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## RAIL TOURS

Members frequently put forward the idea of a rail tour as one of the most interesting ways of carrying out the objects of the Society, and during the past three years various attempts have been made by members, on behalf of the Committee, to arrange such a tour. Approaches have been made to London Transport and to the British Railways Board, but difficulties have always been raised, and nothing has come of the hard work put into the planning.

As requests for these tours are still being received, it is felt that members should be made aware of the problems met. To do this, the most recent negotiations are summarised below.

In late June 1965, a member of the Committee wrote to LT with an outline plan for a tour to take place over subsurface lines with 1938 tube stock, and alternative dates for a Saturday or Sunday in October were put forward. The Board were advised at the time that, if operational difficulties would arise from the route chosen, a simpler alternative would be put forward.

This letter received a reply in mid-August, already too late for insertions in the enthusiast press of the necessary notices and advertisements. However, this reply indicated that the tour could be run on a Sunday, but put forward the suggestion that it would be cheaper to run the trip with CP stock, as tube stock would require additional crews as pilots over surface lines... which is fair enough. The Committee considered the position, but decided that the increased cost of tube stock was justified by its novelty value,

and LT were notified to this effect at the beginning of the next month - at the same time a request being made for the tour to be postponed to one of two alternative Sundays in April 1966 (this month). At the same time, an estimate of the cost was requested.

After several telephoned reminders, the September letter received a reply in January following a written reminder from the Society pointing out that time for publicity was once more running short. This reply, written more than seven months after negotiations were opened, raised for the first time a new objection to the Society's proposals - that tube stock could not be used on surface lines "as in the event of this breaking down it would create considerable difficulties and create a break down in normal service". CP stock was offered with no alternative, and the quotation requested was given.

In the light of this reply, which shows a quite remarkable lack of faith on LT's part in the reliability of their own rolling stock, the Committee has decided to abandon the attempt to arrange this particular tour - and furthermore, not to try to arrange any other tours, as it is felt that the time spent on negotiating to no effect can be better employed.

It is abundantly clear that rail tours are not wanted by LT; admittedly, they take a lot of arranging, but the time spent on the planning should be reflected in the price that is charged - and it should be noted that no objection to the quoted price was raised by the Society. It is realised that a transport organisation should be run on commercial lines, and any such tour put on should be run at a profit to LT. But it seems that the Board prefer to turn away this source of revenue - an attitude shared, it should be added, by some regions of BR.

#### SEARCHING FOR RAILWAY HISTORY

H. W. Paar

Honorary Research Officer

Railway and Canal Historical Society

Many creditable railway histories have appeared in recent years, and their quality generally owes much to original research and to co-operation. The co-operation of specialists in the photographic, locomotive, chronological and other fields, local historians, and so on, can lead the

historian to fresh sources, and be invaluable, but the serious student is always faced with the necessity for original research, and it is here that the novice can easily exhaust his energy and interest in haphazard searching with scant reward. Even to establish what is recorded already is not always easy, although this will be simpler when Mr Ottley's railway bibliography is published.

Setting out upon uncharted waters, the student should remember that he is unlikely to find all, or even a major part, of what he wants to know in one source - many little threads will have to be woven to make the whole, and a methodical search will be the most economical way of achieving it. The relevant Acts of Parliament indicate what the concern was authorised to do, and these are listed in the "Index to Local and Personal Acts"; they often furnish other information - subscribers, special powers, tolls, etc, while the Parliamentary plans give many details of the intended route. If the bill was opposed, the Minutes of Evidence of the appropriate select committee will provide reasons for and against the scheme, details of trade in the district, and sometimes exchanges between counsel and witnesses which enliven the story. A company prospectus or local press reports can also provide answers to the questions, "Why was the railway wanted, and by whom?"

As to what the company succeeded in doing, its minute books, if available, may provide very full answers - details of construction, opening, traffic, locomotive transactions and many other matters, while the financial aspects are answered by the accounts, Bradshaw's Railway Guides or the Stock Exchange Year Books. It should be noted that we are concerned here with an independent company; if the subject of attention is a branch line built by a large company, many of the details of its history will be submerged in the records of its parent, and will consequently be more difficult to trace; also, as the interest attached to finance, individual personalities, locomotives, etc, will probably not be present, the story tends to be restricted to the physical facts of the line, its services, and noteworthy features.

