

# THE JOURNAL OF THE LONDON UNDERGROUND RAILWAY SOCIETY

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JOSEPH PAXTON

In this, the centenary year of his death, Sir Joseph Paxton is most remembered for his work on the Great Exhibition of 1851, perpetuated for many generations of Londoners by the translation of the main building to South London from Hyde Park, and its rebuilding in a different form as the Crystal Palace. It is not often realised how close was his connection with railways - and his influence on railway architecture is as frequently ignored. But both connection and influence are very real.

Paxton was born on the 3rd August 1801, in the village of Milton Bryant, near Woburn in Bedfordshire. His parents were of humble station, and he commenced work young. By 1823, he was in the employment of the Horticultural Society, working in their gardens at Chiswick, and in 1826, by which time his genius was already showing itself, he was appointed superintendant of the Duke of Devonshire's gardens at Chatsworth in Derbyshire.

In 1836 he was still at Chatsworth, having become a greatly trusted confidant of the Duke; in that year he commenced the building of the "Great Stove" there - a conservatory some 300 feet in length, which was not completed until 1840.

It was this building which became the model for the Exhibition building and the Crystal Palace in later years. But by this time Paxton had got other interests, including railway directorships - in fact, the first sketch for the Crystal Palace is said to have been done on blotting paper at a Midland Railway board meeting in Derby.

His work undoubtedly influenced the design of large railway stations in many parts of the country - particularly those stations with overall glass roofs.

Paxton's most ambitious railway scheme, however, was the Great Victorian Way, which came to nothing in the end. The idea was for a great circular arcade, fully enclosed in glass of course, to carry an overhead railway linking the main line termini. The tracks were to be separated from other building on the arcade by soundproof walls and trains were, of course, to be worked by steam.

So, had Paxton had his way, London would have had an elevated Inner Circle instead of the underground one it did eventually receive, after much pushing, from the hands of the Metropolitan and the District. But by then Paxton had been dead almost twenty years - in fact he only just lived into the underground era, having died on the 8th June 1865 at his home near the Crystal Palace. By then he had been knighted, and sat in the House of Commons as Member for Coventry from 1854 to his death.

Would his Great Victorian Way have been a success? It is difficult to say, but the achievements of the elevated railway in various countries of the world seem to indicate that it would have worked well. Users of the Liverpool Overhead Railway have been lamenting its passing ever since its closure on the grounds that the transport that has replaced it is inadequate, and it is to be noted that Paxton had made provision against the worst feature of overhead lines - noise. All one can say with any degree of certainty is that, had it been built, it would have altered the face of London, and its effect would have been felt until now, and even longer. Certainly the underground lines, if they had been built at all, would have developed very differently.

A memorial exhibition of Paxton's work has been touring the country during the year, and this exhibition will reach London in December. Arranged by the Arts Council of Great Britain in association with the Victorian Society, it will provide a welcome opportunity to assess the work of this man who was so much of his own time and place. One cannot help wondering what he would think of the London today; the amount of glass used in modern building would undoubtedly have pleased him - but whether the lack of elegance in contemporary design would have suited him quite so well is another matter.

THE BUILDING OF THE METROPOLITAN RAILWAY  
OPENED IN 1863

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Hugh Douglas

However, obscured by the wrangle in the City, another Bill slipped through Parliament for a railway called the North Metropolitan, to run from Edgware Road to Kings Cross. It received the Royal Assent in August 1853.

Although they were reluctant to talk about their scheme while the Bill was on its way through Parliament, the sponsors now spoke out boldly.

"It is in contemplation," the public were told " to establish stations in principal streets crossing the New Road about half a mile apart, and to run trains at very short intervals, probably every three minutes, at the rate of about twenty miles an hour for the conveyance of passengers at rates far below the existing omnibus charges, which coupled with punctuality and the superior accommodation to be afforded by the railway carriages, will ensure a preference being given to the company's line over all other modes of conveyance." As well as transporting Great Western passengers from Paddington to the City the line would "capture the large passenger traffic from the great number of persons who reside in the wealthy and remote district beyond the Edgware Road and daily visit the more central parts of London."

The North Metropolitan was to be the basis of a suburban railway system, and by the following year when another Act breached the City Walls, the Company was set to take on the role. The new Act would extend the line to Bishop's Road, Paddington, and by taking over the city Terminus interests, continue the line to Farringdon in the City. The word North was dropped from the title, and so the Metropolitan Railway was born. Financial and political progress was made now. The Great Western agreed to subscribe £175,000 towards the project, and Rowland Hill suggested the extension of the line into the basement of the Post Office. In fact, by the time the Act of 1854 was passed the enterprise looked flourishing. But, as always in the history of the Metropolitan, a storm was closing in.

