

THE JOURNAL OF THE LONDON UNDERGROUND RAILWAY SOCIETY

Issue No 143

Volume 12 No 11

November 1973

ANOTHER TUBE TOUR

The second London Transport tube stock tour took place on Sunday 14th October 1973 and was, once again, a great success. LT seem to have been a little uncertain about what to call it - first it was advertised as the "Rove-A-Tube" Tour, but the itinerary handed out on the day showed it as "Rover Tube" Tour, while the special nameboard on the train itself, and the tickets, both proclaimed the "Rovertube" Tour!

However, that did not in any way detract from the pleasures of the day, which commenced with departure from High Street Kensington for Kensington Olympia at 10.00. The complete route and timings are given immediately following this article, but the two high-lights came after the lunch break, with a journey from Richmond up to town on the Piccadilly Line - thereby celebrating the proposed Piccadilly Line extension to Richmond which never materialised (although it reached the stage of being shown on car route diagrams); this went straight on to a run over the King's Cross Loop between the Piccadilly and Northern Lines. This was the first train carrying fare-paying passengers to use the Loop since it was opened for stock transfer purposes on 27th March 1927. The Loop was traversed again on the return journey from Golders Green.

Timekeeping was excellent throughout the morning, and in the early part of the afternoon, but the Loop was reached about seven minutes early on the northbound journey, and adherence to the scheduled times was not so close thereafter. Time was lost up to Arnos Grove and was never fully regained, mainly because a normal service train was just ahead all the way from Arnos Grove to Hammersmith. The trip ended at High Street Kensington at approximately 16.42 - eight minutes behind schedule.

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The delays in no way detracted from the enjoyment of the passengers however - grey hairs being reserved for LT staff! - and it is to be hoped that these occasional tours organised by the Executive will continue.

A temporary bookstall was set up on platform 3 at High Street Kensington, and appeared to be doing good business, while the stock used for the train was a Bakerloo Line 6-car set of 1938 Stock (this being the only tube stock suitable for working over the Wimbledon and Richmond branches of the District). This train comprised the following cars from the A (western) end:-

10324
012497
11324
10097
012471
11097

Incidentally, it should be recorded that the train had been stabled at Northfields the night before, which explains why, when it arrived at High Street to take up its passengers it did not come from the direction some people expected.

Another point of interest concerns the availability of the tickets for the tour. Previous LT tour tickets have permitted travel to and from the starting and terminating points of the tour from and to the holders chosen station. The tickets for this tour permitted unlimited travel over any part of the Underground on the day of the tour, with the usual exception for Go-As-You-Please tickets to Watford Junction (but the ban started at Kensal Green instead of Harrow and Wealdstone as on GAYPs); none of the other GAYP bars applied, but there were some special ones - New Cross to New Cross Gate, and, except by special train, East Putney to Wimbledon and Gunnersbury to Richmond.

On certain previous tours, LT have issued slips to their passengers asking for suggestions for future events; this was not done on October 14. It is to be hoped that the only reason for this is that they have enough ideas in store already and do not need further suggestions for the moment. It would be a great pity if the reason was they had decided against further Sunday outings - for there are plenty of interesting things left to be done.

