

THE JOURNAL OF THE LONDON UNDERGROUND RAILWAY SOCIETY

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FUTURE OF SOCIETY PERIODICALS

Ever since the Preliminary Issue in December 1961, the Society Journal has tried to fulfill two sometimes conflicting aims. One is to record the Underground system of the day by means of up to date news information, such as the 'News Flash' series based on members' observation or short articles based on official information, and the other is to act as a medium for the publication of historical material based on members' research. Matters devoted purely to the Society have always taken a secondary place. All this, obviously, had to be done within the financial constraints common to all voluntary organisations.

The extent to which these aims have been achieved may perhaps be best judged by a glance at the Journal over the past thirteen years and would be a subjective analysis depending largely on one's own degree of interest or knowledge.

Several years ago it was always remarked upon at AGMs that the cost of producing the Journal in a given year was always greater than the income from subscriptions; other activities of the Society such as book sales provided the balance and any funds necessary for maintaining the various collections and other running expenses. Over the past year or so, the cost of the Journal, both to produce and to supply it, has increased out of all proportion to the income of the Society, and the rate of increase shows little sign of diminishing.

In order to maintain the existing frequency of publication, the Committee has decided that a cheaper method of production must be employed, and at the same time the problem of content was examined as concern has been forthcoming from a number of quarters in

recent months at the shortage of serious articles and at the inordinate delays in publishing topical material. It is believed that the serious articles ARE there, if only they can be attracted to a publication more suitable to their nature.

It seems that the best solution to the problem in the present circumstances would be to change to a format of a monthly 'Bulletin' so that it can more easily be produced by cheaper methods, and restrict it to current information and Society matters, and to introduce a less frequent additional publication produced by more sophisticated means to a higher general standard which would consist mainly of longer articles on either historical or present-day subjects, suitably illustrated. It is intended that the first issue of both publications will appear in January 1975, and that the new, extra, publication will appear quarterly.

AN EDITORIAL NOTE

As readers will have learned from the immediately preceding article, this is the last issue of Underground. From next month its function will be taken over by two new periodicals.

The decision to make the change was a Committee one, after a review of the financial and all other aspects of the problem, but it was not unanimous. While appreciating that the cost aspect would force changes in production, and being fully aware that there was room for improvement in Journal content, some members felt that the best course of action would be to make alterations, improvements and expansion of content within the framework of the existing Journal - which could have been done had production methods been adjusted to meet financial limits.

Your Editor was one of those who favoured the continuance of the Journal, and also holds the purely personal belief that the members of any society are best served by one publication, appearing as frequently as necessary and being produced by the best means possible within the financial constraints imposed by the funds available.

When the changes were agreed upon by a majority vote, it was clear to the Editor that, being opposed in principle to the concept of two publications instead of one, he was not a suitable person to edit either or both of the new periodicals, and he has, therefore, resigned the editorship.

A team has been formed comprising Mike Horne, Trevor Haynes and George Jasieniecki, and this team will be responsible for all editorial, production and despatch matters concerning the new periodicals; the new editors appointed by the Committee are Mike, for the monthly, and Trevor for the quarterly. George continues to be responsible for despatch, and has taken on additionally the supervision of artwork for the new publications.

For the present at least, one editorial address is to be used, and all correspondence on editorial matters; items for publication, letters to the editor and so on should be addressed to the appropriate editor, M.A.C. Horne or T.A. Haynes, at 33 West Avenue, Hendon, London, NW4 2LL.

Despite the number on the cover, this, last, issue of UndergroundD is in fact the 158th, all of which have appeared under the same editorship during a period of thirteen years one month. It is known that some members at least will regret its demise.

LETTERS TO THE EDITOR

October 7th 1974

Dear Peter,

The new booking office at Wells Terrace - Finsbury Park opened on Sunday October 6th.

The new ticket machines issue magnetically coded tickets but there are no automatic gates yet.

The booking offices in the passages leading to the platforms have been closed. (There was one for the northbound and one for the southbound platforms.)

