

U n d e r g r o u n d
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ART AND THE UNDERGROUND

The opening of the London Transport Poster exhibition, at the Royal Institute Galleries on July 2nd, prompts a consideration of the connections between two apparently disparate subjects. Art and Transport might not seem at first sight to have a lot in common, but the points of contact are there; Art - Advertising - Architecture - Design; all have a prominent part to play in any commercial undertaking as much in the public eye as is a road and rail organisation.

The London Transport Board is too young a body to have any reputation of its own as yet in the artistic field, but it has got away to a good start by sponsoring the Poster Exhibition, open until July 30th, and by the publication of a book containing poster reproductions; ultimately the Board's achievement in this sphere will be judged by larger and more permanent monuments, but for the present, it is encouraging to know that good intentions are there.

The LTB's predecessors earned an enviable reputation for their concern with artistic matters, largely as a result of the efforts of the late Frank Pick. To him, the design of a bus stop or of a station building was as important as the running of the buses and trains that used them - and Londoners have cause to be grateful to him for all his drive in this direction; no city in the world has more reason for pride in the high general standard of its transport system's artistic creations, while its advertising has become famous far beyond railway spheres.

At the exhibition opening ceremony, presided over by Mr A.B.B. Valentine, Chairman of the Board, and attended by the Mayor of Westminster, the Chairman of the London County Council, and many of the artists whose work was on show, the opener was James Laver, C.B.E., author and former Keeper of Prints at the Victoria and Albert Museum (which possesses the largest collection of posters in the world). In his speech, Mr Laver paid high tribute to the work of Frank Pick, and referred to the fact that, not only were LT's own posters of an extremely high standard, but because of their letting of advertising sites, the Underground had exhibited nearly every poster of any importance produced in the last half-century. Mr Laver also paid a tribute to the printers responsible for producing the finished posters - praise which is clearly due.

THE QUADRUPLING OF THE METROPOLITAN RAILWAY
BETWEEN WEMBLEY PARK AND HARROW
A.S.Travis

The passing of the 1929 Development Act enabled the Metropolitan Railway to embark on two important projects in the Wembley area - the construction of the Stammore branch, and the quadrupling of the main line between Wembley Park and Harrow-on-the-Hill stations, both of which were necessitated by increasing residential traffic and new housing development. The building of the Stammore branch was recently covered in these pages by Mr P.W. Bradley's excellent article, and, as it seems a convenient time to sum up the final years of development of the Metropolitan Railway Company, these notes describing the quadrupling of the main line have been written to complement Mr Bradley's article at the request of the Editor.

The widening, carried out under the supervision of Mr E.A. Wilson, M.Inst.C.E. and then Chief Engineer of the Metropolitan Railway, involved the laying of two additional tracks for two and three-quarter miles along the up side of the original double-track main line; the reconstruction of the stations at Preston Road and Northwick Park; the widening and reconstruction of six bridges (one crossing the L.M.S. at Kenton, two crossing roads, and three being crossed by roads), and necessary works at Harrow and Wembley Park stations. New three-aspect colour light signals were introduced to replace the upper-quadrant semaphore signals formerly used. The old lines were to be used for through trains, and the two new stations (both have single island platforms) were to serve only the new tracks.

The new works first came into use on 22nd November 1931, coinciding with the opening of Preston Road station (the new Northwick Park station had been opened on 19th April 1931). The northbound platforms of the old stations were last used on 2nd January 1932, when fast and slow tracks were arranged to cross on a flat junction north of Wembley Park; in November 1938 the junction was moved to a point just north of Preston Road so that slow tracks were placed between fast tracks (shortly after the last war this arrangement was modified to the present layout in which fast tracks run on the outside as far as Harrow.

The main job of reconstructing the bridges and levelling to formation level was carried out by Messrs J.Biels, and the Pitcher Construction Co. was responsible for the new stations. The levelling involved the enlarging of a number of small cuttings, and the building up of embankments between Forty Lane, Wembley and the site of the present Stammore branch burrowing junction, and between Preston Road and Northwick Park. The nature of the work would

have made it uneconomical to employ excavating machinery, so manual 87 labour was used to excavate some 50,000 tons of clay, most of which was used to build up the embankments.

The whole job proceeded on similar lines to those recently employed on the quadrupling between Harrow and Watford South Junction, although with less mechanisation. Two foot gauge contractors tramways were laid down as required, to transfer clay from the cuttings to the embankments. Rolling stock consisted of standard contractors wrought iron four-wheel side tip wagons running in trains of about ten wagons each, and at least one four-wheel, two-and-a-half ton Simplex petrol tractor was used for motive power.