The student can thus assemble the story of a commercial venture but this needs animation - people and parcels, tracks and trains, stations and services, trials and triumphs. The sources already tapped may have supplied some facts, and

these can be supplemented from specialist books and journals (on locomotives, for example), Bradshaw's and working timetables, the various editions of the 25-inch Ordnance Survey (for changes in track layout, sidings, etc), works of local history, and personal reminiscences of local people. In the latter case, such evidence should be judged by the character of the informant; if that which can be checked is found to be true, the remainder will likewise be reliable, and further, a statement should not be dismissed because it is at variance with preconceived notions, or with circumstantial evidence; rather the latter should be re-examined, and an attempt made to obtain further corroboration if doubt still exists.

It will be well to remember that rarely is one source of information beyond question; minute books may contain clerical errors, significant omissions or ambiguities, evidence given to select committees was often biased to the point of outright lying, maps and plans can embody out-of-date information, the memory of the sincerest men can play tricks; even photographs have been touched in, to improve their appearance, occasionally inaccurately, and the existence of earthworks on the ground does not necessarily prove that rails were ever laid upon them. Thus, the most accurate work is likely to be based on a patient study of many sources, as original as possible, with a critical eye, no opportunity being missed to cross-check facts and dates.

Many subsidiary sources can be employed to fill in interesting details. These include old guide books and directories, tithe and other maps, local magazines, proceedings of learned societies, museum collections and their documentary records, and local photographers' collections. The historian pursuing these and many other little-trodden paths will come across transport and industrial material of no relevance to his own study, but which may be of great interest to others; these references should be noted down, and passed on as opportunity offers, for by such co-operation each one's work is embellished.

The student living near London is well placed for documentary research, with such giant facilities as the British Transport Historical Records, British Museum (the Reading, State Paper, Map and Newspaper Rooms), Patent Office Library, House of Lords Records, Public Record Office and others all to hand. Even so, he will probably find

important items in provincial libraries and record offices, while his provincial counterpart is often faced with fairly long journeys to his regional centres, and to London. A concise record of available research material under subject headings would clearly save much valuable time and correspondence, and this is the aim of the Railway and Canal Historical Society's research effort. Letters are sent to various archives, defining the scope of the search and asking if record cards can be completed for items held. To date, all public libraries (exclusive of Ireland and the County Libraries) have been contacted, and many have completed cards, as many as 200 in some cases. Others have not yet replied, and occasionally the task of filling in cards has to be declined because of staff shortage.

Plans are now in hand for contacting County and Special libraries, Museums, County Record Offices and other archives, and as the Society's index grows, it is hoped to make it available to a wider circle; for the present, its use is limited to members and those assisting in its compilation.

#### Editor's Note

The Railway & Canal Historical Society will welcome the assistance of our members in attaining their objects, and help is needed in the London area. Those of our members who are historically minded, or who have a flair for the orderly documentation of sources are invited to submit their names - either to the Editor at 62 Billet Lane, Hornchurch, Essex, or direct to H.W.Paar, Honorary Research Officer, Railway and Canal Historical Society, whose address is 65 Oak Lodge Avenue, Grange Hill, Chigwell, Essex. If readers are interested they are asked to submit their names, when lists of Libraries where work remains to be done will be submitted, together with copies of the Notes of the R&CHS for their guidance and a supply of that Society's blank record cards. A piecemeal approach by individuals is of no use, as it would mean that work already done by others would be duplicated and also that information would be recorded in the wrong way or in insufficient detail. It is hoped that, as a result of the article above, and the talk given to our Society recently by Mr Paar, a fruitful field of co-operation may be opened up between the two Societies. Members - please note - you can help.

## FARE DEAL?

E.D.Chambers

One of the more trivial effects of the Barbican diversion will have been to reduce the rail distance between Aldersgate and Moorgate by a few yards. A quick calculation suggests that there are over 5000 Underground journeys for which the fares ought to have been reviewed, in case the chargeable distance has moved downwards from one fare zone to another. Reports of fare reductions are eagerly awaited.

This prompts other thoughts on possible anomalies in distances and fares, which it would be interesting to delve more deeply into.

While distances are measured to the centre of station platforms, there is the complication that at several stations (South Harrow, Aldwych, Burnt Oak etc) the full length of the platform is never used by passengers. There are also a few instances where trains running in different directions pursue rather different routes - of different lengths. (An example is the journey between Baker Street and St Johns Wood).

