

U n d e r g r o u n d  
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FIFTY UP

The first twenty-five events arranged by the Society for the benefit of members were spread over the period of almost fourteen months, from before the official inauguration (the first event having been held at the end of September 1961) to the latter end of November 1962. It is significant that the half-century of meetings, visits and so on has been reached in no more than a further six and a half months, this figure being reached on the 15th June 1963.

For the first group of events, ending with a talk by Ron Ledger, M.P. held 23rd November 1962, please see the article in Issue No 13 of Underground for a report; the present notes continue the story from that point up to the fiftieth function.

Saturday, 8th December 1962 provided a most interesting visit to the Parsons Green Interlocking Room and Earl's Court Signal Supervision Room, and gave members a valuable insight into the latest signalling methods used by the (then) LTE; the only other items in the old year were stands at two exhibitions - from Friday to Sunday 14th-16th December we were on show at the Manchester Model Railway Exhibition 1962, thanks to Eric Cope who was almost solely responsible for our exhibit, and on the middle day of these three (Saturday 15th) a very busy and enjoyable day was spent with a stand at the Transport and Travel Exhibition 1962, held in Saint Stephen's Church Hall, Thornton Heath.

Amid the snow and ice of the worst winter for many years, our 1963 programme began with an important date - the Metropolitan Centenary Dinner held at the Metropolitan Tavern in Farringdon Road on the evening of the centenary day, 10th January. Due to the weather and other causes, this was not a large gathering, but at least one member thought it worth while to travel down from Birmingham just for the evening - which in itself proves that the Society were right in assuming that the event should be celebrated in some way on the day. After a well planned meal, entertainment took the form of a slide show provided by Chris Gooch, and music for dancing supplied by Joe Brook Smith.

The first visit of the New Year was to the Railway Section of the Science Museum in South Kensington; this took place on 12th

98 January; members were shown the large exhibits not yet on show to the general public (including the tube car), while the Curator gave those present a most cordial welcome. On 21st January, there opened an exhibition at Ruislip Public Library entitled A Century of the Underground; this was organised, in conjunction with the Librarian of Ruislip, by our member D.F. Edwards and the Society was associated with the project. It is interesting to note that public interest was so great that the exhibition, originally intended to close on 28th January, was extended to the 2nd February.

Saturday 23rd February saw the Society visiting the British Railways and London Transport Signal Boxes at Barking; these two boxes, contained in the same brand new building, together provide a fine example of the best in modern signalling practice on the railways of Britain, and gave the members of the party much to see and think about. The next visit emphasised the historical aspect of our interests, being to the Air Ministry's Halton Camp Railway on Thursday 14th March; only a very small party was able to make the midweek visit to this fascinating line, and the difficulty of the day was increased by the short notice - the visit having been hurriedly arranged before the final closure of the line on March 31. Those who went had a most enjoyable time though, and it was agreed that the effort to get there was amply repaid by the pleasure of a footplate trip (diesel of course) along the line to Wendover Sidings and back to Halton via the engine shed and coal yard branch; even the weather was kind on this occasion, being bright and sunny all day - so that after a lunch in Aylesbury, the party continued with some unplanned touring of the lines in the town. Two days later, on 16th March, there was another visit - to Ruislip LT Depot; this proved equally interesting, as on the one hand there was tube stock awaiting scrapping to be seen, and on the other new stock being prepared for the road - the latter including Met A Stock of course. After the Annual General Meeting on Saturday 23rd March, a 'What-Have-You Meeting' was held in Room 15 of Caxton Hall; the members present had brought along models, maps, books, photographs and so on for examination by others - and there was quite a brisk market in photos for a time! The Colour Slide Evening held at Kensington Central Library Meeting Room on Friday 5th April, also depended on members who brought things along - and a fine selection of slides was shown.

The Society stand at the Model Railway Exhibition this year was very well stocked with some excellent models, and created a considerable amount of interest - situated at the head of the stairs to the lower hall, as in 1962, it was in a favourable place to attract the maximum number of visitors.

