

THE JOURNAL OF THE LONDON UNDERGROUND RAILWAY SOCIETY

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THE LONDON SUBTERRANEAN SURVEY ASSOCIATION

An organisation under the above title is in process of formation at the time of writing, and will probably have been formally inaugurated by date of publication. Founded by Ellis Hillman, a Greater London Councillor with an long-standing interest in below-the-ground London, the principal object of the Association is to promote the discovery and recording, the preparation of maps and plans and the dissemination of information of the natural and man-made features of subterranean London.

Our Society has been represented at all the preliminary meetings which have been held over the past few months to consider the feasibility and utility of such an Association and John Crowhurst has been the Society's main contact with the embryo organisation, having maintained attendance at meetings together with regular correspondence and telephone calls with Mr. Hillman. It is probable that the Society, or John as its representative, will become Founder Members of the Association, despite a fairly high subscription because this is an organisation of obvious concern with our interests, and there will be certain advantages from membership - plus, one might prophesy, some prestige to be gained from joining what may become a body of considerable importance.

There can be no doubt that there is a serious need for an up-to-date review of the position below ground in London, for it is unbelievably difficult to find out in some cases what runs where under the paving stones. If the new Association can do any-

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thing to alleviate the problems that arise from such lack of information it will receive a welcome from local authorities, public services and (if it helps to avoid quite so many holes in the road) from the ordinary Londoner too.

Ellis Hillman will be addressing the Society at its Hammersmith meeting in July, and then we should learn a great deal about the more detailed plans of the Association.

DISTRICT ELECTRIC ROLLING STOCK

P.R. Connor

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The end of the First World War brought considerable relief to all the railways of Britain. They had been understaffed and overworked for four years which resulted in their being rather run down, particularly in respect of maintainance. The District's rolling stock was no exception, and some of the wooden stock car bodies had begun to show signs of serious deterioration. In addition, the replacement programme for the original bogies had ceased in 1917, difficulty was being experienced with the rewinding of defective traction motor armatures because of a shortage of skilled staff, and the post war traffic increase was such that the District would have been hard pressed to cope with it had all the rolling stock been in good condition.

The first action to be taken to resolve these problems was a request by the board of Directors of the Underground Electric Railways (the District's holding company) for designs of new rolling stock to be submitted. This was done, and in January 1919 a design for a car with two sets of double doors per side was accepted, and a sample car ordered to be built. It was also decided that designs for a car with three sets of double-doors per side should be prepared. The sample car was apparently ready in March 1919, and was accepted (according to the Board minutes) after an inspection in May, as the design for the new rolling stock. One hundred new all-steel cars were

ordered from Metro. Amalgamated R.C. & W.Co. in the same month and work commenced on the building of the cars in June.

There is a mystery here in that the sample car (which was not numbered and not entered in the annual rolling stock returns) is said to have been built with two sets of double-doors. The new rolling stock, known officially as 'F' stock but nicknamed 'Tanks' by the staff, had three sets of double-doors. When and how the alteration was made is not clear, but a possible explanation is that the sample car was rebuilt with a three door design by the manufacturers and delivered later than the main batch. One motor car No 639, was not entered in stock list until June 1923, nearly two years after all the others. Here, possibly, is the elusive sample car.

Another theory is that the sample car was stored in some remote corner of a depot until resurrected and included with the 'G' stock of 1924.

The 'F' stock is probably one of the best known types of Underground train, largely because of its unusual appearances. The bodies were all-steel with flush panelling and every car was equipped with three sets of double-doors on each side. The roof was elliptical, with large rectangular ventilators down the centre, the car ends had oval windows, and there were no footboards along the bodysides. The last feature enabled the cars to be built to a maximum width of 9ft 7 ins at waist, but the sides sloped inwards above this level so that the width was reduced to 9ft at the cant rail. Maximum length was 50ft $5\frac{1}{4}$ ins and the bogies were set with the centres 34 feet apart. The bogies were similar in construction to the newer types already in service, but the motor bogies (type E) had 3ft 1in wheels and a 7ft 10in wheelbase, and the trailer bogies (type N) had 3ft wheels and a 7ft 3in wheelbase. They were also the first bogies on the District to be fitted with two brakes per wheel instead of one.