Again, when half-length trains are run, the actual length of a passenger's journey may vary by up to half the length of a platform, because of the different points along a platform at which these trains stop.

It would seem quite possible for LT to inadvertently overcharge, unless such peculiarities are borne in mind. The charges for a journey of a given distance may appear fixed, but there is room for argument in the definition of distance.

What is the current London Transport Board practice, and what is the legal position?

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Editorial Comment

Bearing in mind the fact that the realignment through the Barbican area has been carried out at no cost to LT, is the reduction in distance trivial? It would be of some interest to know how much LT will save in a year, in current, trains and track wear etc, by virtue of the shortening. Fare reductions are awaited!

## Additional Items

by

H.V.Borley

for

## LONDON TRANSPORT RAILWAYS

(A.E.Bennett &amp; H.V.Borley)

The following items are additional to the information contained in the book (published by David & Charles in 1963), appearing neither in the book nor in the Supplement thereto which was published in 1964.

FINCHLEY ROAD. Originally two separate platforms.

Reconstructed one island platform 1913

A second island platform was brought into use 18 September 1938. Reconstruction of station completed early 1939.

WEST HAMPSTEAD. Originally two separate platforms on site of present G.C.

New Lines and island platform brought into use 13 June 1897; former platforms removed and station entirely reconstructed, completed May 1898. Platform again resited 18 September 1938.

## GOODS STATIONS ON METROPOLITAN AND DISTRICT RAILWAYS

		opened	closed
Farringdon Street	GN	2 Nov 1874	16 Jan 1956
Hammersmith	GW	1864	1 Feb 1960
Smithfield	GW	3 May 1869	30 July 1962
Kensington High Street	Mid	4 March 1878	25 Nov 1963
West Kensington	Mid	25 March 1878	14 July 1965
White Cross Street	Mid	1 Jan 1878	1 March 1936
Eastcote (Goods)	Closed	10 Aug 1964	
Hillingdon (Goods)	Ditto		
Rayners Lane do:	Ditto		
Ruislip do:	Ditto		

Stoke Mandeville (Goods) Met & GC Closed 5 July 1965

Wembley Park LNE (formerly Met) (Goods) Closed 5 July 1965

## GOODS STATIONS ON FORMER G.E.R.

Eagle Lane opened 15 May 1899

Goods stations closed :-

Buckhurst Hill	6 Jan	1964	Barkingside	4 Oct	1965
Chigwell	1 Dec	1947	Grange Hill	4 Oct	1965
Fairlop	24 March	1958	Newbury Park	4 Oct	1965
Hainault	1 Oct	1908	South		
Leytonstone	2 Sep	1955	Woodford	6 Jan	1964
Snaresbrook	1 Aug	1949			

## GOODS STATIONS ON FORMER G.N.R.

Mill Hill East	closed	1 Oct	1962
Mill Hill The Hale	closed	29 Feb	1964
Edgware	closed	1 June	1964

## ALEXANDRA PALACE LINE G.N.R.

	opened	closed pas'r	closed goods
Alexandra Palace	24 May 1873	5 July 1954	
Cranley Gardens	2 Aug 1902	5 July 1954	18 May 1957
Crouch End	22 Aug 1867	do:	
Highgate	22 Aug 1867	do:	1 Oct 1962
Muswell Hill	24 May 1873	do:	14 June 1956
Stroud Green	11 April 1881	do:	

Alexandra Palace and Muswell Hill closed passenger June or July 1873; re-opened 1 May 1875. /Alexandra Palace subsequently closed and re-opened many times until 1898. /All stations closed passengers 29 Oct 1951. Re-opened 7 January 1952.

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## BOOK REVIEWS

Report from the Select Committee on Nationalised Industries - London Transport; Her Majesty's Stationery Office; London, 1965.

Volume I Report and Proceedings on the Committee	159pp	10/-.
Volume II Minutes of Evidence, Appendices & Index	489pp	42/6d.

In 1964 the House of Commons set up a Select Committee of Members to examine the Reports and Accounts of the London Transport Board. Between February and June 1965 the Committee took evidence from representatives of the Treasury, the Greater London Council, the Ministry of Transport and London Transport itself, and the major portion of Volume II is taken up with a verbatim report of this evidence. Included also in this volume are 66 Memoranda from the Board dealing in great detail with a wide range of subjects, ten of them being of particular railway interest. An eight page index completes the volume.

