

THE JOURNAL OF THE LONDON UNDERGROUND RAILWAY SOCIETY

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CHANGES IN SOCIETY OFFICERS

During recent months several of the Society's Officers have found, for various reasons, that they are having increasing difficulty in fulfilling the duties their offices required, and the Committee has realised for some time that some changes would be necessary. The first of these have now taken place, to relieve the pressure on Peter Wirth and Norman Fuller.

Peter is under ever-increasing business pressure and as a result has been forced to resign both as Vice-Chairman and as Treasurer, although he will remain on the Committee. Norman, because of domestic circumstances has asked to be relieved of the post of Librarian, and the Committee has now agreed to accede to this request. To both Norman and Peter the Society owes a great debt for long periods of service in various capacities and we are sure the Committee are expressing the general feeling of all members when thanking them.

The new officers are as follows:-

- Vice-Chairman - George P. Jasieniecki
6, Redcliffe Street, London, S.W.10.
- Treasurer - Piers R. Connor
Flat B, 1 Marchwood Crescent, London, W.5.
- Librarian - Peter R. Davis
62, Billet Lane, Hornchurch, Essex, RM11 1XA

Finally, at the same time as the Treasurership has changed hands, the opportunity has been taken to change Bankers; the Society is now banking at Credit Lyonnais, South Kensington Branch, 19 Old Brompton Road, London, SW7 3 HZ. Will members who pay their subscriptions by Bankers Order please note - the Bank Sorting Code is 70-13-18, our account number 177/212602.

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LETTERS TO THE EDITOR

6 September 1972

Sir,

Forgotten Stations of Greater London
Town & Country Press Limited

My name appears in this book presumably because a few years ago I was asked for, and supplied, certain information. I made a request that before publication I should be given the opportunity to see the final draft or a printers proof. I observe that some of the dates given are the last day a particular station was open, but in other cases the first day the station was closed without however any indication.

Apparently the authors were not prepared to accept some of the information I gave, nor was my request to see a proof granted. In fact I did not know the book was printed until it was actually on sale. Therefore I accept no responsibility for any information, accurate or otherwise, that appears in this book.

167 Cornwall Road,
Ruislip.

H.V. Borley.

10 September 1972

Sir,

British Transport Historical Records

Mr. Barlow would appear to be under a misapprehension if he considers the demand for an evening service to be minimal. I have used the Record Office on Tuesday evenings for some 15 years and I do not think there were ever less than eight members of the public present, some times as many as fifteen. When I have attended during normal office hours I have occasionally been alone, frequently there were not more than four people at any one time.

When the office was closed in the evenings in May 1971 it was understood it was only temporarily (the notices read "until further notice") and that evening opening would be resumed in October when staff holidays were finished. In that month we were told that the matter was under consideration; later we were told that the transfer to the Public Record Office was imminent, meanwhile no extension of hours could be made.

I know some useful historical books are held up because the

Authors are unable to visit the Office during present opening hours, and in other cases Authors have been obliged to omit some information from their books for the same reason.

167 Cornwall Road,
Ruislip.

H.V. Borley.

9th October 1972

Dear Sir,

Mr. Lynes, in part 3 of his excellent "Matters Technical" seeks an explanation why one of the compressors on the trailer car of a 4-car 1959/62 Tube Stock unit is fed from the 'D' driving motor car instead of the adjacent NDM.

When a train standing in a depot shed road is made available for service it is driven out until the shoes of the leading car are on the current rails. (This is known as "railing"). The testing of the train by the crew is then done with the train obtaining its current from the leading car and the rear car, fed from an overhead trolley lead. When testing is complete the overhead lead is removed.

If the train was heading east, i.e. the 'D' motor was "railed", and the compressor was fed from the NDM, any loss of air could not be made good until an overhead lead had been re-inserted. Equally, if the train was "railed" and headed west, it would be necessary to insert two overhead leads - one in the NDM for the compressor and one in the 'D' motor for the MG.

