

THE JOURNAL OF  
THE LONDON UNDERGROUND RAILWAY SOCIETY

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## A CHALLENGE FROM WITHIN

A few pages on will be found a note from our General Sales Manager, Roger Manley. While it is partly a report on the progress of the Society's Sales Department, it goes much further than that.

Not everyone will agree with Roger's views, but he is to be congratulated in focussing the attention of all our members on one important aspect of our affairs - finance.

The Society has been extremely fortunate in many ways ever since its inauguration in 1961; there has never been any shortage of people willing to be Officers, and to devote a great deal of valuable leisure time to making a success of our efforts; when a really serious financial crisis arose some time ago, an appeal for donations produced far more than could ever have been expected, and the danger was averted.

But running the Society on its present budget is a constant headache for the Committee and Officers. Which leads us to Roger's principal theme - how to get the Society on a firm financial footing, on a long-term basis instead of a hand-to-mouth one.

Neither past or present members can be taken as anything but loyal, but there is one thought which should be passed on, to be borne in mind while considering the situation; there are some comparable societies in existence today which, with a membership very similar to our own, manage to achieve a very much greater income - and do it without higher subscriptions too. How is it done? How can we do the same? This is Roger's question, to which he adds some ideas. Now can we have other members' suggestions.

## SOME NORTHERN CITY PECULIARITIES

K.G.Harris

The Great Northern & City Railway opened on February 14 1904, from Finsbury Park to Moorgate Street, and had many claims to distinction as a "Tube" railway - and still has a few of these today.

The best known of its peculiarities is its large 16-foot diameter tunnels. But few people know of the existence of an original tunnelling shield, at the end of the southbound tunnel at Moorgate. It was never removed when the work was finished more than sixty years ago, and now lies embedded in concrete which seals up the tunnel face. It stands clear of the last completed cast iron ring, with the original wooden wedges still in position. The tunnel construction was unique in that the upper part of the tunnel was built with iron segments, while the lower was built with bricks. Yet another difference lay in the track; the current was fed to the motors from a positive and negative rail, both of which were on the outside of the running rails. This arrangement remained until 1939, when pre-1938 Tube stock was introduced to replace the original 'Main Line' stock and extensive modernisation was carried out.

The 'train trip' devices in use before modernisation were unusual in that they were on the tunnel roof instead of on the track. These consisted of a length of rail on the roof which came into contact with a copper brush on the roof of each train, and when the signal attached to it was at danger the length of rail became live; if any train passed it, the circuit was completed, bringing the train to a standstill.

The original rolling stock had its peculiarities too. For example, chocolate slot machines and clocks were installed at one time!

So much for the peculiarities of this isolated section of London's Underground, but what of its future? Some rumours suggest that the service between Drayton Park and Finsbury Park will be restored above ground. Others indicate that British Rail will take over the line and use it for its original object - to provide a route for trains off the Great Northern line into the City to supplement that provided by the Widened Lines. Yet other rumours make one believe that it will remain as it is now. The latter seems most probable, for the moment anyway - for a new direction sign over the northbound track at Bank (Platform 4) shows the N.C. ending at Drayton Park.

BULLS-EYES ON THE MET  
H.L.Clarke

1. 1933 - 1945

The conventional bar-and-circle LT station nameboard is one of the features of the Underground which is taken for granted. In fact, from station to station there are interesting variations in the type of sign employed. Often the very process of standardisation has in itself perpetuated differences in station signs, and this is well shown in the stations on the Metropolitan Line. As an example of the various ways in which standard LT signs have been applied to stations on the Met, this article will attempt to describe the changes in signs from Finchley Road to Uxbridge inclusive since the London Passenger Transport Board took over on the 1st July 1933.