The report of the Committee, based on the evidence given above and a study of the Board's memoranda, is presented in Volume I. The observations of the London Transport Board on the Committee's findings is published as a separate Report and was reviewed in the February issue of the Journal.

This is a publication of considerable importance and it can be strongly recommended to those interested in the economic, social and political aspects of London's public transport system.

Charles E. Lee; Sixty Years of the Bakerloo; London Transport Board; London, 1966; 24pp + 13pp plates with 24 illustrations, diagrammatic map included, limp card cover; obtainable from LT, 2/6d.

Appearing to celebrate the Diamond Jubilee of the Bakerloo, this booklet provides a very useful companion volume to that on the Central published some time ago. Mr Lee can be relied upon to produce work which gives a detailed history of the subject in as short a form as possible - and this book is no exception. The illustrations are generous in number for the size of book, also they are well chosen and produced. At the price asked, this is a must for the Underground enthusiast.

25th February 1966

Dear Sir,

Thank you for drawing this Society's attention to the Editorial comment and readers' letters in your Journal on the subject of the ex-Metropolitan coaches at present on loan to us.

We were aware, when the decision was made to paint these vehicles in a new livery, that this would give rise to some controversy but I can assure you that we are railway enthusiasts just as much as you are and the decision was not taken lightly. I hope that if you bring to the notice of your readers the following practical considerations which influenced us, this will help to allay their fears:-

(1) In common with all other preservation societies, we have very limited resources at our disposal. If the London Transport brown paintwork had been in better condition, we would not have repainted the coaches at all. To have restored them to their original teak finish would have cost us at least twenty times as much (whether in cash or volunteer labour) as it has done to paint them in blue and primrose. The beading and moulding is far from complete; it is missing entirely from over 50% of the doors, for instance, and this will be extremely expensive to renew. In addition a great many of the panels are made of metal or plywood and these will all have to be replaced by teak panels before restoration can be effected.

(2) Again in common with the other preservation societies, we shall be dependant for our success as a viable enterprise upon fares paid, not by railway enthusiasts as some of your correspondents seem to imply, but by the general public. Distinctively-painted carriages will represent a more immediate attraction to the ordinary, non-railway-minded tourist than would carriages painstakingly restored to a livery which in most cases means nothing to him. This may sound like commercialism, but no preservation society can hope to survive as a purists' museum (if there could ever be such a thing really, anyway) and "sacrifices" of this kind are worthwhile if they make it possible to restore and maintain

the rest of our stock in authentic condition and livery.

(3) This Society is concerned primarily with the preservation of locomotives and rolling stock of northern origin or having northern associations. The only reason we happen to have the Metropolitan stock at Haworth is because the owner was anxious to find a temporary home for them. This gave us the opportunity to have the use of three serviceable coaches at a most reasonable cost at the time when we were in greatest need of conserving out capital. At the end of the four years' loan period, their owner will presumably remove the carriages to a preserved line nearer to London and it will then be for him to decide in which of their previous users' liveries, teak, brown or blue-and-primrose, they should be preserved.

For the information of your Members, the coaches concerned are numbers 427 (3rd), 465 (brake 3rd) and 509 (1st). Numbers 427 and 465 are now in the plain dark blue and primrose livery, the brake end being painted vermilion. Number 509 is still in the peeling brown London Transport livery in which it arrived and is not scheduled to be repainted for several months, so that those of your Members who somewhat fatuously believe that they would rather have the coaches scrapped than see them in an unfamiliar livery should be urged to visit Haworth as soon as they can, whilst 509 is still acceptable to them.

I can promise any of your Members who do come along a very warm and sincere welcome and there is plenty to interest them at Haworth besides the coaches - "your" coaches.

Thank you for giving me the opportunity to state our case.

Yours faithfully,

J.A.Cox

Secretary

The Keighley & Worth Valley  
Railway Preservation Society

Haworth Station  
near Keighley  
Yorkshire.

Note The above letter is willingly published to enable our friends in the Worth Valley Society to answer the recent criticisms which have appeared in these pages. Members might like to note that the Editorial of the March 1966 issue of

"Railway World" is devoted to this subject - and incidentally supports the views of TLURS members rather than those of the Worth Valley members.

