

THE JOURNAL OF THE LONDON UNDERGROUND RAILWAY SOCIETY

Issue No 101

Volume 9 No 5

May 1970

UPDATING THE UNDERGROUND

The need to update the London Underground system as near as possible to Victoria Line standards, as well as providing new lines, was stressed in London on the evening of Wednesday 25th March by Mr R.M. Robbins, the Member of the London Transport Executive responsible for the Underground. Modernisation of existing lines and stations must go hand in hand with the development of the new and extended lines so vital to London's future.

Addressing the Institution of Electrical Engineers on "The Victoria Line and its Successors", Mr Robbins said that despite the "glamour" attaching to new lines, "it would be folly to devote so large a part of our resources to new construction that there would be a risk of letting the system we have run down". Careful judgment was needed in deciding how far the financial resources which were made available for London's Underground should be devoted to new lines and how much to updating those already built.

Anyone who knew the existing Underground could see that improvements would have to be carried out if it was to be able to compete in the future on equal terms with its transport rivals and -- as the citizens who cared for London should want -- beat them in fair competition.

The Victoria Line was the most fully automated railway line in the world. It had pointed the way to what could be achieved with a high degree of automation and sophisticated equipment. It was already carrying passengers at the rate of 70 million a year and the numbers were still rising. But other Underground lines, which would go on carrying a

great number of passengers safely every day, were old - some very old. They were still doing a good job but in a number of ways were out of date and inconvenient and needed to be modernised.

A thorough-going plan was now being prepared by London Transport to raise standards as near as practicable to those adopted for new lines, incorporating the benefits of electronics which had revolutionised urban railway operation, as on the Victoria Line.

The updating plan would also aim at: major improvements to stations, with escalators replacing lifts wherever possible; better lighting and draught-prevention; attractive rolling stock; and , "most valued of all" - a high degree of reliability in train operations. This last aim meant good internal communication and control systems; removal of operational bottlenecks and awkward track layouts; train depots which were not blocked by a single derailment and did not lie open to snow and freezing troubles.

Mr. Robbins spoke of lines of research to improve communications between control and trains in motion in tunnel using radio links; the possibilities of harnessing the computer to play an important role in the operation of Underground lines; the reduction of noise and improvement in the quality of riding; and automatic fault indicators fitted in the cab to give immediate warning to the train operator when something was wrong.

Mr Robbins concluded: "Londoners cannot bring about a new heaven and new earth in this matter of transport within their city simply by signing a petition, or even casting a vote; but if they will lend their consistent support to expenditure on well-conceived transport plans, designed to enable their railway system to pull all the weight which it potentially can along with developments in other forms of transportation, they will find that we in London Transport shall be ready to put forward and support with sober arguments, just such plans. It is now for Londoners, through their elected representatives, to decide; London Transport will not be backward in carrying out the job, and it will be a good job".

LONDON TRANSPORT PANNIER TANK
PRESERVATION FUND

A group of London Transport employees has embarked on a project to preserve L 95. It is felt by the Committee, that T.L.U.R.S. members may like to take an active part in helping them and so an edited version of their information circulars is reproduced below.

Main line steam traction ended in London during the summer of 1967, and since August 1968 British Rail have been without any standard gauge steam locomotives at all. It is ironic, therefore, that the last steam survivors in London should be operated by the all-electrified London Transport system. However, by next year even these will be only a memory.

As is generally well known, these survivors consist of a group of 0-6-0 pannier tanks built in 1929 and 1930 for the Great Western Railway as the first batches of the famous 5700 class. The first locomotive, L 90, was purchased from the Western Region of B.R. in 1956 as an experiment to see if the class would be a suitable replacement for the ageing ex-Metropolitan locos. then in use. The design was found to be entirely satisfactory and the fleet was gradually increased, until in 1963, when the last 'E' and 'F' class engines were withdrawn, the type became standard. In all, thirteen locos. were bought, but the original L 90 and L 91 were replaced by two more locos. when repairs became due, and thus only eleven numbers, L 89 - L99, were issued.

The locomotives were immediately painted in maroon livery, lined black and yellow, and were fitted with two features unusual in steam loco. practice: all had L.T. type tripcocks and some were equipped with sleet brushes to sweep conductor rails in icy weather. Nos. L 94 and L 95 are also capable of being fitted with snowploughs. Slight alterations were made to the cab roofs to modify the loading gauge, and the vacuum pipes at each end were gradually removed. However, the vacuum brake apparatus, including ejector and crosshead pump, is intact on the remaining locomotives, being necessary for working with the tripcock.