The Crimean War had now broken out, and money was not

available for building railways. The longer the company delayed the more annoyed the Great Western became, until a state of war existed between the two companies.

And as this quarrel dragged on London's traffic chaos worsened, so that a Select Committee had to be set up in 1855 to inquire into communications in the capital. By advocating that as much traffic should be taken off the streets as possible one might have thought that this Select Committee would have given the Metropolitan a much needed boost, but not a bit of it. Instead discontent set in among the shareholders and in the years that followed the company was on the brink of abandoning the line and winding up its affairs. Only the persistence of Charles Pearson kept it alive, and only the persistence of Pearson persuaded the City authorities to come to the Company's rescue in the end and supply the cash needed to build the line.

The terms on which the City subscribed the £200,000 required for the work was hard, but the Metropolitan Company was not in a position to complain, for it was glad to get the money on any terms.

It was now Autumn of 1859, and before the year was out the contracts were settled. John Jay was to build the eastern half from Euston Square to Farringdon and Smith and Knight were to be in charge of the western half from Paddington to Euston Square. The two companies went to work immediately, and by the end of January Jay had sunk his first shaft at Euston Square and had begun to divert sewers at Kings Cross. Smith and Knight were busy diverting sewers at Westbourne Terrace and had begun to open up South Wharfe Road.

In the three years that followed London dodged mounds of earth, got grit in its eyes, and peered curiously through great wooden hoardings as the work proceeded, the method used was not tunnelling as we know it in the Victoria-Line works today or even in the early tube railways, but was what is called "cut and cover" - that is to say, a huge trench was opened up in the roadway, and a brick arch built to form the tunnel, and then the earth was filled in and the roadway made up again. The tunnels were magnificent specimens of solid brickwork so soundly constructed that they still stand as monuments to the builders.

John Hollingshed, who took a lively interest in the social history of London, was just completing his book *Underground London*, and he devoted a chapter to this novel railway. This is how he described the works:

'A few wooden houses on wheels first make their appearance and squat like Punch and Judy shows at the side of the gutter. A few wagons next arrive, well loaded with timber and planks, and accompanied by a number of gravel-coloured men with pickaxes and shovels. In a day and a night, or little more, a few hundred yards of roadway are enclosed, and a strange quiet reigns for a time, in consequence of the carriage traffic being diverted. The omnibuses that used to form an endless rumbling procession before the windows are turned down small back streets and winding alleys, while the outside passengers are sometimes nearly rubbed against the houses or have to stoop to avoid barbers' poles or other trading projections.

The calm of the main thoroughfare is soon disturbed by the arrival of steam engines, horses, carpenters and troops of navvies within the enclosure. The sound of pickaxes, spades and hammers, puffing of steam, and murmur of voices begin; never to cease day or night.

Huge timber structures spring up at intervals along the centre of the road, where spots for opening shaft holes are marked out, and it is not many hours before iron buckets are at work, dragging up the heart of the roadway. This rubbish is carted off on a tramway as quickly as possible and tilted down a gaping pit, with a noise like distant thunder, to be carried away into the country along the underground branch railway already completed.

Notwithstanding this labour and arrangement, the gravel scatters itself among the houses overlooking the works; the mistresses complain of living in a perpetual mess, the servants

declare their inability to keep doorsteps and passages clean in the face of such an earthquake; the front gardens are often trespassed upon, and huge pieces of timber are planted against some of the houses to prevent their falling into the street. A father of a family looks out of his window one morning after shaving, and finds a large breezy "clearance" among his neighbours' houses to the right or left, which ventilates the neighbourhood, but fills his mind with doubts about the stability of his dwelling.

A wet week comes, and the gravel in his garden turns to clay; the tradespeople tread it backwards and forwards to and from the street door; he can hardly get to business, or home to supper without slipping out and he strongly objects to a temporary way of wet planks, erected for his use, and the use of passers-by, over a yawning cavern underneath the pavement. Sometimes irritated by seeing his railings broken, and by what he thinks an unwarrantable encroachment upon his liberties as an Englishment, he dreams of Chancery injunctions, and instructs his solicitor to serve all kinds of "notices" on the contractor.

