

UNDERGROUND NEWS

No 158

February 1975

THE TIMETABLE

Friday 14 February. Major C F Rose of the DoE Railway Inspectorate will be giving a talk on the work of his department. The talk will be at Hammersmith Town Hall, 19.00 for 19.15.

Friday 14 March. A talk on the London Transport Division of the British Transport Police will be given at Hammersmith Town Hall, 19.00 for 19.15

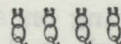
Saturday 22 March. Annual General Meeting. The time and venue for the AGM will be given in next month's Underground News. Proposals for new or amended rules, and nominations for committee members must be sent to the Secretary at 113 Wandle Road, Morden, Surrey SM4 6AD to reach him by 15 February. The retiring members of the Committee are Connell, Haynes, Jasieniecki and Jones; all are willing to stand again.

Friday 11 April. A talk on LT's Internal Transport will be given by Mr B D Constable.

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Honorary Member

The Society has great pleasure in being able to announce that Mr J Graeme Bruce, the Chief Operating Manager (Railways), and author of the two famous books STEAM TO SILVER and TUBE TRAINS UNDER LONDON has recently accepted our offer of becoming an Honorary Member of the Society.



HARRY CLARKE

It is with deep regret that we report the sudden death, in the early hours of 12 January, of Harry Clarke. He was 44 and had been a member since 1971. However, he had been a great friend of the Society for many years, guiding several depot visits, speaking at Hammersmith meetings and showing selections of his superb photographic collection. He was always informative and outspoken, and this, together with his extraordinarily retentive memory and sense of humour, made him most entertaining. It was inevitable that Society events at which he was present would run on long beyond their due end, and I am sure that Harry was always as eager to continue reminiscing as we were to continue listening.

Harry was also ever-willing to help the Society in any way he could, and we owe him a great deal for what he did over the years. He knew we could never repay him for his efforts, but he was always willing to do more; only a few weeks ago, he offered to help by answering rolling stock queries needing verification or amplification. This would have been a never-ending task for him, but one which would have benefitted our regular publications by having fuller and more accurate information included. Because of his considerable and continuing help, the committee recently offered Harry Honorary Membership. His reaction was typical; considerable surprise and great pleasure at being thought of in this way.

Harry was well known and respected by numerous people at work as well. He started with LT as an engineering apprentice in 1948 and eventually became Divisional Engineer 'A', responsible for the overall control of Central, District and Piccadilly Line depots, miscellaneous vehicles and breakdown matters. Gordon Hafter, LT's Rolling Stock Engineer (Railways) and a Society member said of him:

"Harry Clarke will not easily be replaced. His encyclopaedic knowledge of British (and some foreign) railway practices was legendary, and his collection of railway photographs, books & maps made him the man who was always consulted for background information. But he was equally interested in people, and, more than most in the Rolling Stock division, made it his business to guide, educate and encourage young men in training. He acquired the title of 'the hanging judge' from the severity of the punishments he was said to have meted out to young (and old) miscreants, but the name was always spoken with affection because he succeeded, as few others have, in convincing those he dealt with of his essential fairness. Many an upright railwayman has cause to remember that he was fast put on the right path by some withering comment from Harry.

Harry worked on every Line (and at almost every depot) in the course of his career, as well as at Acton Works. For much of his time he worked, either at one remove from me, or directly for me, matching every step in my career with one of his own. Throughout the 25 years that we worked together, his perception, good humour and essential wisdom have supported me in everything I have tried to do, although we often differed violently on the way to do it"

Harry Clarke was working on at least two Underground publications, with thoughts for at least a third, and we shall all be the poorer for not having the opportunity of benefitting from his writing. He will be sadly missed by all those who knew him, and our deepest sympathy goes to his wife at this difficult time.

R.I.P.

How To Get There - Again

Most people who use Oxford Circus station will know the push-button illuminated diagram inside the main ticket hall; the machine has been described in a previous copy of Underground.

What most people will not know however, is that many years ago another 'how to get there' machine was in use, and it had a curiously similar outward appearance.