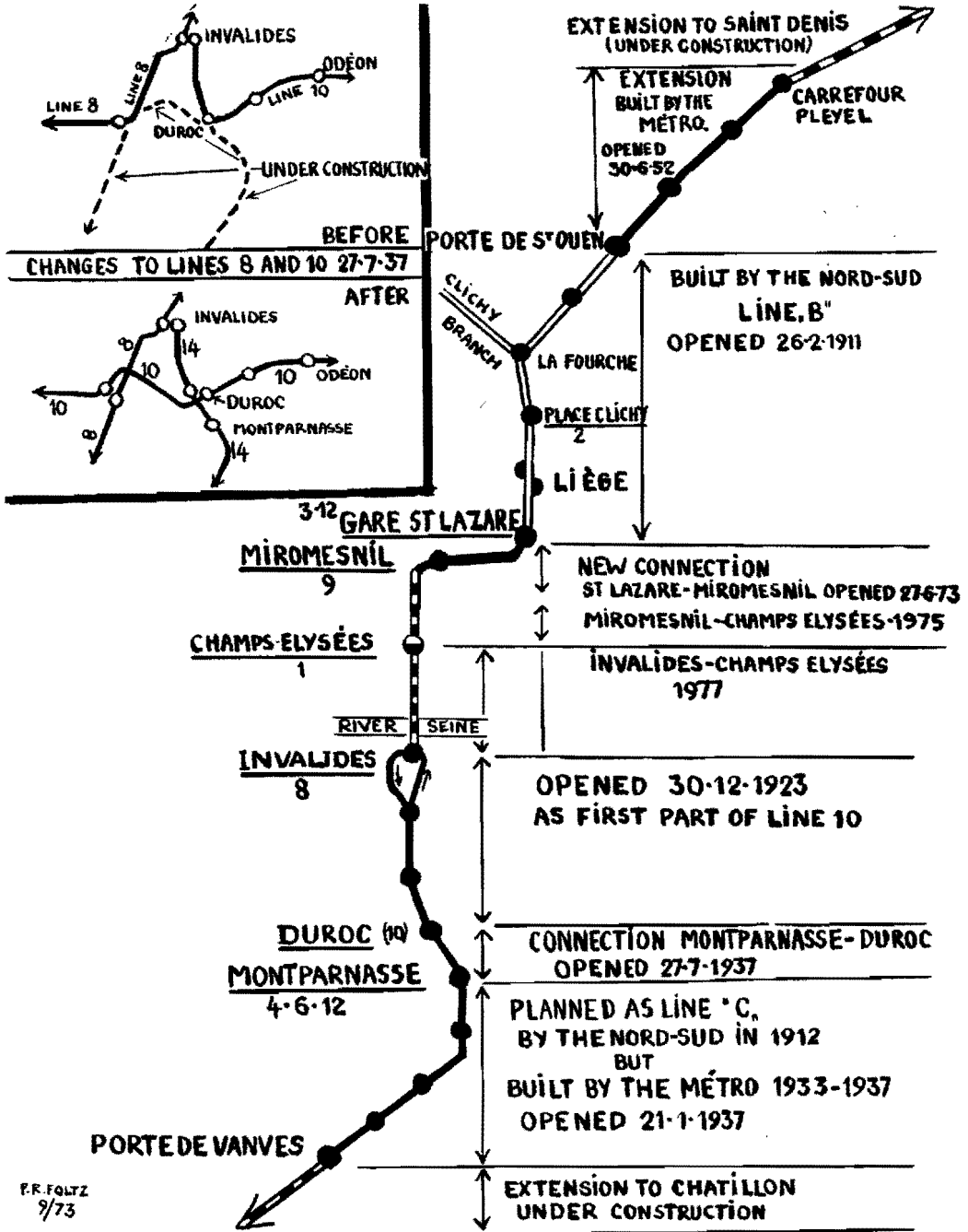
LONDON TRANSPORT EXECUTIVE

ROVERTUBE TOUR

Sunday 14th October 1973

ITINERARY

	<u>Scheduled Time</u>		<u>Scheduled Time</u>
<u>High Street Kensington</u>	dep.10.00	<u>Gunnersbury</u>	dep.13.30 $\frac{1}{2}$
<u>Earl's Court</u>	10.02	<u>Richmond</u>	arr.13.36 $\frac{1}{2}$
<u>Kensington Olympia</u>	arr.10.05		dep.13.54
	dep.10.15	Turnham Green	14.02 $\frac{1}{2}$
<u>Earl's Court</u>	10.17	Hammersmith	14.07
<u>High Street Kensington</u>	10.19	Barons Court	14.08 $\frac{1}{2}$
<u>Edgware Road</u>	arr.10.26 $\frac{1}{2}$	Piccadilly Circus	14.20 $\frac{1}{2}$
	dep.10.37	King's Cross (Picc)	arr.14.34
<u>Paddington - Suburban</u>	10.39		dep.14.38
<u>Hammersmith (Met)</u>	arr.10.50	King's Cross Loop	14.40
	dep.11.00	Euston (City)	14.42 $\frac{1}{2}$
<u>Paddington - Suburban</u>	11.11	Camden Town	14.45 $\frac{1}{2}$
<u>Edgware Road</u>	arr.11.13	<u>Golders Green</u>	arr.14.55
	dep.11.22 $\frac{1}{2}$		dep.15.05 $\frac{1}{2}$
<u>High Street Kensington</u>	11.30 $\frac{1}{2}$	Camden Town	15.14 $\frac{1}{2}$
<u>Earl's Court</u>	11.32 $\frac{1}{2}$	Euston (City)	15.17 $\frac{1}{2}$
<u>Parsons Green</u>	11.37 $\frac{1}{2}$	King's Cross Loop	15.19
<u>Putney Bridge</u>	11.39 $\frac{1}{2}$	King's Cross (Picc)	15.20 $\frac{1}{2}$
<u>East Putney</u>	arr.11.41 $\frac{1}{2}$	Wood Green	15.27 $\frac{1}{2}$
	dep.11.50 $\frac{1}{2}$	<u>Arnos Grove</u>	arr.15.32 $\frac{1}{2}$
<u>Wimbledon</u>	arr.11.57 $\frac{1}{2}$		dep.15.43
	dep.12.05	Wood Green	15.47 $\frac{1}{2}$
<u>Wimbledon Park</u>	arr.12.07 $\frac{1}{2}$	Piccadilly Circus	16.08
	dep.12.16 $\frac{1}{2}$	Barons Court	16.20 $\frac{1}{2}$
<u>Putney Bridge</u>	12.23	Hammersmith	arr.16.22
<u>Parsons Green</u>	12.25		dep.16.26
<u>Earl's Court</u>	12.30	West Kensington	16.29
<u>High Street Kensington</u>	arr.12.32	Earl's Court	16.32
	dep.13.07	High Street Kensington	
<u>Earl's Court</u>	13.09		arr.16.34
<u>West Kensington</u>	13.10 $\frac{1}{2}$		
<u>Hammersmith</u>	13.13 $\frac{1}{2}$	<u>Notes</u>	
<u>Turnham Green</u>	13.18	Underlining of station names	
<u>Gunnersbury</u>	arr.13.20 $\frac{1}{2}$	indicates doors opened.	
		Underlining of times indicates	
		reversals.	



A "NORTHERN LINE" FOR THE PARIS METRO
P.R.Foltz