The cars were originally numbered as follows:-

Motors	1st/3rd Trs	3rd trs	1st/3rd Con. Trs
600-639	1000-1011	1100-1135	900-911

Each of the 40 motor cars had four 200hp GE260 motors and two sets of control equipment with a driver's cab at each end. The control was still the non-automatic B T-H electro-magnetic type, but the motors were modified, having a field weakening device to give a higher top speed. The master controller was of a new type - the 'hold-down' pattern - which replaced the

'button' type of older stocks. This new type of controller handle became standard for all types of B T-H equipped trains built up to 1962.

Trailer cars were of two types - third class, of which there were 36, and composites, of which there were twelve. There were also 12 composite control trailers, which had a driver's cab at one end. The trains were formed into eight-car sets thus:- M-3rdT-1st/3rdT-3rdT-M-CT-3rdT-M. Motor cars seated 40 passengers, control trailer 44 and trailers 48. Two partitions were provided in the composite cars; one to divide the classes, the other to divide the first class section into smoking and non-smoking areas. In all cars the seats between the doors were longitudinal whilst those at the ends were transverse. Improved electric lighting was provided in the form of shaded bulbs in pairs on brackets hung from the centre of the roof at intervals. Originally each car had 'non-stop' indicators fitted adjacent to the centre pair of doors, but those on the motor cars fell into disuse after a few years and were removed by London Transport in 1939.

From the Traffic Department's point of view these trains were probably one of the best types the Underground ever had. They were fast, had a high rate of acceleration, plenty of standing room and good loading and unloading facilities. They were however, too fast compared with the older District stock and current consumption was very heavy. They were also very cold, both in appearance and in fact, and after they had been in service for a short time the interiors were redecorated in green and cream and the leather upholstery was replaced by moquette. The numerous vertical grab-poles originally provided for standing passengers were removed and replaced by straps hung on poles running the length of the car. Later the roof ventilators were blanked off to help reduce draughts.

Shortly after the trains entered service it was decided to reduce the number of motors per train and the last 14 motor cars had the two motors at the trailing end removed, together with a set of control equipment. At the same time all the motor cars had the driver's controls removed from one end. The redundant equipment was used to replace the original motors and control gear on the seven District electric locos which remained at the time - the other three had been withdrawn - and which were working the Ealing - Southend through service as far as Barking. Each train of 'F' stock now had one single equipped and two

double equipped motor cars.

When this stock had been delivered it was found that the cars had a tendency to roll excessively, which resulted in a number of cases of station platforms being fouled. Some realignments were done at the time, and a few years later the bogie side springs were stiffened. When it is remembered that difficulties were being experienced with bodies on earlier stocks, and that even today, the riding of District trains is very poor, one might be forgiven for assuming that the permanent way was to blame for much of the trouble. This theory is borne out by the fact that the A type motor bogies originally fitted to the 'B' stock were identical to those supplied for the Bakerloo, Hampstead and Piccadilly tube stock of 1905-7. The tube stock bogies however, survived 'en masse' without major alteration until the stock was withdrawn in 1930. Many survived until after World War II on service stock locos and two are still in use on Loco No L10. The permanent way on the tube lines was, for the most part, embedded in concrete and therefore much steadier.

Whilst on the subject of the riding of rolling stock, interested readers might like to take a trip on the Piccadilly Line between Hammersmith and Uxbridge. The traveller cannot fail to notice the terrible buffeting he receives as far as South Harrow, but from there westwards to Uxbridge, he will experience a considerable improvement in riding in spite of the high train speed. The track west of S. Harrow was built to Metropolitan Railway standards, whilst the remainder was in District territory.

While the plans for the 'F' stock were being drawn up 30 defective motor armatures were sent to B T-H for rewinding and were replaced by 30 others ordered originally for the Watford Joint Stock, which was then being built for the Bakerloo. These armatures were the new GE212 type and were fitted to any District cars which required them. This helped to alleviate the shortage of motor equipment for a short time until skilled men could be found to carry out maintenance work on the company's premises. At this time too, a start was made with replacing the remaining old bogies still fitted to the wooden stock.