This information stems from a recently unearthed photograph and caption of the former device (referred to, therein, as 'automaton') which was apparently installed at Leicester Square station. It would appear that the photograph was removed from an old magazine (probably LT Magazine) but, not surprisingly, the quality is somewhat lacking. It would appear that all the proposed extensions in the New Works programme are shown, but it is just possible to see a change of pattern in the Central London Line north of Leytonstone which would therefore be the boundary of lines open and closed to LT trains. If this is the case then the diagram on the machine would be accurate for the period May to December 1947.

The caption indicates that a row of lights illuminates the route from Leicester Square to the station selected by the push button. It will be remembered that the new device at Oxford Circus shows the interchange stations by a flashing light but there is no evidence to hand that the original machine did anything of this sort; a large metal plate on the front bears the name "SPERRY" who were presumably the builders of it.

One suspects that the machine, for reasons unknown, was the victim of an early demise. The latterday machine, even with today's technology, took some years to be perfected; for whilst it is easy to build a machine specifically for one station it is very difficult indeed to build it in such a way that it can be moved to another station without completely reconstructing it. It must also be capable of absorbing extensions and other alterations without too much additional expense or bother; it has to be virtually programmable. The machine at Oxford Circus is said to be the result of a passenger's comment some years ago about the existence of a 'How To Get There' device in Paris - though of a more crude nature - and LT have been developing the idea ever since.

If anybody remembers the old machine at Leicester Square, or knows anything about it, perhaps he would let the editor know and eventually we may be able to publish more exacting details.

ADVERTISEMENTS

WANTED

London Transport Magazines up to 1970, all issues. Replies to D Richings, 121, Boulton Road, Handsworth, Birmingham 21.

ADVERTISING IN UNDERGROUND NEWS

People wishing to advertise in Underground News are advised that there is a 10p insertion charge plus a fee of 1p per word. If the same advertisement is placed in a number of issues, subsequent insertion charges will be 5p. Advertisements must be kept below 35 words otherwise the rate increase to 5p per word in excess of 35 words.

H.C.Beck

Henry Beck died in September 1974 aged 73. He will, however, still be remembered years from now by many of the people in this Society since it was he who was the inventor of the Underground diagrammatic map, which is still produced today.

It was in 1931, whilst out of work, and during the period when Stingemore's folding card map was still in production, that Beck first decided to do something about his diagrammatic map. He drew several 'roughs' and submitted them to the Underground Group authorities but they were not favourably impressed. Beck was fortunately not prepared to accept this however, and his persistence finally proved fruitful, the authorities (still unconvinced) deciding to test this radical departure from tradition and produce a trial run. By this time Beck (who was 29) had become a temporary draughtsman in the Underground Group's drawing office.

This trial appeared as the first edition of the diagram in 1933, and was an immediate success. With its expanded central area, and its vertical, horizontal and forty-five degree lines only, it could not fail to be an improvement on the old geographical map. Although Beck experimented with large dots to represent stations (as Stingemore had done) he eventually decided to use ticks on one side of the line instead. Interchange stations were shown as squares set at forty-five degrees to the line. One interesting thing common to both the presentation design and the first edition is that the Metropolitan Line appears to stop at Rickmansworth; on subsequent editions an arrow has been put in together with a list of stations served beyond.

Beck constantly revised his map, and he took suggestions from all levels within the LPTB as well as the general public. Sometimes he disagreed with a suggested revision, but he always tried extremely hard to please and a diagram would be produced; Beck was usually right however and frequently these misfounded ideas would be dropped by the next edition.

His diagram appeared in many forms and the method of showing interchanges varied considerably over the years. Originally he used squares set at forty-five degrees to the line to represent an interchange station; on one edition he used very large squares and put the station name inside them in very small print, but fortunately this idea (which was not his) was not perpetuated. He eventually used small circles on each line at an interchange station and soon started to use small white lines to connect the centre of the 'interchange circles' together; this improved the clarity to some degree.

One form of his map replaces the forty-five degree lines with sixty degree ones, but his last editions (since 1943) use virtually no sloping lines at all, since this allows the whole system to be put on the map (not hitherto achieved)

His last edition appeared in 1959 and Harold F Hutchison designed the next edition. The current map is by Paul E Garbutt. One interesting point is that in 1973 a 'London Railways' map was produced showing all LT and BR passenger lines in the London area. This map bears a striking resemblance to a similar one submitted by Beck in 1938 but never used.