There is a new board with the Piccadilly and Victoria line diagrams at the Wells Terrace entrance; the following points are worth noting:

- 1) The Piccadilly Line extension to HATTON CROSS and HEATHROW CENTRAL is shown, but a piece of white paper has now been stuck on the board just underneath HOUNSLOW WEST.
- 2) Highbury AND ISLINGTON on the Victoria Line is shown as an ordinary station with interchange with British Rail, the Northern Line has vanished altogether. It will be interesting to see if they put a "sticker" until the closure of the Highbury Branch!

3) GREEN PARK on both Victoria and Piccadilly Lines indicates interchange with the FLEET LINE shown in grey.

Yours sincerely,

Flat 7, The Beeches,
9/17 Trinder Road,
London, N19 4QT.

P. Foltz

13/11/74

Dear Sir,

SOMEBODY PLEASE HELP ME! I would like to borrow any photographs and if possible dimension drawings and/or sketches of L.T. South Acton station for modelling purposes. They will be returned immediately after use.

Yours sincerely,

70 Marlborough Road,
Romford, Essex,
RM7 8AJ. Telephone Romford 66632

D.J. Carson

REVIEWS

Books

Charles Klapper; The Golden Age of Tramways; 330 + xiv pp and 32 pp plates; first published 1961, second edition 1974; Newton Abbott; David and Charles; £4.25.

One of the best tramway histories to be published in this country, now reissued. Every aspect of tramway development, heyday and demise is covered, although as the title implies the main part of the book is devoted to the tram's better days. London is well covered, a number of references are made to Underground matters, and it is the only easily accessible book containing details of the 1905 Royal Commission's on London Traffic recommendations, which were primarily for new arterial avenues across London, 410' wide, with four surface tram tracks and four-track underground railways below. It also gives a good potted history of the Kingsway tram sub-way, there are several useful appendices, an index and a number of illustrations in the text. Expensive, as are all hard-back books today, but well worth the money.

Maps/Diagrams

British Rail, Southern; South East Network and Awayday Services; 1974.

A very useful folding pocket route diagram in full colour of the SE. The LT diagram on the back is unfortunately in black.

BAR AND CIRCLE

H.L. Clarke

2

TUNNEL HOARDING SIGNS & MINIATURE SIGNS

With the introduction of the standard bronze-framed sign in 1932 (Ref: 9), full size signs of this type were provided on tunnel hoarding walls (i.e. walls facing the platform) at new stations built at this time. Full-size signs proved, however, to be difficult to decipher from inside the train, and their use was not perpetuated. They may, however, still be seen at the stations concerned.

Much improved legibility was provided by the use of miniature paper signs with full lining (as on contemporary full-size signs). Similar signs, in enamelled form, survive on the hoarding-walls of the Central Line platforms at Mile End, and on platform furniture at other stations (Ref: M4). From about 1949, the paper signs of this type were replaced by miniature paper versions of the now obsolete E&SB pattern sign described earlier.

For some of the new deep-level stations constructed for the 1935/40 New Works Programme, a miniature bronze-framed sign, similar to (Ref: 9), but with an outline frame only, was introduced for this purpose (Ref: M9). This pattern was not, however, employed on the Central Line stations built as part of this scheme. A probable reason for this is the existence at these stations (and most other tube stations) of a high-tension cable run along the hoarding wall in the position where signs have to go to be visible from inside a train. These stations had, instead, paper-on-hardboard signs of the then current pattern. Miniature bronze-framed signs have been used, especially on pillars and stanchions, as part of the normal station signing. An early example was at Aldgate East in 1938. A modified version with full bronze framing has also been used (Ref: M9F), while unlined signs of this general type (with outline framing only) are to be seen in bronze (Ref: M18), and in aluminium (Ref: M18A) versions.

