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THE LONDON UNDERGROUND RAILWAY SOCIETY

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ANOTHER LT FARES INCREASE

LT has placed detailed proposals for a further fares increase before the GLC. In announcing this on the 1st October, Sir Richard Way, Chairman of LT said "Having held most of our fares steady for 17 months during which there has been the highest rate of inflation in Britain's history, we can no longer absorb costs that have escalated so steeply". He went on to comment on increases in costs during the period - different types of fuel up between 12 and 38%; rates up 14%; health insurance and graduated pensions increased by 20% in contributions and wages up by about 10%.

As the proposals are not yet confirmed, details will not be printed in this Journal for the present; let it suffice to say that not all Underground fares will go up - but those that do will go up by 5p in every case except the Outer Zone fare which is $2\frac{1}{2}$ p at present; this goes up by $\frac{1}{2}$ p only. Zone charging is being amended to the benefit of LT; season ticket increases will average about 8% - but consideration is being given to a more extensive scheme of off-peak return tickets than the one at present in force.

In present circumstances it is difficult to see what alternative London Transport have; fares will only go up enough to cover the increases in costs - and these cannot be controlled by LT; the remedy is in the hands of the Government, which has a national economy which is completely out of control and which they appear to have no idea how to bring back to any semblance of sanity. The real solution - a ruthless reduction in taxation demands is one which makes no appeal to any political party these days, because all parties are apparently convinced that they can spend the people's money much better than the people can. This is, of course, rubbish, but politicians believe it.

THE PASSENGER SERVICES OF THE METROPOLITAN (EAST LONDON) LINE
Frederick F. Brown

The enquiry by the Greater London Council into the future of L.T. Railways presents an opportunity for reviewing the part played by this rail line in serving the needs of the travelling public and for offering suggestions as to how this service could be improved and increased.

Having passed its centenary on 7th March 1969, this East London Railway, as formerly named, was first opened for public use between New Cross Gate (then New Cross LB&SCR) and Wapping, using the Thames Tunnel planned and engineered by Marc and his son, Isambard Brunel to provide a road complete with pathways beneath the River, but which could not be completed as such owing to the lack of sufficient funds to equip it to the standards required for such a public thoroughfare. Two intermediate stations were provided on this railway, one at Rotherhithe and the other at Deptford Road (renamed Surrey Docks in July 1911); and as from 10th April 1876 an extension to Bishopsgate Junction (GER) with new stations at Shadwell, Whitechapel and Shoreditch was brought into public use. A single-tracked branch line from the site now known as Canal Junction into New Cross Station (SER) was next added, on 1st April 1880; followed on 3rd March 1884 by the completion of a new short double-tracked length of route (given the name of St. Mary's Curve) which still connects the East London route, from a point now known as Whitechapel Junction, with the main Metropolitan District route at St. Mary's Junction and which completes the track provisions made on this railway for passenger travel.

In addition to the local service provided on this new railway, through steam trains operated from 1876 over the new extension and LB&SCR tracks between Liverpool Street and Croydon, being followed during the next year by another such service to and from Brighton; and, with the opening in April 1880 of the Canal Junction - New Cross (SER) branch, by a new service to and from Addiscombe. This was diverted over the new curve to St. Mary's in March 1884, but this last service had only a short life of six months - after which it was withdrawn and replaced on 6th October that year by new through services to New Cross from the District and Metropolitan Railways. All through services were next withdrawn owing to the electrification of the District and Met routes; those from the

District on 31st July 1905, and those from the Met early in 1907. Electrification of the East London routes as far as Shoreditch next saw the withdrawal of all its steam services and from the day of its inauguration, 31st March 1913, these were replaced by a self-contained service and also a through electric service provided by the Metropolitan Railway Company running between the two New Cross stations and South Kensington via Baker Street. Eleven months later this through service was diverted as from Edgware Road to run via Royal Oak to and from Hammersmith, as it has continued to do through into the Nationalisation period and until 1941, when it was withdrawn from the East London route and again diverted, this time to run into Whitechapel (District Line) Station, leaving the East London route with only its local shuttle service, which from then on used Whitechapel as its northern terminus, serving Shoreditch only during peak periods. Some five or six years ago the cessation of freight traffic between the Eastern and Southern regions of British Railways resulted in the removal of the tracks between Shoreditch station and Bishopsgate Junction.

