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THE LONDON UNDERGROUND RAILWAY SOCIETY

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THE SOCIETY AND PRESERVATION

Because the Rules of the Society state that our Objects are "to foster interest in and the study of" LT Railways by all possible means, preservation is definitely within our sphere of operations - although TLURS is not a preservation society as such.

The Society has a nice collection of the smaller type of relic, which is well looked after by the Curator, Chris Gooch; at various times, however, questions affecting the larger type of preservable object have arisen. Recognising its obligation to members, the Society formed some years ago a Preservation Subcommittee, to deal with all such matters.

When this Committee started work, one of the first things realised was that the most important asset in any negotiations concerning locomotives, rolling stock, and other large items of preserving was cash! This was clearly necessary, not only in fairly large quantities, but to be available immediately any bargain was struck. With this in mind, a Preservation Fund was established, and contributions were invited from members through the pages of this Journal. Had the response been good, it would have enabled the subcommittee to proceed quickly and easily when any suitable item came on the market.

In the event, the response was non-existent, indicating clearly that the membership at that time was not interested in preservation - at least, not through the Society. Therefore, the subcommittee has concentrated recently on making additions and improvements to the small relics collection.

But this does not really meet the need fully; there are still large items which ought to be preserved on a larger scale than the Transport Museums, as at present constituted, can do effectively. Shortly after its formation a year or two ago, The Transport Trust invited TLURS to take up an Affiliated Membership, and this was done almost at once. It is now suggested, as a talking point, that the Trust may well provide the answer to a good many problems.

Broadly speaking, the aim of the Trust is to set itself up as the National Trust of the transport world; it does not compete with the existing preservation societies, preferring to assist these in their efforts to preserving objects of interest itself - although the latter method may be the best means of attaining its object in the long run - and could be resorted to now if necessary for any particularly important item if there was no-one else in the field.

Preservation has been chaotic recently; some schemes have been extremely successful as everyone knows, but many others have not succeeded - and far too many of these have been damaged by internal dissensions. And all the time irreplaceable items of transport interest are ending their commercially useful lives on the scrapheap. Surely, one powerful body, able to call on the services of experts in all the necessary spheres, would be of enormous advantage in negotiations with the transport authorities, and would mean that far greater numbers of vehicles, etc, would be preserved in the long run. And does this mean that the smaller Society, such as our own, should drop out of the direct field of preservation, concentrating instead on supporting The Transport Trust to the fullest extent?

On reflection, it will probably seem to most people that the last is the best course; this is the age of the tycoon, the age of Big Business, and a large, powerful Transport Trust would surely achieve much greater success than a large number of small, inadequately supported and financed, societies - which may well have conflicting interests and end up, by quarrelling among themselves, in losing the prize.

Readers are invited to think over this problem, and to write to the Editor with their views; if enough interest is shown, the subject could well be discussed more fully at a Society meeting.

TUBE TO VECTIS: A VIGNETTE

The second of two articles by two members of the Committee of the Electric Railway Society, the first of which appeared last month.

Since twilight on the evening of Friday 8th July a four-car tube train had been sitting by itself near the stops of Platform 4 at Wimbledon. It had been brought there from Northfields between two "pilot" motor coaches. About 9.15 on the morning of Saturday 9th July an All-Seeing Eye would have noticed someone taking photos of this train from Platform 5. (These will probably emerge via Electrail and ERSphot - just be patient!) By 9.30 Platform 4 had come to life: the photographer had wandered over there and become part of a group containing SR Electrical, Carriage and Wagon, Motive Power and Traffic representatives, who were performing their various duties on or around the train. The 'Electrical' had been finishing the insertion of all the correct fuses and (now-earthed) negative links, the latter wisely being absent during the trip over LT four-rail supplies.

The train now came to life: the song of a "woolawoola.." compressor, the whoosh-clunk of doors opening and closing, the rattle of the contactors (the main C.B.'s being open), the "raspberry" of application and the click of suddenly applied brake shoes, and the long drawn out "choouugh" of release of e-p. brakes being tested.

