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MUST IT GET WORSE

A correspondent from within LT has written recently on the present state of the organisation, and ends by saying that 1969 was a bad year for the Underground in many respects, and that the general feeling among staff is that things are going to get worse before they get better. He adds that morale is very low, particularly on lines where disruption of services is endemic and that the GLC takeover, together with poor Public Relations and Staff Relations, is doing nothing to improve matters. The final remark is "1970 does not look very promising for the Underground".

Reading such a letter against a background of strikes; train, lift and escalator failures, stations closed at weekends or threatened with such closure in the future; reduced services on many lines, due either to failures or a deliberate cutting back blamed on little use of the service; what is the passenger to think?

Obviously it is only possible to agree with the views expressed - but is all this necessary? With a little more foresight at the top, and a little more tolerance in the lower echelons all the trouble could have been avoided and LT kept its extremely good name. What is needed is a prompt announcement from the GLC to the effect that they realise that London as it is could not exist without the Underground, and that a really extensive programme of expansion and improvement is to be embarked on at once. Will it come? Judging by recent events at County Hall, it will not - which is a great pity.

THE EAST LONDON RAILWAY

H.V.Borley

The centenary of the East London Railway took place in December 1969 almost without notice, but it is to be regretted that some factual errors were made in certain historical articles relating to the line. It would therefore be as well to place on record the following notes which have been compiled from the records of the various companies and from several London newspapers.

The line was opened formally on 6 December 1869 and to the public the following day from New Cross to Wapping (at first called Wapping & Shadwell station). The London Brighton & South Coast Railway undertook the working and maintenance and the line was extended to Liverpool Street (Great Eastern) without ceremony; public traffic began in the early hours of Monday 10 April 1876. A branch from Deptford Road Junction (just south of Surrey Docks station) to the South London Line was opened 13 March 1871 with a service first from Wapping, later from Liverpool Street to Old Kent Road. From 1 August 1877 the trains were extended to Peckham Rye.

In 1876 an additional up line from New Cross to Deptford Road Junction was constructed and this together with an improved lay-out on the down side enabled some trains to run through to and from New Croydon from 1 July 1876. On Sundays in the summer from June 1876 one train had through carriages to and from Brighton, probably using the new connections. Commencing 1 November 1876 there was a through service on weekdays serving the same place. When the East London services began the trains used a small station on the east side of the Brighton Company's station at New Cross, sometimes referred to as the Low Level. The separate station was however closed with effect from 1 November 1876.

At the same time it was agreed to make connection with the South Eastern Railway and that Company began a service from Addiscombe Road to Liverpool Street on 1 April 1880; these trains were diverted to St Marys on 3 March 1884 and ran for the last time on 30 September 1884.

From 1 November 1881 until the end of August 1882 there was a through service between the E.L. line and Crystal Palace LBSC.

A Joint Committee of management was formed by Act of 1882 consisting of the LBSC, the LC&D, the South Eastern, the Metropolitan and the District, and commenced operations 1 October 1884 when connection was made at St Marys, White-chapel Road, with the joint line of the Metropolitan and District Railways. As the LC&D was a member of the Joint Committee it had to pay its share in the annual loss incurred although not taking any active part in the running of the railway.

The inauguration of the services of the two newcomers has caused some confusion to historians. In order to give the train-men an opportunity to become familiar with the new services and as some of the stations were not quite ready the Met trains from 1 October 1884 detrained all passengers at Bishopsgate, ran empty to St Marys and then conveyed passengers locally thence to New Cross (S.E.) Similarly the District trains ran empty from Mansion House to St Marys. On the return journey passengers were detrained at St Marys, picking up passengers again at Bishopsgate or Mansion House as the case may be. From 6 October, however, both Companies conveyed passengers through from their respective systems to the East London line. The services the various railways intended to operate however proved unworkable with seven flat junctions (including three at Aldgate) and the entire service was revised from 10 November 1884 with Met¹ trains every half-hour; District every half-hour and frequent LBSC trains. The District used the East London station at New Cross until it was closed with effect from 1 September 1886; the trains then ran to the LBSC station. From 1 January 1886 the Met service was increased to three an hour on weekdays, but remained half-hourly on Sundays. All through working to Brighton ceased 1 October 1884, but an occasional excursion from Shoreditch was run. There were also occasional excursions Shoreditch to Ramsgate and other places by the South Eastern Railway.