All the new bridge foundations were carried down to the blue clay, and the concrete abutments were faced with blue brick. The reconstructed bridges at Sheepcote Road, Harrow, and Preston Road had trough flooring to minimise the depth of construction and to obviate the necessity of raising the roadways. Opposite Northwick Park station a high retaining wall, about a quarter of a mile long, was erected; the widening of the embankment would have required the purchase of much additional land, most of which would have consisted of private gardens.

Once the track had been levelled off, temporary standard gauge tracks were laid down so that building materials could be brought to the working site. Two sidings were laid down on the new embankment near Wembley Park, and ran from a point just south of the cutting at Preston Road to Forty Lane bridge. From early 1931 they were used for storing wagons loaded with building equipment for preliminary work on the Stanmore branch. A loaded train of wagons from Harrow Yard would be brought down to these sidings for unloading, and at the same time an empty train was removed from the occupied siding for returning to Harrow.

A two-foot gauge tramway connected with these sidings and was used to transfer material to points along the new line. This system is believed to have reached as far as the site of Kingsbury contractors yard, and lasted (at least at the Kingsbury end) probably until late 1931. According to an ex-Met Rly loco driver, motive power on this system consisted of two four-wheel outside-cylinder side-tank locos, painted pale green (maker's name unknown at present). Some idea of the diminutive size of these machines may be given by the fact that both were brought to the site on a single standard gauge four-wheel flat wagon. Rolling stock were four-wheel wooden tip wagons, having wooden dumb buffers and inside bearings; in fact small versions of those employed on the standard gauge contractors system.

When the Metropolitan was first extended to Harrow in 1880, the surrounding district was still considered as part of rural England,

88 for much of it was prosperous farmland. Consequently no intermediate station was built between Kingsbury and Neasden and Harrow. Wembley was opened in 1894, in anticipation of the vast crowds which, it was hoped, would visit the proposed Tower and surrounding Grounds. Preston Road Halt followed, in May 1908, mainly it seems as a result of requests made by Uxendon Shooting Club School (the 1908 Clay Pigeon Shooting Association Championships and the Olympic Games Clay Pigeon Shooting Competition were held at Uxendon), and the post-First World War rise in housing development in the area led to the opening of Northwick Park (then Northwick Park and Kenton) in 1923.

The new station at Preston Road, replacing the old halt, was constructed to the north of Preston Road bridge (the halt was situated to the south of the bridge), and the main building, built above the track and adjoining the bridge, incorporated the booking office, bookstall, shops and flats above. Waiting Room, conveniences and staff offices were constructed on the single island platform, as at Northwick Park. Here the booking office was situated below track level, and access to the station was gained by means of pedestrian subways built into either side of the embankment.

It is of interest to note here that, during the years preceding the last war, when housing development was at its peak in Wembley, especially on the slopes of Barn Hill, it was proposed that a new halt should be constructed on the Stanmore branch near the point at which it crosses The Avenue, Wembley. The scheme was postponed during the War, revived soon after, and finally abandoned following local objections, mainly from shopkeepers fearing loss of trade to other parts.

Much of the above account has been prepared from a survey of local minor railways. The fleeting existence of contractors lines makes it difficult to record them accurately, and further information on these systems would be most welcome. In conclusion, I should like to acknowledge the most valuable assistance of Mr K.R. Benest, and the staff of the British Railways Board, Department of British Transport Historical Records.

JOHNSTON

Edward Johnston (1872-1944) was one of the followers of William Morris (1834-1896) who took a leading part in reviving an interest in good lettering after the decadence of the late-Victorian fashions. In 1916, Johnston was commissioned by Frank Pick (1878-1941) to design a special fount for the exclusive use of London's Underground and its associated companies. The resulting Johnston sans-serif type was the forerunner of many sans-serif founts both in England and abroad, including that of Eric Gill (1882-1940) who was Johnston's friend and pupil in this specialised field of design.

Johnston is the standard type used for all official signs and 89 notices throughout the London Transport system, and it is also used, where appropriate, for much of London Transport's general typographical publicity. '2711'

LETTERS TO THE EDITOR

2nd July 1963

Dear Mr Davis,

I have recently received an explanation as to why the E.L. Line is always provided with only the oldest classes of rolling-stock; and as you will no doubt be interested, I quote it below. L.T.B. state:

'It is true that the 'F' stock at present in use on the East London Line is to be replaced by more modern rolling-stock but this will not be 'Q23' or only 'Q27'. The cars will be taken from the general pool which provides stock for the District Line and will be made up of 'Q27', 'Q31', 'Q35' and 'Q38' type stock.

