

THE JOURNAL OF  
THE LONDON UNDERGROUND RAILWAY SOCIETY

Issue No 49

Volume 5 No 1

January 1966

## LT FINANCES IN THE NEWS AGAIN

In the House of Commons on November 9th last, the Minister of Transport, Mr. Tom Fraser, announced during a debate on the Select Committee on Nationalised Industries' second Special Report relating to London transport, that London fares were to be put up again - the increase being that which LT had all ready to impose in May 1965, but which had been delayed at the request of the Government.

The method of implementing the fare increases is open to serious criticism on one count particularly. The 6d and 10d fares recently introduced for distances of  $1\frac{1}{2}$  and  $2\frac{1}{2}$  miles respectively, are now to disappear. So the sensible move to introduce half-mile fare stages has been abandoned, and the old, thoroughly bad scheme of one mile stages now reigns supreme once more. It is submitted that a fare structure so based is entirely wrong for any urban transport system, as it drives away innumerable short-distance travellers; stages of about a third of a mile would seem to be about right, and should have been introduced when the basis of charging was 3d per mile. Future increases might then have been unnecessary; at least it would have been worth a trial.

Apart from this, it is clear that LT are in need of increased revenue to meet their present outgoings; unfortunately the Unions are not showing any great perception at the time of writing and it seems that further pay claims may be submitted merely because the fares are going up. This can only worsen the position, and it is to be hoped that good sense will prevail. It is clear that there will have to be a complete reappraisal of LT's finances within the next few years. As it has been suggested that the cost of motoring in central London is to be increased (at last), perhaps some

of the increased revenue can be channelled to LT by way of compensation for wasted petrol and lost running time suffered in the past due to traffic chaos caused by the private motorist. If the full amount lost by the Board in the past two or three years even were replaced from this source, a lot of problems would be solved.

The other increases proposed are following the usual pattern; 4d, 8d, and 1/- fares remain unchanged; the 1/2d goes up by 1d, the 1/4d by 2d, and all other single fares by 3d. Season tickets for distances of up to 3 miles remain unchanged, while those for longer distances go up by from 2 to 6 per cent. 5-day off-peak return tickets go up by from 2/- to 4/6d according to distance, and off-peak return tickets increase by 3d or 6d. These increases are estimated to produce an increase of about £5m in annual revenue - slightly more than 5 per cent. British Railways fares in the LT area will be increased similarly - and just to prevent us getting too cheerful, a spokesman for BR pointed out just after the increases had been announced that these increases were not the maximum which could have been imposed! The Transport Tribunal will have to hold a public enquiry to consider the application for increases, but it looks as if the result will be a foregone conclusion. In the meantime, the increases will be put into effect on the 16th January.

## SECOND BARBICAN CHANGEOVER

Less than three weeks before its centenary, the stretch of the Metropolitan/Circle Lines track between Aldersgate and Moorgate went out of use permanently in the early hours of Sunday, 5th December 1965.

Opened to traffic on 23rd December 1865, as part of the extension of the Metropolitan from Farringdon to Moorgate, the section is now closed on realignment of the route in connection with the City of London's big Barbican redevelopment scheme.

Work on the diversion commenced in 1963, and it affected the Widened Lines between the same two points; in fact, the WL were given attention first, and the new section of the Widened Lines was opened on 21st June 1965. The present changeover completes the track

realignment, but considerable work remains to be done, and it is estimated that this will continue for about another six months.

After the last of the Saturday night trains had passed early on Sunday morning, 5th December, the engineers were given full possession of the tracks from 01.00 Sunday to 05.00 Monday to carry out their work. The Hammersmith and City service was suspended all day Sunday between King's Cross and Whitechapel, and the Circle Line between King's Cross and Liverpool Street. A special coach service was run from King's Cross via Farringdon, Moorgate and Liverpool Street to Tower Hill, where passengers could get the District Line trains for Aldgate East and Whitechapel.

