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THE LONDON UNDERGROUND RAILWAY SOCIETY

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H.V.BORLEY NEW SOCIETY VICE-PRESIDENT

It was with much pleasure that the Committee were able to announce at the Annual General Meeting on 26th March that Mr H.V.Borley had consented to become Vice-President of the Society, to fill the vacancy in that office brought about by the appointment of Alan Jackson as President for 1966-67.

In correspondence before the AGM, Mr. Borley, who was not a member of the Society, expressed the view, with characteristic modesty, that he owed the Society more than the Society could owe him. Those who know his work will not agree with this opinion, but it is encouraging to know that the Society has been of service to so distinguished a railway historian.

Underground enthusiasts will know best the chronology "London Transport Railways", by Bennett and Borley, published in 1963 by David & Charles; but this is only a part of Mr Borley's contribution to knowledge of railways - particularly those in the London area. A railwayman himself until his retirement, Mr Borley is well-known as the Chairman of the Executive Committee and Honorary Librarian of The Railway Club, to which he has rendered loyal service for many years; as a railway scholar, his specialty has always been dates, and he has elucidated many mysteries in this sphere - with his precise mind and accurate work, he is an ideal man for this aspect of rail history.

FORTY YEARS ON -

STRIKING DAYS ON THE METROPOLITAN

K.R. Benest

Much has been written on the causes, events and effects of the General Strike of 1926, the deductions therefrom varying with the political hues of the respective authors. The strike, nominally called in support of the miners' action in pursuit of better conditions, was generally regarded as an overt attempt to achieve a socialist revolution by industrial conflict.

The strike began on Tuesday 4th May: on the rail-ways, inevitably there was some initial confusion insofar that none could say whether or not a given train would run until its crew reported for duty - or failed to do so. Nevertheless the Metropolitan was able to announce by noon that a fifteen-minute electric train service was being maintained between Baker Street and Harrow, also a 20-minute service between South Kensington and Aldgate. It was stated that the response of the public had exceeded all expectation, and had enabled the company to run services which in the circumstances were regarded as excellent. From 4 p.m. to 9 p.m. trains were run every hour from Baker Street to Uxbridge and Rickmansworth, and there was a 30-minute service between Hammer-smith and Bishops Road, Paddington.

On that first day 235 trips were run, and this daily total rose steadily through the week by 379, 435, and 488 to 495 on Saturday. No trains ran on the Sunday, but on the Monday, May 10th, no less than 565 were operated. The strike was called off, unconditionally, soon after mid-day on Wednesday, May 12th, but there was only a partial return on the following day owing to the spreading of false rumours of "victimisation" - including wage reductions to be achieved by treating returning men as new entrants - resulting from which the three railway unions, which had at first instructed their members to return, revoked their decision until, after further talks, a settlement was finally reached at 4.10 p.m. on Friday 14th May.

Recently, the present writer was privileged to examine some of the old emergency schedules drawn up

in those troublous times, which show how the Met, with the aid of loyal members of the staff and a number of volunteers, was able to operate a moderate schedule covering most of its system, thus conveying a goodly proportion of its patrons to their destinations, albeit with somewhat more overcrowding and discomfort than usual. The details here given were issued on Tuesday May 11th to become effective on May 13th. It is assumed that these were drawn up in anticipation of the continuation of the strike, and were used on those last few days before the complete restoration of normal services became possible.

Four trains maintained the Circle service; three of these entered service from Neasden - two directly and one via Aldgate - whilst the fourth came from Farringdon sidings. These trains commenced a ten-minute interval service between Baker Street and South Kensington with the 7.36 a.m. from Baker Street, ending with the 9.39 p.m. ex South Kensington. Single line working was in force between Edgware Road and Baker Street, trains proceeding between these two stations on the Up road in the charge of a pilotman. As an added precaution it was forbidden to permit Up trains to enter Edgware Road station until the train from Baker Street had come to a stand at the Down platform.

