



Elevation and plan drawings showing general arrangement of one of the new electric motor coaches for the Metropolitan Railway

Courtesy Modern Transport

SOCIETY EVENTS

On 10th June 1967, the two-hundredth event received good support from members; the completion of our second hundred took a little less time than did the first (two years nine months against two years ten months) and as it is unusual to get complaints from members to the effect that there are insufficient Society functions, it is probably true to say that the right frequency of meetings etc has now been found. If anyone disagrees with this conclusion, they should express their views to the Committee, which is always willing to listen to members' opinions.

This report picks up from number 181, which was one of the regular Library Evenings held monthly at the home of our Librarian (and erstwhile Secretary) Norman Fuller at 62 Devonshire Road, Ealing; the particular evening now being recorded was on 12th January 1967. These nights are becoming extremely popular, and, quite apart from the really useful opportunities they give for making use of the Society Library, a number of members find them of great value for an informal chat - something on the lines of the Informal Meetings which used to be held occasionally. On January 13th the monthly meeting at Hammersmith Town Hall took the form of an illustrated Talk by the well-known railway journalist Edward J. Treby who took as his subject "Some Impressions of the Paris Metro"; this was a very informative talk, angled largely towards drawing attention to the differences between the Metro and our own Underground. The new Stop-Press Service was responsible for arranging the next event - a last visit to the old Tower Hill station combined with trips on the last trains to call there in regular passenger service; this was on Saturday 4th February, commencing at 23.15 and continuing into the small hours of Sunday. A few days later, during the evening of Thursday the 9th, LT were our hosts on a visit to the Aldwych Branch of the Piccadilly Line, the highlight of which was being given access to, and permission to photograph, the disused platform at Aldwych which still shows the old name of Strand in its tiled walls. This platform is also the mock-up Oxford Circus platform for Victoria Line planning; the corresponding disused platform at Holborn was not available for inspection, unfortunately, but the evening was most enjoyable despite this.

A week later, on February 16th, we had another Library Evening, and the next night there was another Stop-Press

function, when a party travelled on the last Metropolitan Line train from Aldgate to Uxbridge scheduled to run over the flyover at Harrow prior to its closure; unfortunately, the other roads were clear, and this train did not in fact use the flyover - unfortunate, but not predictable!

The next Hammersmith meeting was on March 10th, when Norman Fuller gave a revised version of his illustrated Talk on "District Line Rolling Stock", an interesting subject very competently handled by Norman - who is, of course, an expert. The March Library Evening was on the 16th, and after the Annual General Meeting in Caxton Hall, Westminster on March 18th there was a short Informal Meeting. On Easter Monday there was an Unusual Workings Trip - on one of the best-known of these workings; the party travelled from Earl's Court to Wimbledon and back to Aldgate by District round the northern half of the Circle. Saturday 8th April was a full-day out for a Party travelling by coach to the Keighley and Worth Valley Railway and the Middleton Railway and remains of the Middleton Light Railway. The main object of this trip was, of course, to see the ex-Metropolitan steam stock coaches now at Haworth in primrose and blue livery. Most of our members were opposed to this livery when it was first made public, but it must be admitted that the coaches did not look too bad; there was much else of interest at Haworth in the Museum of the Society and in the Loco Shed - and the Party were given short footplate trips on the newly-acquired tank loco. It had been hoped that the N2 would be steamed, but this was not possible. It is interesting to note that our visit to this line coincided within a few days with the centenary of the opening of the line on 13th April 1867. Between visiting Haworth and the Middleton line a stop was made for tea at the famous Harry Ramsden's Restaurant at White Cross, Guiseley. An excellent meal was obtained here, "T'Biggest Chip O'ile 'I Yorkshire" according to their own publicity. Middleton was full of interest, and most unexpectedly revealed some chairs of Met and Met & GC origin in its track! Here again the party was made most welcome, and was given a brake-van trip over the line behind the diesel shunter - altogether a most enjoyable day, but with rather a late return to London.