Today only nos. L 90, L 94 and L 95 are still in service, of which one is kept at Neasden and two at Lillie Bridge. Their main duties are at night, when engineering works may take them as far as Amersham, Uxbridge or Upminster, but their daytime work is now mainly limited to yard shunting and occasional trips to Acton Works, the working of the Croxley Tip train now being in the hands of battery locomotives. This year, however, will see the end of steam workings and thus 107 years of history will be brought finally to an end.

Faced with the prospect of seeing the very last Underground 'steamers' go for scrap, we have drawn up a scheme whereby the last one can be saved in working order. We are sure that, like ourselves, many other L.T. enthusiasts would like to see one of these pannier tanks kept in its smart lined maroon livery, rather than G.W. green; after all, having given thirteen years' good service to L.T. and outlasting all B.R. survivors, one certainly merits preservation as a London Transport engine.

If purchased, we would endeavour to keep the loco. on L.T. property for a strictly limited time, to enable restoration work to be carried out. The possibility of this is being looked into. Later the locomotive would be moved to a site reasonably near to London where it could be kept under a close eye, and would be able to show its paces from time to time, but without the strain of every day use. Although several alternatives are available, the actual choice of site would be the subject of agreement between those concerned with the preservation of the locomotive.

Provided sufficient support is forthcoming, we shall make a definite bid for L 95. Despite its unkempt appearance, this locomotive is the best remaining, having been fitted with a brand new boiler in the mid-1950's. It was built at Swindon in 1929 as G.W.R. no. 5764, and will almost certainly be the last one in L.T. service.

To achieve this aim, we urgently need your support. There are several methods of raising sufficient capital to purchase a pannier tank, but it has been decided to sell equal voting shares in the engine, rather than try to raise the money by

donations. In order that this scheme will appeal to the maximum number of people, we are keeping the price of shares to the low figure of £5 (five pounds) each, and would urge all of you who are interested in these engines to purchase as many shares as you can possibly afford. Remember that you will not be merely subscribing to a society, or sending a donation, you will in fact become a part owner in the locomotive and therefore the more shares you buy, the greater ownership you will have. There is no limit to the number of shares you may purchase and in fact several people have stated their willingness to buy ten or more shares each.

We have been in touch with the L.T. Sales and Contracts department and have registered our interest with them, but as all redundant material is sold by tender only, we are unable to fix a firm purchase price. We shall therefore make a bid for the engine, the actual offer depending on how much we can raise. Suffice it to say that about £1500 will be needed to secure the engine, but obviously, the more shares that are sold, the greater will be our chance of success. If the appeal is successful, we shall set up a sales service to pay the cost of restoration work.

The fund has been pushed fairly hard within London Transport at Acton Works, and £1000 has been promised so far towards the target figure of £1500. A wider appeal is now being made to sell the remaining 100 shares. In six months time, L 95 will be put out to tender, by which time we must have the complete purchase price in cash. It would be a pity to have raised so much money and yet fail with the objective in sight. So, if you would like to see L 95 steaming into the future, proudly wearing her maroon livery, and would like to take an active part in operating her, act now.

Applications for £5 shares should be sent to Mr. G.A. Thorne, 62 Langley Road, Staines, Middlesex. Monies are being collected either in lump sums or by five equal monthly payments. Further information may be obtained from Mr. Thorne who would also welcome any comments and suggestions. ALL monies will be refunded if the fund should fail.

THE EAST LONDON RAILWAY

H.V. Borley

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The previous article terminated at electrification, but before continuing it must be stated that the East London Railway did not have an independent line to Liverpool Street but joined the Great Eastern at Bishopsgate Junction. However tickets headed "East London Railway" were issued at Liverpool Street to East London stations and beyond, but later, probably from 1886 the tickets were Great Eastern. The curve from Whitechapel Junction to St Marys Junction was originally part of the E.L.R. but was transferred to the Met and District Joint Committee from 1 October 1884.

The Great Eastern having obtained the Act and raised the money to electrify the line, the South Eastern relaid the permanent way and renovated the stations. The District company would supply the power from Lots Road and a sub-station would be erected at Surrey Docks. Autosignalling would be installed with lower quadrant semaphores having two red and one green spectacles to ensure that the green light was shown only if the signal was properly in the "off" position. The new signals were brought into use on Sunday 30 March 1913. In later years however normal colour-light signalling was installed. After various suggestions it was decided that the Metropolitan would provide the whole of the passenger service; the Great Eastern to continue to run goods and parcels trains.

