

THE JOURNAL OF THE LONDON UNDERGROUND RAILWAY SOCIETY

Issue No 72

Volume 6 No 12

December 1967

THE MUSEUMS THREATENED AGAIN

The Government White Paper on Transport, and newspaper reports thereon, make it quite clear once again that the Museum of British Transport at Clapham, together with the museums at Swindon and York, can no longer be considered safe in the hands of the British Railways Board. That they have been threatened has been rumoured for a long time, but the danger has not been made officially clear until now. It seems from what we read that the Board might be prepared to continue the oldest of the three establishments - that at York - but it is not so clear that all the exhibits now in the other museums will follow their forerunners to Yorkshire - and the fate of the locomotives on the preserved list but not yet on show is even more obscure.

It would appear from reports that the London Transport Board have indicated that they would be unwilling to allow the exhibits which belong to them, and are on show at Clapham at present, to leave London, and that they would prefer to take them back and store them until such time as they can be put on show elsewhere. This is a sensible attitude, and shows a sense of responsibility to the public which would seem to be sadly lacking in other quarters.

Among the many suggestions put forward, that which would appear to offer the greatest security to the exhibits so far is that the museums should be transferred, together with their contents, to the Ministry of Education, and if good sense does not prevail in other quarters this must be tried for by all those concerned with the history of railways in this country and in London in particular.

It must be remembered, however, that all is not lost; a White Paper is not an Act of Parliament, and the proposals now being put forward are no more than that - proposals. Even if they passed into law as they stand, they could not be in force for some considerable time, but that does not mean that enthusiasts have time to sit back and do nothing for a year or two. Quite the reverse, in fact; the time lag must be made full use of to organise opposition to any part of the proposals which either means closure of the museums or the removal of their contents any distance from London.

Whether we like it or not, this is an age of change - rapid change too - in all spheres of life, and it is no use resisting change as such; what must be done is to make sure that such changes as do take place are not to the detriment of the community at large. The threat to the museums which now looms on the horizon must be considered in conjunction with the general scene - and the possible closure of the main line station at St Pancras in particular. If St Pancras were to be handed over to some responsible body when the BRB had finished with it, and was administered as a National Transport Museum it could make a great contribution to the cultural life of the nation. There would be sufficient space to make a first class display of the relics, and the main building - formerly an hotel, now offices - could be used to house the small relics, administrative offices, clubrooms for transport enthusiasts, and possibly a general transport-lovers' club as well - to say nothing of the room there would be for a Library, Map and Plan Room, and so on.

To see this come about, should a move from Clapham be forced, will mean a lot of hard work and careful planning, and whoever gets the responsibility of running the suggested centre, it would appear that there is only one organisation at present with sufficient authority and prestige, on the one hand, and sufficiently holds the confidence of the transport enthusiast, on the other, to take the matter up with any hope of success. The Transport Trust is the ideal body to take up the matter, and it is to be hoped that the Trust will be prepared to "take up the cudgels" when, and if, it becomes necessary to do so.

Once again, this does not mean that the average enthusiast can sit back and leave it all to the Trust; it will need all the support it can get if success is to be achieved.

TAKEOVER BID FOR LONDON TRANSPORT?

Latest information to hand at the time of writing seems to indicate that the London Transport Board will probably be taken over by the Greater London Council, though no detailed proposals have yet been made public.

The title line of this article is possibly a little misleading, for by all accounts the deal would appear to be more in the nature of a "shotgun marriage" than a genuine takeover bid. It would seem that it is the Minister of Transport who is forcing the issue, and insisting that London should have something similar to the Passenger Transport Authorities which she plans for the rest of the country. If this is so, it looks as if London is going to get the municipal transport which is being taken away from the rest of the country - purely because of the peculiar nature of the transport problem in the metropolis, and the existence of the LTB. We are almost back to LCC Tramways days!

As the scheme will probably throw any losses on to the rates, it is not viewed with any great favour by the political right wing, which now controls London. If those same losses and increased rates mean more expense for the council house tenant it cannot be assumed that the change will be all that popular with the left either, so it may quite justifiably be suggested that there will be a lot of opposition to the idea.