Prior to 1933, the Metropolitan Railway had for some years been using signs consisting of a red diamond crossed by a blue bar bearing the station name in white, the whole on a white enamel sheet background. The LPTB perpetuated the types of sign currently in use by the Underground Group, bearing the familiar bar and circle. In 1933, there were two types of sign in use. The older of these was, like the Met signs, mounted on a rectangular white enamelled sheet, the design dating from about 1916. The enamel sheet was in two parts, the blue bar bearing the station name in white Johnston letters being at the top edge of the lower sheet, and surrounded by a red wooden moulding (repainted blue in recent years). The red circle was bordered inside and out with a thin black line, with an additional white line and black line on the outside. In the open, the top of the sign often had a curved centre section above the roundel. At an early date, signs of this type were installed at two Met stations - NORTHWICK PARK & KENTON and HILLINGDON (SWAKELEYS).

The other type of standard LT sign had been introduced in 1932 for the Piccadilly Line extensions, and was mounted in a bronze frame screwed directly into brickwork, tiling or concrete. (In LPTB days there appeared to be a convention that bronze-framed signs should only be used when attached to these materials, although there were exceptions, e.g. at Sudbury Hill). The bronze frame enclosed the blue bar with semicircular bronze rings above and below enclosing the red roundel. This was again bordered inside and out with a thin black line, a white line on the outside separating it from the bronze frame. These signs were used mainly on new and rebuilt stations.

As part of the 1935/40 New Works Programme it had been intended to rebuilt or replace most of the existing Met stations to Uxbridge, and presumably this would have involved replacement of the existing Met signs with LT signs. The following stations which were rebuilt by 1939 had been fitted exclusively with bronze-framed signs:

WEST HAMPSTEAD  
KILBURN (renamed from Kilburn & Brondesbury)  
DOLLIS HILL " " Dollis Hill &  
Gladstone Park)  
HARROW ON THE HILL  
RAYNERS LANE  
EASTCOTE

At FINCHLEY ROAD, also rebuilt, bronze framed signs were in the majority, but on the covered parts of the platforms there were a number of the rectangular type of sign, of improved design with a red metal framing to the blue bar in place of the older type of wooden moulding. At RUISLIP MANOR, only the western end of the platforms were rebuilt and fitted with bronze-framed signs (presumably Met signs remained elsewhere) while at RUISLIP, where the 1904 Met station was renovated with standard LT lamps and concrete platform fencing, bronze-framed signs were used throughout.

At UXBRIDGE, a new station was opened on 4-12-1938 with bronze-framed signs of unusual design, with an additional bronze ring inside the red roundel, separated from the inner black line by a white line as on the outside. Inside the inner bronze ring, the bare concrete of the station wall was visible.

At the remaining unrebuilt stations the existing signs stayed in use. At WEMBLEY PARK, although a new no. 6 terminal platform was built, for some years no signs were provided for it. During the war years some of these stations were fitted with additional temporary signs. Possibly it was found that the Met signs, more widely spaced than was LT practice, were difficult to identify in the blackout. Wooden LT signs, of the rectangular type, were provided at:

WILLESDEN GREEN (named as such)  
NEASDEN  
WEMBLEY PARK

(also at stations on the Stanmore branch)

These signs were in appearance identical with the rectangular type signs at Finchley Road.

At one or two stations (including PRESTON ROAD) paper LT<sup>69</sup> signs on a black background were attached to station buildings at the same time.

## 2. Since 1945

After the war, the first Met station to undergo extensive alteration was WEMBLEY PARK in 1948 (for the Olympic Games). A new footbridge was built, and a new brick wall most of the length of platform 1. On the new brickwork of these structures, standard bronze-framed signs were fitted. Platform 6 was provided with small square LT signs with simplified lining, similar to signs used at this time on the Ealing and Shepherds Bush line. The wartime wooden signs were repainted, while the surviving Met signs had the red diamond painted out and replaced by an unlined red ring - the only time, I believe, that an LT-pattern sign has appeared other than with Johnston lettering. Possibly LTE thought that visitors to the Olympics were faced with enough different types of signs without having Met diamonds as well!