A return visit took place on Saturday 20th April - to Neasden LT 99 Depot; this depot is naturally the one most in demand for visits by our members, and this particular one was particularly interesting as some of the stock for the centenary celebrations was seen. The next Saturday afternoon Dr J.G.Thomson most ably led a party on a walk over the top of the Metropolitan Line from Aldgate to the Ray Street gridiron; this walk had been very thoroughly planned, and all the points of Underground interest were pointed out, and further illustrated with an excellent series of display cards handed round at appropriate points. On Friday 3rd May, a meeting was held at Pinner; this was in the nature of an experiment in that it was further out of the centre of London than any previous meeting had been; it undoubtedly succeeded, for attendance was excellent and a most enjoyable evening was provided - tape recordings and a talk by Eric Gadsden on the proposed Met extensions beyond Verney Junction. An important item on this occasion was a recorded interview Chris Gooch and Eric Gadsden had with our only Honorary Member, Sir Harry Verney - it is hoped to print this interview in this Journal within the next month or so. It is probably worth noting, too, that the Old Oak Tea Room in Pinner makes a pleasant meeting place - and provides excellent coffee too.

On Sundays 5th and 12th May, parties visited Wendeville Road - the OO Gauge model layout of member Philip Bradley; this is in the form of an imaginary Metropolitan branch in steam days, and makes a really interesting model - which is quite a masterpiece of compactness; Mr and Mrs Bradley made our parties most welcome and provided a most enjoyable tea on each occasion, for which those present were very grateful. On Saturday 11th May were run the first two brake van trips arranged by the Society; in the morning, a party assembled at Brent, and in due course boarded a special brake van provided on the train from there to West Kensington Goods and Coal Depot. The guard travelled in his own brake, while that for the Society (20 ton, No M731419) was marshalled immediately in front of that for the guard; the locomotive was 'Jinty' 0-6-0 No 47434, and the load comprised, in addition to the two brakes, fifteen wagons; a most enjoyable time was had by all on this trip. In the afternoon, another party travelled in the same van on the return trip - in this case the load was the two brakes only, which suited several members of the party very well as they were armed with tape recorders.

On Saturday 25th May, a party visited the Underground Centenary Display of Rolling Stock, at Neasden LT Depot, and on the next day there was a party on board the Centenary Commemoration Train from Baker Street to Aylesbury and back via Watford.

100 On the evening of Friday 14th June, at Caxton Hall, John R. Bates gave a talk on 'Some Frustrated Tube Projects' which provided much that was of interest to all those present. Three events the next day brought our score to fifty - a visit to Upminster Depot in the morning (where the Depot Engineer proved to be a most interesting and helpful guide), followed by a buffet lunch at the Chairman's home, and a meeting in the afternoon in the Oliver Room, Nelmes Hall, Emerson Park. This meeting was intended to be one where a number of members brought along and talked about their six favourite railway photographs, but so few responded to the request to come armed with photos that it was fortunate that a few members had a much larger number than six with them.

In due course, this chronicle will continue with the next batch of events, but in the meantime it seems only right to point out that whatever the Society arranges for its members, the bulk of the work falls on one man - our long suffering Secretary; were it not for the many hours put in by Norman Fuller over the past year or so, hardly anything could have been achieved. We are indeed grateful for his efforts.

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#### THE 1962 REPORT

The last Report on the work of the London Transport Executive, entitled 'London Transport in 1962', was published on the 23rd July. This follows the pattern of reports in recent years, and gives full financial, statistical and general information on the activities of the Executive during the year under review, together with a great deal of information on London's traffic problems generally.

The main points of interest during the year were the authorisation of the Victoria Line, and the commencement of construction work thereon; the completion of the Metropolitan Line modernisation; re-equipment of the Central Line with silver trains, giving a 15% increase in passenger capacity; and the disappearance of the trolley-bus from London streets. The end of the year, of course, saw the end of the London Transport Executive, which was succeeded on the 1st January this year by the London Transport Board.

One of the most interesting comments in the whole report is to the effect that the Victoria Line cannot be considered the last major tube work if London continues to expand at the rate predicted. It goes on to say 'other new lines will be needed to relieve existing railways and avoid imposing an intolerable burden on the already heavily overtaxed road system'.

Another interesting point noted is that the Executive paid away to the Government in the form of taxes and social service contributions more than 10% of total working expenses - £8.7m. in all.

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K.R.Benest.

Events moved fast in the closing years of the last century to compel the Metropolitan and District Railways to take an active interest in practical measures for the electrification of the London lines. The example of the City and South London Railway, the threat to revenue provided by the imminent opening of the Central London Railway, and pressure from the Board of Trade and other authorities to find a satisfactory solution to the problem of adequate ventilation of the tunnels combined to initiate a change of which the travelling public had all but abandoned hope. A jointly-financed pilot scheme to determine the practicability of conversion without interference with existing services was agreed, leading to the electrification of the double track connecting Earls Court and High Street Kensington, a distance of some 5000 feet, on the four-rail system, the supply being taken from a temporary generating station at Warwick Road. The conductor rails were laid on either side of the running rails, in contradistinction to the practice prevalent in later days of laying the negative rail in the four-foot way. This is not the place to describe the course of the experiment, but the experimental train is of interest, and has its place in Metropolitan carriage history.