In 1885 the Great Eastern joined the Committee and from 1 January 1886 that Company took over the service

from Liverpool Street to New Cross LBSC, but the LBSC continued to run trains from Shoreditch to New Cross and to Peckham Rye. Through trains to Croydon were, however withdrawn. but from 1 February 1887 some of the G.E. trains were extended to New Croydon on weekdays (and to Central Croydon until closure in 1890). Various schemes were considered to run Met trains beyond the South Eastern station at New Cross but none were given effect to.

From about 1880 goods traffic was exchanged between the GE and the LBSC, the SE and the LC&D railways; the LBSC working the trains from Liverpool Street. The GE took over the service from 1 January 1886 at first to New Cross LBSC. From 1 February 1886 GE goods trains ran also to New Cross (SE), the trains being extended to Hither Green in 1899. On 2 May 1904 the GE opened a Goods depot at New Cross. To facilitate the exchange of merchandise a hoist at Whitechapel Sidings was brought into use in 1900, but some traffic continued to be worked via Liverpool Street.

Originally the LBSC had maintained the East London Railway but the South Eastern took over this work in 1885 and continued to do so until after electrification.

The services altered little until the electrification of the Met and District lines, which resulted in the withdrawal of the trains of those companies. The District trains were withdrawn with effect from 1 August 1905 but additional LBSC trains were provided. The Met service ceased on and from 3 December 1906 and was replaced by SE&C trains to Whitechapel. The time sheets were headed: Provisional Service of Trains on the East London Railway.

Improvements were made at some stations. Shadwell and Wapping in 1892, and on 1 August 1895 a direct stairway giving access to the Blackwall line station at Shadwell was brought into use. At Whitechapel a joint entrance and booking office with the Whitechapel & Bow Railway was opened in 1904, and a suffix "(for London Hospital)" added to the name in 1910; this suffix was afterwards dropped. Deptford Road was re-named Surrey Docks 17 July 1911. Rotherhithe was partially reconstructed 1905-6.

Services beyond New Cross were withdrawn with effect from 1 June 1911 and those to Peckham Rye from the same date. The connecting link from Deptford Road Junction to Old Kent Road was abandoned in 1913.

The question of electrification was considered on several occasions but it was not until 1912 that an Act was obtained by the GE authorising the electrification of the line from Shoreditch and St Marys to both stations at New Cross.

Subsequent history will be given in a further article.

The Underground Guide 1957-1970
G.P. Jasieniecki

This list started life as part 2 of the List of Underground maps, which the Editor asked me to compile following the publication of part 1 in February 1969. It was intended to be an account of the maps which are included as an insert inside the back cover of the Underground Guide and how they differ from the ordinary maps available at the time the Guide was issued. I soon realised that the maps in the guide bear little relation to the ordinary issue and have for some time suspected that they are not printed by Johnson Riddle, but probably by Waterlow, the printers of the guide itself. I have no reliable information on this point, however, and would welcome information from others. In the meantime, this list of Guides and associated publicity is offered in the hope that someone may be able to add to it. It is hoped to have more information for publication concerning the maps later.

The present series of Underground Guides was started in late 1957 and was an immediate success; so much so that the first edition had to be reprinted. The series has been maintained regularly since then, usually with two editions a year and up to four in earlier years when alterations to timetables were more frequent. The Guide itself is a most useful publication to the student of services on the Underground, containing details of first and last trains from all stations, service intervals throughout the day, a complete timetable for the Metropolitan, Marylebone-Aylesbury (formerly Woodford Halse), and Epping-Ongar lines

and much other miscellaneous information (including that map).

The pre-history of the series is also of interest and is being studied at the present time with a further list in mind. A public timetable was published in May 1936, in a very similar format to the present Guide and was reissued at intervals until the end of 1939. At that time the Metropolitan timetables were a separate series dating back to pre-1934, and from 1939 onwards a frequent series of timetable booklets for the Met & GC Line continued to be issued by LPTB and LNER, until superseded by the reappearance of the Underground Guide in 1957.

Notes to the List

General. Unless otherwise stated, the page size of all leaflets is approximately the same as that of the Guide, and they are usually printed by Waterlow & Sons Limited. The Guide is also printed by Waterlow.