The next Hammersmith meeting was on the 14th April, and took the form of an Exhibition of the Photographs and Colour Slides submitted for the 1966 Society Photographic Competition, combined with the Judging of the entries by the well-known railway publisher M.F.Higson of Roundhouse Books. A very

instructive meeting, the winners being Eric Gadsden in the black-and-white section and R.J.Greenaway for his Colour Slide entry; Mike Higson was good enough to not only judge but also to present a prize for each section, a gesture that was much appreciated. The next day, Saturday 15th, a Party visited Rickmansworth Signal Box and the Chesham Branch - including the Signal Box and remains of the Goods Yard at Chesham; once again an instructive meeting, apparently only held just in time as it is understood that a number of the semaphore signals and other equipment at Chesham have been removed since the visit. One item of interest shown us here was a picture frame containing the first two tickets issued from Marylebone to Manchester when the Great Central was opened, i.e. the first First Class and the first Third Class issues. Once again we are indebted to LT staff for the trouble taken to make our afternoon enjoyable - more especially so on this occasion as although we held the usual permit no prior notification had been received of our arrival - a very rare occurrence.

Thursday 20th April saw another Library Evening, and on Saturday 22nd we held the first part of a comprehensive Tour of Closed Stations and Entrances etc. It had been intended that this should be a one-day affair, but so much interest was taken in the subject, and photographic stops were so long that some last-minute revisions had to be made en route, and the trip split into two. Travel was by bus and on foot, and just for the record, on this first day closed buildings and sites of former stations were visited at our starting point Tower Hill (formerly Mark Lane), and then The Tower of London Tower Subway entrance, King William Street, London Bridge (booking hall due for closure), Aldgate East old station, St Mary's, City Road, Kings Cross Local Lines (almost closed!) Kings Cross (first and second Met stations), Kings Cross (York Road) (a slight diversion this!), York Road, South Kentish Town, Swiss Cottage, St John's Wood, Lords, British Museum, Chancery Lane, Post Office Moorgate (bombed Met Booking Hall) and Liverpool Street (both the Broad Street entrances to the Central Line and the long-closed Met connecting line to the main-line station. A fairly full day, fortunately favoured with weather that was at least reasonable.

From the beginning of May, Library Evenings, at the request of the Librarian, have been altered to Friday nights instead of Thursdays as hitherto. In future the Evenings will be held on the first Friday of each month - May 5 being so held.

On Friday 12th May, our usual venue was changed for the monthly meeting, due to a little difficulty over an epidiascope at Hammersmith. Our speaker was B.J.Prigmore, and his subject "Tube Stock through the Ages", and we are obliged to him, not only for a most informative evening but also for taking the trouble to arrange for us to meet in a room at the Imperial College of Science and Technology (Department of Electrical Engineering), South Kensington; a very pleasant room with just the equipment needed, projectionist in attendance as well - altogether an excellent meeting.

Library Evening on 2nd June was followed the next Friday by a Discussion held at Hammersmith Town Hall on the subject "That the Greater London Council should take over the Activities and Assets of the London Transport Board". It had been intended that this should be a formal Debate, but as the evening was exceptionally fine and so affected attendance, it became an informal discussion instead. Some interesting views were expressed, but no vote was taken - the conclusion should perhaps be summarised by saying that the feeling of the meeting appeared to be against the GLC taking over, but most people felt that something should be done to effect improvements.

The next day, Saturday 10th June, saw the 200th event - the second half of the Tour of Closed Stations and Entrances. This time the weather was excellent, the method used was as before - normal bus services and foot - and after meeting at Piccadilly Circus, visits were made to Dover Street, Down Street, Hyde Park Corner, Knightsbridge, Brompton Road, Earl's Court (site of first District station), Uxbridge Road, Shepherds Bush (Met), Wood Lane (Met), Wood Lane (CLR), Hammersmith (Grove Road), Hammersmith (site of first H & C station), South Ealing, Northfields, Osterley (Spring Grove), Hounslow Town, Uxbridge (Belmont Road) and Ealing Broadway. So, as the first day of the tour started at a station closed in 1967, so it ended at an Entrance and Booking Hall also closed this year.