The train had 3702 at the west end - with a blank destination plate on which RYDE had been chalked; 7281, with grab rails at the ends; 7290 with the staples for the erstwhile chains for the same purpose (a detail not hitherto noticed by the writer, who know these cars when thee, and he, were very young); and 3315. 3702 had gone down to Micheldever in the first transfer reported in ERS Journal, in summer 1964; the other three were ex-Ruislip. The cars has been mechanically and electrically overhauled by LTB, but the bodywork had not been repainted, and reinforcement at one corner and along the guttering of 3315 were visible, as also the filled-in 'passenger-open' button places on the door-pocket panels of the trailers.

By 10.18 the driver (in SR green, not LT dark blue serge) and motive power people had wandered to the front:

the rest, with the SR guard, were at the rear. A few words were exchanged, the doors closed, "Ting-ting" on the bell, and the train was off. With power on and off over the points, the train got going at last: rumble-rumble over the corrugated track, followed by smoothness and wonderfully clear wheelbeats as the train slowed for Wimbledon Park, where no-one seemed to take any notice. "Rat-tat-tat" go the contactors - a pause - and a nice firm click as weak field comes in and the nearly-empty train surges forward to about 40 mph - then shut off and slow drastically for Southfields, where the starter is on. Almost to a stand in the station: some passengers walk forward as if to board it, when off goes the signal and away we go again.

Drop to about 15 mph and turn right at East Putney (10.25), whence series and coast along the high grassy single-track embankment of the flying junction that leads to the Up Slow Windsor line. On to this, and speed up to 30-35 mph, steadily through Wandsworth Town, where one person, at any rate, seemed to notice the train was unusual, to say the least (we hope he is believed when he tells his tale). And on, with steady motion and clear wheelbeat on heavy main line track, to Clapham Junction, at 10.30. Here was a brief halt to pick up a S.E. conductor Motor-man, where station staff asked where it was going!

Away again - mainly series and coasting - taking 'first left' and trickling round sinuous curves and up between the ex LSW and LBSC main lines to Stewarts Lane, beyond the signal box (10.35) where (unusually for SR) a walk-through reversal. A slow progress over lots of curves and points, with a final stop at 10.39 at the inner end of a shed - next to blue Isle of Wight Unit No. 037 - to which, in a few weeks, the new arrival would become as a brother.

And so, in a hundred years' time, when somebody is telling his young grandson that "MY grandfather went from Wimbledon to Stewarts Lane in a tube train", let someone be prepared to believe him!

LETTERS TO THE EDITOR

17 October 1966

Sir,

Cromwell Curve - Outer Rail

With reference to page 151 of The Journal for October 1966.

One Sunday afternoon about the year 1935 I entered South Kensington Station intending to make a journey in an easterly direction when I observed a notice directing passengers for High Street Kensington, Paddington and Baker Street to the District westbound platform. I therefore decided to proceed westwards to reach the east and so travelled over the Cromwell Curve thence over the north side of the Circle. The reason was engineering work on the Metropolitan line between South Kensington and High Street Kensington.

When the Metropolitan and the District were independent companies, during the period when their relations were not very harmonious the Circle trains of the District Company used the Cromwell Curve. As the Met trains continued to use the Met lines passengers were confused. The District Circle trains delayed westbound trains between Earls Court and Gloucester Road.

H.V. Borley

167 Cornwall Road,
Ruislip.

4-10-66

Dear Mr. Davis,

Cromwell Curve - Outer Rail

With reference to the article in the October "U-D" I would mention that I have been around the Cromwell Curve - Outer Rail on two different occasions when this was in use for Circle trains.

The first was in Summer 1944, exact date unknown - but it was following a flying bomb attack which resulted in the penetration of the Circle running tunnel between Gloucester Road and South Kensington. The bomb landed somewhere along Stanhope Gardens/Harrington Road and I believe brought down some of the Circle tunnel - all trains ran slowly through the District tracks when service was resumed and I believe this arrangement lasted for quite a few days until the Circle line became usable again.