Now, one criticism. Four of the 1960 Tube Stock units are in regular passenger service and the fifth is expected to join them shortly so that it is not strictly accurate to say that they are largely confined to test train working.

Yours faithfully,

London Transport,
Ruislip Depot,
West End Road,
Ruislip Gardens,
Middlesex.

H. Clarke
Line Engineer (Central)

31.8.72

Dear Sir,

I enclose a copy of the cover of the LPTB Summer 1933 Excursions Sightseeing leaflet, showing a device used by the LPTB in its earliest days. The leaflet is dated 20-7-1933, i.e. less than three weeks after the formation of the LPTB. Does anyone know the history of this device, and when it was discontinued? It certainly lasted less than a year, for on the Easter 1934 Outings leaflet it has been replaced by the familiar bullseye.

Yours faithfully,
Nicholas Mitchell

26 Redington Gardens,
London, NW3 7RX.

Editor's Note

This device is, as Nicholas Mitchell implies, very little known, and further information would be gratefully received. In fact, there is a whole field which needs research covering the symbols and insignia used by London Transport and its predecessor companies. Something is known, of course, about the best-known and most used ones - including the famous bullseye, now being replaced in IT parlance by the very dull but somewhat similar roundel - what is needed is some thorough investigation into the earlier and more obscure symbols. Anyone feel like undertaking such an investigation? If so, let us know at 62 Billet Lane, Hornchurch, Essex, RM11 1XA.



8.10.1972

Dear Sir,

It was particularly interesting for me to read of A.B. Morgan's adventures with a Go-As-You-Please ticket. I am pleased to see that the phenomenon of 'Underground Roving' is not completely extinct.

Those regular readers of the Guinness Book of Records with good memories will recall that I have the somewhat dubious honour of holding the record for visiting all the London Underground stations in an operational day, and using only public transport. The record of 15 hours exactly was established in September 1968 for the, then, 277 stations. It was established before the Victoria Line was opened between Victoria and Brixton. When the line was extended to Brixton we had two new stations at Vauxhall and Brixton, but by then the two stations at Ealing Broadway were merged and so the new total number of stations became 278, i.e. $((277 + 2) - 1)$. The addition of Pimlico now makes it 279.

A.B. Morgan appears to believe that there are 276 or 277 stations, although I am not certain of this. Some explanation is required. Ealing Broadway at the time of my records was officially (according to LTT) two stations. There were two separate stations because the Central Line station was managed separately from the District Line station. They have since been merged and now there is only, officially, one LTT Underground station at Ealing Broadway.

It is correct to point out that there are two stations at both Shepherds Bush and Edgware Road. We must not forget that there are also two separate stations at both Hammersmith and Paddington. According to LTT separate Metropolitan stations exist at these places. Let us note also that Kensington Olympia is included in the total of 279 LTT Underground stations.

I am sorry that A.B. Morgan has concluded that it is impossible to beat the 15 hours solo record using public transport. I do not know whether he is right. However, should he be thinking about covering all station in a day with, as he puts it, "the assistance of friends in cars", then he will be thinking of attempting a different record - in the eyes of Guinness Superlatives - than that which I hold. He will be

attempting the "Class B" open record in which the use of any form of transport is permitted. I estimate that a time of 14 hours would just be possible with the help of three or four cars.

My attempt on the record, like all others, was ratified by LONDON UNDERGROUND ROVERS (LUR) - the organisation of which John Betjeman is president, and which seeks "to co-ordinate the efforts of its members to cover the whole of the LIT Underground system in the shortest possible time". LUR works closely with both LIT and the Guinness Superlatives.