The work now to be completed includes the removal of the tracks on the old Met/Circle alignment, some platform work at Moorgate, the completion of the wall and roof of the covered way through which the new lines run, finishing the alterations to the substation at Moorgate which are already in hand; also the work on the Moor Lane bridge has to be completed, and Barbican (the street) has to be returned to its original alignment.

All this work has been carried out at the request of the Corporation of London, which is paying the full cost of the alterations because the tunnels of the old tracks were in the way of deep level foundations needed for some of the new buildings being erected in the Barbican area. This part of the City has been somewhat neglected in the past; serious bombing during the last war cleared the ground for redevelopment, and in a few years time it will be one of the most modern parts of the "square mile".

Riding on the new section, on first sampling, seems to be very smooth, and much more silent than usual - though it is impossible to judge with complete confidence just yet as a speed restriction is still in force over the section. It is understood that the trackbed has a layer of rubber beneath it, which would account for the lessening of noise - as one of the buildings to go on top as a Concert Hall, this was presumably borne in mind when the construction of the line was being planned. It will be interesting to find out, in due course, whether the measures taken have been fully successful in sound-proofing the line.

## REVERSALS EN ROUTE

E. D. Chambers

It is an everyday occurrence for passengers on main line railways to find their train going "backwards". Through trains are regularly reversed at certain junctional stations, through portions are shunted on to other trains, and, less predictably, trains are reversed over crossovers during temporary single line working.

Similar practices do not seem to have been widespread on the Underground. A few examples can however be recalled. Other members may be able to add to the list.

On Sundays and Bank Holidays, a large proportion of the Baker Street-Watford service was provided by trains that ran via, and reversed at, Rickmansworth. As these trains ran via a line that was not marked on maps, and carried two destination plates, casual passengers tended to be somewhat baffled. The object was, of course, to provide a reasonably regular service to both Watford and Rickmansworth.

Another instance is the reversal of Circle Line trains at Baker Street, when running to and from the Wembley Park direction to reach Neasden depot. Can anyone confirm that passengers are still carried over the platform-junction-platform section at Baker Street? The through nature of these workings is not shown in the Underground Guide, although at one time at least it was in the ABC.

It is difficult to think of any similar examples, although they may well exist. Trains on the Piccadilly Line run between Northfields and the Rayners Lane direction, reversing at Acton Town, but these never seem to have been through workings for passenger purposes.

A few years ago, during some Sunday engineering work, considerable confusion reigned at Earl's Court when Circle Line trains were diverted through it. This was an extreme example of the psychological difficulties both staff and passengers experience in making sense of the twin terrors of triangular junctions and special workings!

It is rather rare for London Transport to resort to single line working during engineering works, presumably because of the restriction this would impose on the frequency of the service. The only memorable examples in recent years did not in fact involve reversal over cross-overs, but were the working as two single lines of the section between Ickenham and Uxbridge, and of the Northern City Line in two separate sections.

Before the Sunday service of Bakerloo trains to Watford Junction was officially withdrawn, it had become extremely usual for it to be terminated at Queen's Park anyway. It was unusual for tube trains to be shunted about over crossovers north of Queen's Park because of LMR engineering works. The regular passenger by this route on Sundays is cynically used to his London Midland Region train reversing over a wide selection of crossovers, in accordance with the particular section over which single line working is in operation.

Can anybody add to this list of Underground examples of "reversal en route"?

---

### THE MIDLAND COAL TRAINS

J.P.Wirth

With the closure of West Kensington Yard in early August 1965 yet another long-familiar sight has passed for ever from the Underground scene: the Midland coal trains on the District Line. Originating in Brent Yard, on the Midland Region, they travelled by way of South Acton, joining the Piccadilly eastbound line west of Turnham Green and the District eastbound line west of Stamford Brook, on their way to either High Street or West Kensington Yard.