The second was some years later during the period 1951-1953 and was on a Sunday evening when I seem to recall tracks were being relaid in the Circle tunnel between High Street

Kensington and Gloucester Road. I do not know exact details of dates, but recall going from Wimbledon line to Paddington and having to use District w/b platform at Gloucester Road for the Circle train. Incidentally I seem to recall that the Destination Indicators on the District line westbound platform at both South Kensington and Gloucester Road included the old title "INNER CIRCLE", and this remained into the early 1950's (possibly even until the outer curve was disconnected) - perhaps another member can confirm this.

Mention of flying bomb raids brings to mind use of another little used point -- reversal at West Brompton! Again during Summer 1944 a flying bomb landed just in Brompton Cemetary and breached the retaining walls between Cemetary and West London route just where the District line passes under the West London. At first, trains were stopped between Earls Court and Walham Green, but presumably owing to reversal w/b to e/b at Earls Court, a service was extended to West Brompton and reversed over the points there (I doubt if the current programme machine could cope with this situation!). At Walham Green trains terminated on the eastbound platform and returned to Parsons Green along the wrong road until the building department crossover to enter Parsons Green westbound on correct road.

I hope these points are of interest to you. I am afraid that my then schoolboy memory did not cause me to keep detailed notes of exact dates but perhaps some other members have more precise details - it would be interesting to know of a more recent use of the West Brompton crossover.

One further point; does anybody know why St James's Park has such long platforms?

Best Wishes,

Yours sincerely,

L.W.Norris

20 Saint Margaret's Avenue,
North Cheam, Sutton, Surrey.

8th October, 1966

Sir,

Arnold Palmer ('Underground', October p.154) was not quite correct when he said that 'literary gents' had not appreciated the setting of the Underground for their stories. In Edgar Wallace's 'The Four Just Men' (1905) an ingenious

murder takes place of the District Railway between Victoria and Sloane Square. Conan Doyle used the Underground for 'The Bruce Partington Plans' story, and Agatha Christie in 'The Man in the Brown Suit' set a scene at Hyde Park Corner station.

Subsequently, Philip MacDonald ('The Nursemaid Who Disappeared', 1938) and Geoffrey Household ('Rogue Male' 1946) also used Underground settings - but the only recent Underground scene I have come across in a novel is by Keith Waterhouse: in 'Jubb' (1963) the Peeping Tom hero informs us:

"Sometimes I spend the whole day going up and down the Piccadilly Line looking at girls. It's a very good line for them...The Piccadilly Line is the best place or failing that the District, never the Central or the Metropolitan.

Yours faithfully,

Richard Graham

9 Brampton Grove,
Wembley, Middlesex.

PLATFORM RENUMBERING
C.E.Kennett

Since the diversion of the Widened Lines between Aldersgate and Moorgate, there has been a minor revision of the platform numbers at Moorgate.

LMR trains continue to use No. 5, although previously the "double-sided" track was referred to by the number of the platform, No. 6, on its south side. The new platform face used by ER trains is No. 6, whereas the old one was No. 7. The platform face on the south side of the old track, "No.8", had been inaccessible for some years, since the track had been extended at the buffer stop end.

Thus numbers 7 and 8 at Moorgate are not now allocated.

A similar situation exists at King's Cross St Pancras, where the unused bay track was for many years served by platform faces 2 and 3. After the unpopular reconstruction of the circulating area, the Metropolitan/Circle Line platforms became 1 and 2 instead of 1 and 4. Numbers 3 and 4 became, and still remain, blank.

