

CRAVENS 1960 TUBE STOCK ON THE CENTRAL LINE

The Cravens 1960 stock now works on the Epping-Ongar and Hainault-Woodford shuttle services, together with the 1935 stock, giving six 4-car trains (1960) and three 3-car trains (1935), the maximum required for current working being six sets of three cars. At the moment, one 4-car unit (3910-4902-4903-3911) is at Northfields depot being fitted with automatic driving equipment. This will occupy the space between the driver's cab and the first pair of double doors; although at first sight this would appear to be a retrograde step, as regards passenger accommodation, presumably at this stage space is required to allow easy installation, and possible modification, while on experimental service.

The author understands that it is hoped to run a full service of automatically driven trains on the Hainault-Woodford shuttle service, to gain the best possible operating experience.

On the 17th May last, an eight-car 1960 train, 3900-4900-4901-3901-3902-4910-4911-3903, made an appearance on the Central main line as Train 70 - 7.31 am ex Hainault Depot, 7.35 am ex Hainault, arriving Ruislip Gardens at 8.54 am, stabling at 8.54 am in Ruislip Depot. On arrival there, it was immediately placed on overhaul - the object, no doubt, of its now rare subterranean journey.

PCM

A60 -- MET -- A62

The demarcation line between these two classes of new stock for the Metropolitan Line fell between 5123/5124, and in time the division came in the summer of 1962. 5123 was delivered to Neasden Depot on the 9th July, and completed the A60 batch, while the first of the A62 fleet, 5124, arrived there on the 19th of the same month.

On 14th May 1963, the set numbered 5200-6200-6201-5201-5202-6202-6203-5203 was delivered to the Metropolitan Line. This left no new Met stock in Ruislip Depot - possibly for the first time since the A stock programme started.

PCM

THE METROPOLITAN (EAST LONDON) LINE
Frederick F. Brown

Very little has so far been written about this section of the Metropolitan Line, which in about six years' time will have reached its centenary; it is hoped that this brief outline of the main aspects of its history may do something to fill that gap.

Commencing its existence as the East London Railway, and utilising "Brunel's White Elephant" (the abandoned Thames Tunnel) as part of its route, the first part was opened for steam traction in two sections - the first between New Cross (now New Cross Gate) and Wapping on 6th December 1869, and the second from Wapping to Bishopsgate Junction (with the Great Eastern Railway) on 10th April 1876.

Although commencing service with its first section as a passenger line, there can be little doubt that this railway was also intended to provide a new through freight-traffic link between the LB&SCR and GER main-line systems, and it is likely that this dual function may well have been a major consideration when its possible construction was first considered. However that may be, the decision to use it, for passenger transport became final, and its route was thus provided with a terminal station at New Cross, and with six intermediate stations at Surrey Docks (originally Deptford Road), Rotherhithe, Wapping (originally Wapping and Shadwell), Shadwell, Whitechapel, and Shoreditch. Except for the single-tracked terminal at New Cross, the railway is double-tracked throughout, with all its route save the section between New Cross and slightly short of Surrey Docks Station below ground level, and cut-and-cover northwards after Shadwell.

With the ELR lying east of the LB&SCR tracks, up freight trains from the LB&SCR have to pass across that railway to reach the ELR. So, to avoid the fouling that would result from a direct crossing, a spur was provided from a point known as Deptford Road Junction on the LB&SCR up side, which joins the up (or the northbound) ELR track roughly 0.3 mile south of Surrey Docks Station. This spur was first brought into use on 1st July 1876.

Advantage was next taken of the proximity of the ELR to the SER main line at New Cross, to connect the two by a short new branch-line slightly over $\frac{3}{4}$ -mile in length, and commencing from a point where the ELR bridge passes over the southern bank of the Surrey Canal (afterwards this point was named Canal Junction). The branch, first opened for passenger traffic on 1st April 1880, is double-tracked for only about $\frac{1}{4}$ -mile of its length from Canal Junction, after which it divides into two separate spurs, one going beneath the SER tracks and rising into New Cross down platform, the other going direct to the SER up tracks. Only the

down spur is used for passenger traffic, and the Line's present rolling-stock depot is reached by a short line from that same spur. Owing to the slope of the track as it passes this depot, trains can enter and leave the depot only at its northern end.

The final addition to the ELR was a short double-tracked spur, brought into use on 3rd March 1884, from slightly south of Whitechapel Station, ELR (Shadwell Junction) to just beyond the eastern end of the old St. Mary's Station, MDR, (since closed on 1st May 1938). With this addition a through passenger service was introduced, between New Cross and Hammersmith, which continued until 1905.