If a wet week or a wet month tries the temper of the neighbourhood suffering under the infliction of railway works in the middle of the thoroughfare, it also tries the temper of the contractor. Four or five hundred men have to be paid every Saturday night, although the weather has kept them idle all the week, and the capital invested in plant and machinery is "eating its head off". This latter represents no mean sum, when we have to calculate the value of tunnel supports and scaffolding at from five to fifteen pounds a yard. The very stuff that we call "dry rubbish", which is thrown on the roadway of a tunnel when it is finished, cannot be bought under six shillings a yard.

Luckily, a large contractor has generally too much

work on his hands, in different places, to allow him to be idle or melancholy."

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### TIME IS TUBE'S ULTIMATE LEVELLER

#### 'Technicus'

Some of the relaxed and peculiar features of London's tube lines were the raised floor above the motor bogie of each motor coach, the use of smaller-wheeled trailing bogies, and the necessity for longitudinal seats, under the boxes of which the car wheels could protrude through the floor.

This first applied on the City and South London Railway in 1890: the locomotive floors were much higher than the trailer floors; and on the first batch of locomotives the motors were so clumsy that they projected through the floors: to get from one end of the locomotive to the other one had to clamber round them! The trailers had all-longitudinal seats, partly because, with 10'2" tunnels, there could only have been 2 + 1 transverse seats, but also because, in the end bays, the seat boxes were needed to accommodate the wheels.

The Waterloo and City (1898) motor cars had raised floors over the motor bogies, and a few seats on the 'gallery', which was not all used by the immense controller and driver. Most of the seats were transverse, longitudinal seats being at the trailing end above the bogie wheels. The trailers had relatively few longitudinal seats, on the same basis. The 1899 single motor cars had, of course, raised floors at each end. The driver's cab occupied half of the width of the gallery: the other half had a longitudinal passenger seat - but was not glazed at the end!

The Central London 1900 trailers had only two bays of transverse seats, and longitudinal seats at the ends, many more than necessary to accommodate the bogie wheels through the floor. The 1901 experimental motor coaches, converted from trailers, had the floors raised behind the end four windows to accommodate the motor bogie: behind two windows was the control equipment, and behind the

other two were bays of 2 + 2 transverse seating in the gallery. The 1903 motor coaches had no gallery seats. One of the 1903 trailers had a maximum of transverse seating, with a seat box under the end transverse seats and that under only three longitudinal seats being combined, so to speak, to accommodate the bogie wheels.

The Bakerloo 1906 motor coaches had a one-window gallery with two longitudinal seats each side, and a compact control compartment. The Piccadilly 1906, Hampstead 1907, and all succeeding tube motor coaches up to those on the Piccadilly in 1934, had no gallery seats and 'full-length' control compartment. Maybe full-length is not strictly true: the end seats of the passenger compartment were on the shelf (cushioned of course) formed by the raised portion of the floor. In peak hours the step, with a newspaper on it, often formed an uncushioned fifth seat.

The 1920 'Watford' stock had a maximum of transverse seating, and only three longitudinal seats each side above the trailing bogies, with a seat box combined with that of the adjacent transverse seats to accommodate the wheels

Floor heights must be mentioned. Of those known to the writer, the 1'10" of the original Bakerloo cars is the lowest (excluding the C&SLR, lower but unknown); and by the 1923-34 generation, floor height, equal to step height, was a little over 2'1".

With this trend, the passing of time, and the development of more compact motors and equipment, one could almost look forward to the time when floors would be level. This occurred, nominally, in 1936; for the 1936 experimental stock, and its 1938-generation successors, had underfloor equipment and motor bogies, with full-length passenger compartments (except for driving cabs).

Connoisseurs, however, noticed that the floors were not really level. Inwards and towards the ends, from the main entrances, were slopes so that the floors above the bogies were two or three inches higher than step level. (The writer got so used to these slopes that he felt their absence in pre'38 stock!). Even then, step height is about 2'3" (the best the writer can



"guestimate" from the drawings in 'Improving London's Transport'), so the all-level floor (which isn't) is at its peak six or seven inches higher than that of the original Bakerloo stock.

The new tube stock (Modern Transport, 5-1-1963) has a step height of  $2'2\frac{7}{8}"$  and, again, raised floors above the bogies. The writer feels the elevation to be more noticeable, and for the headroom less, than the 1938 stock.

The Craven prototype cars, now on the Central autotrains, seem to have level floors with step plates at  $2'5"$  ('guestimation from Railway Gazette, 10-10-1958, p.450, plus memory): they certainly have lower door height and less headroom inside than other cars.

