

THE JOURNAL OF
THE LONDON UNDERGROUND RAILWAY SOCIETY

Issue No 54

Volume 5 No. 5

June 1966

NEW LINES IN THE REPORT

For the Underground enthusiast, the most interesting section of "London Transport in 1965" (the Annual Report of the London Transport Board, published on the 4th May) is likely to be that devoted to information on proposed new lines.

After giving some details of progress in the construction of the Victoria Line, all of which will appear shortly in a further instalment of "Victoria Line Progress Report" in these pages, news is given of other plans now being considered by LT.

Of these, the extension of the Aldwych branch of the Piccadilly Line to Waterloo has already received parliamentary sanction, and construction now seems to be timed to certain limits by the necessity to use a working site on the South Bank which is not available after the end of 1969. If the government approval required is obtained, work will start on this extension late in 1966 or early 1967 and the extension should be completed in 1970.

Power is also being sought to extend the Victoria Line from Victoria to Brixton, and here again it is intended to start work in the early part of 1967 for completion by 1970.

The Fleet Line is detailed as to route, but not very closely as to timing, except to say that work could be started 1969/70 and completed in the mid-1970's. It is hoped to seek the necessary parliamentary powers for this in the 1967/68 session.

The new line is planned to take over the Stanmore branch of the Bakerloo Line, then run from Baker Street across central London via Bond Street, Green Park, Trafalgar Square, Strand, Fleet Street, and Fenchurch Street, thence to Surrey Docks, New Cross Gate and also to New Cross and Lewisham. As with the Victoria Line, the Fleet Line is envisaged as a means of improving the interchange facilities in the central area and will help to relieve pressure on BR services at various points - particularly London Bridge.

There is much also of interest in the Report, which shows that LT as a whole made a loss in 1965 - but the railway services taken on their own were profitable. The Report is published by H.M.S.O. at 6/6d, and breaks new ground this year with four pages of colour photographs on art paper - several pictures being of railway works.

LETTERS TO THE EDITOR

1 March 1966

Sir,

Will it be Better?

I do not know whether Mr Timetric's notes are intended to be taken seriously or not, but perhaps I may be permitted to say something in favour of the decimal system, especially as about 95% of the countries of the world have decimal currency. As regards weights and measures the Metric System is the official and in most cases the only system in some 85% of the countries. So it is obvious we are very much out of step.

At present children in this country are obliged to spend three years learning our cumbersome archaic system and then three weeks learning the Metric System. I have not checked all Mr Timetric's figures but may say that 300 feet do not equal 274 metres. The Continental railway gauge is 1.435 metres with slight variations on curves, which, I submit is no more difficult than 4 ft 8½ in.

So far as fares are concerned, the 4d fare in Australia as well as the 4d letter rate has recently been made 3 cents which represents a slight reduction. South Africa changed to decimal money about five years ago; I have many friends there and they assure me that almost

everyone is in favour. As regards the Metric System a Danish gentleman who remembered the change in his country told me it caused very little difficulty and everyone benefitted. Nor have I heard of any difficulty in India when that country changed to Metric. I quite fail to see that the change in Britain is likely to bring havoc; it will eventually save much unnecessary work.

Your correspondent is rather behind the times over the Julian calendar; we ceased to use this in 1752. I do a considerable amount of travelling and the amount of trouble caused by the use of 24 hr time was infinitesimal. I found well over 50% of travellers in favour. I understand 24 hr time was adopted by Greenwich Observatory about 1880 so it can hardly be described as "Continental".

167 Cornwall Road,
Ruislip, Middlesex.

H.V. Borley

28-3-1966

Dear Mr Davis,

The following 8 units are the current trains operating the Northern City Line services:-

3346-7142-7186-3209
3084-7105-7090-3185
3082-7152-7164-3201
3272-7114-7080-3705
3310-7177-7184-3693
3696-7071-7158-3251
3328-7078-7171-3183
3312-7163-7146-3223

Five of the motor cars (3272, 3310, 3312, 3328 and 3346) have had their numbers increased by 200 (e.g. 3110 to 3310) to avoid duplication with Victoria Line stock.