From 1950, replacement of the remaining Met signs was undertaken. The usual replacement was by bronze-framed signs attached where possible to vertical surfaces, or mounted in an angle-iron stand, as used to completely re-equip:

WILLESDEN GREEN  
PRESTON ROAD  
NORTHWICK PARK (replacing LPTB signs)  
WEST HARROW

These signs were also used to replace all the various types of sign other than bronze-framed at:

WEMBLEY PARK  
RUISLIP MANOR

Since about 1954, the only need for new signs has been to replace standard signs which have deteriorated due to weathering and rust. (On open platforms a sign lasts about 30-35 years). Since 1960, LT have introduced simplified signs with no mouldings and no black lining to the roundels. For new work in the open, square signs with a white background are used, as at ICKENHAM. (I should be grateful for information as to the earlier history of LT signs at this station).

For replacement purposes, only those signs at a station which

have deteriorated are usually replaced, the new signs being of the same general design. New rectangular signs have recently appeared on the open part of the platform at HILLINGDON (named as such). At other stations considered in this article there are now no signs older than 1938, so that although the new design of bronze-framed signs may be seen at some Piccadilly Line stations, it has not yet appeared in our area. It will be interesting to see in a few years time how the LTB renew the non-standard signs at Uxbridge.

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LETTER TO THE EDITOR

6 March 1967

Sir,

Brent North Junction S.B.

Ref. NF 604 and p.41 Issue No: 63.

The line from Harrow South Junction to Canfield Place was constructed by the Metropolitan Railway for Great Central trains. The Metropolitan erected five signals boxes: Preston Road, Brent North, Brent South, Willesden, and Canfield Place. Except the first named these boxes signalled only the lines used by the Great Central.

Preston Road was only a temporary structure pending completion of the widening north of that place; Brent South was replaced by a Great Central Box at the junction some little time before the opening of the High Wycombe line. Willesden Box was removed when automatic signalling was installed. Canfield Place was closed at the same time, but retained for emergency working.

The physical junction at Brent North was removed in November 1965.

H.V.Borley

167 Cornwall Road,  
Ruislip.

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REVIEWS

EXHIBITION

The Model Railway Club's 42nd Exhibition; New Horticultural Hall, Westminster; 25 & 27-31-3-1967.

This show was looked forward to with much more than usual

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interest this year. With a new venue, new days of opening, and an entirely new plan promised, there was much to look forward to, and curiosity had to be satisfied. It must be said that joyful anticipation was not fulfilled - the results of the changes were disappointing. Much of the atmosphere created over the years at Central Hall was lost, largely due to the more orderly shape of the hall - it was very difficult to find a convenient corner in which to have a natter with old friends, although it must be admitted that refreshment facilities were much superior this year.

This show is advertised as "the Easter week club room", but it did not fulfil its role as adequately as usual this year. Let us hope that in future it will be more like old times. Having the last night on a Friday (instead of the usual Saturday) did not suit those people who go away for Easter and cannot come on the Saturday of Easter weekend. Perhaps this could also be altered for future years.

There were many fine models on show, but little of direct interest to the Underground enthusiast. Stock and locomotives of lines having 'fringe' Underground connections - Great Central, London, Brighton and South Coast, etc., were well represented, but apart from some partly-built Metropolitan material shown by Alan Cruikshank and some Metropolitan waggons on the stand of the Historical Model Railway Society, LT was hardly represented.

#### BOOK

Time Tables of the Great Western Railway; 1902 January, February, March and April; Reprint by Ian Allan Limited; London, 1967; £1-1-0.

Although much of this is not of direct interest to lovers of the Underground, it is still a must for any self-respecting Underground library. All the services one might hope for are duly recorded; through GW trains on to the Metropolitan; Outer and Middle Circles; Metropolitan trains to Richmond; West London Extension; and many through services over the East London, Great Central; all these are here, together with the Aylesbury and Buckingham line for good measure. There are hours of study to be done on the information recorded, and the reprint is excellently done as a facsimile with coloured cover. A wry note on a wrap-round band states 'Owing to the inflationary spiral since this book was first published we regret we cannot avoid an increased price'; the original cost (obviously subsidised) was 1d! Even at a guinea, it is well worth while - go and buy it.

## WAS THIS THE FIRST-EVER TUBE SCHEME?

P.R.Davis

In the search for Underground prehistory, all kinds of railway oddities come to light. Most of these do not have any connection with London, and of those which do have some sort of link with the capital, many could not be considered as relating to the underground system as it has developed. This cannot be said of the scheme now noted.

