

THE JOURNAL OF
THE LONDON UNDERGROUND RAILWAY SOCIETY

Issue No 58

Volume 5 No 10

October 1966

DEMISE OF THE GREAT CENTRAL

On the night of the 3rd/4th September, the Great Central died as a main line amid the joyfully detonated lamentations of enthusiasts which are usual to such occasions. This case is, however, rather different from the all-too-frequent branch-line closures with which we are familiar and has more far-reaching consequences.

The GC is the first main line in Britain to be closed down - finally killed off by Government permission after being reduced to a sick and sorry state by years of inadequate services worked by decaying motive power, which produced such frequent train failures that most of the passengers willing to put up with the services as scheduled were not able to endure the delays, and were driven away.

The vacillating Transport Policies of successive Governments since 1945 have been particularly unfortunate for the GC, which has been subjected to changes of Region, changes of plan, and to general uncertainty to a far greater degree than most lines, and this has inevitably led to a lack of enthusiasm in the staff and an inefficiency in administration for which no individual can be blamed.

And yet the GC is quite obviously a line which should have been retained in view of present trends towards the Europeanisation of Britain. It is one of the only two lines in the country which were built to a loading gauge generous enough to take Continental rolling stock (the other was, of course, the Great Western). It is an ironic commentary on the lack of co-ordination in the Ministry of Transport, and the general lack of commonsense in high places, that at the very time when entry into the Common Market is being openly tried for, and the same week as the Minister met her French opposite number to discuss the building of the Channel Tunnel,

a trunk line which could be of vital importance to both projects is closed.

The Great Central Association, and many other bodies, attempted to retain the line, but only succeeded in keeping certain sections open despite fighting really hard. One is tempted to ask which main line goes next. The most likely candidate would appear to be the Midland line north from St Pancras. British Rail have already admitted that a plan is being drawn up for the amalgamation of Kings Cross and St Pancras main line stations; if this was done, it would seem unlikely that all the services operated at the present time, from the two stations, would survive. This is situation that all advocates of rail transport should watch closely.

BOOK REVIEW

H.C.P.Havers; Underground Railways of the World - Their History and Development; 197 pp., + 10, + 56 photos, 8½" x 5½"; London, 1966; Temple Press Books; £1.15.Od.

A useful general review of some 28 systems, prefaced by chapters on Early Years and Later Developments. In so small a compass, a great deal of detail cannot be expected, and, in fact, the author has done remarkably well to give as much information as he does. A few of the smaller systems are omitted, maps are given for most, but not all, of the lines described. There are a few inaccuracies, including one or two in the chapter on London, but the book can be recommended. The author has recently been Senior Technical Investigation Assistant to the Chief Civil Engineer of London Transport, so he is well qualified in his subject.

BOOK NOTES

A further list of amendments to the Revised Edition (1963) of the History of the Southern Railway (C.F.Dendy Marshall) has been published by H.V.Borley. This comprises five duplicated foolscap pages of corrections, and is essential reading for all those owning the book. To obtain a copy, send 3 4d stamps, together with a stamped addressed envelope, to H.V.Borley, 167 Cornwall Road, Ruislip, Middlesex.

Some W.H.Smith Railway Bookstalls in London are remaindering copies of that very useful little book "Railway

Snowfighting Equipment and Methods", by G. Richard Parkes, published by the Author in 1961 at 15/-. The price now is 3/6d, and it is well worth the money. Stiff bound, of about 100 pages $8\frac{1}{2}" \times 5\frac{1}{2}"$, the book is profusely, and often beautifully, illustrated, and provides a very useful review of its subject to the date of publication - including a chapter of nine pages (including illustrations) on "Anti-Freeze Precautions of London Transport". This gives details of the sleet locomotives and sleet tenders then in use, and also much about point heaters, de-icing baths and kindred matters.

LETTER TO THE EDITOR

5 August 1966

Sir,

Metropolitan Brake Vans

I am definitely of opinion that the Brake-ends of Metropolitan coaches were painted red prior to electrification. (See my previous letter; July issue). From Mr. Reed's letter it would appear that red was discarded in favour of brown, and that later red was resumed.