Users of even today's Underground Diagram will be eternally grateful to Beck for his invaluable contribution not only to the travelling Londoner, but to users of all diagrammatic maps.

REVIEWS

The British Empire Exhibition Wembley 1924 Fiftieth Anniversary

Wembley History Society; 24pp 8½" x 11½" in laminated card covers; 48 illustrations including plan of exhibition ground and population chart; London 1974; 75p.

A commemorative brochure of one of the greatest exhibitions ever held in Britain, issued half a century after it was opened - on St George's Day 1924 - by King George V. Production is good, and the main contents comprise reproductions of postcards which were available at the Exhibition itself; there is a brief introduction and a note on the effect of the Exhibition on the district around Wembley, noting the phenomenal growth of the population between the wars. An interesting publication, rather expensive but with printing costs as high as they are now this is not really surprising.

Fare Deal - Your Choice, A GLC consultation paper; 12pp in card covers; public information branch of the Greater London Council, issued free.

A pamphlet issued by the GLC to explain ~~LT's present financial problems~~ and sound out the views of Londoners. The Council presents three grim alternatives; to increase fares to cover costs (and it would mean increasing them 45% per year for three years to start to do this), increase the fares to a far smaller extent and find the remaining money from the rates or find all the future cash through the rates. The document invites comment from Londoners, to reach the GLC by end of February.

Haunted London, Peter Underwood, published by Harrap; 200pp 8½" x 5½" London 1974, £3.10.

Ghost books need treating very carefully indeed, on the whole; most of them can fairly easily be divided into those which tend to give sane, informative and seemingly reliable accounts and those which give rather dubious and fanciful accounts, and this book **definitely** falls into the former category. Peter Underwood (president of the Ghost Club) writes the book well, and consequently it is easy to read and very much to the point.

The book contains a two page section on the Covent Garden Underground Station Ghost, which includes the stories of several station staff. The Ghost is said to be that of William Terris, a famous actor at one time, though he is reputed to have died in a doorway in Maiden Lane (nearby) several years before the Underground station was built. Nevertheless, the article, and indeed the whole book is well worth reading. The book also contains accounts of hauntings at Elephant and Castle (BR) station, and fascinating revelations of the phantom number 7 bus in North Kensington.

FURTHER TIMETABLE ALTERATIONS

Bakerloo Line

New Timetable introduced, this commenced on Monday 6th January for WEEK-DAYS ONLY; timetable numbered 62. Timetable E61 continues in operation on Saturdays and Sundays.

Central Line

New weekday Working Timetable introduced on Monday 20th January, the timetable is numbered 36. Timetable 37 for Sundays is expected soon.

Piccadilly Line

Working Timetable number 5 (Sundays) was introduced on 19th January.

PROGRESS REPORT ON THE STUDY OF STATIONS ON THE ORIGINAL SECTIONS
OF THE LONDON ELECTRIC RAILWAY

Every now and then, some members of this Society take it upon themselves to start some major project or other with a view to eventually being able to write about it for the benefit of the rest of the membership. In practice, many of the projects never reach a stage where those involved think that they may confidently be able to write definitively about the subject concerned, consequently the project eventually collapses under its own weight, and few are any the more knowledgeable as a result.

One solution is, perhaps, to write about what you know at intervals during a project and hope that any enthusiasm for what you are doing, which is drummed up as a result, may help to sustain the project to its logical end. In any case, doing this may drag out of somebody a valuable memory or bring to light some other valuable clue, and by this means assist the project.

The project which is now described, is the direct result of a suggestion made by one of our Past Presidents, Charles E Lee, at our 1973 AGM. His suggestion was that someone should record the tile colours on the stations which were on the original 'Yerkes' tubes, that is, the central sections of the Bakerloo, Piccadilly and Northern lines, which all opened between 1906 and 1907. The project was very soon extended to include the tile patterns at these stations, not just the colours and it was clear that it was going to be a very long-term project if it was to be done at all thoroughly; the two people at present involved in it were soon deeply absorbed, and although there is a very great deal of work to do, many interesting things have already come to light.