From the records seen so far, it is difficult to tell whether a network to serve the city would (or even could) have been developed from the original proposals; it is not even certain whether it would have been constructed under the ground - but it would definitely have been built in tube, for the tube was essential to the successful operation of the contrivance.

Similar in principle to the atmospheric railways which were subsequently developed, and even built in various parts of the country, in practical application there was one very important distinction in that the whole vehicle or train was to be contained in a tube or tunnel and so act as its own piston.

The inventor was a young engineer named Vallance, who published his proposals during the summer of 1824 under the somewhat curious title of 'conveyance in vacuo'. His stated intention was to lay enormous pipes from London to various other cities and towns throughout the country, with machinery at each end to exhaust the air, and so create a vacuum in the pipe. When the 'Conveyance' was ready to depart, the end of the pipe in rear was to be opened, and the rush of air entering to fill the vacuum would propel it rapidly to the destination at the far end. It was stated that the speed of air filling a vacuum was little short of a thousand miles an hour, and it was cheerfully anticipated that the 'conveyance' would travel at several hundred mph.

It was planned to raise capital to exploit the idea, and a company, to be named the 'Blowing Conveyance Company' was to be established to construct the tube lines. When it was first published, the scheme received considerable publicity in the press; in its issue of the 16th August 1824 the "Observer" waxed eloquent upon the merits of such a system, even suggesting that there would be no difficulty



in laying a pipe across the English Channel - a Channel Tunnel had already been proposed by others as early as 1802, but they had not intended to have things blown through it.

Suggestions in the aforementioned article were made also that a clerk could live in the suburbs, rise in the morning, dash up to Scotland for breakfast, and still be back in London before his office opened; likewise that a business man could dine in London, go to Paris for his after-meal wine, and still be back in time to write his letters and catch the post. No mention is made of the cost of all this rushing about, nor is anything said about the possible effects on the travellers' digestion - but our jet-propelled age knows a little about both problems.

Some small systems were, of course, developed for the conveyance of parcels and other small goods in pneumatic tubes and tunnels, and some of these were in London, but nothing came of Vallance's plans as originally outlined. It is interesting to speculate upon the underground system London might have now if he had been able to get some of his lines built. If the first one had proved successful, there is no doubt that many others would have been built, and if they were practicable for shorter distances (which it must be admitted they probably would not have been) the London Underground might well have started twenty or thirty years earlier than it did, and have developed quite differently. It is probable, though, that by now electric traction would have replaced Vallance's extraction plants, which surely would have made the underground stations even draughtier places than they are now! And would his passengers have had to be supplied with oxygen masks with their tickets to wear while waiting on the platform? That would have had interesting possibilities, particularly in stifling complaints to operating staff about delays in and interruptions to the service!

Apart from Hugh Douglas' book "The Underground Story", there is little in print about the antecedents of the London Underground; one day such matters will have to be collected into one volume, and when this is done Vallance will have his own little niche as one of the inventive pioneers who deserved better luck.

## SOCIETY SALES 1967

R.B.Manley

A lot has happened since I last wrote on the subject of Society sales. Charlie Brunt has succeeded me as Assistant Sales Manager and I have taken over the post of General Sales Manager from Tony Milne.

I would like, here and now, to thank Tony for the efforts he made in trying to bolster up the Society Sales Department and it came as a shock to me to find that he had handed in his resignation. I owe a lot to Tony for the guidance he gave me before I took over. Thank you Tony.

I have found myself unable to take on the task of Exhibition sales as often as I would have liked, for personal reasons, so the Committee has appointed Charlie Brunt as my Assistant. Charlie is keen to help this Society and I think he will do a grand job in selling the books etc. we have to offer at the exhibitions the Society attends. He also assists me on the Society Bookstall at meetings and does a grand job at this as well.