In the past ten years or so, the miniature paper signs on hoarding walls at nearly all the deep-level stations on the system have been replaced by miniature enamel signs of the unlined pattern, similar to (Ref: 16). They have also been used on station platforms, pillars, stanchions, &c. (Ref: M16). The signs of this type on the pillars at Mile

End are on plates 16½" high x 21" wide, with 2" lettering on a 17½" x 3¼" blue bar. The unlined red roundel has an outside diameter of 13½" and a width of 2¼".

APPENDIX 1: Location of types of sign (other than Miniature Signs - see Appendix 2) on stations, retaining walls, &c, (but excluding tunnel hoarding walls - see Appendix 3).

REFERENCE:

- | | | |
|-------|---------------------------|--|
| (1R) | PICCADILLY LINE: | Caledonian Road, |
| (1B) | PICCADILLY LINE: | Covent Garden, Kings
Cross, (w.b.), Holloway
Road, Arsenal, Finsbury
Park (e.b.). |
| (2) | CIRCLE/DISTRICT LINES: | Mansion House (platforms
1 & 3) |
| (3) | DISTRICT LINE: | Ealing Broadway |
| (4R) | DISTRICT LINE: | Turnham Green |
| | NORTHERN LINE: | Moorgate (City Branch) |
| | PICCADILLY LINE: | Hounslow West |
| (4B) | CIRCLE LINE: | Mansion House, Blackfriars,
Temple (i.r.), Westminster,
St. James Park |
| | DISTRICT LINE: | Fulham Broadway, West
Brompton, Earls Court,
St. James Park, West-
minster, Temple (e.b.),
Blackfriars, Mansion
House. |
| | METROPOLITAN LINE: | Hillingdon |
| | NORTHERN LINE: | Burnt Oak, Hendon Central,
Charing Cross (s.b.),
Kings Cross, all stations
London Bridge to Oval
inclusive, all stations
Clapham South to Morden
inclusive |
| | PICCADILLY LINE: | Hillingdon, North Ealing |
| (4LB) | DISTRICT/PICCADILLY LINE: | Barons Court |
| (4W) | NORTHERN LINE: | Edgware |

- (5L) BAKERLOO LINE: Kingsbury
 CIRCLE LINE: Westminster (o.r.)
 DISTRICT LINE Turnham Green, Westminster
 (w.b.)
- (5T) CIRCLE/DISTRICT LINE: Monument
- (5S) BAKERLOO/METROPOLITAN LINES: Finchley Road
- (5X) NORTHERN LINE: Burnt Oak
- (5Y) CIRCLE/DISTRICT LINES: Mansion House (platforms
 1 & 2)
- (6L) CIRCLE/DISTRICT LINES: High Street Kensington
 METROPOLITAN LINE: Baker Street (main)
 NORTHERN LINE: Morden, Colindale
- (6T) CIRCLE/DISTRICT LINES: Paddington (blue paint
 badly worn)
- (7) BAKERLOO LINE: Queensbury
- (8) PICCADILLY LINE: Sudbury Town
- (9) BAKERLOO LINE: All stations Stanmore
 and Kilburn Park to
 Regents Park (except
 Queensbury) inclusive,
 Piccadilly Circus (n.b.),
 Trafalgar Square, Charing
 Cross, Lambeth North (n.b.)
 Elephant.
- CENTRAL LINE: All stations West Ruislip
 to Hanger Lane inclusive,
 West Acton, White City,
 Shepherds Bush, Lancaster
 Gate, Marble Arch, Bond
 Street, Tottenham Court
 Road (e.b.), Holborn,
 Chancery Lane, St. Pauls
 (w.b.), all stations Bank
 to North Weald (except
 Stratford BR) inclusive,
 all stations Wanstead to
 Grange Hill (via Newbury
 Park inclusive, Chigwell
 (i.r.), Roding Valley