There are two classes of record. Class A - Public Transport Only, which includes trains and buses, but not taxis; Class B - Open, in which one may use what one likes. One is very restricted in making record attempts because one has to include Olympia which is, of course, not open during much of the year. One must also find time to include Aldwych and Shoreditch, and thus one must travel on Mondays to Fridays. It is worth pointing out that the record is for covering all stations (not necessarily covering all lines or bits of line). The criterion of covering a station is that one does so if, and only if, one enters or leaves (or both) that station by a train, either LIT or BR. The rules of LUR do include various other restrictions such as the record being attempted must be broken in just one operational day. One must also use the District Line between Acton Town and Hammersmith, and the Bakerloo Line between Baker Street and Wembley Park, and a line which passes through a platform at each station between Wembley Park and Moor Park.

I would point out that if any serious attempt on the record is to be made the rover will have to start his journey at Ongar and finish it at Upminster, or vice versa. This is because the time spent travelling and 're-tracking' on these branches would be substantial, both north and east of Mile End. In practice, the times of trains on the Central Line branches in the morning and evening are such that the only real possibility is a morning start from Ongar, and a finish in the evening at Upminster.

The widening of service intervals, different timetables and other factors make an improvement on the time of 15 hours seem unlikely. My time was for 277 stations. Today, I think 15 hours

15 minutes would be the sort of time to try for when attempting 279 stations. I recommend anyone who tries to be thoroughly fit and fairly good at cross country running!

Members of TLURS might be interested to know that there have been several hundred attempts on the record since 1959. I hope to publish sometime next year a short book on the phenomenon of London Underground Rovering from its inception in the late fifties through to its demise in the late sixties.

Yours faithfully,

Brasenose College,
Oxford.

Les. R.V. Burwood

23.9.1972

Dear Sir,

Reading various reports, books, technical papers etc. on the A.T.O. of the Victoria Line 1967/68 stock, some points still confuse me; perhaps other members might be able to help me out:-

1) Driving Command Control From what I can make out this control signal is transmitted as signals that correspond to 100 cycles per second = 1 m.p.h. This signal is transmitted through the running rails; but surely this signal which can build up to approximately 4.6 Kc per sec = 46 m.p.h. would provide interference to the ordinary speed pulse code (470, 270 and 180 pulses per sec.) being only about 8" or so from the positive rail.

2) Rheostatic Braking This system provides heat through the resistors from power induced in braking; perhaps someone could give me a more detailed account of this as I can't see what resistors have to do with braking.

3) Braking - 3 different modes As you know the mercury retardation brings about 3 modes of braking -

- 1) if the train hits the station too fast maximum braking is brought on until the speed falls to about 5m.p.h. when the brakes are released to provide a gentle stop.
- 2) if the train hits the station too slowly the reverse happens; braking is minimised.
- 3) if however, the signalled brake controls differ braking is allied between maximum, normal, minimum (the 3 modes of braking).

The train then stops at a stopping range of + or - 5ft. This seems clear, but surely, if the driving command control and the speed pulse control are that closely connected (the driving command control being the master governor) the 3 modes of braking would not differ to an extent sufficient to bring on a superficial brake to a stop + or - 5ft. So perhaps the two speed controls just work enough to get the train moving and let the train hit the station at any speed subject to the gradient before the station.

85 Clittrhouse Road,
London, NW2 1DL.

Yours faithfully,
J.J. Clarke

10 Sep 1972

Sir,

Crime on the Underground

There have always been and probably always will be prostitutes hanging around tube stations in the West-end. Recently I was talking to a solicitor who attends Courts in the West-end, and whom I know very well. He stated that the Act which came into operation a few years ago, relating to soliciting by prostitutes has altered the "profession" in some respects for the worse.

Formerly these women were "honest" in as much as having agreed a price for their favours they carried out their part of the bargain and would not think of picking their client's pockets or robbing him in any other way. Since the Act, these women seem only too ready to get money by false promises, "mugging", or any other form of robbery and giving little or nothing in return.

167 Cornwall Road,
Ruislip.

H.V. Borley

REVIEWS

BOOKS

J.E. Connor & B.L. Halford; *Forgotten Stations of Greater London*; 48 pp 8 $\frac{1}{4}$ " x 6" 33 illustrations; limp card covers; Bracknell, 1972; Town and Country Press Limited; 50p.