It thus seems that not until 1959 was time the true floor-leveller - from 1890 when 'tubes' started. Maybe the Victoria Line stock will have level floors - really level?

Possibly this not-painstaking review, prompted by the Editor's request for something dealing with the tubes, will prompt those who really know the answers to dot some i's and cross some t's: to encourage such useful contributions is one of the reasons for writing it.

#### BOOK REVIEWS

C.A.Pequinot; Chunnel; CR Books Limited; London, 1965; 208 pp. + 8 pp. plates; 30/-. Obtainable from The Channel Tunnel Association, 36 Wentworth Hill, Wembley, Middlesex.

This is a technical book for the non-technical reader, and comprises an admirably simple explanation in everyday language of the difficulties which will be encountered during the construction of the Channel Tunnel. The author, a civil engineering graduate who is now Technical Information Officer to a large group of engineering contractors, has been lecturing on the subject to lay and technical audiences for some years and is joint author of "Tunnels and Tunnelling", published in 1963. He is thus well qualified to explain the problems involved in words anyone can understand - and this he does admirably.

In addition to the plates, the book is interspersed with some seventy diagrams which help to explain visually

the already-clear text matter.

While this is not about the Underground, it is mentioned several times - almost inevitably in a book on tunnelling - and readers interested in tunnelling techniques will find it makes good and instructive reading.

The Electrification of the Metropolitan Railway; London, 1965; The London Underground Railway Society: republication of book first published in 1923 by the Metropolitan-Vickers Electrical Company Limited; 32 pp. + 4 pp. plates; 5/-. Obtainable from the Society - see Notices.

This republication of a very interesting and useful small book has been brought out by the Society through the willing co-operation of Associated Electrical Industries Limited, which Company now incorporates Metropolitan-Vickers Electrical Company Limited. It has been produced in a modest way, with the intention of making the information contained in the original edition more readily available to the present-day enthusiast. This it does very adequately, if modestly. Fifteen of the illustrations in the original are reproduced in smaller size on four art pages within the book - the text matter is reproduced in full, but in a less elaborate form than in the original. There are several diagrams in the text pages, and to have this book readily available once again makes a most useful addition to the literature available to the enthusiast of today.

#### NEWS FLASHES

NF 517 The power failure in New York City during the evening rush hour on 9-11-1965 stranded more than a quarter of a million people in the subways.

NF 518 A man was killed by falling under a train at Kings Cross on 15-11-1965.

NF 519 The stay-in strike by passengers, very popular some years ago, was revived by a group of people at Queen's Park on the evening of 16-11-1965, when they refused to leave a Bakerloo Line train due to terminate there. This was the culmination of many complaints about the service to Watford since the Bakerloo stopped running there except in rush hours. The trouble on this occasion was caused by a power failure which held up the BR Euston-Watford service. About a thousand passengers were involved, and they were demanding that the train on the Bakerloo be run on to

Watford when the day was saved (from LT's point of view) by the arrival of a BR train. As the BR trains had been delayed by up to an hour, there was undoubtedly some justification for the passengers' action, and no doubt the curtailment of the Bakerloo services will come under even more intense fire than before.

NF 520 The London Transport Board (Borrowing Powers) Order, 1965, was approved by the House of Commons on 16-11-1965. This increases the borrowing powers of the Board by £50m, to £250m. This increase in power to borrow does not have anything to do with the subsidy to be given by the Government this year - the borrowing being to finance investment (capital expenditure) while the subsidy is for current operating purposes.

NF 521 In a letter to The Times, published on 11-11-1965, Roger Calvert, Honorary Secretary of the National Council on Inland Transport, makes a very valid dig at Members of Parliament. Referring to recent complaints in the House about traffic congestion in the Westminster area recently, which has delayed Members by up to an hour on their way to the Mother of Parliaments, Mr Calvert reminds them that the Palace of Westminster has a private entrance from Westminster station, and that there have been no delays on the Underground. This needed saying - and should be repeated as often as possible and as loud as possible.

NF 522 A correspondent points out that a rather curious situation has arisen in connection with Off Peak Return tickets on LTB. When suburban booking offices are shut due to lack of staff, it is not possible to buy a ticket before travelling, and LT ticket collectors do not, as on BR, issue an appropriate excess fare voucher at the passengers destination. The Ordinary Single fare has to be paid by the passenger, in each direction, and to recover the extra fare paid, the standard arrangement is for the passenger to write to the Fares and Charges Officer! Anything more cumbersome, and less likely to encourage travel by rail is difficult to imagine - surely LT can work out something simpler, for if not it would seem to indicate a need for some fresh blood in the appropriate department.