The last development of any importance on this railway was the change-over from steam to electric traction, which was inaugurated just over fifty years ago, on 31st March 1913 - only the passenger tracks being affected. On that day the New Cross-Hammersmith through passenger service was restored to the line.

Being leased to a Joint Committee (which at one time comprised no less than six companies!), the ELR continued its life as a regular passenger line quite uneventfully, being operated by the London Passenger Transport Board from 1st July 1933, until ownership of the line finally passed to London Transport (the LPTB) on 1st January 1948, under the provisions of nationalisation.

When the LPTB took over the working of the line, its title was changed to the Metropolitan (East London) Line. In reviewing the subsequent history of the M(EL), however dispassionately, it is impossible to avoid reaching the conclusion that it has now become the Cinderella of the London Underground system. Up to 1937-38, its normal service was made up of (i) a principal through service via St Mary's to Hammersmith, giving direct access between S.E.London and the City and West London, and having direct connections with other important rail services at St Mary's, Liverpool Street, Moorgate, Kings Cross, Euston, Baker Street and Paddington; and (ii) a daily local service between New Cross and Shoreditch, running until 8 pm on weekdays and until 2 pm on Sundays.

Round about 1937, however, the LPTB became faced with a fresh demand for increased passenger services, due to the growth of new residential areas east of Barking; and as this demand made itself felt mostly during peak periods, when insufficient room was available for additional train paths between St Mary's Junction and Aldgate East, the Board took the arbitrary, and for S.E.London, the entirely negative, step of utilising the already existent paths of the Hammersmith-New Cross service to satisfy this demand - and doing this without providing S.E.London with a comparable recompense for that loss. As a result of this step, the Hammersmith-New Cross service was diverted via Whitechapel (MD) to

Barking for peak-hour operation, terminating at all other times at the former station, and leaving the EL Line with only its original local service between New Cross and Whitechapel, which is extended to Shoreditch only during peak hours. Originally, trains ran into Shoreditch on Sunday mornings also - where "Club Row" attracted some visitors - but with declining public interest in that market during recent years, this Sunday extension has been withdrawn.

It is a truly remarkable fact that, although the M(EL) was thus deprived of its principal service 25 years ago, and suffered a corresponding decrease in public custom, absolutely no action has since been taken to attract back the lost custom, to increase its service potential, or to place it on a comparable footing with other LT lines. As is well known, a very great and costly programme of modernisation, development and extension has been completed during recent years, in which all other LT lines have benefitted considerably, but the remarkable fact stands out that the East London Line has been singularly excluded from it all. Perhaps a hint of the truth can be found in the fact that the M(EL) never now receives any issue of new rolling stock, and the public who use it have to make do with the oldest of stock, transferred to it from the District and Metropolitan Lines in order to make room for the deliveries of new stock which each of these lines periodically receives. Now having Class 'F' 1920 stock, the next reshuffle is apparently to be - 'GP' stock from Metropolitan to District, displacing old 'Q' stock from District to East London.

With a route not ideally suited for direct and speedy travel to and from centres of public interest in London, with its present unattractively located, and isolated, northern terminus at Shoreditch, and with a premium on all available train paths between St Mary's Junction and Aldgate East for the Met and District Line services, the M(EL) cannot logically be expected to develop its full potential of service; but there is still the untried and profitable possibility of extension of this line away from Shoreditch to some other more useful and serviceable location - with intermediate connections to other LT lines on the new section - which it seems must materially improve the service that this line at present gives.

MORE LT CARPARKING FACILITIES

An extension of the car park at Mill Hill East station was opened on Monday 20th May 1963; this raised the capacity from 14 to 49 cars. One week later, on the 27th, a completely new car park was opened at Queensbury station; holding 101 cars, the entrance is in Turner Road.

Pressure of time precluded a detailed report of the centenary events in our last issue, but readers will, we feel sure, want to have the fullest possible information placed on record. This article appears with the intention of doing just that, as factually as possible.

Stock began to gather early in the year; steam locomotive No 23 was brought back from the Museum of British Transport at Clapham on the evening of Tuesday 12th March - by road, we regret to say; T stock cars 2711 and 9724 were noted at Neasden on 22nd March; the steam stock coaches had been brought there, from the Upminster depot where they had been stored, by 2nd May; and the Chesham set had arrived from the Bluebell Railway by 14th May. Electric locomotive No 1 had been overhauled by 15th May, and the 4-car pre-1936 tube stock had arrived by the 16th. The ex-Metropolitan milk van had been restored, and was more or less completed by 20th April.