As regards exhibitions, I consider the Sales stands at these events to be appalling. Due mainly to lack of sufficient money, I am unable to buy the books and accessories we need to make our stand more attractive to the customer. The Exhibition Manager, Peter Holman, does his best under the circumstances, but he also lacks the financial backing needed to improve the situation. This Society relies on new members and on the profits from sales to exist - it will get neither until someone is prepared to help both in the financial and practical side. Members, your Officers need help to put this Society into a financially sound condition and a credit to itself at exhibitions. It is worth it in the long run to make a profit instead of a loss year in, year out.

You ask - who is going to provide this money? My answer is the Society - not via the Treasurer but via the members. If everyone put a small amount of money into the Society, not as a donation, but as a loan, we could buy the equipment needed to attract members, and at the same time become financially sound - and we shall have an exhibition stand we can be proud of, not ashamed. Members, this is your Society - help it in its hour of need. Last year we made a loss of £13 - this cannot be allowed to continue if we are to survive as a Society.

I invite you to let me know your opinion on this matter - I am quite sure the Committee will welcome any constructive ideas.

I now have a variety of books in stock - ranging from the Light Railway Guide 1967 to the more expensive 'Underground Railways of the World'. Please write to me for any book or badge you may wish to buy. I would ask you to be patient when awaiting a reply, and if you can possibly collect a book at a meeting, please say so when writing thereby saving the Society much-needed money on postage.

I look forward to hearing your ideas on how we all can help the Society pay its way - its future lies in your hands.

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#### ISLE OF WIGHT TUBES

The conversion of tube stock for use on the Southern Region in the Isle of Wight has aroused so much interest over the past few months that anyone could be forgiven for mistaking TLURS for the Isle of Wight Railway Society! Never has stock disposed of been so much written about, reported on, viewed photographed and generally chased up as has this batch of vehicles now making their bow in electric blue with yellow ends.

The electric service between Ryde Pier and Shanklin commenced on the 20th March; this was earlier than had been expected and is a fine tribute to the efficiency of those engaged on the electrification work - the line was closed on the 31st December 1966 for the essential work to be carried out, so that the period during which substitute buses had to be used was less than three months - a very good performance by all concerned.

For accounts received, the new stock is popular with the passengers and should help to boost rail travel considerably is the island - despite the fact that BR were short-sighted enough to close the rest of the lines there (and would have closed the stretch under discussion had the Minister of Transport allowed them to do so).

One small correction to the article on this stock which appeared last month; Appendix 7, p.59; in the details given for set O43, the second vehicle should be shown as S31S, not S13S.

NEWS FLASHES

NF 629 Four men snatched £100 wages from two clerks as they entered Wood Green station on 13-4-1967.

NF 630 Re letter from A.Wood, March issue, p.39; Harrow North Junction Loop has been out of commission at least since 6-3-1967.

NF 631 Re gauging runs; on 8-3-1967 an A class set including 5134 was at Ealing Common Depot with the Lower part of the down side on the body sides of the two western cars covered by a continuous aluminium sheet. This obscured the car numbers - presumably 5135, 6135.

NF 632 Canons Park station was given a general facelift in February 1967.

NF 633 Ref NF 615; the preceding train starting Mansion House was held to run in the path of the delayed train.

NF 634 There is building development commencing in Belmont Road, Uxbridge, which affects the old Metropolitan station there. A new block is being erected at the road end of the station site which cuts off the ends of the platforms and partially obscures the station buildings from the road.

NF 635 More unusual District Line train workings have been reported. On 8-3-1967 Train 44, normally R6 was Q8; on 10-3-1967 Train 41, normally R stock was Q6. During February 1967, Train 104, a Q8 rush hour extra was worked by other stock on the following dates: 13-2-1967 (R6); 16,17,20-2-1967 (CP6); on 2-2-1967 it was also worked by non-Q stock but type is not known.

NF 636 A reader has written to the Evening News suggesting that it is time Euston Square station was renamed to avoid the annoyance caused to strangers to London thinking that it is at Euston station; he suggests the name 'University'. It might be added that Charing Cross should be renamed at the same time for the same reason - why should it not revert to its old name of 'Embankment'? Then Strand could be renamed Charing Cross to coincide with the main line station it serves.

NF 637 History repeats itself - see NF 458, p.110, 1965). A District Line train appeared in Platform 1 at Edgware Road once again on 10-3-1967, causing red faces. As before, it ran forwards and back to Platform 2. Does this happen often?