Passengers going beyond South Kensington took their chance with the District's services, but the line east of Baker Street was covered by the main line services, which were extended to Aldgate throughout the day, and provided a ten-minute all-stations service as far as Harrow, whence these trains ran in rotation to give an hourly service to Rickmansworth and to Watford, and a half-hourly service to Uxbridge, all trains returning to Aldgate. The full service comprised 14 trains, and commenced with the 7 a.m. Wembley Park to Harrow, which ran empty, ending with the arrival of the 10.10 p.m. ex Rickmansworth at Baker Street at 11 p.m. Of course, there were variations before 9 a.m. and after 7.30 p.m., to enable reasonable terminations for stabling.

Two trains only were available for the Aylesbury service; between then they ran seven return trips in passenger service from Harrow northwards but passing North Harrow, Pinner, and Moor Park and Sandy Lodge. Between Harrow and Wembley Park, where reversal was effected, the trains ran empty. The first left

Wembley at 6.34 a.m., arriving at Aylesbury at 7.56 a.m., the last up train, 6.40 p.m. ex Aylesbury, reaching Wembley at 8.3 p.m. These were supplemented by six L. & N.E.R. trains in each direction, some of which ran fast between Harrow and Aylesbury. Timings were considerably relaxed, however, and the 8.26 a.m. ex Aylesbury was given 44 minutes to Chalfont and Latimer; nine minutes more than was normally allowed for the usual train stopping at all stations to Rickmansworth.

The Chesham shuttle train made nine daily return trips to Chalfont, propelled in the Chesham direction. This was unusual in Metropolitan days, when it was customary to run round after each journey, necessitating a rather clumsy shunt movement into Chalfont yard. The first trip from Chesham commenced at 7.50 a.m. and the day ended there with the arrival of the 7.21 p.m. ex Chalfont after a journey time of ten minutes.

Two trains worked the Hammersmith service at 15-minute intervals from 7 a.m. to 10.19 p.m. They terminated at Bishops Road (now Paddington suburban), and passengers were asked to make their own way to Praed Street, as no G.W.R. trains ran through to the City - if indeed any ran at all.

The G.N. & C. section ran a 20-minute service with two trains, both of which stabled at Moorgate. The day commenced with the 8.7 a.m. staff train, and regular intervals were maintained with a ten-minute layover at Finsbury Park and one of four minutes at Moorgate, the last train arriving at the latter station at 8.23 p.m.

Most unfortunate were the "regulars" on the East London line. For them it was Shank's pony all the way, with an uncertain reception at Whitechapel D.R. even if the river did not prove an unsurmountable barrier.

The record is silent as regards the Sunday services; perhaps, as on the previous weekend, no services were operated, but by Monday 17th it was possible to run, with few exceptions, the normal extension line, G.N. & C., and E.L.R. local services. Twelve trains ran between Hammersmith and Aldgate, and the Circle was operated by four trains between South Kensington and Edgware Road, although nothing ran between the latter station and Addison Road. A goods train ran between Finchley Road

and Quainton Road, detaching as required on the Down journey, and running fast to Harrow and Neasden on the return.

The strike had now crashed completely, however, and on the following morning normal working was resumed.

This result was not brought about solely by the exemplary action of loyal staff. An important factor in the collapse of the strike was the realisation that it lacked the sympathy and support of the general public, of whom over five thousand offered their services to the Metropolitan alone. Of these, many of whom no doubt welcomed the experience as a break from routine, 819 were accepted and served in various capacities; though we must note that naval staff were drafted to Neasden power station. R.H.Selbie sent a circular letter expressing the gratitude of the company to all who had rendered assistance, so enabling the service to be built up, in the manner earlier described.

Needless to say, the Press produced a photograph, symbolising the "We won't be held to ransom!" attitude, in the shape of a volunteer guard. There, on the platform of Baker Street he stood, uniformed in sports jacket, grey flannels and soft hat, pipe in mouth, green flag waved vigourously aloft - a veritable reporter's "dream". We will ignore a few inconvenient facts. Why a guard, however inexperienced, should have chosen the mid-vestibule of the leading 1921 motor-car in which to exercise his supervisory functions; why he should have been so unforseeing as to leave the door shut, trusting to his ability to effect an entry with the train already in motion; why he should have introduced an additional hazard to personal safety in the form of a hand lamp and a second flag (furled) set on the step-board in the middle of the doorway; all these are questions that will never now be answered. After all, it was a bit of a lark! Back to the office on Tuesday though.