There can be few members of this Society who have never heard of Charles Tyson Yerkes; he has a lot to answer for. It was he who brought into being the 'Underground Electric Railways of London Company', which was formed in April 1902 and was the 'parent' company of several (including the Baker Street & Waterloo, Great Northern Piccadilly & Brompton, and Charing Cross, Euston & Hampstead concerns, which he undertook to construct).

Since the major part of the construction of these railways was undertaken under the control of Yerkes, it is hardly surprising that the designs for the stations (among other things) were uniform. Apart from the famous ruby-red glazed brick surface structures designed by Leslie Green, the platforms were finished in a similarly uniform style.

Each station platform was different. We are led to believe that it was the intention to provide a definite indicator to regular passengers, thus enabling them to instantly recognize, or otherwise, their whereabouts. The platform walls are decorated with tiles whose individual dimensions vary slightly but approximate to nine inches by three. Generally, there are about four coloured tiles immediately above the platform level, and these run along the entire length of the platform. Above these are about 26 more rows of tiles, the majority of which are white or cream, or sometimes a combination of the two, upon which further coloured tiles occur to form lengths of a continuous, regular pattern. The pattern nearly always only occurs upon the upper portion of tiling, and its upper and lower limits are defined usually by pairs of continuous coloured tiles (with one line of white or cream tiles between) above and below; the style is Art Nouveau. Obviously, the system is interrupted by entrances and exits, but it is also broken by the station name, which is provided on all platforms either two or three times. It appears in capital letters, and is five tiles (about

fifteen inches) high; this is provided in the upper portion of tiling in gaps in the pattern.

One of the most notable features of the stations today is the apparent 'barrel like' effect. This is due to numerous 'hoops' or 'rings' of tiles extending from the platform walls over an otherwise untiled ceiling. These rings of tiles are coloured, and are always two and half tiles wide. The colouring is continued down the platform wall to the platform itself; these conveniently divide the platform walls into short sections, each section containing a length of pattern.

All other circumstances being equal, one ring is provided at approximately regular intervals, however where a passageway enters onto the platform the rings nearby are not equally spaced very often. Where station names occur they fill up one section, and to emphasize them the sections concerned are bounded by double rings, these are two ordinary rings (two and half tiles wide) spaced one and a half tile apart.

Double rings are also provided either side of a passageway. All passageways have a decorative concrete surround, and the inner edges of the inner rings (of each pair) are approximately in line with the passageway walls. The concrete surround encroaches upon the inner rings to a width of one and a half tiles (leaving one tile exposed), but the surround contains decorative indentations, at intervals along its height, and these indentations all leave one and a half tiles exposed. Both the height of the indentations, and the height of surround between them, varies from four tiles to five tiles high between different stations.

There is a degree of inconsistency regarding the occurrence of double rings. Generally, where a station name is provided adjacent to a passageway, there is one double ring only in between. There are occasions where three or even four rings are provided in between two openings which would require double rings normally however.

Each section of actual pattern is set between rings, sometimes the pattern is slightly modified at the ends, where it will abut a ring. Normally the majority of the coloured tiles are just one colour, and another colour is used for relief. On the Hampstead Line the tendency seems to have been only to use one colour, although at Charing Cross (Strand at the moment) two quite different types of green were used. It would seem that each station was provided with at least one, and usually two, special tiles; these are white or cream, and are endowed with the name of a company. The extent of the involvement of the companies (for there are at least two) is not yet known, but at the very least it would seem highly likely that they manufactured the tiles.

Since the Baker Street & Waterloo Railway was actually started in 1899 and subsequently abandoned (until Yerkes bought it) it is possible that the explanation for its non-conformity with the system may be explained. The pattern at Waterloo is not entirely 'normal', the original names at Embankment (at present Charing Cross) are situated between single rings and the original passageways are unusual, and Trafalgar Square deviates very greatly from 'the system'. At Trafalgar Square the northbound station tunnel is tiled throughout in white, including the ceiling, another noteworthy feature is the narrow type of cross passage provided, with its semicircular top, and unique pattern of concrete surround. It seems that the line was commenced at Hungerford Bridge in February 1899, and the North bound line had reached Trafalgar Square by November, by which time the southbound tunnel was under

way. By March 1900 the tunnel drive south towards Waterloo, had commenced but the financial backing collapsed in December and although some work continued until May 1901 the only achievement of note was the completion of the second tunnel underneath the River, this was actually completed in October 1901, and the line lay derelict until Yerkes rescued it. It is at the moment impossible to exactly determine what work was complete at the time of abandonment, but it is certainly not unreasonable to suggest that at least some of the station finishings were sufficiently advanced to have had an impact on the eventual result.