H.V. Borley

167 Cornwall Road,
Ruislip.

CLAPHAM MUSEUM OPEN DAY

The Curator advises us that the next special Sunday Open Day at the Museum of British Transport, Clapham, will be on the 9th October.

At the time of writing, full details are not to hand, but most of the usual popular features of these occasions will be repeated - Brains Trust, Sale of Surplus Relics, Film Show, Working Model Tramway, and of course, access to many of the vehicles and locomotives themselves which is normally denied to the public (very wisely). It is believed that an innovation on this occasion will be a passenger carrying miniature railway layout, but no details are available yet.

There will not be an official Society Party on this occasion, but no doubt many members will be present as usual.

THE ROLLING STOCK OF THE METROPOLITAN RAILWAY
21

K.R.Benest

During the latter years of the World War the Metropolitan encountered great difficulty in handling their ever-increasing traffic. As early as May 1916, Mr. Holt, the Line Superintendent, had urged the provision of centre doors on all electric vestibule stock, primarily with a view to effecting economies in coal consumption. The reduction in station working time envisaged was expected to obviate the detention at the home signal of the train in rear, so eliminating the heavy current-demand entailed in re-starting. A limited programme for the provision of these doors had been commenced in 1910, but of the original 234 cars only 113 had been modified, leaving 109 outstanding. (It will be recalled that 12 of these vehicles had been reconstructed as compartment stock in the same year). Capacity had been increased, on the more heavily-loaded workings, by the provision of 7-car trains in 1915; in October 1916, 8-car trains were being worked in passenger service to a small extent, but this may have involved nothing more than the working of two 4-car sets coupled together between Neasden and Baker Street.

In January 1918 Holt returned to the attack: the rolling stock was just sufficient to work the timetable, with no margin for expansion or for strengthening existing trains. A month previously the M.D.R. had proposed, after an opposition extending over 10 years an increase from 4 to 5 cars in the composition of Inner Circle trains. The Metropolitan had agreed, and had derived great advantage when the District had at once expanded their own trains, but were greatly embarrassed by their own inability to follow suit: one may visualise the secret unholy joy permeating Electric Railway House as a consequence.

Although Holt put forward recommendations, any increase in the number of cars was, clearly, impossible under war conditions; however Jones was instructed to investigate the possibility of devising a more economical solution to the centre-door problem, with particular reference to the motor-cars. He submitted drawings in April and authority was given for a trial to be made on one motor-car. This car, No. 32, went

into traffic in September, 1918. It had been given an additional single sliding door in each side, with a 3'0" opening, and a re-arrangement of the seating to accommodate 46 persons in place of the original 48.

Holt roundly condemned the design as retrograde: although cheaper in prime cost, the door aperture had been reduced by 6" as compared with the earlier conversions; he was strongly of opinion that the greater facility provided by the double doors more than justified any additional expense.

At this stage the Carriage and Traffic Department were instructed to form a Committee to consider the question more fully and to report back to the Officers Conference. Four schemes were advanced, in December, for the reconstruction of the 1904/6 stock in various ways. The basic choice was between four sliding doors and five swing doors per side per car. A sub-division of each offered an internal layout with all-longitudinal or with part transverse seating. The vestibules and inter-car communicating doors were to be abolished, whilst the luggage compartments were to be curtailed, enabling the luggage doors to be used by passengers.

The swing-door design with part cross-seating was selected, as offering the greatest all-round advantage in accommodating the heavy short-distance traffic on the H. & C. and Circle lines, and the longer-distance Harrow and Uxbridge traffic. A six-car train was despatched to the Metropolitan Railway Carriage and Finance Company in March 1919 for reconstruction in this wise, but, whilst the conversion was being carried out, a further proposal was put forward by the General Manager, R.H. Selbie. His idea, which was applied to motor-car No. 14*, was to provide an extra sliding door immediately behind the luggage compartment, in addition to the double centre-door. Although the germ of the 1921-stock design was there, the better passenger-flow obtainable was largely offset by the reduced seating available, 38 only, and the considerably higher cost of conversion. The design survived without further modification until withdrawn by the L.P.T.B. in March 1936 as No. 2513, but remained unique. No. 32 survived unchanged also, being broken up as No. 2501 in April 1939.