'In our view, the majority of passengers would consider it unreasonable if the older type rolling-stock were to be used on lines carrying the heaviest traffic. The rolling-stock on the East London Line was not chosen because it was the oldest available, but because it is the only surface rolling-stock apart from 'A60' stock (which is designed for outer suburban work) that can be made up into four car units. The 'CP' stock can only be made into three car units and 'R' stock provides a minimum train of six car length'.

I do not think that this statement includes all the possibilities: 2-car 'CP' sets M-M (4 x 152 h.p.) ex Uxbridge Line have already been reformed into M-T-M for the Circle Line. Could they not have been reformed M-T-T-M for the East London - the available 608 h.p. compares favourably with the totalled 579 h.p. of the present 4-coach 'F' stock? Another possibility is to join up two spare 2-car 'R' sets M-NDM which with a constant 110 h.p. per coach can operate successfully whatever their length. New coaches could be ordered for the M(EL) and possibly if the facilities were made more attractive they could economically operate 6-coach sets normally over this line. Actually, though their present attitude is not indicative of any progress in this direction, as they appear definitely opposed to modernisation, restoration of a through service or any extension or diversion at its northern end. Unless the coming report of the T.U.C.C. causes action to be taken, it seems that the M(EL) will continue its present drab existence indefinitely. Anyway, the report should soon be out and then we shall see!

16 Pendrell Road, Brockley,
LONDON, S.E.4.

Yours sincerely,
Frederick F. Brown.

Sir,

'Underground' p.67 June 1963

I was interested in Mr Luff's discovery at Lacanau Medoc. He has correctly written Cap Ferret (near Bordeaux) but the better known place to which Mr Luff refers is Cap Ferrat.

Yours truly,

167 Cornwall Road,
Ruislip, Middlesex.

H.V.Borley

BOOK REVIEWS

London Transport Posters; with an Introduction and Notes by Harold F.Hutchison; London, 1963; 124 plates in full colour, plus 28 pp. 9 x 6 $\frac{3}{4}$; London Transport Board; price 35/-.

The transport organisations of London have a long-standing reputation for high-quality design, built on a foundation laid by Frank Pick, who gave it considerable priority. In this book, the LTB pay a well-deserved tribute to the many artists who have contributed work to advertise transport facilities in the metropolis. The 124 plates, all reproduced in full colour, provide an admirable cross-section of poster art from 1908 to the present time; many famous names appear in its pages - Jacob Epstein, Graham Sutherland, Laura Knight, E.McKnight Kauffer and Ivon Hitchens, to name but a few - and serve to emphasize the lessening dividing line between commercial and pure art. Much of the book's appeal rests in the familiarity of so many of its reproductions - there can be few Londoners who will not recall studying at least some of these pictures while waiting for their train. Such a book is inevitably expensive, but the price asked is by no means unreasonable, and a purchaser is unlikely to regret his expenditure.

The colour reproduction is good, and the book has an introduction and notes on the posters by Harold F.Hutchison, Publicity Officer, London Transport; there is also a list of artists represented.

Greater London Railway Guide; compiled by the London and Home Counties Electric Traction Society, and published by Norman Martell Limited; 52 pp. in limp board cover, with 2 maps by J.C.Gillham; March 1963; price 1/6d. Obtainable from 2 Chesterfield Road, London, E.10 - postage 4d extra.

As compact a way of presenting the available rail services round London as we have seen to date. This is not a timetable, but a list of all the services currently in operation within an area bounded approximately by Aylesbury - Hitchin - Southend - Gravesend - Haywards Heath and Reading. Service intervals are given, for weekdays and Sundays, route numbers are given where appropriate, and brief notes at the end of the book give information on each region's present suburban services, also IAT's.

Lists are given of places not served by rail (showing the nearest 91 station), and of stations with double names - though it is noticed that Amersham is incorrectly listed here as Amersham and Chesham Bois.

The maps are clear, as is usual with J.C.Gillham's work, and all the lines shown are 'keyed' by numbers to the lists of services.

Good value for money, and the right size for the pocket.