Work is now under way on connecting the southern terminal of line 13 at GARE SAINT LAZARE to the northern terminal of line 14 at INVALIDES; the first stage was completed in June 1973 when line 13 was extended $\frac{3}{4}$ mile to MIROMESNIL to give interchange with line 9. The extension to CHAMPS ELYSEES (interchange with line 1) is scheduled to open in 1975 and to INVALIDES (interchange with line 8) in 1977. Work has also begun on the suburban extension of line 14 beyond the city limits, from PORTE DE VANVES, its present southern terminal; it will reach CHATILLON in the late seventies; line 13 is also extended at its northern end from CARREFOUR PLEYEL to the densely populated suburb of SAINT DENIS.

When this is all completed at the end of the decade there will be a new through line starting in the southern suburbs, crossing Paris and terminating in the northern suburbs. It will be a most interesting one for the underground railways historian and enthusiast.

Just as the central section of the London Northern Line was formed by the amalgamation of two separate railway companies and later extended north and south, the Paris "Northern Line" will consist of sections built by both the former Nord-Sud Railway and the Metro.

PORTE DE VANVES to MONTPARNASSE: Planned by the Nord-Sud (line "C") as early as 1912 it was built by the Metro after it absorbed the Nord-Sud in 1930 and opened in 1937 with an extension to DUROC to connect with the DUROC to INVALIDES section of line 10 (as it was then numbered) opened in 1923. New extensions to and connections between existing lines in the area were also built at the same time in order to open through lines from the inner suburbs to the central districts: one east-west (the present line 10) and two north-south (lines 8 and 14).

All stages of the change-over had been carefully planned so as not to interrupt traffic; during the night of July 26/27 1937 teams of workmen removed the tracks outside DUROC station and relaid the new ones according to the revised routing; at the same time other teams pasted the new line diagrams in the cars and fixed new information boards in all the stations affected by the change.

The following morning trains from INVALIDES leaving DUROC proceeded due south on the new line to PORTE DE VANVES instead of in an easterly direction to ODEON and JUSSIEU as before.

The Paris equivalent to KENNINGTON is just north of VARENNE station: the INVALIDES loop is a complex network of junctions between lines 8 and 14 originally built for an intended "Inner Circle" working on the central section of line 8 and the eastern section of the present line 10. The project was abandoned and the junctions have never been used by passenger trains.