Whilst normally run at times outside the operating peaks, occasional delays caused the appearance of one of these trains at most inopportune moments. The writer recalls one occasion on which a crowded No. 2 platform at Earl's Court at 9.0a.m., in the morning rush hour, was grazed by the thunderous approach of a coal train bound for High Street, its sudden and unexpected appearance causing no little consternation among the assembled masses. The surprise of the passengers on

This occasion must, however, have been rivalled by that of the operating staff at South Kensington one morning in the late 1950's when that station was reached by a misdirected High Street coal train.

Whilst the depots at High Street and West Kensington owned by the Midland Region were primarily coal depots, general freight was carried by the coal trains, mainly for West Kensington. The need for economies, however, linked with the nationalisation of facilities, both by the coal distribution industry and British Railways, made it inevitable that such depots would come under very close scrutiny. Undoubtedly one of the major factors from an operating viewpoint was the fact that steam motive power was employed on these trains. Whilst diesel power had proved unsuitable, thus ensuring the continued employment of the ex-LMS 3F 0-6-0 tanks on the duties involved, the impending elimination of steam power on the Midland Region lines in the London area undoubtedly hastened the closure of West Kensington depot.

Following the closure of Cricklewood East steam motive power depot (14B) at the end of 1963, the two surviving 3F tanks, which were employed on the coal trains were moved to Willesden depot (1A). One of these, 47432, was withdrawn by the Midland Region in the week ending 21st August 1965, whilst the other, 47435, is understood to be destined for Wolverton Works for employment on the shunting duties for which the class were originally designed.

Those members of the Society who participated in the brake van trips between Brent and West Kensington on May 11th 1963 behind 3F tank 47434 will recall the interest aroused by this unusual working.

It is hoped that a further article at a later date will enable a more detailed account of both the depots and the operations of the trains to be given.

## PROPOSED NEW RAIL PLAN FOR EAST LONDON

An interesting scheme for the railways of East London has been put forward by Councillor Dick Drew, a Waltham Forest councillor. The scheme was first submitted to the Barking-Kentish Town Line Joint Committee (a voluntary association formed to fight the BR proposal to close the Barking to Kentish Town line), and has now been passed to the Greater London Council for consideration.

Cllr Drew's proposals, which he considers would be far cheaper in capital cost than a new tube line, are as follows :-

1. The integration of the line between Crystal Palace, Blackfriars, and Kentish Town with the Barking to Kentish Town line; electrification of the line throughout; use of rolling stock with sliding doors; a quarter-hourly service on the whole line.

2. Closure of Broad Street station; diversion of Richmond trains via Kentish Town.

3. Closure of King's Cross and of St. Pancras goods yards, and the resiting thereof at Stratford.

4. Electrification and resignalling of the line between Dalston and Stratford; introduction of a passenger service between King's Cross and Stratford.

5. Construction of a new station at Hackney Wick, and introduction of a new passenger service link to West Ham via Stratford Low Level.

6. Introduction of a diesel shuttle service from either Stratford or Hackney Wick, via the proposed Lea Valley Regional Park, to South Tottenham.

For the new scheme, put forward in November 1965, it is contended that it would enable British Railways to offer the same versatility of service as can the tube lines (a versatility the tube are rapidly losing one might add!), attract more traffic and provide a much more frequent service on the lines affected.

It will be interesting to hear the BR reaction to this scheme, which is by an employee of theirs - for Cllr Drew is a BR clerk.

## ODDMENTS FROM 1903

The following extracts have been sent us by D.S. Waller, and came from an East Ham Local Paper.

RAILWAY COLLISION JUNE 5 1903.

While the 8.4. train to Bow Road was standing at the platform at the District station at Westminster, it was run into by the 8.6. Inner Circle train. The Last coach of the Bow Road train was wrecked but the Guard escaped with a severe shaking. In the last 2nd. Class compartment were three passengers, (one man and two ladies). The man had his foot injured, but the ladies escaped with a severe shaking. The front part of the engine of the Inner Circle train was damaged.

The line was blocked during the day, and the accident caused a very great amount of inconvenience to the thousands of passengers in the habit of travelling through Westminster Bridge Station.

A LAMENT APRIL 1903

"What ails thee, friend?" said I to one who seemed immersed in gloom.