FILM REVIEW

Underground Centenary

Produced by British Transport Films

In view of the occasion being celebrated, and bearing in mind some of the excellent films made by the BT unit in the past, this is disappointing. It is largely composed of blown-up stills of the construction of the first section of the Metropolitan in the early 1860's; these are very interesting, but the best possible use does not seem to have been made of them, and there is not a great deal of interesting material in the parts of the film which are devoted to the more recent history of the Underground. It seems, too, that LT are reluctant to admit that their services have ever been reduced in scope - according to the diagrammatic maps which 'grow before your eyes' periodically on the screen, nothing has ever existed beyond Amersham, for example - Verney Junction, Brill, Quainton Road, even Aylesbury, Great Missenden and so on have been banished from the canon it seems!

The film is currently showing daily at the LT Cinema, Charing Cross Underground station, except on Sundays.

UNIVERSITY OF LONDON EXTENSION COURSES 1963-4

There are two courses of particular interest to members in the new prospectus. The three-year course leading to the University Extension Certificate in Transport Studies involves attendance at classes on one night per week during term, and the sections are as follows:

Course 1 Transport Economics

Course 2 Transport and Economic Geography in
Great Britain

Course 3 Studies in Contemporary Transport Problems

Course 1 and 2 can be taken in either order, but Course 3 is for third-year students. It is possible to attend these courses without planning to sit the examinations if there is room, and each course is held at various colleges on differing nights of the week, to suit as many students as possible - all commencing in early October.

There is also a Course of 10 University Extension Lectures on Town Planning and Traffic Problems, to be held at Hammersmith Central Library. Further details of all these courses from the Editor.

THE SUMMER 1963 TIMETABLE

The new LT timetable came into effect on 17th June; the principal changes are as follows - rather a mixed bag for the passenger.

On the Bakerloo Line, there are improvements in the morning rush-hour service from Stanmore and Wembley Park; three trains which have started hitherto from Wembley Park at 7.49, 7.57 and 8.13 am, now start from Stanmore at 7.38, 7.46 and 8.02 am respectively - thus reducing the service interval from Stanmore during this period from 8 minutes to 4 minutes. There is also an extra train from Wembley Park at 8.22 am up to town. In the evenings, the combined Bakerloo and LMR service between Queens Park and Watford Junction has been cut from a 10 to a 15 minute interval.

On the Metropolitan, Uxbridge, Watford and Amersham trains have been retimed, and journey times cut by 1 or 2 minutes throughout the day. The journey time on the Chesham branch has also been cut by 1 minute, to enable connections to be made with LMR diesels at Chalfont and Latimer, in both Marylebone and Aylesbury directions, all day - instead of only at rush hours. Uxbridge Line trains are cut to four cars out of rush hours, and up to 5.30 pm on Saturdays. More time will be allowed at Moor Park for interchange; northbound there is now $3\frac{1}{2}$ minutes between Amersham and Watford trains, while southbound the interval is 3 minutes.

There have been some changes in the Met trains running into Aldgate; the 9.07 am from Watford and the 9.07 am from Uxbridge, which both used to run to Aldgate, now terminate at Moorgate, while the 8.43 and 9.00 am trains from Watford to Moorgate have both been extended to Aldgate. The 3.59 and 6.43 pm Watford trains from Aldgate have been cut back, and now start from Baker Street.

The East London gets another cut, in that Shoreditch station now opens 20 minutes later in the morning, at 7.03 am, and closes no less than an hour and a quarter earlier in the evening, at 6.43.

On Sundays, all Piccadilly Line trains now stop at Turnham Green, to provide better connections with the Richmond line, and all Sunday trains on the Central Line which have been terminating at Debden are now extended to Epping, for the benefit of visitors to the forest. Incidentally, from the 8th July, the experiment of using one platform only at Epping out of the rush hours ended. At the request of passengers, the Ongar shuttle now reverts to using its own platform again, and services have been retimed to give 4 to 6 minutes for interchange northbound, while the 6 minute interchange for southbound services remains.

Not quite all the new services came into operation on 17th June; the alterations on the Central and Northern Lines were due to start on 1st July, but subsequently the Central was delayed to the 8th.

NF 190 On the evening of 14-6-1963 the last five pre-1938 standard stock cars - all motor cars - left Hainault Depot for Ruislip en route for scrapping. Hainault now has all silver trains except the three 1935 stock cars.

NF 191 The Accident Report on the collision between the two District Line trains between Victoria and St James's Park on 22-11-1962, blames the motorman of the second train for the crash - because he drove too fast when proceeding under the stop and proceed rules.