- (9) CIRCLE LINE: Aldgate, Mansion House
 contd. (platform 2), Charing
 Cross (i.r.), High Street
 Kensington, Kings Cross,
 Liverpool Street
- DISTRICT LINE: Parsons Green, all stations
 Ealing Common to Turnham
 Green inclusive, Stamford
 Brook (e.b.), Hammersmith,
 West Kensington, Earls
 Court, High Street Ken-
 sington, Charing Cross (e.b.)
 Mansion House (platform 2)
 Aldgate East, Mile End
 Shoreditch (one incomplete
 on disused platform), White-
 chapel (s.b.)
- EAST LONDON LINE: All stations Hammersmith
 to Westbourne Park inc.,
 Kings Cross, Liverpool
 Street, Aldgate East
 Mile End.
- HAMMERSMITH & CITY LINE: Aldgate, Liverpool Street,
 Kings Cross, all stations
 Baker Street to Ruislip
 inclusive, North Harrow,
 Pinner (s.b.), all stns
 Rickmansworth to Amersham
 and Chesham inclusive
- METROPOLITAN LINE: Hendon Central, all stns
 High Barnet to Highgate
 inclusive, Leicester
 Square, Moorgate (Highbury
 Branch)
- NORTHERN LINE: All stations Ruislip to
 Sudbury Hill inclusive,
 Alperton, Ealing Common,
 Hounslow Central (e.b.),
 Osterley, South Ealing
 (e.b.), Acton Town,
 Hammersmith, Knightsbridge,
 Piccadilly Circus (e.b.),
 Leicester Square, Kings
 Cross, Caledonian Road (w.b.)
- PICCADILLY LINE:

- (9) PICCADILLY LINE all stations Manor House
contd contd to Southgate inclusive
- (10) NORTHERN LINE: Angel, Clapham North,
Clapham Common
- (11) PICCADILLY LINE: Cockfosters
- (12) METROPOLITAN/PICCADILLY LINES: Uxbridge
- (13) CENTRAL LINE: North Acton, East Acton
- (14) NORTHERN LINE: Euston (City Branch n.b.),
Old Street
VICTORIA LINE: All stations Kings Cross
to Brixton inclusive
- (15) BAKERLOO LINE: Charing Cross
CIRCLE/DISTRICT LINES: Mansion House (platform 2),
Charing Cross.
- (16) BAKERLOO LINE: Queensbury, Wembley Park,
Neasden (platform 1)
Finchley Road, Warwick
Avenue (n.b.), Edgware
Road, Marylebone, Baker
Street (n.b. & s.b. Queens
Park line,) all stations
Regents Park to Elephant
& Castle inclusive
CENTRAL LINE: Ealing Broadway, all stns
West Ruislip to Marble
Arch (except Greenford and
White City) inclusive,
Oxford Circus, Tottenham
Court Road, all stations
Chancery Lane to Liverpool
Street inclusive, Debden,
Chigwell
CIRCLE LINE: Tower Hill, Cannon Street,
Mansion House, Blackfriars,
Temple (o.r.), Charing
Cross, Westminster, Victoria,
Sloane Square, South Ken-
sington, Gloucester Road,
Notting Hill Gate,
Paddington, Baker Street,
Euston Square, Kings Cross
Moorgate, Liverpool Street.

(16)
contd.

CITY WIDENED LINES:

Moorgate, Barbican,
Kings Cross
Putney Bridge, Parsons
Green, Fulham Broadway,
West Brompton (e.b.),
Ealing Broadway, Turnham
Green, Stamford Brook,
Ravenscourt Park, Barons
Court, West Kensington,
Olympia, Notting Hill
Gate, Paddington,
Gloucester Road, South
Kensington, Sloane Square,
Victoria, Westminster,
Charing Cross, Temple
(w.b.), Blackfriars,
Mansion House, Cannon
Street, Tower Hill,
Whitechapel, Stepney Green,
all stations Bromley-by-
Bow to Uppminster Bridge
(except Barking BR) inc.