Yours faithfully,

22 St Mary's Grove,
Chiswick, W.4.

E. Shaw

ARCHITECTURAL DETAILS OF THE NEW LT TRAINING CENTRE
AT WHITE CITY

The new training centre has been designed by London Transport's architects as a quadrangle. The double-storey block and the single-storey wings form three sides of a rectangle, the fourth side being completed by the boiler house. Around the enclosed quadrangle are paved paths where students can walk in breaks between classes undisturbed as far as possible by the bustle of the busy district in which the building stands. Many of the lecture rooms also look out on this quadrangle. The only noisy item of equipment which runs for any length of time is the compressor which supplies air under pressure for brake and other equipment in the instruction rooms: this compressor has been placed in a small room behind the boiler house, as far away as possible from the classrooms.

The building is steel-framed with continuous glazing and is based on a 10ft. gird, each 10ft. window section having one opening light and one fixed, with smaller fixed lower lights and one fixed and one opening, top-hinged, upper light. The uprights between the girds are in fair-faced concrete and the unglazed sections are filled with brick hollow walls with pebble-dash finish in situ. The end walls are in multi-coloured facing bricks and the coping is in artificial stone. The upper floors and the roofs are in precast concrete, the roofs being finished in asphalt.

The double main doors are of glass and lead into an entrance hall 30ft. wide and 40ft. long with an open staircase rising at the centre rear. On the left of the entrance is an enquiry desk and on the right a hatch in the wall of the general office. The section of the hall in front of this hatch is arranged as a waiting room. At the rear of the hall, glass doors lead into the tea bar, from which further doors lead into the main assembly hall. All this section, with the associated cloakrooms and toilets leading off the entrance hall, can be isolated from the rest of the training centre and used as a separate unit for entertainments or other social functions.

The assembly hall rises to the same height as the two-storey block and has a well-equipped stage with changing rooms, wings, and curtains. At the rear, above the entrance, is a fully-equipped projection room, reached by a separate staircase from the quadrangle, with a separate rewind room and a small store. The hardwood strip floor of the hall is suitable for dancing. There are high-level windows in both side walls with curtains to black them out when films are being shown and full-length French windows opening on to

the path round the quadrangle. The tea bar also has double doors opening on to the path, which widens into a terrace outside the bar.

The ground floor of the two-storey block has a corridor to the right of the entrance hall leading the full length of the block. To the left of this corridor is a cloakroom with a system of folding partition walls which enables the room to be divided into one small and one large room or two equalsize rooms or two small rooms and a larger one. There are two doors into the cloakroom from the hall and one from the corridor, so that full use can be made of this versatile room in connection with the various functions held in the hall: the room contains two cloakroom counters. Next to this is a records room and an information and documentation room and beyond that is a lecture room for new entrants. On the other side of the corridor the general office is opposite the cloakroom, with the office for the Assistant Chief Instructors adjoining and the Chief Instructor's room beyond. On the other side of the Chief Instructors room is an office for the Training Assistant to the Operating Manager (Railways). These offices form a suite with connecting doors between them. Beyond the offices is a room which will be used for examinations, a subsidiary entrance with stairs to the upper floor, and a small lecture room. At the end of the block are the Instructors' common room, a switch room, the telephone exchange, and a porter's room with sink and hot water supply and a large cupboard for cleaning materials.

The upper floor, except for the model railway room - a large "L" - shaped room at one end - is used for non-railway training. On the street side are two large lecture rooms with a small projection room between them, the projection equipment being arranged to serve either of the lecture rooms. Both rooms have folding partitions so that each can be divided into two smaller rooms if desired. At the end of the block is a large work study and demonstration room extending the full width of the building. Opposite the lecture rooms are toilets, a cloakroom, and an instructors' room.