* The inference drawn in reference to this car, in a previous article in this series, is now shown to be unfounded.

The design of the reconstructed train was such that, although the body sides were completely altered in appearances, much of the original material - window frames etc - could, at any rate on paper, be re-used. It had been the original intention to retain the clerestory, but this was replaced, in the event, by a roof of semi-elliptical type.

Internally the design showed considerable advance. The lighting and heating were placed under the direct control of the guard, as opposed to the earlier practice of providing individual switching in each car, while frosted bulbs and opal reflectors softened the austerity of the original bare lamps. The discomfort of standing passengers was ameliorated by the provision of hand rails on the seat backs in place of the generally detested straps (as unpopular today as ever) whilst each doorway was provided with transverse screens to minimise draughts. There were five swing doors a side, save in the motor-cars, which had four only in addition to the sliding doors of the luggage compartment. The latter was reduced to a V-shaped area at the forward end, its contents protected from pilfering by Boatwick gates. The driver's convenience was not overlooked, and this train became the first on the Metropolitan to incorporate automatic windscreen wipers.

The seating capacity compared favourably with that of the centre-door fitted stock as the following table shows.

Stock	Seats			Total (6-car)
	3/M	3/T	1/D.T.	
Without centre-doors	48	56	56	320
With centre-doors	38	48	48	268
Rebuilt train	41	58	44	286*

Generally improved passenger circulation was claimed for the prototype and the design was favourably received by the Press, to whom the train was exhibited at Baker Street on 18th December 1919. Commonly referred to as the "Hustle Train", it was nevertheless left to the peculiar genius of "Sekon" (G.A.Noakes), editing "The Transport and Travel Monthly" in February 1920, to devise the ludicrous epithet "Quickly empty, quickly fill coaches";

* Stated as 292 in press reports.

clumsy enough, even when reduced to its initials in conformity with the modern trend.

Observation in traffic revealed unexpected weaknesses in design. Whilst it was true that, under crowded conditions, the new train was able to cut platform occupancy by some 50% (25 seconds compared with some 50 seconds for unaltered stock), there was a tendency for passengers to congest the doorways; moreover, with so many entries from which to choose, they would hesitate as to which to make for. The seat backs adjacent the doorways also checked free movement. In consequence, no further cars were rebuilt, although no alterations were made until, in 1931, the motor-cars were down-graded to trailers. The driving cabs and luggage compartments were stripped out and additional seating substituted: the bow ends, however, remained. The set was now marshalled between two 200 h.p. motor-cars to form an 8-car unit. As such it was taken into L.P.T.B. service, renumbered in December 1933 and withdrawn in February 1941.

Car numbers were as follows:-

	3/M	3/T	1/D.T.	1/D.T.	3/T	3/M		
1919	36	35	53	55	67	44		
	3/M	3/T	3/T	1/D.T.	1/D.T.	3/T	3/T	3/M
1931	200hp197	35	53	55	67	198	200hp	
1934	200hp9588	9516	6535*	6555*	9531	9589	200hp	

*Nos. 53 and 55 were originally allocated 6538 and 6540 in December 1933; they were changed to those shown in February 1934 to enable Circle Service cars to bear consecutive numbers.

HAVE YOU TRAVERSED CROMWELL CURVE - OUTER RAIL? 'Technicus'

Younger readers may need reminding that Cromwell Curve was the District-owned limb of the High Street-Earls Court-Gloucester Road triangle, parallel to but west of the Metropolitan limb. Coming south from High Street towards Earls Court, one turned left immediately out of the tunnel, traversed the middle of Triangle Sidings site between brown corrugated-iron sheds, and joined the main line roughly before the present buffers on the inner rail Circle over-run line. At weekends, if not during off-peak hours, inner rail Circle trains used Cromwell Curve so that all

eastbound trains left Gloucester Road from the District platform, removing from passengers the need for hasty decision making. NO regular services used the outer rail of Cromwell Curve.