The original scheme made provision of some £3,100 for the adaptation of a complete train of standard Metropolitan District Railway type, i.e. of nine x 26'0" four-wheelers, and the supply of one third, and one second class, coach similar in general construction to the 'long coaches' in use on the Metropolitan, but provided with electric motors, efficient brake power, with the means of applying the latter to the Westinghouse air-brake in use on the M.D.R. stock, and electric lighting. It was realised, as early as November 1898, that the generating plant required would be unsuitable for incorporating in a permanent power plant; a distinct economy could be effected, therefore, by taking this equipment on twelve month's hire rather than by straight purchase, the saving permitting the purchase of a complete new train.

Proposals for the new stock were prepared by Wolfe-Barry, under M.D.R. influences. In due course they were submitted for Metropolitan approval, and elicited caustic comment from T.S.Raney, the carriage superintendent. In particular he disapproved the low partitions; the provision of station indicators - which weakened the roof; the provision of a top flooring of square oak treads, in the third class; and of inset india rubber mats in the first and seconds - both of which weakened the floor; and the substandard width of the compartment doors in compensation for

102 greater body-width. He also stipulated the provision of a brake handle in the end second class compartment (for use when the single motor coach envisaged for Inner Circle running was attached at the other end), the substitution of Baghdad moquettes for Morocco leather in first class non-smokers and of Wood's patent wire-woven seats for the plain boards offered by the District to third class passengers. Furthermore, Raney championed the vacuum brake as simpler, cheaper, and less failure-prone than the Westinghouse system, and quoted Board of Trade returns in support of his argument.

Not content with the points he had made - most of which were conceded - he advanced a rival proposal to provide a train of nine coaches, more or less identical with the four-wheeled Jubilee stock of 1887, claiming that accommodation would be thereby provided for 400 (as against 396) passengers with a reduction in weight, exclusive of the motor-cars, from 108 to 94½ tons. His motor coach would have had two driving compartments with a central guard's and luggage compartment, an arrangement which eliminated turning as well as the splitting up of the accommodation which would have arisen when, say, a second class motor-coach was attached to the third class end of a train. This proposal appears to have gone no further than Mr Bell, who favoured the bogie-train idea which had recently been introduced on the Metropolitan's main line.

Eventually agreement was reached, and a tender at £5,560 by Brown, Marshalls & Co. was accepted in May 1899. The train, delivered some four months later, and equipped, apparently at Lillie Bridge, by Siemens Bros. Ltd., was of formation 3M, 3T, 3/1T, 1T, 2T, 2M, and accommodated 136 x 3rd, 80 x 1st, and 96 x 2nd class passengers. The first and composite trailers each contained six compartments of equal size, the other trailer coaches seven each. The trailers were generally similar to the Metropolitan's 'bogie stock' but had a body width of 8'6" against the 'bogies' 8'3", and partitions which, in the lower class accommodation, did not extend to the roof. They were electrically lit by series-connected incandescent lamps, fed from the traction supply, were equipped (despite Bell's earlier objections) with the Westinghouse automatic brake, and weighed 18 tons apiece.

The motor-coaches were fitted with four 4-pole, 110 horsepower gearless motors with slot-wound armatures 26" in diameter and 25 inches long, the size of the casing necessitating 16-spoked wheels of 4'0" diameter. The plate-framed bogies had a wheelbase of 7'0" and were set at 25'0" centres. To accommodate these units the flooring at each end of each motor-coach was raised some six inches above the main frames, being supported at each end on four longitudinal "I" sectioned steel joists: the design of these cars, which weighed 45 tons each, was considerably circumscribed by this feature.