EAST LONDON LINE:

Shoreditch, Whitechapel,
Shadwell, Wapping

HAMMERSMITH & CITY LINE:

Royal Oak, Paddington,
Baker Street, Euston
Square, Kings Cross,
Moorgate, Liverpool Street,
Whitechapel, Stepney Green,
all stations Bromley-by-
Bow to East Ham inclusive

METROPOLITAN LINE:

Liverpool Street, Moorgate,
Kings Cross, Euston Square,
Finchley Road, Wembley
Park, Northwick Park,
West Harrow, Ickenham,
Pinner, Northwood Hills
(n.b.), all stations
Northwood to Watford
inclusive, Chorleywood,
Amersham

NORTHERN LINE:

High Barnet, Mill Hill
East, all stations Archway
and Edgware to Mornington
Crescent inclusive, Euston

- (16) cont d. NORTHERN LINE: (Charing Cross line and City Branch s.b.), Warren Street, Goodge Street, Tottenham Court Road, Strand (closed), Charing Cross, Waterloo, Kennington (platform 2), Oval (n.b.) Stockwell, Clapham South, Balham, Tooting Bec, Tooting Broadway (s.b.), Colliers Wood (s.b.), South Wimbledon (s.b.) Morden, Old Street (Highbury Br.), Essex Road, Highbury (n.b.)
- PICCADILLY LINE: Ickenham, Sudbury Town, Park Royal, all stations Hounslow West to South Ealing (except Osterley) inclusive, all stations Barons Court to Arsenal (except Knightsbridge and Leicester Square) inc., Finsbury Park (w.b.), Arnos Grove, Oakwood, Cockfosters, Aldwych
- VICTORIA LINE: All stations Walthamstow to Highbury inclusive
- (17L) BAKERLOO LINE: Canons Park, Queensbury
CENTRAL LINE: Bond Street,
DISTRICT LINE: West Brompton (w.b.)
METROPOLITAN LINE: Hillingdon
NORTHERN LINE: Charing Cross (n.b.)
Waterloo, Bank, Borough (s.b.), Elephant (n.b.), Kennington (platform 2), Oval (s.b.)
- PICCADILLY LINE: Hillingdon, North Ealing
- (17T) BAKERLOO LINE: All stations Kilburn Park to Paddington inclusive
CIRCLE LINE: South Kensington (disused i.r. platform), Gloucester Road, Notting Hill Gate, Bayswater, Great Portland Street.

(17T) contd.	DISTRICT LINE:	Gloucester Road (w.b.), South Kensington (disused platform), Notting Hill Gate, Bayswater
	HAMMERSMITH & CITY/ METROPOLITAN LINES:	Great Portland Street,
(18)	BAKERLOO LINE:	Wembley Park, West Hamp- stead, Baker Street (s.b. Queens Park line), Piccadilly Circus (n.b.), Charing Cross (n.b.), Waterloo, Lambeth North (n.b.)
	CENTRAL LINE:	West Acton, White City, Tottenham Court Road, St. Pauls, Bank (e.b.), Liverpool Street, Woodford, Blake Hall, Ongar, Red- bridge, Fairlop, Grange Hill
	CIRCLE LINE:	Aldgate, South Kensington, Notting Hill Gate, Bays- water, Edgware Road, Baker Street, Liverpool Street
	DISTRICT LINE:	Parsons Green, Ealing Common, Acton Town, Chiswick Park, Hammersmith, Notting Hill Gate, Bays- water, Edgware Road, South Kensington
	EAST LONDON LINE:	Rotherhithe, Surrey Docks (s.b.)
	HAMMERSMITH & CITY LINE:	Goldhawk Road, Westbourne Park (w.b.), Edgware Road, Baker Street, Liverpool Street
	METROPOLITAN LINE:	Aldgate, Liverpool Street, Baker Street, Wembley Park, Ruislip Manor, Northwood Hills (s.b.), Chorleywood, Chalfont, Amersham, Chesham
	NORTHERN LINE:	Totteridge, West Finchley, Archway, Woodside Park, Tottenham Ct Rd, Balham