INVALIDES to MIROMESNIL: This new section, now being built, is scheduled to open in two stages as we have already seen; the crossing of the river Seine, the first one to be built since 1930, will bring the number of river crossings by the Metro to nine (six underground and three on bridges - line 4 being counted as one).

MIROMESNIL, the new southern terminal of line 13 since June 1973 has been improved and modernised; after leaving the station with its modern "decor" one reaches in a few minutes the old Nord-Sud at GARE SAINT LAZARE, the station dating back to 1911 still retains much of its Nord-Sud style as for instance the name of the station in large mosaics on the walls.

Beyond PORTE DE SAINT OUEN we re-enter Metro territory; work on the extension to CARREFOUR PLEYEL was begun in 1942 but interrupted one year later, resumed after the war it was completed in 1950. In view of the expected increase of traffic, the four-car Nord-Sud trains were replaced by five car Metro trains, but the Transport Commission ruled it was first necessary to enlarge the passageways at the interchange stations of GARE SAINT LAZARE and PLACE CLICHY, and also await delivery of the new rolling stock. The opening of the extension was thus delayed for two years. The "articulated trains", the first new rolling stock to be introduced for over ten years, was delivered to the Vaugirard depot from September 1951 onwards, one train ran for the first time on line 13 in the afternoon of Sunday February 24th 1952 and aroused considerable interest as it was the first concrete evidence of the modernisation of the Metro. By June 1953 line 13 was entirely equipped with the new "articulated" stock. It should be noted this is

not pneumatic tyred trains; for a technical description please refer to "On rails under Paris" by B.J.Prigmore, page 43.

The short CLICHY branch (opened 1912) forks at LA FOURCHE; up to 1952 the number of passengers carried was roughly the same on the two branches on equal length (line 13 then being like the letter Y) the trains leaving SAINT LAZARE were sent alternately to PORTE DE CLICHY and PORTE DE SAINT OUEN. Nowadays, as the extended Pleyel branch carries many more passengers, two successive trains go to PLEYEL and the third one to CLICHY during the rush hours. Since the opening of the southern extension to MIROMESNIL the interval between trains has been reduced by 10%.

It is planned to extend the Clichy branch beyond the city limits to the suburban borough of CLICHY, and perhaps to sever it from line 13 at a later date.

Work has also begun on lengthening the existing stations on the future line to 110 metres, thus enabling longer trains to be used; it is also planned to transfer the "articulated stock" to line 10, and replace it with the type of stock now used on line 3.

ONE MAN OPERATION OF UNDERGROUND TRAINS

Readers may have wondered why the railway inspectorate of the Department of the Environment allows conventional driving of one-man surface stock trains (as with the forthcoming conversion of the C.69 stock) but insists on automatic operation of deep-level one-man tube trains. The explanation is that, should the driver of a surface stock train become incapacitated between stations, the dead-man's handle would operate and stop the train between the stations. As nearly all subsurface lines have two tracks in one tunnel, a train could be stopped on the other track with the cab opposite the cab of the stalled train, and the disabled driver could then be removed to receive medical attention, and a substitute driver placed on his train. However, with the deep-level tube, it would be far more difficult to get at a disabled driver, since his cab could only be approached safely from the rear, which might involve passing through the whole length of a crowded 8-car train. With automatic operation, the train would continue running to the next station, where the rescue of the disabled driver would be far easier to effect.

"X" SIGNALS AT ROYAL OAK
AND PADDINGTON
V. Badman

The signals referred to are on the Eastbound line and comprise the following:

- Signal X125 - Royal Oak EB home signal,
849' west of station
- " X127 - Royal Oak EB starting signal
33' east of station
- " X129 - Paddington EB home signal
599' west of station

The numbers of the signals are in the sequence of automatic signals between Hammersmith and Praed Street Junction. Normally they work automatically and are not controlled from any signal box. However, they are subject to the over-riding control of a "derailment detector" laid along the Western Region siding which runs parallel to the Eastbound Hammersmith and City line between Royal Oak and Paddington. The prefix "X" is used to signify that the provisions of Rule G1 relating to the passing of certain signals at danger apply to these signals.