Postscript: After a meeting of railway managers on Tuesday May 18th, the Metropolitan Railway announced that for the present normal train services would be continued, and that for the Whitsuntide holiday cheap tickets would be issued.

UNANSWERED QUESTIONS

A correspondent has pointed out that, from time to time, questions are asked in the pages of Underground, but that frequently no answers are received. He comments "surely somebody knows?", and in the hope that this is a correct surmise, five of these questions are now repeated. If you know the answers, please do not leave it to others to write - maybe you are the only one who does know!

1963 - p. 110

What was the site of the original platforms at Northwick Park, and what form did the subway approach take?

1964 - p.11

Is the answer given to Question 7 (referring to the Tube Lines Information Service answers), concerning the curious layout of Holborn (Kingsway) (Piccadilly Line), the whole truth? It does not really explain why the Aldwych line does not connect with the southbound main line.

1965 - p.12

What is the purpose behind enlarging the running tunnels of the Aldwych branch?

1965 - p.140

When were the brake ends of Metropolitan carriages first painted red?

1965 - p.152

Are details known of the signalling arrangements on the Verney Junction and Brill branches at various periods?

The LT Model Railway

The article by Henry Greenly on the following pages is reproduced from the February 1934 issue of The Model Railway News, by kind permission of the present Editor. Note the reference to the "London Transport Board" instead of London Passenger Transport Board as it was then - the MRN perhaps has prophetic powers!

The London Transport Board's Model Railway

By HENRY GREENLY

THE London Transport Board, in making the suggestion of a working model as the best thing at the Christmas season of the year to show the younger generation their intentions in the re-organisation of the passenger travelling facilities of the Metropolis, very naturally found favour with Mr. Bassett Lowke. Some quick thinking was accomplished, and the writer's draft plan was adopted without modification other than its reduction to the limits of a table measuring 20' by 10'. In view of the crowds that congregate in the booking-hall at Charing Cross Underground Station, and the necessity for a barrier 2½' clear all round, made this reduction advisable, although it, of course, accentuated the necessary gradients.

The main idea of the scheme was to produce a site which would provide different levels. By this means, both Underground and overground effects could be obtained. Another point in settling matters of design was that only one month was available for the whole of the work, drawings, motor construction, stand, buildings, scenic effects, stations, bridges, etc., etc. Further, in view of the fact that trains were required to run eight or nine hours continuously nine miles a day with 2,000 automatic stops and starts, for nearly a month, the scheme savoured of "Underground" efficiency in miniature. Special motors had to be designed. Further, "Piccadilly Tube" trains were chosen and, as most readers know, these vehicles are only 9' 5" high in the original.

At any rate, a system of transmission which was almost the first the writer ever proposed (see the *Model Engineer* for October 24, 1907), was adopted. Although the motor is

fixed to the bogie pin stretcher and the body of the coach lifts off it quite clear, in relation to the body it is a fixture. The use of belt transmission for the first gear allows for the necessary flexibility of the drive on the sharpest curves.

The second train of gears in the drive is fixed to the bogie, and being a worm gear, with a solid steel shaft and two double start worms integral with the shaft, both wheels of the bogie are coupled. The flywheels were provided to give a slower start and a longer stop and to balance the weight on the bogie. Owing to the shortness of the dead sections, it was found that these flywheels could be removed after the gears and bearings had worn in. The trains rolled too far after the current was shut off, thanks to the excellently made worm transmission. The grooved pulleys were knurled to provide a perfect grip for the spring belting. During the whole exhibition, no transmission troubles occurred, although the grade out of the "Underground" station was 1 in 20 and on a sharp curve.

The motors were wound for 20 volts d.c. and were series wound traction type motors, the two motors being connected in parallel. To control speeds, the down-hill sections were provided with local resistances. Each train consisted of two motor coaches with one trailer car in between.