Transport has always been a favourite political shuttlecock in Britain, and since World War II it has become increasingly so; the day will probably never come when railways will once again be run by railwaymen without interference from above, so the chances of railways ever becoming profitable again are remote - but it would be nice if at the next reshuffle of the railway system all the non-rail personnel at the top were shuffled out, permanently.

What is proposed for London is still, as stated above, rather vague, but if the patterns of the proposed Passenger Transport Authorities is followed completely, it would seem probable that LTB will have to extend its activities to take over the running of at least some of the BRB's suburban lines. In many cases this would be a good idea, as LTB would probably be able to make better use of such lines as the North London (for example) than BR will ever be. But it is rather daunting to think of all London's transport, rail and road, in the hands of one authority.

THE TOURIST IN TOWN
The Inner Circle Railway

Reprinted from "Punch" of 26th September 1885
by courtesy of that Journal

On the Threshold - You are struck by the appearance of the Stations, which are, as a rule, one-third brick to two-thirds Advertisement-boards, arguing that the majority of the Directors are not, to say the least quite as aesthetic as Ruskin. Taste is not considered in the dividend, so "blowholes" appear amongst the trees of the Embankment Gardens, and the lines of many a graceful building are hidden beneath hideous posters telling of the triumphs of rapid locomotion. When the extension was made from Westminster to the Mansion House, the line was facetiously described as the "Daylight Station Route", on the strength of the stations being either glazed or open to the air at the top. Deceived by this announcement, many a careless pleasure-seeker (missing the word "Station") descended into the bowels of the earth, promising himself a ride beside riverian scenery of no common excellence, to find that the homeopathic doses of daylight were lost in miles of sulphurous tunnelling. But although the Directors showed something of the nature of the wily serpent in describing the subterranean route in such a way as to suggest soft summer breezes and gently-waving trees, they exhibited less artfulness in their posters relative to the advantages of their Stations. Whenever a new resting-place was opened for the benefit of the Public, the Directors considered it advisable to point out the special advantages of the site. Thus, passengers booking for Mark Lane were informed that they would have the great privilege of being near enough to the Tower of London to "pay it a visit", and others going to Putney would find themselves, on arriving at their destination, ripe for "Boating on the River".

At the Booking Offices - Every convenience for making mistakes. Before each pigeon-hole is a barrier that seems to say "If you are in the least portly, you will be crushed to death while taking your ticket", and over the opening appears a startling placard, which distracts your attention from everything else, "Beware of Pickpockets". Squeezed and distrustful you approach the window, to find it sometimes closed; but, should it be open, there is usually a Clerk behind it, seemingly doing anything rather than attending to the Public. "Single second, Blackfriars, please", you murmur, in a

conciliatory tone. The Clerk continues adding up a row of figures, or telling a story to a colleague. You repeat your request, even in beseeching accents. Annoyed at being disturbed, the Clerk looks at you superciliously, snaps out "Next Window" and returns to his former employment. Having at length secured your ticket, you descend a flight of badly-lighted stairs, to find a door flung in your face the moment you arrive at the bottom. However, you will have something to look at - the train you were striving to catch leisurely waiting before leaving the station.

The Carriage Accommodation - Miserable. To begin with, the handles to the doors are frequently dirty enough to spoil any kid glove of an alternative colour to black. If you happen to be going to a wedding in lavender or pale straw, you will find the palm of your right hand quaintly decorated, if you attempt to get in or out without assistance. To continue - at certain hours of the day or night the carriages are cruelly overcrowded. In each compartment you will find, besides the regulation number of seated occupants, a crowd of people treading upon one another's toes, who have rushed in, regardless of consequences - it is to be hoped that an accident will not happen on one of these occasions, or assuredly someone or other will be put on his trial for manslaughter. About half-a-minute is the regulation time allowed for stopping at each station, so that if you happen to have taken a ticket for a carriage whose class is situated at the end of the platform opposite to that of your entrance, you will have to scamper along the boards amidst an unruly mob until, breathless from exertion, you reach your destination. The Guard, seeing you coming, when you have completed about a third of your way, raises his arm, and shouts, "All right". This makes you double your exertions, and, pale and exhausted, you are huddled in with the demand, "Now then, Sir, are you going on?" Once seated you would go to sleep were it not that at every station you are kept awake by the reckless banging of the doors. It may be added, to preserve a balance, that much time is consumed by pauses in the tunnels.