London Transport Records

John M. Parry

A) Stock

- i Multiple Electric : 1st. on tube lines - 1903 Central (ex loco-hauled)
1st on surface lines- 1903 District (Class A)
- ii Doors: 1st. with sliding- 1903 District Class A
1st. automatic - 1920 Piccadilly Cammell Laird stock
1st. electric- 1962 Piccadilly (modified 59 stock)
last hand-operated- 1931 District "L" (modified-now Q31)
last hand-operated in service- C/D/E Olympia shuttle (1957)
last stock with compartments - Met. "T" built 1933
withdrawn 1962
- iii Indicators: 1st enclosed box-type: 1913 "E" stock
last with enclosed box: 1938 tube stock
last with external slots: 1932 "T" stock
first with roller blinds: Met. 1906 B.T.H. Stock
- iv formations: with most driving cabs: 4 in 6-car CO/CP set
Hammersmith & City Line.
with least driving cabs: 2 in 6-car "R" stock
on District
shortest(ever) 1-car "G" on Sth. Acton shuttle
till 1959
(now) 3-car 1935 tube stock on Ongar
shuttle
longest(ever) 10-car "B" on East Ham to Hounslow
Barracks service, District line, 1910
(now) 8-car A.Q.R. and 1962 tube stock on
Metropolitan, District and Central lines
respectively.
most varied(for class) 8-car rake on District line
of Q23, Q31, Q35 and Q38 stock cars
(for numbers) 7-car Bakerloo set of
10-705-31+10-012-12-11
(for compartments) Met. shuttle coaches
(46 & 69): 1st. Smoking + 1st Non-Smoking
+ 3rd Smoking + 3rd Non-Smoking + Luggage
+ 2 cabs in each

v class: 1st. without any distinction: 1890 Northern (C&SL) services

last with distinction : District services 30/11/1940

vi numbering: lowest(now)-1, John Lyon Met. Engine at Neasden

in passenger service-1000(ex-40000) 1956 Piccy

highest(ever) - 92466 1938 tube NDM for 9-car sets, since renumbered 30021

(now)- 70570 1927 '58' trailer on Bakerloo

vii present fleet:

oldest coach tube-1919 IC 1075(modified 1948)

surface-1910 SC 639(modified 1957)

in passenger service:

tube-1927 Bakerloo clerestory trailers

surface-1923 District Q23 motor cars

oldest loco:

steam - 1929 L91(ex-W.R.5757) built by Nth.

British, electric-1906 L8 built by

District railway

oldest wagon- J682, jib carrier converted 1886

from ballast wagon built 1882

viii speed

average: 20.2 m.p.h.

highest possible : 75 m.p.h. in theory, by A stock

highest practical - tube: c.60 m.p.h. by 62 stock on

suitable downhill run (e.g. S.B. from Epping on Central)

surface: C.60 m.p.h. by A stock on Met.

highest average - 45 m.p.h. A stock Finchley Rd. to Wembley Pk.

* * * *

B) Services

i Routes: oldest - Metropolitan, Bishop's. Rd. to Farringdon St. (1863)

newest - most recent construction, Woodford-Epping 1949

most recent operation, Epping-Ongar (ex-B.R.) 1957

longest line - Metropolitan, 6 branches, 60 miles

journey without a change - 34.92 miles,

W.Ruislip-Epping on Central line

with a change - 46.3 miles Chesham-Epping via Liverpool St.(Met+Central)

At any time without changing - 46 miles

Ealing-Southend (District 1910)

Shortest line - Circle, 0 branches, 13 miles

journey - .16 miles on Piccadilly (Leicester Sq. - Covent Gdn.) and on Northern (Strand - Charing Cross)

ii Sunday closures: most on Circle (3-Aldersgate, Temple, Cannon St.) least on Bakerloo with 0

iii Termini : most on Metropolitan with 21
none on Circle (theoretically)

iv Permanent Way: Sharpest curve - Caxton Curve, 3 chains,
on westbound line between Shepherds Bush
and White City (Central)

Steepest gradient - 1 in 30 on artificial
humps in and out of Central London
tube stations

last operational semaphor signal -
21/11/53 at Hanger Lane junction of
District and Piccadilly lines

first automatic equipment - 1963 between
Stamford Brook & Ravenscourt Park
for "R" stocktests.

v Passenger services : earliest - (excluding B.R. trains over
LT lines) 4.21 from Hounslow West
latest - 1.18 arr. Edgware from Kennington
most frequent - 32 trains an hour at
peak hours between Gloucester Road, and
Mansion House

least frequent - 5 trains every 3 hours on
Sundays between Epping and Ongar

busiest day - V.E.day 8/5/45 when 2,073,134
passengers carried.