After the 1941 diversion of the through Met service there was no capacity left on the St. Mary's Junction - Aldgate East stretch of line during peak periods for any additional trains and so, with no entry into Liverpool Street (E. Region), the East London service virtually became confined to its own route so far as its northern end is concerned. Extension of its own route there, though, can still be made.

When we come to turning our attention to the present day we find that thirty years later and in contradistinction to all other LT rail lines there has been no progressive service development on the East London; that it is the 'odd-man-out'; and that even with its present single-track limitations between Canal Junction and both New Cross stations, it works at less than one-half of its full passenger carrying potential. Shoreditch Station is open only for just over $5\frac{1}{2}$ hours each day Monday-Friday, Whitechapel still being the normal service for the remainder of the time. Four-coach trains only, run throughout the working day alternately to New Cross and New Cross Gate providing, over the common section of route, a service interval of six minutes during peak periods Mon.-Fri., $7\frac{1}{2}$ minutes on Saturdays up to 14.00 and 10 minutes during the remainder of each working day. The

maximum speed permitted by schedule over any part of the route is 30 m.p.h. for trains which, on level track, can reach a balancing speed of 45 m.p.h.

And here a special word needs to be said about the rolling stock provided. New and contemporary stock is never purchased directly for this line. Customarily, a form of class distinction is pursued in which all that it ever receives is batches of the oldest classes of rolling stock that have served most of their useful working life on the District or other Metropolitan lines and which have been discarded from there to make room for deliveries of new stock and to work out their final days before going to the scrap yard. Such stock when it reaches the East London is usually of more than the second order of falling below the newest. Actually, arrangements were made early in 1971 for the transfer of 24 old Q Class coaches to New Cross Depot from the District Line.

As regards the full passenger carrying potential. With the absence of any passenger track additions since 1884, i.e. 87 years ago, the main factors in service limitation are the single-track sections of route between Canal Junction and New Cross and New Cross Gate stations; but with these and a 4-minute layover period for trains in each New Cross station an 8-minute service can be worked on each branch, giving a 4-minute interval over the common stretch of line north of Canal Junction, and with alterations at New Cross station, if necessary, the train length could be increased from four to six coaches.

When it is realised that apart from short sections of the Bakerloo and Northern Lines, some 3 miles distant, the East London is the only Underground link between Inner London and a large, highly populated residential and industrial area of South-East London, which over the past years has continually suffered from the limitations imposed by the B.R. bottleneck, just west of London Bridge, through which large numbers of its passengers have to pass on the way to their daily work; and when it is also realised that the East London is directly connected with two main sections of British Rail at New Cross, it is difficult to understand how this Underground route has not

become more of a major service than it now is. Part of the reason for this no doubt lies in the unsuitable location of the northern end of its route into London, and especially its terminus at this end, at Shoreditch, which station is situated in the back streets of the district, where it has no direct or adjacent connection with other public transport services and where it is completely devoid of any places of public interest or entertainment.

It would seem that more of the real service potential of the line could be made available to the public if serious attention were now to be given to the possibility of extending it north of Whitechapel to a more suitable location where it could attract more of the people who have to travel each day to and from their work in Central London and provide an easy means for reaching places of interest and entertainment.

Many millions have, during past years, been expended upon extensions, improvements etc to the LRT rail system, but singularly the East London has not participated in any of this work; and if a relatively small sum could now be assigned for development and modernisation of this 'odd-man-out' there seems to be no logical reason why it should not become a more vital service for this part of London.

It is true that, if the new Fleet Line is eventually authorised to serve Lewisham and to merge into the East London service at Surrey Docks, this will add considerably to the service value of the East London route, but at the same time it remains true that a suitable extension of the northern end of the East London itself will increase the value of its service.

A FARES PROTEST MEETING

The London Passenger Action Confederation is holding a meeting at 18.30 on 6th December, at Caxton Hall, Westminster. A number of important people will be on the platform, headed by Ralph Bennett - Vice-Chairman of London Transport Executive, Horace Cutler, Chairman of the GLC's Policy and Resources Committee, and Sir Reginald Goodwin, GLC Opposition Leader. Admission charge is 10p.

LOOKING BACK TO TEN YEARS AGO

P.R. Davis

In the Preliminary Issue of this Journal, published in December 1961, Norman Fuller - co-founder of the Society with Joe Brook Smith, and now one of our Past Presidents - placed on record in his article "Origins; or a Summary of the Society's Prehistory" his debt to the Southern Carriage and Wagon Society. Norman was a member of that Society, and its Objects provided for the fostering of interest in the rolling stock of other regions of British Railways.