The high voltage (230 volts) motor used for driving the escalator was also employed to run the automatic time switch, and it was found better to hasten the timing and use one train at a time, giving it a day's, or part of a day's rest, than to attempt to run two at once. The timing finally adopted was 5 seconds stop, 10 seconds running, total for the complete

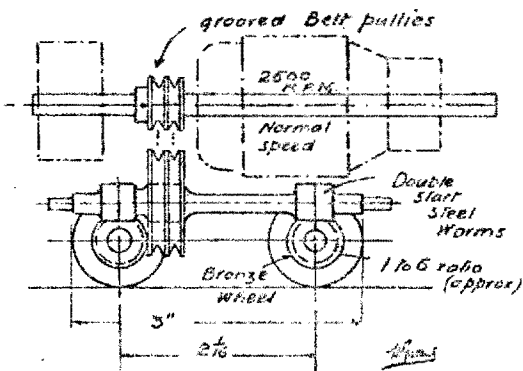
cycle, 30 seconds with two stops, one at the "Underground" and the other at the Overground station.

The general layout of the topography is indicated on the plan. The arterial road crosses a hill from corner to corner of the model. At the left-hand end the scenery is arranged on the style of the Great West Road, with its large factories and proximity to the River Thames and the Brent tributary. There are works, stores, docks and river bridges at this point, and the arterial road crosses the railway on a ferro-concrete structure. At the other end of the road is "Villadom," with wooden houses of various kinds, petrol stations, and what was most interesting to the many lay visitors was the house in course of

section, with a working escalator and well-lighted "below level" concourses. Above the tube station, a booking hall, based on the upper buildings at Arnos Grove station, was accurately modelled and served as a centre-piece for the whole exhibit. Not being able to see the model all at once, the tendency of the "crowd" was to go round to the other side. This circulation of spectators was exactly what was desired.

Emerging from the tunnel, the railway rises out of the ground and crosses the arterial road by a girder bridge to a type of "New Art" station, which

Messrs. Bassett-Lowke, Ltd., have recently made standard. Here there was placed a sub-station, also in the latest style of architecture, containing the switch gear. This urban station serves both the other side of "Villadom" and also the industrial area, a well-proportioned church, with trees forming a suitable background and screening the back view of the "Arnos Grove" station. The time limit for the job being such a close one, the "team spirit" had to be fostered and, from the writer's point of view, every one in all



The special gearing system used providing for flexibility between the fixed motor and the swivelling bogie

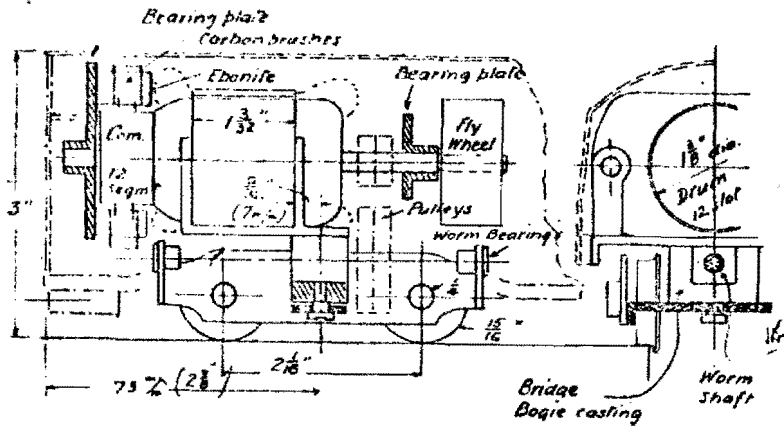
construction. The builders were shown busy mixing mortar and carrying bricks and timbers.

The railway was a simple circle; it had to run all the while, and shunting operations, so dear to the average model railway man, were therefore omitted. The line was installed with proper cable carriers, and for this, miniature posts actually carrying the electric currents used in the operation of the model. These were turned with the wire outside, as the visitor viewing them is not in the train, he sees them as he does when travelling. The fourth conductor rail carried the train lighting circuit.