Whilst all these measures were being taken to improve the rolling stock position one outstanding problem remained: the condition of the wooden car bodies. The trailer cars were in

a particularly bad state of repair; the timber framing was rotting away at the joints, and the underframes of some cars sagged by as much as three inches in the centre. Late in 1919 work commenced on the reconditioning of some cars. Two methods were adopted; one involved replacing the rotting timber, strengthening the underframe with steel and generally restoring the car to its original condition. The other method included the features of the first, but additional body strength was given by replacing the thin gauge aluminum body panelling with more substantial panelling which covered the whole bodyside from waist to solebars.

Some of the trailers were in such a poor state that they were considered beyond repair, and by 1921 thirty-five of them had been withdrawn from service. The withdrawal of these cars, a continued increase in traffic, and a plan to up-rate the power of older trains, by increasing the number of motor cars in each, meant that the rolling stock crises was not yet resolved. A new plan was therefore drawn up, which involved both the provision of new cars and the rebuilding of older ones.

LETTERS TO THE EDITOR

6.5.70

Sir,

The East London Railway

With reference to page 73 of The Journal for May 1970. In the process of lithography the word "Gate" was omitted from line 5. The siding connection is at New Cross Gate, former LB&SC Railway.

167 Cornwall Road,
Ruislip, HA4 6AE

H.V.Borley.

Editor's Note - this was an editorial error, and not the fault of the printers. Apologies to Mr Borley and readers.

7th April 1970

Dear Sir,

With reference to your editorial recently published in the Underground Journal regarding preservation.

In reply to this I am interested in purchasing for preservation some examples of the District Line Q stock when these become redundant very shortly. If possible

this would consist of a 6 car, or otherwise a 4 car train composed of the following types : Q23 motor car; Q31 trailer; Q35 trailer; Q38 motor car; Q38 trailer; and Q27 motor car.

I have spoken to Mr Davis about this and in his reply he informed me that "in order to purchase a complete train a capital of at least £2000 would be required, plus restoration costs etc."

I have been negotiating with London Transport, who informed me that they would be prepared to retain the chosen examples for a 6 month period after withdrawal of the last trains of this type, which is due to be completed by mid-1971, but they did stipulate that they will require details of my requirements as soon as possible so that they know which ones to retain.

If anybody is interested in the scheme will they please contact me, Colin Martin, at 1 Little Park Gardens, Enfield Town, Middlesex, when I will supply full details.

I remain,

1 Little Park Gardens,
Enfield Town, Middlesex.

Yours faithfully,

C.R.Martin

1-3-70

Dear Mr. Davis,

With reference to the mention of central bus changes in the February '70 'Underground'; it is interesting that amongst the publicity produced for these changes, the leaflet issued for routes 210/236 bore the first public presentation (as far as I am so far aware) of the redrawn Underground map using the British Rail symbol to denote interchange instead of the dotted circle, and reincorporating the re-alignment of the Victoria Line at Green Park necessary to allow the Fleet Line (and Wimbledon Line!) to be included without further redrafting. This, of course, is the map whose Art Work we saw during the visit to Messrs Johnson Riddle last year. Comment that the Victoria Line extension is to open in two stages by passing uncompleted

stations is also the first published confirmation of this likelihood; again, reverting to previous practice of Underground extensions, the last time this happened being the extension to East Finchley, passing the then unfinished Highgate.

This leaflet was ordered in 12.69 and in using the Sundays and Saturdays and Sundays closure symbols there are now some errors - the printing having assumed the full scheme of closures to take effect. Noted errors are:

Ravenscourt Park and Temple

shown as closed Saturday and Sunday instead of Sunday.

Rosing Valley

Shown as closed Saturday and Sunday instead of not at all.

West Brompton

Shown as closed Sunday instead of Saturday and Sunday.

The new 2/- Underground Timetable booklet map still excludes the millimetre of mauve print needed to indicate through service between Shadwell and Shoreditch!

Best Wishes

20 St.Margaret's Avenue,
Cheam, Surrey.

Lewis Wm Norris

03-04-70

Dear Sir,

We hear a lot nowadays about the overcrowding on the Northern Line; one thing that should be considered before new stock is delivered should be the lengthening of the platforms so that eight car trains could be run. This would give more seats and mean identical four car sets rather than three- and four-car sets.

Yours faithfully,

20 Milestone Road,
Upper Norwood, London,
S.E.19.

E.Picketts

SOUTH ACTON BRANCH AND DISTRICT TRAIN
WORKING WEST OF HAMMERSMITH
Piers Connor

In response to the appeal in the March 'Underground' I can give a little information on the above subjects. I am not sure exactly what is required but I hope that the following notes may be of some help.