Some trial electric trains ran during the last few days of March 1913, and in the early hours of Monday 31 March the Met took over the whole of the passenger service and again passengers could travel from the Met line to the E.L. line without change of carriage. During the interim period Met trains had been running to Whitechapel (District line) where passengers from the E.L. line changed. The Met engine and carriage sheds at New Cross which had apparently been disused since that Company's steam trains were withdrawn after traffic on the night of 2 December 1906 were again brought into service. (It has been stated that the S.E. & C. made some use of these sheds,

but confirmation is lacking). Four trains an hour were provided from South Kensington to the New Cross stations alternately; from Shoreditch there were eight an hour (four on Sundays). Commencing 9 February 1914 the through trains ran from Hammersmith taking the same route from Edgware Road as those from South Kensington which were withdrawn entirely. The Hammersmith trains were composed of G.W. and Met Joint stock and on Sunday afternoons, until 1918, some of the trains came from Kensington Addison Road but only in the eastbound direction. New Cross LBSC was renamed New Cross Gate 9 July 1923.

The service was revised from 24 September 1928. There were eight trains an hour each way between Hammersmith and New Cross and New Cross Gate alternately (six an hour on Sundays). From Shoreditch trains ran only in the peak hours and on Sunday mornings.

A more drastic alteration took place on 4 May 1936. The normal service was between Whitechapel and New Cross and New Cross Gate. The Hammersmith trains, also Shoreditch trains ran only during peak hours, Shoreditch also on Sunday mornings. The Hammersmith service was much reduced on 20 November 1939 and ceased entirely on and from 6 October 1941. The Shoreditch Sunday morning service ceased with effect from 5 October 1958.

The G.E. Continued to run goods trains to Hither Green and to New Cross Gate, also parcels trains to the latter. Regular booked services to Hither Green ceased with effect from 2 December 1940 but trips as required were arranged by the respective Control offices, but these virtually ceased by 1945. The number of trains was gradually reduced and all regular services ceased from 1 October 1962. Parcels trains and a few special goods trains to and from New Cross Gate continued, the very last being a parcels train on Saturday 16 April 1966.

The Metropolitan took over the management of the line on behalf of the Joint Committee from 1 July 1921, and maintenance from 1 January 1924. The down line from near Canal Junction to New Cross (SER) had been worked as a single line by train staff and ticket and repeated attempts had been made to adopt non-token working but Government

sanction could not be obtained. In 1916 the electric train staff system was substituted for staff and ticket, and finally in 1925 a satisfactory method of non-token working was put into operation.

The East London Railway Company was extinguished in 1925 as by Act of that year the line was purchased by the Southern Railway. This made no practical difference to the running of the railway; the Joint Committee continued to function, and management and maintenance by the Metropolitan continued.

When the through services were curtailed in 1936 direct stairways were provided at Whitechapel between the District line platforms and the East London line platforms. North of Whitechapel a facing crossover was provided so that down trains from Shoreditch could use either platform at Whitechapel; this crossover was however later removed. Before this time, the semaphore signals had been removed and normal colour light signals installed.

With the gradual reduction of goods services the sidings at Whitechapel, together with the hoist, ceased to be used in November 1955 and were removed. The up line from New Cross Gate to Deptford Road Junction was severed by the Southern Railway at East London Up Junction on 1 November 1964 and the points at Deptford Road Junction were taken out on 20 February 1966; the track was subsequently removed. At the northern end of the line, Bishopsgate Junction was removed on 17 April 1966 and stop blocks erected. Both physical connections with the former South Eastern Railway at New Cross were taken out and the up line removed in 1968.

The down platform at Shoreditch had been little used since 1913 and not at all from 1928. It was taken out of use and the footbridge removed. This station was closed on Sundays from 5 October 1958 and on Saturdays from 22 October 1966. St Marys, Whitechapel Road was closed entirely on 1 May 1938. At Wapping the question of providing lifts had been under consideration for many years. They were eventually constructed and brought into use on 4 October 1915. The entrance and booking office was reconstructed in 1960.

Shadwell was closed on Sundays from 5 October 1958 and on Saturdays from 31 January 1970. The Great Eastern goods station at New Cross was transferred to the Southern Region soon after nationalization and at the time of writing a connection exists at New Cross with some sidings, otherwise all physical connections with British Railways have been removed.