The main face of the model, illustrated an Underground station in

the trades concerned, whole-heartedly worked to one end, viz., the satisfactory completion of the model ready for its opening at Charing Cross. Messrs. Beck and Pollitzer, Ltd., were responsible for the exhibition arrangements, the "A-D" Studios for the scenic work, and the "Underground" arranged the electric supply. Messrs. Bassett-Lowke, Ltd., and their staff, therefore well deserved the Transport Board's letter of commendation they received after its completion.

It is just a quarter of a century ago since the writer and Mr. George Winteringham, acting on behalf of Messrs. Bassett-Lowke, Ltd., installed the L.N.W.R. "West Coast Model Railway," at the "White City,"



General arrangement of the motor bogie, Piccadilly Tube trains

London. A plan of this historic model is given in the MODEL RAILWAY NEWS recently published handbook on "Planning and Layout." Since then many Exhibition models have been made, and the transference of the "Under-

ground" model, after the ten day's exhibition at Charing Cross Station, to the White City, reminded the writer of the original 2" gauge line there, and its instant popularity, as a show attractive even to the lay observer.

A SERVICE STOCK DERAILMENT

"Tube Chaos" - "District Line Derailment delays peak-hour Trains"; that's what the headlines would have said if a passenger train had derailed, but when a sleet loco came off at Earl's Court in February, no-one seemed to take much notice, apart from the LT staff involved. No doubt some people wondered why their train was running very slowly through the cutting between Earl's Court and Cromwell Road signal box, but when they saw a maroon, windowless tube car and a lot of men in overalls working on the other track, they probably assumed that track maintenance or other repairs were in progress. In fact, the men in overalls were members of the night shift breakdown gang, and they were working so energetically because the sooner they finished the job, the sooner they could get home to bed, having been called out some seven or eight hours earlier on an emergency call.

The writer had also been "called out", having been "tipped off" about the incident by a phone call at 09.00. The message was to go round to Knaresborough Place bridge, armed with camera if possible, as a sleet loco had had a slight disagreement with a set of points on the line below. This call was answered in the best James Bond (or Fleet Street, if you prefer) manner, the scene being reached at about 09.30.

The view from the bridge was limited from a purely photographic point of view, though it was an excellent vantage point for watching the actual work in progress, and reasonably comfortable too. However, some reasonable results were achieved without too much difficulty, so efforts were not wasted.

Having done so much, it was felt that it could not be left at that, so the rest of the morning was spent in the station at Earl's Court watching the work down the line and endeavouring to get information about the earlier part of the incident. Versions conflicted slightly, but the general outline story emerged as follows.

It seems that the sleet loco, ESL 113, was doing its routine job during the early hours of Friday 11 February, de-icing conductor rails on the open western section of the District Line, and had reached Earl's Court shortly

after 01.00. It passed through platform 2, onto the "siding road", used for reversing Olympia trains. It was either going to reverse in the siding to go back West or down to Wimbledon, or it was going to cross over onto the through eastbound road via the crossover half way along the siding road. Anyway, it never got over the crossover, as for some reason, it derailed on the facing point. The breakdown gang was called at about 01.30, and had got the loco back on the rails by 09.30 when personal observation commenced.

No passenger trains were cancelled during the morning rush hour, though most of them must have been running late, as they were forced to pass the scene at walking pace in both directions because of the men on the line. Four emergency breakdown tenders were in attendance, i.e., two crews as these tenders operate in pairs; for the record, these vehicles were 1277LD, 1279LD, 1281F and 1282F.

Platform 2 was usable, the trains using the crossover immediately beyond the east end of the eastbound platform to get on to the through road. It is a well known axiom, that troubles never come singly. At about 11.00 there was a point failure on this crossover, thus putting platform 2 out of action. Unfortunately, an Edgware Road train happened to be standing at the platform at the time. Equally unfortunately the writer had taken a walk to view the breakdown tenders when this occurred, for it caused a most interesting operation to take place. It is understood that the train was taken out of service, and as it could not go forward, it was reversed out of platform 2 bound for Parsons Green. This would have involved wrong road running between Earl's Court and West Brompton where the nearest crossover to the correct line is situated, and also special manipulation of the scissors crossover at the west end of the eastbound platform, since this has sprung trailing connections! It is difficult to see how this operation was achieved in the time it apparently was. This was the only train actually cancelled as a result of the derailment - normally in the event of the points failing it would have used the second crossover where the derailment took place, or it would have been reversed in the siding if it had to be taken out of service; all other trains from the Wimbledon line (which normally use platform 2) were diverted over the scissors into platform 1. This, incidentally, is a relatively rare movement.