Thus encouraged, Norman proposed the formation of a London Transport Carriage and Wagon Society to the SCWS on 25th May 1961. At that time, L.A. Mack was the Publications Secretary of the SCWS, and he gave strong support to Norman's proposal, even offering on behalf of his Society to duplicate the new organisation's first few publications.

In the event, it was not necessary to take up this offer, but this did not deter Mr. Mack from continuing his support. At the SCWS Annual General Meeting on 3rd June 1961, the Rules were changed so that his office became that of Secretary-Editor, and it is interesting to look back on the references to our Society, direct or indirect, in the next few monthly issues of the "Southern Carriage and Wagon Society News Sheet".

Issue SN16, dated July 1961, contained a report of the proceedings at the aforementioned AGM, an extract from which reads as follows:

As regards the name of the Society and expansion to other regions, it was generally agreed (a) the Society is becoming well established under its present name (b) the pace of expansion cannot be forced and depends on individuals coming forward to actively run non-SR activities; although several offers of material have been made, no one has yet intimated that they would be able to launch a publication service - the first step in expansion. It was decided that, pending full-scale developments members should be asked to volunteer to act as "recording agents" for news of other-regional affairs. (c) the Committee and most members lack the time and necessary specialist knowledge of non-SR subjects. A count of the members present showed their interests as:

SR 17, LTE 9, electric generally 9, LMR 4, ER 4, WR 3, diesel generally 3.

The very next issue of the News Sheet , SN17 dated August 1961, commenced with an editorial article, the first paragraph of which read:

We are pleased to announce that a new group is being set up to give specialist coverage to London Transport railway matters. Its provisional name is London Transport Carriage and Wagon Society, and it will be closely associated with the S.C. & W.S. A news sheet will be issued, initially bi-monthly. Further details can be had from Mr. Fuller, 4 Southcombe Street, London, W.14, to whom interested members should write direct, preferably during the next fortnight to enable support to be gauged.

The last mention of the year came in Issue SN 21 dated December 1961, when the editorial carried the following paragraph:

The L.T.E. group has had an encouraging inaugural meeting, 23 attending. The group will in future be known as the London Underground Railway Society. Mr. N. Fuller, the Hon. Secretary, 4 Southcombe St., London W.14, will welcome enquiries.

Events turned out a little differently; our Society has not been closely associated with the Southern Carriage and Wagon Society, and this Journal has been a monthly publication from its inception, but these differences in no way detract from the valuable assistance received in our early days from the SCWS - and it will never be known how much this publicity from a friendly society of fellow-enthusiasts helped to boost our Society's membership in its first year. Other magazines in both the railway and the modelling spheres gave valuable publicity to the founding of TLURS also, but that received from the SCWS is of particular interest as that Society was indirectly responsible for the events leading to the inauguration on the 17th November 1961.

REVIEWS

Books

L.T.C. Rolt; Isambard Kingdom Brunel; 448pp + 16pp illustrations, 7 $\frac{1}{4}$ " x 4 $\frac{1}{4}$ ", in limp card covers; originally published by Longmans Green in 1957; this edition in paperback by Penguin Books Limited, London, 1970; 50p.

This book is a classic of its kind, and absolutely essential to anyone studying the life and work of the younger Brunel - one of the greatest, if not the greatest, of the early railway engineers. But, as the book makes very clear, many of Brunel's greatest achievements were outside the field of railways; to understand fully his railway work it is necessary to know the man as a whole. Mr. Rolt makes this possible in a most pleasant manner, and his writing shows quite clearly that he is one of Brunel's most ardent admirers. This new edition forms one volume of the "Penguin Biographies" series.

Gordon Winter; Past Positive - London's Social History Recorded in Photographs; 128 pp 9 $\frac{3}{4}$ " x 7 $\frac{1}{4}$ ", illustrated by 157 photographs; stiff binding with illustrated dust jacket; London, 1971; Chatto and Windus Limited; £2.