The other single-storey wing has six rooms, each 60ft. long, on one side of the corridor. These are the main practical rooms with a great deal of equipment, some of it very massive. Monitor-type roofs make the best use of natural light and where noisy equipment is wall-mounted, sound-absorbing materials have been used to give insulation. Granolithic floors are provided in these rooms, but other floors in the building are terrazzo - mainly in the entrance hall and associated rooms - or covered in linoleum in various colours.

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The "tunnel" in the last room along the corridor has been built from plywood and painted dead black. Even the ribs of the "tunnel segments" have been reproduced to enhance the realism. Although the tunnel is only a few feet long and the "station platform" at one end is also short, they evoke all the atmosphere of the Underground station and have most of the structural features and equipment of a real station. This room also contains a section of track, including points, on which a modern Underground train motor bogie is mounted: this can be moved by hand as required along the room and into the tunnel mouth.

On the other side of the corridor are four lecture rooms, one of which is fitted with equipment associated with lifts and escalators. Another of these rooms has a "booking office" built in at one side complete with ticket issuing machines and other equipment; it also has two coin-operated ticket machines.

Lighting in the training centre is generally by fluorescent tubes. False ceilings of 2 ft. x 2 ft. asbestos board are provided in most of the building, the main exception being the 60 ft. equipment rooms with their monitor roofs.

A boiler house at the rear is equipped with oil-fired fully automatic low pressure hot water boilers and is normally unattended; two boilers are for space heating and one for hot water services.

The main hall has a Plenum heating system providing adequate ventilation with filtered air in summer and winter.

The remainder of the building has a low pressure hot water heating system with wall convectors; it contains a fuel oil store and at the back is a chamber for the air compressor already mentioned and a small room for use by the gardening staff.

An unusual feature of the boiler house is the range of plain glass windows on the quadrangle side, giving a full view of the boilers and their associated control equipment.

The training centre takes its main electrical supplies at 50 cycles from the London Electricity Board, a small substation having been built for the purpose. A $3\frac{1}{3}$ cycle supply is also needed for certain equipment and this is taken from London Transport's own power supply system.

The new railway training centre was designed under the direction of Mr. K.J.H.Seymour, A.F.C., F.R.I.B.A., Architect, London Transport, to the requirements of Mr. F.G. Maxwell, T.D. Operating Manager (Railways). Non-railway training accommodation was to the requirements of Mr. K.R.Thomas, M.B.E., M.Inst.T., Staff and Welfare

Officer. Major items of railway equipment were supplied and installed by the departments of Mr. C.E.Dunton, M.A. (Cantab)., M.I.C.E., Chief Civil Engineer; Mr. R. Dell, O.B.E., M.I.E.E., M.I. Mech.E., M.I.R.S.E., Chief Signal Engineer; and Mr. A.W.Manser, B.Sc., M.I. Mech.E., M.I.E.E., M.I.Loco.E., Chief Mechanical Engineer (Railways).

LONDON ROAD DEPOT N.W.Price

Unknown by the general public, unseen by most enthusiasts, there lurks an open-air depot of the Underground in one of the most unlikely places - in the busy, built-up area of Elephant and Castle. This is London Road, sometimes referred to in the early years as St George's Circus depot. The three-acre site formerly belonged to the Trustees of the Indigent Blind, who had a school there. The Baker Street and Waterloo Railway Company first acquired the site mainly for a generating station before they decided to take power from the Lots Road station. Work was begun on demolishing the buildings and excavating the site in 1904 and was finished in 1906.

From the entrance in London Road which is protected by iron gates a long ramp paved in setts leads down to the ground level of the site; this is now used for road traffic that calls, but originally it was constructed so that the original rolling stock - built in America, assembled at Trafford Park, Manchester - could be delivered one car at a time on a trolley drawn by fourteen horses.

On the west side of the ramp is the main running shed containing five roads, to take five trains; each road has a pit and washwater channels on each side throughout its length. Owing to the cramped nature of the depot the three most westerly roads are of varying lengths to make the best use of the space available; this is particularly necessary as 7-car trains have to be accommodated. On the other side of the ramp are situated the canteen and washhouse buildings, a cultivated strip, and at the end of the ramp two large round privet hedges.