- (18) contd. PICCADILLY LINE: Ruislip Manor, South Harrow, Sudbury Hill, Alperton, Ealing Common, Osterley, Northfields, Acton Town, Hammersmith, Holborn, all stations Manor House to Oakwood inclusive, Aldwych
- (18A) CIRCLE/CITY WIDENED/
HAMMERSMITH & CITY/
METROPOLITAN LINES: Farringdon, Barbican
- (19) BAKERLOO LINE: Dollis Hill (s.b.)
West Hampstead (s.b.)
CENTRAL LINE: White City
DISTRICT/PICCADILLY
LINES: Acton Town
NORTHERN LINE: Totteridge, West Finchley
- (20) CENTRAL LINE: West Acton
CIRCLE LINE: Monument
DISTRICT LINE: Putney Bridge, Turnham Green, Stamford Brook (w.b.), Monument, Bow Road,
EAST LONDON LINE: Wapping (n.b.), Rotherhithe, Surrey Docks
HAMMERSMITH & CITY
LINE: Bow Road
METROPOLITAN LINE: Croxley, Watford
NORTHERN LINE: Brent
PICCADILLY LINE: Boston Manor

APPENDIX 2: Location of types of Miniature Signs on Stations (excluding tunnel hoarding walls - see Appendix 3)

REFERENCE:

- (M4) DISTRICT LINE: Turnham Green, Hammersmith
PICCADILLY LINE: Hammersmith
- (M9) CENTRAL LINE: Mile End, Leyton, Wanstead, Gants Hill
CIRCLE LINE: Mansion House
DISTRICT LINE: West Kensington (e.b.), Mansion House, Aldgate East
Mile End
HAMMERSMITH & CITY LINE: Aldgate East, Mile End
- (M9F) DISTRICT/PICCADILLY LINES: Hammersmith

(M16)	BAKERLOO LINE:	Stanmore
	CENTRAL LINE:	All stations West Ruislip to Perivale inclusive, Mile End, Gants Hill
	CIRCLE LINE:	Charing Cross (o.r.)
	DISTRICT LINE:	Hammersmith, Charing Cross (w.b.), Mile End
	HAMMERSMITH & CITY LINE:	Mile End
	METROPOLITAN LINE:	Baker Street (main)
	PICCADILLY LINE:	Hammersmith, Hyde Park Corner
(M18)	CENTRAL LINE:	Gants Hill
	CIRCLE LINE:	St. James Park (i.r.), Baker Street, Liverpool Street
	DISTRICT LINE:	St. James Park (e.b.)
	HAMMERSMITH & CITY LINES:	Baker Street, Liverpool Street
	METROPOLITAN LINE:	Liverpool Street, Northwood Hills
(M18A)	CIRCLE LINE:	Charing Cross, Euston Square
	DISTRICT LINE:	Charing Cross
	HAMMERSMITH & CITY/ METROPOLITAN LINES:	Euston Square

APPENDIX 3: Location of types of sign on Tunnel Hoarding Walls.

These signs are provided at all deep-level stations and on the Central Line platforms at Mile End and the Circle/Hammersmith & City/Metropolitan platforms at Kings Cross. All signs are of the type (Ref: M16) except at the stations shown below where other types of sign are in use

REFERENCE:

(9)	CENTRAL LINE:	Holborn
	PICCADILLY LINE:	All stations Manor House to Bounds Green inclusive, Southgate
(M4)	CENTRAL LINE:	Mile End
(M9)	BAKERLOO LINE:	Swiss Cottage, St. Johns Wood, Baker Street (s.b. Stanmore line)
	NORTHERN LINE:	Highbury

Corrections Due to delays in producing the copy for the November Journal, partly arising from the decisions being taken on its future, the News Flashes, which are always prepared last, were typed in a hurry. As a result, the accuracy of one or two suffered. 1408 - the car numbers should read 012177, 012229, 012392, 012406 and 012408; in 1409 the Bakerloo Line car numbers should be 012482, 012484 and 012492. Also in an earlier issue NF 1386, the number 11036 is wrong - please substitute 11034.