"Instead of your gay company I'd rather have your room, come, buck up, sonny try a smile, dispel those evil looks. And leave 'em to the blighters that one reads about in books.

"Look 'ere," replied the downcast one, "don't taunt me on my phiz.

Why don't you put the question straight, say, 'Matey, whats yer biz?'"

I'll tell yer wot it is my son, it ain't no mighty gift, I'm on the Central London, and I works the blooman' lift."



LONDON TRANSPORT TRIES A DIESEL  
C.H.Gooch

In 1952 the London Transport Executive tried out diesel traction on the Chesham branch with a view towards its adoption permanently on that line, so enabling them to withdraw the then old Ashbury stock from service. The trials took place between the 11th and 25th October, and the train comprised of a 3-coach set of A.C.V. 125 B.H.P. 4-wheel lightweight units.

The set was transferred from Neasden B.R.(W.R.) on Saturday the 11th, leaving at 12.10, passing Harrow at 12.27, Rickmansworth at 12.45 to arrive at Chalfont at 13.00. After a 15-minute pause the train proceeded to Chesham to arrive at 13.23. It then worked three trial trips to Chalfont and back between 14.00 and 17.00 before stabling at Chesham ready for working the weekday service the following Monday.

From Monday 13th to Friday 17th and the 20th to 24th of October the set ran in revenue service, taking the place of the usual steam shuttle train. It worked the complete turn, No. 120, from 06.34 to 01.04½ the following morning. Arrangements had to be made to convey vans and extra locos over the line, both of which were usually attached to the steam shuttle train.

On Saturday the 13th and when finishing the trials on the 25th the unit ran back from Chesham to Neasden B.R.(W.R.) for maintenance; in both cases the same path was provided. Departure from Chesham was at 07.13, Chalfont 07.22, Rickmansworth pass at 07.32, Watford South Junction at 07.35, Harrow at 07.54 and arrival at Neasden 08.07.

On the 19th October when running back from Neasden to Chesham the times were:-Neasden B.R.(W.R.) depart 19.20, Harrow pass 19.35, Rickmansworth 19.53, Chalfont depart 20.07 and arrival at Chesham at 20.15, where it stabled at the north end of the back road behind the Goods Shed. The 3-car set was stabled at the same place each weeknight, and was refuelled there also.

The drivers, three in number, were provided by Messrs. A.C.V. Limited, a pilotman was provided by B.R.(E.R.) and the guard by L.T.E., except when

transferring to or from Neasden when a B.R.(E.R.) guard would take charge.

It is of interest to note that the Push-Pull train and loco remained at Chesham throughout the trials. Apparently the diesel cars were not up to the standard required by L.T., as the venture never got any further. Enthusiasts should, however, be glad, as it enabled the vintage Push-Pull to continue in service until electrification, and then to be purchased for further use on the Bluebell line. If the diesel unit had been purchased and used we might still have a non-electrified London Transport line, with red diesel cars on it instead of a standard silver 4-car 'A' stock train working back and forth on L.T.'s only true branch line.

---

#### NEWS FLASHES

NF 524 There was a delay of 25 minutes at Gloucester Road on 7-12-1965, due to a defective train.

NF 525 Representations have been made to the Minister of Transport by the National Council on Inland Transport protesting at the intended closure of the former Great Central main line. Among the points made were that the financial figures provided by the Railways Board do not add up correctly?

NF 526 No. 4 platform road at Wimbledon was out of use, for engineer's possession, from 23.00 Friday 26-11-1965 to 13.20 Monday 29-11-1965. This was for work to be carried out on the up local road, which was slewed from a point about 60 yards west of Wimbledon 'A' box and connected to No. 4 platform road. The object of this operation is to allow for the diversion of Up Local Southern Region trains to run via East Putney. The existing No 4 platform road starter will apply to movements from the Up Local to the Putney line.

NF 527 It is understood that the ex-Met coaches on loan from the Westerham Valley Railway Association to the Keighley and Worth Valley Preservation Society have been lent for a period of four years. They are said to be already being repainted in the blue and primrose livery of the K&WV.