A beautifully produced booklet, about which some reservations must be made in relation to the contents however. To start with, the title is not particularly accurate, for the book is more than a record of closed stations, which is all that its name implies. The contents are divided into four sections and two appendices, the sections covering respectively stations renamed (whether closed or not), stations closed, stations built but never opened, and line closures not involving intermediate stations; the appendices provide a list of railway company abbreviations used in the body of the book, and a cross-index of stations renamed.

From the title one must assume that the work is intended to cover the whole of the administrative area now known as Greater London; unfortunately, there are omissions - for example in the renamed stations section, the change from Emerson Park and Great Nelves to Emerson Park is left out, and the closure of the LT South Acton branch is not included in the section devoted to lines closed without intermediate stations (though South Acton is shown in the stations closed part). In the closures section there is an inconsistency in datings, some dates given being the last day open, others the first day closed, with no indication of which is used in any specific case.

In a work such as this, strict accuracy is essential, for it will be used for reference purposes for many years to come, and it is a pity that it should be flawed by minor errors and lack of precision.

The name of our Past President H.V. Borley appears in the acknowledgements, which should be a guarantee of the accuracy of the work - but it seems that his name was included without Mr. Borley's consent, and he has felt it necessary to issue a disclaimer which appears in this month's Letters to the Editor. It was unwise of the authors not to make full use of such an authority as Borley; they would then have avoided some of the pitfalls.

However, the book is a valuable addition to the material available on the history of London's railways, and it is to be hoped that there is sufficient demand for a second edition to be justified very soon, for despite any defects it is a painstaking work which has been well produced and deserves to succeed if the errors and omissions can be put right. The illustrations are nostalgic and of considerable interest, many of them being of Underground stations.

R.A. Buchanan; *Industrial Archaeology in Britain*; 425 pp + 12 pp plates, 4½" x 7"; London, 1972; Penguin Books; 60p.

Dr. Buchanan's new book in the form of a Penguin Original is by way of being a combined Primer, Text-Book and Bibliography and constitutes a very welcome addition to the somewhat sparse literature on national Industrial Archaeology.

The book is divided into four sections, an introduction, an examination of the individual industries - coal-mining, engineering etc., a section dealing with power, transport and public services and finally a six-part regional survey.

There are seven maps, 40 line drawings in the text and 44 individual illustrations, very well reproduced in the 12 plate centre section.

At 60p the book is remarkable value for money and can be confidently recommended to novice and expert alike.

A. Blackburn & J. Mackett; *The Railways and Tramways of Ryde*; 164 pp 8½" x 5½" with 73 illustrations (maps, plans, diagrams, and photographs), 6 Tables, 5 Appendices and Bibliography; Bracknell, 1971; Town and Country Press Limited; card covers, £1-35.

This is another of those books having a peripheral interest for the Underground enthusiast as did 'The Shropshire and Montgomeryshire Railway' reviewed recently, for the present work also deals with lines on which pensioned-off Underground stock found a new home instead of going to the breakers.

Although an excellent book it may prove a little disappointing to our readers. In view of the very detailed early history of Ryde's railways which is given, the treatment of the decision to electrify and to use adapted London tube cars on the Ryde-Shanklin

BARDS OF PLUTO

Richard Graham

As an admirer of William McGonagall, the poet and tragedian, (1825 or 1830-1902), I am glad to see that his poetic influence extends to modern writers, such as J.B. in the August issue of this Journal (p.118). To the best of my knowledge, McGonagall himself did not write either on the London Underground or the Glasgow Subway, although his poems on Scottish railway subjects such as the Tay Bridge are deservedly well-known.

Indeed, the number of known poems about the Underground is small enough to fill only an extremely slim volume. Ottley (1) only seems to refer to four, three of which are by John Betjeman:

- 7482 The Metropolitan Railway: Baker Street Station
Buffet (2).
7483 Monody on the Death of Aldersgate Street
Station.
7487 Summoned by Bells, chapter 6 - Boyhood
reminiscences of the Underground.