1. Two printings of this edition were made owing to the first selling out sooner than expected. The first was of 30,000 copies, the second is not known. Neither printing bears a reference number. The only obvious difference between the two is that one has the printer's name on the last page. It is not known which print appeared first. (cf p. 9, LT Magazine, January 1958).
2. Printing Reference and Printer's name inside back cover.
3. Amendment booklet containing alterations to Met Line starting 15 September 1958. Certain complete pages revised and other minor changes. Booklet printed throughout in brown ink of a similar shade to the cover of the guide. Note on the front advises that the Summer 1958 edition will be current throughout the winter months until a new book is necessary, when it will be advertised at Underground stations. Printing Ref is on p. 2 of the booklet.
4. Amendment booklet containing further alterations mainly to Metropolitan (commencing 22 Nov) and

- District (commencing 1 Dec) Lines and the 15 Sept changes from the previous leaflet, and in addition a list of stations to be closed on Sundays, Printing Ref on p. 4. Colour blue.
5. Printer's name on inside back cover, reference moved to inside front cover, for the next few issues.
 6. First Autumn Edition of 1959. MF times for Central Line announced in table of contents as starting on 12 October.
 7. Amendment leaflet, Metropolitan Line changes starting 2 November 1959 "... leaflet to be used in conjunction with the first Autumn Edition of the Underground Guide. A second edition (available shortly) includes these changes". 4 pages, printed in magenta (similar to the later Underground Guide covers) by Kelly & Kelly.
 8. Second Autumn Edition, including alterations commenced 2 November 1959.
 9. Including new Met timetable from 4 January 1960.
 10. Errata slip, referring to 6.26 am Chesham-Chalfont train. Printed in vermillion. Size 5" x 3".
 11. First glue-bound edition. Previously they had been stapled.
 12. First magenta cover. Previously they had been brown.
 13. Reference on inside back cover from now on.
 14. Alterations commencing 10 September 1962 to Bakerloo, District, Met, Northern and Piccadilly Line. 4 page leaflet printed in Prussian blue.
 15. Timetables current from 17 June except Central and Northern Lines, which are current from 1 July.
 16. Postponement slip. Central Line timetable now starts 8 July. Size 4 7/8" x 2 1/2". Printed in scarlet. No reference.
 17. 2-page alteration leaflet commencing 16 December containing temporary alterations on Met Line due to staff shortage. Colour - Prussian blue.

18. Substantial alteration booklet of 52 pages. Due to staff shortages, train cancellations on District, Northern & Piccadilly Lines from 20 January 1964 and new timetable on Metropolitan Line from 3 February. Colour - cerise.
19. Amendment slip refers to Central Line train on p.18. Size approximately $3\frac{1}{2}$ " x $2\frac{3}{4}$ " ; colour magenta.
20. It is appropriate to mention here an additional leaflet, not issued in conjunction with the Guide. Printed by Kelly & Kelly in a deep shade of red, size approx $12\frac{3}{4}$ " x $6\frac{3}{4}$ ", folded into 3 panels, it refers to Northern City Line changes in connection with the withdrawal from Finsbury Park. Ref. 964/2971Z/15000(AA).
21. Supplement to 7 September Guide including alterations from 12 October. The validity of the entire Guide is altered to 12 October. Colour - Prussian blue.
22. All the examples of those editions studied have the map stuck in back to front so that the index shows when it is unfolded.
23. More temporary alterations to Met Line due to staff shortage. Printed in magenta.
24. Another relevant leaflet was issued to describe the "New Pattern of Northern Line services from March 10" It was printed in black, with no printer's name or reference, on glossy paper, size 12" x $7\frac{3}{4}$ ". It was in essence, a miniature of a two-colour publicity poster issued at the same time for the same reason, size double royal (40" x 25").
25. Supplement containing alterations to Northern and Victoria Lines starting on 20 October 1969. Printed in Prussian blue .
26. Alteration slip concerning minor alteration to District Line and to Central Line starting on 22 November. Printed in Prussian blue.
27. From this issue, the guide is priced at 2/-. The map is out of date, not incorporating new weekend closures, and there is a note in the Bakerloo timetable concerning reduced services "due to rolling stock difficulties".