Beside the canteen and washhouse buildings runs a mostly unelectrified track, at the end of which is the last item of rolling stock of the original Bakerloo, a four-

wheel truck with wooden sides, of 'tube' height with Tomlinson couplers. This is used for collecting litter from the trains. Four more roads run alongside; these are electrified, but do not appear to be used much. Over them stands the framework of an incomplete shed, and next to these roads is the former workshop, a gaunt building in the same style as those at Queens Park - with a blitzed roof and most of the glass missing from the windows. This contains three roads and space alongside for workshop equipment.

All the pointwork is manually operated and all roads converge near the tunnel entrances. There are two tunnels, one being a shunting neck long enough to take a full length train. As they curve away one can see that the shunt tunnel rises to be above the entry tunnel, thus saving on the wayleave area needed. The running tunnel is protected by a B R 15 ground semaphore, and is about 660 yards long before it connects with the main line near the scissors crossover north of Lambeth North station.

HENDON AERODROME AND THE UNDERGROUND

Alan A. Jackson

Hendon aerodrome, closed to flying on 4 November 1957, and now to be covered with houses, had strong associations with the Underground. It is a strange thought that long after all trace of the airfield itself has disappeared, Colindale station structure will continue to bear evidence of its existence.

The flat pastureland west of the Midland main line just south of Mill Hill station had been used by aviation pioneers from about 1901, but saw no intensive activity until 1910 when the Louis Bleriot Aeronautical Syndicate set up a school of flying there. In the following year, the famous aviator Claude Grahame-White leased 207 acres for ten years, establishing what was then to be known as the London Aerodrome. 1911 was a momentous year in British aviation history; the first air mail was carried between Hendon and Windsor, and the enterprising Lord Northcliffe organised the "Daily Mail" £10,000 Air Race round England.

On Monday 24 July 1911, the Underground ran special trains to enable spectators to reach Hendon in time to see the start of the second lap of this Race. The first of these 4-car trains, seating 200, left Charing Cross at 02.45, arriving at Golders Green at 03.03, and thereafter similar trains ran every four minutes until the start of the normal weekday service, calling at all stations except Goodge Street and Mornington Crescent. Motor buses met each train at Golders Green, arriving at Hendon old church 15 minutes later. It seems doubtful that early morning enthusiasts turned out in sufficient numbers to justify this lavish special train service, but those who did would have been assured of a good view from the natural grand stand of Sunny Hill.

In 1914 the airfield was taken over by the Admiralty for the training of naval pilots and was later used in the air defence of London against the first German bombers and the Zeppelin airships. Towards the end of the war, the Air Ministry engaged in a long dispute with White over the ownership of the airfield, but by 1923, after paying compensation, the R.A.F. were firmly entrenched.

The first R.A.F. Pageant was held on 30 June 1923 and special train and bus services were organised to cope with the crowds. The Air Displays at Hendon became an annual event on the last Saturday in June or the first in July, and the bulk of the spectators travelled by Underground. On 18 August 1924 the Edgware tube extension was opened, with its new station at Colindale, furnished with a crossover and conveniently sited within a quarter of a mile of the aerodrome gates, ready to handle the Pageant traffic from 1925 onwards. In 1927 38,000 passengers arrived at Colindale on Pageant day and 36,000 departed, each arriving train unloading its 750 or so passengers in 20 seconds*. The working of this extra traffic was not without difficulty as it coincided with the then busy Saturday midday peak. By 1930 Colindale was handling 106,000 on Pageant Day and up to 32 seven car trains an hour were worked at the height of the traffic. In spite of an extra staircase between the south end of the platform and the road bridge, which had been provided in April 1927, some trouble was experienced in clearing the station because the sky-gazing

* J.P.Thomas - "Handling London's Underground Traffic" (1928) p.116.

crowds moved very slowly. Traffic grew year by year and a record figure of 138,392 was handled on Pageant Day, 1932. An additional footbridge over the southbound line and an exit at the north east corner of the road bridge were provided in the thirties, but interest in the displays declined and traffic never again reached the 1932 level. The Pageant was held for the last time in 1937.