The derailment detector consists of a bar running the full length of the siding where it adjoins the H&C EB line and is similar to a facing point lock bar. Other equipment associated with the derailer is

- (a) a single, white aspect, signal, erected at the west end of Royal Oak platform close to the EB starting signal, and mounted so as to be visible to the WR shunter. The white aspect is normally illuminated, indicating that the detector equipment is intact.
- (b) a warning bell
- (c) a cancelling switch, for use if the equipment operates irregularly, and to restore normal working.

If a derailment occurs on the siding, the white aspect is extinguished and the bell rings. At the same time, signals X125, X127 and X129 are placed to or maintained at danger. It then becomes necessary to apply Rule G1, hence the identification prefix "X".

EMERGENCY MESSAGES PROJECTOR AT OXFORD CIRCUS

V. Badman

Two cubicles, about 4' square and 7' high, have been erected adjacent to the two manned ticket barriers in the main circular ticket hall at Oxford Circus station. Each cubicle has an opaque screen on two sides, upon which messages can be exhibited by means of a projector mounted inside each cubicle. It is thought that separate messages can be displayed on each screen of the same cubicle.

It is believed that this is the only installation of its kind on London Transport Railways, and is, therefore, experimental. It was installed and brought into use in the Spring of 1973.

The projectors accept specially pre-prepared slides comprising a sandwich of transparent film about 12" square, upon which is printed the required message, and mounted between a cardboard frame.

The slides are printed by photocopying an original message either printed or usually written on a sheet of ordinary paper.

The keynote of the installation is simplicity and speed. The photocopying equipment is located in the Station Operators' Room in the ticket hall, and, upon receipt by the Supervisor in the Operations Room of a failure or interruption to the service, or other incident, all that is needed is to note the message on a sheet of ordinary paper using a felt tip pen or other implement to produce a bold script, run the sheet through the photocopier to make the necessary transparency, mount it, and take it out to the cubicle and place it in the projector.

The most popular message at the present time refers, of course, to letter bombs.

A number of pre-prepared "skeleton" messages have been made, describing such incidents as breakdowns of lifts and escalators, signal failure etc. in which a space has been left so the name of the line and location can be inserted as necessary.

At present all the messages displayed appear to be handwritten, but no doubt if the facility is extended to other stations, specially printed "skeletons" will be made. It seems that the display of announcements by the projector is appreciated by the public. The messages are easily read and

are therefore in complete contrast to the alternative type of announcement in current use, namely a hastily scribbled blackboard notice which invariably is obstructed by passengers and is often the victim of scribblers and "rubbers-out". It is hoped, therefore, that the use of this equipment will spread to other LT stations in the central area.

LETTERS TO THE EDITOR

Dear Sir,

I am researching into the new disused Automatic Fare Collection system. I already have much information, but am having difficulty on certain points:

1. Why are there gaps in the station coding system; these gaps are sometimes quite large?
2. Why was ONE station on the Brixton extension coded in sequence (in one of the above gaps) while the remainder were added to the end of the list? The station, Pimlico, was only decided upon well after the coding system was devised; but the two stations Vauxhall and Brixton were decided upon long ago, so why add them out of order at the end of the list?
3. What are the codes for Monthly, Quarterly and Annual, tickets if they existed, and whereabouts on the ticket did they occur?
4. What are the various route codes?
5. How many types of NON SEASON tickets were there? The code for an excess fare ticket would lead us to believe that there were at least 39 types, but it seems extremely unlikely there were anything like this number.
6. How did ALL STATIONS tickets operate, like visitors or staff A.F.C. passes?

If anyone can help me on any of the above questions, I will be most grateful.

Yours faithfully,

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

M.A.C.Horne.

20 September 1973

Dear Sir,

It has been London Transport's proud boast that the crossover north of Brixton is the first one to incorporate movable crossing angles in a tube tunnel. However, similar crossovers were in use before the First World War, on the Central London Railway at Liverpool Street. The Railway Gazette of June 12, 1914 describes and illustrates these "Movable Diamonds", which were installed on the scissors crossovers to east and west of the station. It would appear that there is nothing new under the ground.

