencies thus created on the Extension line were made good by the renovation of old steam stock which was pressed into service with electric locomotives providing haulage. Also included as an initial stop-gap were two five-car sets of electric saloon trailers, similarly operated. These were unpopular, being slow-loading and relatively deficient in seating accommodation. They were displaced in January 1910 by the last of the above-mentioned conversions. It was then decided that, as additional vehicles were required for the rush-hour extension of the Aylesbury service to the City, for which purpose the "Bogie" stock, though only 12 years old, was outclassed in prestige-value by new trains coming into service on the Great Central, ten first-class trailer cars should be withdrawn for conversion to compartment stock.

The cars were reconstructed by the Metropolitan Carriage Wagon and Finance Co. Limited as two 5-coach

trains, each set comprising two 7-compartment firsts, a 9-compartment third and two 7-compartment brake-thirds, respectively numbered 419-422, 423-4 and 425-8. As first-class trailers these had borne the numbers 38, 34, 45, 44, 30, 48, 22, 41, 42 and 26, in the same order. (This, at any rate, is the recorded allocation, but it is well known that the oddest things happen in the course of reconstruction, and who now shall say whether or not an attempt to correlate numerical order was frustrated by the haphazard marshalling of the trains for conveyance to Smethwick, or by some other fortuitous factor intervening?) The reconstructed vehicles were each 8'-6" wide and 51'-5" long over the corner-posts, 54'-4<sup>3</sup>/<sub>4</sub>" over the buffers and 12'-4" in overall height.

Save in one particular, the design of these carriages, with their semi-elliptical roofs - a profile then recently standardised for new construction by most of the major railways - steam heating and well-appointed interiors, was fully abreast of the best in contemporary practice, and both then and very much later provided a degree of comfort unmatched in suburban service. There was, however, a peculiar reluctance on the part of the owning company to dispense with gas illumination, despite the sharp increase in the unit cost of this item since the withdrawal of the older steam stock. Although the new trains were equipped with the usual Pintsch installation, a major improvement was effected by the incorporation of Wellsbach incandescent mantles in place of the old fantail burners.

In common with the electric shuttle-cars the third-class compartments were interconnected; 3 + 3 + 3 in the all-compartment coaches, and in 2 + 3 + 2 in the brake-ended vehicles. These coaches seated 78 and 62 respectively, and a complete train accommodated 112 first, and 202 third class passengers. Four similar trains were ordered, and delivered by the same builders, in 1912, the new coaches being numbered 429-436 (1st class), 437-440 (3rd class) and 441-448 (3rd/Brake).

All vehicles were carried on the standard 7'-0" wheel-based Fox pressed-steel bogies, set at 35'-0" centres as on the original saloon stock. 3'-0" diameter wheels were used, braked by 2 18" diameter brake cylinders. Save that one of the "bogie stock" sets had been so equipped experimentally in 1902, these were the first Metropolitan

steam trains in ordinary service to incorporate a passenger alarm system; this was of the type, still in use on British Railways, employing a chain, stretched inside the cant-rail, and connected to a valve in the vacuum brake pipe. The usual penalty of £5 attached to apprehension in the act of improperly using the device. The recent five-fold increase in value of this amercement, in correspondence with the depreciation of the currency, poses a problem of scansion to those who may wish to keep the oft-scribbled premonitory quatrain in accord with the official warning. No prizes are offered to budding poets!

The initial conversions were always readily distinguishable from all later deliveries by reason of the large quarter-round mouldings attached to the body to cover the projection of the underframes, which were of the in-turned inverted-L pattern used on all the early saloon car stock. Newly-built "Dreadnought" stock - as these coaches soon became known - had the more usual inward-facing channel soles, set some three inches closer together than those of the electric cars.

In the years following their introduction, there were increasing complaints of delays on the Circle occasioned by the use of the new stock. This was ascribed, in the main, to the poor acceleration of the electric locomotives, accentuated by the short span of their collector shoes, insufficient to bridge the current rail gaps at crossings. When these gaps were negotiated at slow speed, as when starting away from platforms, it was necessary to shut off and coast over the break before notching up again. Experimentally, in 1915, one train was equipped with shoe-beams and collector shoes on the outermost bogies, connected by through train lines and jumpers to the locomotive, resulting in improved acceleration and reduced strain upon the couplings.

No more was done in this matter until the end of 1916, when the War Office complained of the violent flashing made at these gaps, which infringed blackout regulations. All these sets were then equipped with shoe-beams, collector shoes, train lines and jumpers. Jumper receptacles were fitted at this time to some, at least, of the electric locomotives.