However, as Michael Robbins (3) has rightly pointed out, 7483 is actually about the City of London. Lack of sufficient railway interest presumably excludes Betjeman's 'Middlesex' ('Gaily into Ruislip Gardens/Runs the red electric train') from Ottley, whose other entry is:

- 7492 The Underground by G. Boas, which has been
reprinted in this Journal (4).

I know of few other poems, as distinct from songs (5), about the Underground. George R. Sims (1847-1922), author of the original 'In the Workhouse: Christmas Day', wrote 'My Metro-land', which the Metropolitan Railway quoted in at least one edition of its Metro-land booklet (6), and a hoary limerick has been published in this Journal in an Underground version (7). An anonymous piece dating from 1903 about the Central London Railway rhymes, although not set out as verse, (8). Finally, there is 'The Bakerloo Ballad' by James H. Bronte, also reprinted in this Journal (9).

In terms of conventional literary criticism, few if any of the poems I have referred to would rate even a mention. My own preference is for more precision than poetic forms usually

afford. These remarks do not of course refer to Betjeman, whose interest in his subjects does not end with either railway technicalities or poetic techniques.

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References

- (1) George Ottley - A Bibliography of British Railway History (London: George Allen & Unwin, 1965), 444.
- (2) Reprinted in 2 Underground 8 (Jan 1963)
- (3) 'Reflections on Ottley' - 13 Journal of the Railway & Canal Historical Society 39 (July 1967).
- (4) 4 Underground 34-35 (March 1965)
- (5) Songs referring to the Underground are not the concern of the present article, but some may be mentioned in passing. There is the mysterious early 'Let's all go underground', referred to by W.J. Passingham in The Romance of London's Underground (London: Sampson Low & Marston, n.d. c.1932) at 7; for which earlier references and the words would be welcome. More recently have been 'Finchley Central'; Leon Rosselson's 'Down the Drain', reprinted in 7 Underground 93 (June 1968); Ray Davies's 'Waterloo Sunset', and a song by Donovan.
- (6) 1922 edition, second issue, p.4.
- (7) 7 Underground 112 (July 1968)
- (8) 5 Underground 8 (Jan. 1966)
- (9) 4 Underground 147-8 (Oct. 1965)

EARL'S COURT TOLL TICKETS

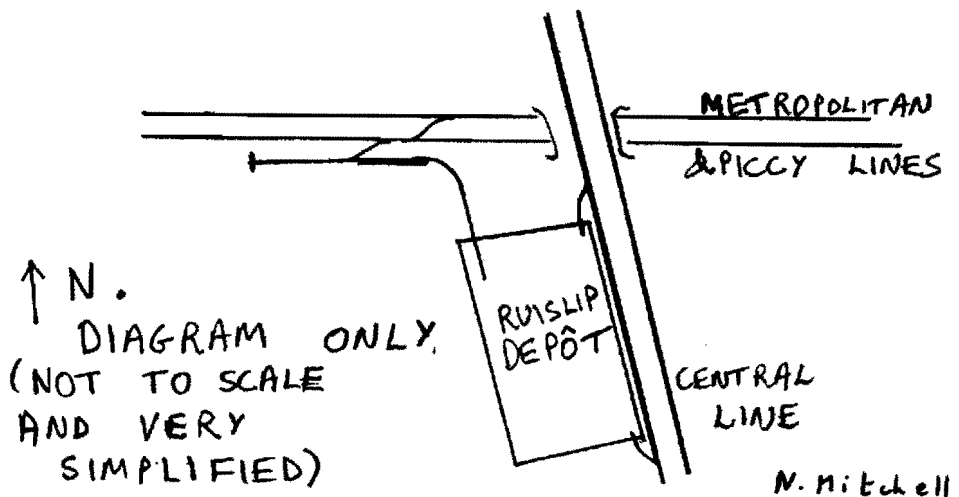
In view of the confusion caused last time the price of platform tickets was altered, by the late delivery from the printers of Earls Court's Return Toll tickets, it is pleasant to be able to record that when the price of platform tickets on LT went up from 2p to 3p on 10 September, the two main booking offices at Earls Court were stocked with Platform Tickets and Return Tolls of the new value; 'A' office having sold out of both types of 2p ticket some time before the increase, had been selling only a batch of ('single') Platform Tickets borrowed from 'B' office.