NF 528 British Railways are considering the installation of ticket machines at East Ham, where there have been serious complaints about delays in booking - due to staff shortage.

NF 509 The maximum subsidy which LT can receive for the year 1965 is £1,500,000. The estimated amount they have lost in fares due to postponing the increase, intended for application to fares in the Spring of that year. It was at the request of the Government that the increase was not then imposed, and a subsidy to make good the loss promised.

NF 510 British Railways have been accused of profiteering in their intended sale of Marylebone goods yard. It is understood that the price asked by BR is £35m., for land taken over by the BTC in 1947 for £150,000.

NF 511 A man fell under a train in District Line service at Earl's Court station late on 26-11-1965; he was seriously injured and taken to St. Stephen's Hospital: the service was held up for 20 minutes.

NF 512 Coaches replaced District Line trains between Whitechapel and Bromley until 09.15 on Sunday 28-11-1965, for engineering work to be carried out at Stepney Green station.

NF 513 A train broke down at Gloucester Road on 20-11-1965. In District Line service, the greatest inconvenience occasioned by the 30-minute delay was to a following Circle Line train, which had to reverse and return to High Street Kensington.

NF 514 London Transport's portable rail-welding unit is being used on the Southern Region's Waterloo-Bournemouth electrification project. Normally kept at Willesden Green, it has been dismantled and sent to Eastleigh works. There, it was reassembled by LT permanent way staff, who then proceeded to give BR personnel a two-week course in use of the machine.

---

### THE ROLLING STOCK OF THE METROPOLITAN RAILWAY

19

K.R. Benes?

When the connecting link between the East London Railway and the Metropolitan and District Railways was opened on 6th October 1884 both the latter mentioned companies extended their (steam) services to New Cross; the Metropolitan to the South Eastern, and the District to the London Brighton and South Coast station. (The Metropolitan's link, incidentally, consoled Sir Edward Watkin for his failure to establish a connection via

the Bishopsgate spur, Liverpool Street (Great Eastern Railway), and Shoreditch when the East London was extended from Wapping to connect with the Great Eastern's newly opened terminus in 1876. The intransigence of the G.E.R. may be understood in terms of the experience of the Great Western Railway, whose every line into Paddington was crossed on the level by the very frequent Hammersmith and City trains). However, with the electrification of the District in 1905, and of the H. & C., late in 1906, the direct links between the East London and the City were severed, for the sexti-partite joint committee had decided that they could not afford to electrify the East London. Local steam services were maintained by the L.B. & S.C.R.

Five years later, faced with ever-dwindling traffic, the committee realised their mistake - they could no longer afford not to electrify, for the through services were essential to their well-being. Now although the L.B. & S.C. had recently (1909) commenced operating the 6,600-volt single-phase alternating-current worked system on their South London line, only the Metropolitan and the District could claim experience of 600-volt direct-current four-rail electrification. Accordingly it was agreed that the M.D.R. should supply electrical power from Lots Road, whilst the Metropolitan provided and operated the rolling stock. (A last minute arrangement was made, also, whereby the latter company maintained the new electrical signalling installation for the first year of operation to enable the Joint Committee to train their own linemen).

The service proposed comprised four through 4-car trains an hour from South Kensington, alternating between the New Cross stations, and eight local 2-car trains from Shoreditch; the service hitherto provided to and from Liverpool Street (G.E.R.) was abandoned. Extra cars (the "1913 stock") were ordered for this and other purposes, but it was realised from the outset that these would not be available in time for 31st March 1913, the proposed conversion date. Mr Holt, the traffic manager, recast the Metropolitan's train formations and allocations to enable the services to be worked with the stock existing and such new deliveries as could be predicted with confidence.