Anomalies do occur on other lines, at South Kensington the pattern on one platform differs slightly from the pattern on the other, and at Caledonian Road a name appears displayed across two sections, consequently the intermediate ring is broken across the portion of wall where the name is placed.

The most fascinating feature of the whole project is the lettering. Taking the station names first, each name is usually preceded and followed by a dot, or occasionally two dots, one on top of the other, if the name is in two parts, a single or double dot is placed in between. The style of lettering varies considerably between stations, even adjacent stations, it has not yet been determined whether all the names are in a different style or whether they can be categorized. In addition to the station names there are many instances of direction signs being provided both on the platform and in passageways. They are all different even on directions saying the same thing it will be found that the lettering occurs over different arrangements of tiles, and since all lettering is fired into the tilework it provides more evidence that the station tiling was not just 'done' but carefully thought out on a vast scale months beforehand, each tile being made virtually on an individual basis. If this is the case, and it is seeming increasingly likely, it makes the individual tiled motifs on the Victoria Line (which London Transport frequently wax great upon) appear a relatively extremely trivial achievement in the face of the aforementioned great wonders.

But time is short, already too many stations have been closed or rebuilt beyond recognition to be able to see whether there is definitely any system evident in the tile patterns. Today many of the stations are due to be redecorated, thus concealing the tiles, Goodge Street has already had all the tiles painted out. Since most of the station wall areas are covered with posters, mapping the remaining tiles in an attempt to reconstruct the whole pattern is already sufficiently difficult, indeed many a passenger possibly will never know that this Edwardian Art-work relic lies underneath the vast sea of posters that meets his gaze.

In view of the vastness, and historical importance of these original decorative patterns, progress is proceeding as fast as possible, but sadly we may never be fully able to comprehend the work because of the unknown quantity involved in the several closed stations (whose tile patterns are still largely intact). Also of course it may not be possible to find sufficient tiles uncovered by posters to be able to work out the pattern at some stations.

It is hoped that one day we may be able to publish more about these tile patterns, and perhaps even the patterns, where known, themselves.

NEWSFLASHES

NF 1450 The Greater Glasgow Transport Executive is proposing to invite tenders for the work required on the Glasgow Underground modernization. Tenders are to be invited for one or more sections of the total contract. The sections are: A, Railway Signalling System, B, System Control Room Equipment, C, Closed Circuit Television Equipment, D, Audio Communication System, E, Train Control System. Applicants were required to submit details of their qualifications by 22nd January, after which the G.G.T.E would issue tender forms to the organisations who satisfy their requirements.

NF 1451 The ordinary heavy overhaul (HO) of 1938 Tube Stock (38 Stock) has ceased, and the last unit to be so treated was completed on 23.6.73. However, the 38 stock on the East London line is to be given an HO, and the first unit entered Acton Works recently. A 4-car EHO unit (Extra Heavy Overhauled Unit) and a 3-car Scrap unit were transferred from Golders Green to Neasden, thus giving an odd 4-Car EHO unit at Neasden. This unit, 10186-012270-12028-11186, was EHO'd in 12/72 and painted train red with LONDON TRANSPORT transfers, and as from 10.12.74 has been used to cover the East London unit at Acton. The first unit to be overhauled is 10136-012224-12003-11136 which left the East London on 10.12.74 for Neasden, and was forwarded to Acton 2 days later. It is thought that 20 East London cars will be overhauled in 1975, and the remaining 12 in 1976.

NF 1452 By 13.12.74 all 1972 (MkII) tube stock trains had been delivered to the Northern Line except 4-car units 3243 etc and 3263 etc together with 3-car units 3434 etc and 3462 etc.