One weekday in early November 1954 the writer and his wife, due at Wimbledon about 7 pm., came down the steps to the District westbound platform at Gloucester Road about 6.30. There was nothing on the train describer, and a Metadyne train with a single headlight came in slowly - the driver being met, as he stopped, by a Senior Official at the end of the platform, who said (memory imperfect after twelve years) "Trouble on the Met.: go on round Cromwell Curve." The reply seemed rather like "Never been there; want a pilotman", to which the Official said "You'll be alright: just go slowly".

In about fifteen seconds the writer had woken up (railway-wise) and, taking no notice of his wife's true remarks that "this doesn't go to Wimbledon" he hustled her in the front car. Doors close, bell tings, Metadyne whines (with a slightly rising pitch - remember?) and the train moves off on slow. It lurches to the right round Cromwell Curve, wheels screeching on little-used track with no flange-oilers, shoes spitting sparks on rusty conductor rails; train running unsteadily on not-main-line-maintained track, and jerking a bit to the right at several rail joints, where the curve was kept as sharp as required by discontinuity of direction at the joints - until, after many seconds of this the train joined the District main line, whence went more quickly and travelled normally to High Street, rejoining the true Circle Line there.

The writer and his wife crossed the bridge and went to the Southbound platform, hoping a train for Putney Bridge would be next. "Next" took such a long time that it was agreed to get whatever it proved to be: it was a Circle, which was taken to Gloucester Road, whence the trip to Wimbledon was recommenced. By then, normal Circle working, NOT via Cromwell Curve Outer Rail, was in operation. It was thus deduced that only two or three trains had done the unexpected: the writer is thus confident he is one of only several score who have been over this bit of track by train, and if any other member of this Society should have done so, maybe he will let the

Editor know how he managed it?

Since the writer's acquaintances at Wimbledon were not railfans, recourse was taken to explain the late arrival by mumbling about erratic services: the writer's wife embarrassed enough by the events of the journey, felt the truth would have been received less sympathetically than the fiction.

NEWS FLASHES

NF 581 Stations closed on August Bank Holiday Monday, 29-8-1966, were Aldersgate, Aldwych, Bond Street, Borough, Cannon Street, Chancery Lane, Covent Garden, Essex Road, Fairlop, Mornington Crescent, North Ealing, Shoreditch, Temple, West Brompton, and West Finchley. The bank holiday weekend services were much as usual holiday services, with special express buses on the Monday linking Morden Station, Northern Line, with Tattenham Corner for the Epsom Races.

NF 582 The Edgware Road Flyover, carrying traffic over the Edgware Road, is rapidly taking shape, the main structure being already in place close by the station.

NF 583 During the search for Harry Roberts, one of three men wanted for murder of three policemen at Wormwood Scrubs on 12-8-1966, a close watch was kept on railway stations including those of the Underground. In particular, on 19-8-1966 squads of police with dogs went to Leytonstone and Snaresbrook stations after a report that he had been seen.

NF 584 A two-year-old boy was killed on 18-8-1966 when he was trapped between lift and liftshaft at Hampstead station. It took railway staff, police and firemen half an hour to release his body; he had been travelling down in the lift with his mother, who was taken to hospital with shock.

NF 585 During the evening of 7-8-1966, an 8-year old boy, playing with friends on the railway embankment of the North London Line at Harrow Road, near Willesden Junction, fell onto the track and died from burns.

NF 586 Brigadier Ian Fleming Morris-Spence collapsed and died on Lancaster Gate, Central Line, station on 8-8-1966.

NF 587 A defective train at Piccadilly held up northbound Bakerloo services for 25 minutes on the morning of 8-8-1966

NF 588 A man fell under a train at Oakwood Station on the Piccadilly Line during the afternoon of 18-8-1966; services between Arnos Grove and Cockfosters were delayed 35 minutes.

THE DISTRICT SIGNALMAN

Being another Chapter from "Straphangers" by Arnold Palmer
 Published by Selwyn and Blount Limited.
 in April 1927

In all his daily routine, I don't suppose the Londoner is as ignorant of any feature as of the underground trains. His meals, his clothes, the 'buses, and the newspapers - he is interested in and understands something of them all. The electric trains he simply accepts. He may travel in a steam train less than half a dozen times a year; yet he will have a clearer idea of the working of the L.N.E.R. or the L.M.S. than of how he gets, day after day, from Baron's Court to Mark Lane. Perhaps the explanation is that our subterranean services, in spite of their unusually decorative posters, haven't yet caught the fancy of literary gents. Authors - dear old things! - still place their diamond thieves and their distressed heroines in the Scotch express or the Blue Train. I am thinking of changing all this in my forthcoming romance, "The Prisoner of Down Street".