The sleet loco was ready for removal by about 12.00. It could not travel under its own power, probably due to damage to equipment below the underframe which was inaccessible to the breakdown gang owing to limited clearance, so a battery locomotive was sent for to haul it away. This came from nearby Lillie Bridge depot, and proved to be L30, all glistening with cleanth and newness - it is one of the batch recently built by Metro-Cammell and specially equipped to work on the Victoria Line. It arrived at platform 2 at 12.10, and was promptly stuck due to the points failure. Meanwhile, most of the breakdown gang retired, having finished their part of the job. The point was fixed eventually, and L30 proceeded onto the siding at about 12.30. Coupling the two locos took over half an hour, but at last everything was ready. At 13.18 L30 pulled ESL 113 from the siding into platform 3 at Earl's Court, where it stopped for several minutes, during which time the three 'main' line trains due into the platform were diverted into the Wimbledon platform (No 4) and over the facing crossover at the west end of the westbound platform.

The two locos were destined for Acton works or Ealing Common, but a last minute change of plan meant that the sleet loco was, in fact, taken to Lillie Bridge, reversing at West Kensington. This seems to indicate some fairly serious damage to the underframe gear, whereby it was thought wise to have the loco on the main running line for as short a time as possible, to reduce the risk of breakdown, which would have caused further delays in the service - by then running more or less normally. The two locos were seen later in the afternoon from the West Cromwell Road bridge to be in the yard at Little Bridge. Some work was being done on the sleet loco.

In spite of the delays in the morning, nothing was said in the evening papers about the incident, which makes one wonder how often service stock is involved in such mishaps without anyone knowing.

UNDERGROUND FLEET LIST - 2

J.W. & MeT

This part is to be devoted to the Great Northern locomotives loaned to the Metropolitan in 1863, but owing to the present lack of information cannot be published yet. It will appear at a later date.

UNDERGROUND FLEET LIST - 3
J.W. & MeT

Metropolitan RailwayGreat Western Locomotives

In the last month of Great Northern locos working the Met, c. April 1864, the Great Western, having patched up their disagreement with the latter Company, received the first of a new batch of locomotives. These engines were built a year after the Vulcan and Kitson batches - v. Part 1 (Vol 4 p.156) - but were to the same design. They were used by the Great Western for their own traffic. The last of the batch was built a month after the resignation of Gooch.

1st Batch Metropolitan

Cylinders:	16" x 24"	Designed:	Daniel Gooch
Boiler Pressure:		Built	G.W.R., Swindon
Weight:		Date Built:	Jul 1863-Oct 1864
Diam. of Driving Wheels:	6'	Delivered	
Water Capacity:	718 gall.		
Tractive Effort:			
Wheel Arrangement:	2-4-OWT Broad Gauge		

Name	Works No	Built	Notes
Fleur de Lis	-	7/1863	Boiler used for stationary work after withdrawal
Rose	-	8/1863	- do -
Thistle	-	9/1863	- do -
Shamrock	-	11/1863	- do -
Camelia	-	12/1863	- do -
Azalia	-	4/1864	May have become Tender Engine later
Lily	-	5/1864	Later converted to Tender Engine
Myrtle	-	5/1864	- do -
Violet	-	7/1864	- do -
Laurel	-	10/1864	- do -

These locomotives ceased work on the Metropolitan Railway after 15th March 1869 when broad gauge trains were finally withdrawn from that system

In the knowledge that eventually the Great Northern would require their engines for their own City service, in late July 1863, the Metropolitan Railway ordered 18 locomotives of standard gauge to be constructed by Messrs Beyer Peacock & Co.