The forward portion of the body was taken up by the driving cab; this had two large fixed lights on each side, with the usual 'round-topped' door to the rear. The front end had three deep vertical panels surmounted by a single horizontal fixed light, immediately below which was carried the standard 4'0" wooden head-board. On either side of the three central panels was a door, outwardly hinged from the corner-post, and glazed above waist level, at which height were provided three lamp sockets, centrally and on each corner post. 103

The guard's compartment, which occupied most of the central 'well', had a single door with drop light for that official's own use, in addition to a double luggage-door set forward of it. Adjacent, and to the rear, flanked either side by a quarter-light, was the door to the passenger compartment. Within were five seats on the forward side and pairs of two on the other; a central gangway gave access, by means of a step up, to two further bays of seats with facing pairs on either side, the rear seats extending the full width, thus seating a total of 26. Each raised bay had a central drop-light flanked by quarter-lights but, of course, no doors. This single entry feature had such obvious disadvantages that the compartment was kept locked, save in the face of abnormal traffic, during the trials, but it is indeed singular that this failing, here unavoidable, was neglected in later design.

But for the rain-strips, and, centrally above the cab, a whistle operated from the air supply, the roof was devoid of ornamentation. Double step-boards extended the length of the train, save that the lower step was omitted from the motor bogies.

The place of honour in the cab was accorded to the controller. This cumbersome device was operated by a large steel-spoked wheel of marine style mounted on a shaft to which the contacts carrying the full traction current were mechanically connected. By this means the four motors could be operated in full series, series-parallel, or full parallel, with intermediate resistance steps making twelve in all. No brake-notches were provided, reliance being placed solely in the air brake, but the driver could, in emergency, reverse his motors against the train. Although through bus-lines were provided to ensure continuous current collection when passing over gaps in the current rails, a pair of shoes being fitted to each coach for the purpose, the motors at the rear end of the train had no through control, and rotated idly until the train came to make the return journey. Sprague's multiple-unit control was still 'just round the corner', and it was anticipated, as we have seen, that the rear end motor would be replaced by a trailer on the Inner Circle service.

104 Other cab equipment included a three-throw air pump, electrically driven, a driver's brake valve, air valve for the sanding gear and whistle, and an ammeter and voltmeter. For the purposes of the trials additional ammeters were provided temporarily, one in each motor circuit.

The train first ran on the night of Friday 8th/Saturday 9th December 1899, and the public were admitted, at the special fare of 1/-, later reduced, from May 21st until the train was withdrawn after close of traffic on November 6th 1900: the experiment was adjudged to have been successful. The vehicles were then placed in store at Lillie Bridge pending an arrangement as to disposal of the Companies' joint assets. The Metropolitan's portion, comprising the 2M, 2T and 1T was transferred to High Street Kensington station on March 27th 1903, whence it was taken to Neasden after traffic had ceased. The District's portion, comprising the 3M, 3T, and 3/1T remained under dust sheets at Lillie Bridge until sold in 1906 to the Colne Valley and Halstead Railway. It seems strange that the District should have conceded the better equipped portion of the train to its rival; possibly no specific instructions were issued, and the 'three nearest the door' were taken as a matter of convenience.

None of these vehicles appear to have borne any number, or indication of ownership, whilst experimentally employed, but at Neasden the first class coach appears to have been numbered 415 and put into service in one of the bogie-set trains. The second class carriage became 416 and was incorporated in a train composed of the five rebuilt 'rigid' coaches and the first class 'bogie' coach No 363, which had been displaced from its original set by No 415. No 416 became third class after the abolition of second class travel in 1905-6.

The fate of the motor-coach is unknown, but it is perhaps significant that London Transport's records date the bogie tool van BD 703 in the Neasden breakdown train to 1910. It is an attractive theory, having regard to the known survival of all the bogie stock (save one which was completely destroyed) into L.P.T.B. days, that the old body was broken up and that the underframe, which is of the same pattern as that fitted to the bogie stock, was mounted on spare pressed-steel bogies to receive the present match-boarded superstructure.

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NOTE The extension of Central Line Debden trains to Epping on Sundays, referred to in last month's article on the new Summer Timetable, came into force on 12th May 1963, and affects all the Sunday trains which would normally terminate at Debden between 9 a.m. and 10.30 p.m. This extension gives Epping a considerably improved Sunday service, which is useful to visitors to the forest.

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Oxford Circus and nearby streets were closed to road traffic and non-residents for August Bank Holiday weekend - from 1.30 pm Saturday 3rd to 6.30 am Tuesday 6th. In that time London Transport built a 600-ton umbrella bridge covering 2500 square yards to carry traffic over the circus while a new upper concourse for the station is being built below. This new concourse, comprising a circular ticket hall below the circus with a pavement stairwell at each of the quadrants, is part of the rebuilding in preparation for the opening of the Victoria Line in 1968.