What is to come? Study The Timetable each month, for there are some interesting events arranged, including some extension of the Society's activities to places further afield - but of course still associated with the London Underground, for that is the reason for the existence of the Society.

IDENTIFICATION: EIGHTS AND TWOS
'Technicus'

You may have notice that the 'running numbers' on London Transport trains, which identify them for timetable purposes, now (for a year or so) use no number larger than a seven. This, which matters little as train numbers are not used for any sort of arithmetic, is to make it much easier for the automatic identification of trains at various points; for, as will be seen, nine bits of information suffice to code a train number. Who would have thought, even five years ago, that a touch of mathematical philosophy would need appreciation by the serious student of LT's activities!

To use no number exceeding seven means counting in scale-of-eight. In conventional scale-of-ten, a number from the right, signifies units, tens, tens-squared (i.e. hundreds), tens-cubed (i.e. thousands), etc. The largest number used is 9.

In scale-of-eight, a number, from the right, signifies units, eights, eights-squared (i.e. sixty-fours), eights-cubed (i.e. 512's), etc. The largest number used is 7: with 0 for zero, eight figures are used. In scale-of-eight, the eighth train would be numbered 10; the sixteenth, 20; the seventeenth, 21; and the seventy-fifth, 113. This far, then, scale-of-eight arithmetic helps us to assess the total number of trains from the highest running number. Since the highest available number in three digits is 777, a total of 511 (scale-of-ten) trains can be covered, and this certainly allows interworking lines (Picc-Met-Dist) to be numbered together (it is not known if this is done) though would probably not cover the whole of LT peak-hour requirements.

Now that scale-of-eight has been explained, scale-of-two must be brought in. It may be used for electrical coding for train identification. Once circuit to recognise 511 different voltages would have to be so accurate as to be expensive. Nine circuits combined, any one circuit only having to recognise a scale-of-two voltage ('on' or 'off!'), will be cheap, fairly simple, and reliable. Scale-of-two arithmetic is also called 'binary' arithmetic, and is the sort of arithmetic that computers like best. (Computers cannot do high-grade work, but they can do low-grade work so many million times a second that after a few minutes they seem to have done some high-grade work!)

In scale-of-two enumeration, the numbers, from the right, are units, twos, twos-squared (fours) --- and, for our purposes, that suffices. Numbers zero to eight (scale-of-ten) are thus, in scale-of-two, 000, 001, 010, 011, 100, 101, 110, 111: notice there are eight regularly increasing combinations of 0's and 1's.

Three groups of three scale-of-two digits will thus suffice to identify one group of three scale-of-eight digits: this would not be so for scale-of-nine (or more).

Take train 324 (the 212th train in scale-of-ten). This is 11010100 in true scale-of-two enumeration, needing one fewer bits than the nine stated earlier, BUT needing laborious translation from true binary to true decimal. The grouped-binary representation of true scale-of-eight only uses one more bit but can easily be translated: 324 (scale-of-eight) is 011010100 in grouped binary representation (not true counting), and the practiced eye could soon read its scale-of-eight form, henceforth called 'octal'.

The advantages of the scheme are thus easy recognition of three-digit octal numbers by staff; and easy translation of it by nine 'on-off' circuits in the 'information' equipment which will be used behind the scheme.

The easy way of reading a train number will be much as used on 'BESI', the bus electronic scanning and identifying scheme. Such a scheme uses a vertical strip of light shone onto the side of a train (we will say) on which are two horizontal rows of 'cat's eye' reflectors, as, for instance, here:

xx x x
xxxxxxxx

The bottom row, as a train passes, will reflect nine reference pulses of light to a lower photoelectric cell, which will give nine pulses of current to an electronic (transistors, etc., nowadays relatively cheap and very reliable) detector circuits. The upper row will reflect the selected pulses to an upper cell. If 'lower' pulses occur solo, selector circuits will remain unaffected: if upper and lower pulses occur together, the appropriate selector circuit will be energised. An 'on-off' pattern of nine selected circuits (in three threes) will thus result, corresponding to the 011010100 sequence for train 324 (octal) as set up in the cat's eye version of the train number. This pattern of circuits can be recognised by the train-control scheme, and set up in the central control room for use as required.