NF 192 It is proposed that the new motorway, the West Cross, will be built over Kensington (Olympia) station at that point, and then run alongside the line as far as Holland Park Avenue; it might also straddle the line on its way south to Kensington.

NF 193 21-year old guard Tony Macefield, while on a train coming out of the sidings at Golders Green, Northern Line on 27-5-1963, fell on the track while checking lights; as he got up he heard another train approaching, but managed to throw himself under the track before he was struck. Managing to stop a second train, he was taken to Hampstead, and thence to hospital for a checkup before being allowed home.

NF 194 Underground services were hit by flooding after a severe thunderstorm on the evening of 7-6-1963. Much of the booking hall at Victoria was under water, and District and Circle Line services were interrupted between High Street Kensington, Gloucester Road, and Edgware Road, and there were delays between Earls Court and Gloucester Road. For part of the evening, Circle Line services were being terminated at Aldgate and Edgware Road.

NF 195 Londoners' fares went up once again on 23-6-1963 - those on the Underground being included in the overall increase. Off-peak cheap-day return prices have not been increased, and they have been extended to cover 110 stations in the suburbs, instead of 54 - these tickets will also be issued on Saturdays and Sundays now. Fares up to 1/- on bus and underground are not affected.

NF 196 For many weeks from when it arrived on 13-5-1963, a Circle Line train of eight metadyne cars was in the siding at Willesden Green, scotch-blocked; no train number was shown. The cars were - 13233-013090-14227-13236-014088-14198-13265-14200.

NF 197 On 1-5-1963 five MPs tabled a motion in the Commons urging the Government to ask the Chairman of the LTB to examine the possibility of LT taking over the Broad Street-Richmond line, then under threat of closure by British Railways. Since that time, a temporary reprieve for the line has been announced - because of the outcry caused by the announcement of closure.

NF 198 The last F stock train on the Uxbridge line ran 15-3-1963; it is due for withdrawal from the East London in September 1963.

- 94 NF 199 The British Railway Modelling Standards Bureau, out of action since August 1954, was brought back to active life at a meeting on 10-4-1963. The Bureau, under the Chairmanship of R.E.Dock of the 'Model Railway News', intends to draw up new standards for 2mm and 3mm scales - both of which have had a great increase in popularity since 1954. Also to be considered are the methods of presenting information on standards.
- NF 200 A scheme has been proposed for redevelopment of a 50 acre site in Hampstead; much of the building would be above railway tracks which would be rafted over, with car parks immediately above, and flats and shops on a level above that. Finchley Road, Frognal and West Hampstead stations would be affected by the scheme.
- NF 201 By the end of May 1963, new train indicators had been installed on all stations on the northern half of the Circle Line (from Aldgate to High Street Kensington) except at Edgware Road. New indicators have also been installed at Finchley Road (Met Line platforms) and at Harrow-on-the-Hill. An extra sign will be put up at Kings Cross, just outside the barrier, and an extra one is already in place at Aldgate on the overbridge.
- NF 202 In a lengthy advertisement in The Times of 23-4-1963, the I/TB appealed for the co-operation of Londoners in their efforts to gain priority for public transport in the metropolis - an effort which should be followed vigorously before the city seizes up!
- NF 203 During 1962, I/T received 3254 suggestions under their staff scheme, and awards of £1490 were made in respect of 782 ideas.

THE TIMETABLE

- Saturday 17th August 10 am Visit to Stonebridge Park Power Station. Names accompanied by stamped addressed envelope to the Secretary at 4 Southcombe Street, London, W.14.
- Saturday 24th August (provisional) An East London Line/F Stock Day. This will include a walk round the disused and lifted spurs, and it is possible a depot visit also, in the morning, followed by a farewell run on F Stock in the early afternoon. Final details are not yet to hand; only a small part of the day is likely to be restricted, the walk and tour of the line by F Stock being open to all. For full details send names accompanied by s.a.e. (foolscap) to M.T.Connell, 5 Trenchard Street, Greenwich, London, S.E.10, at once.
- Saturday 14th September 10 am Visit to Ealing Common I/T Depot; restricted to full members only. Names and s.a.e. to Secretary, as above.
- Monday 16th September 7 pm. We will be guests of the Historical Model Railway Society, at Keen House, when a talk will be given by our member, K.R.Benest on Metropolitan Railway Rolling Stock. Open to all.
- Saturday 12th October 10 am Visit to the I/T Instruction Train, which will be at White City. Restricted to full members; names and s.a.e. to Secretary as above.