Sunday 19th May - Rehearsal of Special Train & Parade

The dress rehearsal went very well, and, according to reports, the only noticeable hitch was the sticking of the whistle on T stock motor car 2734, as it ran into the headshunt at the south end of Neasden depot yard. This took several minutes to free - but for such a small fault to be the most prominent hitch of what was, after all, only a rehearsal, is a remarkable tribute to all concerned.

Thursday 23rd May - Special Train to Neasden

The special train to convey guests to Neasden for the Parade comprised a 4-car A62 stock unit, numbers from the Baker Street end of the train being 5198-6198-6199-5199, and ran as train no. 451. The schedule was as follows:-

Outward Journey -	a.m.	Return Journey -	p.m.
Neasden	dep.10.17 empty	Neasden - 23 road	dep. 2.28 sp.
Baker Street	arr.10.32	Baker Street	arr. 2.42
(No 4 Platform)		Baker Street	dep. 2.48 ety.
Baker Street	dep.10.45 spl.	Neasden Depot	arr. 3.07
Neasden Depot	arr.11.00	The stock for the return journey was 5196-6196-6197-5197.	
(Klondyke Siding No 23)			

On the forward journey, the train left Baker Street about 1 minute late, travelled down from Finchley Road on the Bakerloo northbound track until through Neasden station, then via nos 35 and 36 points to Klondyke No 23 road, where the grandstand had been erected; passengers detrained direct on to the stand which was at platform level. When empty, the train proceeded to the yard via the north shunting neck. In each direction, a uniformed

member of the operating staff travelled on each car, in addition to the normal train crew; these additional men acted as guides, and also as stewards on the grandstand after arrival there. The arrival at the grandstand was approximately 4 min. late.

Thursday 25th May - Centenary Parade

Shortly after the arrival of the special train, Delia, the granddaughter of the driver of the first train to Uxbridge in 1904, presented a bouquet to Mrs Valentine, wife of the Chairman; Mr A.B.B. Valentine, Chairman of the London Transport Board, made a short speech referring to the birthday celebrations in the Underground family, and welcoming old Metropolitan staff, friends and representatives of overseas underground systems.

Huw Thomas then took over as commentator - a function that he performed with skill and humour. The exhibits were paraded in front of the stand on Klondyke Sidings 21 and 22 alternately, starting with exhibit 1 on siding 22; the exceptions to this alternate order were the last few exhibits which ran as follows - no 13 on 21, 14 on 22, 15 on 22. All exhibits were allowed two minutes in front of the stand, except no 1 (5 mins) and 13 (12m). The actual parade commenced at 11.15 a.m., and the items and the stock used were as below. Stock numbers are in north to south order.

1. Locomotive No 23 and Contractors wagons, with Tableau by members of the London Transport Musical & Dramatic Society; 4-4-OT No 23 (not in steam) - S & K 29 - S & K 23 - both the last being replicas - propelled by battery loco L76. The engine crew of No 23 were in original costume, and those who were represented in the wagons, all of whom had been in an inspection run over the unfinished line on 24th May 1862, included Mr & Mrs W.E. Gladstone, John Fowler (Engineer), George Knight (Contractor), the Duke of Sutherland, Lord Richard and Lady Constance Grosvenor and Lord Macclesfield. The replica contractors' wagons were made up from current wagons in LT's Ealing Common depot, to represent trucks of Smith & Knight, builders of the Paddington - Gower Street section of the original line.
2. E Class Locomotive, Milk Van and Chesham Shuttle Coaches; 0-4-4T L44 - Milk Van No 3 (recently tool van 700 in service fleet) - 512 (formerly 2761) - 515 (formerly 9702) - 516 (formerly 9705) - 518 (formerly 6702).
3. Electric Locomotive and 1910 stock; Electric Loco No 1 (John Lyon) - 448-509-440-469-465-427.
4. T Stock; 2711-9724-2734.
5. F Stock; 4606-8530-8513-4603.
6. P Stock; 13220-013261-14264.
7. A Stock; 5197-6197-6196-5196.