Yours sincerely,

26 Redington Gardens,
London,
NW3 7RX

Nicholas Mitchell

29.9.73

Dear Sir,

I disagree with Mr Harvey's criticism of the 'London's Railways' Map. The normal London Bus map shows the geographical location of stations, and in fact the old London map duplicated the Bus Map except, of course, that it did not show bus routes. The real disadvantage of the London map was that it gave no indication of actual services - for example the Waterloo and City appeared to be a continuation of the South Western main line (or possibly the Brighton line, since this was shown to join the South Western at Clapham Junction, with no indication of whether it ran to Victoria or Waterloo (or Bank!)). The new map, on the other hand, distinguishes all services clearly (more clearly in fact, than many B.R. maps). I find Mr Harvey's point about the Southern Region rather incomprehensible, since the map is one of all London Railways, and there is therefore, no reason why it should show the old northwards bias which the LT system itself shows.

Finally, I believe the Standard Stock cars mentioned by Mr Picketts are used on the Bramley Military Railway.

Yours faithfully,

7 Townsend Drive
St. Albans,
Herts. AL3 5RB.

A.J. Robertson

29/9/73

Dear Sir,

With reference to News Flash 1289 (October Underground) the "X" prefix semi-auto signals are placed where the H&C line runs adjacent to B.R. lines. There is a device on the B.R. lines which ensures that, in the event of a derailment on B.R. likely to obstruct the H&C, all the "X" signals go to danger.

It is interesting to note that all "X" signals have special functions of some kind, all over the system, which is why they are given the "X" prefix.

Yours sincerely,

3 Kerry Court,
Stanmore, Middlesex.

F.Gordon-Brown

1st October 1973

Dear Sir,

10306 is still in service; I saw it on Monday 24/9/73 at Camden Town on a train for Golders Green in the late evening. The unit with this car has been reduced to a 3-car, the n.d.m. car 12078 having been withdrawn the train was running the wrong way round, the cars being 11306-012498-10306. I did not see the numbers of the 4-car set. Note that 10306 is now in the middle of the train.

Regarding the signals at Royal Oak X125, X127 and X129; these signals are on the eastbound only and are to prevent drivers applying the Rule to pass automatic signals. If there was a derailment in the Western Region siding adjacent to the Met line these three would return to danger and remain so until it could be cleared, or if no danger the signals can be switched to clear and the service resumed.

Yours faithfully,

65 Taplow
Adelaide Road,
London,
NW3 3NX.

T.C.Lewis

A GROAT'S WORTH

The groat was minted first in 1351 and valued at little more than a penny. In time it rose in value to fourpence. It ceased to be issued in 1662, probably ousted by the more thrifty threepenny bit. It revived in 1836 but finally closed its chequered career in 1856. No one wanted it. Now it is only a memory. A groat's worth is no more than a phrase.

Yet a groat's worth of travel is a fair measure. It carries you round about five miles. Take your choice.

	Miles
Balham to Bank	5.77
Stockwell to South Kensington . .	5.75
Clapham North to Angel	5.62
Clapham South to St. James Park	5.56
Victoria to Belsize Park	5.23
Mansion House to Tufnell Park . .	5.18
Piccadilly Circus to Queens Park	4.85
Hammersmith to Leicester Square	4.83
Chancery Lane to Hampstead . . .	4.72
Charing Cross to Walham Green	4.68
Holborn to Maida Vale	4.64
Charing Cross to Hampstead . . .	4.62

The choice is a good one. At the worst over $4\frac{1}{2}$ miles of comfortable travel. At the best nearly 6.

TRY A GROAT'S WORTH

UNDERGROUND

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THE NEW CONNECTION AT RUISLIP

It will be recalled that a few months ago it was announced that a connection was to be constructed for service purposes between the Central and Piccadilly Lines through Ruislip depot. This has now been completed, and those members who visited Ruislip Depot on 11th August 1973 will wish to extend their thanks to Mr H. Clarke, Line Engineer (Central) LT, who enabled them to take a brake-van trip on this connecting line - the first non-LT personnel to travel on it.

The line was brought into use late in the previous month, and it may be of interest to readers to have a note of the first stock to be brought across it.

These trains were all stock transfers from Neasden to Ruislip, and were made up as follows:

02.30 24-7-1973

70526-70515-31018-30024-31040-10103-12047

02.30 7-8-1973

12040-70561-31038-30009-70547-31002-30036

02.30 14-8-1973

70570-11271-30002-70557-70560-11019-30013

Once again we are indebted to Mr Clarke for this information, but regret to have to place on record that recently he has been seriously ill in hospital, and we would take this opportunity of expressing our hopes for his early and complete recovery. He will be missed while he is out of action, not only being a member of TLURS but a regular speaker at the monthly meetings over a number of years now.