NF 523 By 29-10-1965 Finchley Central goods yard had been cleared of all railway equipment preparatory to conversion to a car park - except for a small crane.

## LETTERS TO THE EDITOR

A Selection of Letters on the Painting of the Met Coaches  
now on the Keighley & Worth Valley

3-11-1965

Dear Mr. Davis,

With reference to the preservation of the Met coaches by the Keighley and Worth Valley R.P.S., I am horrified at the idea of painting them primrose and dark blue. If they paint them this colour, I am quite sure that I shall never visit their branch line.

114 Barton Road,  
Cambridge.

Yours sincerely,

D.J.Green.

2nd November 1965

Dear Sir,

I think that the three ex-Met steam stock coaches owned by the Keighley and Worth Valley Railway should be kept in the livery that everybody knew them in. I can't see any reason for the Preservation Society to paint them in their own livery, especially as the painting would make the coaches unsightly. After all their ex-LNER 'N2' is in its LNER livery and if the coaches were painted in their proper livery it would, I'm sure, attract more people to the Railway.

132 Whitelands Avenue,  
Chorleywood, Rickmansworth,  
Herts.

Yours faithfully,

D.M.Hibbert.

3-11-1965

Dear Sir,

Here is my view on the preserved Met coaches.

The main reason that a transport undertaking uses one colour scheme is to give uniformity to the fleet that is usually standardised. As one train on the Worth Valley Line will usually consist of different vehicles, each one of individual merit as an historic item it seems pointless in covering them in a veneer of conformity.

As a 'working museum' it will lose a great deal of appeal for those who are interested in particular vehicles none of which would be in their true colours.

96 Parkside Way,  
North Harrow, Middlesex.

Yours sincerely,

N.W.Price

4-11-1965

Dear Sir,

Concerning the points raised in the November edition of 'Underground', I am in full agreement with Mr Benest concerning the livery of the preserved Met coaches in which the Keighley and Worth Valley Railway Preservation Society intend to paint them. I would definitely prefer to travel in a Met coach in the varnished teak livery or even the L.P.T.B. brown livery than one painted in primrose and blue. Also I think that the varnished teak livery would be more long-lasting than primrose and blue.

Also concerning the three Met coaches, it is stated in Railway Magazine that the coaches still belong to the purchasers, the Westerham Valley Railway Society who are loaning them to the K. & W.V.R.P.S. for a certain period of time. One supposes that the former are in agreement with the gaudy livery destined for the Met coaches.

11 Hamilton Way,  
Finchley, London, N.3.

Yours faithfully,

R.H.Spencer.

#### Editor's Notes

None of the many people who have written or spoken on the subject of these coaches have been in favour of the proposed livery.

The last letter above draws attention to a point in the November issue which may have been misleading. The three Met coaches still belong, in fact, to a member of the Westerham Valley Society, and are only on loan to the Worth Valley line. It is hoped in due course that the Westerham Society will be able to find a home for the coaches nearer London. Any wrong impression given in previous reports is regretted.

DATA SHEETS  
David G. Waller.

1931-1934 Metropolitan Cammell Tube Stock Motor Car

Length to bogie centres	:	33'	1 $\frac{3}{8}$ "
Length over headstocks	:	51'	5 $\frac{1}{8}$ "
Height from rail to over roof rivet head	:	9'	6"

		T	cwt	qrs	lbs
Weight of car complete	:	31	15	2	0
" " motor end	:	22	2	0	0
" " trailer end	:	9	13	2	0
" " carbody	:	16	13	2	0
" " motor bogie (type Z)	:	11	10	3	0
" " motor trailer bogie type V2)	:	3	11	1	0

Normal seating capacity : 30

Rush hour seating capacity: 32

drawing dated 25 - 10 - 1932

1931 Birmingham & Gloucester Tube Stock Trailer Car

Length to bogie centres	:	33'	5 $\frac{1}{2}$ "
Length over headstocks	:	51'	9 $\frac{1}{4}$ "
Height from rail to top of roof capping	:	9'	5 11/16"

		T	cwt	qrs	lbs
<u>Weight of Gloucester 1931 stock</u>					
Weight of car complete	:	18	7	0	0
Weight of each end	:	9	3	2	0
Weight of Trailer bogie (type V2)	:	3	7	1	14
Weight of carbody	:	11	12	1	0