South Acton Branch

During the late 1920's and early 1930's up to 1932 the South Acton line was worked by shuttle services to and from Uxbridge and South Harrow. The other through services from the city were worked by complete trains to Ealing and Richmond. The Hounslow line as again a shuttle service, but with peak hour trains direct from the City. Some peak hour trains were uncoupled at Acton Town or Ealing Common and the rear portions run on to Rayners Lane or South Harrow, whilst the front unit went to Ealing. The stock used on the uncoupling trains seems to have been confined to the 'F' type of 1920.

It appears that the Hounslow and Uxbridge lines were worked with Standard tube stock just prior to the opening of through Piccadilly Line running from Cockfosters in 1932. It is possible that the South Acton line may even have seen the tube stock occasionally during the first half of that year.

When through Piccadilly running was established, the South Acton line was worked by a 'B' stock motor car, No 37, specially rebuilt with cabs at both ends and air operated doors. This car worked from the single platform (now removed) just north of the present District eastbound platform at Acton Town.

It is possible that this car was coupled to other cars to increase train capacity, but after 1932 the 'one engine in steam' rule applied to the line. Car No 11 was not fitted with air worked doors at this time, nor subsequently.

Automatic Doors

Originally all District 'B' stock cars were fitted

with a primitive type of air worked doors. These lasted until 1908 when they were replaced by the hand operated type used on the District until 1951. During the First World War some cars were fitted with experimental centre swing doors which had some sort of automatic closing device. These cars, believed to be Nos 391 (control trailer), 458 and 469 (trailers), worked on the Harrow line at the time. In 1917 some air door engines were imported from America, but experiments with these did not satisfy the operating department and the hand worked doors remained standard. The cars fitted with swing doors retained them until 1929. Air operated doors of the type used today did not appear in large numbers on the District until 1939.

Rolling Stock

Cars 11 and 37 were two of a batch of 37 'B' stock motor cars retained for working branch line services. Originally built in 1905, the 420 cars of the 'B' stock were the mainstay of District services until batches of them were superseded in 1924 and 1928. The 37 motors and 100 trailers of 'B' stock were known as local stock, even though many of the trailers worked 'main line' services, after 1929.

The motor cars required special lighting and heating arrangements for working on the branch services at this time as it was quite possible to have as few as two cars in a train.

More detailed information concerning these cars is available if required.

NEWS FLASHES

NF 936 A woman was killed on the night of 12-5-1970 when she fell under a train on the eastbound line at Temple. Services on the District were interrupted between South Kensington and Whitechapel.

NF 937 Mr Horace Cutler, Chairman of the GLC Policy and Resources Committee, after a three-hour tour of the Northern Line during the rush hour on 12-5-1970, said that the replacement of the 1938 stock on the line was a vital necessity.

- NF 938 During a debate in the GLC on 12-5-1970, and after his visit to the Northern Line, Mr Horace Cutler put forward some suggestions for improving LT services; one idea, surprisingly for the recent policy has been completely against subsidy, was for free public transport in central London.
- NF 939 An elderly man from Manchester was found lying dead on the spiral emergency staircase at Hampstead station on 11-5-1970. As Hampstead is the deepest Underground station the stairs are rarely used, and the body is believed to have been there about two days - although the stairs are supposed to be checked every day.
- NF 940 During a lengthy delay in Northern Line southbound services on 11-5-1970 a fight broke out between four men on the platform at Moorgate. LT stated that there were no trains between Euston and Kennington for 25 minutes due to a defective train being taken out of service at Old Street.
- NF 941 A group of passengers staged a sit-down (or stand-up) strike in a District Line train after it became defective at East Putney on 30-4-1970. They insisted that the train should go on to Earl's Court; but eventually it ran on to Parsons Green, where another delay ensued because the same passengers insisted that if they detrained a replacement train should be brought from the sidings at once. Eventually, they were persuaded to leave when another train in service was immediately behind the faulty set, and they could transfer immediately.
- NF 942 The Quanton Railway Society Limited has announced that L44 is now fully paid for. The LT pannier still has an outstanding loan on it.
- NF 943 Correction to NF 935. The first C69 stock arrived at Ruislip before mid-day Tuesday 14-4-1970; it was scheduled for arrival in the early morning but was delayed on BR metals.
- NF 944 GLC Councillor Mrs Irene Chaplin has proposed that the new tunnel planned for running under the Thames to serve Thamesmead should, instead of having eight lanes for road traffic, be amended to carry six lines of road traffic and a tube railway.