In recent years the East London Line has been worked by former District Railway stock.

DEATH OF LORD LATHAM

The death occurred on Tuesday 31st March 1970 of Lord Latham, leader of the old London County Council from 1940 to 1947, and chairman of the (first) London Transport Executive from 1947 to 1953.

Charles Lathan, who changed his name to Latham, and was made a peer in 1942, had only an elementary education in Norwich - where he was born on the 26th December 1888 - and despite the honours he received in his later years he remained essentially a sympathetic supporter and helper of the ordinary man.

His connection with the work of local government and public boards began in his comparatively early years as a member of Hendon Urban District Council, and subsequently he was for very many years a member of the LCC, being its leader from 1940 to 1947.

In his work for London he was closely associated with Herbert Morrison (as he then was) and thus connected with all the work done in the early 'thirties to co-ordinate and improve London's public transport system; in 1935 he was appointed a member of the London Passenger Transport Board, and with the nationalisation of the railways in 1948 he became the first chairman of the London Transport Executive of the British Transport Commission. Thus he directly succeeded Lord Ashfield at the head of London's public transport authority.

He is succeeded in his barony by Dominic Charles Latham, his grandson.

SOME BRIEF NOTES ON THE PARIS METRO
Pierre Folz

As members are aware, a Society Visit to the Metro will take place over the period June 5-8; Pierre Folz, a Society Member who is himself French, and knows the Metro well, here supplies those going on the visit with an introduction to the system.

Many different projects for a metropolitan railway had been submitted after 1870 but Parliamentary Powers were only granted in 1895 after lengthy debates between the Government who wanted to link the main-line railways and the City of Paris favouring an entirely independent system. The latter view prevailed and work began in September 1898.

Line 1 opened to passenger traffic at 13.00 on 19 July 1900 between PORTE MAILLOT and PORTE DE VICENNES; of the sixteen intermediate stations only eight admitted passengers on the first day, the others, not quite completed, opened throughout August. During the first weeks three-car trains (one motor-car hauling two trailers) ran every ten minutes at peak hours but frequency increased and another trailer was added after the delivery of more rolling stock.

By the end of the year the sections ETOILE-PORTE DAUPHINE (line 2) and ETOILE-TROCADERO (now line 6) were also opened. From 1902 onwards the network steadily developed and by 1910 lines 2, 4, 5 and 6 were completed as well as some sections of lines 3 and 7. Lines now numbered 12 and 13, also opened 1910, were built by the NORD-SUD Railway, a separate company, not by the Metro. Line 8 opened between OPERA and PORTE D'AUTEIL in 1913.

In January 1910 very severe floods disrupted services on all existing lines except line 2 and caused extensive damage to new tunnels under construction.

The original rolling stock of line 1 consisted of small wooden cars just over 29 ft long with two sliding doors; motor cars had two engines of 125 HP and it was quickly realised they were not powerful enough to haul

more than four trailers. In 1910 five-car trains entered service on the Nord-Sud Railway: two motor cars with four engines and three trailers, all with metal bodies. The basic design of this type of rolling stock did not alter much thereafter although more powerful motor cars were built. It is perhaps worth recording here that some of the Metro rolling stock was built by the Ateliers du Nord de la France, Blanc Misseron, who also supplied part of the London Piccadilly Line early rolling stock.

Work was slowed down during World War 1 but resumed in 1921 with the extension of line 3 from GAMBETTA to PORTE DES LILAS and in 1923 with the opening in West Paris of line 9 later extended through the central area to the eastern districts. Extensions to existing lines or sections of new lines opened frequently in the ten years before the last War.

The Nord-Sud Railway merged with the Metro in 1930, and the network then reached a total length of 116 kilometres: from 1934 the Metro extended for the first time outside the City limits for short distances into the immediate suburbs. Line 11, opened in 1935 was the last entirely new line to be built.

During the German occupation the underground was the only public transport available in Paris: trams had been withdrawn by 1937 and a reduced fleet of buses served the suburbs only, most routes acting as "feeders" and converging on an underground terminal station. This pattern has not much altered, and nowadays suburban bus routes do not, as a rule, enter Paris; likewise there are a very few urban bus routes crossing the City limits into the suburbs.

In November 1942 two more extensions opened: GARE DU NORD to EGLISE DE PANTIN on line 5 and PORTE DE CHARENTON to CHARENTON-ECOLEES on line 8.