Apart from two excellent photographs of Earls Court Farm, taken shortly before the station was built on the site, and one or two passing references in the text of the chapter on Public Transport, this book has nothing of direct Underground interest. But it is of the greatest importance to the student concerned not only with the railways themselves but the social background in which they began and grew. It is probably true to say that never before has such a valuable and attractive collection of old London photographs been assembled between two covers. Almost every aspect of London life between 1850 and 1914 - approximately - is dealt with, and the result is to give the reader a vivid impression of the city which was to be so much altered by the advent of the Underground - for no other single innovation has done so much to create the London of today.

The text takes the form, in the main, of extended captions to the numerous pictures, and is delightfully unobtrusive; the photographs themselves are a superb collection, extraordinarily well reproduced considering the age of the originals - they are a great tribute to the skill of the personnel of

Photographic International, who were responsible for this aspect of the production. The book contains an index, and can be very strongly recommended; it is a charming work and should become a bestseller.

Maurice F. Bond; Guide to the Records of Parliament; London, 1971; Her Majesty's Stationery Office; £3-25.

Parliamentary archives cover more than five and a half miles of shelves housed on twelve floors of the Victoria Tower in the Palace of Westminster. These records contain material which affects all aspects of daily life - and includes all the railway Acts which authorised the building and altering the Underground. Mr. Bond has produced the first guide to the labyrinth in the Victoria Tower (which was built for the purpose by Charles Barry), and has provided a very useful aid to all those who use the archive.

Booklets and Pamphlets

James Greig; John Hopkinson Electrical Engineer; 44pp $8\frac{3}{8}$ x $5\frac{1}{4}$ in card covers; illustrated with drawings and photographs; a Science Museum Booklet; Her Majesty's Stationery Office, London, 1970; 25p.

James Greig is William Siemens Professor of Electrical Engineering in King's College, University of London, and here he has written a concise account of the life and work of John Hopkinson, one of the greatest electrical engineers of his day, and, among many other things, consultant to Mather and Platt in the equipping of the City and South London Railway. Mather and Platt were contractors for the generating machinery and rolling stock and at the time the C&SL was being built Hopkinson's brother Edward was Chief Engineer to Mather's - which made the C&SL something of a family affair on the electrical side.

The booklet does not contain a great deal about the building of the tube, nor about electrical traction generally for that matter, but as a brief biography of one of the most influential of nineteenth-century electrical engineers, who was in fact a founder of the Institution of Electrical Engineers, it fulfils a very real purpose and is well produced as well.

R.W. Cullen & R. Evans; Farewell to the 'Q' Stock Trains; 20pp 8 $\frac{1}{4}$ " x 5 $\frac{1}{2}$ " including limp card cover; 13 photographs; publisher not stated - printed by the Leatherhead Press, 1971; price 60p.

This booklet was supplied to the passengers on the "Farewell to the 'Q' Stock Tour" which took place on Sunday 26th September 1971, and is an excellent example of tour literature, containing photographs (most of them half-page in size) and brief notes about each type of the 'Q' Stock, all of which is now withdrawn. The booklet as received was accompanied by a duplicated itinerary of the tour for which it was issued, but a fleet list, noted in the table of contents with the legend "See Supplement" was not, in fact supplied - but it is understood that it is in production, and will become available later.

Television

Under and Over; Series - BBC 1; Fridays, 20.00; starring The Bachelors.

The promised series has now materialised, with the Irish group, better known for their singing, The Bachelors, in the parts of a team of tunnellers on the Underground who work as a sub-contracting company. Not really very much to do with the Underground, but some episodes have had a mild interest for the enthusiast; the comedy is typically Irish.

Underground London; World About Us series; BBC 2; Sunday, 7th November 1971.

This programme dealt with quite a wide range of below-the-London-streets material apart from the Underground, but was particularly interesting for the shots it showed of the disused City and South London tunnels between King William Street and Borough. These scenes were shot earlier in the year by the BBC's World About Us team in association with IT Magazine and the London Transport Press Office. A programme which, if nothing else, served as useful propaganda for those of us who find a lot of our relaxation beneath the paving stones.

LETTERS TO THE EDITOR

3 September 1971.

Dear Sir,

IT Going Metric?

On my travels round the system, I have noticed that metric distances are being roughly painted on lineside equipment and structures such as cable posts, cable runs, air pipes, walls, parapets and anything else which is handy.

I have carefully noted details of these marks over most of the system, and have prepared a detailed schedule of them, and have calculated various station centre-line distances, and there are a number of interesting features which are worth attention, as follows:

1. On all lines there is no zero point. For example, the Northern Line distances commence at Morden (22.2 is noted in the platform), and the District Line commences at Upminster (12.2 is noted in the platform); this may, of course, leave room for future extensions.