REVIEWS
Reports

Transport in London; a Balanced Policy; 20pp fcp in limp card covers; illustrated with maps and photographs; London, 1970; Greater London Council; free.

This report is in the nature of an explanation of the future of transport in London as visualised by the Greater London Council. While it makes rather stodgy reading, the booklet is very well produced and illustrated. It is well worth reading if only to find out what is in store for us - such as 20,000 families expected to have to be moved to make way for new roads, and many thousands of other homes adversely affected by the works proposed. It is interesting, too, to see further confirmation of the low priority given to Underground developments by the GLC - the space devoted to road plans is far in excess of that given to underground railways and buses together (the latter two being grouped together as 'Public Transport'). Essential, even if not very enjoyable, reading.

Television

Today - Eamonn Andrews - Friday 6th March 1970.

Travel Desk in this programme took the form of a questions and answers panel with F. Baker and another spokesman from LTT answering questions from the floor. The questions were mainly on the well thrashed subjects of the Northern "Misery" Line, the Parliament Hill Action Committee on the 63/163 and cutting back the 134 before it gets to the West End. The Misery Line - A passenger has collected 2000 signatures deploring the train service and the fact that so many lifts and escalators are out of service. He made a return journey in London refusing to pay his fare on both occasions. He explained why to both ticket collectors and left his name and address in each case. The MP for Highgate then asked Baker what would be the effect on LTT if many people refused to pay. The reply was that they wouldn't do themselves any good; they would only make the delays even worse. Anybody could collect 2000 signatures; that didn't mean anything. (Incidentally a large number of

people held a train up at Kentish Town by refusing to get off until they had signed the petition).

Parliament Hill Action Committee - IT were accused of making cuts in bus services indiscriminately without making any proper research into the requirements of the travelling public. They had sent one bus inspector to Parliament Hill on a Monday and a Friday in one week to talk to people in the queues and ask them what they felt. This, it was claimed, was the extent of IT's researches before they cut Parliament Hill off from the West End leaving it with only one bus route (This is the 241 which goes along Pentonville Road to Moorgate). IT denied this and said that far more research had been done and that they were implementing plans that had been made in 1966. Routes that went across the central area were subject to serious delays and the intention was to make routes shorter and therefore more flexible than at present. With the 163 as it was (Parliament Hill - Plumstead) with a service frequency of 8 minutes passengers could wait anything from 8 to 45 minutes for a bus because of traffic congestion.

"That's better than the hour we wait now!"

Route 134 cut back to Warren Street - This was due to staff shortage. The cut was made to provide a more reliable service over the rest of the route. IT are, at present short 15% on bus operating staff making each garage about 30% short (It is not clear how this is calculated) Allowing for all the overtime that is being worked bus mileage is still 10% down - this is why one-man bus services are being extended. There was a similar but not so great problem on the Underground - where a guard living at Dagenham may have to get up at half past two to travel across London to Acton to take out the first train at 05.30. The cause of this shortage of manpower, which is also felt by other public services such as the Police and the Post Office, is the removal of the great recruiting area of the inner suburbs. People are being employed and re-housed well outside the Greater London area. If something is not done to stop this exodus it will be a serious threat to all public services in London.

General Comments - "Your present operations conflict with the proposals of your bosses, the GLC - namely a good ring road system with ample parking on the outskirts and adequate, efficient and reliable public transport in the central area; in spite of the fact that you have had a sizeable grant to make improvements. Why haven't we seen any improvements yet? If they don't come soon, more and more people will be forced to use the private car until London comes completely to a standstill".

"We have only just been made this grant and improvements can only be made over a period. If we had all the money you still wouldn't have a full Northern Line service tomorrow morning. It's going to take months. Improvements have been made for a long time; you didn't obtain any benefit from the Victoria Line until eight years after building commenced." A Trade Union representative was about to make another point when the programme was faded.