1422 A60 trailer car 6096, overhauled 9/74 and C69 6567 have both received brown tinted windows at Acton during September.

1423 Q38 Pilot Motor Cars L126 and L127 were repainted in maroon livery at Acton 9/74; other work included fitting cab footsteps and the EP brake.

1424 The 2-car Yard Electric Loco at Acton was converted from 10130-L13A & 11130-L13B. The conversion involved fitting R stock compressors (1 in each car) and air pipes at the outer ends. The cars retain their Auto-Couplers and red livery.

1425 An R stock train ran on the Circle Line on Sunday 3-11-1974.

1426 The chassis of WPW1001 arrived at Acton Works in September 1974 for conversion to a jib carrier.

1427 2 1938 TS trailers arrived at Acton during 9-1974 for conversion to run with 1960 TS.

1428 Northem and Bakerloo Line trains did not stop at Charing Cross Embankment for part of 1-10-1974 because of a flooded subway from a burst water main.

1429 On 24-10-1974 a gap of 1hr 35m was noted between Ealing Broadway trains on the District Line from 06.30 at Stamford Brook.

1430 A derailment at Ruislip on the morning of Friday 1-11-1974 meant there was no Uxbridge service until after the morning peak. Confusion reigned, as many trains ran with South Harrow showing on the train, Northfields on station indicators, but actually reversing at Acton Town.

1431 In early 11-1974 1972 Mk 11 DM 3562 was at Acton being got ready for the Lord Mayor's Show. Work carried out included fitting spare trucks with white-edged tyres and adverts on both sides reading "With the products of British Industry, the Underground carries 2,100,000 people every working day".

1432 Since 6-1974 escalator work at Oxford Circus has caused a diversion of passengers for the exits which involves climbing 64 steps from the Central platforms to street level. Rather a lot of steps for rather a long time - for work is still going on.

1433 At about 17.30 Thursday 3-10-1974 several trains were delayed on eastbound Central Line near Leytonstone, due to a preceding Hainault line train striking a perambulator, apparently dropped on the line from the tunnel mouth. The driver was able to keep the train in service, at least to the end of his journey, although the floorboards under his feet had been badly damaged.

1434 Recently a number of withdrawn LT buses have been stored at railway depots. On 6-10-1974 the total was 61, as follows: Northfields MB 115, 123, 130, 151, 152, 154-8; Northumberland Park MB 19 MBS 34, 38/9, 41-8, 51-4, 56/7, 59-61, 63-9, 80, 199, 256, 450, 481, 515, 521, 563; West Ruislip MB 9, 133, 138/9, 144 165, 168, 175/6, 185, 188 MBS 32/3, 35, 50.

THE TIMETABLE

Wednesday 4th December Visit to Aldwych Station.

19.00 Wednesday 4th December at Fred Tallant Hall, Drummond Street, London, NW1. By invitation of the Electric Railway Society; a Talk by T.B.O'Loughlin, of the Civil Engineers Department, New Works, Kings Cross, BR on "Civil Engineering Aspects of the Great Northern Suburban Electrification".

12.30 Friday 6th December at Friends International Centre, Torrington Place, London, WC1; a Talk in the Friday Lunch Series by J.S. Wagstaff on "London Transport...Present Problems and Future Prospects".

19.00 for 19.15 Friday 13th December at Hammersmith Town Hall; a Members' Slide Show.

19.00 for 19.15 Friday 10th January 1975 at Hammersmith Town Hall; an Illustrated Paper by Patrick Beaver on "The Crystal Palace". This talk will cover some interesting railway aspects of the history of the Palace, including the results of recent research into the tube line at the Sydenham site.

THE TAIL LAMP

"The next train to arrive at Platform 1 Will be a Circle Line; believe it or not it will be a Circle Line!"

Platform announcement at Liverpool
Street 1-4-1974 (note date)

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FINIS