In particular, if each train is identified in the above manner when it passes the key points on a route, signs of poor service will soon reach those in authority. Of course, the identifying pattern need not be of cat's eyes: it could be of magnetised patches - but it must be at the side of a train, hence the carrying of train numbers at the sides of Northern Line trains (at the bottom of the driver's-door window) at the end of 1965 for a few weeks.

Rumour had it that the numbers themselves were to be read by photo-cells, but octal numbers would not be necessary for that - and many more than nine bits would be needed for automatic recognition of eight digits, even if all the same size and style of painting. Under the circumstances, the writer's review is fairly certain not to be too wide of the mark!

LETTERS TO THE EDITOR

3 June 1967

Dear Sir,

I was interested to see on p.92 of your present issue the name of my Grandfather Sir Harry Verney (1801-1894).

He was a tremendous enthusiast for Railways. As a result, when other landowners scorned a Railway, he always welcomed anything to do with Railways. As a result there were on the Claydon Estate five Railway Stations representing three different Companies - Claydon, Verney Junction, Winslow Road, Granborough Road and Calvert. This meant a different Terminus in London and there were through trains every day: Granborough Road to Baker Street (Metropolitan), Verney Junction to Euston (L&NWR) and Calvert to Marylebone (Great Central).

Now as you know there is NO direct line from Claydon to London. The only direct train is between Claydon and Oxford, for the Public visiting Claydon House under the National Trust.

Yours sincerely,

Ballams,
Middle Claydon,
Bletchley, Bucks.

H.Verney

Editor's Note - see The Timetable this month for a projected visit to Claydon House.

Dear Mr Davis,

I have the following items of interest about the Isle of Wight electric train services that might be suitable for inclusion in the Journal.

1. The motor generator of S2S, an A end 1934 MCW Driving Motor Car (ex-LT No 3706) burnt out on the 18th May 1967, being replaced by the spare motor-car S10S (ex-LT No 3696). S2S will be repaired on the island at Ryde Works. This will be the first major repair work carried out on the island to these trains.

2. There have been many incidents of sluggish doors on the Isle of Wight since electric services began. Some of these resulted in trains being taken out of service.

3. A woman fell under a train at Brading station during the first week of service by the electrics. The service was not affected.

Yours truly,

19 Bloomfield Road,
Harpenden, Herts.

K.G.Harris

AN LT FACILITY WITHDRAWN AT BAKER STREET

Richard Graham

Baker Street, as befits the principal station of a company with main-line aspirations, has always seemed to be a microcosm of one of the large London termini. Among the features I am thinking of are: reminders of Company days - the War Memorial; a notice stating that "This Lift must NOT BE USED except by an authorized member of the Company's Staff"; the shops on the station itself (florist, confectioner - sources of presents for the wives of tired businessmen? - fruiterer; the pillarbox (EIIR) and stamp machine: the Baker Street Buffet (Licensed); and the Luncheon and Tea Room just outside the ticket barrier.

However, from 3rd April last a possibly unique feature on LT railways has been closed; access to the News Theatre for railway passengers. Now travellers who want to while away the time between trains in the cinema will have to rebook at Baker Street.

BOOK REVIEW

Atmospheric Railways - A Victorian Venture in Silent Speed; by Charles Hadfield; David and Charles Limited; Newton Abbott, 1967; $8\frac{3}{4}$ x $5\frac{3}{4}$ ", 240pp with 24pp. illustrations and 15 illustrations in text; 42/-.