BOOKS ON PARIS METRO TICKETS

Members might like to know of a publication which would not normally be reviewed in this Journal, being on the Metro, not the Underground.

The Transport Ticket Society have published in two volumes a paper by Andre Beauvais entitled "Tickets of the Paris Metro". The first book, published in 1967 is on Individual Tickets and Automatickets, comprises 12 foolscap pages duplicated in thin card covers, includes a number of illustrations and costs 4/-. Part 2 is devoted to Carnet Tickets - Metro and Nord-Sud, contains 26 pages in the same format, is also illustrated and costs 9/-.

Anyone interested in railway tickets will find quite a lot to interest them in these two small books, for the Metro has some peculiarities in fare collection which are reflected here. Part 2 was only published earlier this year so has completely up-to-date information on these aspects it deals with and can be of use to anyone intending to travel in Paris. Stocks of these books are not held by the Society, but can be ordered through the Secretary - J.P.Wirth, 17 Garth Road, Sevenoaks, Kent. All orders should be accompanied by the appropriate remittance.

THE RAILWAY POLICE

One relic of the now-expired British Transport Commission remains, the only survivor of that enormous organisation which was said by some to have been the largest commercial enterprise in the world. When the Commission expired on 31st December 1962 in accordance with the provisions of the Transport Act 1962, the British Transport Police Force was continued in existence.

This force was originally set up under Sec. 53, British Transport Commission Act 1949, to ensure the security of all the various works and undertakings of the BTC; the force is divided into six areas for both administrative and operational purposes, and these areas coincide roughly with the original regions of BR, and one is for LT's undertaking. The headquarters of these areas are at Bristol (Western), York (Eastern), Waterloo (Southern), Manchester (Midland), Glasgow (Scotland), while the London Transport area is based on 55 Broadway, and the force headquarters are in London.

The members of the force have exactly the same powers as those of any other police force within their own sphere, and there is a Criminal Investigation Department within the force, the officers of which are trained at the Home Office training centres throughout the country with those of all other police forces.

Originally, the individual railway companies had their own private police forces, the first of these being formed by the Liverpool and Manchester Railway in 1830, shortly to be followed by that of the Great Western Railway in 1835. In those days much of their work was the protection of materials and sites during the construction of lines - but, it was also within their sphere to regulate train movements by means of hand signals. So the predecessors of today's signalmen were police officers, and they did this work for many years with a very good safety record - a tribute to both their skill and integrity.

In the past few years it seems that the main duty of the Railway Police, and perhaps particularly the London Transport units thereof, has been to contain football riots, but there is a great deal more work than this done behind the scenes - as anyone who keeps their eyes open for officers with a number prefaced by LT will realise.

SOCIETY NOTICES

BOOK LIST The Society is compiling a list of books of Underground interest published before 1950, and the co-operation of members is requested. If you possess or know of any books containing at least one chapter concerned with Underground Railways, please send details of them to Nicholas Mitchell, 26 Redington Gardens, London, N.W.3. Please supply as many as possible of the following details: Title, Author, Publisher, Date, Edition, Number of Pages, Extent of Underground interest, and a very brief description of the subject-matter. In order to make the list as comprehensive as possible, we need YOUR help. Even if you can only help us a little, or can only give vague details - please tell us what you know. We want details of all books - fact and fiction, obscure and well-known, so - please help us.

THE TIMETABLE

Friday-Monday 5th-8th June Weekend Visit to the Paris Metro and Transport Museum. Fully booked.

Friday 12th June at 19.00 for 19.15; Hammersmith Town Hall; an Illustrated Paper on 'The Stamps of the London Underground Railway' to be given by Captain H.T. Jackson, President of the Railway Philatelic Group. Captain Jackson is an expert on the Railway Letter Stamps of the London area, and is travelling a considerable distance to give this talk, which will be a most informative introduction to the subject - one of the lesser known branches of Undergroundiana.

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

Friday 10th July at 19.00 for 19.15; Hammersmith Town Hall; Talk by Ellis Hillman, of the Greater London Council, on the London Subterranean Survey Association - which he has recently founded.

NOTE - THERE IS NO MEETING AT HAMMERSMITH DURING AUGUST.

Preliminary Notice It is hoped that there will be a Walk over the Brill Branch (otherwise the Wotton Tramway) on Saturday 12th September. Please keep this date free.

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