8. Pre-1938 Tube Stock; 3380-7453-7184-3219.
9. 1938 Tube Stock; 10124-012165-12445-11124.
10. 1959 Tube Stock; 1140-2140-9141-1141.
11. Works Train; 0-6-2T L52-F341-J689-DE618-F333-RW464-BW244-HW422-B560. Made up ready for the replacement of a junction north of Chalfont during the weekend following the Parade.
12. Cable-laying Train; 0-6-0PT L98-F335-CW1052-CW1050-CW1051-B582.
13. Long Welded Rail Train; Battery locomotive L57-RW494-RW493-RW492-RW491-RW490. The crew of this train gave a demonstration of unloading and loading 300ft lengths of rail.
14. Instruction Train; Ballast Motor Car L66-IC1075-IC1076-IC1077-IC1078-IC1079- Ballast Motor Car L71.
15. Locomotive No 23 and A Stock; 4-4-0T No 23-MW541-5199-6199-6198-5198.

All the items in the Parade passed from the south end of the depot, stopped opposite the grandstand, and then proceeded to the Inspection Shed via the north shunting neck.

At the conclusion of the Parade, an excellent Buffet Lunch was provided for guests in the marquee erected to the south of the grandstand, where a press tent was also situated. As the Parade ended about 12.30, there was adequate time to enjoy the refreshment and company, before the return of the special train to Baker Street at 2.15 p.m. It is only to be regretted that LT were not more fortunate in the weather, which was very dull and cold for the time of year.

Friday 24th May - Lord Mayor's Commemorative Train

Sir Ralph Perring, Lord Mayor of London, rode in the cab of this train, which comprised eight cars of A62 stock, the actual cars being 5196-6196-6197-5197-5198-6198-6199-5199. The driver was motorman James Stone, of Baker Street, who joined the staff of the Metropolitan Railway Company in 1915 and, now aged 63, has been driving Underground trains for 26 years. There were over 300 other guests in the train, including the Minister of Transport (Mr Ernest Marples), the Sheriffs of the City, Members of Parliament, the Chairman of the London County Council, Mayors of London Boroughs, and heads of Underground railways in Barcelona, Berlin, Boston, Glasgow, Hamburg, Lisbon, Madrid, Milan, Moscow, New York, Oslo, Paris, Rome, Rotterdam, Stockholm, Tokyo, and Toronto.

The train started from Platform 14, Paddington suburban station (on the site of the original Bishop's Road station), at 12.07 p.m., and ran to Moorgate, arrival there being in platform road no 4 at 12.23 p.m. Drawn up to the buffers on platform road 5 were the two Smith & Knight wagon replicas, with their period

passengers re-enacting the tableau presented the previous day at Neasden; the two wagons were headed by 0-4-4T L46, while L44 and a brake van were standing at the far end of the road to platforms 7 and 8 - waiting to take the replica wagons away after the tableau had finished; this it did very promptly, and was closely followed up the line by L46 running light.

After the passengers in the special had detrained and seen the tableau (which incidentally was being presented on the 101st anniversary of the trip by Mr Gladstone it depicted), they left the station by a special staircase built at the end of platform 4, and embarked for the Mansion House in a fleet of five LT Routemaster buses. At the Mansion House a luncheon was held.

Saturday & Sunday 25th & 26th May - Display of Rolling Stock

On these two days, the items used in the Parade on the Thursday were placed on display to the public in the Inspection Shed at Neasden Depot, together with a few smaller items, such as the under-floor wheel lathe, a metadyne machine, and various motors and items of smaller nature. Admission was 2/- for adults and 1/- for children, but this did not deter anyone - at times it seemed almost as popular a show as the Cup Final taking place next door! There was a refreshment tent, and a stall for the sale of books and postcards; both were extremely popular, and outside the shed the Emergency Tenders 832J, 925B, 111J and 1274LD were on view. On the Sunday, the steam stock coaches were not on view, being used on the enthusiasts' special, but parties were taken by minibus to view the adjacent power station. Coach excursions were run from Crawley, Stevenage and Hemel Hempstead on the Sunday afternoon, at an all-in fare which included admission to the exhibition. The display was open from 10 a.m. to 5 p.m. on the Saturday, and should have been open from 2 till 6 on the Sunday, but had proved so popular the first day that it was in fact open on Sunday from 11.30 a.m. to 6 p.m.

Sunday 26th May - Enthusiasts' Commemorative Train

This comprised steam stock coaches (from Baker Street end on the outward journey) 427-465-469-440-509-448; the motive power from Baker Street to Amersham on the outward journey, and from Amersham to Watfrod and then to Baker Street on the return, was electric locomotive No 5, John Hampden. From Amersham out to Aylesbury and return, British Railways steam provided the motive power - most surprisingly, a Jubilee 4-6-0 No 45709, Implacable. This hauled the train tender first on the outward journey, and bore the shed plate 21A - Saltley (Birmingham).