Not so pleasant to record, however, is the fact that the printers have still not got the wording right on the Return Tolls, after many amendments in recent years. Since 'A' and 'B' offices are at opposite end of the station, and outward and return halves

are worded to permit passage in the appropriate direction, the two tickets should be set opposite ways round to each other, but they are, in fact, printed from exactly the same block (only the 'A' and 'B' being changed, and this time it is the tickets from 'B' office which are set the wrong way round.)

NEW LT DEPOT SPUR COMMENCED

Work started on 17th August 1972 on the construction of a spur line linking Ruislip Depot (Central Line) with the Metropolitan and Piccadilly Line tracks nearby. The line starts at the back of Ruislip Depot near the watchman's hut, and runs North, turning Westward to run parallel to the Metropolitan and Piccadilly tracks as a siding on the South side of them. There is a connection with the Westbound line and a crossover (see diagram). The link is about half a mile long, and no Act of Parliament was needed as it runs over LT land. The main purpose of the link is to enable long welded rail trains from the welding plant at Ruislip Depot to reach places on the Metropolitan main line without having to go via North Acton, Ealing Broadway, Acton Town and Rayners Lane. Construction is expected to take 8 or 9 months, and the line is to be electrified throughout.



from p. 170

service is somewhat cursory. This seems a pity, as the operation was an unusual one and gave another angle to economical rapid transit in Britain. For this reason it deserved more attention than it has received, although one of the appendices gives details of the Underground stock being used.

Apart from this one criticism, however, it is a very good book, well illustrated, and with sufficient detailed information in the tables and appendices to satisfy the most curious of readers.

MAGAZINE ARTICLES

Readers who obtained copies of Quainton News No. 12, with its plan of the Quainton Road signalling, will be interested to know that issue No. 13 - September 1972 - contains a short article by T.J. Stevens entitled "Quainton Road Signalbox Diagram" which explains the said diagram for those who are not experts on this subject.

The same issue contains several other items of interest as well; viz, an excellent sketchmap as its centre-page spread entitled "Railways of Quainton and District" which shows all the lines and stations there have ever been in the area. This map is by A.E. Reed; by Stephen Joseph is the first instalment of a history of the Wotton Tramway, with which is linked the cover photographs - a reproduction of a print, published by courtesy of Photomatic Limited, showing No. 23 at the head of a Brill-bound train at Quainton Road. Lastly there is a photograph of the LF Wembley shed, recently purchased by the Quainton Railway Society Limited; it is shown being dismantled ready for removal to Quainton. All in all, quite an Underground issue and very interesting. Quainton News is priced at 5p and may be obtained from A.A. Harland, Wesley House, Widden Street, London, E15 4RY; please send stamp also.

POSTCARD

There is now on general sale in London a postcard reproduction of the centre part of the London Underground Route diagram. This is produced by The Photographic Greeting Card Co. Limited, by permission of London Transport, in full colour with high gloss finish. It could have been very useful, but is ruined by being cut off in the wrong place - the Circle Line from Moorgate to Tower Hill is missing!

NEWS FLASHES

1174 Ref NFs 1167 & 1141 - correction. The 1972 stock cars numbered 3302, 3305 and 3306 should be described as non-driving motor cars and are fitted with the depot shunting control from the 1949 n-d m's.