Charles Hadfield, well known as a canal historian, has now produced a valuable account of the atmospheric railways of this country, Ireland and France. The book is in two sections, the first dealing with the period 1842-60 as a whole, and the second examining in detail the operation of the Kingstown & Dalkey, Croydon, South Devon and St Germain lines.

Of obvious interest to members will be the early work of Clegg and Samuda on the West London Line, the ill-fated Whitehall & Waterloo Railway Company, and the earlier 'tube' line of the Pneumatic Despatch Company. Technicalities apart, the author uses his characteristic style to good effect in dealing with the personalities involved - his description of James Herapath is a particularly engaging example.

Included is an appendix of ten pages dealing with lines built and projected, a bibliography of four pages detailing 59 principal sources and a 12-page index. David & Charles are to be congratulated on the standard achieved. The illustrations, print and paper are of outstanding quality, representing very real value for money.

The reader has now been presented, in six months, with two volumes dealing with the same subject, Howard Clayton's book 'The Atmospheric Railways', being reviewed in the June issue of the Journal. Although neither work can be considered superior, each author examining different material in varying detail, and omitting part of what the other includes, the books being in fact complementary, it is perhaps as well to indicate to the specialised reader that Charles Hadfield's account of the Pneumatic Despatch Company's railway is not only much more extensive, but avoids certain errors which occur in Mr Clayton's treatment of the line. SEJ.

Note

The above book is obtainable from the Society Sales Manager, R.B.Manley, 35 Montholme Road, Battersea, London, S.W.11. Cash with order please, and also mention if you can collect your order at a Society meeting, thus saving postage.

MODELLING MATTERS

NEW ADDITIONS TO THE PECO RANGE OF MODEL RAILWAY PRODUCTS

The Pritchard Patent Product Co. Limited has recently introduced two new items into its range of Streamline flexible trackwork, samples of which have been received for inspection.

OO/HO Peco Streamline Concrete Sleeper Base Track

Although similar in principle to the well known wooden sleepered type Streamline track, the plastic base of this concrete version is an entirely new moulding which faithfully reproduces the colour and detail of the modern prototype track.

Available in yard lengths with either Code 100 Nickel Silver Rail at 6/7d. per yard, or with Code 100 Brass Rail at 5/11d. per yard.

The term OO/HO is a little misleading as the track does not conform to the British Standard for either of these scales; in fact it is made to the American and Continental Standards for HO which specify shorter and closer spaced sleepers than our 3.5mm HO scale. On checking the sample the rails were found to be loose in the base mouldings, but in spite of this a 16.5mm gauge would not fit between the rails without spreading the base. Pressed down on to a flat surface the track gauge measured 16.2mm.

Whilst it is a little surprising that the track should have been made undergauge at all, it should not affect the running on this otherwise excellent new track.

O Gauge Peco Streamline Flexible Trackage System

This really fills a long-felt need and should give a boost to the revival of 7mm scale modelling. The new Peco track is based on the wooden sleepered, chaired, bull-head rail type with scale 8'6" sleepers as used by the post-grouping companies and B.R. The chair and sleeper moulding detail is to a high standard, being modified only slightly in order to allow the running of the Triang Big Big Train wheels on the track. A slightly under-scale height flat-bottomed rail is used which, whilst giving better support to the rail certainly does not detract from the realistic appearance of the track.

Available with Code 124 Nickel Silver Rail in yard lengths at 12/8d per yard, or with Code 124 Treated Steel Rail

in 18 inch lengths at 4/6d per section.

Points are also provided for by a complete range of separate accessories.

Unfortunately, on our sample O Gauge track the plastic sleepers had warped which had the effect of reducing the gauge below the required 32mm, but provided the track is stuck or pinned down this should not occur.

Both these new Peco products are readily available at all Peco Stockists.

NEWS

FLASHES

NF 649 Amersham and Chesham describer bells were removed 19-1-1967; trains are now described by telephone.

NF 650 ESL 104 was involved in an accident at Golders Green in January 1967; it has now been rebuilt at one end.