The Atmosphere - Very bad, indeed; sometimes (especially in the summer) it is intolerable. At Portland Road Station, for instance, a descent to the platform means, to many people, a violent fit of coughing. The mist of sulphurous vapour often reminds one of a black November fog - and it is twice as disagreeable.

Conclusion - Whenever it is more convenient to go another way, do not insist upon the Inner Circle Railway.

LETTERS TO THE EDITOR

1st November 1967

Dear Sir,

OLD TUBE COACH

On line 7, paragraph 3, "More Society Events", p. 171, November 'Underground', "City and South London" should read "Charing Cross, Euston and Hampstead". I will be grateful if you would confirm that this error arose from mis-reporting, as neither Alan Jackson nor I could make an error of that sort on such a topic.

Yours faithfully,

London.

B. John Prigmore

1st November 1967

Dear Mr. Davis,

I would like to point out an unfortunate mistake that appeared on p. 171 of "Underground" Vol. 6, No.11. You state that it is a City & South London gate stock coach body in use for residential purposes near Edgware, but it is in fact a 1907 CCE&H trailer car.

This brings me on to another point. I think it would be a good idea, if it is not already being done, to compile a list of all old Underground rolling stock that still survives in various forms throughout Britain and indeed the world. I would be willing to compile such a list, with a view to publishing it at a later date. If any members know of the existence of any such stock would they please write to me giving as many details as are known, including location, condition and use (if any). I think this would be a worthwhile project and it can be done with members' help.

Yours sincerely,

19 Bloomfield Road,
Harpenden, Herts.

K.G. Harris.

Editor's Notes

1. Apologies are extended to John Prigmore, Alan Jackson and all readers. It was not mis-reporting, but an error in transcribing; if one is copy-typing from scrawled notes in manuscript, "CCE&H" is very much like "C&SL" when looked at sideways!
2. A Register of old Underground Rolling Stock was, in fact, started about four years ago, but not very many members sent in any details. It is an excellent idea that it should be put in hand again, so please write to Ken Harris with all the information you may have. It does not matter if the vehicle you know about is already fairly well-known - report it to Ken just the same, as you may know something about it which no-one else does.

20th October 1967

Dear Peter,

As yet I have only seen what I thought was a Victoria Line car in the distance at West Ruislip, so I am still on the look out for dimensions and details so that I can make a drawing in the same form as the present series I'm making of the other tube cars.

Incidentally, I have a list of 'missing photos', i.e. ones that I have yet to come across; one being a view on the driving end of a French motor car in original state. I'm wondering if you know anyone who has one and might be willing to loan it to me for a day or so? Also, do we have any 'systems men' in the Society who can piece together (drawing-wise that is) items of equipment that appear under the floor of cars. Apart from getting some correct shapes for showing on the G.A. drawings, I am also preparing some 'nomenclature' drawings, which name most of the parts that go to make up a tube car. The idea is similar to steam locomotive drawings which call up 'slide-bars' and 'connecting rods' etc. Copies of the tube drawings might be useful to members (new ones in particular) in understanding cars for modelling or reference purposes. Yes, No?

Wychwood,
Broom Hill,
Stoke Poges, Bucks.

Sincerely,
Ian Huntley

Editor's Note

This is another excellent idea, and if anyone can help Ian with what he is attempting, please do so by writing direct to him.

REVIEWS

Books

Howson H.F. London's Underground (4th Edition); Ian Allen Limited, London, 1967. 142pp including 11pp of maps and plans and a 3-page index, together with an additional 40pp of illustrations. Price 30/-.