Tube Lines Information Service We are pleased to announce that Alan A. Jackson, co-author with Desmond F. Croome of 'Rails through the Clay', has undertaken to answer questions from members on all matters relating to LT's tube lines except rolling-stock numbering queries. We are, of course, delighted to have such an authority on the tubes as our adviser, and hope that members will make good use of the new service; questions should be sent to the Editor at 62 Billet Lane, Hornchurch, Essex, and answers will be published in 'Underground' as often as space permits.

Metropolitan Electric Locomotives A 44 pp, book on this subject is being published this month, as a joint venture by Lens of Sutton, the Electric Railway Society, and our own Society. The author is Kenneth R. Benest, a member of our Committee and one of the acknowledged authorities on the history of the Metropolitan Railway. The book contains 17 illustrations, a map, tables of dimensions and dates, and a drawing of the Met-Vick loco type in 4 mm scale for modellers; it provides a detailed history of all the Met's electric locomotives and will be a valuable memento of locos which have been held in much affection by London railway enthusiasts, and which have been in passenger service, perhaps for the last time, during the centenary celebrations. The book, which is in limp board covers, and priced at 5/- post free, can be obtained by sending orders, accompanied by remittances, to R.E. Labrum, 134 Cranley Drive, Ilford, Essex. Orders will be executed immediately on publication.

Official History of London Transport, Volume I This fine book, by Dr T.C. Barker of the London School of Economics and Michael Robbins, Chief Commercial and Public Relations Officer, London Transport, deals with road and rail transport in London during the 19th century. It runs to over 400 pages and is fully illustrated; the price is 40/-, and orders should be sent to R.E. Labrum, as above. If you can collect your copy at a meeting or visit, please say so when ordering - this saves the Society postage and packing charges.

Centenary Celebrations - Photographic Record This Society and the Electric Railway Society intend to prepare jointly a photographic record of the centenary celebrations. Would anyone possessing suitable negatives of reasonable photographic quality, showing any of these events, please send a list of such negatives to J.A.S. Milne, Cherrywood, Peterley, Great Missenden, Buckinghamshire. Only a list is required at present; later, the negatives chosen will be wanted for about two weeks.

Photographic Sales Orders can no longer be accepted for prints from the Bradley, Milne and Gates Collections; new lists available soon.

96 Photograph Competition Don't forget this competition, entries for which must be submitted by 7th November 1963; rules and full details appeared in the April issue, on p.47.

Model Railway Insurance A special all-risks insurance policy for model railways has been devised by the London & Edinburgh Insurance Co.Ltd, in association with E.J.James. Further information and proposal forms may be obtained by writing to E.J.James, 189 Sternhold Avenue, Streatham Hill, London S.W.2. Please mention the Society when writing, as thanks to the co-operation of Mr James, a commission will be paid to us on all premiums from our members.

Skinley T Stock Drawing John E.Skinley has added to his series of Skinley Drawings, a Met 1927 T Stock Motor Car. This is available in O, OO and TT gauges; the reference number is P272, and the price is 4/-. Order by number and state gauge required - from 152 High Street, Southend-on-Sea, Essex.

Correction Issue 18, p.70, line 28; Issue 19, p.80, lines 2 and 6. In all three places, there is a reference to steam loco I46; this should be amended to read I48. The Editor could not read his notes!

Appeals for Photographs A book is to be published in the autumn entitled 'Metropolitan Steam'; this will largely consist of good illustrations of Met steam locos. Anyone possessing photographs of these locos which they consider to be of sufficiently high standard to appear in the book, are asked to send prints of them at once to E.J.S.Gadsden, 63 Barrow Point Avenue, Pinner, Mdx. Also wanted for Society publicity, are any photographs of high standard where the subject is of Underground interest. These should be sent as soon as possible to M.T.Connell, 5 Trenchard Street, Greenwich, London, S.E.10.

POSTSCRIPT At the Underground Centenary Luncheon at the Mansion House, the Rt Hon Ernest Marples (Minister of Transport) paid this tribute to LT:-

'I congratulate London Transport not only on providing services for the inhabitants of this capital city, but also because of the orderly design and the way they have looked after the aesthetic side of the problem. They do their advertising with dignity. They have helped the urban landscape, avoiding vulgarity. Their posters are first-class, and it is very difficult to get lost on London Transport.

'London Transport have given us clarity, aesthetic value and good transport. I am grateful to them, and I hope our relations in the future will be as pleasant and agreeable as they have been in the past.'

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