NF 1453 By 13.12.74, 16x3-car units of 73 stock had been delivered. Of these only 100-500-300 and 101-501-301 were being worked on, the remainder being stored in Ruislip Yard. The cars delivered were:

100-500-300	120-520-320
101-501-301	121-521-321
106-506-306	122-522-322
107-507-307	123-523-323
114-514-314	124-524-324
115-515-315	125-525-325
118-518-318	126-526-326
119-519-319	127-527-327

NF 1454 The Northern Line service was partly suspended for a time on the evening of Friday January 17th because a passenger entered the tunnel at Hendon Central. NB trains terminated at Golders Green during this time, and passengers for stations further north were advised to travel by existing bus services.

NF 1455 Several months ago the canopy outside Greenford Station was damaged by a DMS bus. All the remaining glass was removed and a short section of guard rail was erected on the pavement below the canopy, to deter buses on route 92 from approaching too close again. During December replacement glass was fixed, again white on blue, and reads WESTERN REGION GREENFORD STATION CENTRAL LINE preceded and followed by the BR motif and the LT roundel, respectively. An interesting point is the perpetuation of Western Region rather than British Rail.

COMMENT

Since an advertisement for more staff has been seen carefully placed

upside down, it would appear that the famous expression "standing upon one another's heads", an expression frequently used by Bakerloo Line passengers, has been taken literally by the LTE.

The advertisement, which was calling for more booking office staff, was placed on the draught screen by 'A' door in Bakerloo Line car 10055, and was observed on 16.1.75

HELP URGENTLY WANTED

Several months ago a cartoon ~~was~~ published in a London Newspaper, very possibly an evening paper, which featured a scene on a particularly crowded Northern Line platform. The train describer bears humorous descriptions only too reminiscent of actuality in recent months.

Can anyone remember seeing the cartoon, and if so when and where? If you know, or can help, please write to the Editor as soon as possible.

The Society is preparing a series of plans of Oxford Circus Station as it has developed over the years. Virtually all the information has now been acquired but the one thing we do NOT YET KNOW is the original subway layout to the Bakerloo Line platforms, all other Data is complete. The subway layout was altered in very early days, and the lifts taken out of use by 1914; CAN YOU HELP?

If you have any information regarding the former BAKERLOO passageways from lifts to platforms would you please contact the Editor as soon as possible.

POSTAL AUCTION

The Society has two copies of "Handling London's Underground Traffic" by the late J P Thomas, and published by London's Underground, 55 Broadway, SW1, in 1928

The Society is proposing to dispose of these by Postal Auction. Providing the reserve prices are reached, the two highest bids received by Saturday 1st March 1975 will secure the books. The books will be sent to the successful bidders only after their bids have been acknowledged and remittance received. Unsuccessful bids will NOT be notified. If it is desired to bid for both books, then two separate bids must be made.

Apart from dust jackets, the books are thought to be complete. One is not in quite such good condition as the other as it is soiled on the cover and at some time has had something spilt on a portion of it. However, both are well worth having.

Bids, but not money yet, should be made to The London Underground Railway Society at 203, Popes Lane, Ealing, London W5 4NH

REMINDER - Members who have not yet renewed are reminded that their subscriptions became due on January 1st. The subscription rate is £2.50 for members and this should be sent to the Secretary at 113 Wandle Road, Morden, Surrey. Cheques should be made out to the London Underground Railway Society, and crossed.

NOTE REGARDING WARREN STREET STATION - The Station at Warren Street had the surface structure sandwiched in between Warren Street and Euston Road, and one could enter it equally well from both thoroughfares. The Exit from the lifts opened into a straight passageway between the two roads, and despite a notice forbidding its use by pedestrians, it was often used by them

TAIL LAMP - American Tourist at Victoria, observing District & Circle Line destination indicator, enquires "Are the next 12 trains really all for Upminster?"

The London Underground Railway Society

SALES LIST - February 1975

All the items advertised in this list are available through the London Underground Railway Society (Post Free to Members) from:
The Acting Assistant Sales Manager: 21 Chestnut Grove, South Ealing, London W54JT

Items marked * throughout the list are new to stock since the last list and are listed for the first time.