Some stations closed throughout the war, escalators and lifts were stopped to save electricity but, despite the strain on staff and rolling stock as well as increasing difficulties in maintenance, normal service was maintained on the whole network (except line 11 in 1944) and the number of passengers reached an all time record.

Replacement of ageing rolling stock and modernisation of the network were delayed in the late forties due to lack of credits but line 7 was extended from PORTE D'IVRY to MAIRIE D'IVRY in 1946. New rolling stock entered service for the first time since the end of the war when the extension of line 13 for CARREFOUR PLEYEL was opened to the public in 1952.

At the time of writing the fourteen lines of the urban network total very nearly 170 kms with 344 stations, the average distance between stations being 521 m. Line 9 (19.6 km) is the longest and line 14 (4.6. km) the shortest; line 1 carries the most passengers and GARE SAINT LAZARE is the busiest station.

Each line is entirely independent as far as normal passenger traffic is concerned; trains travel from one terminus to the other stopping at all intermediate stations; with the exception of line 13 (and line 7 up to December 1967) there are no "branches". As it is only a short distance between stations, the average speed is only 25 kms/h.

In 1951 extensive trials began on a "pneumatic-tyred" motor-car, MP 51, on the NAVETTE, a single-line shuttle service about $\frac{1}{2}$ mile long between PRE SAINT GERVAIS and PORTE DES LILAS closed to passenger traffic since the war. After successful experiments it was decided to have further trials on a larger scale and line 11 was chosen as there is a gradient of 40 mm/m on a total distance of 2.5 km. The permanent way had to be altered at night so as not to interrupt normal service. The first "pneumatic-tyred" train ran on 8 November 1956 and the old rolling-stock was entirely withdrawn at the end of 1957. These new trains are also running on lines 1 and 4 but, despite their excellent performance, they will not be used on other lines due to the high cost of transforming the permanent way. It has been decided instead to introduce conventional but modern rolling stock on the other lines. Such new trains entered service on line 3 in late 1967 and it is now planned to withdraw the old, pre-war motor-cars and trailers over a period of years.

Two more extensions (on lines 3 and 8) are now at an

advanced stage of construction and more are being considered but there are no plans for long suburban extensions. Since, as we have seen, trains run at a rather lower speed because of the short distance between stations, too much time would be spent travelling from central Paris to the outer suburbs. The Metro, with its dense network, frequent trains and a flat fare whatever the distance travelled was planned as, and remains, an urban network.

LINE 1

Line 1 is just over 14.5 km long with 23 stations including both termini; it crosses Paris in a near straight line from east to west through the central area.

PORTE MAILLOT (not on our itinerary). The existing station is not the original one, a new station was built, west of the old one, for the extension to PONT DE NEUILLY (opened 1937) and the reversing loop used as sidings.

ETOILE. The terminal station of line 6 is al ongside the eastbound platform of line 1 (Direction VINCENNES); there is single line working on line 6 as the station is on the reversing loop; passengers alight on one side of the train but board it from the other. The connection between lines 1 and 6 can easily be seen just after leaving line 1 station (look on your right when travelling in the Direction Vincennes).

CHATELET (interchange with lines 4, 7 and 11). The two stations on lines 7 and 11 are sited near the river Seine whereas the station on lines 1 and 4 are some distance away in the Rue de Rivoli; a "Travelator" was brought into use in October 1964.

BASTILLE. The only station of line 1 built in an open cutting as it was decided to pass over the St Martin Canal; note the curve and the gradient.

Some foundation stones from the Bastille fortress, stormed on July 14 1789 at the beginning of the French Revolution were discovered when the tunnel of line 5 was built; they can still be seen on the platform Direction PANTIN (line 5).

Apart from the necessary alterations to the permanent way and the introduction of "pneumatic-tyred" rolling stock, many stations on line 1 were improved and brightened. F.D. ROOSEVELT (interchange with line 9) and LOUVRE are the most interesting achievements. LOUVRE, serving the well-known museum has been entirely redecorated; there are reproductions of statues and paintings on the station platforms.

LINE 11

Line 11 (opened 1935) is 6.3 kms long with 13 stations, starting from the centre of Paris it proceeds in a north-easterly direction to MAIRIE DES LILAS. Unstable ground and water bearing strata made tunnelling difficult; the eastern section under the Belleville heights is deep below the surface, an unusual feature of the Paris metro where lines are built near the surface whenever possible.