Work on Oxford Circus station will take longer than that on any other station on the new line; the first to be started, it may be the last to be finished, and to avoid disrupting traffic over a long period it was decided to build the umbrella bridge. Digging of pits and headings started on 20th September 1962, the work being done at night to locate service pipes and cables under the road. Positions were then planned for 25 concrete cylinders augerbored at 3'0" dia. to carry the umbrella, and foundations sunk to depths of up to 54 ft. All this was done by having limited road surface occupation at night and weekends, openings being covered for traffic during busy times.

The bridge steelwork, made by Rubery Owen Limited, includes 27 main welded plate girders up to 35 ft long, 24 tapering lattice truss girders to take the bridge down to ramp end panels at normal road level, and 197 structural steel panels, mostly 25 ft x 6 ft and weighing up to 5 tons each. These panels were laid with skid-resistant asphalt to form the road surface. In all there were 245 pieces of prefabricated steelwork, all stacked in advance at the south end of Cavendish Square, coloured yellow for the north or blue for the south, numbered and arranged for systematic erection by 'blue' and 'yellow' gangs.

In advance, the cylinder foundations were capped and fitted with holding-down bolts and base plates, foundations for the ramp truss girders and end panels prepared, hoardings erected in Regent Street (north), and barriers, signs and lamps for closing the roads got ready. The Metropolitan Police publicised and arranged traffic diversions, and LT did the same for bus and coach route diversions; the councils of Westminster and St Marylebone removed traffic islands and bollards, and put up new lamp standards, and catering and sanitary arrangements were planned for the men on the site - about 200, with about 70 of them on each 12-hour shift.

On Friday night, 2/3 August, the hoarding round the steelwork was removed, diversion signs erected (but left covered), and on Saturday morning the St Marylebone Borough Council removed all traffic lights. Police began diverting traffic at 1.15 pm, barriers were erected, the diversion signs uncovered, and LT closed the entrance to the west of Argyll Street of Oxford Circus station. Possession of the area was complete just after 1.30 pm.

106 Kerbs were removed from the circus, prepared foundations cleaned out, steel stools erected on top of the foundations cylinders, and the steelwork was brought forward as required by lowloader lorries from Cavendish Square. Beams, trusses, panels and ramp units, numbered and coloured appropriately, were lifted from the lorries by mobile cranes and put in place by two 30-man steel erector gangs. This part of the work was scheduled for completion by 12 noon on Monday 5th August - it was actually finished by 12-15 pm, a quarter of an hour late!

During the erection of the steelwork, timber kerbs and splash barriers were also being put up, asphalt burned up preparatory to joining the adjoining road surfaces to the ramps, and by Monday afternoon traffic lights were being erected on the bridge decking, granite kerbs put down, road signs fixed, asphalt ramp ends formed, and pedestrian crossings marked. In the early hours of Tuesday, the timber pavement-decking to the south end of the hoarding in Regent Street (north) laid, and at 6 am traffic and pedestrian barriers began to be removed. Diversions ended as planned at 6.30 am, and the first vehicle across the umbrella was a small blue van, closely followed by a bus appropriately destined for Victoria.

The bridge gives a full width road to three of the directions it serves, but to Regent Street (North) access is to the west side only, the eastern half of the road being used as a working site for the station rebuilding. The Consulting Engineers were Sir William Halcrow and Partners, the main contractors Mitchell Bros, Sons & Co, and the erection of the bridge was subcontracted to Carter-Horseley Limited. The cylinder supports were built by McKinney Foundations Ltd.

At a press view of the work on August Bank Holiday morning, the party was conducted round the site by Mr F.E.Wilkins, IIT Press Officer and Mr E.W.Cuthbert, IIT Assistant New Works Engineer (who is in charge of the Victoria Line work). Mr Cuthbert stated that the umbrella bridge was the first of its kind to be built in Britain, and was probably the first in the world; in answer to a questioner, Mr Cuthbert said that the new line would be opened during 1968, but it was too early to hazard a guess at the month, there being so many unknown factors in a job of this magnitude, any of which might affect construction time.

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#### BOOK REVIEWS

Branch Line Index Supplement 1958-62. Compiled by G.C.Lewthwaite, for the Branch Line Society. Obtainable from A.M.Young, 22 Woodcroft Avenue, Glasgow, W.1. 10 x 8, 6pp. duplicated, price 1/-.