23rd February 1966

Dear Sir,

I thought that members might be interested to know that bookings are still (12.2.66) available to and from Mill Hill (The Hale). Tickets of the normal London Transport station of origin type bearing the name may be purchased from Mill Hill Broadway Station booking office. Not many values are held in stock but I booked to Archway and obtained a 2/- ticket number 0012. The journey should be made by bus to Mill Hill East and thence by Northern Line. Bookings to the station are listed at most L.T. booking offices and at stations on the Barnet Branch of the Northern Line additionally to Edgware by this cheaper route.

The through booking arrangement has existed since the closure of the Mill Hill East to Edgware section of line in anticipation of electrification in 1939. As the track has been built on and the bus services reorganised in the area it was surprising to find the facility still existed. Through season tickets were available for travel by this means but since 31.8.51 no new issues have been made though existing holders have been allowed to renew.

Currently the position of bus travel on the journey is complicated by the fact that route 240 is operated by Cronshaw Coaches leaving only the 221 recently extended into the area to cover the section between Mill Hill East and Edgware. It is unlikely that crews on this route are familiar with these special bookings.

Yours faithfully,

139 Brighton Road,  
Purley,  
Surrey.

A.G. Newman

20 February 1966

Dear Sir,

One or two points on recent articles in the Journal.  
With reference to "Reversals en Route", in the January

issue, the Circle Line trains diverted via Earls Court were mentioned in NF 11, in the April 1962 issue of Underground. For the benefit of new members, and others, this ran as follows:-

"Circle Line trains on the outer rail will be running from Gloucester Road to High Street Kensington via Earls Court, between 8 a.m. and 8 p.m. on Sundays March 11, 18 and 25, and April 1, 8, 15 and 29. (Note - April 22nd was Easter Sunday). The diversion is due to work on the West London Air Terminal, near Gloucester Road".

The trains involved reversed in platform 3 at Earls Court and used the lay-by crossover in the opposite direction to that normally used by trains reversing at Earls Court from the West. An interesting point is that they used their usual platforms at South Kensington and Gloucester Road, crossing over on to the District track by way of the little used crossover west of Gloucester Road.

Another example of reversal en route is the well known one at Hounslow Town old station, District Railway, which was worked between 1905 and 1909.

Moving on to the February issue, the NF 535, the "Hammersmith/Metropolitan" destination on the R stock blind has probably never been used in passenger service. Two R stock trains are used by the Circle Line on Sundays, being borrowed from the District for the occasion. (They show "Circle Line" on the blind). Presumably, the provision of the Hammersmith destination is intended for use in case of emergency when the service is severely disrupted. This would enable all trains in Circle Line service to be operated on the H&C line if necessary (Whitechapel is a standard District Line destination, though seldom used nowadays, and so appears on the blind anyway), instead of weeding out two strange trains and parking them in a siding somewhere possibly disrupting the service even further.

The reason why there is nothing for the District station at Hammersmith is that District Line trains do not terminate at Hammersmith, there being no reversing facilities in either direction on the District tracks. In theory, it is possible to reverse Piccadilly Line trains at Hammersmith, but in practice the facilities are only used for reversing at

Barons Court, during midday off peak hours.

Hoping these notes will be of interest to members.

Yours faithfully,

West Brompton, S.W.10.

George P. Jasieniecki

### NEWS FLASHES

NF 559 Two new passenger waiting rooms have been brought into use at Hammersmith (District Line) station. They are on the sites of the former Smith's bookstalls on the platforms (one on each), which have been disused for 6-7 years.

NF 560 The ordinary single fare from Shepherds Bush (Central Line) to Trafalgar Square is now 1/4d. Is this the only example of a fare on the Underground which is out of step with the present scale of increases by 3d above 1/-?

NF 561 A correspondent reports that recently seen at the new Victoria Line works for the Northumberland Park depot were battery locos L25, L29 and L61. There was also much sticky mud in evidence.

NF 562 Now that the Isle of Wight services are being truncated at last, a definite decision has been made by Southern Region to electrify the Ryde-Shanklin section on the d.c. third rail system, and to use the L.T. pre-1938 tube stock (recently in store at Micheldever) to run the service. The necessary overhauls and modifications to the cars are to be made by LT, and the cars are now being returned to Acton works - but one car at a time, not in complete trains as they went to Micheldever. It is understood that they travel as part of the midmorning freight via the West London Line and Lillie Bridge. It is believed that 7283 was the car which arrived at Acton 7-3-1966. The work to be done at Acton includes recabling and equipping for 3rd rail operation, while the finishing, including painting in blue livery, will be done at Eastleigh. They are expected to go into service in April 1967 - the line is to be closed for electrification throughout next winter.