2. Two systems of marking are used over the same stretch of track, namely -

a. Red marks, consisting of painted figures, thus "40 Km", at the full kilometre point, and painted numbers at 0.2 Km intervals, thus, "40.4", "40.6" etc.

b. Blue marks, consisting of triangular patches at whole and half kilometre points, with the appropriate figure, thus "40 Km", "40.5 Km" adjacent to it, and the 0.2 Kilometre intervals shown by short horizontal stripes, each stripe being a multiple of 0.2 Km, thus one stripe represents .2 Km; two stripes .4 Km; three stripes .6 Km; and four stripes .8 Km.

Many lines have both red and blue markings, though the following exceptions (whilst not complete) have been noted:

Red only Bakerloo Line: Elephant & Castle to Queens Park and Finchley Road.
Metropolitan Line: Aldgate/Aldgate East to High Street Kensington.

Northern Line: All lines, including Highbury Branch.

Blue only Central Line: Epping to Ongar

No markings at all have been noted on either the Chesham Branch or the Victoria Line.

The interesting feature of the dual markings is that the distances do not coincide, suggesting a different (assumed) zero point. Furthermore, the distances between successive marks differs for each colour. It is not much - something like 1% - but noticeable.

The marks in tube tunnel sections are impossible to see from the carriage window (I understand that they are painted at the bottom of the segments close to the sleeper edge) and my notes are, therefore, incomplete, and perhaps inconclusive. I have not, of course, had the opportunity of checking any of the distances with an accurate tape.

Just to confuse the issue a little, it is noted that on the Northern Line (where there are no blue marks) the red markings are being duplicated by white figures on the sleepers of the northbound lines.

Can someone please throw any further light on the matter, and particularly confirm whether or not it is intended to erect permanent signs and if so at what intervals, and in the case of dual-marked track, whether the red or blue marks are correct.

I am willing to carry out further research if it is thought worthwhile.

Yours faithfully,

21 Claremont Avenue,
Woking, Surrey.

V. Badman

14 September 1971

Sir,

Regional History - Greater London

With reference to the review of Mr. White's book on Greater London, page 138 of the Journal for September.

I was privileged to examine a proof of this book but unfortunately some errors, typographical and otherwise, were not corrected before final printing.

The information on the diagrams does not in a few cases agree with the text. The Publishers said they could not alter the diagrams, nor did they accept my suggestion that a short list of corrigenda be printed.

The year "1861" Fig. 5 on p. 34 should be deleted.

On p. 38, Fig. 6 the following alterations should be made:
 Blackfriars "86" to read "85"; Borough Road "1916"
 to read "1907"; Loughborough Jcn "1862" to read "1864";
 Tulse Hill "1866" to read "1868"

Page 147, Fig. 15 Opening to Broad Street to read 1865

Page 89 line 2 Add: All regular services were however withdrawn in 1969

Page 95 line 3 from foot to read: "after 16 April".
 The last through train, a Parcels train, ran on 16 April 1966 and the points at Shoreditch were taken out the following day

Page 98 line 4 from foot. Delete "shuttle". Trains now run through all day.

Page 109 line 5. Opening of Victoria Line to Warren Street "3 November" to read "1 December"

Page 134 lines 1& 2 to be amplified to read:
 "1886 but was reopened in 1903. A spur to complete the triangle was opened in 1905, upon electrification. The Town station was finally..."

Page 134 line 6 from foot. After "Hounslow" insert:
 "these were however withdrawn in 1964".

Page 144 line 7. The actual date of withdrawal was with effect from 4 January 1960.

Page 152 lines 1 & 8. The connecting spur to the GNR is now in use again.

Page 153 line 19. West Hampstead Midland is no longer a gloomy ruin.. The old buildings having been removed in 1968 the station is now fully exposed to the weather.

Page 181 line 4 from foot. Delete "not" insert "little" after "been". The Lea Valley platforms at Stratford are used mainly on Saturdays.

These notes are not intended to deter members from obtaining the book. On the contrary they should buy it and neatly amend the book or compile a list of the items for insertion therein.