Governmental pressure also led to the final abandonment of gas lighting in Metropolitan trains. The 43 carriages remaining gas-lit were converted to the Stone's electrical system in 1918, mainly because of the difficulty of adapting the existing coach lighting control valves - operated by the familiar double-ended pull-bars on the coach ends - to a train control system whereby the guard could reduce all lighting instantaneously if so required to do.

1921 brought tardy recognition of the difficulty of maintaining a comfortable temperature in a steam-heated train which not only was worked some 30 miles by an electric locomotive devoid of a steam-boiler, but was liable to be stabled in a City bay-road during the mid-day slack hours. Initially, installation of 100 volt 350 watt electrical heaters connected to the train lines were made, on a basis of twelve per coach in two series circuits of six each. The mathematical chances to the uninitiate of securing a reasonably comfortable journey home on a cold day were considerably higher in a first, or brake-third, than in a full third-class carriage in which six of the nine compartments boasted but one electrical heater apiece.

This provision proved inadequate, for the matter was raised again in 1926, when it was decided to fit three heaters per compartment. In practice this meant 3 x 6-heater circuits in first class carriages and 4 circuits in all the third class vehicles.

By 1930 the longer distance traveller tended to predominate on the steam trains, and in his interests it was decided to increase the seating accommodation where possible by reconstructing the "corridor coaches" with single compartments. Some of these trains had already been augmented by an additional (non-corridor) third-class carriage in 1923, and a further increase has been made to seven-coach length in 1927; in 1932, as an economy measure these were split into three and four coach units during the slack hours.

All these coaches came into the possession of the L.P.T.B. in July 1933. The new owners painted the outer ends of the brake-thirds vermilion, and eventually standardised a six-coach train for the Aylesbury service.

Under the 1935 programme, which envisaged the extension of electrification to Amersham and the utilization of the Dreadnoughts - now designated "Steam Stock" - in multiple-unit trains powered by the 1927-33 motor coaches, all within a matter of five years, the following numbers were provisionally allocated:-

Constructed	Met Nos.	L.P.T.B. Nos.	New Classn.
1910	419-428	9843-9852	3rd
1912	429-436	9804-9811	1st
"	437-440	9823-9826	3rd
"	441-442	9853-9854	3rd
"	443-448	6736-6741	Control 3rd

but none was taken into use, and, with the exception of the directors' saloon, all unconverted steam stock retained the old numbering.

It will be seen that six erstwhile brake-thirds would have been reconstructed as full thirds, and a further six as third-class control-trailer. Presumably the two 1910 first class coaches would have been down-graded with no alteration save the removal of superior-class amenities. Following the onset of World War II, which frustrated the entire project for 20 years, first-class travel was abolished in 1941 and has never been restored. The intermediate arm rests were screwed up and later removed, whilst the carpets disappeared completely.

With the exception of Nos 424 and 447, which were withdrawn in December 1939 all these coaches had their original bogies replaced by those of K2 type recovered from scrapped District stock, and survived until generally withdrawn in September 1961. One has survived in a trio sold to the Keighley and Worth Valley Railway Preservation Society. In the hands of its new owners it is fated to appear before its public in a mixture of primrose and dark blue. London Transport enforced no more than dull respectability when they smothered the varnished teak with dull brown paint. One may be excused for wishing them a speedier end at the hands of the breakers than slow decay in fading fairground gauderie.

#### Editor's Note

See P. 162 for another reference to the painting of preserved stock; may we now have readers' views, please?

THE FIRST WORLD EXHIBITION OF TRANSPORT AND COMMUNICATIONS  
Munich 25th June to 3rd October 1965 J.Bleasdale

Exhibits of underground railway interest were to be found in Halls 19, 20 and 22; and also in the open areas.

From the open area by Hall 20, where a Hamburg Underground tunnelling machine and a two-car articulated unit (type DT 2) of the Hamburg Underground were exhibited, a covered underground type railway entrance lead visitors via a fixed stairway and two escalators down to an underground railway station.

The principal items on show were :- one car from a Berlin Underground twin car set (D series); the first two car-unit for the Frankfurt Underground; (the latter had overhead current collection to permit running on tramlines as well); and a full-size mock-up of a car for the Munich Underground, now under construction. Many other smaller exhibits covering all aspects of Germany's underground railways completed a fine display.