NF 638 The road underpass at Blackfriars, which has meant cutting into the District Line tunnels and reinforcing the tunnel roof, will be open in July 1967. The part of the line affected is between Blackfriars and Charing Cross stations.

NF 639 A fire which started in rubbish under the platform at

St James's Park station on 14-4-1967 was followed the next day by another fire, this time above the station in the LTB's headquarters building at 55 Broadway, Westminster, Neither did very much damage.

NF 640 The new Isle of Wight BR timetable leaflet carries two pictures of the converted tube stock now in use on the line.

NF 641 A platform kiosk was broken into at Dollis Hill station on 20-3-1967, and police chased two men along the track; current was switched off for a short time, and two men were detained.

NF 642 Harrow-on-the-Hill, Harrow and Wealdstone and Pinner Goods Depots were all closed officially with effect from 3-4-1967; Alternative facilities have been made available at Watford Junction for business requiring cartage, and at Cricklewood for traffic not needing cartage.

NF 643 A new Rover-type ticket has been introduced by LT; from Easter Saturday (25-3-1967) a "Weekender" has been available. Priced at £1 for adults and 10/- for children, it will be available throughout the year, and give two day's unlimited travel on a Saturday and Sunday, or a Bank Holiday Sunday and Monday, on all LT services except Green Line services and short sections of Country Bus routes 405, 405B and 476 in Crawley. The tickets are coloured Oxford blue and can be obtained from all Underground stations, at the Enquiry Offices at 55 Broadway and Piccadilly Circus, at the City Information Office in St. Paul's Churchyard, or by writing to the Fares and Charges Officer at 55 Broadway four days before they are required.

NF 644 A new system, called the Continuous Integrated Transport System, has been proposed for use on the Underground by a group of scientists at the Engineering Department, Institute Batelle, Geneva. This is a version of the continuous travel systems which have been proposed at various times over the past forty years or more.

NF 645 If the LT link to London Airport at Heathrow is built, LT estimate that it will carry 4,600 passengers an hour in each direction, and that the journey time will be 39 minutes.

NF 646 On 20-3-1967, Bakerloo Line 3-car set 10137-70540-11137 was seen in passenger service at East Finchley on the Northern Line. The reason is unknown, can any reader help here?

NF 647 It is rumoured that approaches are being made to the Unions concerned regarding the introduction of one-man train working on the East London line.

NF 648 It is also rumoured that the Western Region of BR is to take over the Aylesbury-Princes Risborough line from LMR; this line was originally worked by the Great Western Railway, broad gauge at first and after conversion to standard gauge it was worked in conjunction with the Aylesbury & Buckingham Railway.

# LONDON TRANSPORT RAILWAY NOTES

H.V.Borley

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## EAST LONDON LINE

### Recent alterations

New Cross Gate, East London Up Junction to Deptford Road Junction: Southern Region took out the junction at the south end on 1 November 1964 thereby closing the curve to through traffic. The London Transport Board did not however disconnect Deptford Road Junction until 20 February 1966. Removal of the track began in November 1966.

Shoreditch: The junction points were clipped out of use on 17 April 1966 and removed soon afterwards. London Transport state that the last train between New Cross Gate and Liverpool Street was an Eastern Region Parcels train on Saturday 16 April 1966.

New Cross & New Cross Gate: The other junctions had not been removed by October 1966.

## Former GREAT EASTERN LINE - now CENTRAL LINE

North Weald: Closed for Goods traffic 6 January 1964.

Leyton-Ongar: All Freight traffic ceased on and from 18 April 1966.

## METROPOLITAN LINE

Willesden Green (goods): Closed 3 January 1966.

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## FARE COLLECTION INNOVATIONS AT HAMMERSMITH

Hammersmith station on the District and Piccadilly Lines is being used for extensive experiments in fare collection, and is the first really busy station to be so used by LT.

In November 1966, a press-button multi-fare ticket-and-change machine was brought into use. This machine has been designed by the Chief Signal Engineer's Department, and will issue tickets for the twenty most-used fares from the station.