The weather was fine, the run interesting and comfortable, and not overcrowded (the fare of £1 may have restricted support), so those who went had a thoroughly enjoyable, if sad, afternoon.

The published itinerary and times were as follows, actual times being shown also:-

		<u>Published time pm</u>	<u>Actual time pm</u>	<u>Remarks</u>
Baker Street	depart	2.15	2.16	Platform 3
Harrow	"	2.32	2.33½	
Amersham	"	3.15	3.15	Loco change - arrived 2.55
Aylesbury	arrive	3.37	3.38	Platform 3
"	depart	4.15	4.15	Platform 4
Amersham	"	4.48	4.50	Loco change - arrived 4.41
Watford	"	5.14	5.15	Loco run round - arrived 5.6
Baker Street	arrive	5.48	5.45	Platform 3

A large number of the enthusiast passengers on the train waited to see it depart empty for Neasden depot, the extension line platforms at Baker Street remaining quite crowded until the steam stock had rolled away into the tunnel for the last time; needless to say, cameras and tape-recorders were very prominent at this time - as they had been all afternoon.

Miscellanea

Publications The books 'The Story of London's Underground' and 'How the Underground Works' were published by the LTB on Saturday 25th May, to coincide with the exhibition; they were both reviewed in our June issue. An attractively illustrated booklet was also issued to visitors to the exhibition, and the Programme for the Parade on Thursday 23rd took the form of an elongated playbill in 19th-century style. This last was available in various languages. The Times published a special supplement covering the Centenary story also.

Plaque On Friday 25th May, a plaque was unveiled at Baker Street station, in Marylebone Road, commemorating the opening of "the world's first underground passenger railway".

Tickets Special tickets were issued for the train to the Parade on the 23rd (black on dark red card, slightly larger than a normal ticket); for the Lord Mayor's special train on 24th (black and gold on white card); and for the commemoration train on the 26th (a rover-sized ticket printed in deep red on pale grey card). Special tickets for adults (2/-) and children (1/-) were also printed for admission to the Display at Neasden on the 25th and 26th.

Films The film show which is being presented daily at the Charing Cross station cinema from 27th May to 31st August (except Sundays), comprises two films; "Underground Centenary"

82 and "Experiment under London" - the latter showing the new type of tunnels on the stretch of the Victoria Line already built. Times of showing these films are - 11 am, 12 noon, 1, 2, 3, 5, 6 and 7 pm.

Postmark A commemorative postmark was authorised by the Postmaster General, and was used at certain London offices while the celebrations were on; this read "1863-1963 Underground A Century in London's Service" in four lines, and with the London Transport "bar-and-circle" symbol to the left of "Underground".

NEWS FLASHES

NF 181 The last train on the Halton branch (closed 31-3-1963), was driven by Air Commodore B. Robinson, Commandant, No.1 School of Technical Training at Halton, with other RAF officials on the footplate. The locomotive was AM 223, and it was decked out with bunting; among the spectators was Walter King, who fetched the branch's first two locos from Greta when the line opened during the 1914-18 War. Mr King still works at Halton.

NF 182 For the record, the last 1959 unit went into service on the Central Line on 30-3-1962, and the first 1962 unit 13-4-1962. The last unit to go into service in 1961 was 1242-2242-9663-1243, and the last in 1962 was 1516-2516-9517 (removed from 1959 unit)-1517.

NF 183 Last Metropolitan unit into service in 1961 was 5062-6062-6063-5063, and in 1962 the last was 5162-6162-6163-5163.

NF 184 New tube and Met cars at West Ruislip depot on 16-3-1963 were numbered up to 1583 and 5191 respectively.

NF 185 Tube cars numbered 9511 and alternate odd numbers up to 9735 are fitted with step-plates dated 1959, although the cars themselves (Metro-Cammell built) are of 1962 design and construction.

NF 186 It is rumoured that the Victoria Line may be worked on its opening by Northern Line new replacement stock, if the automatic trains are not available by then.

NF 187 Q38 cars were still being overhauled without modification to PCM in February 1963, although O13144 was modified to run with PCM stock under the District Line programme in 1962.

NF 188 In the House of Commons on 29-4-1963, Mr Marples - the Minister of Transport - said that the Victoria Line would take 260 million passenger-miles from London streets - more than the total passenger-miles at present on the third of British Railways lines down for closure under the Beeching Plan.