Post-war Underground Guides
List compiled by G.Jasieniecki with extensive
assistance from L.W.Norris, P.R.Davis and the
Society Library

Date	Printing Ref	Leaflets, etc	Notes
Winter 1957-58	none	-	1
Winter 1957-58	none	-	1
Spring 1958	none	-	
Summer 1958	558/1124S/40000	-	2
-	-	858/1806S/25m	3
-	-	1058/24635/15m	4
Spring 1959	259/386S/20m	-	5
Summer 1959	559/1202S/20m	-	
Autumn 1959	859/2184S/10m	-	6
-	-	1159/2829/1M	7
Autumn 1959	1059/2712S/15m	-	8
Winter 1959/1960	1159/2890S/25m	-	9
March 1960	360/456S/10m	-	
June 1960	560/888S/20m	-	
Autumn 1960	860/2116S/30m	-	
-	-	960/2370W/10M	10
Summer 1961	561/12495/30m	-	11
Winter 1961	761/2090S/30m	-	12, 13
Spring 1962	262/534S/10m	-	
Summer 1962	362/1462S/30m	-	
-	-	862/2412S/12,000	14
Winter 1962	862/2651S/30m	-	
Summer 1963	563/14295/30m	-	15
-	-	no ref.	16
Winter 1963	863/2348S/25m	-	
-	-	1263/3334W/10,000	17
-	-	no ref.	18
16 March 1964	264/462S/15m	-	
-	-	364/961S/6m	19
7 September 1964	864/2415S/25m	-	20
-	-	964/2453S/25m	21
14 June 1965	565/1715S/30m	-	
11 October 1965	865/2595S/30m	-	22
-	-	1165/3494S/20M	26
2 May 1966	366/988S/30m	-	
17 October 1966	966/2910S/30m	-	

June 1967	467/1138S/25m	-	
16 October 1967	967/2226S/25m	-	22
14 October 1968	868/23305/25m	-	
-	-	968/2915S/20M	23
10 March 1969	269/2365/25m	-	24
-	-	969/3484C/5000	25
2nd February 1970	1169/4065S/25m	-	27

LETTERS TO THE EDITOR

4 March 1970

Sir,

Through fares via Richmond

As most Members will be aware the line from Studland Road Junction, Hammersmith to Turnham Green was originally the property of the London & South Western Railway and through fares to a considerable number of stations on that railway remained in operation from Ravenscourt Park, Stamford Brook and Turnham Green after London Transport took control. All through fares were however withdrawn in September 1969. This is to be regretted as passengers now have to pass through the exit barrier at Richmond and obtain another ticket.

167 Cornwall Road,
Ruislip.

H.V.Borley

DISTRICT ELECTRIC ROLLING STOCK

4

P.R.Connor

The first of three batches of new rolling stock was ordered in April 1910 from the Scottish firm of Hurst, Nelson. These cars, which become known as the 'C' stock, were similar in outward appearance to the 'B' stock but they were of all-steel construction with wood trimming. There were two types of car; motor and trailer. Henceforth there was no distinction between the end and middle motors as all the wooden stock power cars were being standardised and their position in the train formation became immaterial.

Dimensions of both types of new car were standard. They measured 49 feet in length, 8ft 9½ins at waist level and 12 ft ¾ins high. Bogie centres were set 34ft 1 in apart. Motor cars, of which there were 32, weighed 33

tons and trailers, which numbered 20, weighed 20 tons. The electrical equipment was the usual BT-H type M with GE69 motors. Some of the motor bogies and control gear were taken from six of the electric locomotives, the two breakdown locos and 'B' stock car No 94, the body of which was damaged beyond repair in an accident at Ealing Broadway in November 1909. New type B pressed steel motor bogies were fitted to the remaining motor cars and all trailer bogies were of the new type L, which were of plate and angle construction. The wheelbase of these bogies were 7ft 3ins and 7ft respectively. The A type motor bogies taken from the withdrawn loco and car No 94 were subsequently replaced under the 'C' stock cars which had them, by more B type bogies.

The two breakdown locos, described in Part 2, were withdrawn when their electrical equipment was removed in 1911, and were converted into flat cars. They were replaced by two battery locos built by W.R.Renshaw & Co. and delivered in 1909. These remained unaltered until about 1925 when the battery equipment was removed, and the portion of the body between the cabs was rebuilt to enable the locos to be used for carrying wheels and stores between Acton Works and Ealing Common. They were withdrawn, numbered L8 and L9, early last year (1969) and their duties taken over by road vehicles.

The interiors of the new cars were an improvement on those of the older stock. Each car has 48 seats upholstered in hair and cloth, and the amount of space allotted to each one was slightly greater than had previously been provided. Lighting was improved and inward tilting quarterlights replaced those of the wooden stock, which were opened by sliding them up into the panelling below the cant rail. All other features were similar to those of the earlier stock, and the only easily recognisable means of identification was in the window frames, which were devoid of any curves.