NF 563 Southern Region, BR, are understood to have made an approach to LT for an option on the 1938 tube stock when this becomes due for withdrawal from 1972 onwards; this would be to create a reserve of stock for the IoW service.

NF 564 Two units of 1938 tube stock, numbered 10293-012385c-12037-11293 and 10237-012321-11237 respectively,

were engaged on braking tests between Northfields and Acton Town during the week to 2-3-1966. Both units have the overhaul date of 2/66 and the 10293 unit has been noted as fitted with the new square type of positive collector shoes. NF 565 Rayners Lane station car park is due for conversion to automatic operation shortly.

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#### SOCIETY NOTICES

Tube Stock Information Our member E. Shaw of 316 Windmill Road, Ealing, London, W.5 is endeavouring to compile a fully comprehensive history of all tube rolling stock since the beginning of tube operation. He would appreciate any information that members may have on this stock, no matter how small or irrelevant the item may appear. The Society will be grateful to any member who can assist Mr. Shaw.

Other Queries. Member Ian Huntley is also seeking information, about three different things, viz:-

1. Dimensions of the various tube stocks, with a view to compiling a guide to assist modellers and others. If the dimensions are not known to a member but he does know where the information can be obtained, the latter will be equally acceptable.
2. Dimensions of tube stock sleet locos are also required.
3. Reliable information is also sought about the various track layouts at Wood Lane, Central London Railway, i.e., the post-1908 and post-1920 forms. Diagrams would be very welcome.

Ian's address is Wychwood, Broom Hill, Stoke Poges, Bucks. Please send him information possible on any of the above.

Underground Electric Stock to 1939 The Electric Railway Society is currently publishing in its Journal an article of about 10,000 words on the above subject by J.G. Bruce, who is Mechanical Engineer - Running (Railways) to LTB. The first instalment of this article appears in the March-April issue of the Journal, and will be completed in three or four instalments. The Journal is obtainable by non-members of the ERS at 1/3d an issue, post free, from ERS Sales, 14 Sopwell Lane, St. Albans, Herts.

Society Funds Members are asked to support the Society by purchasing their books, badges, photographs etc through the Society, as this is a valuable source of income.

## THE TIMETABLE

Wednesday 13th April An Unusual Workings Trip on the Bakerloo weekday rush hour service to Watford Junction. The party will travel in the front coach of the last train of the day to run through to Watford. This leaves Elephant and Castle at 17.38, or if you wish to join at an intermediate stop, the time at Piccadilly Circus is 17.46, and at Baker Street 17.52. This service may end soon.

Saturday 23rd April Visit to Islip Street Junction Signal Box, London Midland Region, BR. This is the box controlling the St Pauls Road Junction with the City Widened Lines - St Pauls Road Junction Box having been closed for many years. The Party is to meet in the booking hall, Kentish Town station, at 10.00. Names should be sent to C.H.Gooch, Fairmead, Northway, Pinner, Middlesex. Only unsuccessful applicants will be notified.

Saturday 7th May Visit to Cockfosters Depot, LT. Names to N.E.W.Fuller at 62 Devonshire Road, Ealing, London, W.5 as soon as possible please.

Thursday 12th May Background to Traction Course, Imperial College, Exhibition Road, South Kensington, London, S.W.7. The last lecture of the course will be given in Lecture Room 407 at the College; the subject is "Transport: Manifestly a Planning Problem" and the speaker P.J.Hills, M.Sc.(Eng.) of Imperial College. Time of meeting 17.30 for 17.45.

Saturday 11th June Visit to Neasden Dept, LT. Names to N.E.W.Fuller, at the address above.

East Ham Model Railway Club Exhibition The Society will be exhibiting here this year; the show is during Whit week, from Wednesday to Saturday, 1st-4th June, and the times 10.00 to 21.00 from Wednesday to Friday and 10.00 to 20.00 on the Saturday; the venue is East Ham Town Hall. Please note that the Society is not exhibiting at the Model Railway Exhibition at the Central Hall, Westminster, this year. This exhibition is taking place as usual from the Tuesday to Saturday of Easter week.

Lots Road It now looks as if a Visit to this Power Station may be possible earlier than thought, though the party will be a more restricted one than originally thought. A notice will be sent soon to all those who have booked for this visit.

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