On the first floor of Hall 20, the contractors building the Victoria Line were exhibiting. Entrance to the stand could be gained through two completed rings of concrete segments. In the centre of the stand was the L.T. cut-away model of Oxford Circus station, and, surrounding this, each contractor had a panel on which diagrams, photographs and maps of the Victoria Line were displayed. In one corner of the stand a short film of the building of the Toronto Subway could be seen. Plenty of literature in French, English and German was available on drum diggers, tunnel linings etc., thus enabling the interested visitor to understand the complications involved in building the Victoria Line.

Nearby, the Paris Transport Authority showed a rubber tyred Metro car, in which a push button controlled machine gave summaries in French, German and English on the history of the Metro - rolling stock, automatic signalling, and automatic train operation. Graphs showing variation of passengers carried during the day, and during the year, diagrams and maps, and a model of the new deep level, high speed Metro line now under construction, completed the French contribution.

Other exhibits of underground railway interest were

a few completed rings of metal tunnel lining segments in Hall 19, a length of tunnel, sixty feet long, like that used under Hamburg outside the same hall, an unfinished body of a Berlin Underground car - which was part of the aluminium exhibition in and around Hall 22 - and last but not least, in Hall 20 (top floor) in a section entitled "Town and Traffic Yesterday" there was a photograph of the Metropolitan Railway opening ceremony, showing a broad gauge train entering Portland Road station.

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#### BOOK REVIEW

R.H.Clark; A Southern Region Chronology and Record 1803-1965; Oakwood Press; Lingfield, Surrey; 1965; 163pp., 8 $\frac{3}{4}$ " x 5 $\frac{1}{2}$ ", including 18pp. of engravings and 20 reproductions of Bradshaw pages; 30/-.

This is an invaluable record of the Southern Region from its origins in the Surrey Iron Railway to the present day. Practically everything is set down for the enthusiast, and no bookshelf should be without it. The contents range from details of Acts and Orders to the dates of introduction of motive power, and include openings and closures (of both lines and stations), station renamings and unusual services. Thoroughly recommended as a work of reference.

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#### NEWS FLASHES

NF 498 The Chief Civil Engineer of London Transport, Mr Cedric E.Dunton, retired on 30-9-1965. He joined the Underground Group in 1923 and had been C.C.E. since 1953.

NF 499 A.H.Grainger, Vice-Chairman of the London Transport Board retired on 30-9-1965, after serving LT and its predecessors for 53 years. He commenced work with the Metropolitan Railway in 1913, working first in the traffic department, and moving shortly afterwards to the solicitor's office.

NF 500 The advertisement recently brought out by LT with three photographs and the caption "These vehicles ...are carrying 69 people...who could all be...on this one bus" has made quite an impact - and is of interest to the railway student as well. The photographs are mock-ups from originals taken in Dover Street, off Piccadilly, but a side-road has been obliterated, a demolished building filled in again and so on. Dover Street station appears.

NF 501 More obstructions have been placed on the line between Dagenham East and Elm Park (scene of the serious BR derailment earlier this year), but this time it was the LT District Line which was affected. The driver of the 01.15 saw part of a cable-trough on the track, and was able to stop his train just in time; the delay was 15 mins, and the incident occurred on 2-10-1965.

NF 502 W.Frischman, a consulting engineer writing in the October 1965 issue of the Science Journal, suggests, as a solution to the British overcrowding problem, the building of Tower Cities, two miles high and comprising 850 storeys. The proposals include provision for housing underground transport in the basements of the towers - very necessary, as the population of each building could be half a million!

NF 503 Services were suspended between Ladbroke Grove and Hammersmith until 20.15 on 19-9-1965 for the first stage of building the bridge over the West Cross Route at Latimer Road. Notices as printed indicated that the suspension would last all day, but they were later amended. The opportunity to restore a useful rail link between Latimer Road and Olympia has been lost for ever, as most of the connecting viaduct has been demolished.

NF 504 On the morning of 30-8-1965, a leak was discovered in the 18" gas main that crosses the Metropolitan and Piccadilly Lines at Cannon Lane bridge, between Rayners Lane and Eastcote. Rail services were suspended between these stations for over an hour until 09.30, to reduce the risk of explosion, and a replacement bus service was provided.

NF 505 Ref. NF 306. Despite previous reports, there is still no sign of the removal of the crossover at Lords being removed.

NF 506 Ref. NFs 307,320,349. It is now reported that the number of cars using the automatic car park at Finchley Road on a typical day in August was about 20.

NF 507 The new bridge over Roding Road, near Loughton station - Central Line - was rolled into position on Sunday 17-10-1965, after the demolition of the old twin single-track bridges. The train service was suspended for most of the day and a special coach service ran between Loughton and Debden, and bus route 254 was diverted to assist.