In format, style and content this latest edition of Mr Howson's well known book follows the pattern established by the earlier editions. The text has been brought up to date and certain minor alterations have been made. An entirely new 17-page chapter has been added dealing with the construction and future operation of the Victoria Line and the 89 well-produced illustrations include several that have not appeared before. It is unfortunate that the folding map giving opening and electrification dates which was a feature of the 3rd edition has been omitted, although a five-page chronology goes some way to offset this, and it is also unfortunate that illustration space should have been given to a particularly tedious 'artist's impression of the Victoria Line stock.

These, however, are minor criticisms. The review of the 3rd edition which appeared in the February 1963 issue of the Journal referred to the book as 'the only comprehensive introduction to the Underground system in print', and that comment can be thoroughly endorsed. This book can be confidently recommended - even to those who have all the earlier editions.

Prigmore B.J. Tube Stock to 1951; Second edition; The Electric Railway Society, St Albans, 1967; 32pp A5 duplicated in thin card cover. Price 3/-.

This is a revised and up-dated version of the booklet published originally by the ERS in 1960, when it was known as "Tube Stock to 1939". It is also very largely the "book of the talk" "Tube Stock through the Ages" given by the author recently.

Anyone who has the first edition, or who heard the talk, will appreciate that a great deal of information is contained in the few pages of this new ERS monograph, and realise that it is essential reading for the Underground enthusiast. The present format, in the international A5 size, is a considerable improvement on the original and no-one should be put off by the fact that it is a duplicated production, for it is very well done. Thoroughly recommended.

Note Both the above books are obtainable from the Society - see this month's notices.

Film

Quatermas and the Pit New Victoria Cinema; X Certificate; starring Andrew Keir, James Donald, Barbara Shelley, Duncan Lamont and Julian Glover.

Those with long television memories will recall this spine-chiller which was broadcast on the small screen some years ago. This new version for the big screen is as thrilling as the original; a Thing, Object or Creation is discovered beneath a new London tube station and holds up construction. It is metallic, has the quality of burning anything or anyone it touches and is not found alone - being accompanied in its hiding place by an assortment of earth-encrusted skulls. From this promising beginning, the film warms up to its theme in the traditional manner of horror films, and becomes more and more improbable as the reels unwind. But the acting is good, and it all helps to while away a spare afternoon - or evening, of course.

NEW LONDON BRIDGE TICKET HALL

The new ticket hall at London Bridge opened for public use on Sunday 19 November 1967, after the completion of a modernisation scheme which has cost a million pounds. From the above date all passengers (at present nine million a year) have used the spacious new sub-surface hall and escalators in place of lifts.

With the new facilities making for faster and more convenient interchange between the Southern Region main-line

station and the Underground, London Transport expects a steady increase in the number of passengers using their Northern Line from here.

The new 3,500 sq.ft. ticket hall replaces the two small surface halls - one at the corner of London Bridge Street and Railway Approach and the other at the south-east corner of the main-line forecourt - which have both been closed - the first-mentioned after close of traffic on Saturday 18th November and the latter during the evening of Friday the 17th. The new hall has been built partly under Railway Approach and partly under the recent development on the London Bridge island site. Access from the street is by two stairway entrances, one facing the main-line station and the other Borough High Street.

From the new ticket hall, a bank of three escalators leads to the bottom of three of the existing lift shafts, through which a new subway will be constructed shortly; until this is done passengers will have to round the shafts, but the work should not take too long.

The closure of the ticket hall in the corner of the main-line station forecourt has brought about the shutting of one of the longest subways at any LT station.

OUR NATIONAL HERITAGE

Those who may have noted with regret the disappearance of the old lattice post which carried the westbound starting signal at Putney Bridge station, and its replacement by a standard re-inforced concrete article, will be glad to learn that it is in good hands. It now supports one of the electropneumatic semaphore signals originally installed on the Metropolitan District Railway c.1905, in the newly opened Land Transport gallery of the Science Museum at South Kensington.