NF 651 L73 was also badly damaged at Golders Green on 16-3-1967, when it hit buffer stops; it is understood that it has been withdrawn from service, and that L74 has also been withdrawn; they have been replaced, we hear, by 3701 and 3370.

NF 652 The first of the new Victoria Line stock was due at Hainault Depot at the end of May, pending trials on the Woodford-Hainault Loop, but delivery was not received in May - and nor did it arrive during the first week of June.

NF 653 Two cars of the experimental stock have been seen at West Ruislip depot recently. Any reader have more information, please?

NF 654 We understand that all Ballast Motor Cars and Battery Locomotives are now fitted with flashing headlamps as an additional protection for permanent way staff; the lamps are set to flash 80 times per minute.

NF 655 Deptford Road Junction was taken out during the week ending 27th May 1967.

NF 654 With effect from the start of traffic on Sunday 27-5-1967, St James's Park Signal Cabin has been out of commission, and the crossover at that point has been clipped out of use.

NF 655 The LT Lost Property Office at Baker Street has not been open on Saturdays since March 1967.

NF 656 Sir Alec Valentine, former Chairman of the London Transport Board, and a Director of the Channel Tunnel Company has been appointed a Director of Mitchell Construction Holdings Limited.

NF 657 A large rat, from the Victoria Line workings, was the cause of considerable alarm and despondency among the passengers, particularly the ladies, when it boarded a train on the Central Line at Oxford Circus on 30-5-1967. It ran around for several minutes before a passenger killed it and threw the remains out at Holborn. LT later apologised for the episode.

NF 658 Rush hour trains on the North London Line were disorganised during the morning of 25-5-1967 after a derailment at Kensal Green sidings. Passengers for Richmond had to change at Willesden Junction until the line was cleared.

NF 659 Additional parking space for 58 cars was opened at Leyton on 29-5-1967. With the existing park in the station forecourt, total parking capacity is now 66.

NF 660 A new Underground Guide, dated June 1967, is now available, It does not appear to record many changes in services, but has not been closely examined at the time of going to press.

NF 661 Pinner Goods Yard was finally cleared of waggons on Thursday 18-5-1967.

NF 662 Despite its official closure, Harrow-on-the-Hill Goods Yard was used for mail in box vans at least until the middle of May 1967, and may still be so used.

NF 663 Chorleywood Yard had been completely lifted by 21-5-1967.

NF 664 The prototype A60 unit has now been overhauled - bearing the date 5-1967.

NF 665 Following an absolute spate of pop records devoted to the railways, and mainly the Underground - Euston Station, Finchley Central, Waterloo Sunset, etc - the latest is a pop group called The Piccadilly Line. Advance publicity for the group's record 'At the Third Stroke' hinted that an 'orgy' would be organised on a tube train at a time to be learnt from the record itself. This seems to indicate that it will be at 11.50 p.m. on the first rainy day. Both the police and LT are taking considerable interest - so, we imagine, would the public, as the idea was to have teenagers in topless dresses serving champagne! C.B.S.Records, who are issuing the disc, say they know nothing about the posters on the orgy.

NF 666 New uniforms are being introduced by LT for both men and women Underground operating staff shortly.

NF 667 Mrs Maurine Neuberger, US Senator for Oregon has been reported as saying that the London public transport system is the best she has ever encountered; she considers it cheap and easy to use.

NOTICES - SOCIETY AND SUNDRY

Quainton Road Preservation Scheme The London Railway Preservation Society is negotiating with British Rail for the acquisition of Quainton Road station and yard. This is a Metropolitan-built station, north of Aylesbury; the station has been closed for some years, and since the closure of the Great Central Line there have been no trains through there either. It is the intention of the LRPS to turn station and yard, if their negotiations are successful, into a depot and museum with working steam stock of interest to the London area. Anyone interested should communicate with R. Miller, Ducal, Little Chalfont, Bucks.