1st automatic first electric - 18/12/1890 from Stockwell

1964 Woodford to last steam (excluding B.R. services and
Hainault Enthusiasts' specials, since not open
to public)- 9/9/61 from Aylesbury

vi Accidents : 1st fatal : 1/11/1860 Driver of contractor's loco
killed by boiler explosion at
Kings Cross

1st fatal to passenger through passenger's negligence:
Sept. 1864 girl fell under train at
Portland Road (now Great Portland Street)

1st fatal to passenger through company's negligence:
19/12/1866 three killed when girder
being erected at Smithfield Market
fell on train near Aldersgate

Worst: March 1943 when 173 people killed in crush to reach safety of Bethnal Green tube in air raid.
 Collisions : 1st fatal : 26/10/1907 three killed in rear-end collision of Met. trains at West Hampstead
 Worst fatal : 8/4/53 twelve killed in end-on crash at Stratford

* * * * *

C) Stations

i names : oldest (i.e. still in original form)- Edgware Road and Baker Street 1863
 newest -- Fulham Broadway 1952 (ex-Walham Green)
 longest - in 1 word Rickmansworth (13 letters)
 in more Carpenders Park for St.Meryl Estate and South Oxhey (43 letters)
 shortest - Oval and Bank (4 letters)
 commonest place - Ruislip (in 5 names)
 description - Park (in 23 names)
 direction - West (in 9 names)

ii platforms: oldest? (Does anything original survive on 1863 met?)

newest - 1962 at Moor Park
 longest - 490 ft. Highgate
 shortest - ? (Blake Hall?)
 most (owned by LT) 10 at Moorgate
 (operated by LT) 9 at Baker Street
 least - 1 at Ongar and Blake Hall
 deepest - 192 ft. below ground at Hampstead
 highest - 323 ft. above sea level at High Barnet
 closest together - Strand & Charing Cross)
 Leicester Square & Covent Garden) .16m
 farthest apart: tube-Mile End & Stratford 1.78m
 surface - Chalfont & Chesham 3.88 miles
 busiest: Charing Cross used by 909,000 people a week
 warmest: on the Southern section of Northern line (73°F)
 coldest: probably Chorley Wood since LT use the Met. track near here for deicing experiments.

iii tunnels : first: built 1825-1843 by Brunel, Wapping to Rotherhithe and operated from 1869
 largest: Northern City line (1904), 16 foot diameter.
 longest: 17 miles 528 yds. from East Finchley to Morden

most underground line : Northern with 39 stations in tunnel

tunnels

deepest: 221 ft. below ground under Holly Bush Hill, Hampstead

Shallowest: 26ft. at Redbridge

deepest cut and cover: 60 feet at Wapping

Shallowest cut and cover: 16 feet beneath Dartmouth Street between St. James Park and Westminster.

iv lifts oldest: first installed 1890 on City and South London railway (now) 1906 at Gloucester Road though 1900 examples at Holland Park and Lancaster Gate (since rebuilt and not in original condition)

fastest: at Hampstead, 800ft. per minute

deepest: at Hampstead, 181 feet deep

slowest: Standard Otis lifts in general use, 180ft. per min.

shallowest: at Chalf Farm, $30\frac{1}{2}$ feet deep

fewest at one station: Holloway Road is unique in only having one

most at one station : 5 at Bank and Hampstead

v escalators: first: 1911 at Earls Court

first with aluminium panels: Notting Hill Gate 1959

first with " " and fine cleat steps: 1963

slowest: 50 ft. p.m. when no traffic- speed (Oval

doubles when passenger steps on and breaks

electronic beam- examples at Moorgate and Shepherds Bush

fastest-in theory 180 f.p.m. which is too fast for effective loading.

fastest-in practice 145 f.p.m. at rush hours in all central London interchange stations

longest - Leicester Square with 80.75 ft. vertical rise

shortest - Chancery Lane with 15ft. vertical rise.

most at one station - eleven at Piccadilly Circus

fewest - Alperton with one (only station with Greenford where esc. goes above ground level)

vi car parks: smallest - Chesham with room for 7 cars

largest - Stanmore with room for 500 cars

first automatic: Finchley Road opened 1964 with room for 60 cars.