Generally speaking the display, insofar as it touches upon Underground interests, is disappointing. There is one of the motors, "exploded", of the old City and South London locomotive No 36 built by Crompton & Co. of Chelmsford in 1900. Until recently the locomotive stood, somewhat damaged, on a plinth at Moorgate (Metropolitan) station, but it was broken up some six or seven years ago. The original wheels and axle, which remained in association with the motor, stand

upon what is alleged to be contemporary track. This may be true of the time element, but the probability of former association with the C.&S.L.R. is slight. The 85lb flat-bottomed running rails (much heavier than the C.&S.L. 60lb section) are spiked to sleepers which show unmistakable signs of having borne chaired track - not impossible, as some track exists on the City branch, south of Euston, today which bears evidence of the old off-set third rail. The latter, on the exhibit, is of an inverted channel section 3" x 1½" - greatly in excess of anything used on the line in locomotive days, when 10lb/yd section, mounted on cast-glass insulators sufficed - and probably originated, as also the cut-down insulators, on the Great Northern and City Railway.

Beyond, stands C.&S.L.R. locomotive No. 1, said not to be the original bearer of that number, despite the brass plates attached. This loco was presented to the Museum in 1923; the track is now bedded in a representation of cast iron tunnel segments.

The signal mentioned above stands in front of an adjacent pillar, at the side of which is a section of the Westinghouse Brake and Signal Co's old Style "B" power-frame. Of the half-dozen levers, two have been wired up to operate the semaphore signal and an electro-pneumatic light signal of similar vintage, formerly used on the tunnel sections of the M.D.R. As the levers are secured "normal" by a padlocked bar, and as the entire frame is encased in an opaque formica surround, the exhibit is of as much interest as would be the couple of tumbler or knife switches by which it might well be replaced. Indeed the item received better presentation in other days in the old gallery, where the inner workings were clearly visible through a glass surround.

Before leaving the signalling equipment, mention must be made of the single-arm e.p. dwarf signal, also of M.D.R. provenance; this item lacks a lamp case, is inoperable, and somewhat incongruously, is to be found in association with the Great Western Railway's "Caerphilly Castle".

The major L.T. exhibit, of course, is the standard motor-car No 3327, ex No 297 of 1929. This stands upon a length of four-rail track having de-icing fluid baths fitted in the conductor rails and, at one end, a standard rail-built buffer stop and lamp. The e.p. tunnel signal mentioned above stands by the driver's cab, and a train stop is mounted on the track on the off-side. The driver's door has been

replaced by a glass panel to enable the cab interior to be seen from ground level. The internal door between the equipment compartment and the passenger saloon has a glass panel inserted, but is locked. In the saloon two small display cases have been built in the near side. That at the guard's end contains the Met-Vickers model of the 1922 Metropolitan electric locomotive and, strange juxtaposition, one of the original glass insulators used to carry the C.&S.L. Railway's conductor rails. The other case, at the leading end, contains a quarter-scale model of a 1938 tube-stock bogie.

Three of the four original Central Line route diagrams have had diagrams of the Bakerloo, Piccadilly and Northern systems superimposed - none too securely, for on the first-mentioned there is already an abrupt transition from Kilburn (Met) to Holborn (C.L.) and stations east.

Beneath the diagram panels, in the spaces formerly occupied by advertisements, is a series of photographs depicting Underground scenes over the years, with brief descriptions beneath engraved on black traffolyte labels. To the writer's mind these labels constitute the most deplorable feature of the entire exhibit. In some may be detected that note of "Listen (or "Look) with Mother" mawkishness which may be appreciated in the pages of the "L.T. Magazine" but which is entirely out of place within the walls of a national museum, when it verges upon the condescendingly insulting. The captions "A last look at the past - Stockwell 1895" and "Finally the Bank station - 1900" ("Bedtime now, children!") exemplify this; incompatibility as well, placed as they are, adjacently.

More serious are the inaccuracies to be found. Two photographs, one of the colour-light home signals at Acton Town, the other depicting fog-repeater signals at Harrow-on-the-Hill, are each separately described as "Signals and Fog-repeaters". A reproduction of an early lithograph of Farringdon Street station, opened for the 1865 extension to Moorgate, is dated to 1863 (at which time the locality was served by the Victoria Street station, on the site of the G.N.R./L.N.E.R. goods depot, to the west of the present station). Two photographs purport to compare the incomparable - "Traffic control panel - old style" shows the Line Controllers desks in Transad House, Cranbourn Street, "Traffic control panel - 1967" (it actually dates to 1958-62) illustrates the Northern Line Regulators signalling control

panel in the depths of Leicester Square station - both the installations are currently in use, and serve entirely different purposes.