 RECENT LT APPOINTMENTS

London Transport has recently announced the following new appointments - listed by date of announcement:

12-9-1973	Mr.C.M.Cray - Assistant Operating Manager (General)
13-9-1973	Mr.J.Styles - Lifts and Escalators Engineer
4-10-1973	Mr Gordon Hafter - Rolling Stock Engineer (Railways)
12-10-1973	Mr D.S.F.Havill - Staff Relations Officer (Railways)

FURTHER CORRESPONDENCE

5th October 1973

Dear Mr. Davis,

I have been a member of this Society for the past eight months, and nearly every LT depot visit I have been on has been arranged for the weekend following the regular Society meetings. I would prefer these visits to be arranged one or two weeks after (or before) the Hammersmith meetings, and would appreciate members' views on this.

On the subject of maps, LT is right to issue diagrammatic maps in preference to geographical ones, as they are easier for the tourist to understand. As most tourists travel to and from central London I do not feel the location of stations on different lines in relation to each other is that important, as Mr D.J. Harvey suggests. The Bus Route map is better equipped for this, even though all LT lines are black.

On the question of different services on the same line, why not combine the the Wimbledon and Hammersmith and City branches, call it the Paddington Line, and show the Metropolitan Line as rush hours only between Baker Street and Aldgate. Agreed, the Wimbledon trains do not run through Whitechapel, but this is not as serious a fault as the Underground map shows at present.

Yours sincerely,

A. McLintock

SOCIETY NOTICES

Committee It is with regret that the Committee has to announce the resignation of J.P. Wirth, due to ever-increasing business commitments. Peter Wirth has been a member of the Society since its very early days, and has been a member of the Committee for ten years. During that time he has held the offices of Librarian, Secretary and Treasurer at different times, and has been Vice-Chairman for most of the time he has served on the Committee, only resigning the Vice-Chairmanship a few months ago. His help and advice will be very much missed.

Officers For some time now, the Committee has realised that there is a lively interest in the London Underground amongst railway enthusiasts in the USA, but the means of reaching the people concerned has eluded us. Now we are pleased to be able to announce that a United States Representative has been appointed.

He is Samuel R.Ganczaruk, and his address is -
 72-10 37th Ave. Apt.324
 Jackson Heights, NY 11372
 USA.

Some members will remember meeting Sam when he attended one of our Hammersmith meetings last year; he is familiar with all the American and Canadian systems with one or two exceptions and will be glad to answer questions from members on these systems. The Committee feels that it will be a great advantage to the Society to have a representative in America, and is pleased to welcome Sam to office.

Metropolitan Coaches to the War Office

The Society has received a request from a research worker for information about the Metropolitan coaches transferred to the War Office in June 1940 for use as living accommodation for the personnel of rail mounted guns for home defence. If any reader can supply any kind of information about these coaches, will they please contact the Editor at 62 Billet Lane, Hornchurch, Essex, RML1 1XA.

THE TIMETABLE

19.00 for 19.15 Friday 9th November at Hammersmith Town Hall; the Society's Vice-President, Harry W.Paar, will be presenting a Paper on "The Loughton Branch of the Eastern Counties Railway". Mr Paar is a prominent member of the Railway and Canal Historical Society, and a well-known writer and lecturer on railway history, who is currently running a railway course at Goldsmith's College. A very interesting evening is promised.

18.15 Tuesday 11th December at the Great Western Royal Hotel, Paddington. By courtesy of The Railway Correspondence and Travel Society, our members are invited to attend a lecture by E.Figini, the chief officer of the Swiss Federal Railways responsible for his country's timetable. His Paper will describe his work as his system's representative on the International Train and Through Carriage Conference. With the possibility of the Channel Tunnel materialising, this is a subject not as remote from the London Underground as it might at first sight appear. Mr Figini is coming to England especially to present this Paper, and members wishing to attend are asked to notify the London Branch Secretary of the RCTS, mentioning their TLURS membership - he is Mr J.L.Lean, 75a Studley Grange Road, London, W7 2LU.

14.00 Wednesday 12th December Visit to Greenwich Generating Station, LT. Names, accompanied by a first class sae, to S.E.Jones, 113 Wandle Road, Morden, Surrey, SM4 6AD.