Holt's proposals included the provision of middle doors on 22 saloon cars, and the conversion of 8 x 1st D.Ts. and 3 x 3Ts. to composite 1st/3rd driving trailers, most of which were to work with B.T.H. motor cars, including the compartmental conversion No. 69, two, however, were scheduled to operate in conjunction with the B.W. cars No. 46 (compartmented) and No. 32 (saloon). There would then be five two-car sets for the E.L.R., two for the Uxbridge line, two spare sets at Neasden and two 1/3D.Ts. unformed. It would appear from this that the introduction of the single-car units on the Uxbridge shuttle-service had provided insufficient accommodation, whilst a 3-car set made over-generous provision, for the traffic offering.

Three schemes were submitted for the conversion, none of which involved modification to the bodywork of the cars, but all necessitating the provision of two transverse partitions with hinged glass-panelled doors. Centre-doored cars were essential to enable reasonably direct access to the two classes of accommodation when the driver was in occupation of the leading vestibule; seating was allocated (from the driving end) to 1st class non-smoking, 1st class smoking, and 3rd class, passengers in that order. The basic seating arrangement was a symmetrical one; on each side there were a single sliding door, five longitudinal seats, two pairs of facing transverse seats and a further three longitudinal seats before the centre doors, beyond which was mirror image of the arrangement described. Scheme "A" allowed 4 N.S.1sts, 6 smoking 1sts and 38 third class. Scheme "B" was for 10 N.S. and 8 smoking 1sts and 30 thirds, whilst Scheme "C" gave 10 N.S. and 14 S 1sts, cutting the thirds to 24 only. This last scheme was adopted subject to the transverse and longitudinal 1st smoking seats being interchanged, and to the 3rd saloon being made "non-smoking"; then it was decided to increase the 1st class smoking seating by the substitution of transverse seats for the longitudinal threes, thus providing 16 seats where 14 were before proposed.

The cars finally selected for conversion were seven 1st D.Ts., Nos. 29,33,50,71,72,73 & 74 and three 3Ts., Nos. 65,69, & 71; these were all renumbered into a separate series, allegedly as Nos. 1-7 and 8-10 respect-

ively. There is some mystery about their electrical equipment, as it would appear that 7, or 8, were intended to be associated with B.T.H. equipped motor cars and only 3, or 2, with B.W. machines; yet in later years it is recorded that only two, Nos 5 & 6, were B.T.H.-equipped, the remainder having B.W. controllers. Dual wiring was not provided until after World War I when stock was again re-shuffled and augmented in 1920-26. It must be presumed that two of the ex-3Ts received their control equipment from stores, but the third may have taken the fittings intended for 1T No. 78, the second of two cars delivered in 1912. Certainly No. 78 bore head-lamps when new, for this is attested by photographic evidence, but it was later recorded as the only member of its class not arranged for driving.

Little subsequent history attaches to these components. They were occasionally pressed into service in larger formations, and were often to be found in turn loaned by the Metropolitan to the Hammersmith and City Joint Committee. B.T.H. stock was first favourite for this work as, all H. & C. stock being similarly fitted, maintenance at Hammersmith was thereby simplified.

The cars were renumbered in 1933, Nos. 1-4 and 7-10 becoming 6580-87, and Nos. 5 & 6 becoming 6212 and 6211, respectively.

In November 1934 No. 6585 (ex No. 8) was again converted to a first-class control-trailer and re-numbered to 6560. Nos. 6211 and 6582 were loaned to the London Midland and Scottish Railway for emergency use during World War II, taking the numbers E25 and E26. As such they were the last survivors, being written off in December 1945, the remainder having been withdrawn at various times after September 1940.

---

#### SOCIETY NOTICES

1965 ACCOUNTS All Officers and Committee Members are asked to send to the Treasurer (K.R. Benest, 66 Hare Lane, Claygate, Surrey), the following, to reach him not later than the 7th January 1966:-

1. All cash held by them on behalf of the Society and received up to and including 31st December 1965.

2. A note of all expenses incurred by them on behalf of the Society up to and including 31st December 1965.
3. A list of all stocks held on behalf of the Society at 31st December 1965.