- vii disused: first- Tower of London, closed 13/10/84
 last- South Acton, closed 28/2/59
 last with buildings still standing - Wood Lane, 1947
- viii signal boxes:
 1st. route control box: West Kensington 1932
 1st. programme machine: Camden Town 1955
 1st. with push button control: Ealing Broadway 1952
 1st. with automatic shunting control: Parsons Green
 1960

Note:

The compiler of the list of LT records, appearing on the preceding pages, does not pretend that it is perfect. The sections dealing with technical matters are known to be deficient if not non-existent, and many details could be added concerning signals, ticket machines, train motors, generating stations and track formations (someone must know where there are the greatest number of sidings and points together).

It is also admitted that the information given may not be beyond criticism, although it has been checked by authoritative people. The author is prepared to argue with anyone, or add their suggestions if publication arouses as much interest as is hoped for.

Correspondence should be addressed direct to the author at 15 Parkthorne Close, North Harrow, Middlesex, who will sift the information given, and, if there is enough fresh material received, a further article will be published.

AN APOLOGY

To those of our members who travelled to Wimbledon on the 19th November, at the invitation of the Wimbledon Model Railway Club, to hear Alan Cruikshank talk on "The Metropolitan Railway", we apologise, on behalf of the Wimbledon society.

Unfortunately, the letter of invitation gave the date as it was published last month, but it should have been November 9th, not the 19th. This was not discovered until the 9th, but even so, one or two members managed to make hurried changes in their plans and go to Wimbledon - but it was impossible to notify everyone in the time available.

Profound regrets from all concerned to anyone who made a fruitless journey.

END OF STANDARD STOCK
N. E. W. Fuller

An important, but almost unnoticed event took place on the Northern City Line on November 3rd, when the last train of pre-1935 or "Standard" stock to run in passenger service on L.T. Railways, was stabled after the morning peak, and marshalled between two match wagons in the depot. First introduced on to the line in 1939 to replace the original stock, it has now in its turn been replaced by 1938 stock off the parent Northern Line. In the mid-fifties, the total stock of the line was 28 driving motors, 22 control trailers and 18 trailer cars, of 1923-27 vintage. In Oct 1964, these were replaced by redundant cars off the Piccadilly line, 16 of each driving motors and trailers of 1931-34 manufacture, the pattern of operation being changed from (South end) DM-CT + CT-T-T-DM (North end), to DM-T-T-DM. The six-car formation was used in peak hours, divided in off-peak to provide a service of two-car trains only. On Sundays three two-car trains were used, in 1964 three four-car, and from the 23rd October this year reduced to two four-car trains. Total service requirements for Monday to Friday traffic was eight six-car trains, but on the closing of Finsbury Park terminus, was reduced to six four-car trains. In October this year, although the service was improved from 5½ to 5 minute intervals, by revising the timetable, only five trains were required, the number of cars however was reduced from the end of October because three of the four-car pre-1935 units were replaced by three-car 1938 stock trains.

The two types of stock were exchanged via Highbury Vale (E.R.) and Highgate Wood Sidings on the Northern Line between 20.00 and 22.10 hours on the dates shown:

Date	To Highgate	From Highgate
31/8/66	3084-7114-7080-3705	
25/10	3696 7071 7158 3251	10231-012314-11231
26/10	3082 7105 7090 3185	10154-012233-12063-11154
27/10	3346 7177 7184 3693	10183-012269-11183
28/10	3328 7078 7171 3183	10194-012280-12410-11194
1/11/66	3312 7163 7146 3223	10245-012319-11245
2/11	3310 7142 7186 3209	10218-012304-12442-11218
3/11	3272 7152 7164 3201	

SOCIETY NOTICES

OFFICERS

The Committee have pleasure in announcing the following appointments:-

Assistant Cartographer John M. Crowhurst, of 3 Bush Grove, Stanmore, Middlesex; John is taking over the post held by John Echlin until his recent removal to Hong Kong, and will welcome any assistance in connection with the mapping of the system, as will David Higgins, who is still Cartographer.