167 Cornwall Road,
Ruislip HA4 6AE.

H.V. Borley

17/10/71

Dear Sir,

I believe that I have some information that could possibly be of some value to members of the Society,

I recently wrote to London Transport to enquire as to the possibility of obtaining some destination plates. After about a month's delay, they replied by telling me that due to the heavy demand for such items, they are now disposing of all relics by means of the 'COLLECTORS' CORNER' in Cardington Street; and that when the plates were available, that is where one should try to obtain them from.

Anyway, I had to go to 'COLLECTORS' CORNER' for something completely different, and while I was there I asked the chap in charge what the situation was; he did not know anything about this, and remarked on the fact that COLLECTORS' CORNER had received extremely little from L.T. although the demand for almost anything of theirs is very high indeed. Someone else in fact had been asking similar questions only a bit earlier.

I hesitate to suggest what London Transport actually do with all their surplus 'rubbish'; however I cannot but wonder why they don't apply their money-making skills by unloading these treasures onto people who are willing to pay for them; there are plenty of them, and bearing

in mind that what may just be yet another load of old junk to London Transport could be a 'prize exhibit' to a collector, or even an industrial archaeologist. Surely 'COLLECTORS' CORNER' proves this; even if prices are fairly high, there is always someone who will pay them.

Yours faithfully,

33 West Avenue,
Hendon, London,
NW4 2LL.

M.A.C. Horne

SOCIETY NOTICES

1972 Subscriptions Members are reminded that their subscriptions for 1972 fall due on 1st January; also due are payments for the Special Advice Service and for the Electric Railway Society Journal which we are very pleased to announce can be supplied once again to TLURS members at a reduced price. Payments for all these should be sent to the Registrar, S.E. Jones, 113 Wandle Road, Morden, Surrey; cheques and postal orders should be made payable to The London Underground Railway Society, and overseas members are particularly asked to send their remittances in the form of a sterling draft, as the cost of collection on foreign cheques is now prohibitive. The various rates are as follows:

Society Subscription - Member	£2-00
" " - Associate	1-50
Special Advice Service Subscription	0-25
ERS Journal Subscription	0.45

Q Stock Preservation As stated before, this appeal must receive an immediate response if it is to succeed in its object, which is to preserve typical examples of a Q stock motor car and a trailer. Donations and offers of physical help should be sent immediately to R.J. Greenaway, 203 Popes Lane, Ealing, London, W5 4NH, cheques and p.o.'s being made payable to "TLURS Q Stock Preservation Appeal Fund". All donations will be refunded if the appeal is not successful, but to save money no donation will be acknowledged unless a receipt is requested, and a stamped addressed envelope enclosed.

Accounts for 1971 So that the Accounts for 1971 may be prepared as quickly as possible, will all members holding Society funds pay the money held to the Treasurer, at 3 Bush Grove, Stanmore, Middlesex, HA7 2DX by 7th January, 1972. Similarly, will any Officer or Member with a claim for expenses incurred on behalf of the Society up to 31st December 1971 please notify the Treasurer of the amount and details by the same date.

Books Readers are reminded that TLURS can supply almost any book in print. Orders, accompanied by the appropriate remittance, should be sent to the Sales Manager, TLURS, 203 Popes Lane, Ealing, London, W5 4NH.

Preservation Subcommittee In connection with the Q Stock Appeal, this subcommittee has been reconstituted and now comprises the following members: C.H. Gooch, P.R. Davis, R.J. Greenaway, G.P. Jasieniecki and J.P. Wirth.

THE TIMETABLE

Saturday 4th December An Informal Walk over the route of the Heathrow Extension, Piccadilly Line. Meet on the westbound platform, Hounslow Central station at 14.30, or join us a little later in the Booking Hall of Hounslow West station. No booking necessary.

19.00 for 19.15 Friday 10th December at Hammersmith Town Hall. A Tape Recorder Evening, mainly informal and supported by appropriate illustrations - making a pre-Christmas get-together, so come along and be sociable!

Saturday 18th December Visit to the Victoria Line, Brixton Extension. Names to S.E. Jones, 113 Wandle Road, Morden, Surrey, accompanied by a first-class stamped addressed envelope, as soon as possible please.

19.00 for 19.15 Friday 14th January 1972 at Hammersmith Town Hall. A Talk by Mr. H. Clarke, Line Engineer, Central Line, London Transport, on 'London's Underground Since the War'. Mr. Clarke is well known to many of the Society's members, and can be guaranteed to give us a very interesting evening, so don't miss it.

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