The machine is fitted in the wall of the station's new ticket office, and consists of two main panels. The right-hand panel displays twenty push buttons for selected fares between 4d and 3s. 10d, and the left-hand panel contains a comprehensive fares list. To get a ticket, a passenger

puts coins in one or both of two slots - one for silver coins, also threepences, and the other for pennies - and presses the appropriate button for the fare required. The machine then issues the ticket and any change due as well. Should the button be pressed before sufficient money has been inserted, a small window shows in illuminated figures the balance due, and as further coins are inserted the figure reduces until the fare value is reached and the ticket is issued.

Previous to the introduction of this machine, another one for changing notes had been introduced and is working quite satisfactorily. In this, the note is inserted in a small tray which is pushed into the machine which then examines the note, and if it is genuine and undamaged issues the change; change can be given for both £1 and 10/- notes, and is given in florins.

Lastly, three electronic ticket gates were brought into use for ingoing passengers on Sunday 19th March 1967. These gates will be used by passengers holding yellow magnetically encoded on the back. Passengers holding other tickets, and season-ticket holders will still use the manned barriers.

Later in the year, exit barriers will be added, also working electronically, by which time there will be all the equipment needed for a full-scale experiment in automatic fare collection. If everything goes well, the new Victoria Line will be fully equipped with this type of equipment.

#### SOCIETY NOTICES

Book Notes The reprint by Ian Allen of Volume 2 of 'Our Home Railways' (originally published in 1907) is being remaindered by W.H.Smith's bookstalls at some main line station in London (it has been seen at King's Cross and at Liverpool Street). Price is reduced from 35/- to 15/-. Pp. 153-160 are devoted to "The Underground Electric". Also going at half-price (10/6d instead of 21/-) is the third edition of Howson's "London's Underground", at certain other stalls.

Print Note Postcard No. 448 in the well-produced coloured series of the Science Museum (price 6d) is a reproduction of the well-known chromo-lithograph showing Baker Street station in 1863.

Victoria Line Stock It is proposed to arrange a party to visit the Met Cammell works at Washwood Heath, Birmingham, to see Victoria Line stock being built. Details are not yet available, but anyone interested should write to Eddie Shaw

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at 66 Argyle Road, West Ealing, London, W.13, enclosing a stamped addressed envelope.

Isle of Wight Stock Trip The cancellation of the RCTS tour on the 1st April is regretted by all concerned; this Society is now attempting to arrange an alternative; details will be sent in due course, if negotiations are successful, to all our members who booked for the original tour.

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#### THE TIMETABLE

Friday 5th May Library Evening at 62 Devonshire Road, Ealing. Please note that these evenings will be on Fridays in future, not Thursdays. Commencing time remains unaltered at 19.00.

Friday 12th May Illustrated Talk by B. John Prigmore on "Tube Stock through the Ages"; John Prigmore has an excellent collection of tube stock pictures, and this meeting will be largely devoted to illustrations, with much less emphasis on the Talk than usual. This should provide a most enjoyable and informative night. Hammersmith Town Hall, at 19.00.

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#### 1966 PHOTOGRAPHIC COMPETITION RESULTS

M.F.Higson of Roundhouse Books judged the above competition at the Society meeting at Hammersmith on 14th April, and the results arrived at after a most interesting evening were as follows:

##### Black and White:

1. E.J.S.Gadsden, for a photo of the Met Special of 1961.
2. D.Ferris, for an excellent shot of a labourer at Finsbury Park in the Victoria Line workings.
3. G.P.Jasieniecki, for a view of the west entrance to Ealing Common Depot.

##### Colour:

1. R.J.Greenaway, for a shot of District Line stock.
2. C.H.Gooch, for a slide of a steam-hauled ballast train.
3. W.A.Callaghan, for a picture showing an Upminster-bound train at Gloucester Road station.

Note only are we indebted to Mike Higson for his labours as a Judge, but also for prizes; a First Prize for each section of the contest is being supplied by him - a most generous gesture for which we are most grateful.

It may be added that the general standard of entries was high, and there were a greater number of entries than the last time.

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