Assistant Librarian E. Shaw, of 22 Drayton Green, West Ealing, London, W.13; Eddie has been assisting Norman Fuller to get the Library ready for opening to members - see notice below.

Auditor As announced at the Annual General Meeting in March, our Auditors, Herbert Wilson & Co, who had been in office since the very early days of the Society, had been forced to resign due to pressure of work. We are now pleased to announce that Mr J.A. Wainwright, A.C.A., of Richard Coates & Co., Chartered Accountants, 2 Swallow Place, London, W.1 has accepted office.

Wanted Our Sales Manager is seeking help; he needs an Assistant who can take charge of sales at Exhibitions in conjunction with the Exhibition Manager. Anyone who thinks they might be able to help is asked to write to Roger B. Manley, 35 Montholme Road, Battersea, London, S.W.11.

LIBRARY The Society Library has been in existence for about four years, and has recently found a new home at 62 Devonshire Road, Ealing, London, W.5. In the January 1963 Library List there were 304 items enumerated, whilst the present list contains around 2,500 items ranging from singlesheet duplicated notices to bound volumes of four hundred pages, and dating from a map of c.1840 to current publications.

Library evenings are being commenced once a month, from this month, on a Thursday - the first one being on 8th December, commencing at 19.00. We would like to see as many members as possible on these Thursday evenings, and would also be pleased to receive additions to the shelves at any time, so that library items may increase another 500% by 1971 - to 12,500 items. Inquiries about the Library and/or its contents should be sent to the Assistant Librarian, E. Shaw, 22 Drayton Green, London, W.13

enclosing a stamped addressed envelope. Meanwhile, the Librarian, Norman Fuller, wishes to thank, on behalf of the Society, his father for providing the shelving, Eddie Shaw for cataloguing the items (and also the Secretary and his wife for housing and giving access to the Library!!!).

THE TIMETABLE

10.00 Saturday 3rd December Visit to Greenwich Power station, LT. Those who have booked meet at the power station entrance at above time.

11.00-20.00 Saturday 3rd December Stand at the Transport and Travel Exhibition of The Norbury and South London Transport Club. The exhibition is in the Streatham Congregational Church Halls (next door to Streatham Ice Rink); there will be working layouts and a Film Show, with refreshments available all day. Admission is 1/6d.

19.00 Thursday 8th December Library Evening at 62 Devonshire Road, Ealing, London, W.5. The first of these evenings, so come along and see what is in the Library - there is bound to be something to interest you.

↳ 19.00 for 19.15 Friday 9th December Slide Show at the Town Hall, Hammersmith. If you have any slides - even if it is only one - that you think will interest members, do bring it along, for it is the members themselves who make or mar these evenings, and none have been marred yet!

19.00 for 19.15 Friday 13th January 1967 Illustrated Talk by E. Treby entitled "Some Impressions of the Metro"; this talk will be largely based on comparisons between the London Underground and the Metro, and should prove to be of very great interest, both to those interested in current operations and the historically minded - for Mr Treby is a well-known writer on railway matters and is a prominent member of the Railway and Canal Historical Society.

Thursday 9th February (provisional) Evening visit to the Aldwych Branch of the Piccadilly Line. Names to the Secretary, Norman E.W. Fuller, 62 Devonshire Road, Ealing, London, W.5.

REMINDER The last date for receiving entries for the Photographic Competition is 7th January 1967. Full details and Rules are in the October issue, p. 159.

Lithoed by The Celtic Bureau, 93/94 Chancery Lane, London, W.C.2, and Published by The London Underground Railway Society, 62, Billet Lane, Hornchurch, Essex.