Midland Centenary An ad hoc body, known as the Midland Railway London Extension Centenary Celebration Association was formed at St Albans on 7-4-1967. The chairman is Mr D.W.Beckett, Station Manager at St Albans, and the Committee comprises an equal number of railway staff and members of the public. The object of the Association is to celebrate, with Exhibitions, Film Shows, Model Railway Layouts, Special Trains and Publications, the centenary of the opening of the Midland London Extension in 1868; the line was opened from Bedford to St Pancras on 1-10-1868, and the commemorative activities will take place at St Albans, Luton and Bedford during the first three weekends of October 1968. The next meeting will be held at 19.30 Friday 7-7-1967 in Faulkner Hall, Victoria Street, St. Albans.

Stanmore Arts Centre A Committee for an Art Centre in Stanmore has been formed, with the object of turning the old Stanmore Village Station into a cultural centre. This Society is represented on the Committee, and has undertaken to supply items of railway interest on loan from its collection if a museum is included in the restored building. Anyone who is interested in joining should contact the Assistant Honorary Secretary (who is also our representative on the Committee) - Peter, G.Scott, Hartest, 9 Morley Crescent East, Stanmore, Middlesex.

Public Visits to LT Once again, LT are arranging 'Behind the Scenes' Visits for the public this year. There are stated to be mainly for the benefit of organised parties, but they are prepared to accept individuals if they have no organisation they can accompany on a visit. These visits started in May and some are, of course, to bus installations, but dates of interest to our members are (if not already fully booked):-

THE TIMETABLE

09.45 for 10.00 Saturday 1st July Study-Ramble from Golders Green to Edgware, led by our Past President (and leader of many other enjoyable rambles) Alan Jackson. Meet outside the main entrance to Golders Green station (by the bus yard); there will be a lunch break during the day, but a packed lunch will be quite suitable.

19.00 Friday 7th July Library Evening at 62 Devonshire Road, Ealing, London, W.5.

Thursday 27th July Visit to the almost-completed Victoria Line depot at Northumberland Park. This will be a day-time visit; names should be sent, accompanied by a stamped addressed envelope, to Assistant Secretary, S.E.Jones, 113 Wandle Road, Morden, Surrey at once.

09.30 for 10.00 Sunday 30th July Family Outing to the Romney, Hythe & Dymchurch Railway. Meet in the Booking Hall of Charing Cross (Southern Region) station, booking day return tickets to Folkestone Central (21/3d Adults). From Folkestone, the party will proceed by bus to Hythe, thence travelling by the RHDR train at 12.25 to Dymchurch, where a conducted tour will be made to view the ex-Metropolitan coaches still in existence there. Following this tour, those participating are invited to spend the afternoon as they wish (as is usual on these Outings), assembling at Folkestone Central station at 18.40 for the 19.00 train to Charing Cross. Names of members wishing to participate, and numbers of their families likely to travel, should be sent immediately to the Secretary - J.P.Wirth, 43 Crestway, Roehampton, London, S.W.15.

10.00 Saturday 12th August Visit to Lillie Bridge (Rolling Stock) Depot, LT. Names to Assistant Secretary, S.E.Jones, 113 Wandle Road, Morden, Surrey at once. Meet on the west-bound platform at West Kensington at time stated; only the unsuccessful applicants will be notified.

Sunday 13th August Joint Tour with London Omnibus Traction Society to the Isle of Wight by ex-LT buses. Full details are not yet available, but names of those interested should be sent to G.P.Jasieniecki, 6 Redcliffe Street, London, S.W.10.

Saturday 26th August A Day in Bucks - comprising a walk over the Kingswood Branch of the Wotton Tramway, followed by a visit to Claydon House, where we shall meet our Honorary Member, Sir Harry Verney. Full details in the August Timetable, but in the meantime, names to A.J.Reed, 16 Nightingale Road, Southcourt, Aylesbury, Bucks. with s.a.e.

Preliminary Notice - 5th October - Visit - Met. Cammell Works.