There is a reason, no doubt, why authors stick to steam. Automatic signals present a certain bleakness as well as a certain intricacy. Yet even on a system like the District, where points or switches occur, there are signal-boxes unsurpassed for wonder and romance.

One of these stands on a bridge stretching over the line a hundred yards east of Earl's Court Station. The room, a long one, is full of curious contrivances; but there is a feature so much more striking than all the rest, so unavoidably noticeable, that it compels you to look at it first. This is a rectangular coloured plan of the track lying immediately east and west of the bridge. It is painted on glass, and lit electrically from behind, so that it glows evenly all over. There are four sets of rails at this point - two up and two down - and switches, or curved pieces of line, whereby trains may be diverted from one line to another. All these are clearly shown on the diagram, and, in addition, each set of rails is divided into sections, labelled consecutively A, B, C, and so on. These divisions are not arbitrary. The actual track on which the trains run is similarly divided into sections, separated and insulated from one another by fibrous packing. Each of these sections corresponds to one of the lettered divisions on the glass, and is connected with

it by wires. While a train is on, say, Section A, it extinguishes its local light behind the diagram, and Section A there appears in shadow. As soon as the first pair of wheels reach Section B, another light dies: Section B falls into shadow and turns black. Should the train be half on A and half on B, or should nineteen-twentieths of the train be on one section and only a pair of wheels on the other, A and B sections will both be in shadow on the diagram. A will not be re-illuminated until that section of the track is completely bare.

The signalman, then, with his levers in front of him, stands facing the plan. He can tell at a glance what sections of the track are occupied. The shaded portions tell him that - and something more. They tell him that as long as Section H, for example, is black, he cannot pass any other train on to that section even if he wished to, because the lever is locked. I repeat that, as long as one pair of wheels remains on section H, it cannot be shown as clear either by the green light of the automatic signal or by the arm of the signal post. The levers controlling the points are similarly locked, and share the same quality of mutual exclusiveness. As the train moves, the shadow moves - you can watch it sliding along, a reflection of what is passing below. And as the shadow moves, lever after lever loses or regains its freedom.

We might, without undue omission of detail, tabulate the process thus:

The train controls the picture.
 The picture controls the levers.
 The levers control the signals (and points).
 The signals control the trains.
 The trains control the picture.
 And so on for ever. A virtuous circle.

"Yes", you may say, "but there is a signalman. As long as the human element is present, there is the possibility of error." Let us suppose that the signalman faints or goes off his head. He cannot run one train into the rear of another, or switch it on to an occupied section of line, because those particular levers are locked and immovable. The most he could do would be to omit to work the free levers. The signals would all remain adverse. The block would grow, and eventually (assuming that no one else was in the box, and that the rest of the staff and

management had also lost their reason) the entire system would be brought to a standstill. But there would be no collisions. There would be a failure, in a sense, of the signalling devices, but it would be a failure in the direction of safety, not in the direction of danger.

"Yes, yes," you interrupt. I knew, from your popping eyes and congested expression, that you were going to interrupt. "But supposing the driver of the train, by malice or misadventure, ignores the signal!"

With all your doubts and difficulties, you make me feel like Mr. Drage - or Duggie.

Your supposition has been faced and the danger met by a contrivance known as the "train-stop". This consists of a moveable arm, or tripcock, fitted into the ground beside the rail. When the signal is down, the tripcock is down. When the signal is up, the tripcock is up; and should the signal be disregarded, the tripcock engages a projecting tap on the right-hand side of the engine and automatically applies the brakes. The train cannot then proceed until the driver (or another) has descended on to the track, closed the tap, and released the brakes. Further, this precaution is in its turn checked, any slight displacement of the tap, even though insufficient to cause it to miss the tripcock, being automatically registered during the run.