The second contract for new cars was awarded to the Metropolitan Amalgamated R.C.W. Co. in April 1911, and originally consisted of 15 motor cars and an equal number of trailers. A month later, following a request from the traffic department, the order was amended to 7 fewer

trailers and 7 more motor cars. These cars, known as the 'D' stock, were identical in appearance to the 'C' stock, the only actual difference in body construction being in the type of flooring and the thickness of the window glass. The motor bogies were type B, the same as on the 'C' stock, but were of a slightly heavier construction even though they had the same designation. The trailer bogies were M type, the same as the replacement type then being fitted under the 'B' stock.

The tender of the Gloucester Carriage and Wagon Co for the final batch of 26 motor cars and 4 trailers (the 'E' Stock) was accepted in December 1912. The bodywork of these cars was similar in all but one respect to that of the other two batches. The clerestory roof of the earlier stocks was abandoned in favour of a semi-elliptical roof which sloped downwards at the front and rear of the cars. There were also differences in the electrical equipment. The control gear was the same, but the motors were the GE212 type, being slightly more powerful at 234 hp than the GE69 motor, and they were fitted with interpoles. This latter feature was a considerable improvement compared with earlier traction motor designs, as it helped to reduce sparking at the commutators, thus extending the intervals between major overhauls.

The new cars were numbered as follows:-

Stock	Builder	Motors	Trailers	Total
1910 C	Hurst Nelson	169-200	537-556	52
1911 D	Metro Amal	147-168	557-564	30
1912 E	Gloucester	275-300	565-568	30

It will be seen that the 'D' stock motors were numbered after the 'C' stock. This was because the cars were numbered backwards from 200 as, at the time, it was uncertain how many new cars would ultimately be required. There were insufficient spaces left after the last 'B' stock end motor (No 129) so the 'E' stock was fitted between the last middle motor (No 274) and the first trailer (No 301). The new trailers followed on naturally after the last wooden trailer No 536.

One feature common to all the new cars was the position of the upper headlight which, on the 'B' stock had been placed over the communication door. On the new cars it was placed in the top corner of the offside cab window, which was

made smaller as a result, and all the wooden stock motors and control trailers were subsequently altered to conform to the new style.

Almost all of the 'E' stock had been delivered when the First World War broke out and the District was taken over by the government (under the provisions of the Regulation of the Forces Act 1871) in August 1914. In spite of certain austerity measures, which included the discontinuation of heating in trains and car windows being covered in blue paint as part of a rudimentary Air Raid Precautions scheme, some experiments on the rolling stock were carried out. One of these involved the fitting, in 1916, of illuminated advertisements in cars. It was not adopted generally, but the new Victoria Line cars are not the first on the Underground to have this feature. Another experiment involved the fitting of destination blinds, but this was also discontinued.

In the summer of 1916 a car on the South Harrow line was equipped with a mechanical device for closing the middle doors. At the same time another car was fitted with swing doors. Neither device proved satisfactory, so in January 1917 an order was placed with an American firm for some pneumatic door engines. These were delivered in September and some trials were made, but by the end of the year it had been decided to abandon the experiments.

During 1916 also, the National air compressors originally fitted to the wooden stock were replaced by new BT-H CP 30 compressors as they became defective. Increasing maintenance cost had prompted the Company to take this step, which was subsequently justified by the reliability of the new pumps which became standard for all new District rolling stock.

Many BT-H compressors of this type are still in use today on the CO/CP and Q stocks.

to be continued

NEWS FLASHES

NF 926 Friday the 13th of March proved to be a day true to form on the Underground. A train of A60 stock, with 5124 leading, went through the buffers on

the siding at Harrow-on-the-Hill. This siding is on the level beside the running lines which drop down, and the derailed leading car ended up with its leading bogie overhanging the main line.

NF 927

Also on the Metropolitan on Friday 13-3-1970, there was a train failure at Finchley Road at the height of the evening rush hour, which caused a considerable amount of chaos; a large number of trains were cancelled.

NF 928

Again on Friday the 13th, the Northern Line had its problems; there was a fire at Tooting which affected services, and at Colindale it is understood that there was another sit-down strike by passengers who refused to detrain.

NF 929

The mechanics strike which is affecting maintenance of lifts and escalators still goes its futile way; on the 17-3-1970 the men decided not to accept a 30/- per week pay rise offered by LT, and to stay out on strike.