NF 189 The Railway Clearing House was disbanded 31-3-1963, and staff transferred to offices of BR's Chief Commercial Officer and Chief Accountant.

Sunday 7th July Family outing to Southend. This is following the route of the Ealing-Southend Met Dist/LTSR joint service - which ran from 1910-1939. Those wishing to cover the whole of the route should meet in the Booking Hall at Ealing Broadway, at 9.30 a.m. for the 9.44 a.m. District train which arrives Barking at 10.45 $\frac{1}{2}$ (the 8.54 a.m. ex Charing Cross to Ealing forms this train, for the information of those who want to travel down to Ealing to come back again!). The Main Party will meet at the foot of the stairs on Platform 4 at Barking at 11 a.m. As Cheap Day Return tickets are available from LT stations to Southend, no Party Tickets are being arranged, but there will be reserved accommodation on the 11.13 a.m. from Barking to Southend. This outing is open to all members, and to visitors - do come, and bring your family and friends; no advance notice is required - just turn up on the day.

Friday 12th July, 7 for 7.30 p.m. Talk by D.F. Edwards on 'Underground Publicity'; this will be given in the Meeting Room, Kensington Central Library, Campden Hill Road - near Kensington High Street station. This meeting is open to all - visitors will be welcomed.

Saturday 13th July, 10 a.m. Visit to the London Transport Poster Art Exhibition, at the Royal Institute Galleries, Piccadilly, W.1. An official Guide will conduct the party round the exhibition, and everyone is welcome. Meet at the entrance to the Galleries.

Saturday 20th July, 2.30 p.m. Tour of the BR Broad Street - Richmond line, so much in the news recently. Open to all, including visitors; meet by the departure indicator at Broad Street station. Please note that Party Ticket will not be available for this tour, despite the notice in our June issue. No notification needed, just turn up at 2.30 on the day.

Saturday 17th August, 10 a.m. Visit to Stonebridge Park Power Station. Names to Secretary at 4 Southcombe Street, London, W.14 - this is a restricted visit, for full members only.

On another Saturday in August it is hoped to organise a combined farewell ride on F stock and visit to the East London Line, including a walk round the disused and lifted East London spurs at New Cross; details will follow next month.

Saturday 14th September, 10 a.m. Visit to Ealing Common LT Depot; restricted visit, for full members only; names to the Secretary (address above).

Monday 16th September, 7 p.m. The Society will be the Guests of the Historical Model Railway Society at Keen House, when a talk will be given by our Treasurer, K.R. Benest, on Met Rolling Stock.

Transfers Copies of official Metropolitan Railway transfers can be supplied at 4l/- each, post free; please send orders, accompanied by remittance, to C.Gooch, Fairmead, Northway, Pinner, Middlesex.

Teatowels Why not dry the breakfast things at Ealing, and those from supper at Upminster? Teatowels are available, with the Underground route diagram in full colour printed on; price 6/6d each; order from C.Gooch, in same manner as transfers.

Index to Underground, Vol 1; List of Members These two items may still be ordered, price 1/- post free for the two, from R.E.Labrum, 134 Cranley Drive, Ilford Essex. Both list and index are being duplicated now, and orders should be executed within a few weeks.

Binding Service - Underground Not very many members have expressed an interest in this service; we would like a few more to notify their interest, so that we have enough to justify obliging those already listed as wanting their magazines bound. See June issue for details.

Underground back issues Copies of the twelve issues for 1962, price 6/- per set, post free, may be obtained by sending an order with remittance enclosed, to R.E.Labrum, as above.

Tube Tour Please see notice in June issue. More support will be needed to justify this tour by special train; please help to ensure the success of the first 'Special' the Society has been associated with; if interested, write to S.Sparke as requested in the June notice.

History of London Transport, Vol 1 This book, by T.C.Barker and M.Robbins, may be ordered from R.E.Labrum (address above); publication is due in July, and price is 40/-; please send remittance with order.

Metropolitan Electric Locomotives a 44-page illustrated book by K.R.Benest will be published in August, and will provide a valuable memento, written by one of our own members, of an era in London Transport's railway history now almost closed. The price will be 5/- post free; orders with remittances should be sent to R.E.Labrum, address as above.

Junction Diagrams Through the courtesy of The Railway Enthusiasts' Club, the Society can offer members a limited supply of the official Railway Clearing House Junction Diagrams at a very reasonable price. Any member interested may obtain a list of the available diagrams by sending a stamped addressed envelope to the Editor at 62 Billet Lane, Hornchurch, Essex.

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