All this time the trains have been rumbling and clanking and sizzling beneath the bridge, defying the company's warnings and setting a deplorable example to the public by spitting, with Continental abandon, a stream of blue sparks as they go. All this time, too, the signalman has been pushing and pulling his baby levers, checking the passage of trains in his time-table, telephoning to the next box, and attending to one or two other machines which I will describe presently. He never rests for an instant, and although he is relieved, thanks to the safety devices, of much of the dread responsibility of a signalman at a big provincial junction, yet he has a fuller and more easily dislocated service to deal with. The slightest delay on a system like that of the District Railway has a cumulative as well as an immediate effect, piling up trouble and congestion not only along the length of the District, but along the length of the Metropolitan and other systems which work in with it and share its road. These systems may have, in their turn, other systems

working in with them. It is difficult to increase the facilities of the service without increasing its sensitive-ness. Since there are in the course of every hour some eighty trains to be speeded on their way without hitch or hesitation, you will not be surprised to hear that, towards the end of his eight-hour spell, the signalman looked a very tired man.

At either end of the levers stands a square metal box, and some smaller boxes are ranged behind the levers. The larger ones, to right and left, contain little openings, and into these openings there are constantly popping white rectangular pieces marked with various designs, like mah-jong tiles or dominoes. These indicators are worked from the neighbouring signal-boxes, and identify approaching trains. The dominoes will, of course, invariably almost agree with the time-table lying in front of the signalman. But not always. In the event of breakdown or fog, or for any reason which seems sufficient to the Traffic Controller, one train may be given sudden preference over another.

The smaller boxes in front of him enable the signalman, in his turn, to keep his neighbours informed. They differ from the larger boxes in that they possess a dial, formed by the dominoes arranged in a circle, and a moveable hand. A Mansion House train passes eastwards; the signalman moves the hand round to the domino bearing Mansion House arrangement of dots, and a similar domino will pop up beside the signalman in the next box. A Hounslow train naturally requires the information to be passed westwards.

Meanwhile, a solid-looking machine in the corner of the room, a heavily studded cylinder which might be part of a giant's musical box, is quietly collecting this news for purposes of its own. The process just described - all this game with the dominoes - is recorded here, the various symbolic combinations being marked by the depression of one or more of the studs. The sequence of the trains is stored up in this machine, and passed on to - what? Have you guessed? To the indicator on the platform, that lit square which tells you that, though you are just too late, another chance will be given shortly to you and such as you.

I left the signal-box with the secret conviction that most of the other jobs on the District Railway were sinecures. I don't see how they could be anything else. Men were needed to drive the trains, no doubt. A few station officials

were desirable. But even though I knew that between South Kensington and Mansion House there were no signal-boxes, the single each way track being controlled by automatic signals only, I couldn't see what there was for anyone to do. Away from the points and switches, the trains seemed to run themselves. Perhaps my guide guessed what was in my mind, for he led me without a word back to the station and into the office of the Traffic Controller to have my illusions dispelled. This office never closes, for it is the receptacle of all reports connected with the train service. The Traffic Controller is the man who, in the event of unpunctuality, alters the sequence of trains; in the event of rain, increases their size; in the event of a holdup, arranges with other lines and 'buses and trams to come to the assistance of the passengers. To keep the service going, to avoid congestion, to lessen the cumulative effect of delay - these are his main and constant preoccupation. Typically enough, he was, when I entered, being informed by telephone that a train had just left Whitechapel two minutes behind time. He was not unduly distressed, for the hour was 6.30 p.m., when the service is strained to the uttermost and local irregularities will occur. But as soon as such irregularities show signs of becoming a habit, he worries very considerably. At Victoria, for instance, there is apt to be a loss of ten to fifteen seconds, owing to the heavy traffic. To counteract this, the track sections (the strips of rail insulated between two fibre-packed divisions) have been shortened, the automatic signals guarding each section brought nearer to one another, and a general closing up of the traffic made possible at this point. A train entering or leaving the station can thus be kept moving a little longer; it means the avoidance, in a fair proportion of cases, of a definite halt, the few seconds' delay which, running back like a ripple over the system, spreads into minutes as it goes.