The aerodrome's association with the Underground was marred by one unpleasant incident. On Sunday 4 August 1935 an Auxiliary Air Force 'plane crashed on to the track 200 yards north of Colindale station, its bodywork fusing the cables and causing a fierce fire in the signal cabin on the platform. Eight signals, four pairs of points and 15 track circuits were put out of action and an emergency bus service took over traffic north of Golders Green. A site was cleared the same night in a garden alongside the line. After only 108 hours a temporary cabin was in operation, and "Colindale Only" trains appeared again on the indicators. A new permanent cabin was later constructed on the site of the old one.

LINK TO LONDON AIRPORT

There has been another spate of rumours regarding a rail link to London Airport recently, and these have now been given some substance. The LT annual Report (subject of this month's Editorial) refers to the possibility of an extension of the Piccadilly Line to Heathrow being actively considered, while it is understood that the possibility of a branch off the Southern Region line at Feltham is under review.

Discussions are in progress between the British Airports Authority, British Railways Board, and the London Transport Board. In the meantime, it has been suggested that, if the Piccadilly Line is the route to be used, the line to the airport will branch off the present line just short of Hounslow West station (with a possibility of that station being closed in favour of a new one the London side of the junction), and run to an underground terminus in the centre of the airport, there being one intermediate station proposed. See article on p. 93.

BOOK REVIEWS

London Transport Locomotives and Rolling Stock: London 1966: Ian Allan Limited: 72pp.inc.24pp.illustrations, 4 $\frac{3}{4}$ " x 7 $\frac{1}{4}$ "; limp board covers; 4/6d.

Though not named as such, this is the latest edition of the "ABC" of LT Railways. Published in a slightly larger format than the previous issues, the book is up to date as at 31st July 1965.

All the familiar features are here, but the tables are now arranged in Lines, instead of classes of stock, and the actual entries in the tables are arranged in units. Service Stock is included - so also is the as yet unbuilt Victoria Line stock. Always a useful reference book, the new edition is improved by both the new format and the revised arrangement; illustrations are good.

G.S.Bingham & J.G.Bruce: Experience with the New Rolling Stock on London Transport Railways; 52pp 8 $\frac{1}{2}$ " x 5 $\frac{1}{2}$ ", paper covers; London, 1965, The Institution of Locomotive Engineers; 5/-d.

This is the advance print of a Paper read to the Institution in December 1965, and provides an interesting insight to the teething troubles encountered by LT with both the A stock and the 1959/62 tube trains.

All aspects of operation of the new stocks are covered, the paper is illustrated with pictures, diagrams and charts. It makes good reading for the technically minded reader, and can in fact be recommended to anyone interested in current operations on LT railways.

Railway Stations worthy of Preservation; 6pp. foolscap - duplicated; London, 1965, The Victorian Society. Obtainable from the Society at 12 Magnolia Wharf, Strand-on-the-Green, London, W.4. Price 1/6d. post free.

A total of 69 stations is included in this list - 60 in the main group and 9 in a supplementary list. Brief details are given of the stations listed, and in some cases alternatives are given in case the selected station cannot be preserved. Some London stations are included which have slight Underground connections, but no Underground stations.

G.M.Kitchenside; Railway Carriage Album; London, 1966; Ian Allan Limited; 228pp. illustrated; £2-10.0d.

This is a magnificent album of the coaches which have run on the railways of Britain, in all their variety and fascination. The book contains numerous coloured illustrations of various vehicles, painted by V.Welch to drawings of the author, and these will be a boon to modellers. A chapter is devoted to Underground coaches and this is well illustrated with photographs. A very fine book, and not really expensive when the contents are considered.

NEWS FLASHES

NF 566 An alsation dog was trapped in the escalator at Monument station on 18-4-1966, being freed by the owner and station staff.