Another early lithograph depicts the destruction at Farringdon Street in 1862, which is ascribed to the River Fleet bursting its banks!! The Fleet had no banks to burst, being confined in an ill-constructed brick sewer, the collapse of which caused the damage. It is misleading, at least, to state that escalators have "almost entirely replaced lifts" when roughly 50% of the pre-1912 stations still retain them, in some cases augmenting the service provided by the escalators themselves.

With the threatened disposal or destruction of the B.T.C. collection at Clapham looming ahead, it is the more to be regretted that the relics remaining to us should give such a false factual impression of former glories.

SEGREGATION AT PADDINGTON

In connection with the general modernisation of the main line station at Paddington, there have been considerable changes at Paddington Suburban affecting the Hammersmith and City service of the Metropolitan Line. This service has, till the current alterations, been able to use platforms 13 to 16 at Paddington, all four roads being electrified through roads connecting with the H&C at both ends of the station. All this is now changed, and LIT has taken a further step in its very short-sighted policy of reducing the flexibility of its system.

From start of traffic on Saturday 20th August, 1967, 14 and 15 platform roads were converted to bay roads and the LIT trains were restricted to using platform roads 13 and 16. At the same time reversing facilities west to east were abolished by removal of the crossover from the westbound line to platform road 14.

The final stage took effect from Sunday 12th November 1967, from which date the westbound track was slewed to serve platform 15, and the connections between the Hammersmith and City and the Western Region lines removed; the junction west of Royal Oak and the siding east of that station have been taken out of commission, likewise the signal box at Paddington (Suburban), the signals between Paddington and Royal Oak being converted to automatic operation from 12th November,

and those between Royal Oak and Westbourne Park being converted later in the month - from start of traffic on the 26th.

Despite the complete segregation of the LT from the WR services, the Western Region still retains control of the whole section of the Hammersmith and City Line from Paddington (Suburban) to Westbourne Park; the reason for this is very difficult to see now that there is no association with "the firm next door".

The alleged reason for these changes is to improve the punctuality of commuter trains by completely separating LT and BR movements - but the necessity for this, as a correspondent points out, is rather dubious, as the H&C service interval is $7\frac{1}{2}$ minutes. One point which seems to have been conveniently overlooked is that cross-platform interchange (such a big feature elsewhere) has been abolished at Paddington; the poor traveller changing from LT to BR (or vice versa) must now cross the bridge from platforms 13/14 (BR) to platforms 15/16 (LT). These being island platforms, the bridge had to be crossed on some occasions in the past - now it is always necessary. Progress? Modernisation? Improvement? One wonders if it is not just another example of the old cry "we could run a really wonderful train service were it not for the passengers!"

By way of footnote, it should be recorded that, while these, and other much more extensive alterations have been in progress at Paddington main line terminus, a number of BR trains have been diverted from that station to Marylebone or Kensington Olympia, and others have been terminated short at Ealing Broadway. These changes were in force from 15th October until 19th November, and during this time a special service on the District Line was run to and from Olympia; this is particularly interesting, as instead of all trains running to Earl's Court or Kensington High Street only, as is usual for exhibition services, many of the trains out of rush hours ran through from Olympia to Edgware Road.

SOCIETY NOTICES

1968 SUBSCRIPTIONS Members are reminded that their annual subscriptions fall due for payment on 1st January. It has been decided by the Committee that the 1968 subscriptions should remain the same as for 1967, even though a considerable increase in expenditure is anticipated. Rates payable are 10/- for Associate Members and 25/- for Members; please send

remittances as soon as possible to the Registrar, R.E.Labrum, 134 Cranley Drive, Ilford, Essex.