1966 SUBSCRIPTIONS Members are reminded that their 1966 Subscriptions are now due. The rates are now 25/- for full Members and 10/- for Associate Members, and all remittances should be sent to the Registrar, R.E.Labrum, 134 Cranley Drive, Ilford, Essex, as soon as possible. It would be appreciated if payment could be made as soon as possible, and members are advised that the Journal will not be despatched to those who have not paid after the next issue, until their payments are received. Also, only paid-up members will be admitted to the Annual General Meeting (referred to below).

ANNUAL GENERAL MEETING FOR 1966 Advance Notice is hereby given that the Annual Meeting of Members will be held for the year 1966 on Saturday 26th March.

Nominations are invited for the election of Committee members; the three members who retire by rotation in accordance with Rule 5 are Messrs. K.R.Benest, J.S.Brook Smith and P.R.Davis; in addition, Mr. S.E.Jones, who was co-opted to serve on the Committee during 1965, retires in accordance with the provisions of Rule 6. All these retiring members are eligible for re-election and are willing to stand. Nominations should be sent to the Secretary, N.E.W.Fuller, 62 Devonshire Road, Ealing, London, W.5, to reach him not later than the 15th February 1966. No member may nominate more than four persons, and if nominating someone other than the above-mentioned retiring members, the consent of the nominee should be obtained first.

BACKGROUND TO TRACTION A Course of Informal Lectures under the above title has been arranged by the Electrical Engineering Department of the Imperial College of Science and Technology commencing in January 1966. It will be possible, by courtesy of the Department, to arrange for some of our members wishing to attend to do so. Details may be obtained from the Editor, P.R.Davis, 62 Billett Lane, Hornchurch, Essex. Please enclose a stamped addressed envelope.

RECORD Readers are reminded of the Society record "Forty Minutes Underground"; this is an LP record containing a varied selection of Underground sounds, some still very familiar, some now lost for ever. Orders should be sent to C.H.Gooch, Fairmead, Northway, Pinner, Middlesex, accompanied by remittance - the price is 48/6d to members, 50/- to non-members, postfree in each case - but orders sent through the post will only be sent at customer's risk!

METROPOLITAN ELECTRIFICATION The reprint of this book is still available, price 5/-, and is obtainable from our new General Sales Manager, R.B.Manly, 35 Montholme Road, Battersea, London, S.W.11. The book has been republished by the Society from the original of 1923, brought out then by Metropolitan-Vickers, and it is a very useful illustrated account of Met electrification to that date.

---

### THE TIMETABLE

Weekdays to 8th January 10.00 to 18.00 every day, but extended to 20.00 on Tuesday and Thursday 4th and 6th. Paxton Centenary Exhibition at the Arts Council Gallery, 4 St James's Square, London, S.W.1. It is suggested that members feeling like going in a party to this exhibition should go on Thursday evening, 6th, at 18.30.

Saturday 8th January Conducted Tour of Marylebone B.R. station, including the Goods Depot and Signal Box. Bookings to the Secretary, at 62 Devonshire Road, Ealing, London W.5 at once. Only unsuccessful applicants will be notified; those attending meet at the Stationmaster's Office at 09.30.

17.30 for 1745 Thursday 20th January in Lecture Room 407, Department of Electrical Engineering, Imperial College of Science and Technology, Exhibition Road, South Kensington, London, S.W.7. First Lecture in the "Background to Traction" Course (see Notices); "European Urban Transport" by W.J.Wyse, B.Sc., A.R.I.C., Overseas Editor of "Modern Tramway".

Thursday 10th February Evening Visit to the Post Office Railway and Workshops at Mount Pleasant. Names to the Secretary at the address above.

Lois Road Power Station Date still not fixed; those wishing to attend send their names to the Editor, P.R. Davis, 62 Billet Lane, Hornchurch, Essex. with s.a.e.

Lithoed by The Celtic Bureau, 93/94, Chancery Lane, London, W.C.2.  
& Published by The London Underground Railway Society.

62, Billet Lane, Hornchurch, Essex.