NF 567 At the Transport Tribunal hearing on 25-4-1966, the vice-chairman of the London Travellers' Association Joint Committee made the point that a 2d bus fare would be a source of great income to LT. This would, of course, apply equally to Underground fares.

NF 568 On Easter Sunday, 10-4-1966, Piccadilly Line trains were reversed at Hyde Park Corner west-to-east, and some at Hammersmith and Barons Court east-to-west, from about 14.00 to 16.30, due to a passenger falling in front of a train from the eastbound platform at Earl's Court station.

NF 569 A new substation at Liverpool Street, Central Line, was opened 29/30-1-1966. Access and cables run via the old CLR escalators.

NF 570 The connection between the City Widened Lines and the old Western Region Smithfield Goods Depot was taken out of commission at 3-2-1966.

NF 571 Deptford Road up goods loop connection to the northbound road at Canal Junction, East London Line, was taken out of commission on Sunday, 19-2-1966.

NF 572 Contracts have been placed for development of tickets for the Victoria Line; it is thought these will be of a new type with the code recorded on a sensitive backing on the reverse of the ticket. They will be for use through automatic barriers.

NF 573 Colindale signal cabin was taken out of use on the night of Saturday 2-4-1966, and replaced by a room in wooden huts, pending conversion to a relay room. The huts are on the East embankment at the north end of stn.

TO THE AIRPORT BY RAIL?

M.J. Corbin

The Hounslow branch of the Piccadilly ends only a mile from the boundary of London Airport, and both the West London and Victoria Air Terminals are near to the District line, the West London actually above the tracks and the Victoria the length of the main line station away. It would thus be very easy to link these three by rail, entailing a 25 chain spur from Sloane Square to beneath the Victoria terminal, built by shallow tunnelling, underpinning buildings on the route, a new station, probably with its platforms on lines outside the main tracks, beneath the West London terminal, and a 2½ mile new line from Hounslow West to the main passenger buildings at the Airport. This last would cross the Great South West Road on a skew bridge and then descend into tubes to pass under the Airport, ending in a station below the buildings. These tubes would have to be of 16 or 17 ft. diameter to take large scale stock, which have the advantages of larger loads and conventional platform height. The trains, capable of very high speeds, would be similar to the Metropolitan's 'A' stock in having all transverse seating, but would include large baggage compartments. Special escalators for luggage would have to be provided at the three new stations served.

A ten to fifteen minute service would probably be sufficient, closely tied to the arrivals and departures of aircraft, the trains using the non-stop (Piccadilly) tracks from Acton Town to Barons Court, thereafter changing to the District. The service would have to stop at the West London terminal during peak hours as the Circle, from there to Sloane Square, is already operated at almost full capacity.

Were such a service to be introduced, it would go a long way towards reducing the congestion on the Great West Road and Chiswick Flyover much of which is caused by the fleets of buses, now used to convey air passengers,

which then need only be used when the Underground is closed at night. It would make the start or finish of a long journey faster and more pleasant as well as providing a valuable source of income from the airlines, which would undoubtedly realise the advantages of being certain that their passengers would be at the airport on time.

THE MOVEMENT OF PRE-1938 TUBE STOCK
TO THE SOUTHERN REGION

J.P. Wirth

The route and methods used for the recent transfer to the Southern Region of a further eight cars of pre-1938 tube stock are of interest. This stock was purchased for possible conversion to diesel power and for use on the Region's remaining Isle of Wight line and its movement was detailed in the operating instructions for special traffic of the South-Western Division of the Southern Region from which the following notes have been compiled.