LONDON TRANSPORT PUBLICATIONS

A History of London Transport by T C Barker and Michael Robbins		£3.50
Volume 1 - The Nineteenth Century		£7.50
Volume 2 - The years 1900 - 1970		.90p
STEAM TO SILVER by J Graeme Bruce, 170 pages, 147 plates		.90p
TUBE TRAINS UNDER LONDON by J Graeme Bruce, 114 pages, 109 plates		
	Paperback	.75p
	Hardback	1.50
THE STORY OF THE VICTORIA LINE by J R Day; 1972 Edition		.40p
THE LONDON MOTOR-BUS by J G Bruce and C H Curtis:	Hardback	2.50
THE STORY OF THE LONDON BUS by J R Day:	Hardback	2.25
'A Brief History' Series by Charles E Lee:		
THE METROPOLITAN LINE		.25
THE BAKERLOO LINE		.25
THE PICCADILLY LINE		.25
THE NORTHERN LINE		.25
THE CENTRAL LINE		.25
THE DISTRICT LINE		.25
HISTORY OF THE METROPOLITAN DISTRICT RAILWAY COMPANY TO JUNE 1908 by Alexander Edmonds		2.00
LONDON TRANSPORT POSTERS Introduction by H F Hutchinson		1.00
THE HORSE BUS AS A VEHICLE by Charles E Lee		.30
THE EARLY MOTOR-BUS by Charles E Lee		.30
70 YEARS OF THE CENTRAL by Charles E Lee		.20

MISCELLANEOUS LONDON TRANSPORT ITEMS

'Prestige' Wall Plaques

1. K424 (bus)	.55p
2. LUT Trolleybus No.1	.45p
3. Class EJ tram No 1025	.45p
4. Met Rly loco No. 23	.50p

Yellow Dusters

1. B5015 (bus)	.21p
2. E1 tram No. 1025	.21p
3. RT 1	.21p

Glass Ash Trays

1. George Shillibeer's Horse Omnibus	.33p
2. K424	.33p
3. LUT Trolleybus No.1	.33p
4. Met Railway loco No.23	.33p
5. Met Railway electric loco No.5	.33p
* 6. L.T Tram	.33p
Syon Park Collection Leather Bookmark - red, blue, black, green	.25p
*Leather Key Rings - red, blue, black, green	.20p
*Enamel Badges : E ^r Tram, K424, DMS, RM, ST922. Q1 trolleybus,	.25p each
Met Rly. No.23 Met Electric Loco, Merlin bus	
*Enamel Emblems: Met Rly coat of arms	.18p
London Transport Collection	.18p
Metropolitan Electric Tramways	.18p
London United Tramways	.18p
Underground	.18p

TLURS EXCLUSIVE

Reproduction pen-and-ink drawing. Metropolitan Railway H-class
4-4-4T locomotive No. 104 and train of steam stock coaches
in country surroundings. Suitable for framing, size $22\frac{1}{2}'' \times 15\frac{1}{2}''$.30p

OXFORD PUBLISHING COMPANY BOOKS

GREAT WESTERN PORTRAIT	£1.50
THE LMS SCENE by M Earley; 64 pages, 77 photographs	1.60
THE GWR SCENE by M Earley, 64 pages, 90 photographs	1.50
THE STEAM RAILWAY Vol. 3 - KINGS CROSS	1.25
GREAT WESTERN BROAD GAUGE ALBUM compiled by AK Steele;	
80 full-page photographs (10"x7 $\frac{1}{2}$ ")	1.80
GW ENGINES, NAMES, NUMBERS, TYOES and CLASSES (1940- preservation)	1.70

OAKWOOD PRESS PUBLICATIONS

LONDON INDEPENDENT BUS OPERATORS By D E Brewster	.75p
THE LONDON RT BUS by J Wagstaff	.75p
GREAT WESTERN LONDON SUBURBAN SERVICES By T B Peacock	1.20
THE LONDON TRAMCAR by R W Kidner	.50
THE LONDON COUNTRY BUS by J Wagstaff	1.05
THE NORTH LONDON RAILWAY by Michael Robbins	.75p
THE WEST LONDON RAILWAY and THE WLER by H V Borley & R Kidner	.60p
THE WOTTON TRAMWAY (BRILL BRANCH) by Ken Jones	1.05
BRITISH STEAM RAILCARS by R W Rush	1.50
EATH TRAMWAYS by C Maggs	.75p
THE TRACTION ENGINE, 1842-1936 by F H Gillford	.50p
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