		T	cwt	qrs	lbs
<u>Weight of Birmingham 1931 stock</u>					
Weight of car complete	:	18	8	0	0
Weight of each end	:	9	4	0	0
Weight of trailer bogie (type V2)	:	3	7	1	14
Weight of carbody	:	11	13	1	0

Normal seating capacity : 40

Rush hour seating capacity: 44

drawing dated 14 - 6 - 1934

## SOCIETY NOTICES

COMMITTEE The Committee have received, with regret, the resignation of David L. Waddingham from the Committee on his going up to Reading University; the good wishes of the Society go with him. At the meeting held on 3rd November, the Committee co-opted Mr S.E.Jones to fill the vacancy caused by David's resignation, to serve until the Annual General Meeting when he will be eligible to stand for re-election. It is hoped that Mr Jones will enjoy his term of service - he has been a member of the Society for a long time, since inauguration in fact.

OFFICERS J.A.S.Milne has tendered his resignation from his post of General Sales Manager, to take effect from the 31st December. Tony has been an officer of the Society for a long while, in this and other positions, and he will be missed greatly. The Committee have appointed the present Assistant Sales Manager, Roger B. Manley of 35 Montholme Road, Battersea, London, S.W.11. Roger has been most successful in running the Society Bookstall and in sales work generally, and it is felt that he will prove most efficient.

David Waddingham has also resigned from the office of Photograph Sales Manager, and photo sales for the moment are being handled through the Photographic Subcommittee, who may be contacted through G.P.Jasieniecki, 6 Redcliffe Street, Kensington, London, S.W.10.

WANTED The Society's Modelling Secretary urgently needs the assistance of a Draughtsman or Tracer. Anyone willing to help should write as soon as possible to J. Brook Smith, 34 Barnehurst Road, Barnehurst, Kent.

RECORD Members are reminded of the imminent issue of the Society's Long Playing Record, "Forty Minutes Underground". One side of the record is devoted to tube lines, the other to subsurface. The recordings have been made over the past few years, and many of the sounds included will be heard no more; some steam is included. The price is 48/6d to members, and 50/- to non-members, both prices post-free. Orders should be sent as soon as possible for delivery before Christmas, to C.H.Gooch, Fairmead, Northway, Pinner, Middlesex. All orders should be accompanied by the appropriate remittance, and members asking for their copies to be despatched through the post are advised that all postal despatches are at their own risk.

JOURNAL - BACK ISSUES Members are reminded that back copies of the Journal are available from Roger B. Manley, 35 Montholme Road, Battersea, London, S.W.11. or from the bookstall at meetings.

BOOKS Metropolitan Steam by E.J.S.Gadsden; this book is now being sold at the bargain price of 10/6d for a limited period only. So order now from Roger Manley at the address above, or get your copy from the Bookstall.

BADGES Members are reminded that Society Badges are still available at 3/6d each, and also that all badges manufactured by R.E.V.Gomm Limited are available through the Society. Once again, orders, accompanied by remittance, should be sent to Roger Manley.

### THE TIMETABLE

Wednesday 8th December Another Unusual Workings Trip, led by George Jasieniecki; this will in fact also cover more, as the whole of the Hammersmith and City Line is to be covered. Party will meet at 17.15 in the Metropolitan Booking Hall at Baker Street station (by the bookstall) to catch the H&C train due at 17.34 for Barking. This is the last train of the evening that runs back from Barking, and so the last one to use the Metropolitan there. The return from Barking departs 18.22, and the Party will travel to Hammersmith, arrive 19.18. No booking needed, everyone welcome.

8th Dec - 8th Jan. 10.00 to 18.00 weekdays, extended to 20.00 Tuesdays and Thursdays; Paxton Centenary Exhibition, Arts Council Building, 4 St. James's Square, S.W.1.

#### January 1966

Saturday 8th (provisional only) Conducted Tour of Marylebone Station, BR, including Goods Yard and Signal Boxes. Names to the Secretary, N.E.W.Fuller, 62 Devonshire Road, Ealing, London, W.5. Only unsuccessful applicants will be notified; details in the January Journal.

#### Visit to Lots Road Power Station

A Saturday morning visit is being arranged to Lots Road for early in the New Year (January or February). It seems as if a larger party than usual will be accepted for this visit, so do come along. Names in this case should go to the Editor, P.R.Davis, 62 Billet Lane, Hornchurch, Essex, and be accompanied by a stamped addressed envelope.

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