NF 930

A derailment at Bethnal Green on the BR Eastern Region line on the morning of 11-3-1970 caused many trains into Liverpool Street to be cancelled or to run no further than Stratford. This meant that the Central Line had to carry most of the traffic for both lines into Liverpool Street from Stratford, with the result that trains were about twice as crowded as usual - if that is possible. The derailed loco was removed and services were restored by the evening, although not running normally.

NF 931

Desmond Plummer, Leader of the Greater London Council, has said that fares will not be kept down by subsidy from the rates. This is in the Conservative GLC election manifesto, published in early March.

NF 932

A tube railway has been approved for Liverpool - 67 years after it was first proposed!

NF 933

A new tunnel under the Thames is proposed to serve the new area of Thamesmead; the suggestion has been put forward that this should be a combined road and Underground railway tunnel - possibly to be used by the south-eastern end of the proposed Fleet Line.

NF 934

Someone has suggested that the only possible colour for LT to use on its route diagrams for the Fleet Line is battleship grey!

THE NEW PRESIDENT AND VICE-PRESIDENT

It is with pleasure that the Society welcomes the two new holders of these Offices, duly elected at the Annual General Meeting of the Society on Saturday 21st March.

Norman Fuller, who moves up from the Vice-Presidency to the Presidency, is so well known to all our members that it is not easy to find anything to add to that knowledge. One of those very few who banded together in the early part of 1961 to form the Society, Norman was in fact the first to make a formal, public move towards an Underground railway society, to serve those interested in the railways of London Transport - in fact it was originally intended to call the Society the London Transport Railway Society.

Since those far-off days the success of the Society has become assured, and throughout its existence Norman Fuller has held some office or other. He was the first Secretary we ever had, and a very efficient one who blazed the trail for his successors and opened a number of doors which were not easy to get through for a new Society; when finally he resigned from the Secretaryship and from the Committee through other pressures on his time, he had the duty of Librarian imposed upon him, and there, too he was proved a loyal friend of the Society, making the Library freely available to members at his home - and donating a number of valuable items to it and to the map collection.

Charles E. Lee, our new Vice-President, is a very worthy successor to Norman in that office and is well-known to an even wider circle. One of the best-known historians in the railway world, Mr. Lee has written a great deal about the Underground, his best-known works to the general public being the short papers he has written for LT at anniversaries of several of their lines.

Recently retired from his work with the Railway Magazine, Mr Lee has held high offices in a number of societies, including the Railway Club and the Railway and Canal Historical Society, and has already addressed our Society - members will remember his admirable paper at the time of the District Centenary.

We trust that both these gentlemen will enjoy their year in office.

SOCIETY NOTICES

Library Evenings During recent months there has been a falling-off in the attendance at these meetings, and the number now attending does not justify a regular monthly opening. Therefore, for the present, any member wishing to visit the Library is asked to telephone 01-603 0475 between 17.00 and 18.00 only on Mondays or Fridays to speak to our Librarian, Norman Fuller, who will make the necessary arrangements.

THE TIMETABLE

19.00 for 19.15 Friday 10th April A Paper will be read by Alan J. Barter, B.Sc., Chairman of the Electric Railway Society, on The Isle of Wight Railway Electrification. This is a joint meeting of our Society and the ERS, and it is hoped that as many members as possible will come to hear Mr. Barter, who, because he was professionally involved in this electrification will be able to give us a very interesting evening indeed. Meeting at Hammersmith Town Hall

10.00 to 17.30 Sunday 12th April Stand at the Special Sunday Opening of the Museum of British Transport, Clapham, Come along to support both the Society and the Museum - which is fighting for its life against the "wisdom" of Miss Jennie Lee.

Saturday 18th April Visit to Neasden Depot, LT. Names, accompanied by a stamped addressed envelope, to S.E.Jones, 113 Wandle Road, Morden, Surrey. As soon as possible.

19.00 Wednesday 6th May at Fred Tallant Hall, 153 Drummond Street, London, N.W.1. Another joint meeting with the Electric Railway Society. The speaker on this occasion will be our Assistant Secretary and Registrar, S.E.Jones, who will be addressing the two Societies on London's First Tube.

Sunday 10th May A visit to the Quainton Road depot of the London Railway Preservation Society, which will be preceded by a call in Oxfordshire to see the very well preserved body of a City and South London Railway Coach. Travel will be by preserved London Bus, and various pick-up points will be arranged. Bookings to G.P.Jasieniecki, 6 Redcliffe Street, London, S.W.10, accompanied by a remittance of 10/- and sae.

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