1175 Recently London Transport have posted notices in many of their subways advising the world in general that playing musical instruments etc. is not allowed in the station; this is presumably to counteract the sudden blossoming of numerous young men and girls armed with guitars and the desire to make money. Some correspondents to The Times have not seen eye to eye with LT on this point however, having pointed out that the buskers are the only cheerful feature of the tubes. One gentleman commented that "The Corporation Mentality once again demonstrates its unshakable committment to sterility".

1176 On the morning of Friday 22-9-1972 early arrivals at Bromley-by-Bow found that they could not leave the station; a lost key caused a fairly massive build-up of trapped passengers on the platforms before the gates could be opened.

1177 Three trainloads of London Tilbury and Southend line passengers had to be detained by means of ladders opposite Upminster Bridge station on the evening of Monday 3-7-1972 when overhead power lines were pulled down by a defective train. District Line services were disrupted because LT current had to be switched off to enable the passengers to reach Upminster Bridge platforms - and of course much extra traffic was put on to the Underground services for the rest of the evening while BR carried out repairs.

1178 Due to cancellation of the first two Metropolitan trains from Watford on the morning of Sunday 3-9-1972. an early Amersham train is reported as having run all stations Amersham-Baker Street via Watford - one of the rare occasions when a train in ordinary public passenger service has used the Watford North Curve in recent years.

1179 Mr. Stanley F. Smith, formerly LT's Director General of Research and Development, became Chief Mechanical Engineer on 30-10-1972. The previous CME, Mr. J.W. Wicks, has been appointed Chief Officer, Special Duties, until his retirement in January 1973. Mr. Smith, who is 47 is a former Director of Research to the British Railways Board and only joined LT in 1971.

1180 Food for thought. A three-bedroomed detached house requires 50 tonnes of aggregates for its construction; one mile of motorway needs over 100,000 tonnes. All that material to increase death and pollution - who's mad?

THE TIMETABLE

19.00 for 19.15 Friday 10th November at Hammersmith Town Hall.
Talk by John R. Day, Senior Executive Assistant to the Press Officer,
London Transport. Mr. Day is a well-known writer on railway
subjects, especially on the London Underground, and represented LT
at the Society's Inaugural Meeting in 1961. He has chosen for his
subject "London Transport and the Press: a Two-Way Relationship".

Saturday & Sunday 11/12 November Stand at the annual Norbury
Exhibition. At the Stanley Halls, South Norwood Hill, London, SE25.
Nearest station Norwood Junction. All the usual attractions.

Saturday 2nd December Visit to Neasden Depot. Names to S.E. Jones,
113, Wandle Road, Morden, Surrey, accompanied by a First Class
stamped addressed envelope.

19.00 for 19.15 Friday 8th December at Hammersmith Town Hall.
Talk by D.H. Keeler, Assistant Traffic Superintendent (Buses),
London Transport.

19.00 Wednesday 6th December at Fred Tallent Hall. The Society
Chairman, in his capacity as Director of The Transport Trust, is
addressing the Electric Railway Society on the work of the Trust.
Mr. Davis gave a similar talk to this Society some months ago, but
the ERS have very kindly said that any TLURS members who missed that
talk or would like to hear it again are welcome to attend.

THE TAIL LAMP

Some years ago, Peterborough of The Daily Telegraph told the
story of an Underground passenger, hearing a porter call out
something that sounded like 'I-yor, I-yor' asked him what it meant.

The porter replied that he had no idea. All he knew was that
he had been instructed to shout it when the doors of a train were
about to close!

As the employee was a West Indian, this only goes to prove that
the most serious obstacle in community relations is communication -
or the lack of it.

STOP PRESS NOTICE Will members please note that the Library is not
available for consultation from now until the end of the year - due
to problems of removal to a new home.

Typelithoed by Celtic Mailways, 93/94, Chancery Lane, London, W.C.2.
Published by The London Underground Railway Society, 62, Billet Lane,
Hornchurch, Essex, RM11 1XA.