NF 508 The first animated advertisement on an LT site has been installed at Piccadilly Circus by Odhams Press. It is being used to advertise their various publications, and was arranged by LT through the Borough Billposting Co.

NF 509 Bakerloo services were interrupted in the south-bound direction between Queen's Park and Paddington on the morning of 4-10-1965, when a passenger fell under a train at Warwick Avenue. The Fire Brigade were called, but the passenger had been freed by LT staff before their arrival.

NF 510 A delay was caused on the District Line of up to 40 minutes on 5-10-1965, when a stalled Olympia-Earl's Court train blocked the lines into Earl's Court; many passengers were marooned in two trains outside the station.

NF 510 The car park at Newbury Park station, Central Line, was converted to automatic operation on 20-9-1965; entry is free, but to get out a special ticket has to be purchased at the booking office, and placed in a slot at the exit barrier. Tickets are available for a single session, five sessions, and 20 sessions - 1/6d. 6/- and £1 respectively.

NF 511 The suspension of Hammersmith and City services referred to in NF 503 was not the only one on that line during recent Sundays. Various suspensions have been made for the five Sundays from 12-9-1965; bus services deputised in most instances, but one press report indicates that a special service of Western Region trains ran, at least on 26-9-1965 to serve Paddington, Royal Oak and Westbourne Park. BR trains regularly pass through the platforms at Royal Oak en route for Paddington (Suburban), but do not usually call there. On this particular day we understand that H & C trains used platform 14 at Paddington, and WR trains used no. 15.

NF 512 A new LT timetable came into force on 11-10-1965, and a new edition of the Underground Guide is now on sale, at the usual price of 1/-.

NF 513 No 1 of the Met Electric Locomotives, "John Lyon", was in the sidings north of Neasden depot in the latter part of September 1965. Dates of arrival and departure are not known.

NF 514 The London Transport Act. 1965, received the Royal Assent on 5-8-1965, by a Royal Commission comprising the Lord Chancellor, Lady Summerskill, and Lord Erroll of Hale.

NF 515 A Central Line train on 20-7-1965 left Chancery Lane and travelled three stations without a guard; the latter was inadvertently left behind at Chancery Lane, and according to newspaper reports a passenger stood in unbeknown to the driver!

NF 516 There was a fire in the escalator shaft at Holborn station on the evening of Saturday 3-7-1965, starting about 17.35. The cause is not known.

## SOCIETY NOTICES

SUBSCRIPTIONS FOR 1966 become due for payment on the 1st January next, and will be at the revised rates of 25/- for full Members and 10/- for Associates. Payment may be made from now onwards to the Registrar, R.E.Labrum, 134 Cranley Drive, Ilford, Essex.

CHRISTMAS CARDS Society Christmas Cards are now available; Met, with a brief message of greeting inside the card. Prices are 6d. each, 3 for 1/6d. or 4/6d. per dozen, including envelopes, and postage - but orders for less than 3 cards cannot be sent through the post. These cards will be on sale at meetings, but members wishing to order by post may write to M.T.Connell, 5 Trenchard Street, Greenwich, London, S.E.10, enclosing the appropriate remittance.

METROPOLITAN ELECTRIFICATION In association with the Electric Railway Society, the Society is publishing on 10th November a reprint of the Metropolitan-Vickers book on the Metropolitan electrification scheme of 1924. This book is excellent value for money, containing 32 pages together with 4 pages of illustrations. The price is 5/-, but if orders are received before 10th November, a special pre-publication price of 4/- applies. Orders should be sent to the General Sales Manager, A.J.S.Milne, Cherrywood, Peterley, Great Missenden, Buckinghamshire.

FORTY MINUTES UNDERGROUND The Society have produced a long-playing gramophone record of Underground Railway Sounds under the above title. It covers a wide range of sounds, many of them, such as F and T stock already part of LT history. One side is devoted to tube stock, the other to sub-surface lines and including steam locos from the LT stud. The price to members is 48/6d, and to non-members 50/-; orders should be sent as soon as possible to Chris Gooch, Fairmead, Northway, Pinner, Middlesex, and should be accompanied by the appropriate remittance.

### THE TIMETABLE

Saturday November 6 Visit to an LT station, open or closed. This Party is believed to be fully booked.

19.00 for 19.30 Friday 12th November Talk by H.W.Paar, Honorary Research Officer of the Railway & Canal Historical Society on "Searching for Railway History"; to be given in the Meeting Room, Kensington Central Library, Campden Hill Road.

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