CLASS A

Cylinders:	17" x 24"	Built:	Beyer Peacock
Boiler Pressure:	130lb*	Designed:	J. Fowler
Weight:	42t 3cwt	Date Built	1863-4
Diam. of Driving Wheels	5' 10" *	Delivered:	1864
Water Capacity:	1,000 gall.	* K.A.C.R. Nunn gives boiler pressure as 120lbs, and wheel diameter as 5' 9". Any further information would be welcome.	
Tractive Effort:	10,000 lb.		
Wheel Arrangement:	4-4-OT standard gauge		

No	Name	Works No	Disposal
1	Jupiter	412	Withdrawn 1897; in 1898-9. mounted on blocks at Wembley Park, where it generated current for the experimental electric train.
2	Mars	413	Sold to R. Fraser & Co., 1907.
3	Juno	414	Sold to R. Fraser & Co., 1907.
4	Mercury	415	Sold to R. Fraser & Co., 1906.
5	Apollo	416	Sold to R. Fraser & Co., 1906.
6	Medusa	417	Sold to R. Fraser & Co., 1906; resold to Pelaw Main Colliery Co.; scrapped 1932.
7	Orion	418	Sold to R. Fraser & Co., 1925; resold to Mersey Railway as No.2.
8	Pluto	419	Sold to R. Fraser & Co., 1907.
9	Minerva	420	Sold to R. Fraser & Co., 1906.
10	Cerberus	421	To Cambrian Railway, 1905, as No 2; GWR 1129; scrapped 1922.
11	Latona	422	To Camb.Rly 1905 as No 12; GWR 1130; scrapped 1923
12	Cyclops	423	To C.R.1905, as 33; GWR 1131; scr. 1923.
13	Daphne	424	To C.R.1905, as 34; rebuilt as tender loco 1914; GWR 1113; scrapped 1922.
14	Dido	425	To South Hetton Coal Co., 1905, as No.6, rebuilt 1910 as 6-coupled tank
15	Aurora	426	To C.R.1905, as 36; rebuilt as tender loco 1916; GWR 1114; scrapped 1922
16	Achilles	427	Sold to R. Fraser & Co., 1907.
17	Ixion	428	Sold to R. Fraser & Co., 1907.
18	Hercules	429	Sold to A. Elvin, 1928.

Notes

The use of classification letters was probably an innovation of T.F.Clark in the mid-1890's.

Although the design of 'Fowler's Ghost' and the Class A locomotives is attributed to Fowler, it is probable that he did no more than the drawing up of loose specifications. Nos. 9, 10, 14 & 15 were on loan to the Great Eastern Rly. from July to November 1872.

The GWR numbers given above were allocated but never carried as the locos were scrapped before renumbering.

Note re Part 1 It should be emphasised that the GWR locos listed were never owned by the Metropolitan; they were the property of the Great Western, and were used by that railway to work the Metropolitan line for that company in accordance with the agreement between the two companies.

THE TIMETABLE

Saturday 7th May Visit to Cockfosters Depot, LT; this is fully booked. Those who have booked meet at 09.30 Oakwood booking hall.

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 Room 407, Department of Electrical Engineering; the subject is "Transport: Manifestly a Planning Problem" and the speaker is P.J.Hills, M.Sc. (Eng) of Imperial College. Time of Meeting is 17.30 for 17.45.

Wednesday-Saturday 1st-4th June East Ham Model Railway Club Exhibition at East Ham Town Hall; we are exhibiting and the times of opening are 10.00-21.00 from Wednesday to Friday, and 10.00-20.00 on the Saturday.

Saturday 11th June Visit to Neasden Depot, LT; names to the Secretary, N.E.W.Fuller, at 62 Devonshire Road, Ealing, London, W.5 as soon as possible.

NOTICES

Officers From 26-3-1966, The President of the Society is Alan A. Jackson, and the Vice-President H.V.Borley.

Committee As a result of the election at the AGM, all the retiring members of the Committee were re-elected.

Model Railway Constructor for April 1966 contains an article by our Modelling Secretary, J. Brook Smith, on installation of Underground conductor rails in 4mm scale.

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