STOP PRESS INFORMATION SERVICE This service has proved quite a success, and the fixtures arranged through it have been well supported on the whole - bearing in mind that the arrangements are usually for something which is to take place at a very awkward time! The service is to be continued in 1968 and the price will remain the same as last year - 5/-. Please send your remittance together with your subscription and a sheet of paper giving your name, address, telephone number(s) and your membership number.

BOOK SALES The Sales Manager reminds readers that there are a large number of books which are obtainable through him, to the benefit of the Society's funds. If delivery is wanted for Christmas, orders can only be accepted up to the 7th December at the latest - so if there is anything that you want, please order as quickly as possible. Address below.

METROPOLITAN MAP REPRODUCTION A commercially-produced reproduction is available of the Metropolitan line diagram which appeared in compartment stock c.1925. This is in the original colours, the correct size and printed on glossy card. A very fine piece of printing, only marred by the incorrect date (1912) having been inserted in error on the foot of the card. The Society has obtained a supply of these diagrams, and they should be ordered from the Sales Manager, R.B.Manley at 35 Montholme Road, Battersea, London, S.W.11 but it must be pointed out that these will not pack easily, and would be much better bought at meetings to avoid damage in the post. The price is 3/6d each.

THE TIMETABLE

19.00 Friday 1st December Library Evening at 62 Devonshire Road, Ealing, London, W.5.

19.00 for 19.15 Friday 8th December A light-hearted Recital of Underground and other Railway Music compiled and introduced by George Jasieniecki and Peter Davis; essentially a programme for the Christmas period, the music will range from Pops to Classics, and there is no shortage of material. This Recital will take place at Hammersmith Town Hall.

19.00 Friday 5th January 1968 Library Evening at 62 Devonshire Road, Ealing, London, W.5.

19.00 for 19.15 Friday 12th January Usual monthly meeting at Hammersmith Town Hall; programme will appear in the Journal next month.

NEWS FLASHES

NF 711 Correction to NF 681; Gloucester Road wrongly noted in previous news flash - it should be E.E.

NF 712 It is reported that enthusiasm for making connections in both directions between Amersham and Uxbridge trains at Harrow-on-the-Hill has declined greatly since the timetable was reorganised to this effect, and it is now a matter of pure luck if a train is waiting at the other side of the platform. See NF 683

NF 713 It is reported that a municipal railway is to be built in Venice, and that this will have an Underground section.

NF 714 The bridge that carries the westbound District and Piccadilly Lines over Ravenscourt Park is to be replaced; a new span weighing 180 tons will be constructed on trestles south of the present bridge and rolled into position on a Sunday in March 1968. In the meantime the old bridge will be supported by temporary waybeams while the abutments are strengthened. The work will cost about £25,000 and will be carried out by Leonard Fairclough (London) Limited.

NF 715 Units on all lines overhauled from 10-1967 are having new transfers fixed above the doors, which read, in two lines 'Obstructing the doors causes delay and can be dangerous' These replace the old transfers 'Keep clear of the doors. Do not alight from moving train' which were discontinued earlier this year.

NF 716 CP unit 53200-014081-54203 on the District Line was overhauled 10/67 and has appeared in service with a minor livery change. The $3\frac{1}{2}$ " high black line around the base of the seats, bulkheads, doors, etc (inside) has been omitted.

NF 717 We can now report that the 1962 tube unit 1750-2750-1751, referred to by John L.Knight (see Letters to the Editor, June 1967, p.83), was actually built for the Piccadilly Line and has never been in service on the Central. It was ordered as a 3-car unit, without a non-driving motor car, for use on the Aldwych branch shuttle service.

NF 718 There has been a proposal that the Southern Region will take another seven withdrawn tube cars for the IoW service, but latest reports indicate that the plan is shelved.

NF 719 Tests on the first 1967 tube stock unit (Victoria Line stock) were carried out between Northfields and Acton Town at the end of October. The Craven Test Train was also out during the same period.

Lithoed by the Celtic Bureau, 93/94 Chancery Lane, London, W.C.2. and Published By TLURS, 62 Billet Lane, Hornchurch, Essex.