For five evenings in the week the Earl's Court Station takes on beauty between the hours of six and seven. I was fresh from a very different kind of beauty - the beauty of mechanical precision - and though it is not one which, as a rule, strikes an answering note in me, I felt a moment's impatience with the unheeding crowd. The moment passed. I don't want the myriad parts of London's intricate pattern to thread themselves too consciously. They are more wonderful as they are - unknowing, casual. Along the

platforms and up the stairways, mounting, mounting to their heavens, pale-pink stockings piped to the muffled beat of gents' striped trouserings. The loan of Doris's black satin, a mouthful with Mum, and ready at eight for Harry and the Palais de Danse. An armchair and a cigar and a peaceful evening with the missus. A little music at Mrs. Campbell's. Dining with the Williamsons, and the chances of that girl being there again. Some work to do...Of what are they all thinking? Of anything and everything but the silly old train which brought them. Brought them? Well naturally.

SOCIETY NOTICES

Officers The Committee are pleased to announce that they have appointed Kenneth G. Harris as Photograph Sales Manager, Kenneth's address is 19 Bloomfield Road, Harpenden, Herts., and all correspondence relating to sales of photos should be sent to him from now on.

We regret to have to inform members that John Eohlin has had to resign as Assistant Cartographer to the Society with effect from the 30th September, consequent upon his taking up an appointment in Hong Kong. John's work on the mapping side of our activities has been of very high standard and great value; much as his departure is to be regretted, we wish him success and prosperity in his new post.

Photographic Competition

The Rules for this year's competition are in two sections, as provision is being made on this occasion for the submission of colour slides in a separate competition.

A. Prints

1. The Subject may be anything of Underground interest.
2. All prints submitted must be postcard size, glossy.
3. On the reverse of all prints entered are to be clearly written the Name and Address of the Competitor, the Subject, and the Date and Place of taking the photo.
4. No Entry Fee will be payable, but all prints entered will become the property of the Society; Copyright will remain the photographer's.
5. The closing date for entries is 7th January 1967.
6. Judging will be by experienced photographer who is not a member of the Society.
7. Winners will be announced in the February 1967 Journal.
8. There is no limit placed on the number of entries per member, but prizes awarded to any member may be limited.

B. Colour Slides

1. As in A above.
2. Slides submitted as Entries will remain the property of the competitor, and will be at his risk while in the possession of the Society.
3. All entries to be submitted adequately protected, and with Name and Address of Entrant, Subject, and Date Place of taking enclosed.
4. No Entry Fee will be payable, but the Society reserves the right to show slides at a Society meeting if it should be decided such a showing would be desirable.
- 5-8. As in A above.
9. Slides will be returned to entrants only if sufficient postage is enclosed with the entry to cover cost.

All entries in Sections A or B may be sent by post to the Editor at 62 Billet Lane, Hornchurch, Essex, or be handed to any member of the Committee.

THE TIMETABLE

Saturday 8th October Visit to Baker Street Signal Cabin, LT. Fully booked; names to Secretary (address below) at once with stamped addressed envelope.

Friday 14th October 19.00 PRESIDENT'S ADDRESS "Some Forgotten Tube Schemes" by Alan A. Jackson. This will be given in the Hammersmith Town Hall, King Street, Hammersmith; entry to the hall is gained by the Nigel Playfair entrance, on the side nearest to Ravenscourt Park station, and the meeting will be on the second floor (ask the doorkeeper for the room number). A very full attendance is hoped for at this, the first President's address to be given to the Society. Refreshments are available in the Canteen at the hall until about 19.00

Thursday-Saturday 20th/22nd October The 3rd Public Exhibition of The Surrey Hills Model Railway Club, to be held in the Dorking Halls from 14.00 to 21.00 on the Thursday and Friday, and 10.00 to 21.00 on the Saturday. We shall be exhibiting.

Saturday 29th October Sale of Relics, in the Library of Keen House, Calshot Street, London, N.1, from 14.00 to 18.00. Any member with transport relics to be sold should bring them to the hall on the day, a little before 14.00, or arrange to hand them to a member of the Committee - out please note that prior arrangement is essential for handing to Committee members.

Saturday 12th November Visit to the new Victoria Line Depot at Northumberland Park. Names to Secretary at 62 Devonshire Road, London, W.5.