In 1960, an index was published, listing articles on branch lines which had appeared in the three leading railway enthusiasts' magazines. This has proved of great value to those searching for information on the branches concerned, and has now been brought up

to date with this supplement, which lists all articles on branches 107 which have appeared in the same three magazines during the five years from 1958 to 1962 inclusive. Those who already have the Index will undoubtedly buy the Supplement to keep up to date - but the Suppt on its own has considerable value, and could save much searching through recent issues for a wanted article.

T.C.Barker and Michael Robbins; A History of London Transport - Passenger Travel and the Development of the Metropolis; Volume I - The Nineteenth Century. 416 plus 32 pp. Frontispiece and 113 illustrations on plates, with numerous maps and diagrams. George Allen and Unwin Limited for the London Transport Board, price 40/-.

The Society can supply - please send orders accompanied by the appropriate remittance to R.E.Labrum, 134 Cranley Drive, Ilford, Essex.

In one sense, this book does not need a review in such a journal as this; an officially-sponsored history of London Transport would be required reading for the underground enthusiast whether it was good, bad or indifferent. Add to that the fact that the present book is unquestionably good, and nothing else needs to be said. However, it would not be fair to the author to leave it without further comment. The present volume has been written by T.C.Barker (Mr Robbins' period coming later in the work); Barker is Lecturer in Economic History at the London School of Economics and Political Science, and this shows clearly in the course taken by his work here. The book is far more than just a history of the London Transport undertakings (road, rail and water) up to 1900; it is the story of the growth of the capital during the nineteenth century, and of the part that transport played in that growth. It is a broad survey of a vast subject, and, though it contains a great deal of new information, and much that has been hard to come by hitherto, it does not contain an enormous amount of minute detail about any particular railway or bus company - that is not the aim of the work, which is intended to be used by students of London, and of the Social Sciences, as well as by railway students and the general reader.

Almost any reader will find something of interest, and it is not likely that the underground fan, provided he bears the above remarks in mind, will be disappointed - in any case, as said before, it is essential reading!

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LETTERS TO THE EDITOR

9th August 1963

Dear Sir,

I would like to make some observations on Mr Brown's letter, especially with regard to the types of stock to be used. It would not be possible to use 2-car R stock units, as the Driving Ends of these all face east, the use of a M-T-T-M combination of PCM stock would be impractical by virtue of the remarshalling required when

108 transferring from one line to the other. In amplification of this point, note that only three of four Metadyne/PCM type units have been reformed during the last twelve months, although due to its gradual conversion the stock is in a 'fluid' state. Also, both the old Hurst Nelson and later the F stock did not appear to keep solely to the ELL, but ran on the main line after servicing at Ealing or Neasden (see NF 180).

Ideally, if the cars converted to PCM equipment could be made interchangeable with R stock, (e.g. 4-car R stock with 2-car PCM added to make a 6-car train), which would simplify the situation on the main line. Given a further conversion, that of fitting a driving compartment to the number 4 car (234xx series), Mr Brown could then press really hard for post-war stock for the ELL!

However, returning to reality, I don't think that sufficient traffic could be attracted (short of a Marples embargo) to justify 6-car trains on the ELL, any more than they are strictly necessary on the rest of the surface lines off peak. This excepts three short sections of the Circle, on which the Victoria Line will cause further easement. The running of Hammersmith trains on to New Cross and the Gate would give a better non-peak but poorer peak hour services, and it would also give poor connections from the ELL to places east of Aldgate East, including Whitechapel.

A suggestion to work on would be the running of Southern Region trains into Liverpool Street, Eastern Region. To keep this note short, I leave the reader to consider the implications of this.

Yours sincerely,

4 Southcombe Street,  
London, W.14.

N.Fuller

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#### THE TIMETABLE

from 24th August for 2 weeks Exhibition in connection with the book 'A History of London Transport'; arranged by our member Ian Huntley in conjunction with the Hayes Librarian. Open daily except Sundays, at Hayes (Middlesex) County Library.

Monday 16th September 7 pm. The Society are invited to be the guests of the Historical Model Railway Society at their meeting at Keen House, Calshot Street, London, N.1. A talk will be given on Metropolitan Railway Rolling Stock by our member K.R. Benest.

Friday 11th October 7 pm. TALK BY J.G. BRUCE Esq., Mechanical Engineer (Running - Railways), London Transport Board. This will be given in the Meeting Room, Kensington Central Library, Campden Hill Road.

Saturday 12th October 10 am. Visit to the IIT Instruction Train - names to the Secretary at 4 Southcombe Street, London, W.14 at once.

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