In May 1944 it was requisitioned by the German authorities service was suspended, the track removed and the tunnels and stations deep below the surface sheltered a factory. Service was resumed in March 1945. Pneumatic tyred trains have been running since 1957 and automatic driving is also in use.

CHATELET (terminal station). There are three platforms, one for arrival and two for departures, trains reverse and some are stabled in the short tunnel beyond the station.

The junction with line 3 can be seen after leaving RAMBUTEAU STATION (look on your right when travelling in the direction MAIRIE DES LILAS).

REPUBLIQUE. This is the largest station on the whole network, and an interchange between five lines. Line 11 is the deepest and passes under all the others.

NEWS FLASH

NF 935 The first of the new C69 stock arrived at Ruislip depot for fitting out towards the end of w/e Saturday 18-4-1970 - believed to have come on the Thursday or Friday. It is stabled on 53 road.

LETTER TO THE EDITOR

6 April 1970

Sir,

F.H. Stingemore

May I add my own appreciation of the work of my old friend, the late F.H. Stingemore, whom I knew for about thirty years, and with whom I discussed historical details concerning the London Underground Railways until very shortly before his sudden death on 4 February 1954 as the result of a coronary thrombosis, when he was but 63 years old.

Stingemore grew up in a period when it was customary for men to know one another exclusively by their surnames, and therefore it is not surprising that his business colleagues were generally unaware of his Christian names. In fact, he was born on 24 June 1890, and his full names were Frederick Henry Stingemore. Mr Alan Jackson is mistaken in thinking that he joined the Underground Group about 1919; he was certainly a clerk in the Commercial Department of the London Electric Railway in the early weeks of 1913, and he entered the superannuation fund on 25 March 1913.

In addition to the examples of his work available to the public, he produced many valuable reference drawings for internal use, such as a Distance Map of Underground Railways dated 28 January 1921, and an Historical Map of the Underground Railways dated 24 June 1921. The latter he revised from time to time until his death, and I have a file of correspondence with him about disputed dates. No trouble was too great for him to take in the interests of precision.

With regard to the drawings and photographs that he contributed to "The Railway Magazine", I am advised that all originals have now been destroyed, but I have the prints with which he presented me of his Brill branch and Verney Junction photographs. The description of his occupation given on his death certificate is "Cartographical Draughtsman" - I think this would have pleased him.

Yours faithfully,
Charles E. Lee

2 Duke's Road,
Tavistock Square,
London, W.C.1.

Editor's Note To provide space for the article on the Metro which appears in this issue, it has been necessary to hold over a number of items to the next issue, and to alter the makeup of the Journal slightly.

THE TIMETABLE

19.00 Wednesday 6th May at Fred Tallant Hall, 153 Drummond Street, London, N.W.1. Joint Meeting with the Electric Railway Society at which the speaker will be our Assistant Secretary, S.E. Jones, who will be reading an illustrated paper on "London's First Tube". It is hoped that as many members as possible will attend this meeting and so continue the success of these joint meetings which commenced in April at Hammersmith.

19.00 for 19.15 Friday 8th May at Hammersmith Town Hall. An Illustrated Talk on the Quainton Road Preservation Centre by P.I. Clarke, Chairman of the London Railway Preservation Society and of the Quainton Railway Society Limited.

Sunday 10th May Visit to Christmas Common, to see the body of a City and South London Railway coach, and to Quainton Road station to view the progress made by the London Railway Preservation Society on their Preservation Centre Scheme. Special arrangements are being made by the LRPS to entertain us, and at least one locomotive will be in steam. Travel will be by a preserved London bus - the last RTW in service with LT, now privately owned. The visit will commence from central London between 08.00 and 09.00, and a number of convenient pick-up points have been arranged. Cost will be 10/- per person, and bookings should be sent at once to G.P. Jasieniecki, 6 Redcliffe Street, London, S.W.10, accompanied by remittance and a stamped addressed envelope.

Friday-Monday 5th-8th June Weekend Visit to the Paris Metro and the Paris Transport Museum. Bookings now closed.

19.00 for 19.15 Friday 12th June Usual monthly meeting at Hammersmith Town Hall. Details of programme next month.

Saturday 20th June Visit to Ruislip Depot LT, to see C69 stock being fitted out. Names to S.E. Jones, 113 Wandle Road, Morden, Surrey accompanied by a stamped addressed envelope.

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