The transfer of the eight cars was carried out in two parts on Friday, July 23rd, 1965 at 20.15 the first train left Ealing Common Depot for Earls Court; it comprised two pilot motor cars and motor car 3314, trailer cars 7275 and 7293 and control trailer 5293. After reversal in Earls Court siding, the train proceeded to Wimbledon station where its arrival was scheduled for 21.07 at platform 4. Upon arrival at Wimbledon, the pilot motor car at the London end of the train hauled the four cars out of the platform and shunted them to the adjacent Platform 3; the pilot car then shunted back to Platform 4 to couple to the remaining pilot car. The two pilot cars then shunted to Platform 3 and attached to the four cars there ready for departure at 21.55 for Wimbledon Park. On arrival at the latter destination at 21.59, a two-car S.R. de-icing unit from Wimbledon Park Sidings propelling match truck DB 498101, attached to the rear of the train in the Up platform; On completion of this

movement, the two pilot cars departed for Ealing Common Depot, via Earls Court, being scheduled to arrive at 23.02. Following their departure, the de-icing unit hauled the train into the depot yard and then propelled it into the repair shed at Durnsford Road.

The second train, comprising two pilot cars and control trailers 5304 and 5312 and motor cars 3037 and 3303, was due to leave Ealing Common Depot at 21.20 and arrive at No 4 platform Wimbledon at 22.07. It was then due to follow a similar procedure to that of the first train, the two pilot motor cars being scheduled to arrive back at Ealing Common Depot at 00.06 on the morning of July 24th.

It is understood that the stock involved in this transfer was subsequently moved to Micheldever where it joined similar stock previously purchased for the same purpose.

NOTICES

Awards. The Committee regret to announce that there were no entries submitted for the Historical Research and Modelling Awards sponsored by the Society. This is particularly disappointing in view of the known interest in these subjects among members. If it is decided to open these contests again, an announcement will be made in these pages.

Other Journals An interesting and informative article on the "End of the Quad-arts" by G.M. Kichenside appeared in the May 1966 issue of "Railway World". As this stock was used on the City Widened Lines so extensively, the article will be wanted by Underground enthusiasts.

Tube Stock Bogies in 4mm. Scale The American firm Model Tramway System produces kits and parts for American and Continental trams. Among these are bogie power units consisting of a five-pole motor mounted on long brass plate driving front bogie with flexible transmission; the trailing bogie could be situated at any position. Thus

these bogies intended for trams could be used for tube motor cars. Details as in the catalogue (price 7/6d) are as follows:-

2. Double truck power unit, dual axle drive, 5'4"WB Brill 27E sideframes. Price £4-12-6d.
4. Double truck power unit, dual axle drive, 6'0" WB St Louis 23 sideframes. Price £4-19-6d

There are also trailing trucks, 5'4"WB Brill 27E.
Price per pair 15/-.

The British Agent for these items is W.Roach, 87 Sherwood Park, Sidcup, Kent.

Information Wanted The Assistant Cartographer is seeking plans, maps, or photographs in any condition showing any part of Harrow between Watford bridge and Vaughan Road bridges. Anyone willing to lend these for a short while should send them to J.E.Echlin, 10 Copthall Road East, Ickenham, Uxbridge, Middlesex.

Photos Wanted If anyone has a photograph of Met locos 23 or 22 in pre-1905 condition, a member would be grateful if he could borrow these for a short time. In the event of a member having such a photo available, would he please send it to the Editor at 62 Billet Lane, Hornchurch, Essex.

Membership List If demand is sufficient, it is intended to publish a List of Members of the Society as at 30-6-1966. If any member would like a copy of this list, please send an open postal order for 2/- to the Editor at the above address as soon as possible.

THE TIMETABLE

Wednesday-Saturday 1st-4th June Stand at the East Ham Model Railway Club Exhibition, East Ham Town Hall; open 10.00-21.00 Wednesday-Friday, 10.00-20.00 Saturday.

Wednesday 8th June Trip from Broad Street to Croxley direct, via the spur to be closed shortly. Meet in the front coach of the train leaving Broad Street at 17.45.

Saturday 11th June Visit to Neasden Depot; names to the Secretary at 62 Devonshire Road, Ealing, London, W.5.

Only unsuccessful applicants will be notified; others meet on Bakerloo platform, Neasden station, by 09.30.

Saturday 9th July Visit to Lillie Bridge Depot; names to the Secretary, address as above.

Sunday 31st July Family Outing for the year; probably to Chessington Zoo. Details will appear next month.